Commission Agenda Report

Planning Commission Meeting
02-17-26
Item 4.A.

To: Chair Riddick and Members of the Planning Commission

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Date prepared: February 5, 2026 Meeting date: February 17, 2026

Subject: Coastal Development Permit No. 19-012, Lot Merger No. 24-002, and Certificate of Compliance No. 19-009 – An application for a new one-story single-family residence and associated development; including a conditional certificate of compliance to recognize an illegally created lot consisting of two parcels and a lot merger to consolidate two parcels into one (Continued from January 20, 2026)

Location: 25200 Pacific Coast Highway, within the appealable coastal zone
APNs: 4459-013-021 and 4459-014-018
Owner: PAR PCH, LLC

RECOMMENDED ACTION: Adopt Planning Commission Resolution No. 26-05 (Attachment 1) determining the project is categorically exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 19-012 to construct a new 9,219 square-foot, one-story, single-family residence, including a 1,000 square-foot subterranean two-car garage, 1,523 square-foot basement, 676 square-foot gym, swimming pools, spa, driveways, decks, landscape, water features, hardscape, grading, retaining walls, and onsite wastewater treatment system (OWTS), including Certificate of Compliance (COC) No. 21-004 to recognize an illegally created lot consisting of two Assessor Parcel Numbers (APNs) (4459-013-021 and 4459-014-018), and Lot Merger (LM) No. 24-002 to consolidate two existing parcels into one, located in the Rural Residential, Two-Acre (RR-2) Zoning District at 25200 Pacific Coast Highway (PCH) (PAR PCH, LLC).

DISCUSSION: This agenda report is an addendum to the January 20, 2026 Planning Commission agenda report. At its January 20, 2026 meeting, the Commission deliberated on the project, which included concerns for public bluewater view impacts from the Pacific Coast Highway (PCH) over the project site and the Local Coastal Program (LCP) Local Implementation Plan (LIP) requirements to minimize scenic area impacts to the extent feasible. The Commission continued the item to February 2, 2026, to provide time for the applicant to make project revisions to further preserve public bluewater views through the subject property from PCH. At the meeting, the applicant offered to reduce the maximum height elevation of the residence by two feet and eliminate the proposed guest house from the design.

Revised Project Design

On January 27, 2026, the applicant submitted revised project plans (Attachment 2). The revised plans consist of select sheets reflecting the following changes from the project presented to the Commission on January 20, 2026 and identified in the project architectural (April 16, 2025), civil (October 17, 2025), earthwork (August 11, 2021) plan sets.

- Lowering of the building pad and thereby the height of the main residence by two feet in the communal areas (outdoor kitchen, kitchen, family room, living room, dining room, and beneath the subterranean areas), resulting in a maximum height of 15 feet and 7 inches from the prior 17 feet and 7 inches, which was measured at the kitchen. However, the highest point of the main residence would now be 16 feet and 10 inches for the master bedroom area, which would not change from the prior design (the building pad would not be lowered in this area). The communal areas are feasible to lower due to the finish floor height being above the natural grade.
- Removal of the 465 square-foot guest house. The proposed pool, water feature, decks, trellis, walls, and landscaping surrounding the previously proposed guest house would remain and the footprint of the guest house would be replaced with additional deck area. The bedroom and bathroom that were included in the guest house are now accommodated in the main residence in the area formerly identified as an office. No square footage changes to the residence, basement, subterranean garage, or gym were made.
- Reduction in the height of walls near the previously proposed guest house from a maximum of 10 feet and 3 inches to 6 feet.[1]

Lowering portions of the main residence building pad would require additional grading, and removing the guest house would require less grading. The total amount of grading

[1] The prior design included privacy walls of 10 feet and 3 inches in height attached to the guest house. Since these walls were considered part of the building, they were not limited to a maximum six-foot wall height (LIP Section 3.5.3(A). With the removal of the guest house, these walls would be considered free-standing walls and have been reduced in height to meet the LIP's six-foot allowance.

would now be 10,341 cubic yards (CY), an increase from the prior 6,688 CY. The non-exempt grading would decrease from 979 CY to 742 CY, which is still below the 1,000 CY maximum allowed. The total grading yardage is shown in the table below. The project complies with the grading requirements of the LIP Chapter 8 (Grading Ordinance), including the requirements of Section 8.3 (Development Standards).

Table 1 - Total Grading Yardage						
	Exempt			***Non-Exempt***	***Remedial***	**Total**
	R&R	*Understructure*	*Safety*			
Cut	1,000	4,052	2,161	294	0	7,507
Fill	1,000	990	396	448	0	2,834
Total	2,000	5,042	2,557	742	0	10,341
Import	0	0	0	154	0	0
Export	0	3,062	1,765	0	0	4,673

All quantities indicated shall be in cubic yards only.
R&R = Removal and Recompaction – R&R must be balanced.
Safety Grading is required grading for L.A. County Fire Department access approval beyond the fifteen foot minimum access and may include turnouts, hammerheads, turnarounds, and access roadway widening.
Remedial Grading is grading recommended by a full site geotechnical or soils report prepared by a licensed geologist or soils engineer which is necessary to correct physical deficiencies on the site for the construction of a primary residential structure or access to the lot.

Table 2 is updated to reflect changes from the revised plans (changes noted in ***bold italics***). In addition to the decrease in non-exempt grading noted above, the total development square footage (TDSF) has been reduced from 11,121 square feet (SF) to 10,656 SF with the removal of the guest house. The tallest part of the project in the main residence is now the master bedroom area at 16 feet and 10 inches. Because the guest house is being replaced with a deck, there would be no change in impermeable surfaces. The project would continue to comply with all development and design standards set forth in LIP Sections 3.5 (General Regulations/Development Standards) and 3.6 (Residential Development Standards).

Table 2 – Zoning Conformance			
Development Requirement	**Allowed/ Required**	**Proposed**	**Comments**
SETBACKS			
Front Yard	38 ft., 10 in. (min.)	53 ft., 8 in.	Complies
Rear Yard	29 ft., 2 in. (min.)	37 ft., 1 in.	Complies
Side Yard (Minimum 10%) East	57 ft., 7 in. (min.)	462 ft., 8 in.	Complies
Side Yard (Minimum 10%) West	57 ft., 7 in. (min.)	264 ft., 1 in.	Complies
Total Side Yard (Cumulative 25%)	144 ft. (min.)	726 ft., 8 in.	Complies
PARKING SPACE			
Enclosed (10 ft. x 18 ft.)	2 (min.)	2	Complies
Unenclosed (10 ft. x 18 ft.)	2 (min.)	11	Complies
TOTAL DEVELOPMENT SQUARE FOOTAGE (TDSF)			
TDSF	11,172 sq. ft. (max.)	***10,656[2] sq. ft.***	Complies
Single-Family Residence		9,218.50 sq. ft.	
Subterranean Garage/Basement		761.65[2] sq.ft.	
Gym		675.83 sq. ft.	
HEIGHT			
Single-Family Residence (max.)	18 ft. (max.)	***16 ft., 10 in.***	Complies
Gym (max.)	18 ft. (max).	12 ft.	Complies
IMPERMEABLE COVERAGE	25,000 sq. ft. (max.)	21,294 sq. ft.	Complies
NON-EXEMPT GRADING	1,000 c.y. (max.)	***742 c.y.***	Complies
CONSTRUCTION ON SLOPES	3 to 1 and flatter (max.)	3 to 1 and flatter	Complies
FENCES/WALLS/HEDGES			
Retaining Walls	6 ft. high (max.),12 ft. high, cumulative	Up to 6 ft. high (max.), no cumulative	Complies
Front Yard (Permeable)	6 ft. high (max).	42 in. high	Complies
Freestanding Walls	6 ft. high (max.)	6 ft. high	Complies

As PCH is a designated scenic road in the LIP, the design changes were made to further reduce the project's public bluewater view impacts through the subject property from PCH.

[2] Pursuant to LIP Section 3.6(K)(3), one-half of the additional basement area in excess of 1,000 square feet shall be included in the calculation of TDSF. Accordingly, 761.65 square feet of basement area are included in the total proposed TDSF.

[2] This square footage does not include the first 1,000 square feet of basement pursuant to LIP Section 3.6(K)(3), which states, "The initial one thousand (1,000) square feet of a basement shall not count toward TDSF."

The project plans considered by the Commission on January 20, 2026 would have resulted in public bluewater impacts for certain portions of the main residence, the gym, and the guest house. These structures would have protruded a maximum height above the PCH roadway and adjacent California Department of Transportation (Caltrans) earthen berms of 8 feet and 5 inches for the main residence (kitchen), 4 feet and 5 inches for the guest house, and 2 feet and 7 inches for the gym.

Sheets Z112 and Z113 of the revised plans show the maximum building height protruding above PCH and the berms. The maximum protrusion would now be 6 feet and 5 inches for the main residence's kitchen, resulting in a decrease in public bluewater view impacts of two feet. Likewise, the other communal areas of the main residence where the building pad has been lowered by two feet would result in a reduction of two feet in the protrusion above PCH (from the outdoor kitchen easterly up to the bedrooms).

For the areas of the main residence where the building pad is infeasible to lower and building heights remain as previously proposed, the master bedroom will continue to protrude a maximum of 3 feet and 3 inches, and the secondary bedrooms will continue to protrude a maximum of 7 feet. Therefore, the maximum protrusion of the project structures above the PCH/berms will be 7 feet, compared to the highest point of 8 feet and 5 inches previously for the kitchen. As the gym would remain the same height, the protrusion above PCH and the berms would remain 2 feet and 7 inches. The removal of the guest house eliminated public bluewater view impacts from the gym westerly across the subject property. No freestanding or retaining walls would block bluewater views.

Revised Resolution

Planning Commission Resolution No. 26-05 (Attachment 1) has been revised to reflect: 1) the continuance of the item to the February 17, 2026 Regular Planning Commission meeting; 2) updated findings (Section 3. Coastal Development Permit Findings, Item A. General Coastal Development Permit and Item B. Scenic, Visual and Hillside Resource Protection); and 3) updated conditions of approval. Conditions Nos. 2 and 3 in the draft Resolution have been revised and Conditions Nos. 33 and 34 added to reflect the updated project plans and protection of public bluewater views. Former Condition No. 146 has been removed (a deed restriction related to the originally proposed guest house).

ATTACHMENTS:

1. Planning Commission Resolution No. 26-05
2. Revised Project Plan Sheets (dated 1-27-26)
3. Public Correspondence received after publication of the January 20, 2026 agenda report

The previously published agenda reports for January 20, 2026 and August 18, 2025 are available online in the Agenda Center (https://www.malibucity.org/agendacenter)

CITY OF MALIBU PLANNING COMMISSION
RESOLUTION NO. 26-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MALIBU DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND APPROVING COASTAL DEVELOPMENT PERMIT NO. 19-012 TO CONSTRUCT A NEW 9,219 SQUARE FOOT, ONE-STORY, SINGLE-FAMILY RESIDENCE, INCLUDING A 1,000 SQUARE-FOOT SUBTERRANEAN TWO-CAR GARAGE, 1,523 SQUARE FOOT BASEMENT, 676 SQUARE FOOT GYM, SWIMMING POOLS, SPA, DRIVEWAYS, DECKS, LANDSCAPE, WATER FEATURES, HARDSCAPE, GRADING, RETAINING WALLS, AND ONSITE WASTEWATER TREATMENT SYSTEM, INCLUDING CERTIFICATE OF COMPLIANCE NO. 19-009 TO RECOGNIZE AN ILLEGALLY CREATED LOT CONSISTING OF TWO ASSESSOR'S PARCEL NUMBERS (4459-013-021 AND 4459-014-018), AND LOT MERGER NO. 24-002 TO CONSOLIDATE TWO EXISTING PARCELS INTO ONE PARCEL, LOCATED IN THE RURAL RESIDENTIAL, TWO-ACRE ZONING DISTRICT AT 25200 PACIFIC COAST HIGHWAY (PAR PCH LLC)

The Planning Commission of the City of Malibu does hereby find, order and resolve as follows:

SECTION 1. Recitals.

A. On March 7, 2019, an application for a Coastal Development Permit (CDP) No. 19-012 to allow for a new single-family residence and associated development was submitted to the Planning Division by PAR PCH LLC for development on property identified as APNs 4459-013-021 and 4459-014-018. The application was routed to the City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, Los Angeles County Waterworks District No. 29 (WD29), and Los Angeles County Fire Department (LACFD) for review.

B. On September 25, 2023, a Notice of Coastal Development Permit Application was posted on the subject property.

C. On December 11, 2023, the application was deemed complete.

D. On April 18, 2024, the Planning Division visited the site and documented the story pole installation.

E. On April 25, 2024, a Notice of Planning Commission Public Hearing was published in a newspaper of general circulation within the City of Malibu and was mailed to all property owners and occupants within a 500-foot radius of the subject property.

F. In April 2024, Planning Division staff received concerns from several community members related to impacts to bluewater views and potential outdoor lighting

G. On May 20, 2024, the Planning Commission continued the item to a date uncertain.

H. On May 23, 2025, Planning Division staff visited the site and documented installation of the updated story poles.

I. On July 10, 2025, a Notice of Planning Commission Public Hearing was published in a newspaper of general circulation within the City of Malibu and was mailed to all property owners and occupants within a 500-foot radius of the subject property.

J. On July 21, 2025, the Planning Commission meeting was cancelled due to a lack of quorum, and a Notice of Cancellation and Notice of Continuance was issued, with the project continued to the August 18, 2025, Regular Planning Commission meeting.

K. On August 18, 2025, the Planning Commission continued the item to a date uncertain at the request of staff.

L. On November 20, 2025, a Notice of Planning Commission Public Hearing was published in a newspaper of general circulation within the City of Malibu and was mailed to all property owners and occupants within a 500-foot radius of the subject property.

M. On December 16, 2025, the Commission continued the item to the January 20, 2026, Regular Planning Commission meeting prior to opening the public hearing.

N. On January 20, 2026, the Planning Commission held a duly noticed public hearing on the subject application, reviewed and considered the staff report, and reviewed and considered written reports, public testimony, and other information in the record, and continued the item to the February 17, 2026 Regular Planning Commission meeting to provide time for the applicant to make project revisions to further preserve public bluewater views through the subject property from Pacific Coast Highway (PCH). The applicant offered to lower the building pad for portions of the main residence by two feet, thereby reducing the maximum height elevation of the residence, and eliminate the proposed guest house from the design.

O. On February 17, 2026, the Planning Commission held a duly noticed public hearing on the subject application, as revised, reviewed and considered the staff report, and reviewed and considered written reports, public testimony, and other information in the record.

SECTION 2. Environmental Review.

Pursuant to the authority and criteria contained in the California Environmental Quality Act (CEQA), the Planning Commission has analyzed the proposed project. The Planning Commission found that this project is listed among the classes of projects that have been determined not to have a significant adverse effect on the environment. Therefore, the project is categorically exempt from the provisions of CEQA pursuant to Section 15303(a) – New Construction or Conversion of Small Structures. The Planning Commission has further determined that none of the six exceptions to the

use of a categorical exemption apply to this project (CEQA Guidelines Section 15300.2). PCH is not an officially designated state scenic highway. This project, along with any other project in the City, is required to implement the criteria in LIP Section 6.5(E)(2) to protect scenic and visual resources. There are no impacts to biological resources because the limits of project development, including required fuel modification activities and grading, do not encroach into identified environmentally sensitive habitat area in compliance with LIP Section 4.6.1. The project will not have any significant adverse impacts on the site stability or structural integrity from geologic, flood, or fire hazards because the project is required to comply with the certified engineering geologist and/or geotechnical engineer's recommendations and the City and County regulations, including compliance with development standards listed in LIP Section 9.4. The property is not included on any list compiled pursuant to Government Code Section 65962.5 and no historical resources are located on or adjacent to the property.

SECTION 3. Coastal Development Permit Findings.

Based on evidence contained within the record, including the agenda report for the project and the public hearings on January 20, 2026 and February 17, 2026, and pursuant to the Local Coastal Program (LCP) Local Implementation Plan (LIP), including Sections 13.7(B) and 13.9, and Title 17 (Zoning) of the Malibu Municipal Code (MMC), the Planning Commission adopts the findings of fact, and approves CDP No. 19-012 for construction of a 9,219 square-foot single-family residence, 1,000 square-foot subterranean garage, 1,523 square-foot basement, 676 square-foot gym, swimming pools and spa, driveways, decks, landscape, water features, hardscape, grading, retaining walls, and an onsite wastewater treatment system located in the Rural Residential, Two-Acre (RR-2) zoning district at 25200 Pacific Coast Highway.

The project, as conditioned, is consistent with the LCP's zoning, grading, cultural resources, water quality, and wastewater treatment system standards requirements. With the inclusion of the proposed certificate of compliance (COC) and Lot Merger (LM), the project has been determined to be consistent with all applicable LCP codes, standards, goals, and policies. The required findings are made herein.

A. General Coastal Development Permit (LIP Chapter 13)

1. The project is located in the RR-2 residential zoning district, an area designated for residential uses and typically developed with single-family residences. The project has been reviewed for conformance with the LCP by the Planning Division, City Biologist, City Environmental Health Administrator, City Public Works Department, City geotechnical consultant reviewers, Waterworks District 29 (WD29), and the Los Angeles County Fire Department (LACFD). As discussed herein, based on submitted reports, project plans, visual analysis, and site investigation by the Planning Division, the proposed project, as conditioned, conforms to the LCP in that it meets all applicable residential development standards, inclusive of the requested COC and LM.

2. Based on the analysis in the record, as designed and conditioned, the project will not result in biological impacts and has been designed to minimize grading. There is no evidence that an alternative project would substantially lessen any potential significant adverse impacts of

the development on the environment beyond that of the proposed project. The project, including required fuel modification area and grading, is located approximately 300 feet from Environmentally Sensitive Habitat Area (ESHA) in compliance with LIP Section 4.6.1.

3. The following alternatives to the project were considered to determine the least environmentally damaging feasible alternative.

The project was originally contemplated as a two-story residence. However, due to the visual impacts of impeding upon public bluewater views from PCH, the applicant revised the plan to lower the main residence building height from 18 feet to a maximum of 17 feet, 7 inches (kitchen area) and one story, and the guest house (previously reduced from a height of 15 feet, 8 inches to 10 feet) has now been eliminated. The proposed location of development is sited on the flattest area of the subject property where slopes range from 4 to 1 or flatter. Other areas of the property where development could occur, but was avoided, contain slopes that are 3 to 1 or steeper. Proposed building pad elevations would be set further below current grade on the property to further minimize impeded bluewater views from PCH, and to allow the building pads to be gradually stepped into the western slope of the project site to reduce their visual profile. To eliminate all impedance to public bluewater views from PCH, all proposed buildings would need to be at height that is at or below that of the adjacent PCH roadway grade and the California Department of Transportation (Caltrans) berms along the roadway. To meet this, the buildings would need to be below three to seven feet in height in most areas, with the exception of the tallest building portion at the east end of the main residence. This portion of the main residence was proposed at a height of 17 feet, 7 inches, and there is a 21-foot difference between the development surface and the roadway/berm grade such that the building height would not be visible from PCH. The applicant has further reduced the prior maximum height of the main residence (kitchen area) to 15 feet, 7 by lowering the building pad by two feet in the communal areas of the main residence (outdoor kitchen, kitchen, dining room, family room, living room, and beneath the subterranean areas) to minimize bluewater view impacts. The resulting maximum height of the main residence is 16 feet and 10 inches (master bedroom area), as the master bedroom area height has not changed from the prior design. The amount that the communal areas of the main residence will protrude above the PCH/berms has been reduced by 2 feet to a maximum of 6 feet and 5 inches (kitchen). For the non-communal areas, the maximum amount of the main residence that will protrude above the PCH and Caltrans berms will continue to be 7 feet (secondary bedrooms). The applicant has also revised the project design to eliminate the previously proposed, 10-foot-high, detached guest house, resulting in no public bluewater view impacts west of the proposed gym building. In lieu and in accordance with LIP Section 6.5(E)(2), the project would also implement a public view corridor from PCH to existing bluewater views for a distance of 31 percent (542 feet, 7 inches) of the property width (east to west) on the eastern portion of the property, consistent with LIP Section 6.5(E)(2).

Substantial earthwork would need to occur to lower the current grade several more feet to set all buildings below the PCH grade and the Caltrans berms. The resulting amount of grading could exceed the maximum allowed 1,000 cubic yards for non-exempt grading and require more retaining walls, which could exceed the six-foot high maximum allowed and require a variance. As designed, the project does not include any discretionary requests for relief from development

standards. To lower the project site with shorter retaining walls, or without walls, would require an increase in development at the edges of the lowered building pad to transition to the existing grade elevations over a long distance. This alternate concept would require grading on steep slopes that would also exceed the maximum allowed non-exempt grading of 1,000 cubic yards and require a variance. It would also be inconsistent with the required COC findings for avoidance of steep slopes and may not be accomplished entirely within the property boundaries. This alternate concept would also likely be considered inconsistent with the LIP (LIP Section 8.3) and MMC standards and policies for minimizing the alteration of landforms. LIP Section 8.3(E) states that grading shall be designed to minimize the alteration of landforms by ensuring that graded slopes blend with the existing terrain of the site and surrounding area and conform to natural topography.

The applicant considered clustering all buildings in the eastern portion of the development site, where the PCH grade and/or Caltrans berms provide the most screening to the development. However, the subject property is narrow and locating all development in this area is considered infeasible. Additionally, developing the eastern portion of the property would result in encroachment into ESHA, ESHA buffer, and a drainage, as well as require grading of steep slopes and shifting fuel modification zones offsite. Variances would be required for development in this alternate location.

Consideration for reducing the proposed Total Development Square Footage (TDSF) in the project was made but was found that a reduction in TDSF would not necessarily result in a project that further decreased impedances to bluewater views from PCH. This is because the building heights could continue to be up to 18 feet in height, consistent with LIP allowances. All sensitive biological resources (EHSA and drainage) and steep slopes at the eastern end of the subject property would not be encroached upon by the proposed project, as designed and conditioned, including required fuel modification.

A considerable portion of the proposed development consists of outdoor recreation and gathering spaces, such as an outdoor kitchen, garden rooms, pools and other water features. Due to the narrow shape of the property with a long roadway frontage and the need for vehicle fire access driveways around the development that reduce available area for buildings, the development cannot feasibly be set back further from PCH to further minimize privacy and noise concerns within these outdoor spaces. Other considerations were made by the applicant to increase privacy and reduce roadway noise, such as a wall with some transparent features, a transparent fence, or vegetation screening options. Two solid freestanding walls along the northern part of the project site were originally proposed at a height of 12 feet each and subsequently revised such that the upper four feet of the 12-foot-wall included glass to allow public bluewater views. Wall heights have since been revised to reduce the overall height to six feet to protect bluewater views from PCH (with no glass portions) and to be consistent with the maximum allowed height for solid walls in the LIP and MMC. Along with removing the proposed guest house, the applicant has reduced the height of the building walls that were proposed to be attached to it to a maximum height of six feet. The walls will not obstruct public bluewater views through the site.

As designed and conditioned, the proposed development is considered to be the least environmentally damaging feasible alternative.

4. The property is within a designated ESHA and ESHA buffer as shown on the LCP ESHA and Marine Resources Map. However, the project, including required fuel modification activities and grading, is over 300 feet west of the ESHA boundary. Because the project avoids any work within the ESHA and 100-foot ESHA buffer areas, no Environmental Review Board review is required.

B. Scenic, Visual and Hillside Resource Protection (LIP Chapter 6)

1. The project site is below the grade of the adjacent PCH roadway, the building and driveway pads average approximately one foot below grade, the 10-foot-high guest house is no longer proposed, and the building pad has been lowered an additional two feet for portions of the main residence to further maximize public bluewater views through the subject property from PCH. The upper portions of the main residence and gym will be visible from public views from PCH and impede upon bluewater views for those areas of the subject property, but the impacts to bluewater views will be reduced by lowering the building pad. There will be no bluewater view impacts for the portion of the property west of the gym. As described above in Finding A.3, it is infeasible to further lower the project site and structures to be fully below the PCH grade. The applicant is not requesting a discretionary request to increase height above 18 feet. Also as described in Finding A.3, there are no other feasible alternatives to development and no other feasible locations on the property to accommodate the proposed development that would avoid scenic and visual impacts including bluewater views. The upper 6 feet, 5 inches of the main residence kitchen area will be visible from public views along PCH, which has been reduced from 8 feet, 5 inches by lowering the building pad by two feet. The upper 7 feet of the master bedroom area of the main residence will continue to be visible from PCH, which will be the highest portion of the project visible from PCH. The applicant has implemented design revisions, including lowering building heights and eliminating a portion of the proposed development. The applicant has also located the development in the least visible portion of the site where the height difference between the building pad and roadway/berms is highest, has designed a single story development of a maximum height of 16 feet, 10 inches (master bedroom area) to step down the hillside to the west, has broken up the massing of the structures, has minimized grading by not exceeding the maximum allowed non-exempt grading yards, and has designed the structures as one-story buildings with flat roofs to blend into the natural hillside setting.

Consistent with LIP Section 6.5(E)(2), an onsite view corridor described in Finding A.3 will be implemented as part of the project. This LIP section requires that where topography of the project site does not permit the siting or design of a structure that is located below road grade, new development shall provide an ocean view corridor on the project site. Project materials and colors will be required to be compatible with the natural environment, therefore, will be compatible with the character of the surrounding neighborhood. Although retaining and other walls included in the project are not expected to be visible from PCH, conditions of approval would still apply to the project to ensure the retaining walls blend with the surrounding natural area and would prohibit the use of vegetation that will exceed the height of the existing PCH grade Caltrans berms to protect bluewater views from PCH. Therefore, the project will not result in significant adverse impacts to scenic and visual resources from PCH, including bluewater views.

2. As described in Finding A.3 above, the project is the least damaging environmentally feasible alternative. The drainage area, areas of steep slopes, and ESHA and ESHA buffer areas onsite will be protected.

3. The project site will not result in adverse impacts from public viewing areas in the hillside above the subject property. The project site may be visible from Corral Canyon Park (1,500 feet northwest of the site), Corral Canyon Trail/Corral Canyon Loop Trail (400 feet northwest of the site), and Cameron Nature Preserve at Puerco Canyon (500 feet northeast of the site). These locations, which are upslope from the project site in the hillside above PCH, would be considered public viewing areas pursuant to LIP Chapter 6. The project consists of a one-story single-family residence and associated development with flat roofs, not to exceed a height of 16 feet, 10 inches, consistent with the LIP requirements. The buildings, walls, and driveways will be required to use earthtone colors and contain materials to blend with the natural environment. Landscaping is proposed throughout the development and is conditioned to prohibit the use of vegetation that will exceed the height of the existing PCH grade/Caltrans berms to protect bluewater views from PCH.

Current views from the public viewing areas in the hillside above the project site include a large expanse of coastline, PCH, and structures, including residences in the vicinity of the project site. Development of the project site, as proposed and conditioned, is not expected to result in significant adverse impacts to views from these public viewing areas, as it is adjacent to existing residential development and proposes a low-profile design. The conditions noted above regarding colors and materials allow the development to be visually compatible with the surrounding natural environment when viewed from above. The development is not expected to have a significant impact on ocean views from the public viewing areas, given the height of the locations in the hillsides above the project site, and that the applicant has designed the project as a series of low-profile buildings ranging from 12 feet to a maximum of 165 feet, 10 inches in height.

The development is proposed on the flattest area of the property, away from steep slopes, a jurisdictional drainage, and riparian ESHA. Moreover, the project provides a public view corridor on the eastern part of the property that is 31 percent of the lineal frontage of the project site. There are no feasible alternatives for development that would avoid or substantially lessen views from these public viewing areas. The applicant considered clustering all buildings in the eastern portion of the building pad, in lieu of the western portion, where the PCH grade and Caltrans berms provide the most screening to the development from PCH. However, because the subject property is narrow, locating all development in the eastern portion of the property is considered infeasible. Development further east on the property beyond the proposed project site would result in direct impacts to ESHA and ESHA buffer as well as the jurisdictional drainage, and grading in steep slopes.

4. No outdoor lighting is proposed or approved as part of this project. Conditions of approval require compliance with the City's Dark Sky Ordinance and any other applicable regulations.

5. The Landscape Plan includes trees, shrubs, groundcover, and other plants. Native species are proposed along the edges of the development, adjacent to existing natural vegetation. The project is not expected to have adverse visual impacts due to landscaping, as conditioned.

Vegetation, including trees, are required to not extend above the PCH grade/Caltrans berms.

C. Hazards (LIP Chapter 9)

1. Based on review of the project plans and associated project geotechnical and other reports by the City geotechnical consultant reviewers, LACFD, City Environmental Health Administrator, and Public Works Department, these specialists determined that adverse impacts to the project site related to the proposed development are not expected. The project, including the OWTS, will neither be subject to nor increase the instability of the site from geologic, flood, or fire hazards. The proposed development is suitable for the intended use provided that the certified engineering geologist and/or geotechnical engineer's recommendations and governing agency's building codes are followed. Conditions of approval require that all recommendations contained in the above cited geotechnical reports and conditions required by the City geotechnical review consultants, City Public Works Department, and the LACFD, are incorporated into the project. The conditions include onsite drainage measures, as well as implementing improvements offsite in the public right-of-way to the existing dewatering system and making other drainage system improvements in the public right-of-way, to ensure slope stability.

2. As described in Finding C.1 above, the proposed project, as designed, conditioned and approved by the applicable departments and agencies, will not have any significant adverse impacts on the site stability or structural integrity from geologic or flood hazards due to project design, location, modifications, landscaping, and other conditions. Moreover, there are no preferable feasible project alternatives to improve site stability or structural integrity beyond that of the proposed project. The development will be located on the flattest portion of the subject property, outside of steep slopes, and is not within a flood hazard area. Retaining walls are consistent with the maximum six-foot-high requirement.

3. As with all properties in the City, the subject property is currently subject to wildfire hazards and development of a residence and associated development on the subject property will not increase the project site's susceptibility to wildfire. The project is not expected to have an impact on wildfire hazards. The proposed development may actually decrease the project site's susceptibility to wildfire through compliance with fuel modification requirements and the use of appropriate required building materials and measures. All required fuel modification activities will occur onsite.

4. The City is served by the LACFD, as well as the California Department of Forestry, and Fire Protection, if needed. In the event of major fires, the County has "mutual aid agreements" with cities and counties throughout the State so that additional personnel and firefighting equipment can augment the LACFD. Conditions of approval require the project to comply with all LACFD development standards and with the approved LACFD fuel modification plan for the site. As such, the project, as designed, constructed, and conditioned, will not be subject to nor increase the instability of the site or structural integrity pertaining to wildfire hazards.

5. As described in Finding A.3 above, the project, as designed and conditioned, is the least environmentally damaging alternative and no adverse impacts to geologic, flood, or fire

hazards are anticipated. There are no feasible project alternatives that are more environmentally preferable than the proposed project, including compliance with LIP requirements related to ESHA, scenic and visual resources, and hazards. The drainage area, areas of steep slopes, and the ESHA and ESHA buffer areas onsite will be protected as part of the project.

6. The proposed development has been analyzed for the hazards listed in LIP Chapter 9 by the City Building Official, City Environmental Health Administrator, and the City geotechnical consultant reviewers. These specialists determined that the proposed project does not impact site stability or structural integrity. Since there are no significant impacts expected, there are no feasible alternatives to reduce significant impacts. Conditions of approval will ensure project compliance with all required standards and measures to minimize hazards.

7. There is no evidence in the record that the proposed project, as designed and conditioned, will have adverse impacts to sensitive resources, particularly in consideration of hazards. The onsite drainage area, areas of steep slope, and areas of ESHA and the ESHA buffer will be protected, and development, including grading and fuel modification activities, will be over 300 feet away from ESHA.

D. Land Division (LIP Chapter 15)

1. The certificate of compliance (COC) complies with all policies and standards of the LCP, including the requirements of LIP Section 15.2. The project site provides for development that avoids any work within slopes over 30 percent (3:3 to 1). The project site can accommodate adequate roads for fire access and, as conditioned, development is safe from flooding, erosion, geologic, and extreme fire hazards. The project site is served by adequate public services and can accommodate an OWTS. The subject property can accommodate development, including fuel modification, outside of the ESHA and ESHA buffer. Development of the subject property can occur in a manner that minimizes grading and alteration of natural landforms, and that will be landscaped with native species to minimize erosion. Clustering of development can be accommodated on the west side of the property to minimize site disturbance and maximize open space on the east side of the property, in ESHA, a drainage, and in steep slopes.

2. No coastal resources or ridgelines are located on the property or would be affected by the development. The project site enables impacts to visual resources, including bluewater views, to be minimized to the extent feasible. As described in Findings A.1 and B.1 above, the project implements a public view corridor through the property for a minimum 31 percent of the property width, consistent with the LIP requirements. The site allows for development consistent with the maximum density permitted in the LCP and would not be smaller than the average size of surrounding parcels.

3. The two parcels subject to the LM are under common ownership and the applicant proposes a voluntary merger that has been initiated by the property owner. The LM is consistent with all policies and standards of the LCP that protect ESHA or visual resources of the coastal zone, as habitat in the ESHA will be protected and no structures in the onsite view corridor are permitted.

SECTION 4. Planning Commission Action.

Based on the foregoing findings and evidence contained within the record, the Planning Commission hereby approves CDP No. 19-012, LM 24-002, and COC No. 19-009, subject to the following conditions.

SECTION 5. Conditions of Approval.

Standard Conditions

1. The property owners, and their successors in interest, shall indemnify and defend the City of Malibu and its officers, employees and agents from and against all liability and costs relating to the City's actions concerning this project, including (without limitation) any award of litigation expenses in favor of any person or entity who seeks to challenge the validity of any of the City's actions or decisions in connection with this project. The City shall have the sole right to choose its counsel and property owners shall reimburse the City's expenses incurred in its defense of any lawsuit challenging the City's actions concerning this project.

2. Approval of this application is to allow for the project described herein. The scope of work approved includes:

    a. 9,219 square-foot, one-story, single-family residence, and a 1,000 square-foot subterranean two-car garage and 1,523 square-foot basement;
    b. Detached 676 square-foot gym;
    c. Swimming pools and spa;
    d. OWTS, including a 7,540-gallon septic tank;
    e. New landscaping and hardscape, including permeable driveways;
    f. Perimeter fencing not to exceed 42 inches in height along the north property line and an entry gate;
    g. Retaining walls up to six feet in height; and
    h. Solid freestanding walls up to six feet in height.

3. Except as specifically changed by conditions of approval, the proposed development shall be constructed in substantial conformance with the approved scope of work, as described in Condition No. 2 and depicted on plans on file with the Planning Division date stamped (Architectural dated April 16, 2025, Civil dated October 17, 2025, Landscape dated August 11, 2021, fire access plan stamped approved by the LACFD December 30, 2021, and fuel modification plan stamped approved by the LACFD November 22, 2023, as amended by revised plan Sheets FS100, Z102, Z106 through Z107, Z112 through Z113, A100 through A107, A200 through A207, and A300 through A303, dated January 27, 2026, and updated accordingly for consistency). The proposed development shall further comply with all conditions of approval stipulated in this resolution and Department Review Sheets attached

hereto. In the event project plans conflict with any condition of approval, the condition shall take precedence.

4. Pursuant to LIP Section 13.18.2, this CDP), Lot Merger, and Certificate of Compliance shall not be effective until the property owner signs, notarizes and returns the Acceptance of Conditions Affidavit accepting the conditions set forth herein. The applicant shall file this form with the Community Development Department prior to issuance of any development permits.

5. This CDP shall not be effective until all appeals are exhausted and the property owner, applicant, and the business operator execute the Affidavit of the Acceptance of Conditions. Said documents shall be recorded with the Office of the Los Angeles County Recorder and a certified copy of said recordation shall be filed with the Planning Department within 10 days of the effective date of the approval.

6. The applicant shall digitally submit a complete set of plans to the Planning Division for consistency review and approval prior to plan check and again prior to the issuance of any building or development permits.

7. The CDP shall expire if the project has not commenced within three (3) years after issuance of the permit unless a time extension has been granted. Extension of the permit may be granted by the approving authority for due cause. Extensions shall be requested in writing by the applicant or authorized agent prior to expiration of the three-year period and shall set forth the reasons for the request. In the event of an appeal, the CDP shall expire if the project has not commenced within three years from the date the appeal is decided by the decision-making body or withdrawn by the appellant.

8. Any questions of intent or interpretation of any condition of approval will be resolved by the Community Development Director upon written request of such interpretation.

9. All development shall conform to requirements of the City Community Development Department, City Biologist, City Environmental Health Administrator, City geotechnical consultant reviewers, City Public Works Department, Los Angeles County Waterworks District No. 29 and LACFD, as applicable. Notwithstanding this review, all required permits shall be secured.

10. Minor changes to the approved plans or the conditions of approval may be approved by the Community Development Director, provided such changes achieve substantially the same results and the project is still in compliance with the Malibu Municipal Code and the Local Coastal Program. Revised plans reflecting the minor changes and additional fees shall be required.

11. Pursuant to LIP Section 13.20, development pursuant to an approved CDP shall not commence until the CDP is effective. The CDP is not effective until all appeals, including those to the California Coastal Commission (CCC), have been exhausted. In the event that

the CCC denies the permit or issues the permit on appeal, the coastal development permit approved by the City is void.

12. The applicant must submit payment for any outstanding fees payable to the City prior to issuance of any building permit, including grading or demolition.

Cultural Resources

13. In the event that potentially important cultural resources are found in the course of geologic testing or during construction, work shall immediately cease until a qualified archaeologist can provide an evaluation of the nature and significance of the resources and until the Community Development Director can review this information. Thereafter, the procedures contained in LIP Chapter 11 and those in MMC Section 17.54.040(D)(4)(b) shall be followed.

14. If human bone is discovered during geologic testing or during construction, work shall immediately cease and the procedures described in Section 7050.5 of the California Health and Safety Code shall be followed. Section 7050.5 requires notification of the coroner. If the coroner determines that the remains are those of a Native American, the applicant shall notify the Native American Heritage Commission by phone within 24 hours. Following notification of the Native American Heritage Commission, the procedures described in Section 5097.94 and Section 5097.98 of the California Public Resources Code shall be followed.

Outdoor Lighting

15. Exterior lighting must comply with the Dark Sky Ordinance and shall be minimized, shielded, or concealed and restricted to low intensity features, so that no light source is directly visible from public view. Permitted lighting shall conform to the following standards:

    a. Lighting for walkways shall be limited to fixtures that do not exceed two feet in height and are directed downward, and limited to 850 lumens (equivalent to a 60 watt incandescent bulb);
    b. Security lighting controlled by motion detectors may be attached to the residence provided it is directed downward and is limited to 850 lumens;
    c. Driveway lighting shall be limited to the minimum lighting necessary for safe vehicular use. The lighting shall be limited to 850 lumens;
    d. Lights at entrances as required by the Building Code shall be permitted provided that such lighting does not exceed 850 lumens;
    e. Site perimeter lighting shall be prohibited; and
    f. Outdoor decorative lighting for aesthetic purposes is prohibited.

16. Night lighting for sports courts or other private recreational facilities shall be prohibited.

17. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness. Lighting levels on any nearby property from artificial light sources on the subject property(ies) shall not produce an illumination level greater than one foot-candle.

18. Night lighting from exterior and interior sources shall be minimized. All exterior lighting shall be low intensity and shielded directed downward and inward so there is no offsite glare or lighting of natural habitat areas. High intensity lighting of the shore is prohibited.

19. String lights are allowed in occupied dining and entertainment areas only and must not exceed 3,000 Kelvin.

20. Motion sensor lights shall be programmed to extinguish ten minutes after activation.

21. No lighting can exceed 18 feet in height except as required by the California Building Code.

22. Three violations of the conditions by the same property owner will result in a requirement to permanently remove the outdoor light fixture(s) from the site.

Fencing and Walls

23. The applicant shall include an elevation of the proposed driveway gate on the architectural plans that are submitted for Building Safety plan check. The gate and all fencing along the front property line shall comply with the regulations set forth in LIP Section 3.5.

24. The height of fences and walls shall comply with LIP Sections 3.5.3(A) and 6.5(E)(1)(c). No retaining wall shall exceed six feet in height or 12 feet in height for a combination of two or more walls.

25. Necessary boundary fencing shall be of an open rail-type design with a wooden rail at the top (instead of wire), be less than 40-inches high, and have a space greater than 14-inches between the ground and the bottom post or wire. A split rail design that blends with the natural environment is preferred.

26. Fencing or walls shall be prohibited within ESHA, except where necessary for public safety or habitat protection or restoration. Fencing or walls that do not permit the free passage of wildlife shall be prohibited in any wildlife corridor.

27. Development adjacent to, but not within ESHA, may include fencing, if necessary for security, that is limited to the area around the clustered development area.

Site Specific Conditions

28. The applicant shall submit to the City a recorded instrument evidencing the Lot Merger prior to issuance of a grading permit. The instrument must be reviewed and approved by

the City prior to recording. A copy of the recorded instrument shall be provided to the Los Angeles County Assessor's Office.

29. This project and CDP approval is not valid unless a Certificate of Compliance and Lot Merger have been approved by the City, filed with the City Clerk, and recorded with the County of Los Angeles.

30. The project shall comply with all requirements and conditions of the County of Los Angeles Fire Department.

31. To minimize bluewater view obstruction from PCH, on-site vegetation, including trees, shall be selected and located to have a maximum growth height at maturity that will not extend above the PCH grade or Caltrans berms, whichever is higher, and be maintained at this height in perpetuity so as to provide bluewater views from PCH. The Final Landscape Plan submitted for Building Safety plan check approval shall reflect this requirement.

32. The non-exempt grading for the project shall not exceed a total of 1,000 cubic yards, cut and fill.

33. All project plan sheets (including architectural, civil, landscape, fire access, and fuel modification) shall be made consistent with the revised plan Sheets FS100, Z102, Z106 through Z107, Z112 through Z113, A100 through A107, A200 through A207, and A300 through A303, dated January 27, 2026, prior to Building Safety plan check review.

34. Public bluewater views from Pacific Coast Highway through the subject property shall be maintained to the maximum extent feasible and consistent with Plan Sheets Z112 through Z113 and A200 through A207, dated January 27, 2026. No roof equipment, parapet, or other rooftop appurtenances or structures shall be permitted so as to impede upon public bluewater views from PCH.

Certificate of Compliance/Lot Merger

35. The applicant/property owner shall submit all items required to complete the Certificate of Compliance to the satisfaction of the Public Works Department prior to issuance of any grading or building permit, and prior to approval of a Lot Merger.

36. All items required to complete a Lot Merger of the two parcels that are a part of this application shall be submitted to the satisfaction of the Public Works Department. The proposed Lot Merger must be approved by the City, recorded with the Office of the Los Angeles County Recorder, and filed with the City Clerk's office prior to the approval of a grading permit. A copy of the recorded instrument, which shall contain a legal description of the contiguous parcels prior to the merger and the new parcel that results after the merger, shall be provided to the Los Angeles County Assessor's Office.

View Corridor

37. Pursuant to LIP Section 6.5(E)(2) and in order to ensure the protection of scenic and visual resources from public viewing areas across the property, the property owner is required to maintain:

    a. An onsite view corridor perpendicular to PCH to the ocean, beginning at the eastern limit of the property line and extending west a minimum width of 542 feet and 7 inches (represents 31 percent of the width of the property).
    b. No portion of any structure, temporary or permanent, shall extend into the view corridor above the elevation of the adjacent street.
    c. Any fencing across the view corridor shall be permanently maintained as visually permeable. Tinted or frosted glass, and louvered or slatted screen fences are not permitted.
    d. Any landscaping in this area shall include only low-growing species that will not obscure or block bluewater views. All landscaping within the view corridor shall be maintained in perpetuity so as to provide bluewater views from PCH through the view corridor at all times.
    e. If at any time the property owner allows the view corridor to become impaired or blocked, it would constitute a violation of the coastal development permit and the Coastal Act and be subject to all civil and criminal remedies.

38. Prior to final Planning approval, the applicant shall submit an application to Caltrans, and any other agency as applicable, for removal of any portion of the existing dirt berm adjacent to PCH located in the required public view corridor and impeding public views of the Pacific Ocean from PCH. All required permits shall be obtained and the portion of the berm impeding views shall be removed prior to the issuance of building permits by the City. The required view corridor, including the berm removal in it, shall be produced prior to commencement of property development to the satisfaction of the Community Development Director.

Construction/Framing

39. The applicant shall submit a copy of a Construction Management Plan to the Planning Division. The Construction Management Plan shall include a dedicated parking location for construction workers and storage of construction material. Prior to permit issuance, the Construction Management Plan must be acceptable to the Community Development Director and, if applicable, to the Building Official and Public Works Director.

40. A construction staging plan shall be reviewed and approved by the Building Official prior to plan check submittal.

41. Construction hours shall be limited to Monday through Friday from 7:00 a.m. to 7:00 p.m. and Saturdays from 8:00 a.m. to 5:00 p.m. No construction activities shall be permitted on Sundays or City-designated holidays.

42. Construction management techniques, including minimizing the amount of equipment used simultaneously and increasing the distance between emission sources, shall be employed as feasible and appropriate. All trucks leaving the construction site shall adhere to the California Vehicle Code. In addition, construction vehicles shall be covered when necessary; and their tires rinsed prior to leaving the property.

43. All new development, including construction, grading, and landscaping shall be designed to incorporate drainage and erosion control measures prepared by a licensed engineer that incorporate structural and non-structural Best Management Practices (BMPs) to control the volume, velocity and pollutant load of storm water runoff in compliance with all requirements contained in LIP Chapter 17, including:

    a. Construction shall be phased to the extent feasible and practical to limit the amount of disturbed areas present at a given time.
    b. Grading activities shall be planned during the southern California dry season (April through October).
    c. During construction, contractors shall be required to utilize sandbags and berms to control runoff during on-site watering and periods of rain in order to minimize surface water contamination.
    d. Filter fences designed to intercept and detain sediment while decreasing the velocity of runoff shall be employed within the project site.

44. When framing is complete, a site survey shall be prepared by a licensed civil engineer or architect that states the finished ground level elevation and the highest roof member elevation. Prior to the commencement of further construction activities, said document shall be submitted to the assigned Building Inspector and Planning Division for review and sign off on framing.

45. For the transportation of heavy construction equipment and/or material, which requires the use of oversized-transport vehicles on State highways, the applicant / property owner is required to obtain a transportation permit from the California Department of Transportation.

Colors and Materials

46. The project is visible from a scenic road (PCH), therefore, shall incorporate colors and exterior materials that are compatible with the surrounding landscape.

    a. Acceptable colors shall be limited to colors compatible with the surrounding environment (earth tones) including shades of green, brown and gray, with no white or light shades and no bright tones. Colors shall be reviewed and approved by the Community Development Director and clearly indicated on the building plans.

b. The use of highly reflective materials shall be prohibited except for solar energy panels or cells, which shall be placed to minimize significant adverse impacts to public views to the maximum extent feasible.
c. All windows shall be comprised of non-glare glass.

47. All driveways shall be a neutral color that blends with the surrounding landforms and vegetation. Retaining walls shall incorporate veneers, texturing and/or colors that blend with the surrounding earth materials or landscape. The color of driveways and retaining walls shall be reviewed and approved by the Community Development Director and clearly indicated on all grading, improvement and/or building plans.

Biology/Landscaping

48. Except as permitted pursuant to the provisions in LUP policies 3.18 and 3.20, throughout the City of Malibu, development that involves the use of pesticides, including insecticides, herbicides, rodenticides or any other similar toxic chemical substances, shall be prohibited in cases where the application of such substances would have the potential to significantly degrade Environmentally Sensitive Habitat Areas or coastal water quality or harm wildlife. Herbicides may be used for the eradication of invasive plant species or habitat restoration, but only if the use of non-chemical methods for prevention and management such as physical, mechanical, cultural, and biological controls are infeasible. Herbicides shall be restricted to the least toxic product and method, and to the maximum extent feasible, shall be biodegradable, derived from natural sources, and used for a limited time.

49. Prior to final Planning Division inspection, the applicant shall submit to the Community Development Director for review and approval a certificate of completion in accordance with MMC Chapter 17.53. The certificate shall include the property owner's signed acceptance of responsibility for maintaining the landscaping and irrigation in accordance with the approved plans and MMC Chapter 17.53.

50. Invasive plant species, as determined by the City of Malibu, are prohibited.

51. No non-native plant species shall be approved greater than 50 feet from the residential structure.

52. Vegetation shall be situated on the property so as not to significantly obstruct the primary view from private property at any given time (given consideration of its future growth).

53. Vegetation forming a view impermeable condition (hedge), serving the same function as a fence or wall, occurring within the side or rear yard setback shall be maintained at or below six feet in height. View impermeable hedges occurring within the front yard setback serving the same function as a fence or wall shall be maintained at or below 42 inches in height.

54. The landscape plan shall prohibit the use of building materials treated with toxic compounds such as creosote or copper arsenate.

55. Construction fencing shall be placed and indicated on the site plan. Construction fencing shall be installed prior to the beginning of any construction and shall be maintained throughout the construction period to protect the site's sensitive habitat areas – primarily the drainage feature at the eastern portion of the site as identified by the biological assessment (Chambers).

56. All new development, including structures, OWTS and landscaping, shall be set back no less than 100 feet from the jurisdictional drainage.

57. The landscape and fuel modification plan shall protect natural resources in accordance with the Malibu General Plan. All areas shall be planted and maintained as described in the landscape and fuel modification plan, except as indicated elsewhere in these conditions. Failure to comply with the landscape conditions is a violation of the conditions of approval for this project.

58. Night lighting from exterior and interior sources shall be minimized. All exterior lighting shall be low intensity and shielded so it is directed downward and inward so that there is no offsite glare or lighting of natural habitat areas. Up-lighting is prohibited.

59. Necessary boundary fencing shall be of an open rail-type design with a wooden rail at the top (instead of wire), be less than 40 inches high, and have a space greater than 14 inches between the ground and the bottom post or wire. A split rail design that blends with the natural environment is preferred.

60. All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan, with native plant species, to the satisfaction of the Community Development Director.

61. Native species of the Santa Monica Mountains, characteristic of the local habitat, shall be used on graded slopes or where slope plantings are required for slope stabilization, erosion control, and watershed protection. Plants should be selected to have a variety of rooting depths. A spacing of 15 feet between large woody (≥10-foot canopy) shrubs is recommended by the LACFD. Lawns are prohibited on slopes > 5 percent.

62. Slope planting measures such as contour planting and terracing or other techniques shall be incorporated on slopes to interrupt the flow and rate of surface runoff in order to prevent surface soil erosion.

63. Prior to installation of any landscaping, the applicant shall obtain a plumbing permit for the proposed irrigation system from the Building Safety Division.

64. Prior to or at the time of Planning Division final inspection, the property owner/applicant shall submit to the case planer a copy of the plumbing permit for the irrigation system installation that has been signed off by the Building Safety Division.

65. Prior to a final Building Safety plan check approval, the property owner /applicant must provide a landscape water use approval from the Los Angeles County Waterworks District No. 29.

66. Prior to issuance of a certificate of occupancy, the City Biologist shall inspect the project site and determine that all conditions to protect natural resources are in compliance with the approved plans.

67. Plantings required for fuel modification, except for within irrigated Zone A nearest to approved residential structures, must be native, drought-tolerant species and shall blend with the existing natural vegetation and natural habitats on the site.

68. Any site preparation activities, including grading, excavation and removal of vegetation, between February 1 and September 15 will require nesting bird surveys by a qualified biologist at least five days prior to initiation of site preparation activities. Should active nests be identified, a buffer area no less than 150 feet (300 feet for raptors) shall be fenced off until it is determined by a qualified biologist that the nest is no longer active. A report discussing the results of nesting bird surveys shall be submitted to the City within two business days of completing the surveys.

69. Grading/earthmoving shall be scheduled only during the dry season from April 1 through October 31. If it becomes necessary to conduct earthmoving activities from November 1 through March 31, a comprehensive erosion control plan shall be submitted to the City Biologist for approval prior to the issuance of a grading permit and implemented prior to initiation of vegetation removal and/or earthmoving activities.

70. The use of wood chips and shredded rubber is prohibited anywhere on the site. Flammable mulch material, including shredded bark, pine needles, and artificial turf, are prohibited between zero and five feet of a structure. Non-continuous use of flammable mulch (excluding wood chips and shredded rubber) is allowed between 5 and 30 feet from the eave/overhang of a structure with limited application areas. Any mulch materials (excluding wood chips and shredded rubber) are allowed 30 feet or more from a structure with no limitation on application area.

Fuel Modification

71. Prior to the issuance of final building permits, the project shall receive LACFD approval of a Final Fuel Modification Plan.

Street Improvements (Public Works)

72. The applicant shall obtain encroachment permits from the Public Works Department prior to the commencement of any work within the public right-of-way.

73. This project proposes to construct a new driveway within Caltrans' right-of-way. Prior to the Public Works Department approval of the grading or building permit, the applicant shall obtain encroachment permits from Caltrans for the proposed driveway.

74. The applicant shall update and install a new curb and gutter on Pacific Coast Highway to accommodate the proposed drainage design. Prior to the Public Works Department approval of the grading or building permit, the applicant shall provide Caltrans approval for Pacific Coast Highway improvements and drainage design.

75. This project proposes to discharge to Pacific Coast Highway. Prior to the Public Works Department approval of the grading or building permit, the applicant shall provide Caltrans approval to discharge onto Pacific Coast Highway.

76. The applicant shall submit an updated geotechnical report prepared by a geotechnical engineer/engineering geologist. The updated report shall include detailed investigation and analyses of the portions of the earthen berms on the project site along the northerly property line. The applicant shall address and mitigate any geotechnical issues related to the berms on the project site identified in the updated report and incorporate them into the final plans. Final plans shall be reviewed and approved by the City geotechnical review consultants and Public Works Department prior to the issuance of a grading permit.

Grading/Drainage (Public Works)

77. The applicant shall construct the following improvements to the existing dewatering system to reduce groundwater pressure and increase the slope stability within the Malibu Road Assessment District 98-3, within which the property is located. The work shall be coordinated with the Public Works Department of the City of Malibu and its landslide district dewatering system operation and maintenance contractor.

    a. Construct a new 100-foot deep 6-inch diameter PVC casing installed within a 12.5-inch diameter dewatering well along Bayshore Drive near the easterly property line of APN 4459-013-001. The PVC shall be screened by 0.04-inch machined slots between 10 and 85 feet. Casing backfill and well sealing shall meet requirements of the Los Angeles County well permit. Install a 1/3 HP Grundfos submersible pump at 80 feet deep and a 1-inch ID PVC sounding tube to the drop pipe for the pump to obtain water level measurements. Finish the surface with a flush mount Christy 1830 traffic rated well vault.
    b. Replace the existing SI-3 inclinometer on Malibu Road by over-drilling the existing sheared inclinometer to original depth of 50 feet below ground surface to bottom of casing. Install a 2.75-inch 50-foot-long inclinometer casing with both a vibrating wire piezometer and time domain radar (TDR) cable attached to the casing to the full depth. Temie grout medium strength bentonite grout within the annual space

between the borehole and outside of casing. Finish at surface with a 24-inch by 24-inch traffic rated vault.

78. Clearing and grading during the rainy season (extending from November 1 to March 31) shall be prohibited for development that, pursuant to LIP Section 17.3.1:

a. Is located within or adjacent to ESHA, or
b. Includes grading on slopes greater than 4 to 1.
c. Approved grading for development that is located within or adjacent to ESHA or on slopes greater than 4 to 1 shall not be undertaken unless there is sufficient time to complete grading operations before the rainy season. If grading operations are not completed before the rainy season begins, grading shall be halted and temporary erosion control measures shall be put into place to minimize erosion until grading resumes after March 31, unless the City determines that completion of grading would be more protective of resources.

79. Grading operations involving the hauling of dirt shall be controlled and reasonable efforts to avoid the spillage of dirt onto the public streets shall be enforced. The grading contractor shall maintain onsite at all times a means of preventing dust blowing within the project site and onto adjacent sites.

80. Exported soil from a site shall be taken to the County Landfill or to a site with an active grading permit and the ability to accept the material in compliance with the City's LIP Section 8.3. A note shall be placed on the project plans that addresses this condition.

81. A grading and drainage plan containing the following information shall be approved and submitted to the Public Works Department prior to the issuance of grading permits for the project.

a. Public Works Department General Notes.
b. The existing and proposed square footage of impervious coverage on the property shall be shown on the grading plan (including separate areas for buildings, driveways, walkways, parking, and pool decks).
c. The limits of land to be disturbed during project development shall be delineated and a total area of disturbance should be shown on this plan. Areas disturbed by grading equipment, areas disturbed for the installation of the septic system, and areas disturbed for the installation of the detention system beyond the limits of grading shall be included within the area delineated.
d. The grading limits shall include the temporary cuts made for retaining walls, buttresses, and over excavations for fill slopes.
e. If the property contains trees that are to be protected, they shall be highlighted on the grading plan.
f. If the property contains rare, endangered, or special status species as identified in the Biological Assessment, this plan shall contain a prominent note identifying the

areas to be protected (to be left undisturbed). Fencing of these areas shall be delineated on the grading plan if required by the City Biologist.

g. Private storm drain systems shall be shown on this plan. Systems greater than 12-inch diameter shall also have a plan and profile for the system included with the grading plan.
h. Public storm drain modifications shown on the grading plan shall be approved by the Public Works Department prior to the issuance of the grading permit.

82. A digital drawing (AutoCAD) of the project's private storm drain system, public storm drain system within 250 feet of the property limits, and post-construction BMP's shall be submitted to the Public Works Department prior to the issuance of grading or building permits. The digital drawing shall adequately show all storm drain lines, inlets, outlet, postconstruction BMP's and other applicable facilities. The digital drawing shall also show the subject property, public or private street, and any drainage easements.

83. The applicant shall label all City/County storm drain inlets within 250 feet from each property line per the City's standard label template. A note shall be placed on the project plans that addresses this condition.

84. Prior to the approval of the drainage plan, the applicant shall remove the existing CMP (Corrugated Metal Pipe) onsite and install a new pipe to redirect water currently draining to the lot. The new pipe shall be designed in accordance with Caltrans and LA County Flood Standards. A video recording and images of the completed pipe shall be submitted to the City of Malibu Public Works Department. Applicant shall coordinate any easements required for the maintenance of the pipe with the appropriate agencies.

85. The installation of the new CMP shall also include necessary improvements to the catch basin on Bayshore Dr, the downstream pipe, and the outfall. The applicant shall obtain the necessary easements required for such drainage purposes. The design will need to address how impacts on the landslide maintenance district will be mitigated.

Stormwater (Public Works)

86. The ocean between Latigo Point and the West City limits has been established by the State Water Resources Control Board as an Area of Special Biological Significance (ASBS) as part of the California Ocean Plan. This designation allows discharge of storm water only where it is essential for flood control or slope stability, including roof, landscape, road and parking lot drainage, to prevent soil erosion, only occurs during wet weather, and is composed of only storm water runoff. The applicant shall provide a drainage system that accomplishes the following:

a. Installation of BMPs that are designed to treat the potential pollutants in the storm water runoff so that it does not alter the natural ocean water quality. These pollutants include trash, oil and grease, metals, bacteria, nutrients, pesticides, herbicides and sediment.

b. Prohibits the discharge of trash.
c. Only discharges from existing storm drain outfalls are allowed. No new outfalls will be allowed. Any proposed or new storm water discharged shall be routed to existing storm drain outfalls and shall not result in any new contribution of waste to the ASBS (i.e. no additional pollutant loading).
d. Elimination of non-storm water discharges.

87. A Storm Water Pollution Prevention Plan shall be provided prior to the issuance of the Grading/Building permits for the project. This plan shall include and Erosion and Sediment Control Plan (ESCP) that includes, but is not limited to:

Erosion Controls Scheduling	Erosion Controls Scheduling
	Preservation of Existing Vegetation
Sediment Controls	Silt Fence
	Sand Bag Barrier
	Stabilized Construction Entrance
Non-Storm Water Management	Water Conservation Practices
	Dewatering Operations
Waste Management	Material Delivery and Storage
	Stockpile Management
	Spill Prevention and Control
	Solid Waste Management
	Concrete Waste Management
	Sanitary/Septic Waste Management

All Best Management Practices (BMP) shall be in accordance to the latest version of the California Stormwater Quality Association (CASQA) BMP Handbook. Designated areas for the storage of construction materials, solid waste management, and portable toilets must not disrupt drainage patterns or subject the material to erosion by site runoff.

88. Prior to the approval of any permits and prior to the applicant submitting the required Construction General Permit documents to the State Water Quality Control Board, the applicant shall submit to the Public Works Department for review and approval an Erosion and Sediment Control Plan (ESCP). The ESCP shall contain appropriate site-specific construction site BMPs and developed and certified by a Qualified SWPPP Developer (QWD). All structural BMPs must be designed by a licensed California Engineer. The ESCP must address the following elements:

a. Methods to minimize the footprint of the disturbed area and to prevent soil compaction outside the disturbed area.
b. Methods used to protect native vegetation and trees.
c. Sediment/Erosion Control.
d. Controls to prevent tracking on and off the site.
e. Non-storm water controls.

f. Material management (delivery and storage)
g. Spill prevention and control.
h. Waste management
i. Identification of site Risk Level as identified per the requirements in Appendix 1 of the Construction General Permit.
j. Landowner must sign the following statement on the ESCP:

> "I certify that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to ensure that qualified personnel properly gather and evaluate the information submitted. Based on my inquiry of the person or persons who manage the system or those persons directly responsible for gathering the information, to the best of my knowledge and belief, the information submitted is true, accurate and complete. I am aware that submitting false and/or inaccurate information, failing to update the ESCP to reflect current conditions, or failing to properly and/or adequately implement the ESCP may result in revocation of grading and/or other permits or other sanctions provided by law."

89. A State Construction activity permit is required for this project due to the disturbance of more than one acre of land for development. Provide a copy of the letter from the State Water Quality Control Board containing the WDID number prior to the issuance of grading and building permits.

90. A Storm Water Management Plan (SWMP) is required for this project. Storm drainage improvements are required to mitigate increased runoff generated by property development. The applicant shall have the choice of one method specified within the City's Local Implementation Plan Section 17.3.2.B.2. The SWMP shall be supported by a hydrology and hydraulic study that identifies all areas contributory to the property and an analysis of the pre-development and post-development drainage of the site. The SWMP shall identify the site design and source control Best Management Practices (BMPs) that have been implemented in the design of the project (See LIP Chapter 17 Appendix A). The SWMP shall be reviewed and approved by the Public Works Department prior to the issuance of the grading or building permit for this project.

91. A Water Quality Mitigation Plan (WQMP) is required for this project. The WQMP shall be supported by a hydrology and hydraulic study that identifies all areas contributory to the property and an analysis of the predevelopment and post development drainage on the site. The WQMP shall meet all the requirements of the City's current Municipal Separate Stormwater Sewer System (MS4) permit. The following elements shall be included within the WQMP:

a. Site Design Best Management Practices (BMPs).
b. Source Control BMPs.

c. Treatment Control BMPs that retain on-site Stormwater Quality Design Volume (SWQDv). Or where it is technically infeasible to retain on-site, the project must biofitrate 1.5 times the SWQDv that is not retained on-site.
d. Drainage improvements.
e. A plan for the maintenance and monitoring of the proposed treatment BMPs for the expected life of the structure.
f. A copy of the WQMP shall be filed against the property to provide constructive notice to future property owners of their obligation to maintain the water quality measure installed during construction prior to the issuance of grading or building permits.
g. The WQMP shall be submitted to the Public Works Department and the fee applicable at the time of submittal for review of the WQMP shall be paid prior to the start of the technical review. The WQMP shall be approved prior the Public Works Department's approval of the grading and drainage plan and/or building plans. The Public Works Department will tentatively approve the plan and will keep a copy until the completion of the project. Once the project is completed, the applicant shall verify the installation of the BMP's, make any revisions to the WQMP, and resubmit to the Public Works Department for approval. The original signed and notarized document shall be recorded with the Los Angeles County Recorder. A certified copy of the WQMP shall be submitted to the Public Works Department prior to the issuance of the certificate of occupancy.

92. Hydromodification: Alteration or disturbance of streams or natural drainage courses or human-made or altered drainage courses that have replaced natural streams or drainages and serve the same function, shall be prohibited.

a. Necessary water supply projects where no feasible alternative exists.
b. Flood protection for existing development where there is no other feasible alternative.
c. The improvement of fish and wildlife habitat.

93. The total grading yardage verification certificate shall be copied onto the cover sheet of the Grading Plan. No alternative formats or substitutes will be accepted.

94. The Building Official may approve grading during the rainy season to remediate hazardous geologic conditions that endanger public health and safety.

Other Public Works

95. All cut and fill slopes shall be stabilized with landscaping at the completion of final grading.

96. The developer's consulting engineer shall sign the final plans prior to the issuance of permits.

97. The applicant shall prepare a Traffic Impact Analysis (TIA) per the City of Malibu TIA Guidelines. The TIA shall be reviewed and approved by the Public Works Department prior to the issuance of the grading and or building permits. The applicant shall also be required to construct the applicable mitigation measures recommended in the TIA. The traffic mitigation measures shall be constructed prior to occupancy of the first building.

98. Prior to the commencement of work, the applicant shall submit a copy of a Construction Management Plan. The Construction Management Plan shall include a dedicated parking location for construction workers, not within the public right of way.

99. Prior to the approval of any grading and drainage permit, the applicant shall submit a PDF of the final plans. If there are further modifications to the plans, the applicant shall provide the City with an updated PDF.

100. Lot Line Adjustment/Lot Merger (with development):

a. The proposed lot line adjustment/lot merger must be approved by the City and filed with the City Clerk's office prior to the approval of this grading permit.
b. Upon review of the documents provided, the City may require submittal of additional documents or maps, depending upon the completeness of the initial submittal

Geology

101. All recommendations of the consulting certified engineering geologist or geotechnical engineer and/or the City geotechnical consultant reviewers shall be incorporated into all final design and construction including foundations, grading, sewage disposal, and drainage. Final plans shall be reviewed and approved by the City geotechnical consultant reviewers prior to the issuance of a grading permit.

102. Final plans approved by the City geotechnical consultant reviewers shall be in substantial conformance with the approved CDP relative to construction, grading, sewage disposal and drainage. Any substantial changes may require a CDP amendment or a new CDP.

Swimming Pool/Spa/Water Features

103. Onsite noise, including that which emanates from swimming pool and air conditioning equipment, shall be limited as described in MMC Chapter 8.24 (Noise).

104. Pool and air conditioning equipment that will be installed shall be screened from view by a solid wall or fence on all four sides. The fence or walls shall comply with LIP Section 3.5.3(A).

105. All swimming pools shall contain double walled construction with drains and leak detection systems capable of sensing a leak of the inner wall.

106. The discharge of swimming pool, spa and decorative fountain water and filter backwash, including water containing bacteria, detergents, wastes, algaecides or other chemicals is prohibited. Swimming pool, spa, and decorative fountain water may be used as landscape irrigation only if the following items are met:

    a. The discharge water is dechlorinated, debrominated or if the water is disinfected using ozonation.
    b. There are sufficient BMPs in place to prevent soil erosion.
    c. The discharge does not reach into the MS4 or to the ASBS (including tributaries)

107. Discharges not meeting the above-mentioned methods must be trucked to a Publicly Owned Wastewater Treatment Works.

    The applicant shall also provide a construction note on the plans that directs the contractor to install a new sign stating, "It is illegal to discharge pool, spa or water feature waters to a street, drainage course or storm drain per MMC 13.04.060(D)(5)." The new sign shall be posted in the filtration and/or pumping equipment area for the property. Prior to the issuance of any permits, the applicant shall indicate the method of disinfection and the method of discharging.

108. Pursuant to MMC Section 9.20.040(B), all ponds, decorative fountains shall require a water recirculating/recycling system.

Onsite Wastewater Treatment System (OWTS)

109. Prior to the issuance of a building permit the applicant shall demonstrate, to the satisfaction of the Building Official, compliance with the City of Malibu's onsite wastewater treatment regulations including provisions of MMC Chapters 15.40, 15.42, 15.44, and LIP Chapter 18 related to continued operation, maintenance and monitoring of the OWTS.

110. Final OWTS Plot Plan: Prior to final Environmental Health approval, a final OWTS plot plan prepared by a City Registered OWTS Designer shall be submitted showing an OWTS design meeting the minimum requirements of the MMC and the LCP/LIP, including necessary construction details, the proposed drainage plan for the developed property and the proposed landscape plan for the developed property. The OWTS plot plan shall show essential features of the OWTS and must fit onto an 11-inch by 17-inch sheet leaving a fiveinch margin clear to provide space for a City applied legend. If the scale of the plans is such that more space is needed to clearly show construction details and/or all necessary setbacks, larger sheets may also be provided (up to a maximum size of 18 inches by 22 inches).

111. Final OWTS Design Report, Plans, and System Specifications: If the OWTS design and/or bedroom/drainage fixture unit counts are modified in any way subsequent to the Planning-stage review, then a final OWTS design report and large set of construction drawings with

system specifications (four sets) shall be submitted to describe the OWTS design basis and all components (i.e., alarm system, pumps, timers, flow equalization devices, backflow devices, etc.) proposed for use in the construction of the proposed OWTS. For all OWTS, final reports must be signed by a City-registered OWTS Designer, and the plans stamped by a California Geologist. The final OWTS design report and construction drawings shall be submitted to the City Environmental Health Administrator with the designer's wet signature, professional registration number and stamp (if applicable).

112. The final design report shall contain the following information (in addition to the items listed above):

a. Required treatment capacity for wastewater treatment and disinfection systems. The treatment capacity shall be specified in terms of flow rate, gallons per day, and shall be supported by calculations relating the treatment capacity to the number of bedroom equivalents, plumbing drainage fixture equivalents, and the subsurface effluent dispersal system acceptance rate. The drainage fixture unit count must be clearly identified in association with the design treatment capacity, even if the design is based on the number of bedrooms. Average and peak rates of hydraulic loading to the treatment system shall be specified in the final design.
b. Sewage and effluent pump design calculations (as applicable).
c. Description of proposed wastewater treatment and/or disinfection system equipment. State the proposed type of treatment system(s) (e.g., aerobic treatment, textile filter ultraviolet disinfection, etc.); major components, manufacturers, and model numbers for "package" systems; and conceptual design for custom engineered systems.
d. Specifications, supporting geology information, and percolation test results for the subsurface effluent dispersal portion of the onsite wastewater disposal system. This must include the proposed type of effluent dispersal system (drainfield, trench, seepage pit subsurface drip, etc.) as well as the system's geometric dimensions and basic construction features. Supporting calculations shall be presented that relate the results of soils analysis or percolation/infiltration tests to the projected subsurface effluent acceptance rate, including any unit conversions or safety factors. Average and peak rates of hydraulic loading to the effluent dispersal system shall be specified in the final design. The projected subsurface effluent acceptance rate shall be reported in units of total gallons per day and gallons per square foot per day. Specifications for the subsurface effluent dispersal system shall be shown to accommodate the design hydraulic loading rate (i.e., average and peak OWTS effluent flow, reported in units of gallons per day). The subsurface effluent dispersal system design must take into account the number of bedrooms, fixture units and building occupancy characteristics.
e. All final design drawings shall be submitted with the wet signature and typed name of the OWTS designer. If the scale of the plan is such that more space is needed to clearly show construction details, larger sheets may also be provided (up to a maximum size of 18 inch by 22 inch, for review by Environmental Health). Note:

For OWTS final designs, full-size plans are required for review by the Building Safety Division and/or the Planning Division.

113. Building Plans: All project architectural plans and grading/drainage plans shall be submitted for Environmental Health review and approval. These plans must be approved by the Building Safety Division prior to receiving Environmental Health final approval.

114. Traffic-rated Slab Plans: All project traffic rated slab plans shall be submitted for Environmental Health review and approval. These plans must be approved by the Building Safety Division prior to receiving Environmental Health final approval.

115. Notice of Decision: The final OWTS plans shall include the condition of approvals sections of the Notice of Decision (NOD) from the Planning Division.

116. Architect/Engineer Certification for Reduction in Setbacks to Buildings and Structures: All proposed reductions in setbacks from the onsite wastewater treatment system to structures or other features less than those shown in Malibu Municipal Code (MMC) Section 15.42 must be supported by letters from the project consultants. The wastewater plans and the construction plans must be specifically referenced in all certification letters. The construction plans for all structures and/or buildings with reduced setback must be approved by City of Malibu Building Safety prior to Environmental Health final approval. The architectural and/or structural plans submitted for Building Safety plan check must detail methods of construction that will compensate for the reduction in setback (e.g., waterproofing, concrete additives). For complex waterproofing installations, submittal of a separate waterproofing plan may be required. All plans must show the location of onsite wastewater treatment system components in relation to those structures from which the setback is reduced, and the plans must be signed and stamped by the architect, structural engineer, and geotechnical consultants (as applicable).

    a. Structures – All proposed reductions in setback from the onsite wastewater treatment system to structures (i.e., setbacks less than those shown in MMC Section 15.42) must be supported by a letter from the project Structural Engineer and a letter from the project Soils Engineer (i.e., a Geotechnical Engineer or Civil Engineer practicing in the area of soils engineering). Both engineers must certify unequivocally that the proposed reduction in setbacks from the treatment tank and effluent dispersal area will not adversely affect the structural integrity of the onsite wastewater treatment system and will not adversely affect the structural integrity of the structures for which the setback is reduced.
    b. Buildings – All proposed reductions in setback from the onsite wastewater treatment system to buildings (i.e., setbacks less than those shown in MMC Section 15.42) also must be supported by City of Malibu Environmental Health Review Sheet a letter from the project Architect, who must certify unequivocally that the proposed reduction in setbacks will not produce a moisture intrusion problem for the proposed building(s). If the building designer is not a California licensed architect, then the required Architect's certification may be supplied by an Engineer

who is responsible for the building design with respect to mitigation of potential moisture intrusion from reduced setback to the wastewater system; in this case the Engineer must include in the letter an explicit statement of responsibility for mitigation of potential moisture intrusion. If any specific construction features are proposed as part of a moisture intrusion mitigation system in connection with the reduced setback(s), then the Architect (or Engineer) must provide associated construction documents for review and approval during Building Plan Check.

117. Proof of Ownership: Proof of ownership of subject property shall be submitted to the City Environmental Health Administrator.

118. Operations and Maintenance Manual: An operations and maintenance manual specified by the OWTS designer shall be submitted to the property owner and maintenance provider of the proposed OWTS.

119. Maintenance Contract: A maintenance contract executed between the owner of the subject property and an entity qualified in the opinion of the City of Malibu to maintain the proposed onsite wastewater disposal system after construction shall be submitted. Note only original "wet signature" documents are acceptable.

120. Advanced Onsite Wastewater Treatment System Covenant: Prior to final Environmental Health approval, a covenant running with the land shall be executed between the City of Malibu and the holder of the fee simple absolute as to subject real property and recorded with the Office of the Los Angeles County Recorder. Said covenant shall serve as constructive notice to any future purchaser for value that the onsite wastewater treatment system serving subject property is an advanced method of sewage disposal pursuant to the City of MMC. Said covenant shall be provided by the City of Malibu Environmental Health Administrator.

121. Covenant to Forfeit 100% Expansion Effluent Disposal Area: A covenant running with the land shall be executed by the property owner and recorded with the Office of the Los Angeles County Recorder . Said covenant shall serve as constructive notice to any successors in interest that 1) the private sewage disposal system serving the development on the property does not have a 100 percent expansion effluent dispersal area (i.e., replacement disposal field(s) or seepage pit(s)) and 2) if the primary effluent dispersal area fails to drain adequately, the City of Malibu may require remedial measures including, but not limited to, limitations on water use enforced through an operating permit and/or repairs, upgrades or modifications to the private sewage disposal system. The recorded covenant shall state and acknowledge that future maintenance and/or repair of the private sewage disposal system may necessitate interruption in use of the private sewage disposal system and, therefore, any building(s) served by the private sewage disposal system may become non-habitable during any required future maintenance and/or repair. Said covenant shall be in a form acceptable to the City Attorney and approved by the Environmental Sustainability Department.

122. Project Geologist/Geotechnical Consultant final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

123. The City Biologist's final approval shall be submitted to the City Environmental Health Administrator. The City Biologist shall review the OWTS design to determine any impact on Environmentally Sensitive Habitat Area.

124. City of Malibu Public Works final approval of the OWTS plan shall be submitted to the Environmental Health Administrator.

125. The City geotechnical consultant reviewers' final approval of the OWTS shall be submitted to the City Environmental Health Administrator.

126. City of Malibu Planning Division final approval of the OWTS plan shall be obtained.

127. Environmental Health Final Review Fee: A final fee in accordance with the adopted fee schedule at the time of the final approval shall be paid to the City of Malibu for Environmental Health review of the OWTS design and system specification.

128. Operating Permit Application and Fee: In accordance with the MMC, prior to Environmental Health approval, an application shall be made to the Environmental Health Office for an OWTS operating permit. An operating permit fee in accordance with the adopted fee schedule at the time of final approval shall be submitted with the application.

129. Prior to final Environmental Health approval, the construction plans for all structures and/or buildings with reduced setbacks must be approved by the City Building Safety Division. The architectural and/or structural plans submitted to Building and Safety plan check must detail methods of construction that will compensate for the reduction in setback (e.g., waterproofing, concrete additives, etc.). For complex waterproofing installations, submittal of a separate waterproofing plan may be required. The architectural/structural/ waterproofing plans must show the location of OWTS components in relation to those structures from which the setback is reduced, and the plans must be signed and stamped by the architect, structural engineer, and geotechnical consultants (as applicable).

130. Prior to final Environmental Health approval, the applicant shall provide engineer's certification for reduction in setbacks to buildings or structures: All proposed reductions in setback from the OWTS to structures (i.e., setbacks less than those shown in MMC Table 15.42.030(E)) must be supported by a letter from the project structural engineer and a letter from the project soils engineer (i.e., a geotechnical engineer or civil engineer practicing in the area of soils engineering). Both engineers must certify unequivocally that the proposed reduction in setbacks from the treatment tank and effluent dispersal area will not adversely affect the structural integrity of the OWTS and will not adversely affect the structural integrity of the structures for which the Table 15.42.030(E) setback is reduced. Construction drawings submitted for plan check must show OWTS components in relation to those structures from which the setback is reduced. All proposed reductions in setback

from the OWTS to buildings (i.e., setbacks less than those shown in Table 15.42.030(E)) also must be supported by a letter from the project architect, who must certify unequivocally that the proposed reduction in setbacks will not produce a moisture intrusion problem for the proposed building(s). If the building designer is not a California-licensed architect, then the required architect's certification may be supplied by an engineer who is responsible for the building design with respect to mitigation of potential moisture intrusion from reduced setbacks to the wastewater system. In this case, the engineer must include in his/her letter an explicit statement of responsibility for mitigation of potential moisture intrusion. If any specific construction features are proposed as part of a moisture intrusion mitigation system in connection with the reduced setback, then the architect or engineer must provide associated construction documents for review and approval during Building Safety Division plan check. The wastewater plans and the construction plans must be specifically referenced in all certification letters.

131. Reference Plans: Reference architectural and grading/drainage plans shall be submitted to Environmental Health during building plan check review of the proposed OWTS. The approved plans are for 121 fixture units, 6 bedrooms and one master bedroom, and a design flow of 1,050 GPD.

132. Any above-ground equipment associated with the installation of the OWTS shall be screened from view by a solid wall or fence on all four sides. The fence or walls shall not be higher than 42-inches tall.

Water Quality/Water Service

133. A State Construction Activity Permit is required for this project due to the disturbance of more than one acre of land for development. Provide a copy of the letter from the State Water Quality Control Board containing the Waste Discharge Identification (WDID) number prior to the issuance of grading or building permits.

134. Prior to the issuance of a building permit, the applicant shall submit an updated Will Serve Letter from Los Angeles County Waterworks District No. 29 to the Planning Division indicating the ability of the property to receive adequate water service.

135. Prior to final inspection (or project sign off, as applicable) by the Planning Division, the applicant shall demonstrate that all requirements of Los Angeles County Waterworks District No. 29 have been met, including installation of a meter, if applicable.

136. For projects including installation of a private water well, prior to final inspection (or project sign, as applicable) by the Building Safety Division, the applicant shall demonstrate that all requirements of Los Angeles County Waterworks District No. 29 have been met, including installation of a backflow prevention device.

Prior to Occupancy

137. Prior to, or at the time of a Planning Division final inspection, the property owner/applicant shall submit to Planning the plumbing permit for the OWTS signed off by the Building Safety Division.

138. Prior to the issuance of a Certificate of Occupancy, the City Biologist shall inspect the project site and determine that all Planning conditions to protect natural resources are in compliance with the approved plans.

139. Prior to a final Building inspection, the applicant shall provide a Recycling Summary Report (Summary Report) and obtain the approval from the Environmental Sustainability Department. Applicant must provide haul tickets and diversion information. The final Summary Report shall designate the specific materials that were land filled or recycled, and state the facilities where all materials were taken.

140. The applicant shall request a final Planning Division inspection prior to final inspection by the City of Malibu Building Safety Division. A Certificate of Occupancy shall not be issued until the Planning Division has determined that the project complies with this coastal development permit. A temporary Certificate of Occupancy may be granted at the discretion of the Community Development Director, provided adequate security has been deposited with the City to ensure compliance should the final work not be completed in accordance with this permit.

141. Any construction trailer, storage equipment or similar temporary equipment not permitted as part of the approved scope of work shall be removed prior to final inspection and approval, and if applicable, the issuance of the certificate of occupancy.

Fixed Conditions

142. This coastal development permit shall run with the land and bind all future owners of the property.

143. Violation of any of the conditions of this approval may be cause for revocation of this permit and termination of all rights granted there under.

Deed Restrictions

144. The property owner is required to execute and record a deed restriction which shall indemnify and hold harmless the City, its officers, agents, and employees against any and all claims, demands, damages, costs and expenses of liability arising out of the acquisition, design, construction, operation, maintenance, existence or failure of the permitted project in an area where an extraordinary potential for damage or destruction from wildfire exists as an inherent risk to life and property. The property owner shall provide a copy of the recorded document to Planning staff prior to final planning approval.

145. Prior to final Planning Division approval, the applicant shall be required to execute and record a deed restriction reflecting lighting requirements set forth in Condition Nos. 15-22. The property owner shall provide a copy of the recorded document to the Planning Division prior to final Planning Division approval.

146. The garage area shall be limited to accessory use as defined by the City of Malibu Local Coastal Plan (LCP). The garage area cannot be converted into habitable space at any time in the future. Prior to issuance of building permits, the applicant is required to execute and record a deed restriction to this effect.

147. The property owner is required to execute and record a deed restriction stating that as part of the project, a view corridor of 31 percent (542 feet, 7 inches) of property width shall be established and maintained, as stipulated in Condition No. 37 shall be specifically identified in the deed restriction, including an exhibit that represents the area of the view corridor on the property. The property owner shall provide a copy of the recorded document to Planning Division staff prior to final Planning Division approval.

SECTION 6. The Planning Commission shall certify the adoption of this resolution.

PASSED, APPROVED AND ADOPTED this 17th day of February 2026.

_____
ELIZABETH RIDDICK, Planning Commission Chair

ATTEST:

_____
REBECCA EVANS, Recording Secretary

LOCAL APPEAL - Pursuant to Local Coastal Program Local Implementation Plan (LIP) Section 13.20.1 (Local Appeals) a decision made by the Planning Commission may be appealed to the City Council by an aggrieved person by written statement setting forth the grounds for appeal. An appeal shall be filed with the City Clerk within 10 days and shall be accompanied by an appeal form and filing fee, as specified by the City Council. Appeal forms may be found online at www.malibucity.org, in person at City Hall, or by calling (310) 456-2489, ext. 246.

COASTAL COMMISSION APPEAL – An aggrieved person may appeal the Planning Commission's approval to the Coastal Commission within 10 working days of the issuance of the City's Notice of Final Action. Appeal forms may be found online at www.coastal.ca.gov or by calling (805) 585-1800. Such an appeal must be filed with the Coastal Commission, not the City.

Any action challenging the final decision of the City made as a result of the public hearing on this application must be filed within the time limits set forth in Section 1.12.010 of the MMC and Code of Civil Procedure. Any person wishing to challenge the above action in Superior Court may be limited to raising only those issues they or someone else raised at the public hearing, or in written correspondence delivered to the City of Malibu at or prior to the public hearing.

I CERTIFY THAT THE FOREGOING RESOLUTION NO. 26-05 was passed and adopted by the Planning Commission of the City of Malibu at the Regular meeting held on the 17th day of February 2026 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

_____
REBECCA EVANS, Recording Secretary

VILLA COLEAVA

PLANNING SUBMITTAL SET

1/27/26

OPPENHEIM ARCHITECTURE

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LC Engineering Group
889 Pierce Ct., Ste. 101
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W lcegroupinc.com

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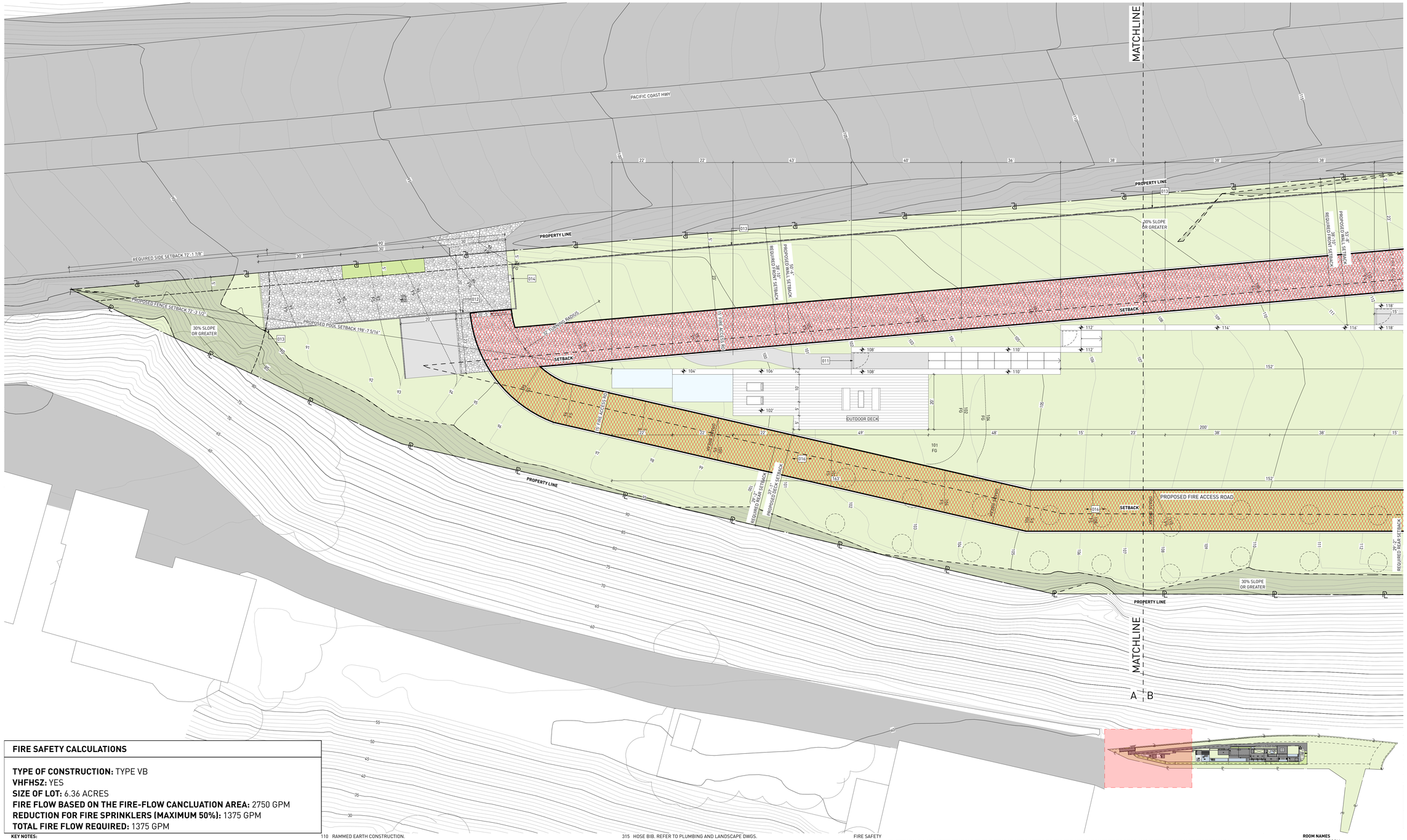
Project Address
VILLA COLEAVA
25200 Pacific Coast Hwy.
Malibu, California, USA

Property Owner
PAR PCH, LLC
PO Box 6528
Malibu, CA 90265



FIRE SAFETY CALCULATIONS

TYPE OF CONSTRUCTION: TYPE VB
VHFHSZ: YES
SIZE OF LOT: 6.36 ACRES
FIRE FLOW BASED ON THE FIRE-FLOW CANCLUATION AREA: 2750 GPM
REDUCTION FOR FIRE SPRINKLERS (MAXIMUM 50%): 1375 GPM
TOTAL FIRE FLOW REQUIRED: 1375 GPM

KEY NOTES:

SITE

001 MAINTAIN ALL WATER RUNOFF WITHIN PROPERTY. SLOPE AWAY FROM P.L. AT A MIN. SLOPE OF ¼" /FT., REFER TO CIVIL DWGS.
002 TREES/LANDSCAPING PLANTING/GROUND COVER/LAWN, REFER TO LANDSCAPE DWGS.
003 HEDGE. REFER TO LANDSCAPE DWGS.
004 HARDSCAPE. REFER TO LANDSCAPE DWGS.
005 DRIVEWAY. GRAVEL ON GRADE. REFER TO CIVIL & LANDSCAPE DWGS.
006 WOOD DECK, SIZE OF PLANKS T.B.D. FINISH T.B.D.
007 UNDERGROUND DRAINAGE SYSTEM. REFER TO CIVIL DWGS.
008 INFINITY POOL EDGE.
009 OPEN PARKING, REFER TO CIVIL FOR DETAILS
010 6'-0" SITE RETAINING WALL. REFER TO STRUCTURAL AND LANDSCAPE DWGS.
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ROOM NAMES

01 LIVING ROOM
02 DINING ROOM
03 KITCHEN
04 SERVICE KITCHEN
05 POWDER ROOM
06 PANTRY
07 FAMILY ROOM
08 OUTDOOR KITCHEN
09 BEDROOM
10 BATHROOM
11 COURTYARD
12 MASTER BEDROOM
13 MASTER BATHROOM
14 MASTER CLOSET
15 POOL
16 POOL DECK
17 WATER FEATURE
18 TERRACE
19 FIRE PIT
20 OFFICE
21 OUTDOOR SHOWER
22 STORAGE
23 FIREPLACE
24 GYM
25 STEAM ROOM
26 SAUNA
27 MASSAGE ROOM
28 LAUNDRY
29 MUD ROOM
30 WINE STORAGE
31 GARAGE
32 LIGHTWELL
33 OUTDOOR BATHROOM
34 SUNKEN TUB
35 MINI BAR
36 COLD PLUNGE POOL
37 HOT TUB

Project No

1813

Project Name
VILLA COLEAVA

Project Address
25200 Pacific Coast Hwy.
Malibu, California, USA

Property Owner
PAR PCH, LLC
PO Box 6528
Malibu, CA 90265

Design Architect
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F 305 576 8433
W oppenoffice.com

Landscape Architect
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P 310-450-8100
F 323-737-3290
W plac-e.com

Civil Engineers
LC Engineering Group
889 Pierce Ct., Ste. 101
Thousand Oaks, CA 91360
P 805-497-1244
P 818-991-7148
W lcegroupinc.com

Revisions

Mark	Date	Description

Title
FIRE ACCESS ROAD A

1/16" = 1'-0"

NOT FOR CONSTRUCTION

Design Development

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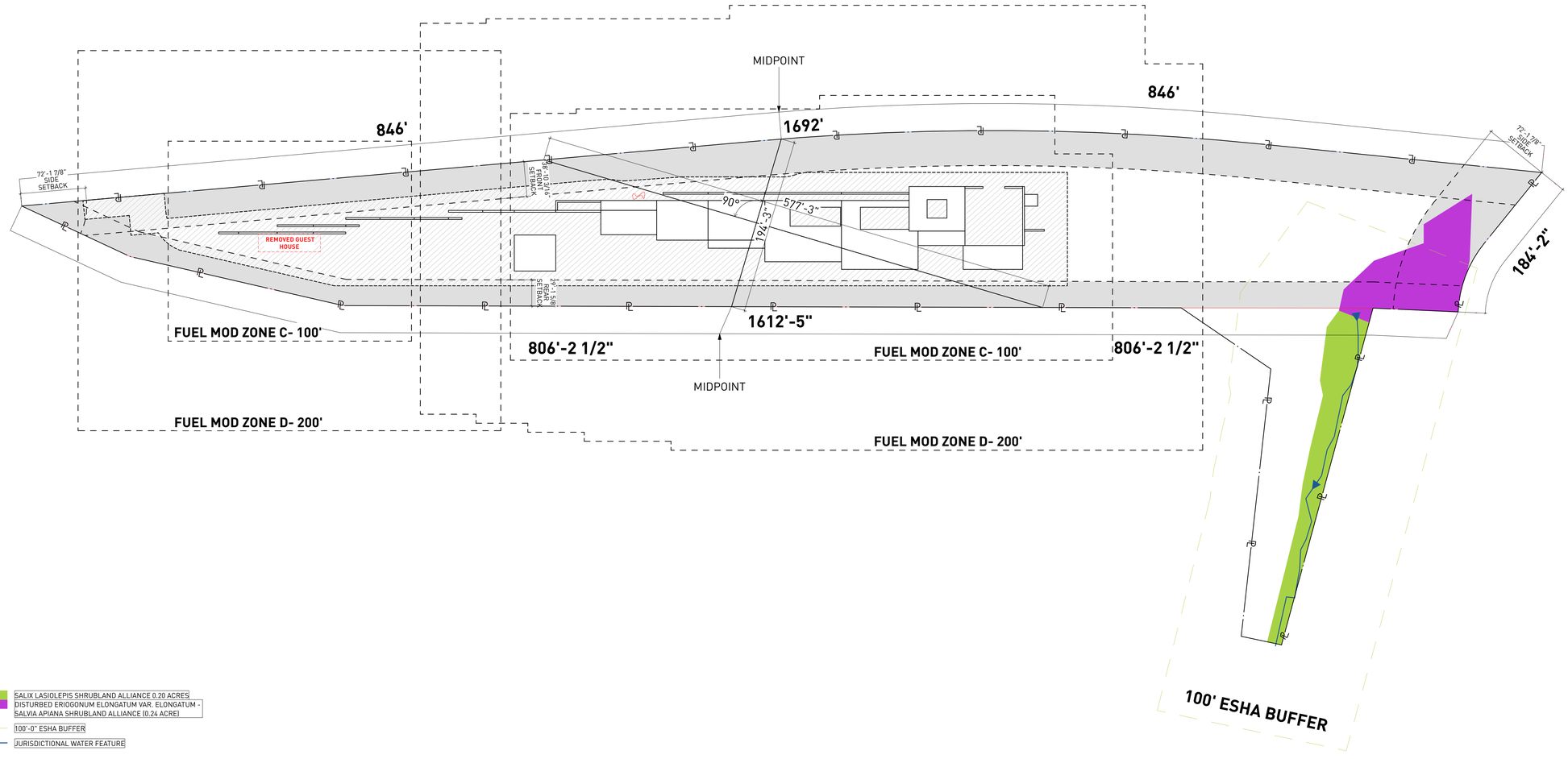
VILLA COLEAVA

Drawing Issued on 1/27/26

FS100



SALIX LASIOLEPIS SHRUBLAND ALLIANCE 0.20 ACRES
DISTURBED ERIOGONUM ELONGATUM VAR. ELONGATUM - SALVIA APIANA SHRUBLAND ALLIANCE (0.24 ACRE)

100'-0" ESHA BUFFER

JURISDICTIONAL WATER FEATURE

ASSESOR PARCEL #: 4459-013-021, 4459-014-018

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Project Address
25200 Pacific Coast Hwy.
Malibu, California, USA

Property Owner
PAR PCH, LLC
PO Box 6528
Malibu, CA 90265

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F 305 576 8433
W oppenoffice.com

Landscape Architect
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F 323-737-3290
W plac-e.com

Civil Engineers
LC Engineering Group
889 Pierce Ct., Ste. 101
Thousand Oaks, CA 91360
P 805-497-1244
P 818-991-7148
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Revisions

Mark	Date	Description

Title
FUEL MOD DIAGRAM

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N

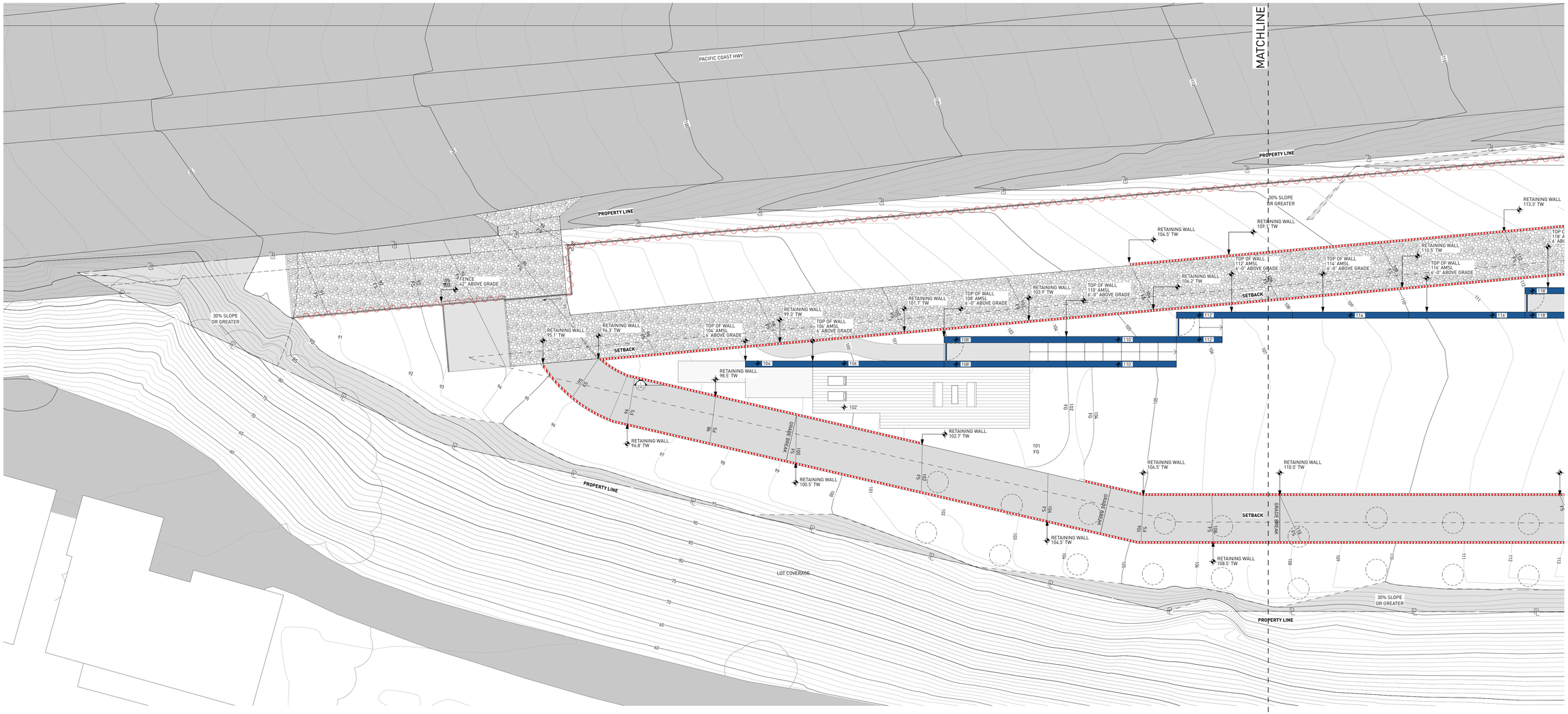
NOT FOR CONSTRUCTION

Design Development

1813
VILLA COLEAVA

Drawing Issued on 1/27/26

Z102



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109 REFER TO INTERIOR DESIGN DRAWINGS AND FINISH SCHEDULE.
110 RAMMED EARTH CONSTRUCTION.
111 STONE BENCH.

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201 COMPACTED EARTH. REFER TO STRCUT. DWGS.
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210 PROVIDE 2" RECESS ON SLABS ON ALL SHOWERS.
211 OPENING ON CONCRETE SLAB. REFER TO STRUCT. DWGS.

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300 LIGHT FIXTURE/ SEE ARCH. RCP, ELECTRICAL DWGS. AND LIGHTING SPECIFICATIONS.
301 A/C PLENUM SPACE, REFER TO MECHANICAL DWGS. AND RCP. NO COMBUSTIBLES ALLOWED.
302 ROOF DRAIN, REFER TO PLUMBING DWGS. /SEE DETAIL.
303 FLOOR DRAIN, REFER TO PLUMBING DWGS./ SEE DETAIL.
304 DRAIN PIPE TO FIT IN CEILING SPACE, REFER TO PLUMBING DWGS. COORDINATE EXACT LOCATION AND SPECS.
305 KITCHEN HOOD, REFER TO MECH DWGS.
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307 DESIGNATED POOL EQUIPMENT AREA.
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309 ELECTRICAL PANELS. REFER TO ELECTRICAL DWGS.
310 CONDENSER UNITS ON STANDS. REFER TO MECH. DWGS.
311 MINIMUM R:30 BATT INSULATION OR RIGID INSULATION. REFER TO ENERGY CALCULATIONS.
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315 HOSE BIB. REFER TO PLUMBING AND LANDSCAPE DWGS.
316 ELECTRICITY, GAS AND WATER. REFER TO MEP DRAWINGS.
317 MOTORIZED VEHICULAR GATE. REFER TO ELECT. DWGS.
318 ALL TOILETS TO BE WALL HUNG. REFER TO MECH. DWGS.
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401 WATERPROOFING MEMBRANE. REFER TO ARCH AND STRUCTURAL DWGS.
402 POOL FINISH/ COLOR TBD.

MISC. ARCHITECTURAL DETAILS

500 CURTAIN CEILING COVE. REFER TO ARCH. DETAIL.
501 CONTINUOUS 1/2" TOOLED WATER DRIP. SEE ARCH. DETAIL.
502 VENT.
503 KITCHEN, BUILT-IN FURNITURE, CABINETRY BY OTHERS. REFER TO KITCHEN SHOP DWGS.
504 5/8" GWB DROPPED CEILING ON 3/4" FURRING STRIPS. PAINTED GWB. COLOR TBD.
505 STAINLESS STEEL SCUPPER IN CONCRETE STRUCTURE. 3" X 3" MIN.OPENING. REFER TO ELEVATION AND PLAN FOR LOCATION.
506 CUSTOM WOOD MILLWORK, REFER TO I.D. DRAWINGS
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600 PENDANT LIGHT. REFER TO LIGHTING DWGS.
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604 LANDSCAPE LIGHTING. REFER TO LIGHTING DWGS.

FIRE SAFETY

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701 AN APPROVED KEY BOX, LISTED IN ACCORDANCE WITH UL 1037 SHALL BE PROVIDED AS REQUIRED BY FIRE CODE 506. THE LOCATION OF EACH KEY BOX SHALL BE DETERMINED BY THE FIRE INSPECTOR.
702 ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION. FIRE CODE 501.4
703 PROVIDE AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM AS SET FORTH BY BUILDING CODE 903 AND FIRE CODE 9003. PLANS SHALL BE SUBMITTED TO THE SPRINKLER PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
704 SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING PROVIDED THAT SUCH WIRING IS SERVED FROM A COMMERCIAL SOURCE AND SHALL BE EQUIPPED WITH A BATTERY BACKUP. RESIDENTIAL CODE R314.4
705 WHERE MORE THAN ONE SMOKE ALARM IS REQUIRED TO BE INSTALLED WITHIN AN INDIVIDUAL DWELLING OR SLEEPING UNIT, THE SMOKE ALARMS SHALL BE INTERCONNECTED SIN USCH A MANNER THAT THE ACTIVATION OF ONE ALARM WILL ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT. RESIDENTIAL CODE R314.5
706 APPROVED BUILDING ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE MINIMUM OF 4 INCHES HIGH WITH A MINUMM STROKE WIDTH OF 0.5 INCH. FIRE CODE 505.1
707 ALL ROOF COVERINGS SHALL BE CLASS "A" AS SPECIFIED IN BUILDING CODE 1505.1.1 (RESIDENTIAL CODE R327.5.2 & R902)
708 ROOF VALLEY FLASHINGS SHALL BE NOT LESS THAN 0.019 INCH (NO.26 GALVANIZED SHEET GAGE) CORROSION-RESISTANT METAL INSTALLED OVER A MINIMUM 36-INCH WIDE UNDERLAYMENT CONSISTING OF ONE LAYER OF NO. 72 ASTM CAP SHEET MEETING RUNNING THE FULL LEGHTH OF THE VALLEY (RESIDENTIAL CODE R327.5.3 AND BUILDING CODE 705A.3)
709 ROOF GUTTERS SHALL BE PROVIDED WITH A MEANS OTO PREVENT THE ACCUMULATION OF LEAVES AND DEBRIS IN THE GUTTER. (RESIDENTIAL CODE R327.534 AND BUILDING GCODE 705A.4)
710 VENTS SHALL RESIST THE INTRUSION OF FLAME AND EMBERS AND FLAME THROUGH THE VENTILATION OPENINGS. VENT OPENINGS SHALL BE PROTECTED BY CORROSION- RESISTANT, NONCOMBUSTIBLE WIRE MESH WITH A MINIMUM 1/16TH INCH OPENINGS AND SHALL NOT EXCEED 1/8TH INCH. VENTS SHALL NOT BE INSTALLED IN EAVES OR CORNICES. (RESIDENTIAL CODE R327.6.1 AND BUILDING CODE 706A.1)
711 CLEARANCE OF BRUSH AND VEGETATIVE GROWTH SHALL BE MAINTAINED PER FIRE CODE 325.
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713 ALL FIRE HYDRANTS SHALL MEASURE 6"" X 4"" X 2-1/2"", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL.
714 ALL ON-SITE FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO BUILDING OCCUPANCY. FIRE CODE 901.5.1
715 ROOF LADDER ACCESS

Project No

1813

Project Name
VILLA COLEAVA

Project Address
25200 Pacific Coast Hwy.
Malibu, California, USA

Property Owner
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P 818-991-7148
W lcegroupinc.com

Revisions

Mark	Date	Description

Title
WALL AND FENCE PLAN A

1/16" = 1'-0"

NOT FOR CONSTRUCTION

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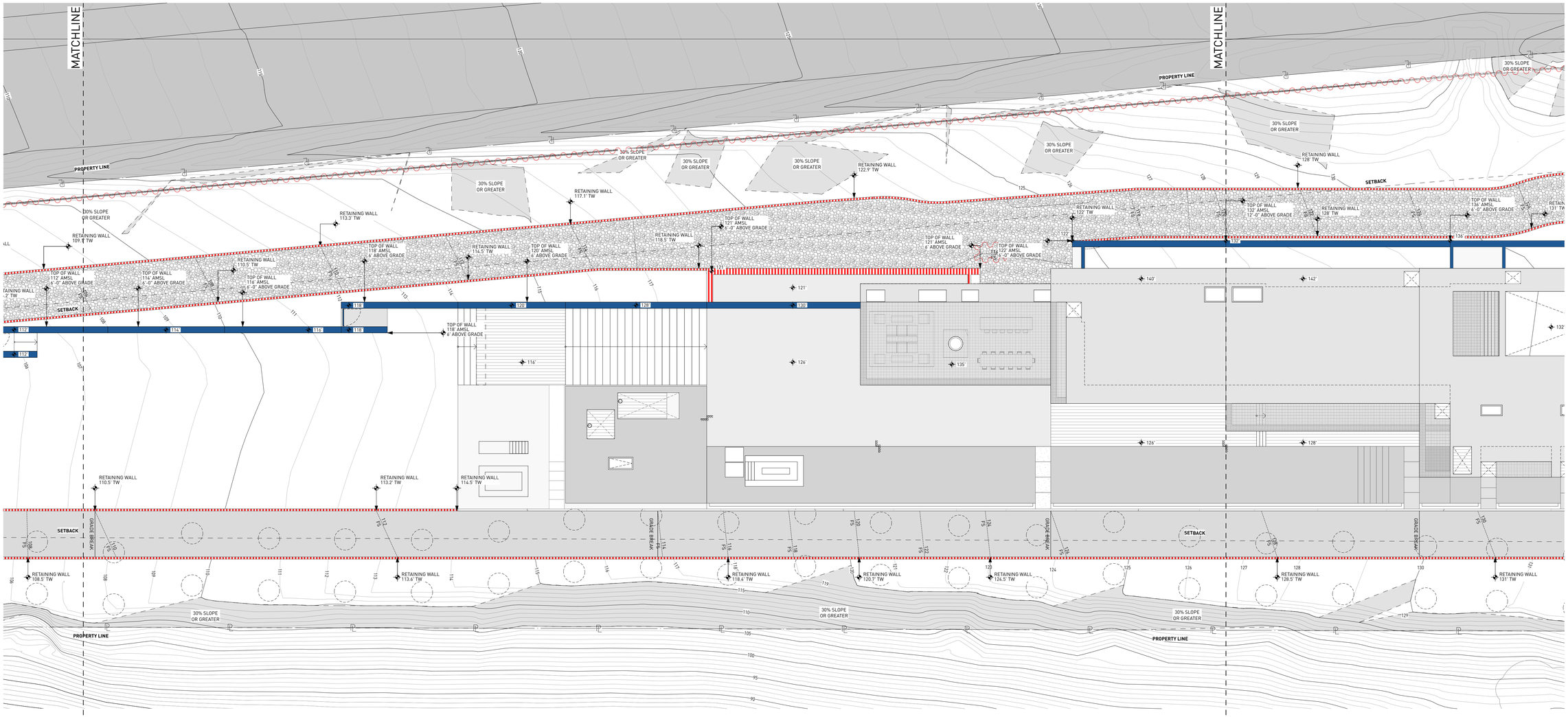
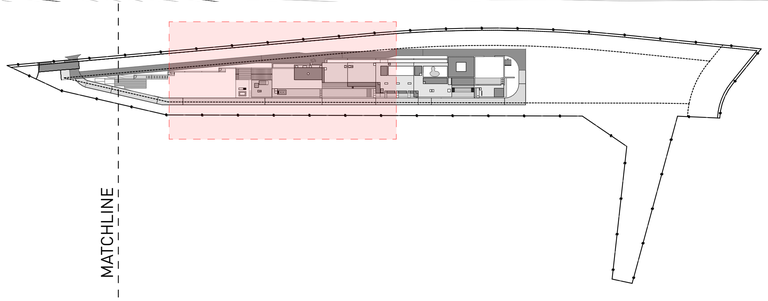
Drawing Issued on 1/27/26

Z106





42" GATE- 90% PERMEABLE

RETAINING WALL

12' MAX BUILDING SOLID WALL

42" FENCE- 90% PERMEABLE

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Project Address
25200 Pacific Coast Hwy.
Malibu, California, USA

Property Owner
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P 805-497-1244
P 818-991-7148
W lcegroupinc.com

Revisions

Mark	Date	Description

Title
WALL AND FENCE PLAN B

1/16" = 1'-0"

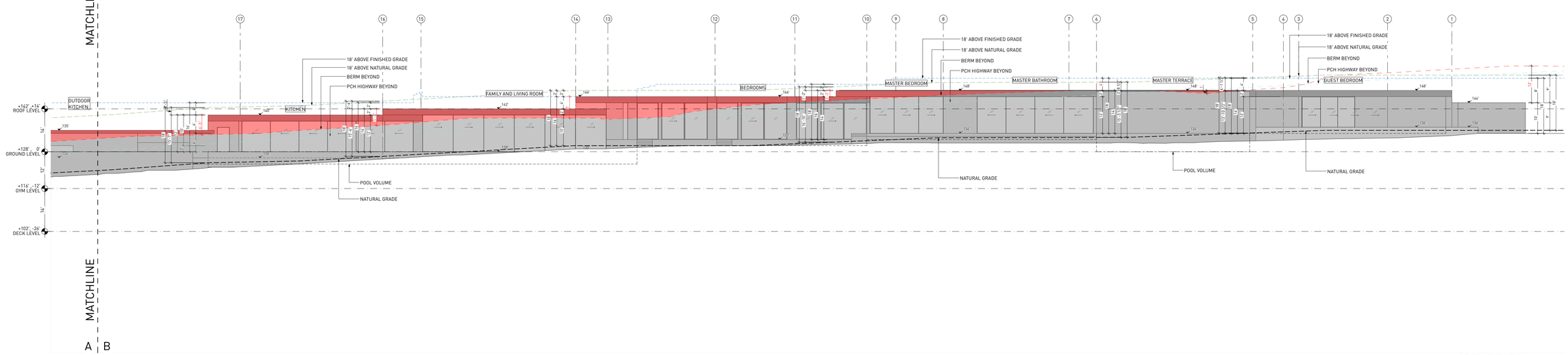
NOT FOR CONSTRUCTION

Design Development

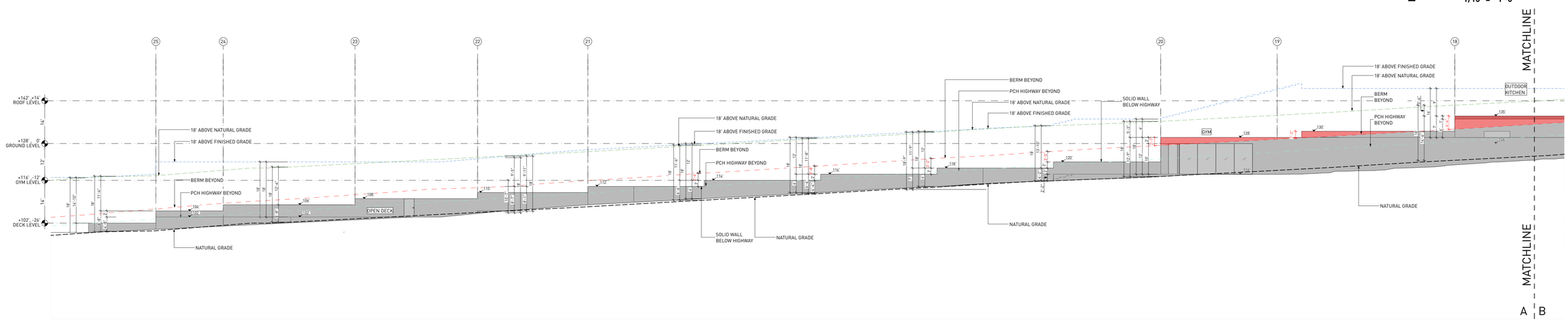
1813
VILLA COLEAVA

Drawing Issued on 1/27/26

Z107



2 SOUTH ELEVATION
1/16" = 1'-0"



1 SOUTH ELEVATION
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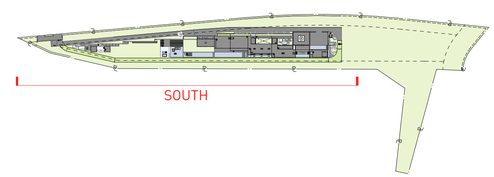
BELOW PACIFIC COAST HIGHWAY PROTRUSION ABOVE BERM



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Project No

1813

Project Name
VILLA COLEAVA

Project Address
25200 Pacific Coast Hwy.
Malibu, California, USA

Property Owner
PAR PCH, LLC
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Malibu, CA 90265

Design Architect
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Civil Engineers
LC Engineering Group
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Thousand Oaks, CA 91360
P 805-497-1244
P 818-991-7148
W lcegroupinc.com

Revisions

Mark	Date	Description

Title
PROTRUSION ABOVE PCH HIGHWAY
1/16" = 1'-0"

N

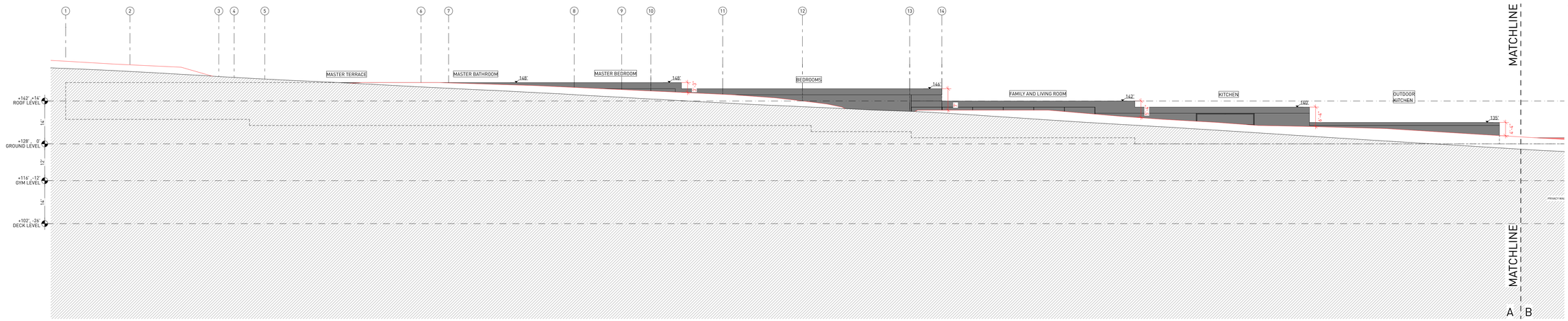
NOT FOR CONSTRUCTION

Design Development

1813
VILLA COLEAVA

Drawing Issued on 1/27/26

Z112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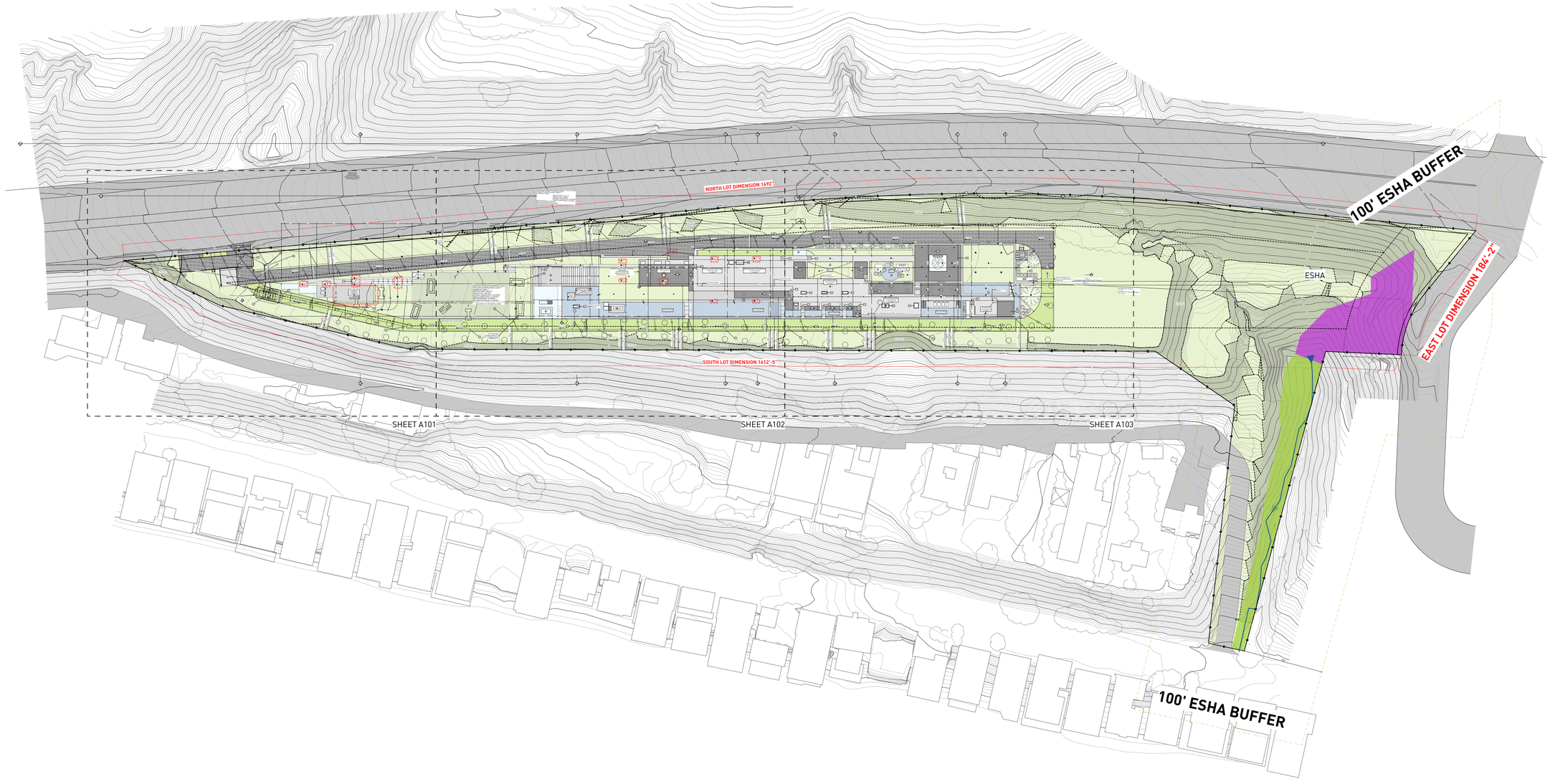
MASTER TERRACE
MASTER BATHROOM
MASTER BEDROOM
BEDROOMS
FAMILY AND LIVING ROOM
KITCHEN
OUTDOOR KITCHEN
148'
148'
146'
142'
140'
135'
5'-0"
5'-0"
5'-0"



SALIX LASIOLEPIS SHRUBLAND ALLIANCE 0.20 ACRES
DISTURBED ERIOGONUM ELONGATUM VAR. ELONGATUM - SALVIA APIANA SHRUBLAND ALLIANCE (0.24 ACRE)

100'-0" ESHA BUFFER

JURISDICTIONAL WATER FEATURE

ASSESOR PARCEL #: 4459-013-021, 4459-014-018

KEY NOTES:

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Revisions

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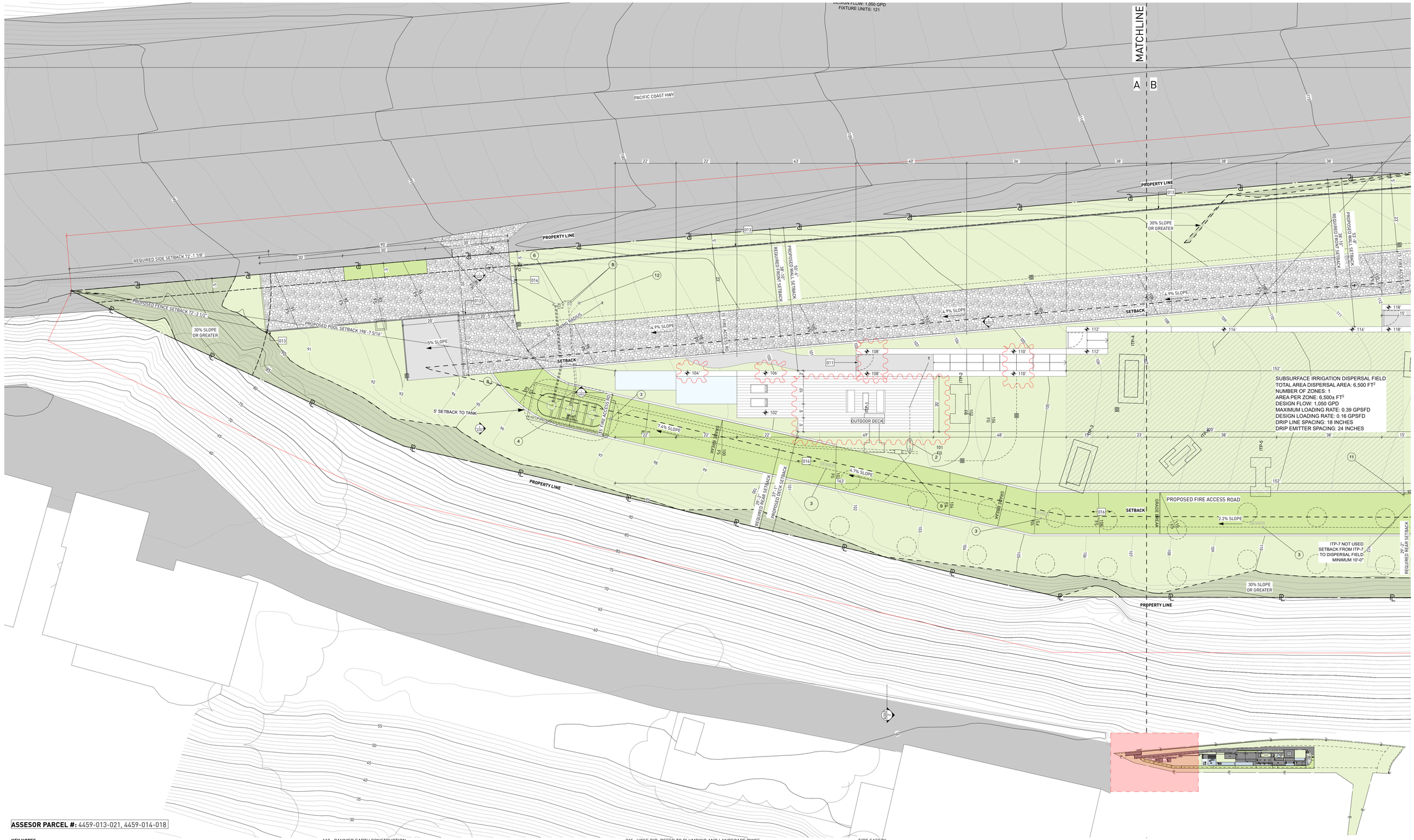
VILLA COLEAVA

Drawing Issued on 1/27/26

A100



ASSESOR PARCEL #: 4459-013-021, 4459-014-018

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314 SPRINKLER SYSTEM. REFER TO PLUMBING DWGS.
315 HOSE BIB. REFER TO PLUMBING AND LANDSCAPE DWGS.
316 ELECTRICITY, GAS AND WATER. REFER TO MEP DRAWINGS.
317 MOTORIZED VEHICULAR GATE. REFER TO ELECT. DWGS.
318 ALL TOILETS TO BE WALL HUNG. REFER TO MECH. DWGS.
319 LINEAR DRAIN
320 OVERFLOW SCUPPER.

WATERPROOFING

400 CONTINUOUS VAPOR BARRIER. REFER TO ARCH AND STRUCTURAL DWGS.
401 WATERPROOFING MEMBRANE. REFER TO ARCH AND STRUCTURAL DWGS.
402 POOL FINISH/ COLOR TBD.

MISC. ARCHITECTURAL DETAILS

500 CURTAIN CEILING COVE. REFER TO ARCH. DETAIL.
501 CONTINUOUS 1/2" TOOLED WATER DRIP. SEE ARCH. DETAIL.
502 VENT.
503 KITCHEN, BUILT-IN FURNITURE, CABINETRY BY OTHERS. REFER TO KITCHEN SHOP DWGS.
504 5/8" GWB DROPPED CEILING ON 3/4" FURRING STRIPS, PAINTED GWB. COLOR TBD.
505 STAINLESS STEEL SCUPPER IN CONCRETE STRUCTURE. 3" X 3" MIN.OPENING. REFER TO ELEVATION AND PLAN FOR LOCATION.
506 CUSTOM WOOD MILLWORK, REFER TO I.D. DRAWINGS
507 SOLAR PANELS (T.B.D.)
509 CONCEALED LED SCREEN.
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LIGHTING

600 PENDANT LIGHT. REFER TO LIGHTING DWGS.
601 RECESSED DOWN LIGHT. REFER TO LIGHTING DWGS.
602 CONCEALED LINEAR LIGHT. REFER TO LIGHTING DWGS.
603 POOL LINEAR RECESSED LIGHT. REFER TO LIGHTING DWGS.
604 LANDSCAPE LIGHTING. REFER TO LIGHTING DWGS.

FIRE SAFETY

700 FIRE DEPARTMENT VEHICULAR ACCESS ROADS MUST BE INSTALLED AND MAINTAINED IN A SERVICEABLE MANNER PRIOR TO AND DURING THE TIME OF CONSTRUCTION. FIRE CODE 5001.4
701 AN APPROVED KEY BOX, LISTED IN ACCORDANCE WITH UL 1037 SHALL BE PROVIDED AS REQUIRED BY FIRE CODE 506. THE LOCATION OF EACH KEY BOX SHALL BE DETERMINED BY THE FIRE INSPECTOR.
702 ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION. FIRE CODE 501.4
703 PROVIDE AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM AS SET FORTH BY BUILDING CODE 903 AND FIRE CODE 9003. PLANS SHALL BE SUBMITTED TO THE SPRINKLER PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
704 SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING PROVIDED THAT SUCH WIRING IS SERVED FROM A COMMERCIAL SOURCE AND SHALL BE EQUIPPED WITH A BATTERY BACKUP. RESIDENTIAL CODE R314.4
705 WHERE MORE THAN ONE SMOKE ALARM IS REQUIRED TO BE INSTALLED WITHIN AN INDIVIDUAL DWELLING OR SLEEPING UNIT, THE SMOKE ALARMS SHALL BE INTERCONNECTED SIN USCH A MANNER THAT THE ACTIVATION OF ONE ALARM WILL ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT. RESIDENTIAL CODE R314.5
706 APPROVED BUILDING ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE MINIMUM OF 4 INCHES HIGH WITH A MINUMM STROKE WIDTH OF 0.5 INCH. FIRE CODE 505.1
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711 CLEARANCE OF BRUSH AND VEGETATIVE GROWTH SHALL BE MAINTAINED PER FIRE CODE 325.
712 PROVIDE APPROVED SIGNS OR OTHER APPROVED NOTICES OR MARKINGS THAT INCLUDE THE WORDS NO PARKING - FIRE LANE. SIGNS SHALL HAVE A MINIMUM DIMENSION OF 12 INCHES WIDE BY 18 INCHES HIGH AND HAVE RED LETTERS ON A WHITE REFLECTIVE BACKGROUND. SIGNS SHALL BE PROVIDED FOR FIRE APPARATUS ACCESS ROADS, TO CLEARLY INDICATE THE ENTRANCE TO SUCH ROAD, OR PROHIBIT THE OBSTRUCTION THEREOF AND AT INTERVALS, AS REQUIRED BY THE FIRE INSPECTOR. FIRE CODE 503.3.
713 ALL FIRE HYDRANTS SHALL MEASURE 6"" X 4"" X 2-1/2"", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL.
714 ALL ON-SITE FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO BUILDING OCCUPANCY. FIRE CODE 901.5.1
715 ROOF LADDER ACCESS

Project No

1813

Project Name
VILLA COLEAVA

Project Address
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Malibu, California, USA

Property Owner
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Civil Engineers
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P 805-497-1244
P 818-991-7148
W lcegroupinc.com

Revisions

Mark	Date	Description

Title
ENLARGED SITE PLAN A

1/16" = 1'-0"

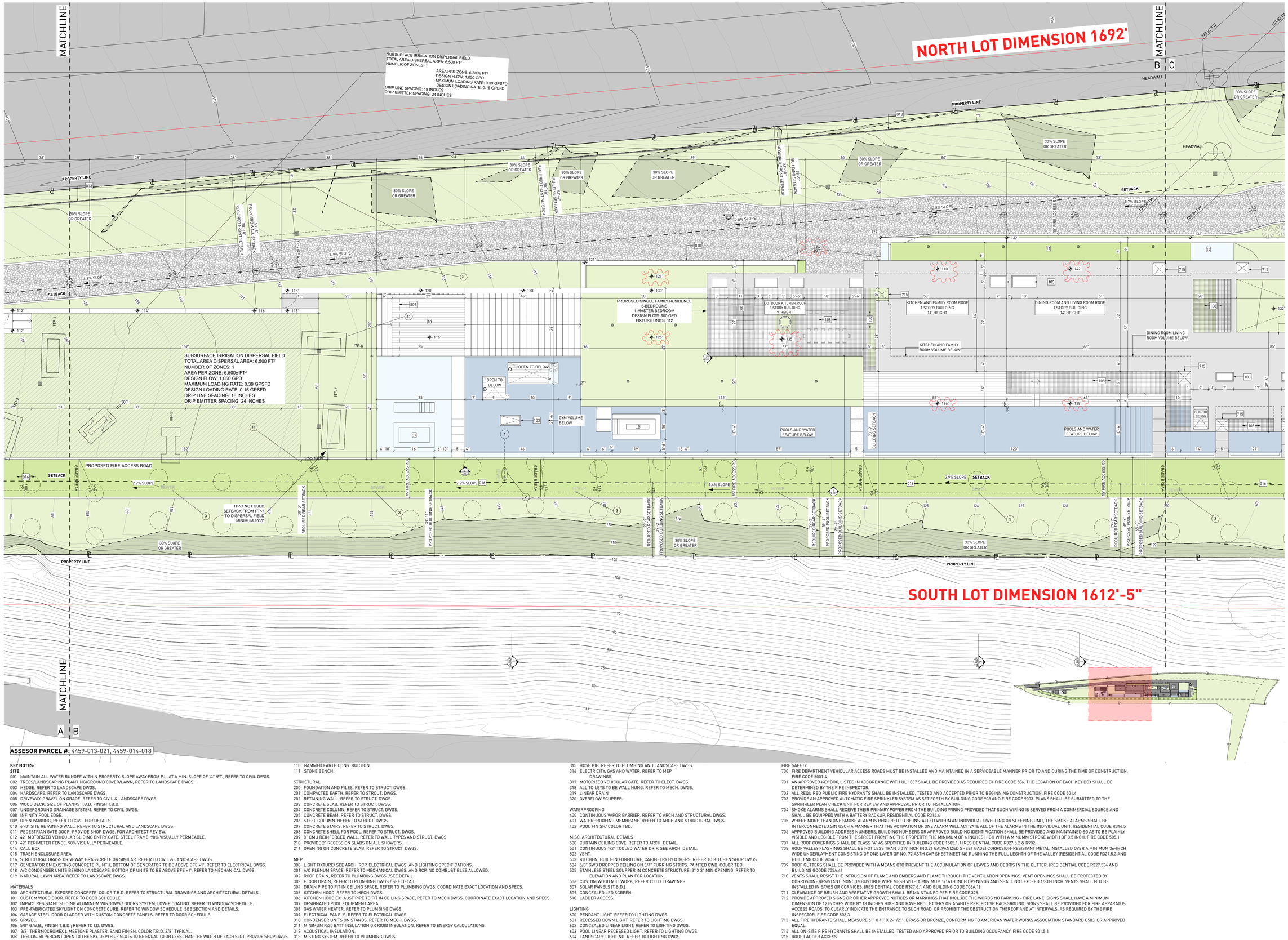
NOT FOR CONSTRUCTION

Design Development

1813
VILLA COLEAVA

Drawing Issued on 1/27/26

A101


NORTH LOT DIMENSION 1692'
SOUTH LOT DIMENSION 1612'-5"
MATCHLINE
MATCHLINE
SUBSURFACE IRRIGATION DISPERSAL FIELD
TOTAL AREA DISPERSAL AREA: 6,500 FT²
NUMBER OF ZONES: 1
AREA PER ZONE: 6,500± FT²
DESIGN FLOW: 1,050 GPD
MAXIMUM LOADING RATE: 0.39 GPSFD
DESIGN LOADING RATE: 0.16 GPSFD
DRIP LINE SPACING: 18 INCHES
DRIP EMITTER SPACING: 24 INCHES
PROPERTY LINE
SETBACK
30% SLOPE OR GREATER
REQUIRED FRONT SETBACK
PROPOSED WALL SETBACK
53'-6"
REQUIRED REAR SETBACK
PROPOSED SINGLE FAMILY RESIDENCE
5-BEDROOMS
1-MASTER BEDROOM
DESIGN FLOW: 900 GPD
FIXTURE UNITS: 112
OUTDOOR KITCHEN ROOF
1 STORY BUILDING
9' HEIGHT
KITCHEN AND FAMILY ROOM ROOF
1 STORY BUILDING
14' HEIGHT
DINING ROOM AND LIVING ROOM ROOF
1 STORY BUILDING
14' HEIGHT
KITCHEN AND FAMILY ROOM VOLUME BELOW
DINING ROOM LIVING ROOM VOLUME BELOW
OPEN TO BELOW
GYM VOLUME BELOW
POOLS AND WATER FEATURE BELOW
72'-9" BUILDING SETBACK
PROPOSED FIRE ACCESS ROAD
15' FIRE ACCESS RD
GRADE BREAK
SEWER
2.2% SLOPE
9.4% SLOPE
2.8% SLOPE
5.7% SLOPE
4.9% SLOPE
ITP-1
ITP-2
ITP-3
ITP-4
ITP-5
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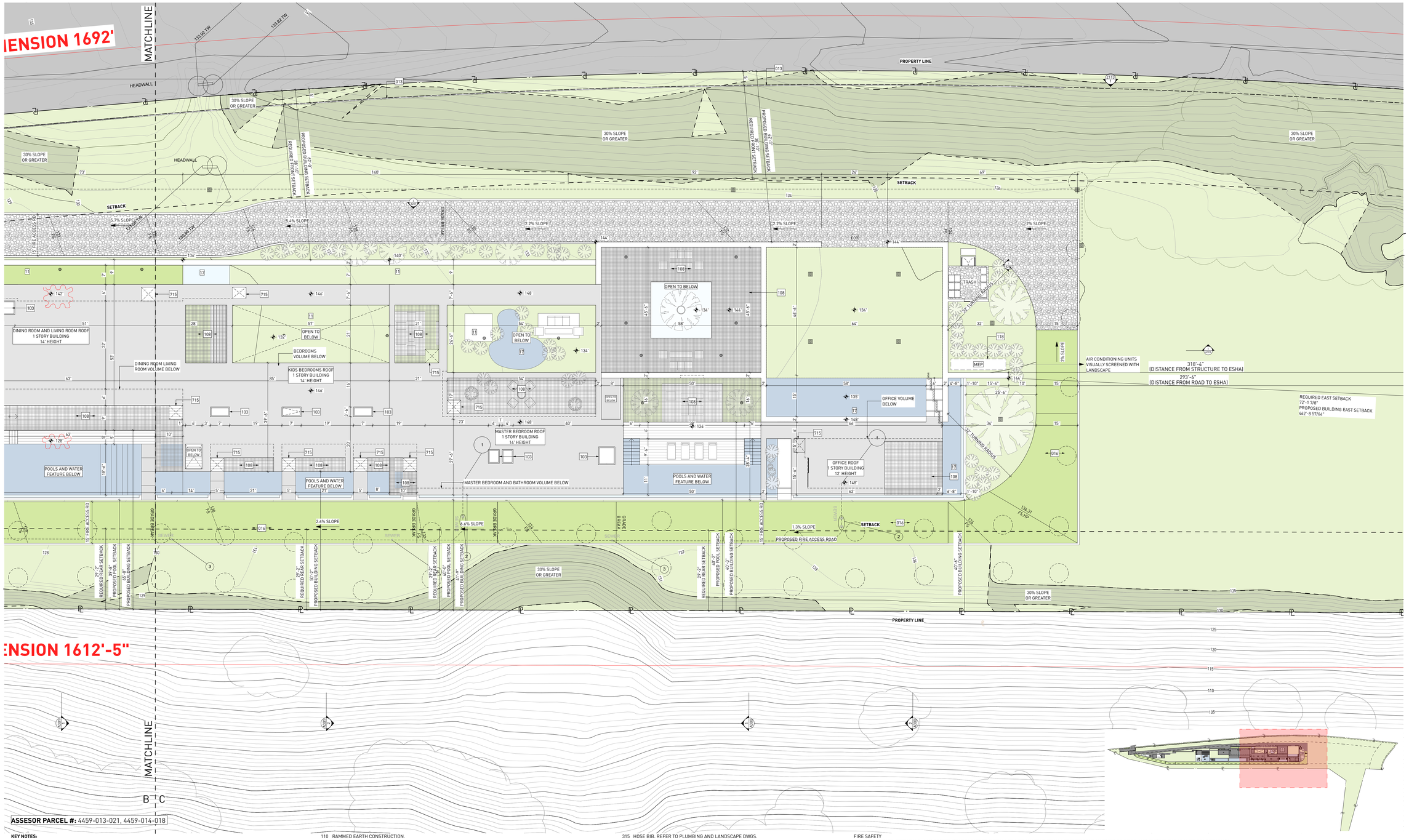
ITP-40



ASSESOR PARCEL #: 4459-013-021, 4459-014-018

KEY NOTES:

SITE

001 MAINTAIN ALL WATER RUNOFF WITHIN PROPERTY. SLOPE AWAY FROM P.L. AT A MIN. SLOPE OF ¼" /FT., REFER TO CIVIL DWGS.
002 TREES/LANDSCAPING PLANTING/GROUND COVER/LAWN, REFER TO LANDSCAPE DWGS.
003 HEDGE. REFER TO LANDSCAPE DWGS.
004 HARDSCAPE. REFER TO LANDSCAPE DWGS.
005 DRIVEWAY. GRAVEL ON GRADE. REFER TO CIVIL & LANDSCAPE DWGS.
006 WOOD DECK. SIZE OF PLANKS T.B.D. FINISH T.B.D.
007 UNDERGROUND DRAINAGE SYSTEM. REFER TO CIVIL DWGS.
008 INFINITY POOL EDGE.
009 OPEN PARKING, REFER TO CIVIL FOR DETAILS
010 6'-0" SITE RETAINING WALL. REFER TO STRUCTURAL AND LANDSCAPE DWGS.
011 PEDESTRIAN GATE DOOR. PROVIDE SHOP DWGS. FOR ARCHITECT REVIEW.
012 42" MOTORIZED VEHICULAR SLIDING ENTRY GATE. STEEL FRAME. 90% VISUALLY PERMEABLE.
013 42" PERIMETER FENCE. 90% VISUALLY PERMEABLE.
014 CALL BOX
015 TRASH ENCLOSURE AREA
016 STRUCTURAL GRASS DRIVEWAY. GRASSCRETE OR SIMILAR. REFER TO CIVIL & LANDSCAPE DWGS.
017 GENERATOR ON EXISTING CONCRETE PLINTH, BOTTOM OF GENERATOR TO BE ABOVE BFE +1', REFER TO ELECTRICAL DWGS.
018 A/C CONDENSER UNITS BEHIND LANDSCAPE, BOTTOM OF UNITS TO BE ABOVE BFE +1', REFER TO MECHANICAL DWGS.
019 NATURAL LAWN AREA. REFER TO LANDSCAPE DWGS.

MATERIALS

100 ARCHITECTURAL EXPOSED CONCRETE, COLOR T.B.D. REFER TO STRUCTURAL DRAWINGS AND ARCHITECTURAL DETAILS.
101 CUSTOM WOOD DOOR. REFER TO DOOR SCHEDULE.
102 IMPACT RESISTANT SLIDING ALUMINUM WINDOWS / DOORS SYSTEM, LOW-E COATING. REFER TO WINDOW SCHEDULE.
103 PRE-FABRICATED SKYLIGHT ON CONCRETE CURB. REFER TO WINDOW SCHEDULE. SEE SECTION AND DETAILS.
104 GARAGE STEEL DOOR CLADDED WITH CUSTOM CONCRETE PANELS. REFER TO DOOR SCHEDULE.
105 GRAVEL.
106 5/8" G.W.B., FINISH T.B.D.; REFER TO I.D. DWGS.
107 3/8" THERMOCROMEX LIMESTONE PLASTER, SAND FINISH, COLOR T.B.D. 3/8" TYPICAL.
108 TRELLIS. 50 PERCENT OPEN TO THE SKY. DEPTH OF SLOTS TO BE EQUAL TO OR LESS THAN THE WIDTH OF EACH SLOT. PROVIDE SHOP DWGS.
109 REFER TO INTERIOR DESIGN DRAWINGS AND FINISH SCHEDULE.
110 RAMMED EARTH CONSTRUCTION.
111 STONE BENCH.

STRUCTURAL

200 FOUNDATION AND PILES. REFER TO STRUCT. DWGS.
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207 CONCRETE STAIRS. REFER TO STRUCT. DWGS.
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209 8" CMU REINFORCED WALL. REFER TO WALL TYPES AND STRUCT. DWGS
210 PROVIDE 2" RECESS ON SLABS ON ALL SHOWERS.
211 OPENING ON CONCRETE SLAB. REFER TO STRUCT. DWGS.

MEP

300 LIGHT FIXTURE/ SEE ARCH. RCP, ELECTRICAL DWGS. AND LIGHTING SPECIFICATIONS.
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302 ROOF DRAIN, REFER TO PLUMBING DWGS. /SEE DETAIL.
303 FLOOR DRAIN, REFER TO PLUMBING DWGS./ SEE DETAIL.
304 DRAIN PIPE TO FIT IN CEILING SPACE, REFER TO PLUMBING DWGS. COORDINATE EXACT LOCATION AND SPECS.
305 KITCHEN HOOD. REFER TO MECH DWGS.
306 KITCHEN HOOD EXHAUST PIPE TO FIT IN CEILING SPACE, REFER TO MECH DWGS. COORDINATE EXACT LOCATION AND SPECS.
307 DESIGNATED POOL EQUIPMENT AREA.
308 GAS WATER HEATER. REFER TO PLUMBING DWGS.
309 ELECTRICAL PANELS. REFER TO ELECTRICAL DWGS.
310 CONDENSER UNITS ON STANDS. REFER TO MECH. DWGS.
311 MINIMUM R-30 BATT INSULATION OR RIGID INSULATION. REFER TO ENERGY CALCULATIONS.
312 ACOUSTICAL INSULATION.
313 MISTING SYSTEM. REFER TO PLUMBING DWGS.
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FIRE SAFETY

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Project No

1813

Project Name
VILLA COLEAVA

Project Address
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P 818-991-7148
W lcegroupinc.com

Revisions

Mark	Date	Description

Title
ENLARGED SITE PLAN C

1/16" = 1'-0"

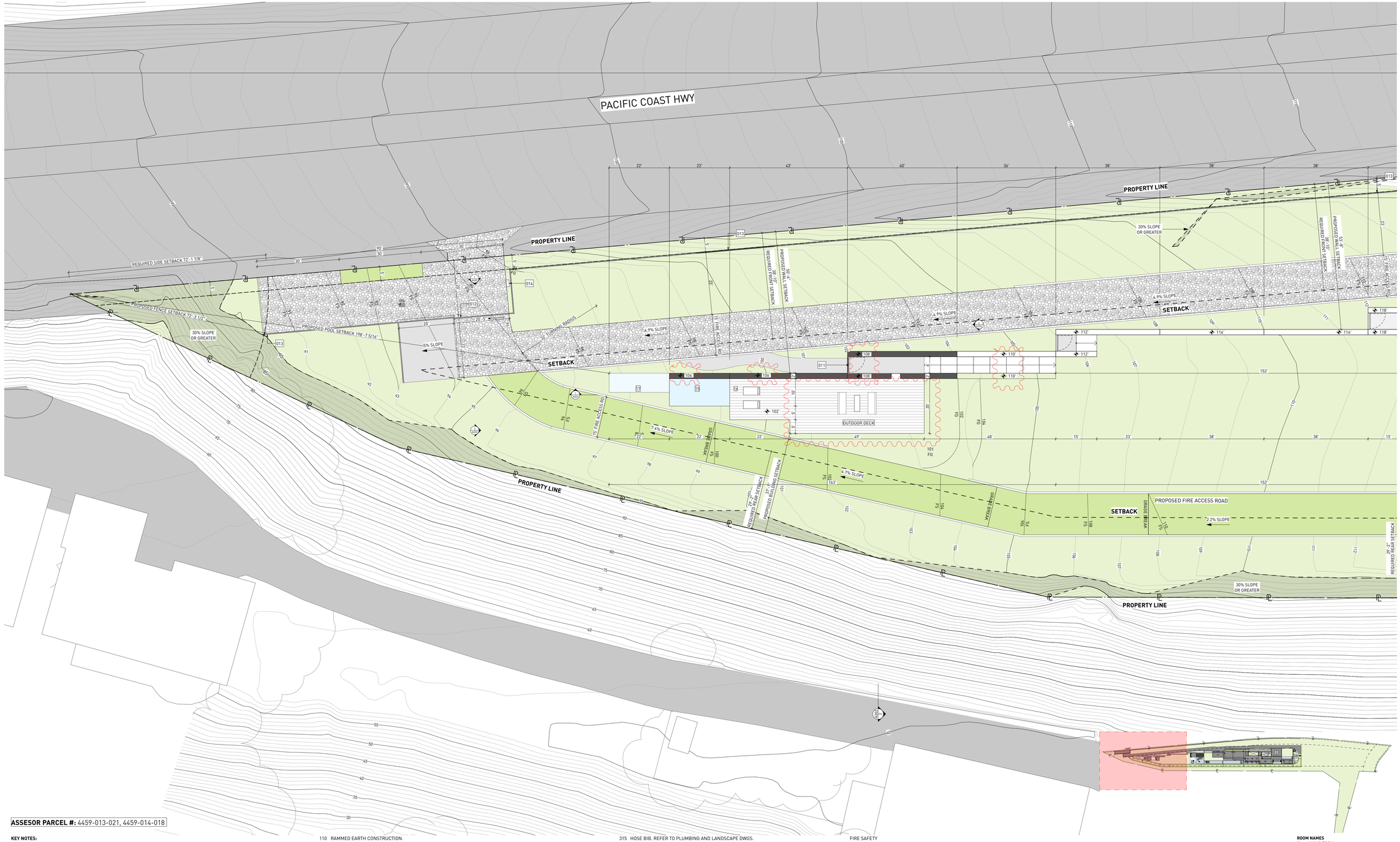
NOT FOR CONSTRUCTION

Design Development

1813
VILLA COLEAVA

Drawing Issued on 1/27/26

A103



ASSESOR PARCEL #: 4459-013-021, 4459-014-018

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501 CONTINUOUS 1/2" TOOLED WATER DRIP. SEE ARCH. DETAIL.
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703 PROVIDE AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM AS SET FORTH BY BUILDING CODE 903 AND FIRE CODE 9003. PLANS SHALL BE SUBMITTED TO THE SPRINKLER PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
704 SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING PROVIDED THAT SUCH WIRING IS SERVED FROM A COMMERCIAL SOURCE AND SHALL BE EQUIPPED WITH A BATTERY BACKUP. RESIDENTIAL CODE R314.4
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706 APPROVED BUILDING ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE MINIMUM OF 4 INCHES HIGH WITH A MINUMM STROKE WIDTH OF 0.5 INCH. FIRE CODE 505.1
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Project Address
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Malibu, CA 90265

Design Architect
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1/16" = 1'-0"

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Drawing Issued on 1/27/26

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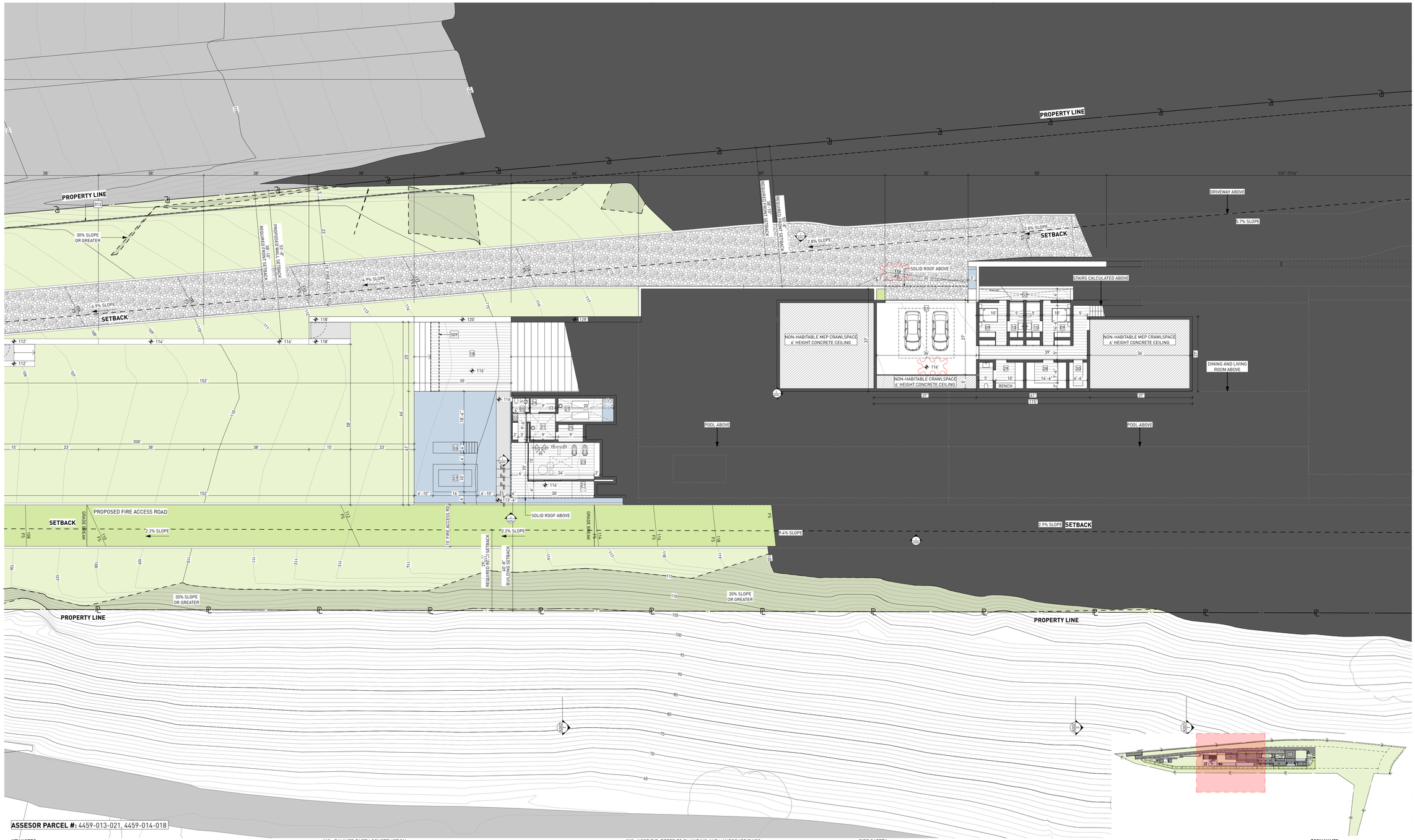

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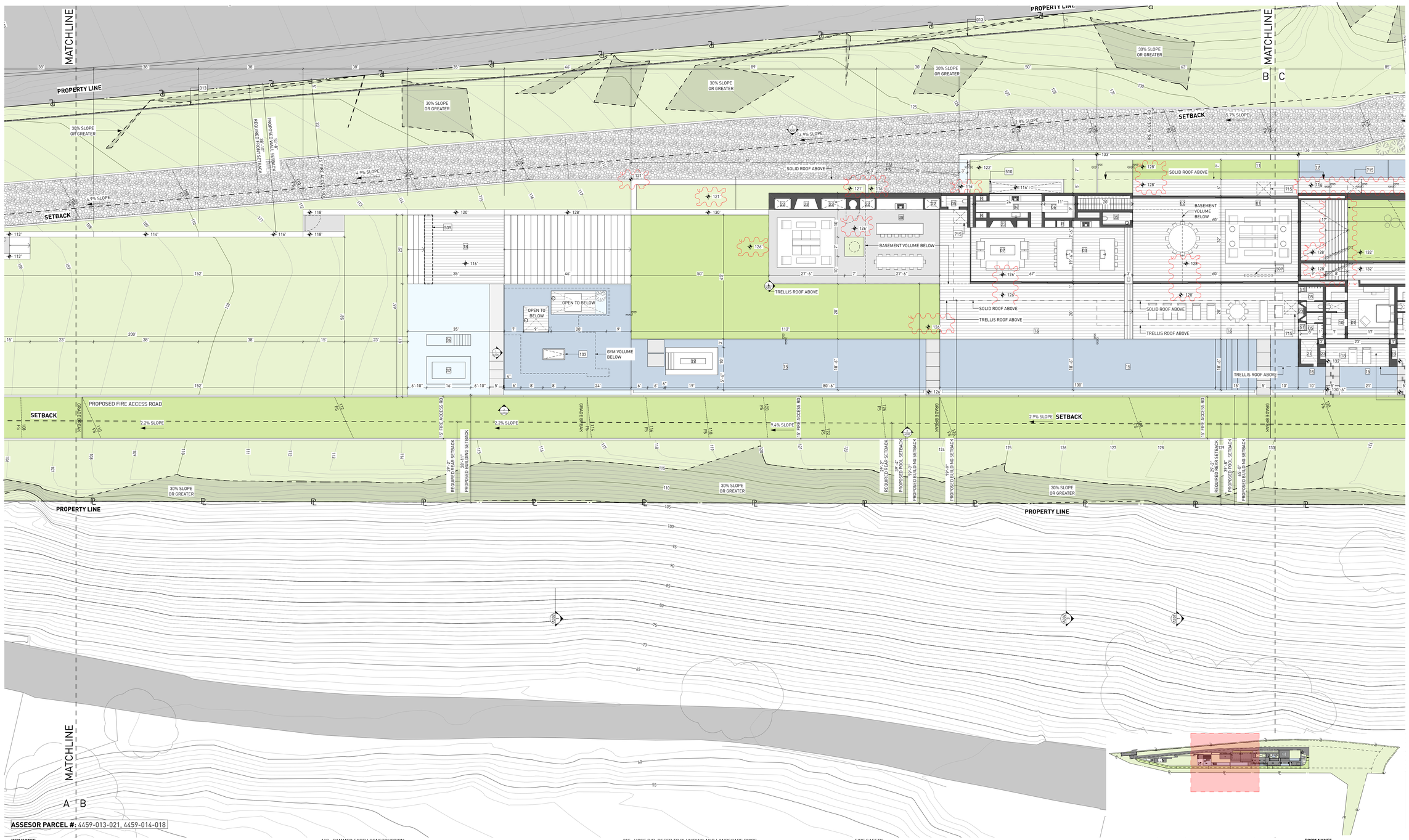

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501 CONTINUOUS 1/2" TOOLED WATER DRIP. SEE ARCH. DETAIL.
502 VENT.
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504 5/8" GWB DROPPED CEILING ON 3/4" FURRING STRIPS. PAINTED GWB. COLOR TBD.
505 STAINLESS STEEL SCUPPER IN CONCRETE STRUCTURE. 3" X 3" MIN.OPENING. REFER TO ELEVATION AND PLAN FOR LOCATION.
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600 PENDANT LIGHT. REFER TO LIGHTING DWGS.
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701 AN APPROVED KEY BOX, LISTED IN ACCORDANCE WITH UL 1037 SHALL BE PROVIDED AS REQUIRED BY FIRE CODE 506. THE LOCATION OF EACH KEY BOX SHALL BE DETERMINED BY THE FIRE INSPECTOR.
702 ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION. FIRE CODE 501.4
703 PROVIDE AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM AS SET FORTH BY BUILDING CODE 903 AND FIRE CODE 9003. PLANS SHALL BE SUBMITTED TO THE SPRINKLER PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
704 SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING PROVIDED THAT SUCH WIRING IS SERVED FROM A COMMERCIAL SOURCE AND SHALL BE EQUIPPED WITH A BATTERY BACKUP. RESIDENTIAL CODE R314.4
705 WHERE MORE THAN ONE SMOKE ALARM IS REQUIRED TO BE INSTALLED WITHIN AN INDIVIDUAL DWELLING OR SLEEPING UNIT, THE SMOKE ALARMS SHALL BE INTERCONNECTED SIN USCH A MANNER THAT THE ACTIVATION OF ONE ALARM WILL ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT. RESIDENTIAL CODE R314.5
706 APPROVED BUILDING ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE MINIMUM OF 4 INCHES HIGH WITH A MINUMM STROKE WIDTH OF 0.5 INCH. FIRE CODE 505.1
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Project Address
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PAR PCH, LLC
PO Box 6528
Malibu, CA 90265

Design Architect
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Civil Engineers
LC Engineering Group
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Thousand Oaks, CA 91360
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P 818-991-7148
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Revisions

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1/16" = 1'-0"

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Drawing Issued on 1/27/26

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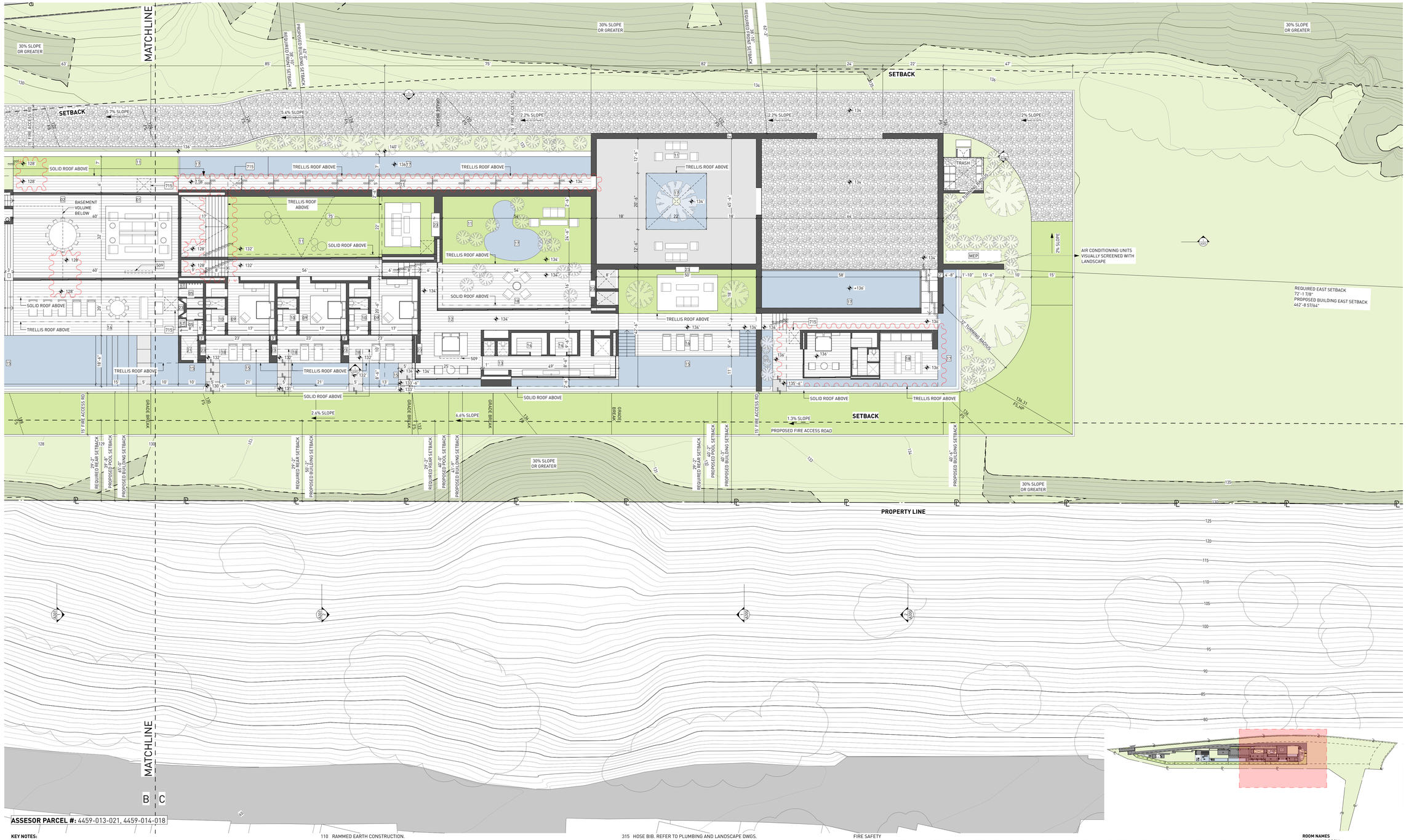

ASSESOR PARCEL #: 4459-013-021, 4459-014-018

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Property Owner
PAR PCH, LLC
PO Box 6528
Malibu, CA 90265

Design Architect
Oppenheim Architecture
245 NE 37 Street
Miami FL 33137
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F 305 576 8433
W oppenoffice.com

Landscape Architect
[place]
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Civil Engineers
LC Engineering Group
889 Pierce Ct., Ste. 101
Thousand Oaks, CA 91360
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P 818-991-7148
W lcgroupinc.com

Revisions

Mark	Date	Description

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1/16" = 1'-0"

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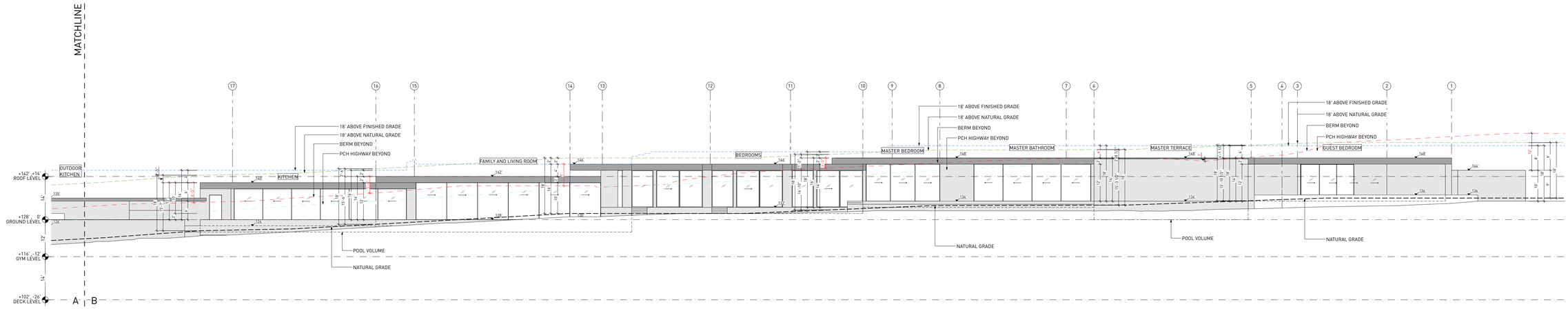
VILLA COLEAVA

Drawing Issued on 1/27/26

A107



2 SOUTH ELEVATION
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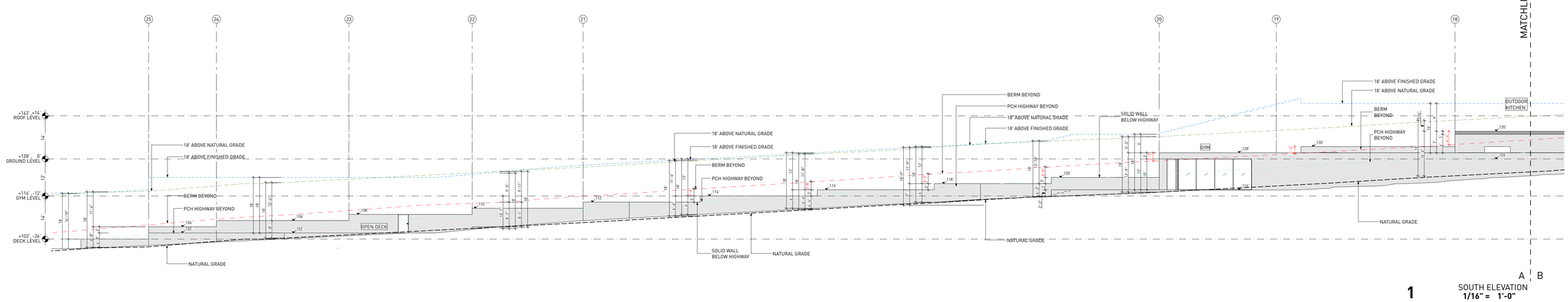

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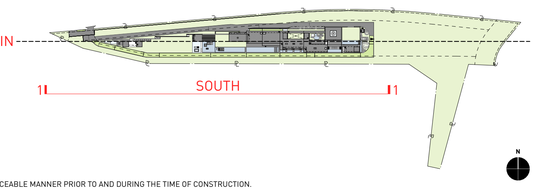
18' ABOVE PROPOSED GRADE
18' ABOVE NATURAL GRADE
EXISTING BERM
PCH HIGHWAY
WALLS
ROOF

SECTION LINE THROUGH TERRAIN



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Project Address
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1/16" = 1'-0"

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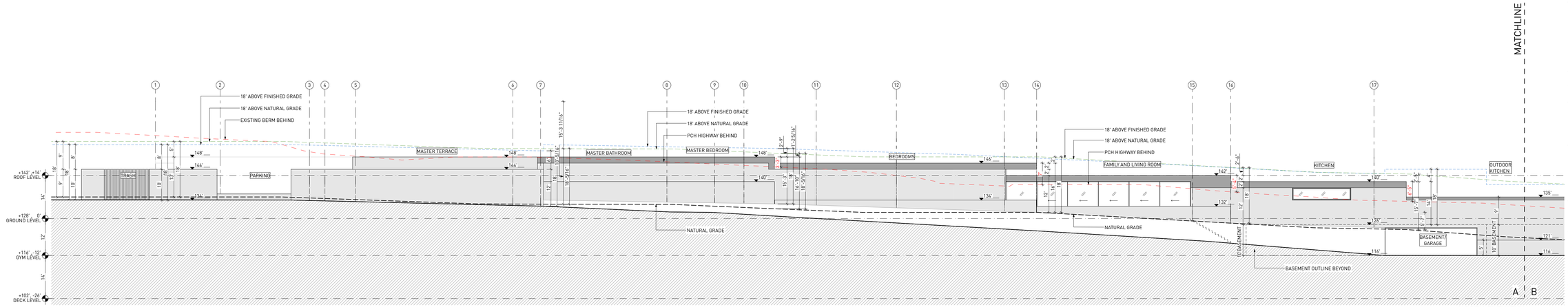

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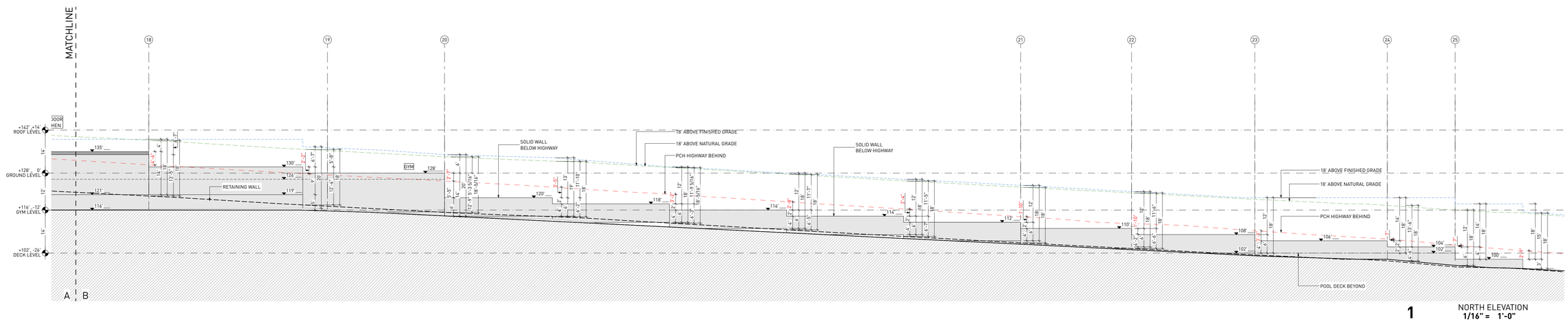
1/16" = 1'-0"



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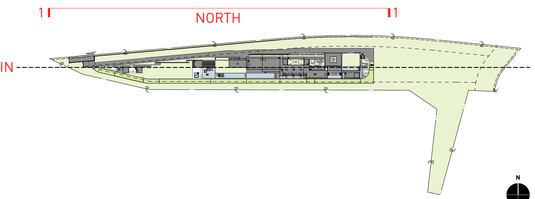
18' ABOVE PROPOSED GRADE
18' ABOVE NATURAL GRADE
EXISTING BERM
WALLS
ROOF



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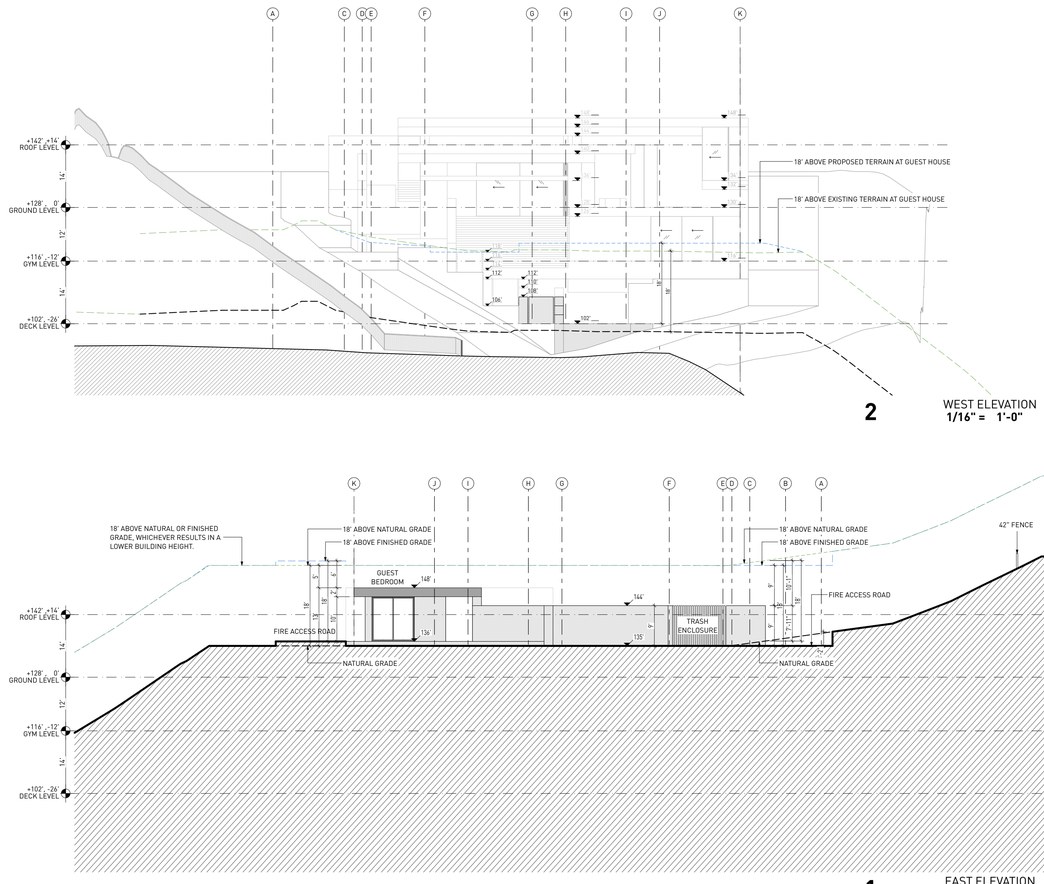

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EXISTING BERM

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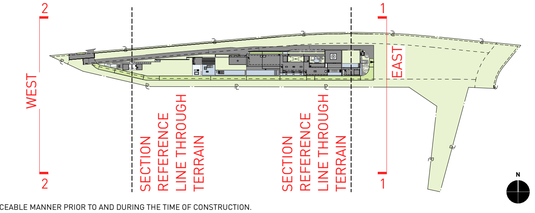

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600 PENDANT LIGHT. REFER TO LIGHTING DWGS.
601 RECESSED DOWN LIGHT. REFER TO LIGHTING DWGS.
602 CONCEALED LINEAR LIGHT. REFER TO LIGHTING DWGS.
603 POOL LINEAR RECESSED LIGHT. REFER TO LIGHTING DWGS.
604 LANDSCAPE LIGHTING. REFER TO LIGHTING DWGS.

FIRE SAFETY

700 FIRE DEPARTMENT VEHICULAR ACCESS ROADS MUST BE INSTALLED AND MAINTAINED IN A SERVICEABLE MANNER PRIOR TO AND DURING THE TIME OF CONSTRUCTION. FIRE CODE 5001.4
701 AN APPROVED KEY BOX, LISTED IN ACCORDANCE WITH UL 1037 SHALL BE PROVIDED AS REQUIRED BY FIRE CODE 506. THE LOCATION OF EACH KEY BOX SHALL BE DETERMINED BY THE FIRE INSPECTOR.
702 ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION. FIRE CODE 501.4
703 PROVIDE AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM AS SET FORTH BY BUILDING CODE 903 AND FIRE CODE 9003. PLANS SHALL BE SUBMITTED TO THE SPRINKLER PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
704 SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING PROVIDED THAT SUCH WIRING IS SERVED FROM A COMMERCIAL SOURCE AND SHALL BE EQUIPPED WITH A BATTERY BACKUP. RESIDENTIAL CODE R314.4
705 WHERE MORE THAN ONE SMOKE ALARM IS REQUIRED TO BE INSTALLED WITHIN AN INDIVIDUAL DWELLING OR SLEEPING UNIT, THE SMOKE ALARMS SHALL BE INTERCONNECTED SIN USCH A MANNER THAT THE ACTIVATION OF ONE ALARM WILL ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT. RESIDENTIAL CODE R314.5
706 APPROVED BUILDING ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE MINIMUM OF 4 INCHES HIGH WITH A MINIMM STROKE WIDTH OF 0.5 INCH. FIRE CODE 505.1
707 ALL ROOF COVERINGS SHALL BE CLASS "A" AS SPECIFIED IN BUILDING CODE 1505.1.1 (RESIDENTIAL CODE R327.5.2 & R902)
708 ROOF VALLEY FLASHINGS SHALL BE NOT LESS THAN 0.019 INCH (NO.26 GALVANIZED SHEET GAGE) CORROSION-RESISTANT METAL INSTALLED OVER A MINIMUM 36-INCH WIDE UNDERLAYMENT CONSISTING OF ONE LAYER OF NO. 72 ASTM CAP SHEET MEETING RUNNING THE FULL LEGHTH OF THE VALLEY (RESIDENTIAL CODE R327.5.3 AND BUILDING CODE 705A.3
709 ROOF GUTTERS SHALL BE PROVIDED WITH A MEANS OTO PREVENT THE ACCUMULATION OF LEAVES AND DEBRIS IN THE GUTTER. (RESIDENTIAL CODE R327.534 AND BUILDING GCODE 705A.4)
710 VENTS SHALL RESIST THE INTRUSION OF FLAME AND EMBERS AND FLAME THROUGH THE VENTILATION OPENINGS. VENT OPENINGS SHALL BE PROTECTED BY CORROSION- RESISTANT, NONCOMBUSTIBLE WIRE MESH WITH A MINIMUM 1/16TH INCH OPENINGS AND SHALL NOT EXCEED 1/8TH INCH. VENTS SHALL NOT BE INSTALLED IN EAVES OR CORNICES. (RESIDENTIAL CODE R327.6.1 AND BUILDING CODE 706A.1)
711 CLEARANCE OF BRUSH AND VEGETATIVE GROWTH SHALL BE MAINTAINED PER FIRE CODE 325.
712 PROVIDE APPROVED SIGNS OR OTHER APPROVED NOTICES OR MARKINGS THAT INCLUDE THE WORDS NO PARKING - FIRE LANE. SIGNS SHALL HAVE A MINIMUM DIMENSION OF 12 INCHES WIDE BY 18 INCHES HIGH AND HAVE RED LETTERS ON A WHITE REFLECTIVE BACKGROUND. SIGNS SHALL BE PROVIDED FOR FIRE APPARATUS ACCESS ROADS, TO CLEARLY INDICATE THE ENTRANCE TO SUCH ROAD, OR PROHIBIT THE OBSTRUCTION THEREOF AND AT INTERVALS, AS REQUIRED BY THE FIRE INSPECTOR. FIRE CODE 503.3.
713 ALL FIRE HYDRANTS SHALL MEASURE 6"" X 4"" X 2-1/2"", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL.
714 ALL ON-SITE FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO BUILDING OCCUPANCY. FIRE CODE 901.5.1
715 ROOF LADDER ACCESS

Project No

1813

Project Name
VILLA COLEAVA

Project Address
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W plac-e.com

Civil Engineers
LC Engineering Group
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Thousand Oaks, CA 91360
P 805-497-1244
P 818-991-7148
W lcegroupinc.com

Revisions

Mark	Date	Description

Title
OVERALL ELEVATIONS

1/16" = 1'-0"

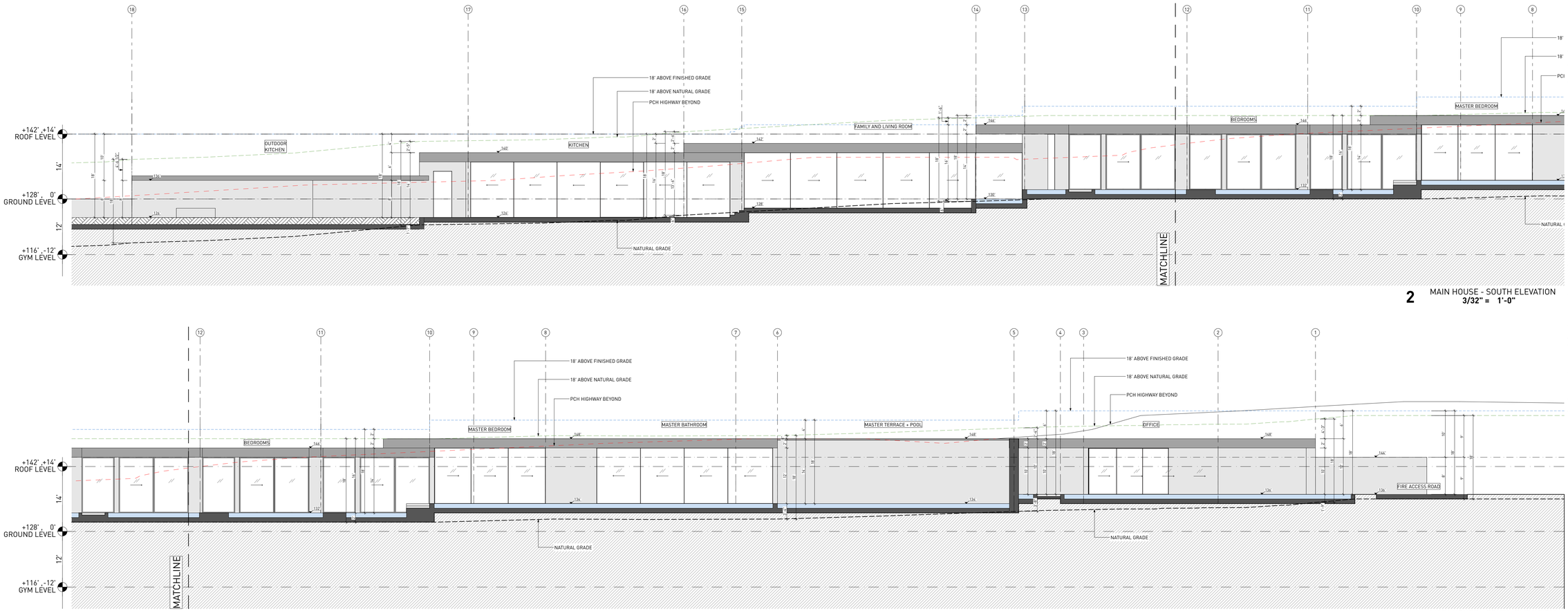
NOT FOR CONSTRUCTION

Design Development

1813
VILLA COLEAVA

Drawing Issued on 03/01/19

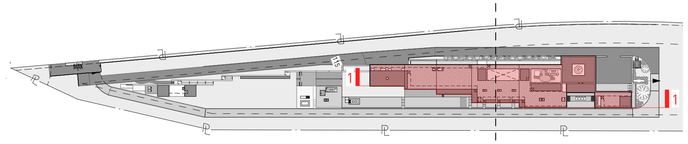
A202



2 MAIN HOUSE - SOUTH ELEVATION
3/32" = 1'-0"

1 MAIN HOUSE - SOUTH ELEVATION
3/32" = 1'-0"

18' ABOVE PROPOSED GRADE
18' ABOVE NATURAL GRADE
EXISTING BERM
WALLS
ROOF



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SITE

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109 REFER TO INTERIOR DESIGN DRAWINGS AND FINISH SCHEDULE.
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Project No

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Project Name
VILLA COLEAVA

Project Address
25200 Pacific Coast Hwy.
Malibu, California, USA

Property Owner
PAR PCH, LLC
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Malibu, CA 90265

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P 818-991-7148
W lcegroupinc.com

Revisions

Mark	Date	Description

Title
ENLARGED MAIN HOUSE ELEVATIONS
3/32" = 1'-0"

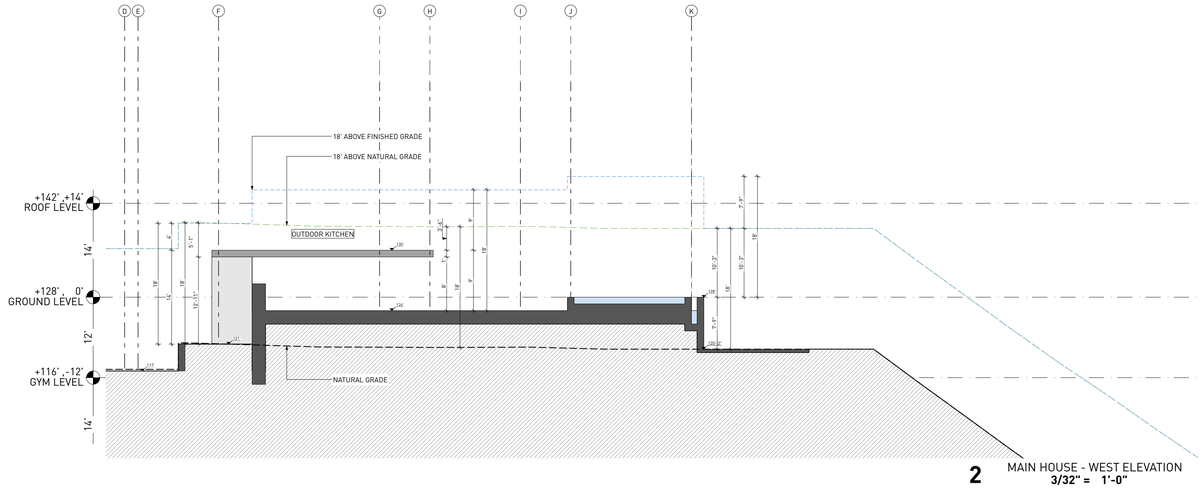
NOT FOR CONSTRUCTION

Design Development

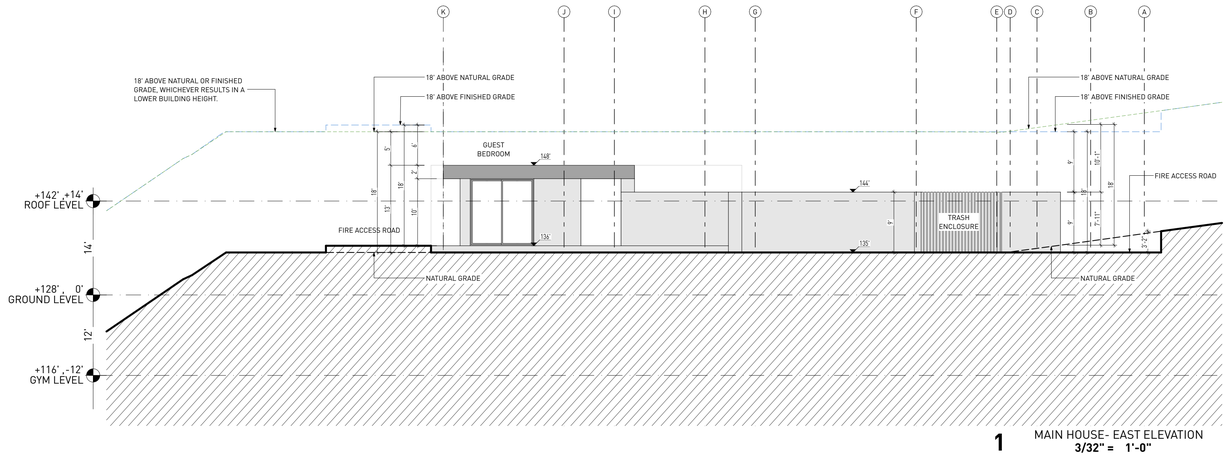
1813
VILLA COLEAVA

Drawing Issued on 03/01/19

A205

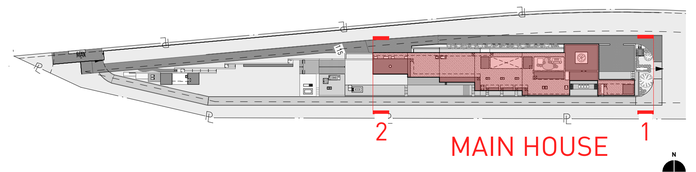


2 MAIN HOUSE - WEST ELEVATION
3/32" = 1'-0"



1 MAIN HOUSE- EAST ELEVATION
3/32" = 1'-0"

18' ABOVE PROPOSED GRADE
18' ABOVE NATURAL GRADE
EXISTING BERM
WALLS
ROOF



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705 WHERE MORE THAN ONE SMOKE ALARM IS REQUIRED TO BE INSTALLED WITHIN AN INDIVIDUAL DWELLING OR SLEEPING UNIT, THE SMOKE ALARMS SHALL BE INTERCONNECTED SIN USCH A MANNER THAT THE ACTIVATION OF ONE ALARM WILL ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT. RESIDENTIAL CODE R314.5
706 APPROVED BUILDING ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE MINIMUM OF 4 INCHES HIGH WITH A MINUMM STROKE WIDTH OF 0.5 INCH. FIRE CODE 505.1
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Project No

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VILLA COLEAVA

Project Address
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Property Owner
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Malibu, CA 90265

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W plac-e.com

Civil Engineers
LC Engineering Group
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Thousand Oaks, CA 91360
P 805-497-1244
P 818-991-7148
W lcegroupinc.com

Revisions

Mark	Date	Description

Title
ENLARGED MAIN HOUSE ELEVATIONS
3/32" = 1'-0"

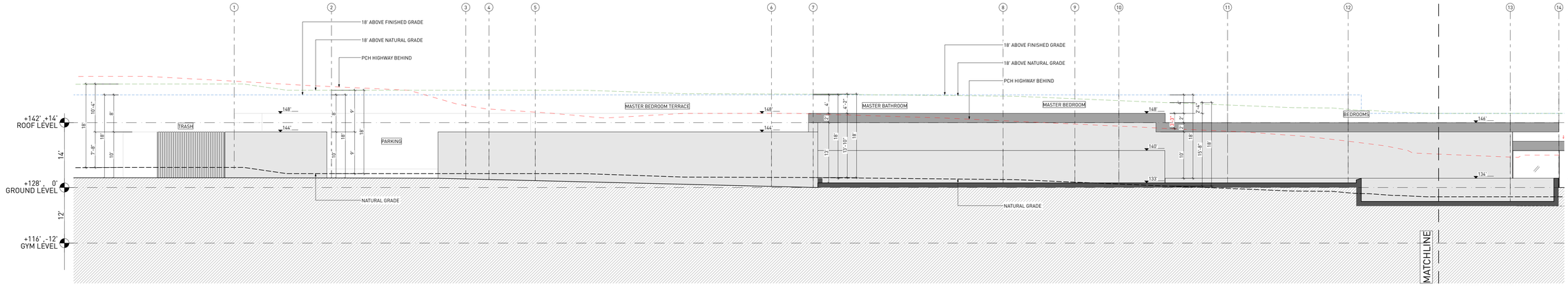
NOT FOR CONSTRUCTION

Design Development

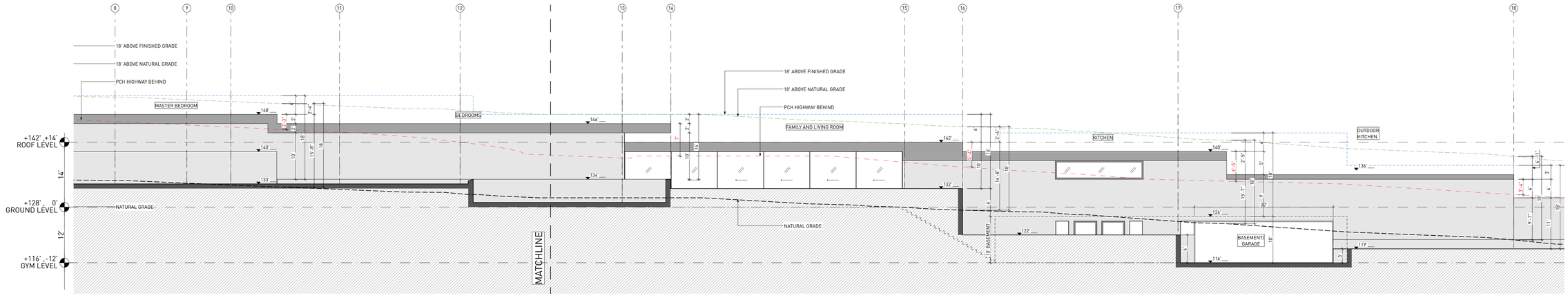
1813
VILLA COLEAVA

Drawing Issued on 03/01/19

A206

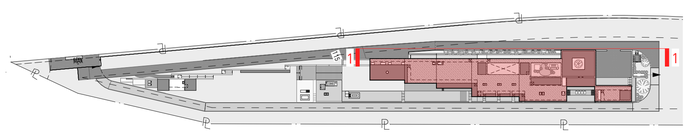


3 NORTH ELEVATION
3/32" = 1'-0"



4 NORTH ELEVATION
3/32" = 1'-0"

18' ABOVE PROPOSED GRADE
18' ABOVE NATURAL GRADE
EXISTING BERM
WALLS
ROOF



MAIN HOUSE

KEY NOTES:

SITE

001 MAINTAIN ALL WATER RUNOFF WITHIN PROPERTY. SLOPE AWAY FROM P.L. AT A MIN. SLOPE OF ¼" /FT., REFER TO CIVIL DWGS.
002 TREES/LANDSCAPING PLANTING/GROUND COVER/LAWN, REFER TO LANDSCAPE DWGS.
003 HEDGE. REFER TO LANDSCAPE DWGS.
004 HARDSCAPE. REFER TO LANDSCAPE DWGS.
005 DRIVEWAY. GRAVEL ON GRADE. REFER TO CIVIL & LANDSCAPE DWGS.
006 WOOD DECK. SIZE OF PLANKS T.B.D. FINISH T.B.D.
007 UNDERGROUND DRAINAGE SYSTEM. REFER TO CIVIL DWGS.
008 INFINITY POOL EDGE.
009 OPEN PARKING, REFER TO CIVIL FOR DETAILS
010 6'-0" SITE RETAINING WALL. REFER TO STRUCTURAL AND LANDSCAPE DWGS.
011 PEDESTRIAN GATE DOOR. PROVIDE SHOP DWGS. FOR ARCHITECT REVIEW.
012 42" MOTORIZED VEHICULAR SLIDING ENTRY GATE. STEEL FRAME. 90% VISUALLY PERMEABLE.
013 42" PERIMETER FENCE. 90% VISUALLY PERMEABLE.
014 CALL BOX
015 TRASH ENCLOSURE AREA
016 STRUCTURAL GRASS DRIVEWAY. GRASSCRETE OR SIMILAR. REFER TO CIVIL & LANDSCAPE DWGS.
017 GENERATOR ON EXISTING CONCRETE PLINTH, BOTTOM OF GENERATOR TO BE ABOVE BFE +1', REFER TO ELECTRICAL DWGS.
018 A/C CONDENSER UNITS BEHIND LANDSCAPE, BOTTOM OF UNITS TO BE ABOVE BFE +1', REFER TO MECHANICAL DWGS.
019 NATURAL LAWN AREA. REFER TO LANDSCAPE DWGS.

MATERIALS

100 ARCHITECTURAL EXPOSED CONCRETE, COLOR T.B.D. REFER TO STRUCTURAL DRAWINGS AND ARCHITECTURAL DETAILS.
101 CUSTOM WOOD DOOR. REFER TO DOOR SCHEDULE.
102 IMPACT RESISTANT SLIDING ALUMINUM WINDOWS / DOORS SYSTEM, LOW-E COATING. REFER TO WINDOW SCHEDULE.
103 PRE-FABRICATED SKYLIGHT ON CONCRETE CURB. REFER TO WINDOW SCHEDULE. SEE SECTION AND DETAILS.
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105 GRAVEL.
106 5/8" G.W.B., FINISH T.B.D.; REFER TO I.D. DWGS.
107 3/8" THERMOCROMEX LIMESTONE PLASTER, SAND FINISH, COLOR T.B.D. 3/8" TYPICAL.
108 TRELLIS. 50 PERCENT OPEN TO THE SKY. DEPTH OF SLOTS TO BE EQUAL TO OR LESS THAN THE WIDTH OF EACH SLOT. PROVIDE SHOP DWGS.
109 REFER TO INTERIOR DESIGN DRAWINGS AND FINISH SCHEDULE.
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Revisions

Mark	Date	Description

Title
ENLARGED MAIN HOUSE ELEVATIONS
3/32" = 1'-0"

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Design Development

1813
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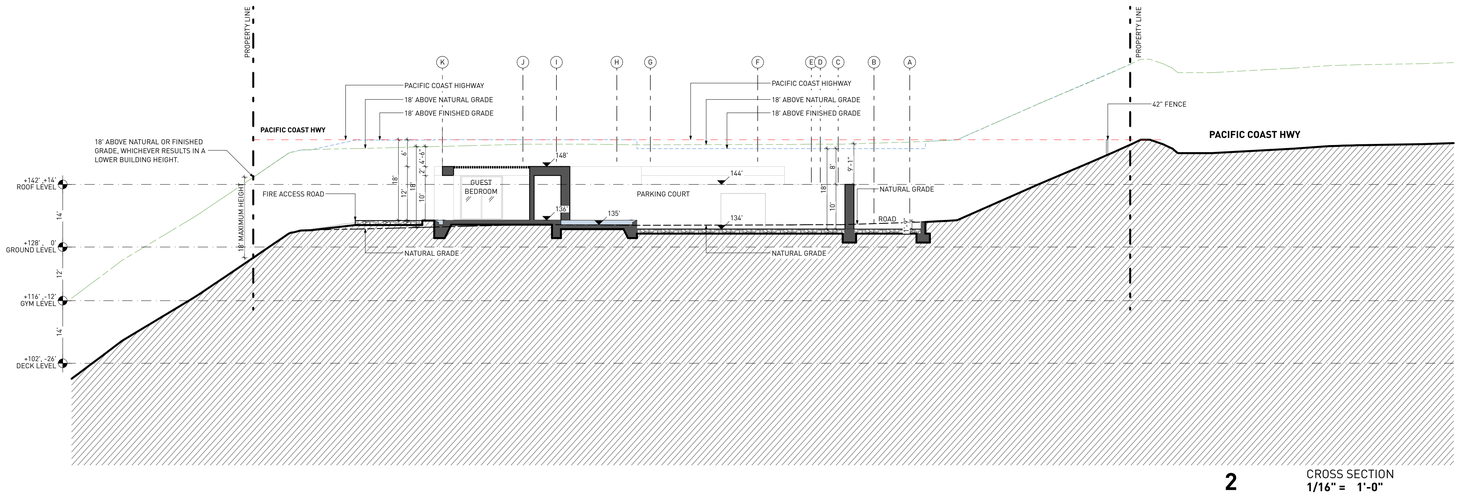
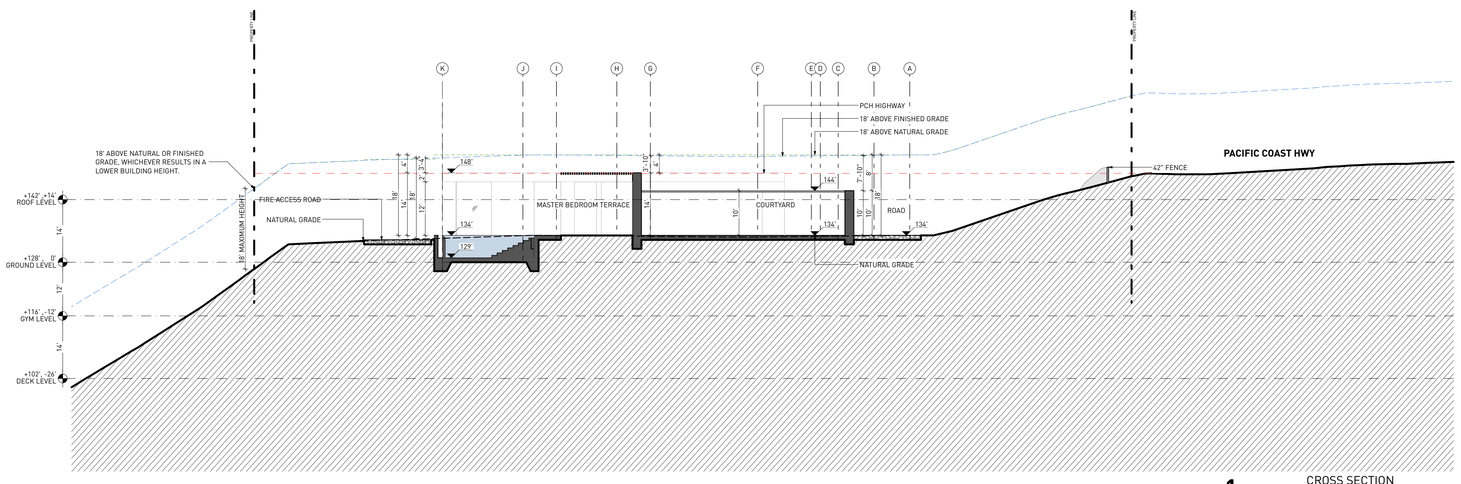
Drawing Issued on 03/01/19

A207



2 CROSS SECTION
1/16" = 1'-0"



18' ABOVE PROPOSED GRADE
18' ABOVE NATURAL GRADE
EXISTING BERM

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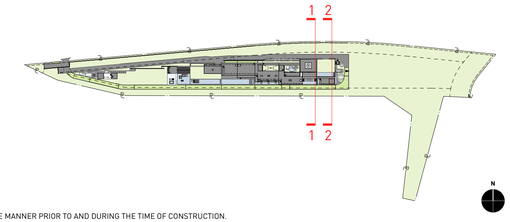

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Civil Engineers
LC Engineering Group
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Mark	Date	Description

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Drawing Issued on 03/01/19

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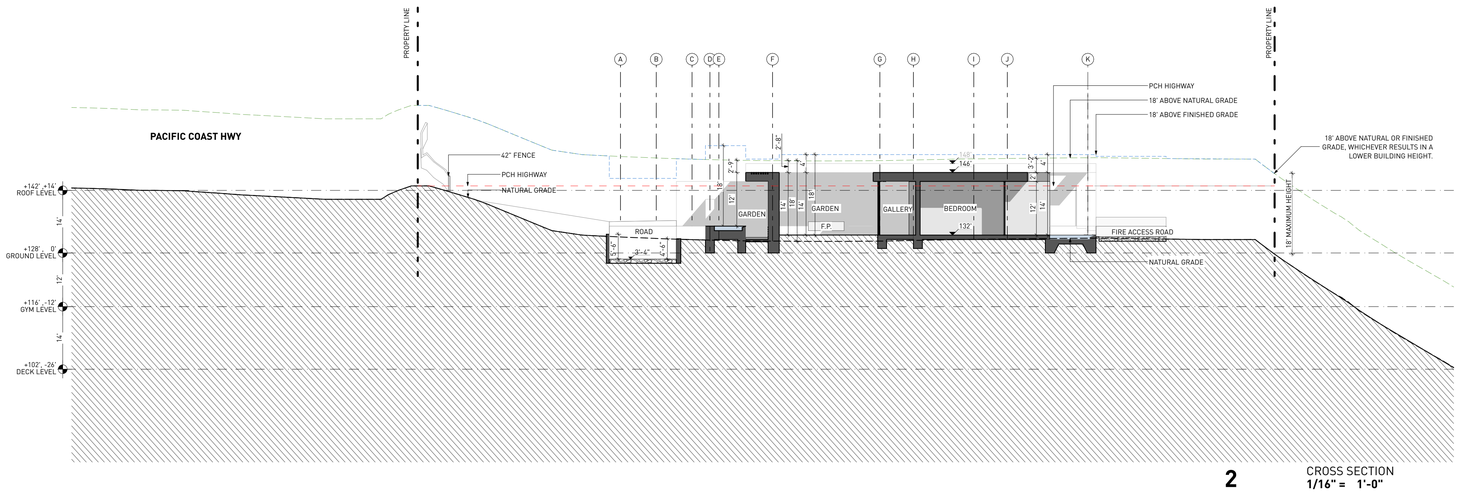

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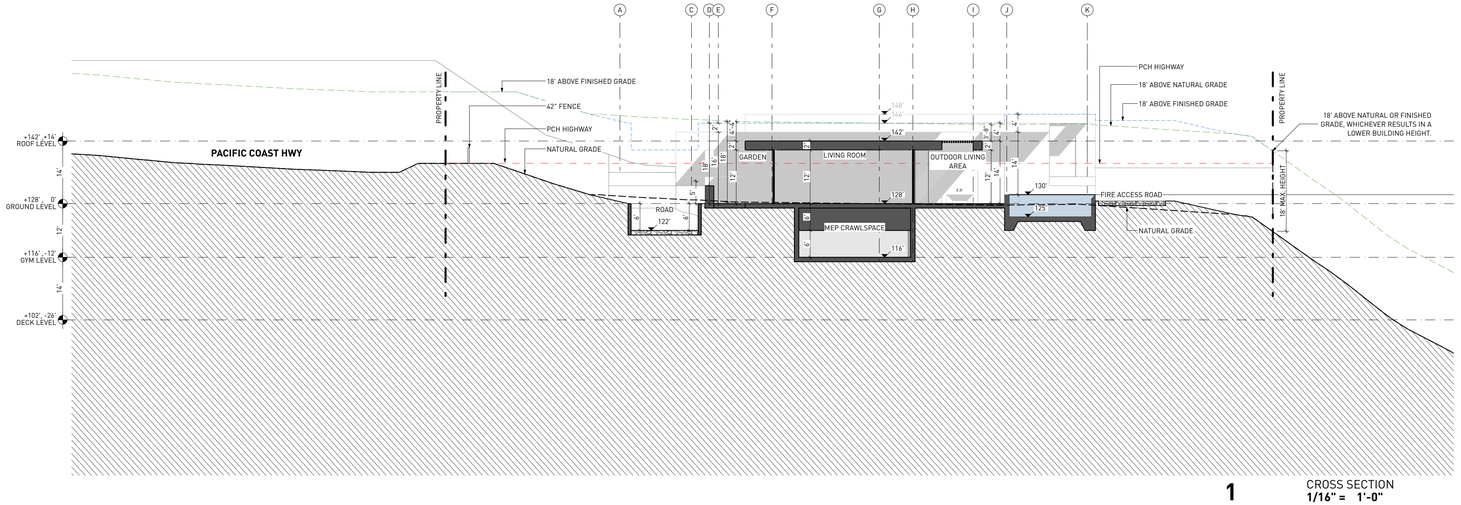

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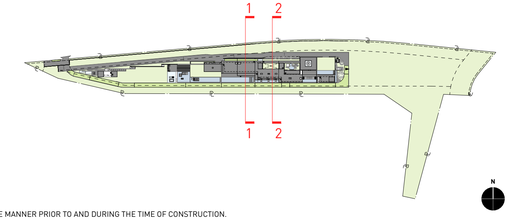

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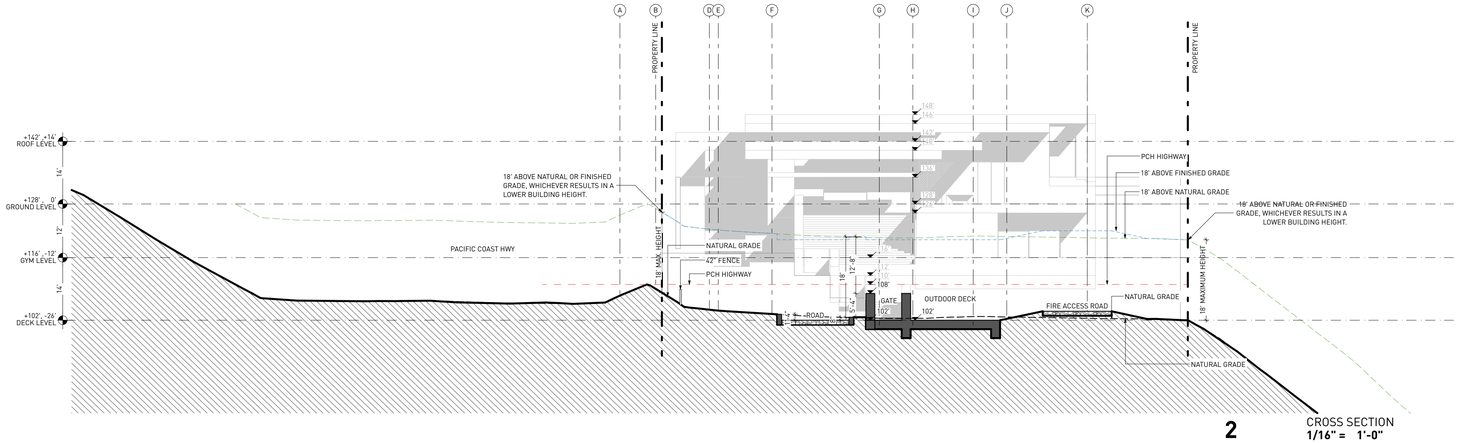

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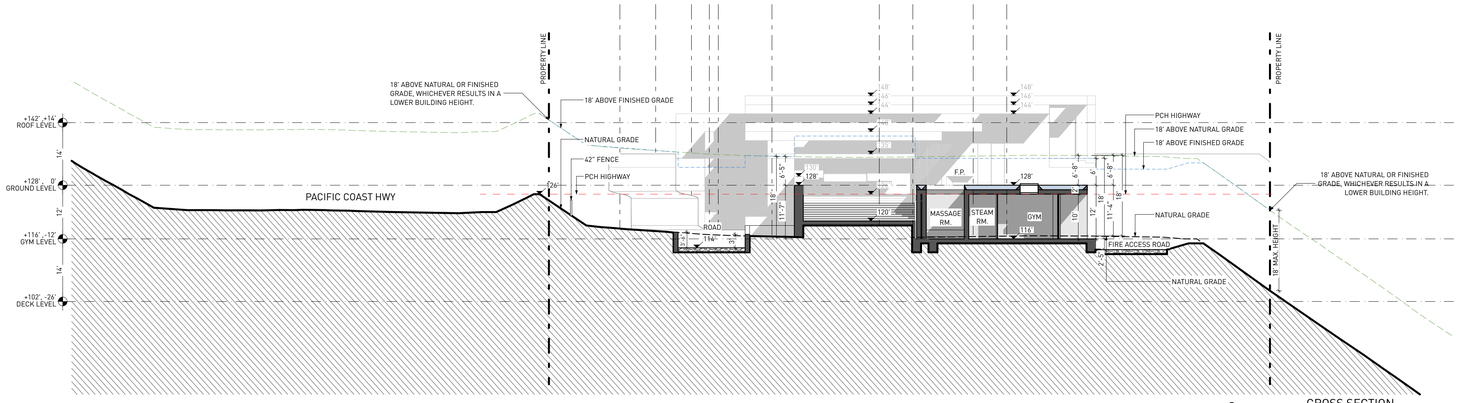

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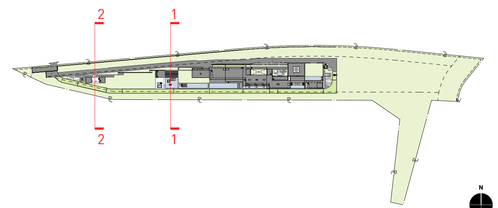

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705 WHERE MORE THAN ONE SMOKE ALARM IS REQUIRED TO BE INSTALLED WITHIN AN INDIVIDUAL DWELLING OR SLEEPING UNIT, THE SMOKE ALARMS SHALL BE INTERCONNECTED SIN USCH A MANNER THAT THE ACTIVATION OF ONE ALARM WILL ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT. RESIDENTIAL CODE R314.5
706 APPROVED BUILDING ADDRESS NUMBERS, BUILDING NUMBERS OR APPROVED BUILDING IDENTIFICATION SHALL BE PROVIDED AND MAINTAINED SO AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET FRONTING THE PROPERTY. THE MINIMUM OF 4 INCHES HIGH WITH A MINIMM STROKE WIDTH OF 0.5 INCH. FIRE CODE 505.1
707 ALL ROOF COVERINGS SHALL BE CLASS "A" AS SPECIFIED IN BUILDING CODE 1505.1.1 (RESIDENTIAL CODE R327.5.2 & R902)
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709 ROOF GUTTERS SHALL BE PROVIDED WITH A MEANS OTO PREVENT THE ACCUMULATION OF LEAVES AND DEBRIS IN THE GUTTER. (RESIDENTIAL CODE R327.534 AND BUILDING GCODE 705A.4)
710 VENTS SHALL RESIST THE INTRUSION OF FLAME AND EMBERS AND FLAME THROUGH THE VENTILATION OPENINGS. VENT OPENINGS SHALL BE PROTECTED BY CORROSION- RESISTANT, NONCOMBUSTIBLE WIRE MESH WITH A MINIMUM 1/16TH INCH OPENINGS AND SHALL NOT EXCEED 1/8TH INCH. VENTS SHALL NOT BE INSTALLED IN EAVES OR CORNICES. (RESIDENTIAL CODE R327.6.1 AND BUILDING CODE 706A.1)
711 CLEARANCE OF BRUSH AND VEGETATIVE GROWTH SHALL BE MAINTAINED PER FIRE CODE 325.
712 PROVIDE APPROVED SIGNS OR OTHER APPROVED NOTICES OR MARKINGS THAT INCLUDE THE WORDS NO PARKING - FIRE LANE. SIGNS SHALL HAVE A MINIMUM DIMENSION OF 12 INCHES WIDE BY 18 INCHES HIGH AND HAVE RED LETTERS ON A WHITE REFLECTIVE BACKGROUND. SIGNS SHALL BE PROVIDED FOR FIRE APPARATUS ACCESS ROADS, TO CLEARLY INDICATE THE ENTRANCE TO SUCH ROAD, OR PROHIBIT THE OBSTRUCTION THEREOF AND AT INTERVALS, AS REQUIRED BY THE FIRE INSPECTOR. FIRE CODE 503.3.
713 ALL FIRE HYDRANTS SHALL MEASURE 6"" X 4"" X 2-1/2"", BRASS OR BRONZE, CONFORMING TO AMERICAN WATER WORKS ASSOCIATION STANDARD C503, OR APPROVED EQUAL.
714 ALL ON-SITE FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND APPROVED PRIOR TO BUILDING OCCUPANCY. FIRE CODE 901.5.1
715 ROOF LADDER ACCESS

Project No

1813

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Revisions

Mark	Date	Description

Title
CROSS SECTIONS

1/16" = 1'-0"

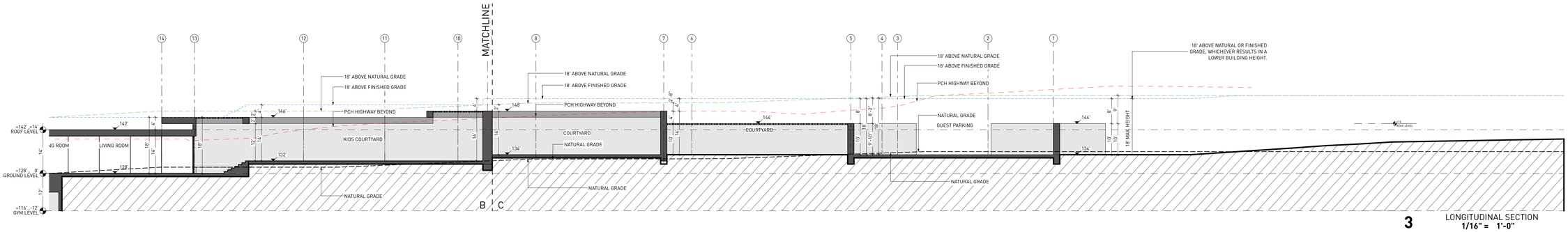
NOT FOR CONSTRUCTION

Design Development

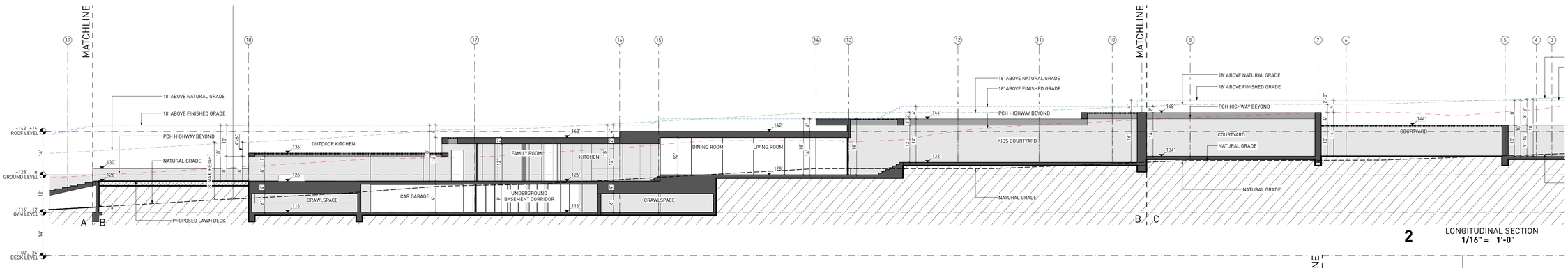
1813
VILLA COLEAVA

Drawing Issued on 03/01/19

A302



3 LONGITUDINAL SECTION
1/16" = 1'-0"



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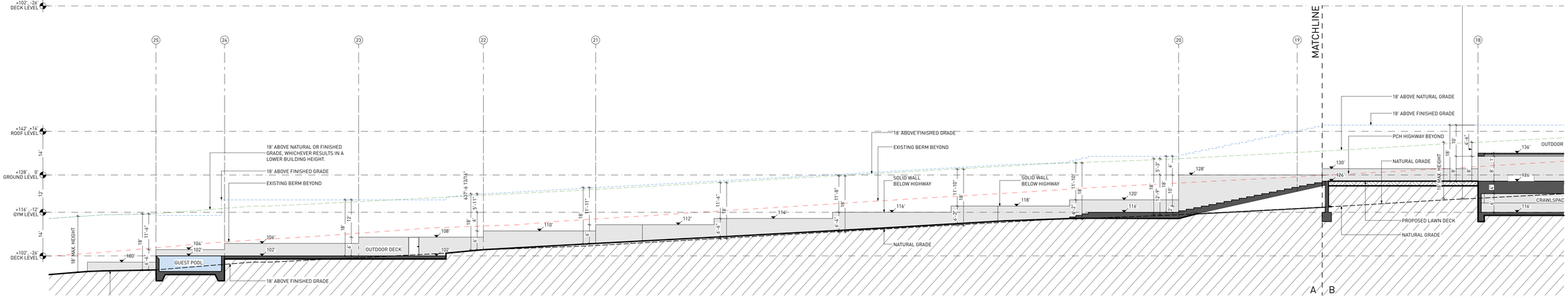
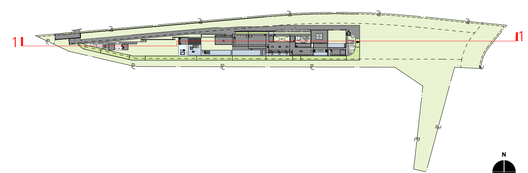


1 LONGITUDINAL SECTION
1/16" = 1'-0"

18' ABOVE PROPOSED GRADE
18' ABOVE NATURAL GRADE
EXISTING BERM



KEY NOTES:

SITE

001 MAINTAIN ALL WATER RUNOFF WITHIN PROPERTY. SLOPE AWAY FROM P.L. AT A MIN. SLOPE OF ¼" /FT., REFER TO CIVIL DWGS.
002 TREES/LANDSCAPING PLANTING/GROUND COVER/LAWN, REFER TO LANDSCAPE DWGS.
003 HEDGE. REFER TO LANDSCAPE DWGS.
004 HARDSCAPE. REFER TO LANDSCAPE DWGS.
005 DRIVEWAY. GRAVEL ON GRADE. REFER TO CIVIL & LANDSCAPE DWGS.
006 WOOD DECK, SIZE OF PLANKS T.B.D. FINISH T.B.D.
007 UNDERGROUND DRAINAGE SYSTEM. REFER TO CIVIL DWGS.
008 INFINITY POOL EDGE.
009 OPEN PARKING, REFER TO CIVIL FOR DETAILS
010 6'-0" SITE RETAINING WALL. REFER TO STRUCTURAL AND LANDSCAPE DWGS.
011 PEDESTRIAN GATE DOOR. PROVIDE SHOP DWGS. FOR ARCHITECT REVIEW.
012 42" MOTORIZED VEHICULAR SLIDING ENTRY GATE. STEEL FRAME. 90% VISUALLY PERMEABLE.
013 42" PERIMETER FENCE. 90% VISUALLY PERMEABLE.
014 CALL BOX
015 TRASH ENCLOSURE AREA
016 STRUCTURAL GRASS DRIVEWAY. GRASSCRETE OR SIMILAR. REFER TO CIVIL & LANDSCAPE DWGS.
017 GENERATOR ON EXISTING CONCRETE PLINTH, BOTTOM OF GENERATOR TO BE ABOVE BFE +1', REFER TO ELECTRICAL DWGS.
018 A/C CONDENSER UNITS BEHIND LANDSCAPE, BOTTOM OF UNITS TO BE ABOVE BFE +1', REFER TO MECHANICAL DWGS.
019 NATURAL LAWN AREA. REFER TO LANDSCAPE DWGS.

MATERIALS

100 ARCHITECTURAL EXPOSED CONCRETE, COLOR T.B.D. REFER TO STRUCTURAL DRAWINGS AND ARCHITECTURAL DETAILS.
101 CUSTOM WOOD DOOR. REFER TO DOOR SCHEDULE.
102 IMPACT RESISTANT SLIDING ALUMINUM WINDOWS / DOORS SYSTEM, LOW-E COATING. REFER TO WINDOW SCHEDULE.
103 PRE-FABRICATED SKYLIGHT ON CONCRETE CURB. REFER TO WINDOW SCHEDULE. SEE SECTION AND DETAILS.
104 GARAGE STEEL DOOR CLADDED WITH CUSTOM CONCRETE PANELS. REFER TO DOOR SCHEDULE.
105 GRAVEL.
106 5/8" G.W.B., FINISH T.B.D.; REFER TO I.D. DWGS.
107 3/8" THERMOCROMEX LIMESTONE PLASTER, SAND FINISH, COLOR T.B.D. 3/8" TYPICAL.
108 TRELLIS. 50 PERCENT OPEN TO THE SKY. DEPTH OF SLOTS TO BE EQUAL TO OR LESS THAN THE WIDTH OF EACH SLOT. PROVIDE SHOP DWGS.
109 REFER TO INTERIOR DESIGN DRAWINGS AND FINISH SCHEDULE.
110 RAMMED EARTH CONSTRUCTION.
111 STONE BENCH.

STRUCTURAL

200 FOUNDATION AND PILES. REFER TO STRUCT. DWGS.
201 COMPACTED EARTH. REFER TO STRCUT. DWGS.
202 RETAINING WALL. REFER TO STRUCT. DWGS.
203 CONCRETE SLAB. REFER TO STRUCT. DWGS.
204 CONCRETE COLUMN. REFER TO STRUCT. DWGS.
205 CONCRETE BEAM. REFER TO STRUCT. DWGS.
206 STEEL COLUMN. REFER TO STRUCT. DWGS.
207 CONCRETE STAIRS. REFER TO STRUCT. DWGS.
208 CONCRETE SHELL FOR POOL. REFER TO STRUCT. DWGS.
209 8" CMU REINFORCED WALL. REFER TO WALL TYPES AND STRUCT. DWGS
210 PROVIDE 2" RECESS ON SLABS ON ALL SHOWERS.
211 OPENING ON CONCRETE SLAB. REFER TO STRUCT. DWGS.

MEP

300 LIGHT FIXTURE/ SEE ARCH. RCP, ELECTRICAL DWGS. AND LIGHTING SPECIFICATIONS.
301 A/C PLENUM SPACE, REFER TO MECHANICAL DWGS. AND RCP. NO COMBUSTIBLES ALLOWED.
302 ROOF DRAIN, REFER TO PLUMBING DWGS. /SEE DETAIL.
303 FLOOR DRAIN, REFER TO PLUMBING DWGS./ SEE DETAIL.
304 DRAIN PIPE TO FIT IN CEILING SPACE, REFER TO PLUMBING DWGS. COORDINATE EXACT LOCATION AND SPECS.
305 KITCHEN HOOD, REFER TO MECH DWGS.
306 KITCHEN HOOD EXHAUST PIPE TO FIT IN CEILING SPACE, REFER TO MECH DWGS. COORDINATE EXACT LOCATION AND SPECS.
307 DESIGNATED POOL EQUIPMENT AREA.
308 GAS WATER HEATER. REFER TO PLUMBING DWGS.
309 ELECTRICAL PANELS. REFER TO ELECTRICAL DWGS.
310 CONDENSER UNITS ON STANDS. REFER TO MECH. DWGS.
311 MINIMUM R:30 BATT INSULATION OR RIGID INSULATION. REFER TO ENERGY CALCULATIONS.
312 ACOUSTICAL INSULATION.
313 MISTING SYSTEM. REFER TO PLUMBING DWGS.
314 SPRINKLER SYSTEM. REFER TO PLUMBING DWGS.
315 HOSE BIB. REFER TO PLUMBING AND LANDSCAPE DWGS.
316 ELECTRICITY, GAS AND WATER. REFER TO MEP DRAWINGS.
317 MOTORIZED VEHICULAR GATE. REFER TO ELECT. DWGS.
318 ALL TOILETS TO BE WALL HUNG. REFER TO MECH. DWGS.
319 LINEAR DRAIN
320 OVERFLOW SCUPPER.

WATERPROOFING

400 CONTINUOUS VAPOR BARRIER. REFER TO ARCH AND STRUCTURAL DWGS.
401 WATERPROOFING MEMBRANE. REFER TO ARCH AND STRUCTURAL DWGS.
402 POOL FINISH/ COLOR TBD.

MISC. ARCHITECTURAL DETAILS

500 CURTAIN CEILING COVE. REFER TO ARCH. DETAIL.
501 CONTINUOUS 1/2" TOOLED WATER DRIP. SEE ARCH. DETAIL.
502 VENT.
503 KITCHEN, BUILT-IN FURNITURE, CABINETRY BY OTHERS. REFER TO KITCHEN SHOP DWGS.
504 5/8" GWB DROPPED CEILING ON 3/4" FURRING STRIPS, PAINTED GWB. COLOR TBD.
505 STAINLESS STEEL SCUPPER IN CONCRETE STRUCTURE. 3" X 3" MIN.OPENING. REFER TO ELEVATION AND PLAN FOR LOCATION.
506 CUSTOM WOOD MILLWORK, REFER TO I.D. DRAWINGS
507 SOLAR PANELS (T.B.D.)
509 CONCEALED LED SCREEN.
510 LADDER ACCESS.

LIGHTING

600 PENDANT LIGHT. REFER TO LIGHTING DWGS.
601 RECESSED DOWN LIGHT. REFER TO LIGHTING DWGS.
602 CONCEALED LINEAR LIGHT. REFER TO LIGHTING DWGS.
603 POOL LINEAR RECESSED LIGHT. REFER TO LIGHTING DWGS.
604 LANDSCAPE LIGHTING. REFER TO LIGHTING DWGS.

FIRE SAFETY

700 FIRE DEPARTMENT VEHICULAR ACCESS ROADS MUST BE INSTALLED AND MAINTAINED IN A SERVICEABLE MANNER PRIOR TO AND DURING THE TIME OF CONSTRUCTION. FIRE CODE 5001.4
701 AN APPROVED KEY BOX, LISTED IN ACCORDANCE WITH UL 1037 SHALL BE PROVIDED AS REQUIRED BY FIRE CODE 506. THE LOCATION OF EACH KEY BOX SHALL BE DETERMINED BY THE FIRE INSPECTOR.
702 ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION. FIRE CODE 501.4
703 PROVIDE AN APPROVED AUTOMATIC FIRE SPRINKLER SYSTEM AS SET FORTH BY BUILDING CODE 903 AND FIRE CODE 9003. PLANS SHALL BE SUBMITTED TO THE SPRINKLER PLAN CHECK UNIT FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
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715 ROOF LADDER ACCESS

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Revisions

Mark	Date	Description

Title
LONGITUDINAL SECTION

1/16" = 1'-0"

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Design Development

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Drawing Issued on 03/01/19

A303

CITY OF MALIBU GRADING NOTES

1. ANY MODIFICATIONS OF OR CHANGES IN APPROVED GRADING PLANS MUST BE APPROVED BY THE BUILDING OFFICIAL
2. A COPY OF THE GRADING PERMIT AND APPROVED GRADING PLAN MUST BE IN THE POSSESSION OF A RESPONSIBLE PERSON AND AVAILABLE AT THE SITE.
3. ENGINEER MUST SET GRADE STAKES FOR ALL DRAINAGE DEVICES AND OBTAIN INSPECTION APPROVAL BEFORE POURING.
4. PROVISIONS WILL BE MADE FOR CONTRIBUTORY DRAINAGE AT ALL TIMES.
5. SECURE PERMISSION FROM CITY ENGINEER, EASEMENT GRANTEE, STATE HIGHWAY DEPARTMENT, AND/OR HOMEOWNERS ASSOCIATION FOR CONSTRUCTION, GRADING, AND/OR DISCHARGE OF DRAINAGE WITHIN STREET RIGHT-OF-WAY.
6. GRADING SHALL NOT BE STARTED WITHOUT FIRST NOTIFYING THE GRADING INSPECTOR. A PRE-GRADING MEETING ON THE SITE IS REQUIRED BEFORE START OF GRADING WITH THE FOLLOWING PEOPLE PRESENT: OWNER, GRADING CONTRACTOR, DESIGN CIVIL ENGINEER, SOIL ENGINEER, GEOLOGIST, GRADING INSPECTOR, AND, WHEN REQUIRED, THE ARCHAEOLOGIST AND PALEONTOLOGIST. THE REQUIRED INSPECTIONS FOR GRADING WILL BE EXPLAINED AT THIS MEETING.
7. CUT AND FILL SLOPES SHALL BE NO STEEPER THAN 3' HORIZONTAL TO 1' VERTICAL (3:1), EXCEPT WHERE SPECIFICALLY APPROVED OTHERWISE.
8. AREAS TO RECEIVE FILL SHALL BE PROPERLY PREPARED AND APPROVED, IN WRITING, BY THE SOIL ENGINEER AND THE BUILDING OFFICIAL PRIOR TO PLACING FILL.
9. FILL SHALL BE BENCHED INTO COMPETENT MATERIAL PER CITY OF MALIBU STANDARD OR SOIL ENGINEER'S DIRECTION.
10. ALL EXISTING FILLS SHALL BE APPROVED BY THE BUILDING OFFICIAL OR REMOVED PRIOR TO PLACING ADDITIONAL FILLS.
11. ANY EXISTING IRRIGATION LINES AND CISTERNS SHALL BE REMOVED OR CRUSHED, IN PLACE, AND APPROVED BY THE BUILDING OFFICIAL AND SOIL ENGINEER.
12. STOCKPILING OF EXCESS MATERIAL SHALL BE APPROVED BY THE BUILDING OFFICIAL PRIOR TO EXCAVATION.
13. THE DESIGN ENGINEER, AS A CONDITION OF ROUGH GRADE APPROVAL, SHALL PROVIDE A BLUE TOP WITH ACCOMPANYING WITNESS STAKE, SET AT THE CENTER OF EACH PAD REFLECTING THE PAD ELEVATION FOR PRECISE PERMITS AND A BLUE TOP WITH WITNESS STAKE SET AT THE DRAINAGE SWALE HIGH POINT REFLECTING THE HIGH POINT ELEVATION FOR PRELIMINARY PERMITS.
14. ALL TRENCH BACKFILLS SHALL BE TESTED AND APPROVED BY THE SOILS ENGINEER.
15. SUBDRAIN OUTLETS SHALL BE COMPETED AT THE BEGINNING OF THE SUBDRAIN CONSTRUCTION AND SURVEY FOR LOCATION. THE AS GRADED PLAN SHALL SHOW ALL SUBDRAIN LOCATIONS AND ELEVATIONS.
16. SUBDRAIN OUTLETS SHALL BE COMPLETED AT THE BEGINNING OF THE SUBDRAIN CONSTRUCTION.
17. THE EXACT LOCATION OF THE SUBDRAINS SHALL BE SURVEYED IN THE FIELD FOR LINE/GRADE AND REFLECTED ON AS-GRADED PLANS. CONTINUOUS INSPECTION BY THE SOILS ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL SUBDRAIN INSTALLATIONS OR WHEREVER DETERMINED TO BE NECESSARY BY THE BUILDING OFFICIAL.
18. ALL CUT SLOPES SHALL BE INVESTIGATED BOTH DURING AND AFTER GRADING BY THE ENGINEERING GEOLOGIST TO DETERMINE IF ANY SLOPE STABILITY PROBLEM EXISTS. SHOULD EXCAVATION DISCLOSE ANY GEOLOGICAL HAZARDS OR POTENTIAL GEOLOGICAL HAZARDS, THE ENGINEERING GEOLOGIST SHALL SUBMIT RECOMMENDED REMEDIATION TO THE BUILDING OFFICIAL FOR APPROVAL.
19. WHERE SUPPORT OR BUTTRESSING OF CUT AND NATURAL SLOPES IS DETERMINED TO BE NECESSARY BY THE ENGINEERING GEOLOGIST AND SOILS ENGINEER, THE SOILS ENGINEER SHALL SUBMIT DESIGN, LOCATIONS, AND CALCULATIONS TO THE BUILDING OFFICIAL PRIOR TO CONSTRUCTION. THE ENGINEERING GEOLOGIST AND SOILS ENGINEER SHALL INSPECT AND CONTROL THE CONSTRUCTION OF THE BUTTRESSING AND CERTIFY TO THE STABILITY OF THE SLOPE AND ADJACENT STRUCTURES UPON COMPLETION.
20. WHEN CUT PADS ARE BROUGHT TO NEAR GRADE, THE ENGINEERING GEOLOGIST SHALL DETERMINE IF THE BEDROCK IS EXTENSIVELY FRACTURED OR FAULTED AND WILL READILY TRANSMIT WATER. IF CONSIDERED NECESSARY BY THE ENGINEERING GEOLOGIST AND SOIL ENGINEER, A COMPACTED FILL BLANKET WILL BE PLACED.
21. THE ENGINEERING GEOLOGIST SHALL PERFORM PERIODIC INSPECTIONS AND SUBMIT A COMPLETE REPORT AND MAP UPON COMPLETION OF THE ROUGH GRADING.
22. THE COMPACTION REPORT AND APPROVAL FROM THE SOILS ENGINEER SHALL INDICATE THE TYPE OF FIELD TESTING PERFORMED, EACH TEST SHALL BE IDENTIFIED WITH THE METHOD OF OBTAINING THE IN-PLACE DENSITY, WHETHER SAND CONE OR NUCLEAR GAUGE, AND SHALL BE SO NOTED FOR EACH TEST.
23. THE GRADING CONTRACTOR SHALL SUBMIT A WRITTEN STATEMENT VERIFYING THAT THE WORK DONE UNDER HIS DIRECTION WAS PERFORMED IN ACCORDANCE WITH THE APPROVED PLANS AND REQUIREMENTS OF CHAPTER 33 OF THE MALIBU BUILDING CODE OR DESCRIBING ALL VARIANCES FROM THE APPROVED PLANS AND REQUIREMENTS OF THE CODE. [3318.1]
24. THE DESIGN ENGINEER VERIFIES THAT THIS GRADING PLAN WAS PREPARED UNDER MY SUPERVISION IN ACCORDANCE WITH SECTION 3318.1 OF THE MALIBU BUILDING CODE. ALL SOILS ENGINEER AND ENGINEERING GEOLOGY RECOMMENDATIONS WERE INCORPORATED IN THE PLAN. (MUST BE SIGNED AND DATED BY THE DESIGN ENGINEER.)
25. GRADING OPERATIONS MUST BE CONDUCTED UNDER PERIODIC GEOLOGIC INSPECTION WITH INSPECTION REPORTS TO BE SUBMITTED TO THE BUILDING DEPARTMENT.
26. EXPORT SOIL MUST BE TRANSPORTED TO A LEGAL DUMP OR TO A PERMITTED SITE SHOWN CLEARLY ON APPROVED PLANS.
27. SLOPES SHALL BE PLANTED WITH AN APPROVED PLANT MATERIAL AND PROVIDED WITH AN APPROVED IRRIGATION SYSTEM, UNLESS AN ALTERNATIVE HAS BEEN APPROVED BY THE CITY BIOLOGIST.
28. THE ENGINEER SHALL SUBMIT A LETTER OF CERTIFICATION TO THE BUILDING OFFICIAL STATING THAT THE GRADING WAS DONE IN COMPLIANCE WITH THE APPROVED GRADING PLAN.
29. PRELIMINARY SOIL AND GEOLOGY REPORTS AND ALL SUBSEQUENT REPORTS, AS APPROVED BY THE CITY OF MALIBU, ARE CONSIDERED A PART OF THE APPROVED GRADING PLAN. ALL RECOMMENDATIONS CONTAINED ARE TO BE COMPLIED WITH, OR REVISIONS SUBMITTED FOR REVIEW.
30. ALL EXISTING DRAINAGE COURSES THROUGH THIS SITE SHALL REMAIN OPEN UNTIL FACILITIES TO HANDLE STORM WATER ARE APPROVED AND FUNCTIONAL; HOWEVER, IN ANY CASE, THE PERMITEE SHALL BE HELD LIABLE FOR ANY DAMAGE DUE TO OBSTRUCTING NATURAL DRAINAGE PATTERNS.
31. GRADING OPERATIONS, INCLUDING MAINTENANCE OF EQUIPMENT, SHALL BE ACCOMPLISHED WITHIN THE CONFINES OF THE NOISE ORDINANCE AND POLICIES OF THE CITY OF MALIBU.
32. ROOF GUTTERS SHALL BE INSTALLED TO PREVENT ROOF DRAINAGE FROM FALLING ON MANUFACTURED SLOPES. GUTTERS SHALL BE CONNECTED TO NON-EROSIVE PIPING OR ANOTHER METHOD ACCEPTABLE TO THE BUILDING OFFICIAL.
33. ANY EXCAVATIONS ADJACENT TO OTHER PROPERTY OR STRUCTURES ARE SUBJECT TO THE PROVISIONS OF CALIFORNIA CIVIL CODE, SECTION 832, AND IS THE RESPONSIBILITY OF THE PERMITTEE AND/OR THE OWNER.

PLANTING AND IRRIGATION NOTES

34. ALL CUT AND FILL SLOPES WILL BE PLANTED WITH AN APPROVED GROUND COVER AND PROVIDED WITH AN IRRIGATION SYSTEM AS SOON AS IS PRACTICAL DURING GRADING. IN ADDITION TO THE GROUND COVER PLANTS SHALL BE INSTALLED ON ALL SLOPES. ALL PLANTING SHALL BE OF A TYPE APPROVED BY THE CITY BIOLOGIST.
35. THE PLANS FOR A DESIGNED IRRIGATION SYSTEM FOR FULL COVERAGE OF ALL PORTIONS OF THE SLOPES SHALL BE SUBMITTED AND APPROVED PRIOR TO ROUGH GRADING APPROVAL BY THE CITY BIOLOGIST.
36. PLANTING AND IRRIGATION PLANS FOR SLOPES MUST BE PREPARED AND SIGNED BY A CIVIL ENGINEER OR LANDSCAPE ARCHITECT.
37. FINISH GRADING WILL BE COMPLETED AND APPROVED AND SLOPE PLANTING IRRIGATION SYSTEMS INSTALLED BEFORE OCCUPANCY OF BUILDINGS.

FILL NOTES

38. THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE BUILDING OFFICIAL 24 HOURS BEFORE THE GRADING OPERATION IS READY FOR EACH OF THE FOLLOWING INSPECTIONS. (THE PERMITTEE NEED NOT WAIT FOR THE INSPECTOR TO ARRIVE BEFORE PROCEEDING WITH THE WORK).
39. FILL SHALL BE COMPACTED (AS DETERMINED BY A.S.T.M. SOIL COMPACTION TEST D1557-LATEST VERSION) THROUGHOUT THEIR FULL EXTENT TO [3313.4]:
    A. A MINIMUM RELATIVE COMPACTION OF 90% OF MAXIMUM DRY DENSITY WITHIN 40 ft. BELOW FINISH GRAD, AND
    B. 93% OF MAXIMUM DRY DENSITY DEEPER THAN 40 ft. BELOW FINISH GRADE
40. FIELD DENSITY SHALL BE DETERMINED BY SAND-CONE METHOD, A.S.T.M. D1557-LATEST VERSION. IN FINE-GRAINED COHESIVE SOILS FIELD DENSITY SHALL BE DETERMINED BY THE DRIVE-CYLINDER METHOD, A.S.T.M. D-2937-LATEST VERSION, PROVIDED NOT LESS THAN 20% OF THE REQUIRED DENSITY SHALL BE SHOWN IN THE COMPACTION REPORT. OTHER METHODS MAY BE USED IF RECOMMENDED BY THE SOILS ENGINEER AND APPROVED IN ADVANCE BY THE BUILDING OFFICIAL. [3313.2.4]
41. SUFFICIENT TESTS OF SOIL PROPERTIES, INCLUDING SOIL TYPES AND SHEAR STRENGTH, SHALL BE MADE DURING GRADING OPERATIONS TO VERIFY COMPLIANCE WITH DESIGN CRITERIA. THE RESULTS OF SUCH TESTING SHALL BE FURNISHED TO THE BUILDING OFFICIAL UPON COMPLETION OF GRADING OPERATIONS, OR WHEN NECESSITATED BY FIELD CONDITIONS UPON REQUEST OF THE BUILDING OFFICIAL. [3311.8] ONE FIELD DENSITY TEST TO BE MADE AS FOLLOWS:
    a. ONE TEST FOR EACH TWO FOOT VERTICAL LIFT.
    b. ONE TEST FOR EACH 1,000 CUBIC YARDS OF MATERIAL PLACED.
    c. ONE TEST WILL BE MADE AT POINT APPROXIMATELY ONE FOOT BELOW THE FILL SLOPE SURFACE ON THE BASIS OF ONE TEST FOR EACH 1,000 SQUARE FEET OF SLOPE SURFACE BUT NOT LESS THAN ONE TEST FOR EACH 10 FOOT OF VERTICAL SLOPE HEIGHT.
42. NO FILL SHALL BE PLACED UNTIL STRIPPING OF VEGETATION, REMOVAL OF UNSUITABLE SOILS, AND INSTALLATION OF SUBDRAINS (IF ANY) HAVE BEEN INSPECTED AND APPROVED BY SOILS ENGINEER.
43. NO ROCK OR SIMILAR MATERIAL GREATER THAN 12" IN DIAMETER WILL BE PLACED IN THE FILL UNLESS RECOMMENDATIONS FOR SUCH PLACEMENT HAVE BEEN SUBMITTED BY THE SOILS ENGINEER AND APPROVED, IN ADVANCE, BY THE BUILDING OFFICIAL.
44. CONTINUOUS INSPECTION BY THE SOILS ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL SUBDRAIN INSTALLATIONS OR WHEREVER DETERMINED TO BE NECESSARY BY THE BUILDING OFFICIAL.
45. ORIGINAL OF ALL REPORTS SHALL BE PROVIDED TO THE BUILDING OFFICIAL FOR ALL COMPACTED FILLS.
46. ALL CONCRETE PLACED ON GRADE SHALL BE COLORED TO MATCH NATURAL CONDITIONS ADJACENT TO THE STRUCTURES. SURFACE PAINT IS NOT ACCEPTABLE. ALL COLORS ARE TO BE INCORPORATED INTO THE MIX AND BLENDED UNIFORMLY.
47. FILL PLACED OVER EXISTING TERRAIN 5:1 AND STEEPER THAN 3' HORIZONTAL TO 1' VERTICAL (3:1) EXCEPT WHERE SPECIFICALLY APPROVED OTHERWISE.
48. FILL SHALL BE COMPACTED THROUGHOUT TO A MINIMUM OF 90% RELATIVE COMPACTION, AGGREGATE BASE FOR ASPHALTIC AREAS SHALL BE COMPACTED TO A MINIMUM OF 95% RELATIVE COMPACTION, TEST D1557-91T OR APPROVED EQUIVALENT. ORIGINALS OF ALL REPORTS SHALL BE PROVIDED TO THE BUILDING OFFICIAL.

GRADING INSPECTION REQUIREMENTS

49. THE PERMITTEE OR HIS AGENT SHALL NOTIFY THE BUILDING OFFICIAL 24 HOURS BEFORE THE GRADING OPERATION IS READY FOR EACH OF THE INSPECTIONS. (THE PERMITTEE NEED NOT WAIT FOR THE INSPECTOR TO ARRIVE BEFORE PROCEEDING WITH WORK).
    a. INITIAL INSPECTION: WHEN THE SITE HAS BEEN CLEARED OF VEGETATION AND UNAPPROVED FILL AND IT HAS BEEN SCARIFIED, BENCHED OR OTHERWISE PREPARED FOR FILL. NO FILL SHALL HAVE BEEN PLACED PRIOR TO INSPECTION.
    b. TOE INSPECTION: AFTER THE NATURAL GROUND IS EXPOSED AND PREPARED TO RECEIVE FILL AND BEFORE ANY FILL IS PLACED.
    c. EXCAVATION INSPECTION: AFTER THE EXCAVATION IS STARTED AND BEFORE THE DEPTH OF EXCAVATION EXCEEDS 10 FEET.
    d. ROUGH INSPECTION: WHEN APPROXIMATE FINAL ELEVATIONS HAVE BEEN ESTABLISHED; DRAINAGE TERRACE, SWALES AND OTHER DRAINAGE DEVICES NECESSARY FOR THE PROTECTION OF THE BUILDING FROM FLOODING ARE INSTALLED; BERMS INSTALLED AT THE TOP OF SLOPES; SUBMIT THE REQUIRED "ROUGH GRADING RECORDS". FOUNDATION SHALL NOT BE EXCAVATED UNTIL THE BUILDING OFFICIAL HAS APPROVED ROUGH GRADING.
    e. FINAL INSPECTION: WHEN GRADING HAS BEEN COMPLETED, ALL DRAINAGE DEVICES NECESSARY TO DRAIN THE BUILDING PAD ARE INSTALLED, SLOPE PLANTING ESTABLISHED AND ALL IRRIGATION SYSTEM INSTALLED. SUBMIT THE REQUIRED "AS-BUILT GRADING PLAN" AND "NOTIFICATION OF COMPLETION".
    f. SUBDRAIN INSTALLATION: PROVIDE CONTINUOUS INSPECTION DURING SUBDRAIN EXCAVATION AND INSTALLATION. CONTINUOUS INSPECTION BY THE SOILS ENGINEER OR HIS RESPONSIBLE REPRESENTATIVE SHALL BE PROVIDED DURING ALL SUBDRAIN INSTALLATIONS. [3313.2]
    g. FILL INSTALLATION:
        i. AFTER THE FILL EMPLACEMENT IS STARTED AND BEFORE THE VERTICAL HEIGHT OF THE LIFTS EXCEEDS 10ft. [3313.2]
        ii. DURING PREPARATION OF NATURAL GROUND AND PLACEMENT AND COMPACTION FILL.
        iii. THE SOILS ENGINEER SHALL BE PRESENT DURING THE ENTIRE FILL PLACEMENT AND COMPACTION OF FILLS THE WILL EXCEED A VERTICAL HEIGHT OR DEPTH OF 30ft> OR RESULTS IN A SLOPE SURFACE STEEPER THE 2 HORIZONTAL 1 VERTICAL [3313.7]
    h. DRAINAGE DEVICE INSPECTION: AFTER FORMS AND PIPES ARE IN PLACE AND BEFORE ANY CONCRETE IS POURED
    i. ROUGH GRADING: WHEN ALL ROUGH GRADING HAS BEEN COMPLETED AND EROSION PROTECTION HAS BEEN INSTALLED. THE GEOTECHNICAL ENGINEER SHALL SUBMIT THE FINAL COMPACTION REPORT PRIOR TO THE APPROVAL OF ROUGH GRADE.

GRADING PLAN NOTES:

50. THE CONTRACTOR SHALL VERIFY ALL EXISTING TOPOGRAPHY AND GRADES PRIOR TO GRADING. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE PROJECT CIVIL ENGINEER OF ANY DISCREPANCIES OR REQUIRED DESIGN CHANGES SO THE APPROPRIATE CHANGES CAN BE MADE.
51. THE CONTRACTOR SHALL ENSURE THAT ALL UTILITIES AND EASEMENTS ARE ADEQUATELY STAKED PRIOR TO ANY GRADING.
52. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL UNDERGROUND UTILITIES. UNDERGROUND ALERT SHALL BE NOTIFIED A MINIMUM OF 48 HOURS PRIOR TO DIGGING.
53. THE APPROVED GEOLOGY AND GEOTECHNICAL REPORTS SHALL BE CONSIDERED A PART OF THESE PLANS. COPIES OF THESE REPORTS SHOULD BE MAINTAINED ON SITE DURING SITE DEVELOPMENT.
54. THE PROJECT CIVIL ENGINEER SHALL BE NOTIFIED AND APPROVE ANY DESIGN CHANGES PRIOR TO IMPLEMENTATION DURING SITE DEVELOPMENT.
55. ALL RETAINING WALLS ARE UNDER SEPARATE PERMIT. PRIOR TO IMPLEMENTATION DURING SITE DEVELOPMENT.
56. SOIL COMPACTION REPORT SHALL BE PROVIDED TO THE BUILDING INSPECTOR AT THE JOB SITE PRIOR TO PLACEMENT OF CONCRETE FOR THE FOUNDATION.
57. SOIL ENGINEER SHALL INSPECT FOUNDATION PRIOR TO PLACEMENT OF CONCRETE FOR THE FOUNDATION.

ADDITIONAL NOTES:

58. EXPANSION INDEX TESTING SHOULD BE PERFORMED DURING SITE PREPARATION TO VERIFY AS-GRADED SITE CONDITIONS. THE RESULTS OF THE TESTS AS WELL AS SPECIFIC RECOMMENDATIONS FOR SLAB REINFORCEMENT AND THICKNESS MUST BE SUBMITTED TO THE CITY FOR REVIEW AT THAT TIME.
59. AN EVALUATION OF SOIL CORROSIVITY SHALL BE MADE IN ACCORDANCE WITH SECTION 6.2.1 OF THE CITY OF MALIBU'S GEOTECHNICAL GUIDELINES AT THE COMPLETION OF GRADING BY THE PROJECT GEOTECHNICAL CONSULTANT, WHO SHALL PROVIDE APPROPRIATE RECOMMENDATIONS.
60. PRIOR TO FINAL APPROVAL OF THE PROJECT AN AS-BUILT COMPACTION REPORT PREPARED BY THE PROJECT CONSULTANT MUST BE SUBMITTED TO THE CITY FOR REVIEW. THE REPORT MUST INCLUDE THE RESULTS OF ALL DENSITY TESTS AS WELL AS A MAP DEPICTING THE LIMITS OF FILL LOCATIONS OF ALL DENSITY TESTS, LOCATIONS OF ELEVATIONS OF KEYWAYS AND BACKDRAINS, LOCATIONS AND ELEVATION OF ALL REMOVAL BOTTOMS (INCLUDING THE RESULTS OF ALL TESTING PERFORMED TO VERIFY COMPETENT BOTTOMS) AND LOCATIONS AND ELEVATIONS OF ALL RETAINING WALL BACKDRAINS AND OUTLETS. GEOLOGIC CONDITIONS EXPOSED DURING GRADING MUST BE DEPICTED ON AN AS-BUILT GEOLOGIC MAP.
61. THE SURFACE OF THE CUT SHALL BE NO STEEPER THAN 3 HORIZONTAL TO 1 VERTICAL (33% SLOPE) UNLESS A SOILS ENGINEER OR AN ENGINEERING GEOLOGY REPORT STATING THAT A CUT AT A STEEPER SLOPE WILL BE STABLE AND NOT CRATE A HAZARD. PROVIDE A RECOMMENDATION FROM THE PROJECT GEOTECHNICAL ENGINEER GEOLOGIST AND APPROVED BY THE CITY SOILS AND GEOLOGY STAFF. [3312.2].
62. THE EXPORT OF CUT MATERIAL MAY BE REQUIRED TO PRESERVE THE NATURAL TOPOGRAPHY OF THE PROJECT SITE. [MLCP 8.3B, 2] ADD THE FOLLOWING NOTE ON THE PLANS: "CUT MATERIAL MAY ONLY BE EXPORTED TO AN APPROXIMATE LANDFILL OR A SITE PERMITTED TO ACCEPT MATERIAL".
63. MAXIMUM GRADE OF CUT OR FILL [MLCP 8.3D:
    a. 3:1 FOR AREAS CRATED FOR DEVELOPMENT OF STRUCTURES AND OPEN YARD AREAS.
64. THE FACES OF CUT AND FILL SLOPES SHALL BE PREPARED AND MAINTAINED TO CONTROL EROSION. THIS CONTROL MAY CONSIST OF EFFECTIVE PLANING, EROSION CONTROL BLANKETS. SOIL STABILIZERS OR OTHER APPROVED MEANS.
65. PROVIDE RIP-RAP OR OTHER REDUCER AT DISCHARGE END OF DRAINS NOT CONNECTED TO A PERMANENT SYSTEM. SHOW DETAIL. [3316.2]
66. ALL STORM DRAIN WORK IS TO BE DONE UNDER CONTINUOUS INSPECTION BY THE ENGINEER. WEEKLY STATUS REPORT SHALL BE SUBMITTED BY THE FIELD ENGINEER TO THE CITY BUILDING DEPARTMENT
67. SEPARATE PLANS FOR TEMPORARY DRAINAGE AND WET WEATHER EROSION CONTROL MEASURES TO BE USED DURING THE RAINY SEASON MUST BE SUBMITTED PRIOR TO OCTOBER 1. THE EROSION CONTROL DEVISES SHOWN ON SAID PLANS MUST BE INSTALLED BY NO LATER THAN NOVEMBER 1 AND MAINTAINED IN OPERABLE CONDITION UNTIL APRIL 15. [3319.3]
68. ALL RECOMMENDATIONS INCLUDED IN THE CONSULTANT'S SOIL AND GEOLOGY REPORTS MUST BE COMPLIED WITH AND ARE A PART OF THE GRADING SPECIFICATIONS.
69. THE CONSULTING GEOLOGIST MUST APPROVE ROUGH GRADING BY FINAL REPORT. FINAL REPORT MUST INCLUDE AN AS-BUILT GEOLOGIC MAP.
70. THE BUILDING OFFICIAL SHALL APPROVE STOCK PILING OF EXCESS MATERIAL PRIOR TO EXCAVATION.
71. THE FIELD ENGINEER, AS A CONDITION OF ROUGH GRADE APPROVAL, SHALL PROVIDE A BLUE BLUE TOP WITH ACCOMPANYING WITNESS STAKE, SET AT THE CENTER OF EACH PAD REFLECTING THE PAD ELEVATION FOR PRECISE PERMITS AND A BLUE TOP WITH WITNESS STAKE SET AT THE DRAINAGE SWALE HIGH POINT REFLECTING THE HIGH POINT ELEVATION FOR PRELIMINARY PERMITS.
72. THE COMPACTION REPORT AND APPROVAL FROM THE SOIL ENGINEER SHALL INDICATE THE TYPE OF FIELD-TESTING PERFORMED. EACH TEST SHALL BE IDENTIFIED WITH THE METHOD OF OBTAINING THE IN-PLACE DENSITY, WETHER SAND CONE OR NUCLEAR GAUGE, AND SHALL BE SOS NOTED FOR EACH TEST.

PUBLIC WORKS DEPARTMENT GENERAL NOTES

73. ALL WORK SHOWN ON THESE PLANS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CURRENT EDITION OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (SSPWC) "GREEN BOOK."
74. CONTRACTORS SHALL COMPLY WITH ALL APPLICABLE DIVISION OF INDUSTRIAL REGULATIONS (CAL-OSHA) SAFETY STANDARDS. IF REQUESTED BY THE INSPECTOR, THE CONTRACTOR SHALL PROVIDE PROOF OF A PERMIT FROM SAID DIVISION.
75. CONTRACTOR SHALL CALL THE PUBLIC WORKS INSPECTOR AT (310) 456-2489, EXT. 235 FOR PRE-CONSTRUCTION MEETING PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION OR GRADING OPERATIONS. CONTRACTOR SHALL NOTIFY THE CITY PUBLIC WORKS INSPECTOR 48 HOURS PRIOR TO COMMENCING ANY CONSTRUCTION AND 24 HOURS IN ADVANCE OF A SPECIFIC INSPECTION NEEDS DURING THE COURSE OF THE WORK.
76. NO IMPROVEMENTS ARE PROPOSED WITHIN THE PUBLIC RIGHT-OF-WAY.
77. STORAGE OF ANY CONSTRUCTION MATERIALS, CONSTRUCTION TRAILER, AND/OR PARKING AND ANY WORK WITH WITHIN THE CALTRANS PUBLIC RIGHT OF WAY SHALL REQUIRE A CALTRANS ENCROACHMENT PERMIT. SUBMIT A COPY OF THE CALTRANS ENCROACHMENT PERMIT TO THE PUBLIC WORKS DEPARTMENT.
78. ALL WORK SHALL BE PERFORMED DURING CITY WORKING HOURS AND IN COMPLIANCE WITH THESE PLANS.
79. CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS AND SHALL REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO THE COMMENCEMENT OF ANY WORK.
80. CONTRACTOR SHALL LOCATE, PROTECT, AND SAVE ANY AND ALL SURVEY MONUMENTS THAT WILL BE OR MAY BE DAMAGED OR DESTROYED BY THEIR OPERATIONS. ONCE FOUND, THE CONTRACTOR SHALL THEN NOTIFY BOTH THE DEVELOPER'S SUPERVISING CIVIL ENGINEER AND THE PUBLIC WORKS INSPECTOR. THE SUPERVISING CIVIL ENGINEER SHALL RESET ALL SAID MONUMENTS PER THE REQUIREMENTS OF THE PROFESSIONAL LAND SURVEYOR'S ACT.
81. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL PUBLIC AND PRIVATE PROPERTY INSOFAR AS IT MAY BE AFFECTED BY THESE OPERATIONS.
82. EXISTING TRAFFIC SIGNS ARE NOT TO BE REMOVED WITHOUT PRIOR TO NOTIFICATION AND APPROVAL OF THE CITY ENGINEER. AS A MINIMUM, CONSTRUCTION WORK ZONE TRAFFIC SIGNS AND STRIPING SHALL BE FURNISHED, INSTALLED, AND MAINTAINED IN ACCORDANCE WITH THE "WORK AREA TRAFFIC CONTROL HANDBOOK ("THE WATCH MANUAL"), PUBLISHED BY BNI BUILDING NEWS, INC. A TRAFFIC CONTROL PLAN, PREPARED BY THE DEVELOPER, MAY BE REQUIRED BY THE CITY.
83. DUST CONTROL SHALL BE MAINTAINED AT ALL TIMES.
84. EROSION CONTROL PLANS SHALL BE PROVIDED FOR ALL PROJECTS. GRADING AND CLEARING IS PROHIBITED FROM NOVEMBER 1 TO MARCH 31 FOR ALL DEVELOPMENTS WITHIN OR ADJACENT TO ESHA AND/OR INCLUDING GRADING ON SLOPES GREATER THAN 4:1.
85. ALL UNDERGROUND UTILITIES AND SERVICE LATERALS SHALL BE INSTALLED PRIOR TO CONSTRUCTION OF CURBS, GUTTERS, SIDEWALKS, AND PAVING UNLESS OTHERWISE PERMITTED BY THE CITY ENGINEER.
86. THE DEVELOPER SHALL COMPLY WITH NDPES REQUIREMENTS. THE STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE AVAILABLE AT THE CONSTRUCTION SITE AT ALL TIMES AND SHALL BE KEPT UP TO DATE.
87. ALL RECOMMENDATIONS MADE BY THE GEOTECHNICAL/SOILS ENGINEER (AND ENGINEERING GEOLOGIST, WHERE EMPLOYED), AND CONTAINED IN THE REPORTS REFERENCED HEREON, AS APPROVED OR CONDITIONED BY THE CITY, SHALL BE CONSIDERED A PART OF THE GRADING PLAN.
88. ALL FOUNDATION EXCAVATION MUST BE OBSERVED AND APPROVED BY THE GEOTECHNICAL CONSULTANT PRIOR TO PLACEMENT OF REINFORCING STEEL.
89. ALL STORM DRAIN PIPE WITHIN THE PUBLIC RIGHT-OF-WAY AND EASEMENTS SHALL BE REINFORCED CONCRETE PIPE (RCP).
90. TERRACE DRAINS, INTERCEPTOR DRAINS, AND DOWN DRAINS SHALL BE CONSTRUCTED OF 3" P.C.C. REINFORCED WITH 6"x6"x#10 W.W.M. AND SHALL BE EITHER SEMICIRCULAR OR TRIANGULAR CROSS SECTION. CONCRETE COLOR SHALL BE "OMAHA TAN" OR APPROVED EQUIVALENT.
91. GRADING QUANTITIES:
    CUT: 7,507 CU. YDS. FILL: 2,834 CU. YDS.
    EXPORT: 4,673 CU. YDS. IMPORT: Ø CU. YDS.
92. GROSS LOT AREA: 6.57 ACRES/SQ. FT.
    NET LOT AREA: 5.86 ACRES/SQ. FT.
    PROPOSED IMPERMEABLE COVERAGE: 21,299 SQ. FT.
    MAXIMUM ALLOWABLE IMPERMEABLE COVERAGE: 25,000 SQ. FT.
    TOTAL DISTURBED AREA: 116,800 SQ. FT.
    FLOOD ZONE ON FIRM: Ø BASE FLOOD ELEVATION: Ø FT.
93. ALL SLOPES ON PRIVATE PROPERTY ADJOINING STREETS, DRAINAGE CHANNELS, OR OTHER PUBLIC FACILITIES SHALL BE GRADED NOT STEEPER THAN 2:1 FOR CUT AND FILL UNLESS SPECIFICALLY APPROVED BY THE CITY ENGINEER ON RECOMMENDATION OF THE PROJECT'S GEOTECHNICAL/SOILS CONSULTANT.
94. ALL CATCH BASINS AND DRAINAGE INLETS SHALL BE STENCILED WITH THE CITY OF MALIBU STORM DRAIN LOGO.

CONDITIONS OF APPROVAL

THIS PLAN CONFORMS TO THE COASTAL DEVELOPMENT PERMIT CONDITIONALLY APPROVED BY THE CITY FOR _____ ON _____.

CONTRACTORS NOTE:

THE EARTHWORK QUANTITIES ARE PROVIDED AS A COURTESY AND CONVENIENCE TO THE OWNERS, AND ARE FOR BONDING AND PLAN CHECK PURPOSES ONLY. THE YARDAGE FIGURES SHOWN ARE APPROXIMATE CALCULATED QUANTITIES BASED ON THE DIFFERENCE BETWEEN EXISTING GROUND ELEVATIONS AND DESIGNED ROUGH GRADE ELEVATIONS. THE CALCULATIONS MAKE NO PROVISIONS FOR STRIPPING, SHRINKAGE, BULKING OR ANY OTHER CONDITION NOT IMPLIED. FOR THIS REASON, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONSULT THE PROJECTS SOILS ENGINEER AND GEOLOGIC INVESTIGATIONS, AND TO DETERMINE FOR HIMSELF, THE QUANTITIES OF EARTH MOVING THAT WILL BE REQUIRED TO COMPLETE THIS PROJECT.

STARTING DATE 30 DAYS AFTER PERMIT ISSUANCE ,2026

COMPLETION DATE 90 DAYS AFTER PERMIT ISSUANCE ,2026

NOTE: GRADING PERMITS SHALL NOT BE ISSUED BETWEEN NOVEMBER 1 AND MARCH 31 EACH YEAR PER LCP SECTION 17.2.1. PROJECT APPROVED FOR GRADING PERMIT SHALL NOT RECEIVE GRADING PERMITS UNLESS THE PROJECT CAN BE ROUGH GRADED BEFORE NOVEMBER 1.

NOTE: EXPORTED SOIL FROM A SITE SHALL BE TAKEN TO THE COUNTY LANDFILL OR TO A SITE WITH AN ACTIVE GRADING PERMIT AND THE ABILITY TO ACCEPT THE MATERIAL IN COMPLIANCE WITH THE CITY'S LOCAL IMPLEMENTATION PLAN (LIP), SECTION 8.3.

NOTE: PRIOR TO THE PLACEMENT OF CONCRETE SLABS, THE SLAB SUBGRADE SOILS SHALL BE PRE-MOISTENED TO AT LEAST 120% OF THE OPTIMUM MOISTURE CONTENT TO THE DEPTH SPECIFIED BY THE GEOTECHNICAL ENGINEER. THE PRE-MOISTENED SOILS SHOULD BE TESTED AND VERIFIED TO BE BY THE GEOTECHNICAL ENGINEER WITHIN ONE DAY PRIOR TO THE PLACEMENT OF THE MOISTURE BARRIER AND SAND.

REGISTERED PROFESSIONAL ENGINEER — LEONARD T. LISTON III — No.93123 — CIVIL — STATE OF CALIFORNIA

City of Malibu

23815 Stuart Ranch Road • Malibu, California • 90265-4861
Phone (310) 456-2489 • Fax (310) 456-7650 • www.ci.malibu.ca.us

TOTAL GRADING YARDAGE VERIFICATION CERTIFICATE
PLANNING DIVISION REVIEW LEVEL

PLANNING APPLICATION NUMBER:
PROJECT ADDRES

PACIFIC COAST HIGHWAY

PUERCO CANYON

MALIBU ROAD

TOPANGA MALIBO SEQUIT LAND GRANT

MATTHEW KELLER BY PATENT RECORDED IN BOOK 1 PAGE 402 ET SEQ. OF PATENTS

POB Parcel 1

N81°56'47"E 821.14'

N8°57'21"W 332.07'

N80°01'07"W 242.75'

S87°09'15"W 929.66'

N05°42'00"W 120.39'

S87°11'49"E 311.34'

R=2952.84'

Δ=10°51'24"

L=559.52'

S89°33'41"W 134.52'

R=150.00'

Δ=55°28'10"

L=145.20'

S25°21'17"W 268.68'

N13°18'43"E 45.82'

N80°57'52"W

S89°37'41"E (Rad)

50' - 100'

50'

15'

5' wide easement for utilities purposes in favor of Malibeahead Land Company rec'd 4/7/1952 in Bk 38646 Pg 104, OR

2' wide easement for poles and telecommunications purposes in favor of General Telephone Company rec'd 4/1/1959 as Inst No 3229 in Bk D418 Pg 637, OR

15' wide easement for gas purposes in favor of Southern Counties Gas Company of California rec'd 11/27/1962 as Inst No 4118 in Bk D1814 Pg 973, OR

10' wide easement for poles and electrical purposes in favor of Southern California Edison rec'd 7/19/1958 as Inst No 3203 in Bk D131 Pg 527, OR

30' wide easement for road and utility purposes in favor of B.M. and Blanche Olden rec'd 10/28/1957 in Bk 55954 Pg 234 and Bk 55954 Pg 312, both OR

20' wide easement for road purposes granted to the State of California per document rec'd 10/2/1939 in Bk 16845 Pg 253

Agreement not to construct buildings within a width of 10' of the State Highway as described in deed rec'd 10/8/1937 in Bk 15228 Pg 342, OR

2' wide easement for pole lines and electrical purposes in favor of Southern California Edison rec'd 1/12/1939 in Bk 16483 Pg 374, OR

2' wide easement for electric pole lines and electrical purposes in favor of Southern California Edison rec'd 2/25/1932 in Bk 11391 Pg 280, OR

5' wide easement for water lines and incidental purposes in favor of Malibu Water Company, rec'd 9/27/1938 in Bk 16057 Pg 211, OR

Portion of 60' wide easement for road purposes granted to the State of California per document rec'd 10/8/1937 in Bk 15228 Pg 342, OR

ENLARGED DETAIL
SCALE 1" = 20'

SCALE: 1"=50'
0 50 100 150

#	REVISIONS	DATE

CITY OF MALIBU

TOPOGRAPHIC SURVEY

25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE	CHECKED BY / DATE	SHEET 1A OF 8
PK/ 1/26/2026	PK/ 1/26/2026	

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SEE SHEET 3 FOR ENLARGED GRADING & DRAINAGE PLAN

SEE SHEET 4 FOR ENLARGED GRADING & DRAINAGE PLAN

SEE SHEET 5 FOR ENLARGED GRADING & DRAINAGE PLAN

SEE SHEET 6 FOR ENLARGED GRADING & DRAINAGE PLAN

CONSTRUCT AC DIKE ALONG TOE OF ROAD PER CALTRANS STD. PLAN RSP A87B

CONSTRUCT AC DIKE ALONG TOE OF ROAD PER CALTRANS STD. PLAN RSP A87B

EX. AC DIKE TO REMAIN. IF DAMAGED RECONSTRUCT PER CALTRANS STD. PLAN RSP A87B

PACIFIC COAST

MALIBU

N81°56'47"E 821.14'

N67°57'47"W 532.37'

N80°01'07"W 242.75'

S87°09'15"W 929.66'

R=2952.84'

Δ=10°51'24"

L=559.52'

126.24 MG

SCALE: 1"=40'

0 40 80 120

811 Know what's below. Call before you dig.

DIAL TOLL FREE 811

AT LEAST TWO DAYS BEFORE YOU DIG

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER LEONARD T. LISTON III No.93123 CIVIL STATE OF CALIFORNIA

#	REVISIONS	DATE

PREPARED BY:

LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
889 Pierce Court, Suite 101, Thousand Oaks, California 91360
818-991-7144 • 805-497-1244 • lcengroupinc.com • nordlicht@lcengroupinc.com

93123
REGISTERED ENGINEER RCE DATE

CITY OF MALIBU

OVERALL SITE PLAN

25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE	CHECKED BY / DATE	SHEET 2 OF 8
PK/ 1/26/2026	PK/ 1/26/2026	

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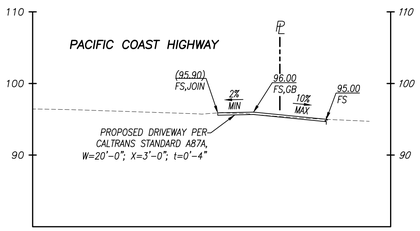
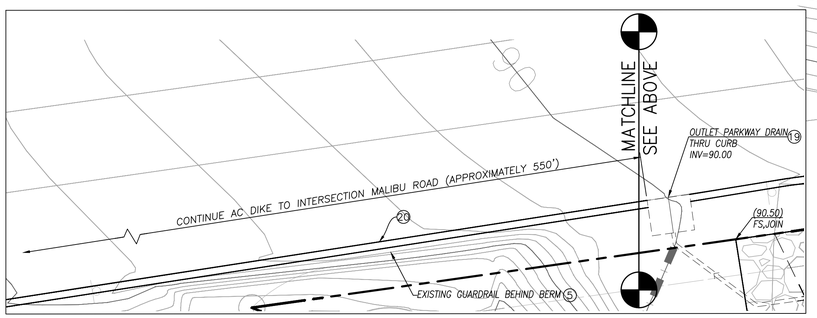


DRIVEWAY PROFILE
1"=10'



CONSTRUCTION NOTES

1. STRUCTURAL FOUNDATION AND SLABS-ON-GRADE PER ARCHITECT/STRUCTURAL PLANS AND GEOTECHNICAL REPORT.
2. OVER EXCAVATE ENTIRE FOUNDATIONS AS RECOMMENDED BY THE GEOTECHNICAL REPORT.
3. CONSTRUCT SDR 35 PVC PIPE (SIZE AS SHOWN) AT 1% MINIMUM SLOPE (MIN. PIPE SIZE 4"ø.)
4. CONSTRUCT PERMEABLE GRAVEL MOTOR COURT/DRIVEWAY PER ARCHITECTURAL PLANS.
5. EXISTING TO REMAIN.
6. EXISTING TO BE REMOVED.
7. CONSTRUCT STAIRS ON GRADE PER DETAIL 8 ON SHEET 7.
8. CONSTRUCT GRASSY GRADED SWALE @ 2% MIN. SLOPE.
9. CONSTRUCT CHANNEL DRAIN PER DETAIL 9, SHEET 7.
10. CONSTRUCT SITE WALL PER LANDSCAPE PLANS (PER SEPARATE PERMIT).
11. PROPOSED RETAINING WALL PER SEPARATE PERMIT. HEIGHT AND LENGTH PER PLAN.
12. CONSTRUCT 4" THICK CONC. W/ #4 @ 16" O.C.E.W. OVER 4" SAND PER GEOTECHNICAL REPORT.
13. INSTALL 3"ø SDR 35 PVC FORCE MAIN TO DETENTION TANKS.
14. CONSTRUCT GRASSCRETE PER LANDSCAPE PLAN (PER SEPARATE PERMIT).
15. PROPOSED COLUMNS PER ARCHITECTURAL PLANS (PER SEPARATE PERMIT).
16. PROPOSED TRELLIS PER ARCHITECTURAL PLANS (PER SEPARATE PERMIT).
17. PROPOSED STAIRS PER ARCHITECTURAL PLANS (PER SEPARATE PERMIT).
18. PROPOSED DRIVEWAY PER CALTRANS STANDARD A87A, CASE B, W=20'-0"; X=3'-0"; t=0'-4" (SEE DRIVEWAY PROFILE SHEET 3)
19. CONSTRUCT PARKWAY DRAIN PER SPPWC STANDARD DETAIL 151-2. (S=6'-0")
20. CONSTRUCT AC DIKE WHERE NEEDED PER CALTRANS STANDARD PLAN RSP A87B TYPE E.
21. INSTALL BROOKS PRODUCTS 24X24 CATCH BASIN WITH NON-TRAFFIC RATED GRATE, FITTED WITH FLOGARD WALL MOUNTED CATCH BASIN FILTER INSERT PER DETAIL 10 ON SHEET 7.

LEGEND

℄	CENTER LINE
CO	CLEANOUT
DG	DECOMPOSED GRANITE
℘	DAYLIGHT LINE
DN	DOWN
● DS	DOWNSPOUT
FF	FINISH FLOOR
FG	FINISH GRADE
FL	FLOW LINE
FS	FINISH SURFACE
HP	HIGH POINT
INV	INVERT
PA	PLANTER AREA OR "SOFTSCAPE AREA"
ℙ	PROPERTY LINE
NG	NATURAL GRADE
TC	TOP OF CURB
TD	TOP OF DECK
TG	TOP OF GRATE
TW	TOP OF WALL
UNO	UNLESS NOTED OTHERWISE

- RETAINING WALL P.S.P. BY OTHERS
- STRUCTURE WALL P.S.P. BY OTHERS
- LIMIT OF 30% SLOPE PER PROJECT SURVEYOR
- FS — CONTRACTOR TO VERIFY HARD SURFACE THICKNESS PER ARCHITECTURAL SPECIFICATIONS AND DETAILS TO DETERMINE ROUGH GRADE ELEVATIONS.
- 12" SQ. CATCH BASIN PER NDS PLASTIC PRODUCTS PART NO. 1200-1204. U.N.O.
- 6"ø SPEE-D BASIN PER NDS PLASTIC PRODUCTS PART NO. 101, 201, 300. U.N.O.
- INDICATES 4"ø PERF. SUBDRAIN
- (185.5 T.C.) (185.0 F.L.) EXISTING SPOT ELEVATIONS
- INDICATES PROPOSED PILE FOUNDATION PER STRUCTURAL PLANS PER SEPARATE PERMIT BY OTHERS.
- PERMEABLE PAVERS
- GRASSCRETE
- PERMEABLE GRAVEL DRIVEWAY
- ABOVE GRADE DECKING PER STRUCTURAL PLANS

SCALE: 1"=10'
0 10 20 30

811 DIAL TOLL FREE 811
AT LEAST TWO DAYS BEFORE YOU DIG
Know what's below. Call before you dig.
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER LEONARD T. LISER III No.93123 CIVIL STATE OF CALIFORNIA

#	REVISIONS	DATE

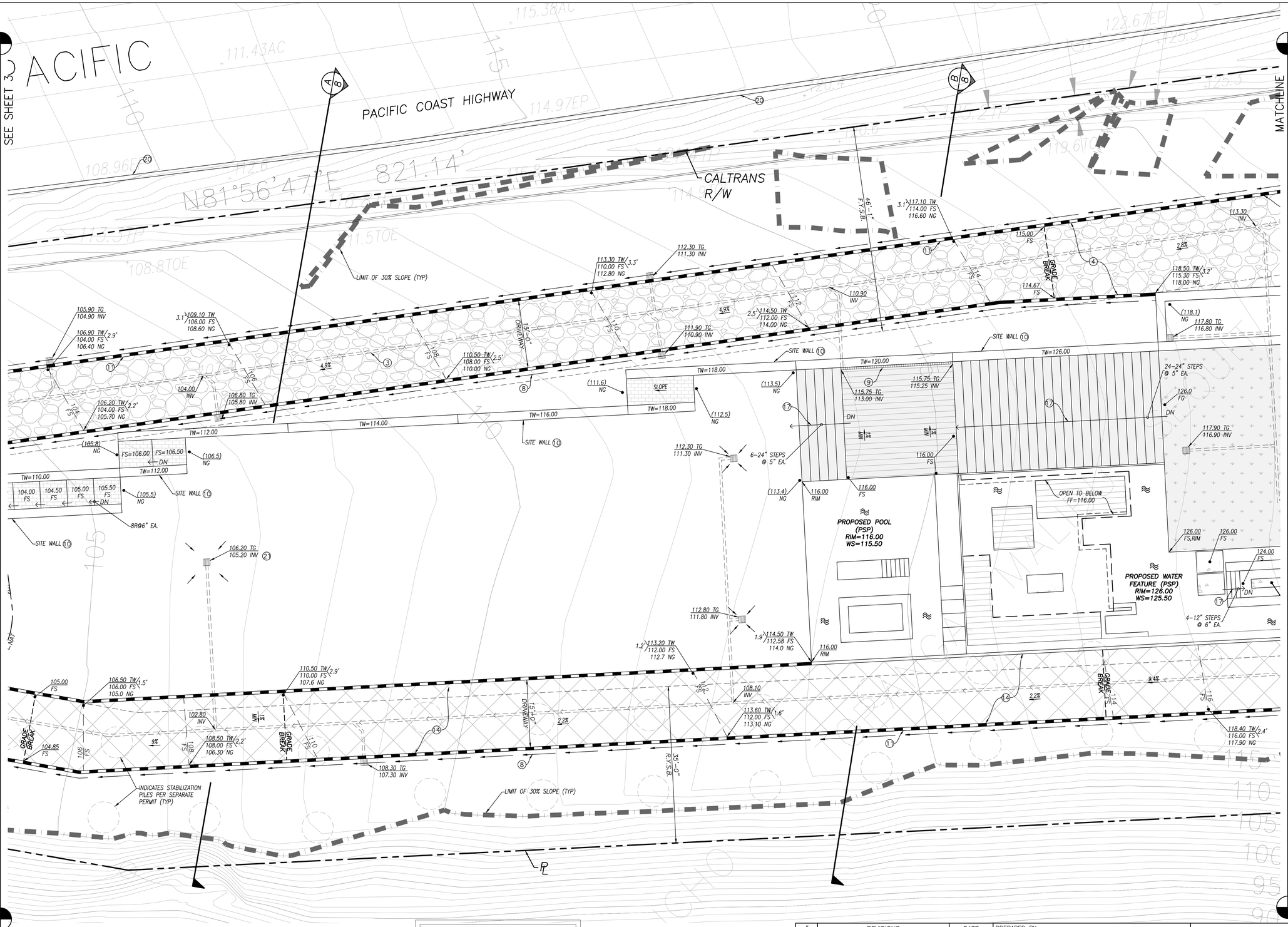
PREPARED BY:
LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
889 Pierce Court, Suite 101, Thousand Oaks, California 91360
818-991-7148 • 805-497-1244 • lcengroupinc.com • wcehlke@lcengroupinc.com

93123
REGISTERED ENGINEER RCE DATE

CITY OF MALIBU
ENLARGED GRADING AND DRAINAGE PLAN
25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE	CHECKED BY / DATE	SHEET 3 OF 8
PK/ 1/26/2026	PK/ 1/26/2026	

X:\LCE GROUP\Civil\JOBS\17000\17748 PARPCH LLC\CIVIL\DWG\SHT\17748 SHT 3 GP.dwg Jan 26, 2026, 1:59pm Patrick Kauffman



MATCHLINE
SEE SHEET 5

CONSTRUCTION NOTES

1. STRUCTURAL FOUNDATION AND SLABS–ON–GRADE PER ARCHITECT/STRUCTURAL PLANS AND GEOTECHNICAL REPORT.
2. OVER EXCAVATE ENTIRE FOUNDATIONS AS RECOMMENDED BY THE GEOTECHNICAL REPORT.
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5. EXISTING TO REMAIN.
6. EXISTING TO BE REMOVED.
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11. PROPOSED RETAINING WALL PER SEPARATE PERMIT. HEIGHT AND LENGTH PER PLAN.
12. CONSTRUCT 4" THICK CONC. W/ #4 @ 16" O.C.E.W. OVER 4" SAND PER GEOTECHNICAL REPORT.
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RETAINING WALL P.S.P. BY OTHERS

STRUCTURE WALL P.S.P. BY OTHERS

LIMIT OF 30% SLOPE PER PROJECT SURVEYOR

FS — CONTRACTOR TO VERIFY HARD SURFACE THICKNESS PER ARCHITECTURAL SPECIFICATIONS AND DETAILS TO DETERMINE ROUGH GRADE ELEVATIONS.

12" SQ. CATCH BASIN PER NDS PLASTIC PRODUCTS PART NO. 1200–1204. U.N.O.

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INDICATES 4"ø PERF. SUBDRAIN

(185.5 F.G.) (185.0 F.G.) EXISTING SPOT ELEVATIONS

INDICATES PROPOSED PILE FOUNDATION PER STRUCTURAL PLANS PER SEPARATE PERMIT BY OTHERS.

PERMEABLE PAVERS

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PERMEABLE GRAVEL DRIVEWAY

ABOVE GRADE DECKING PER STRUCTURAL PLANS

N

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0 10 20 30

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REGISTERED PROFESSIONAL ENGINEER
LEONARD T. LISIECKI
No.93123
CIVIL
STATE OF CALIFORNIA

#	REVISIONS	DATE

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CITY OF MALIBU

ENLARGED GRADING AND DRAINAGE PLAN

25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE	CHECKED BY / DATE	SHEET 4 OF 8
PK/ 1/26/2026	PK/ 1/26/2026	

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MATCHLINE SEE SHEET 4

MATCHLINE SEE SHEET 6

PACIFIC COAST HIGHWAY

CALTRANS R/W

LIMIT OF 30% SLOPE (TYP)

EXISTING HEADWALL TO REMAIN (SEE DRAINAGE NOTE)

EXISTING 24" CMP STORM DRAIN PER SURVEY

EXISTING HEADWALL TO REMAIN SEE DRAINAGE NOTE*

CONNECT TO EXISTING PRIVATE CMP STORM DRAIN (CONTRACT TO VERIFY INVERT IN FIELD)

PROPOSED 24" CMP STORM DRAIN RE-ALIGNMENT

PROPOSED 2'-0" MAX HGT PLANTER WALL

PROPOSED WATER FEATURE (PSP) RIM=116.00 WS=115.50

OPEN TO BELOW FF=116.00

PROPOSED OUTDOOR KITCHEN FF=126.00

PROPOSED MAIN FLOOR FF=126.00

PROPOSED SINGLE FAMILY RESIDENCE 1ST FLOOR FF=128.00 FG=127.33 BASEMENT FF=116.00 FG=115.33

INDICATES BASEMENT LINE BELOW FF=116.00

PROPOSED LAWN DECK TD=126.00

PROPOSED POOL (PSP) RIM=126.00 WS=125.50

PROPOSED SEATING AREA FS=124.00

INDICATES STABILIZATION PILES PER SEPARATE PERMIT (TYP)

PROPOSED POOL (PSP) RIM=126.00 WS=125.50

OUTDOOR COURTYARD FG=132.00

FF=132.00 FG=129.33

4-12" STEPS @ 6" EA.

8-24" STEPS @ 6.3" EA.

APPROXIMATE ALIGNMENT OF PRIVATE CMP STORM DRAIN PIPE TO BE RE-ALIGNED PER PLAN SEE DRAINAGE NOTE*

APPROXIMATE ALIGNMENT OF PRIVATE CMP STORM DRAIN PIPE THROUGH SUBJECT PROPERTY (NO EVIDENCE OF EXISTING EASEMENT) SEE DRAINAGE NOTE*

PROPOSED POOL (PSP) RIM=130.00 WS=129.50

CONNECT TO EXISTING PRIVATE CMP STORM DRAIN (CONTRACT TO VERIFY INVERT IN FIELD)

GRADE BREAK

DRIVEWAY

CONSTRUCTION NOTES

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0 10 20 30

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DRAINAGE NOTE

PROPOSED IMPROVEMENTS WILL REQUIRE EXISTING CMP STORM DRAIN PIPE TO BE RE-REROUTED THROUGH THE SUBJECT PROPERTY. THE EXTENT OF ANY MODIFICATIONS WILL NOT ALTER THE NATURAL DRAINAGE FLOW COURSE.

REGISTERED PROFESSIONAL ENGINEER LEONARD T. LISTON III No.93123 CIVIL STATE OF CALIFORNIA

#	REVISIONS	DATE

PREPARED BY:

LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
889 Pierce Court, Suite 101, Thousand Oaks, California 91360
818-991-7148 • 805-497-1244 • lcegroupinc.com • workfiles@lcegroupinc.com

93123
REGISTERED ENGINEER RCE DATE

CITY OF MALIBU

ENLARGED GRADING AND DRAINAGE PLAN

25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE	CHECKED BY / DATE	SHEET 5 OF 8
PK/ 1/26/2026	PK/ 1/26/2026	

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MATCHLINE SEE SHEET 5

PACIFIC COAST HIGHWAY

CALTRANS R/W

LIMIT OF 30% SLOPE (TYP)

PROPOSED WATER FEATURE (PSP) RIM=136.00, WS=135.50

YARD AREA FG=134.00

PROPOSED WATER FEATURE (PSP) RIM=134.00 WS=133.50

PROPOSED POOL (PSP) RIM=136.00 WS=135.50

PROPOSED DECK FS=134.00

FF=134.00 FG=133.33

PROPOSED OFFICE FF=136.00 FG=135.33

TRASH ENCLOSURE FS=134.00

PROPOSED 24" CMP STORM DRAIN RE-ALIGNMENT

PROPOSED 24" CMP STORM DRAIN RE-ALIGNMENT

INDICATES STABILIZATION PILES PER SEPARATE PERMIT (TYP)

LIMIT OF 30% SLOPE (TYP)

PL

SCALE: 1"=10'

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REGISTERED PROFESSIONAL ENGINEER LEONARD T. LISOWYJ No.93123 CIVIL STATE OF CALIFORNIA

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25200 PACIFIC COAST HIGHWAY

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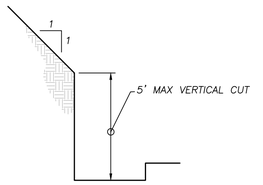
PK/ 1/26/2026	PK/ 1/26/2026	

X:\LCE GROUP\Civil\JOBS\17000\17746 PARRISH LLC\DWG\SHT\17746 SHT 7 GP.dwg Jan 26, 2026, 1:38pm Patrick Kauffman



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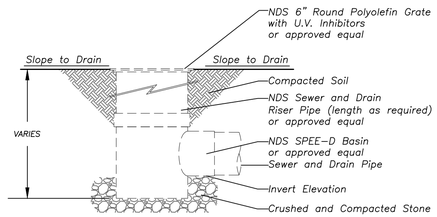

DETAIL NO. 4 6" ROUND GRATE
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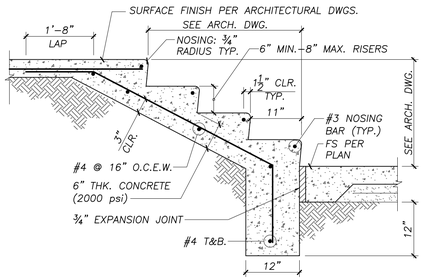
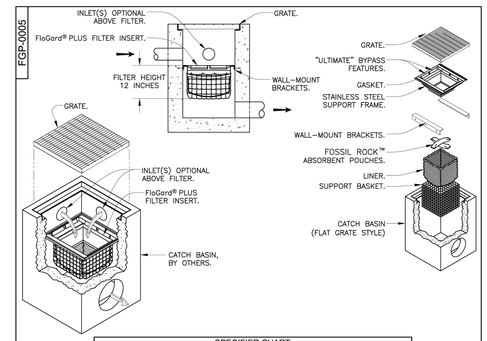


DETAIL NO. 8 CONC. STAIRS ON GRADE
N.T.S.



SPECIFIER CHART								
MODEL NO.	STANDARD & SHALLOW DEPTH (Data in these columns is the same for both STANDARD & SHALLOW versions)			STANDARD DEPTH -30 Inches-		MODEL NO.	SHALLOW DEPTH -12 Inches-	
STANDARD DEPTH	INLET ID Inside Dimension (Inch x Inch)	GRATE OD Outside Dimension (Inch x Inch)	TOTAL BYPASS CAPACITY (cu. ft. / sec.)	SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)	SHALLOW DEPTH	SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)
FGP-1836W	18 X 36	18 X 40	6.9	2.3	1.8	FGP-1836WB	1.3	.9
FGP-24W	24 X 24	24 X 27	6.1	2.2	1.5	FGP-24WB	1.25	.85
FGP-2436W	24 X 36	24 X 40	8.0	3.4	2.0	FGP-2436WB	1.95	1.15
FGP-48W	48 X 48	54 X 54	18.6	8.8	4.8	FGP-48WB	5.0	2.7

NOTES:
1. Filter insert shall have a high flow bypass feature.
2. Filter support frame shall be constructed from stainless steel Type 304.
3. Filter medium shall be *Fossil Rock* ™, installed and maintained in accordance with manufacturer specifications.
4. Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.

FloGard®
Catch Basin Insert Filter
Wall Mount Style
Inlet Filtration

U.S. PATENT

Oldcastle® Stormwater Solutions
7501 Southpark Plaza, Suite 200 | Littleton, CO | 80120 | Ph: 800.579.8819 | oldcastlestormwater.com
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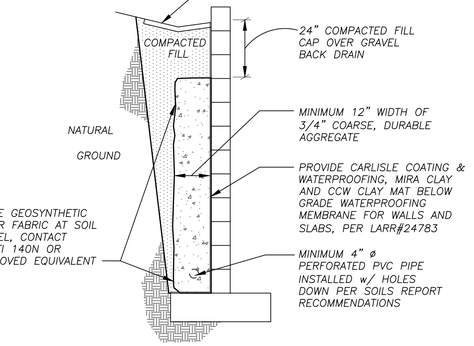
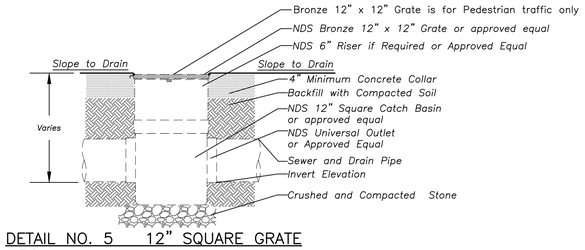
DRAWING NO.	REV.	BY / DATE	SHEET
FGP-0005	B	JPR 7/13/16	JPR 1/25/13	SHEET 1 OF 1

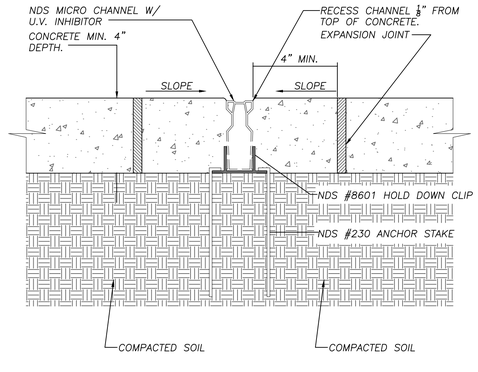
DETAIL NO. 10 WALL MOUNTED FILTER INSERT
N.T.S.

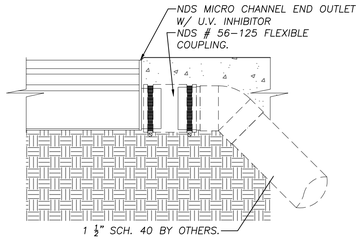


DETAIL NO. 2 BACKFILL
N.T.S.

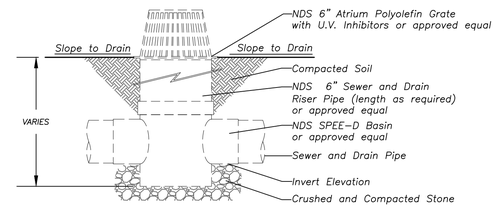


DETAIL NO. 5 12" SQUARE GRATE
N.T.S.

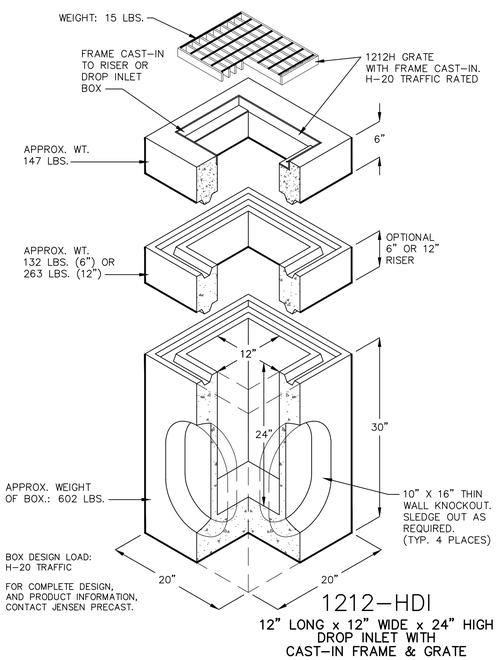




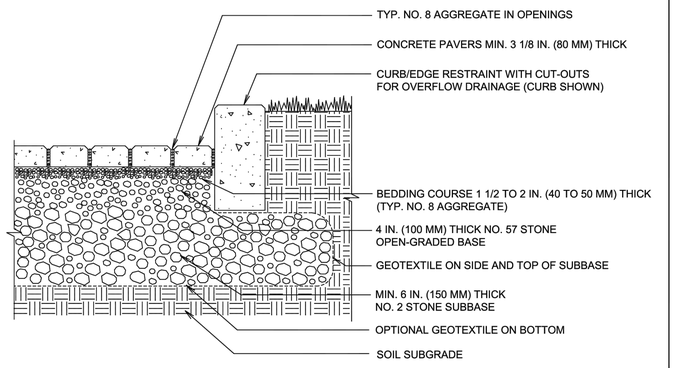
DETAIL NO. 9 CHANNEL DRAIN
N.T.S.



DETAIL NO. 6 6" ATRIUM GRATE
N.T.S.



DETAIL NO. 7 12" CATCH BASIN
N.T.S.



NOTES:
1. 2 3/8 IN. (60 MM) THICK PAVERS MAY BE USED IN PEDESTRIAN APPLICATIONS.
2. NO. 2 STONE SUBBASE THICKNESS VARIES WITH DESIGN.
CONSULT ICPI PERMEABLE INTERLOCKING CONCRETE PAVEMENT MANUAL.

PERMEABLE PAVEMENT WITH FULL EXFILTRATION TO SOIL SUBGRADE

DRAWING NO. ICPI-68
SCALE NO SCALE

DETAIL NO. 3 PERMEABLE DRIVEWAY
N.T.S.

REGISTERED PROFESSIONAL ENGINEER
LEONARD T. LISTON III
No.93123
CIVIL
STATE OF CALIFORNIA

#	REVISIONS	DATE

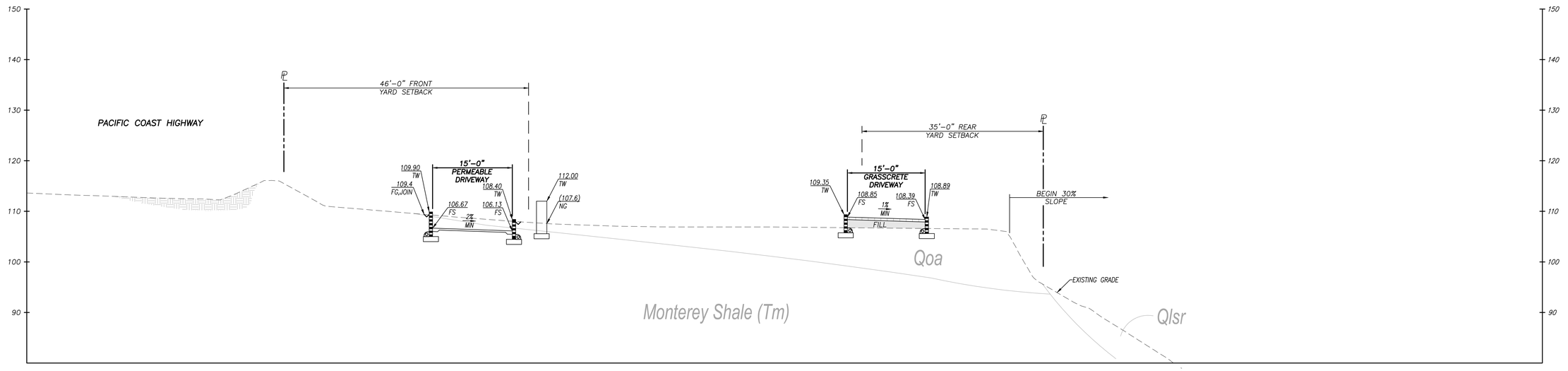
PREPARED BY:
LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
889 Pierce Court, Suite 101, Thousand Oaks, California 91360
818-991-7148 • 805-497-1244 • lcengroupinc.com • workflow@lcengroupinc.com

93123
REGISTERED ENGINEER RCE DATE

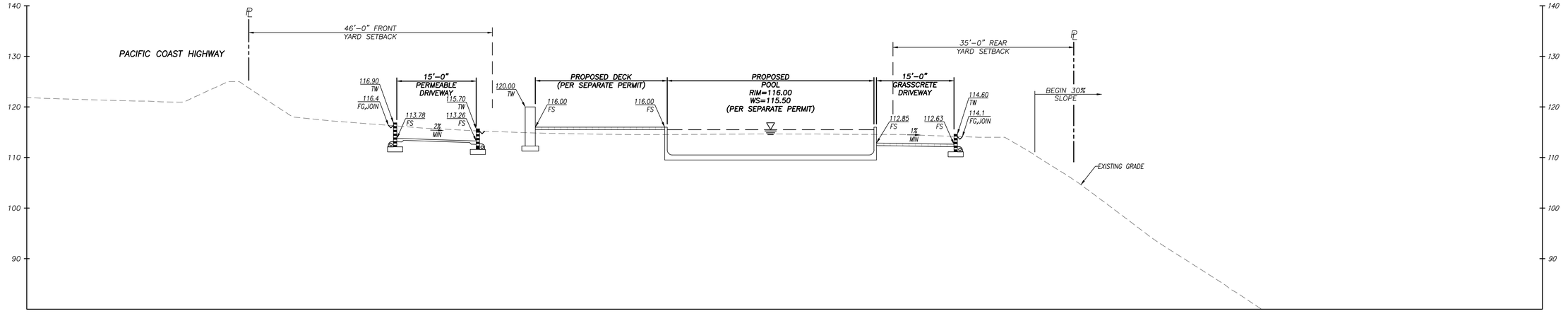
CITY OF MALIBU
DETAILS
25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE	CHECKED BY / DATE	SHEET
PK/ 1/26/2026	PK/ 1/26/2026	SHEET 7 OF 8

X: \LCE GROUP\CAD\JOBS\7000\7746 PARPCH LLC\CIVIL\DWG\SHT\7746 SHT 5 XSEC DET.dwg Jan 26, 2026, 1:08pm Patrick Kauffman



SECTION A
1"=10'



SECTION B
1"=10'

811 DIAL TOLL FREE 811
AT LEAST TWO DAYS BEFORE YOU DIG
Know what's below. Call before you dig.
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER LEONARD T. LISTON III No.93123 CIVIL STATE OF CALIFORNIA

#	REVISIONS	DATE

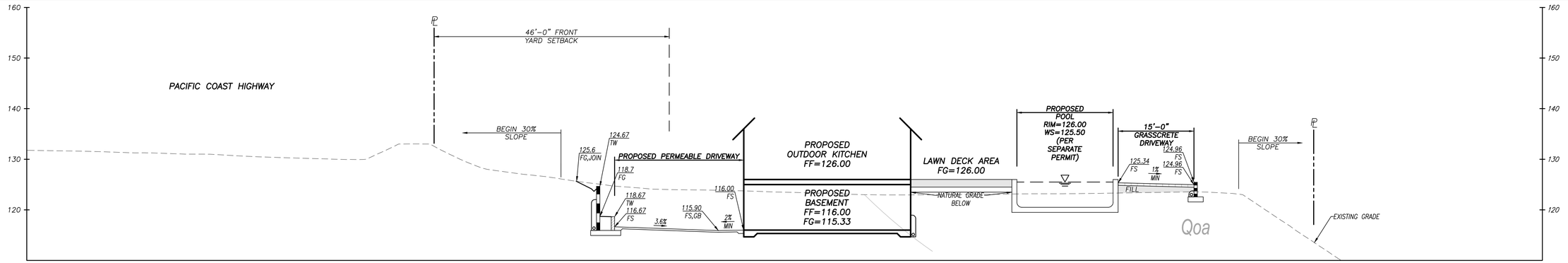
PREPARED BY:
LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
889 Pierce Court, Suite 101, Thousand Oaks, California 91360
818-991-7148 • 805-497-1244 • lcegroupinc.com • workfiles@lcegroupinc.com

93123
REGISTERED ENGINEER RCE DATE

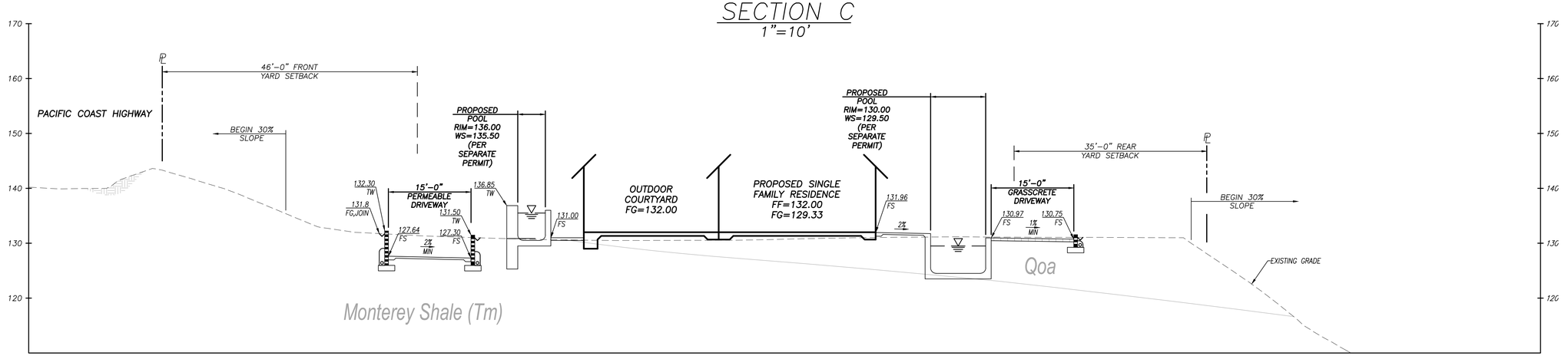
CITY OF MALIBU
CROSS SECTIONS
25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE	CHECKED BY / DATE	SHEET 8 OF 8
PK/ 1/26/2026	PK/ 1/26/2026	

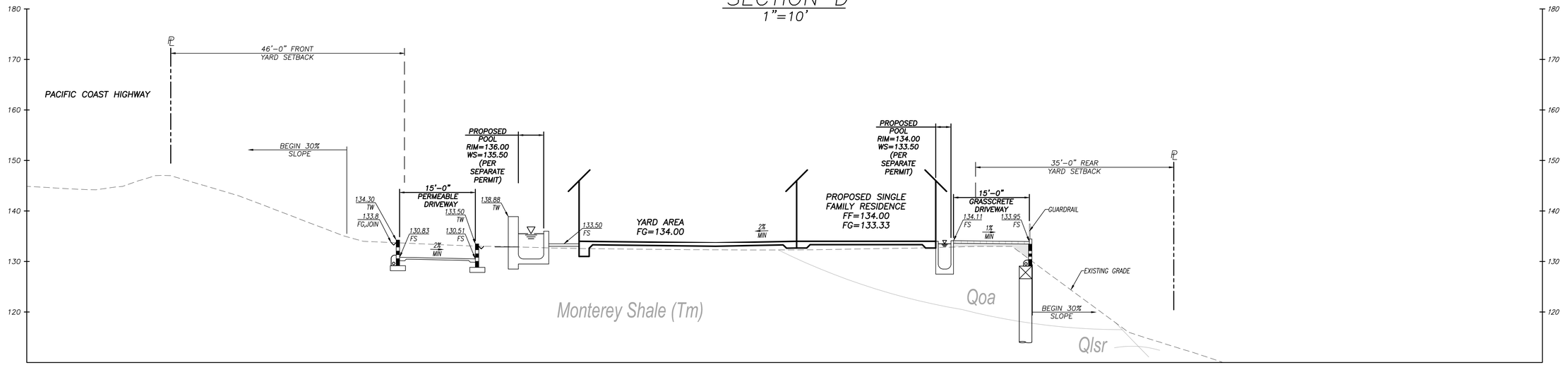
X:\LCE GROUP\Civil\JOBS\7000\7748 PARISH LLC\CIVIL\DWG\SHT\7748 SHT 5 XSEC DET.dwg Jan 26, 2026, 1:08pm Patrick Kaufman



SECTION C
1"=10'



SECTION D
1"=10'



SECTION E
1"=10'

811 Know what's below. Call before you dig.
DIAL TOLL FREE 811
AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

REGISTERED PROFESSIONAL ENGINEER — LEONARD I. LISON II — No.93123 — CIVIL — STATE OF CALIFORNIA

#	REVISIONS	DATE

PREPARED BY:
LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
889 Pierce Court, Suite 101, Thousand Oaks, California 91360
818-991-7148 • 805-497-1244 • lcegroupinc.com • wcefiles@lcegroupinc.com

93123
REGISTERED ENGINEER RCE DATE

CITY OF MALIBU
CROSS SECTIONS (CONT)
25200 PACIFIC COAST HIGHWAY

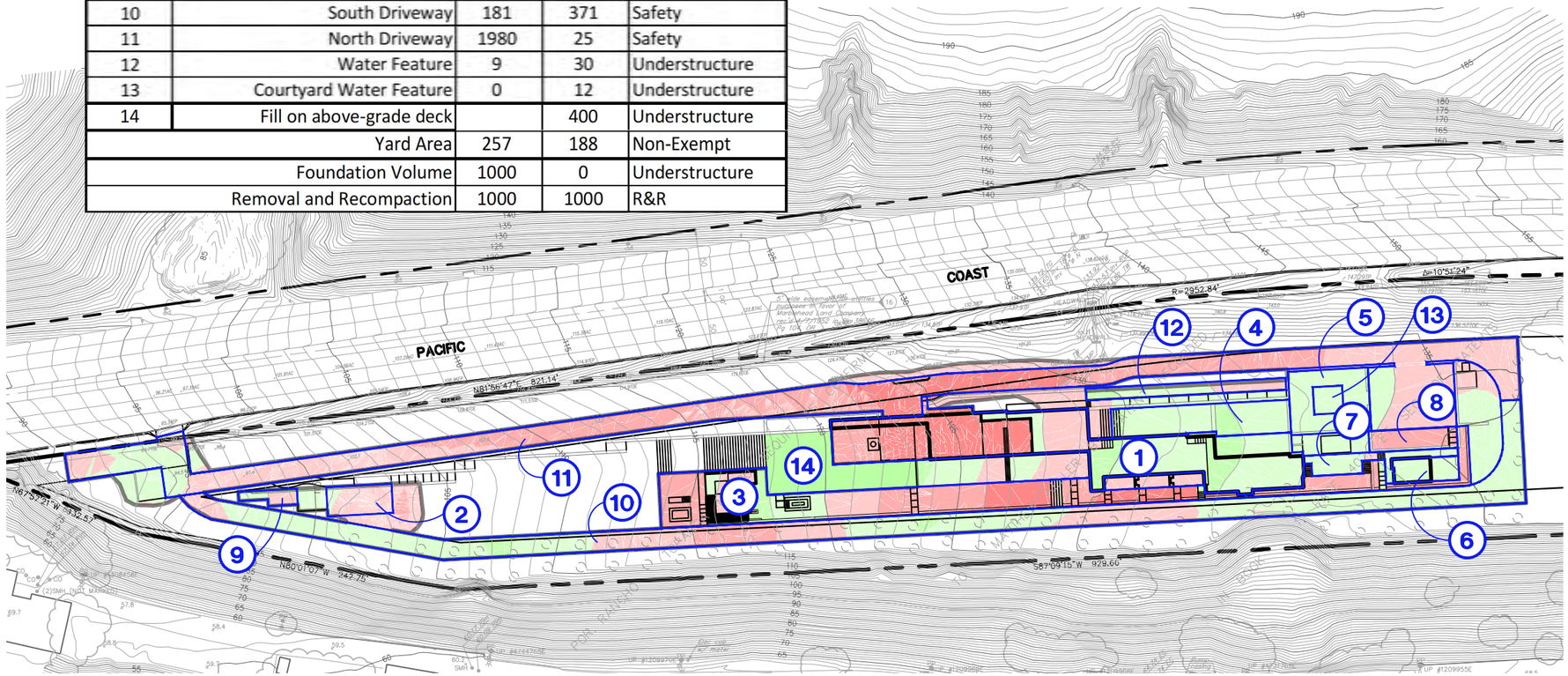
DRAWN BY / DATE	CHECKED BY / DATE	SHEET 8A OF 8
PK/ 1/26/2026	PK/ 1/26/2026	

X:\LCE GROUP\Civil\JOBS\7700\7748 PARPICH LLC\CIVIL\DWG\SHT\7748 SHT 5 ASEC DET.dwg Jan 26, 2026, 1:08pm Patrick Kaufman

No.	Subareas	Cut (CY)	Fill (CY)	Grading Type
1	Main House	1485	329	Understructure
2	Deck	37	1	Non-Exempt
3	Main Pool	1409	152	Understructure
4	Courtyard #1	0	165	Non-Exempt
5	Courtyard #2	0	56	Non-Exempt
6	Office	0	49	Understructure
7	Office Deck	0	38	Non-Exempt
8	Office Pool	144	9	Understructure
9	Pool	5	9	Understructure
10	South Driveway	181	371	Safety
11	North Driveway	1980	25	Safety
12	Water Feature	9	30	Understructure
13	Courtyard Water Feature	0	12	Understructure
14	Fill on above-grade deck		400	Understructure
	Yard Area	257	188	Non-Exempt
	Foundation Volume	1000	0	Understructure
	Removal and Recompaction	1000	1000	R&R

EARTHWORK QUANTITIES

	Exempt			Non-Exempt	Remedial	Total
	R&R	Understructure	Safety			
Cut	1,000	4,052	2,161	294	0	7,507
Fill	1,000	990	396	448	0	2,834
Total	2,000	5,042	2,557	742	0	10,341
Import	0	0	0	154	0	0
Export	0	3,062	1,765	0	0	4,673



CUT / FILL LEGEND:

CUT

−20'	TO −12'
−12'	TO −6'
−6'	TO −2'
−2'	TO 0'

FILL

0'	TO 2'
2'	TO 6'
6'	TO 12'

100' 50' 0' 100' 200'

GRAPHIC SCALE: 1"=100'

LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
CIVIL • STRUCTURAL • GEOTECHNICAL
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818-991-7148 • 805-497-1244 • lcegroupinc.com • info@lcegroupinc.com

EARTHWORK EXHIBIT

25200 PACIFIC COAST HIGHWAY
MALIBU, CA

K:\LCE GROUP\Civil\JOBS\7700\7746 PARDOW LLC\CIVIL\DWG\01 GRADING AND EXHIBIT\7746 EW EXHIBIT.dwg Jan 27, 2026 - 4:39pm Patrick Kauffman

Received
1/20/26
Planning Div.

From: Beata
To: Planning Commission
Subject: Re: Coastal Development Permit (CDP) #19-012, Conditional Certificate of Compliance #21-004 and Lot Merger #24-002 25200 Pacific Coast Highway , APNs 4459-013-021 & 4459-014-018
Date: Monday, January 19, 2026 9:09:29 PM

>
> January 15th, 2026
>
> Dear Planning Commissioners,
>
> I am a resident of Old Bayshore Drive, directly below the proposed development at 25000 Pacific Coast Highway, and wish to express my concerns for new proposed project on top of the hill above my property.
>
> Putting such a massive compound on the hill above Old Bayshore Dr road will put all our homes on that road in jeopardy. There is already excessive amount of water in that hill, hence city installed dewatering pumps monitored on regular basis by city employees or subcontractors.
>
> Then, there is unresolved CalTrans water runoff intake from PCH that dumps water into that property and the hill bellow, which goes into broken, not fixable pipe. This issue is particularly alarming given the history of landslides and past lawsuit brought by the late Steve Karsh vs CalTrans, never addressed properly or fixed.
> The mentioned land movement goes from the property in question diagonal west to east all the way to empty lot on the beach, remains after one of the houses lost as a result of the slide, again not resolved.
> There has been no recent major movements due to no or minimal disturbance to current ecosystem.
>
> We do not want the repeat of unfortunate landslide caused by construction of Rappaporrt house on the bigger and more stable nearby lot of PCH.
> That massive construction and dirt removal to the point of offering free dirt, caused land slide which destroyed or damaged multiple houses below, making Malibu Rd landslide local and national news. We would like to prevent history repeating itself.
> Our Malibu Road neighbors and friends spent millions of dollars trying to protect their homes by putting temporary retention walls to stop dirt from coming into their homes and on lawyer's fees fighting the city and Mr Rappaport. Years of litigations drove a lot of people out of their homes and out of Malibu.
>
> In my opinion the construction is too massive and we (living below that hill) should be protected in case of any land movement towards our homes.
> There should be some kind of guarantee to protect our homes, i.e: retention walls build, funds put aside….
>
> Thank you for your attention and I hope that you will take our safety and environmental concerns into consideration.
>
> Sincerely,
> Beata Skulski
> [redacted]
>
>
>
>
>
> Sent from my iPhone

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/20/26 Time 7:30 a.m.
Planning Commission meeting of 1/20/26
Agenda Item No. 4B
Total No. of Pages 1

ATTACHMENT 3

Received
1/20/26
Planning Div.

From: [redacted]
To: Planning Commission
Subject: Fw: 1-20-26 item 4B 25200 PCh
Date: Saturday, January 17, 2026 9:27:14 PM
Attachments: - pc weintraub 25200 pch - 1-20-25.docx

> Commissioners attach are Slow Growths comments on the above referenced project. Best, Patt

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/20/26 Time 7:30 a.m.
Planning Commission meeting of 1/20/26
Agenda Item No. 4B
Total No. of Pages 4

To: Members of the Planning Commission
From: Malibu Coalition for Slow Growth by Patt healy
Re: 25200 PCH item 4B
Date: 1-20-26

Honorable Members of the Planning Commission,

Obstruction of Protected View

Over the years little by little, project by project, protected public scenic views along PCH are being blocked by structures and/or landscaping.

This project's height and its landscaping as currently proposed would block an important and a stunning ocean view from PCH, a designated scenic highway. This view needs to be protected and preserved.

Findings

This project as designed can not meet the necessary findings for the planning Commission to approve the project.

These LIP 13.9 findings can't be made for the approval of this Coastal Development Permit:

Finding 1. That the project as described in the application and accompanying materials, as modified by any conditions of approval, conforms with the certified City of Malibu Local Coastal Program. Since this project will substantially block the public view, it doesn't meet the LCP requirement and this finding can't be made.

Finding 3. The project is the least environmentally damaging alternative. Our recommendation below would be a less damaging alternative.

LIP 6.4 Findings A Coastal Development Permit for the proposed development shall only be granted if the City's decision-making body is able to find that: 1. The project, as proposed, will have no significant adverse scenic or visual impacts due to project design, location on the site or other reasons. As designed it will have a significant adverse impact scenic and visual impact.

2. The project, as conditioned, will not have significant adverse scenic or visual impacts due to required project modifications, landscaping or other conditions.. The impact will be significant as currently designed **.**

3. The project, as proposed or as conditioned, is the least environmentally damaging alternative. It is not the least environmentally damaging alternative. A smaller project or by grading the site elevation in order to make the project invisible from PCH is possible and a

landscape plan that doesn't impact scenic views is possible. And are less environmentally damaging alternatives.

4. There are no feasible alternatives to development that would avoid or substantially lessen any significant adverse impacts on scenic and visual resources A smaller project by grading the site elevation low enough to prevent all structures from being seen from PCH is possible and a landscape plan that doesn't impact scenic views is possible.

5. Development in a specific location on the site may have adverse scenic and visual impacts but will eliminate, minimize, or otherwise contribute to conformance to sensitive resource protection policies contained in the certified LCP. As located the project does not achieve this.

Please adhere to the LIP, do the right thing for Malibu Residents, commuters, and visitors alike who travel this portion of the highway by conditioning this project's development, including but not limited to , structures, retaining walls, fencing, the entrance gate be invisible from PCH.

On page241 of 1358 states it would take more than 1000 cu,yds of grading and retaining walls to accomplish this. *Substantial earthwork would need to occur to lower the current grade several more feet to set the buildings completely below PCH and/or the berms. The resulting amount of grading would likely exceed the maximum allowed 1,000 cubic yards for non-exempt grading. In addition, further retaining walls would likely be necessary to create the building pad, given the surrounding slopes.*

It is more acceptable for the Planning Commission to grant variances for higher retaining walls and for excessive grading to lower the elevation height of the site to prevent a PCH view obstruction than to allow a permanent view obstruction of the current highly scenic view from PCH.

Landscaping

Condition *31 states: To minimize bluewater view obstruction from PCH, on-site vegetation, including trees, shall be selected and located to have a maximum growth height at maturity that will not extend above the PCH grade or Caltrans berms, whichever is higher, and be maintained at this height. The Final Landscape Plan submitted for plan check approval shall reflect this requirement.* The existing landscaping plan in the staff packet has vegetation that doesn't comply with this condition and it would be prudent before project approval to require the applicant to submit a new landscaping plan that conforms to this condition for review by the Commission and the public.

Berm

There is no guarantee that the existing Cal Trans berm will be kept in place. Please condition the project to require keeping the existing Cal Trans Berm in place or if over time the berm has

to be removed the property owner will have to replace it with landscaping to be maintained at the height of the existing berm. For if the berm is removed over time for some reason and there is no replacement landscaping the residence will once again be seen from the highway blocking the public view.

Public Views Protected

An applicant is not guaranteed the maximum TDSF or a desired height if public views are obstructed. A project can be denied or modified due to: visual impacts or a public view obstruction.

Merger

Although we are not advocating for it, the requested Merger is discretionary and if the Commission wants it can deny it to preserve this important scenic view.

Conclusion

We respectfully request that the project be denied as designed and redesigned to eliminate the obstruction of public views as seen from PCH by either reducing the height of the structures and/or by granting a variance to allow higher retaining walls and excessive grading to lower the elevation height of the site.

Thank you for considering our comments.

Received
1/20/26
Planning Div.

From: Jun Fujita
To: Planning Commission
Subject: 25200 PCH
Date: Tuesday, January 20, 2026 3:35:17 PM
Attachments: Gmail - email to Josh_planning.pdf

---

please enter this into the comments for 25200 PCH
Concerned Citizens of Malibu Road, Inc

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/20/26 Time 3:36 p.m.
Planning Commission meeting of 1/20/26
Agenda Item No. 4B
Total No. of Pages 9

25200 PCH
Let the record show that the list of questions from January 11 were unanswered by Geotech engineer Josh Feffer a meeting with the neighbors was scheduled with 2 hours notice, a follow up email was sent.

email to Josh

11 messages

Jun Fujita [redacted] Mon, Dec 15, 2025 at 2:20 PM
To: admin@feffergeo.com

Hi Josh,

I am very worried about 25200 Pacific Coast Highway.... We still have concerns as residents below, could you alleviate our concerns, with water is being introduced to a known slide assessment area where water is actively being removed from it, I did not see this in your response...it seems like only the site was studied and not the impact to our properties down below and causing instability. You guys are putting a lot of water into the slide plane...and is very concerning and scary...
Feel free to give me a call.

Thank you,
Jun
[redacted]

Geneva Carter <geneva@feffergeo.com> Mon, Dec 15, 2025 at 2:59 PM
To: Jun Fujita [redacted]
Cc: Josh Feffer <josh@feffergeo.com>

Hi Jun,

Confirming receipt of your email. I have passed along this message to Josh and I will have him contact you.

Thank you!

Geneva Carter

Office Manager

1990 S. Bundy Drive, Suite 400

Los Angeles, CA 90025

o. 310-207-5048

f. 310-826-0182

www.feffergeo.com

FEFFER
GEOLOGICAL CONSULTING

[Quoted text hidden]

Jun Fujita [redacted] Mon, Jan 5, 2026 at 12:55 PM

To: Geneva Carter <geneva@feffergeo.com>
Cc: Josh Feffer <josh@feffergeo.com>

Hi Josh,
Thanks for getting back to me.

We are very worried that 5200 PCH will cause the soil to come down the slope to the houses below. 25200 PCH is going to be putting water into a known slide plus putting in all of those pools. I think this spells trouble...Residents familiar with the slides in the city are saying it is a very bad idea to introduce water into a known slide...

Thanks,
Jun
[Quoted text hidden]

Josh Feffer <josh@feffergeo.com> Mon, Jan 5, 2026 at 1:28 PM
To: Jun Fujita [redacted] Geneva Carter <geneva@feffergeo.com>

Hi,

Happy to properly explain the science and geology to you and why the development will only improve the existing conditions.

Joshua R. Feffer

Principal Geologist

1990 S. Bundy Drive, Suite 400

Los Angeles, CA 90025

o. 310-207-5048

c. 310-502-0771

f. 310-826-0182

www.feffergeo.com

FEFFER
GEOLOGICAL CONSULTING

From: Jun Fujita [redacted]
Sent: Monday, January 5, 2026 12:55 PM
To: Geneva Carter <geneva@feffergeo.com>
Cc: Josh Feffer <josh@feffergeo.com>
Subject: Re: email to Josh

Hi Josh,

Thanks for getting back to me.

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Thanks,

Jun

On Mon, Dec 15, 2025 at 2:59 PM Geneva Carter <geneva@feffergeo.com> wrote:

> Hi Jun,
>
> Confirming receipt of your email. I have passed along this message to Josh and I will have him contact you.
>
> Thank you!
>
> **Geneva Carter**
>
> *Office Manager*
>
> 1990 S. Bundy Drive, Suite 400
>
> Los Angeles, CA 90025
>
> o. 310-207-5048
>
> f. 310-826-0182
>
> https://link.edgepilot.com/s/03c0a755/eyNEa6knBE_-nGjtt7MtWQ?u=http://www.feffergeo.com/
>
> [Quoted text hidden]

Jun Fujita [redacted] Mon, Jan 5, 2026 at 1:38 PM
To: Josh Feffer <josh@feffergeo.com>

That would be helpful
Could you expand on that?

Thanks,
Jun
[Quoted text hidden]

Josh Feffer <josh@feffergeo.com> Mon, Jan 5, 2026 at 4:48 PM
To: Jun Fujita [redacted]

Yes,

Currently the water is not controlled on the property, potentially flows over the slope during heavy rainfall, and puddles and soaks into the ground. All of this has the potential to raise the water table and create slope failures.

After development, the water will be controlled, won't be allowed to flow over the slope, and will be stored and not soak into the ground. This will lessen the risk of failure over what currently exists.

Currently the properties along Bayshore currently have a slope and a pad above that don't have the code required factor of safety. There is theoretically a potential for the load from the slope and the pad to come down; this is the fear I would think that the properties along Bayshore have.

After development, with the installation of 2 rows of piles and tieback anchors, the load from the pad is entirely isolated and removed from the equation. Any load that the pad above has, potentially weighing on the slope, is completely eliminated. This increases the stability.

Know that concrete and steel (used in the piles and tiebacks) are much stronger than the existing soil and bedrock. Therefore, installing the concrete and steel will make the soil and bedrock stronger.

I'm happy to speak with you about this. I obviously understand people's concern about the unknown and what ifs, but this project has been exhaustively analyzed and the stability improved, so technically, it's only going to be stronger and better notwithstanding someone's fear.

There simply is no scenario where a lot that currently is vacant and not stabilized, is not improved by controlling drainage and installing structural systems designed to improve stability.

Joshua R. Feffer

Principal Geologist

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Los Angeles, CA 90025

o. 310-207-5048

c. 310-502-0771

f. 310-826-0182

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FEFFER
GEOLOGICAL CONSULTING

From: Jun Fujita[redacted]
Sent: Monday, January 5, 2026 1:38 PM
To: Josh Feffer <josh@feffergeo.com>
Subject: Re: email to Josh

That would be helpful

Could you expand on that?

Thanks,

Jun

On Mon, Jan 5, 2026 at 1:28 PM Josh Feffer <josh@feffergeo.com> wrote:

> Hi,
>
> Happy to properly explain the science and geology to you and why the development will only improve the existing conditions.
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> Joshua R. Feffer
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> Principal Geologist
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> https://link.edgepilot.com/s/f40bd43a/tBLAYPVzz0Gd2PhQ_fF3YQ?u=http://www.feffergeo.com/
>
> [Quoted text hidden]

--------- Forwarded message ---------
From: **Josh Feffer** <josh@feffergeo.com>
Date: Mon, Jan 5, 2026 at 4:48 PM
Subject: RE: email to Josh
To: Jun Fujita [redacted]

[Quoted text hidden]

Jun Fujita [redacted] Sun, Jan 11, 2026 at 6:11 PM
To: Josh Feffer <josh@feffergeo.com>

Hi Josh,

Thank you for your reply regarding 25200 PCH.
I think the main issue Pacific Coast Land Consulting(PCLC) is bringing up is that SI5 and SI6 pre 2004 movement data is not used, and the "no significant movement" comment in the reports is for monitoring purposes and not for design purposes. According to PCLC, the slide plane extends way under 25200 PCH and not as shallow as it is currently designed. Also per PCLC currently we don't see analysis that shows the project does not increase instability off the subject site from the caisson wall to the toe of the slide and worst case analysis that is 100 year. Is not including SI5 and SI6 a short term analysis and not a 100 year worst case analysis?

You said all of the water is controlled, are you capturing all of the water from irrigation and septic and taking it off site? Do you know where the water goes once released into the hill from 25200 PCH? Our concern is that the water is raising the water table in the hill and ending up on the ocean-side of Bayshore like it did in 1998. The concern is that the water from 25200 PCH travels under Bayshore and wash out the road and houses possibly up to Malibu Road. This is what happened in the heavy rains of 1998. Shouldn't all the irrigation be controlled also? All the landscaping maybe should be in pots with zero-scaping so that water is not added to the water table?

When two houses below 25200 PCH washed away after the 1998 heavy rain, those residents who witnessed it said the area of collapse was the South(ocean-side) of Bayshore that collapsed. The ground collapsed in a very large area and the ground dropped roughly 10 feet from level of the road and this slide is visible now. Could you provide us with the shear strength calculation from the caisson wall down to the toe to show that the project is not causing any failures.

I am sounding the alarm bells that according to PCLC stability will be affected if ground water is added via the project could cause further instability according to Pacific Coast Land Consulting. We already know there is too much water in the slide, hence the city has the dewatering wells to remove the water as you know. 25200 PCH 's irrigation water and septic water would percolate adding to the water table and may destabilize the slide that has already moved in the past and so the water could travel under our houses possibly causing damage. If built, water in the hill should be monitored specifically for 25200, if it will contribute water to the water table and there should be an agreement that if the water table is increased, water pumps should be added.

Again, I am raising the alarm bells, old timer Malibu residents said we should look at the past - Big Rock slide limits bathrooms and bedrooms so not to worsen the slide below, the Rappaport slide had mud going into peoples homes and was in litigation for five years, 1998 rain washed away houses on Bayshore and Malibu Road! We would like to see analysis that the project does not increase instability off the subject site to the toe of the slide and worst case analysis that is 100 year. Long time Malibu residents familiar with Malibu slides are telling me introducing water into a known slide is a very bad idea especially when the water is being pumped out.

According to PCLC, we have not seen analysis beyond your property line(off site) that the project will not worsen the stability of the hill(from the ridge to the toe at Malibu Road) due to
-additional water from the project due to irrigation, septic etc_show this does not increase instability, how is water controlled?
-is there any instability from all of the holes from the stabilization piers, that is a lot of holes, two long rows
-SI5 and SI6 is not utilized but "no significant movement" on the inclinometer reports is not design data, movement pre 2004 is not used, and should be worst case scenario, "glide plane" in older reports is not treated as a "slide plane", would this be considered short term analysis and not long term 100 year analysis?
-PCLC says the contour map extends way into 25200 PCH when SI5 and SI6 are considered along with "glide plane" from previous reports, which would make the stabilization piers deeper
-displacement of soil from pools and basements(should there be no pools and no basements allowed?)
-pool leaks, are there alarms?
-PCLC is asking you to send us a structure contour map that uses depth of movement from SI5 and SI6, the pre 2004 movement
-PCLC says there is not enough data on your boring logs
-PCLC says more monitoring is required, one wet season
-PCLC requests shear strength calculations from the caisson wall down to toe of slide at Malibu Road
-Please see PCLC letter for additional issues not responded to

PCLC wrote a response letter, could you respond to it? If PCLC is correct, this sounds like it would be devastating for the houses below in a worst case scenario. Per PCLC, please show that the 25200 PCH project will not increase instability off site(to the properties below) with a worst case analysis(that considers per 2004 movement data) that is 100 year analysis. Per PCLC currently we don't see analysis that shows the project does not increase instability off the subject site to the toe of the slide and worst case analysis that is 100 year.

Thank you in advance.

Best,
Jun

Thanks,
Jun
[Quoted text hidden]

Jun Fujita [redacted] Mon, Jan 19, 2026 at 1:04 PM
To: Jun Fujita [redacted]

[Quoted text hidden]

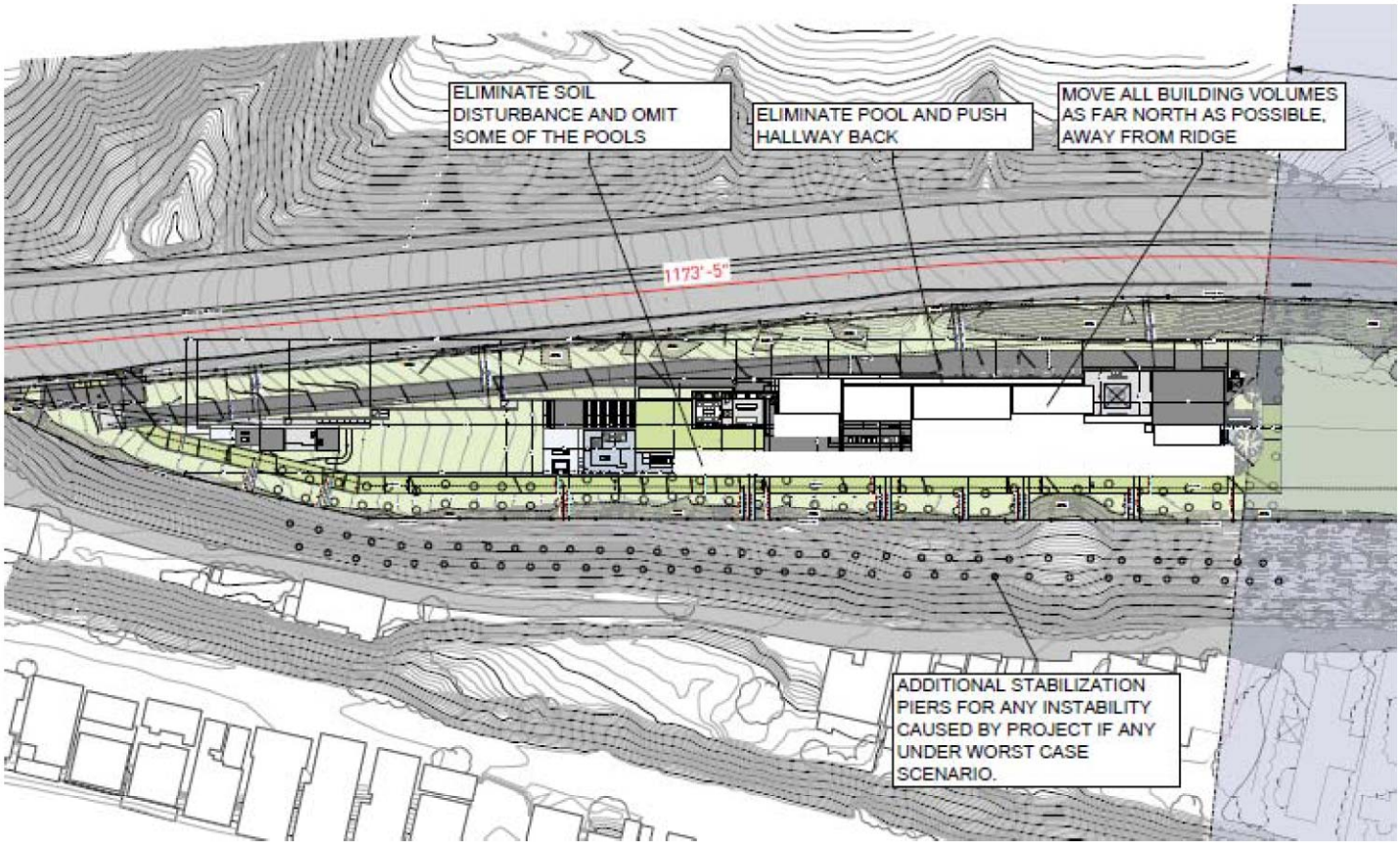
Jun Fujita [redacted] Tue, Jan 20, 2026 at 3:30 PM
To: Josh Feffer <josh@feffergeo.com>

Hi Josh,

I could not make it to the meeting, there was two hours notice! I understand from the meeting that there is a "plan" for all the water going into the soil? How are you avoiding adding to the water table? Or if there is water added, do you know where it is going? Is it going South Or North? Could you let me know so I can let the neighbors know.
Could you answer unanswered questions? Also unanswered issues from his letter dated Dec 12?

There are nice old ladies and their husbands and nice families living down below they are really nice people we are really worried about death and damage to properties! I talked to the Rappaport slide folks yesterday said they almost died!

Also maybe this might be helpful, PCLC suggested stabilization piles mid way down the hill with easements. This would mean the $10 mil valuation on the piers is likely $15 or $20M. PCLC says you might be able to get away with three rows.



Thanks,
Jun Fujita Hall
Concerned Citizens of Malibu Road
[Quoted text hidden]

Received
1/20/26
Planning Div.

From: Chris Deleau
To: Planning Commission; Allison Cook; Tyler Eaton; Patricia Salazar
Cc: Don Schmitz; Scott Hoeft; Schmitz and Associates; Catherine A. Lambert; Richard Weintraub; Jake Jesson
Subject: Fw: Applicant"s Response to Correspondence from Jo Drummond to Coastal Staff - CDP No. 19-012 (25200 PCH, Malibu, CA 90265 (PARPCH, LLC)
Date: Monday, January 19, 2026 4:49:43 PM
Attachments: Feffer Geological response to Ralph Jeffery Ltr to City of Malibu.pdf
2025.12.16 Applicant ResponseTo Jo Drummond Letter - ITEM 5.C. December 16, 2025 PC Hearing - 25200 PCH.pdf
Jo Drummond Correspondence to Coastal Commission re 25200 PCH CDP No. 19-02.pdf
Importance: High

Allison, our firm recently prepared and submitted a letter to the California Coastal Commission (CCC) in response to correspondence from Jo Drummond to the CCC. This correspondence is below with attachments above. If you could please forward this correspondence to staff and Planning Commissioners it would be greatly appreciated.

Best,

Chris Deleau, JD, AICP
Principal Planner, Schmitz and Associates

747.494.7293
schmitzandassociates.com
cdeleau@schmitzandassociates.net
28230 Agoura Rd. Suite 200, Agoura Hills, CA 91301

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From: Chris Deleau <cdeleau@schmitzandassociates.net>
Sent: Tuesday, December 30, 2025 5:34 PM
To: Gonzalez, Denise@Coastal <Denise.Gonzalez@coastal.ca.gov>
Cc: Gough, Gabriella@Coastal <gabriella.gough@coastal.ca.gov>; Don Schmitz <dons@schmitzandassociates.net>; Scott Hoeft <shoeft@schmitzandassociates.net>; Benjamin Suber <bsuber@schmitzandassociates.net>; Catherine A. Lambert <clambert@schmitzandassociates.net>; Diana Springer <dspringer@schmitzandassociates.net>
Subject: Applicant's Response to Correspondence from Jo Drummond to Coastal Staff - CDP No. 19-012 (25200 PCH, Malibu, CA 90265 (PARPCH, LLC)

Hi Denise,

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/20/26 Time 7:30 a.m.
Planning Commission meeting of 1/20/26
Agenda Item No. 4B
Total No. of Pages 38

The purpose of this correspondence is to respond to a recent email from Jo Drummond (See attached) to Commission staff regarding CDP no. 19-012 (25200 PCH- Malibu). Our firm represents the applicant, PARPCH, LLC, on the processing of this application, which is currently pending hearing.

To begin with, it should be noted that Ms. Drummond is not a licensed geologist, geotechnical engineer, or civil engineer, rather; her background is in Public Relations & Media Consulting. Her comments regarding geology and site stability are reiterative of a comment letter to the city from geologist Ralph Jeffery. Mr. Jeffery's comments have been addressed by the applicant's geologist, Feffer Geological Consulting, in a response letter submitted to the city (See attached). The city Geologist and Geotechnical Engineer have reviewed Feffer's response and found no merit in Mr. Jeffery's comments, and the city is recommending approval of the project.

The remainder of Ms. Drummond's comments, which involve Planning, code, or CEQA issues, have been addressed in a letter this firm submitted to the city on December 16, 2025 (See attached).

The applicant's project has been painstakingly designed to comply with all LCP requirements and is consistent therewith. Should Commission staff have any questions about the applicant's project or wish to discuss it with our project team, including the project geologist or other project consultants, we would be pleased to do so.

Sincerely,

Chris Deleau, JD, AICP
Special Projects Manager, Schmitz and Associates

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cdeleau@schmitzandassociates.net
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Schmitz & Associates, Inc.
28230 Agoura Road, Suite 100
Agoura Hills, CA 91301

December 16, 2025

Attn: Rebecca Evans, Senior Mgt. Analyst
Planning Department
23825 Stuart Ranch Road
Malibu, CA 90265

Cc: Planning Commission Chair Leonard and Commissioners
Allison Cook, Contract Planner
Tyler Eaton, Ast. Community Development Director

RE: Applicant's Response to Jo Drummond letter dated December 12, 2025, Re: CDP No. 19-012 Lot Merger 24-002, COC No. 19-009, for the property located at 25200 PCH, Malibu, CA 90265 (APNs: 4459-013-021; 4459-014-018) -- **ITEM 5.C. 2025.12.16 Planning Commission Hearing**

Honorable Chair Leonard and Commissioners,

Please find below the Applicant's responses to the comments submitted by Ms. Jo Drummond in the correspondence referenced above:

1. **Geology & Soils:**

Comment A: Ms. Drummond alleges that a Variance is required, pursuant to LIP Sec. 9.4(D), because the project site does not meet the static and pseudostatic factors of safety required by the LCP and City's Geotechnical Guidelines.

Applicant Response A: Nothing in any code requires that a site must meet the slope stability factors of safety *in its pre-development condition*. Ms. Drummond misinterprets the code. No Variance is required.

Comment B: Ms. Drummond provides extensive reference to a residential remodel project in Big Rock (East Malibu) in support of her request to stop review and processing of the applicant's project.

Applicant Response B: Ms. Drummond is not a geologist, nor does she have any expertise in the field. She offers her lay opinion on matters that are far beyond her knowledge or understanding. She attempts to analogize a residential remodel project in Big Rock several miles away from the 25200 property. The Big Rock project was located in a Massive landslide that encompasses the entire neighborhood. The applicant's proposed development is NOT located in a landslide but adjacent thereto. The Piedra Chica project in Big Rock could not meet the requisite factors of safety required by code, even with site stabilization efforts; whereas the applicant's project meets and exceeds the required factors of safety. Having said that, geology is a science, not part of the humanities. A property's geology is site specific and cannot be likened to another with completely different geology. The Piedra Chica project has no relevance or bearing on the geology of 25200 PCH or the applicant's project.

Comment C: Ms. Drummond argues that the project does not meet the requirements of LIP 9.4(E) which states in part, "Measures to remediate or stabilize landslides... shall be designed to be the least environmentally damaging alternative and to minimize landform alteration."

Applicant Response to Comment C: Ms. Drummond cites the correct code provision and then misapplies the facts to the rule. LIP Sec. 9.4(E) does not relate to the nature or scope of the residential development itself. This section requires that any remedial or preventative measures recommended by a soils or geotechnical engineer [related to landslide stabilization only] be most protective of views and seek to limit to the maximum extent feasible, landform alteration. The project's use of deepened foundations is consistent with this requirement. Also, the project does not propose ANY development within the landslides that abut the property/ development area.

Comment D: Ms. Drummond argues that deep pile embedment into a known landslide is geologically dangerous and unsupported.

Applicant Response to Comment D: No portion of the project, including the Piles, is proposed within a landslide; NONE. The piles are located to the north and to the west of the landslides which are largely located off property to the south and to the east. This comment is completely inaccurate. Her other comments regarding site stability and soils conditions

are lay opinion not based on science and the city has reviewed and dismissed these comments as inaccurate.

2. **California Environmental Quality Act (CEQA)**

Comment E: Ms. Drummond argues that various adverse geologic conditions on the property creates “unusual circumstances” that preclude the City from utilizing a Categorical Exemption from CEQA.

Applicant’s Response to Comment E: The project is categorically exempt from CEQA (Class 3). Ms. Drummond mischaracterizes and misinterprets the CEQA standard of review under the Berkley Hillside case [*Berkeley Hillside Preservation v. City of Berkeley* (2012) 203 Cal.App.4th 656.]. Ms. Drummond claims that the proximity of landslides near the project creates "unusual circumstances" that would exclude an otherwise categorically exempt project from a Class 3 CEQA exemption.

There were very similar facts in the Berkley Hillside case, where the city of Berkely approved a 10,000 sq. ft. single-family home within a mapped landslide and fault zone with remedial measures having been implemented to improve site stability. The City found that the mere presence of challenging geologic conditions on the property did not result in 'unusual circumstances' that would make the use of a Categorical CEQA exemption inappropriate. The Supreme Court of California upheld the City's decision to approve the CEQA Exemption, and the city's finding that the challenging geologic conditions did not constitute an unusual circumstance.

The applicant's project has an analogous fact set and an even stronger argument than the applicant in the Berkley Hillside case, because unlike the Berkely project, the applicant's project does not propose any development within a mapped landslide zone. The applicant's project proposes to significantly reduce the load on the adjacent landslides through the use of a pile and tieback system. This takes weight off the hillsides to the south and east of the project site, where the landslides are located, and provides improved stability to the existing homes located on Bayshore Dr. and Malibu Rd., which are located in the actual landslides. The project will have a net beneficial effect for the neighbors below.

Conclusion/ Comment F: Ms. Drummond refers to the project as "egregious…non-compliant…" She argues that the project is geotechnically unsound and its review is a waste of time and resources.

Applicant Response to Comment F: These comments contain only hyperbole, misstatement of fact, and lay opinion. They are not instructive to the Commission or relevant to the applicant's project. To the extent that Ms. Drummond does not want *any* new development in Malibu, message received.

Sincerely,

Chris Deleau, JD, AICP
Special Projects Manager, Schmitz and Associates

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28230 Agoura Rd. Suite 200, Agoura Hills, CA 91301

FEFFER
GEOLOGICAL CONSULTING

August 20, 2025 File No. 1992-75

PARPCH, LLC.
P.O. Box 6528
Malibu, CA 90264

Subject: **RESPONSE TO RALPH JEFFERY LETTER**
Preliminary Report by Pacific Coast Land Consulting
Dated August 15, 2025

References: **PRELIMINARY GEOTECHNICAL FEASIBILITY INVESTIGATION**
23000-25200 Pacific Coast Highway, Malibu, CA 90265
By: Feffer Geological Consulting, Dated May 21, 2018

GEOTECHNICAL REVIEW SHEET
25200 Pacific Coast Highway, Malibu, CA 90265
By: City of Malibu Dated August 27, 2018
Response By: Feffer Geological, Dated November 20, 2018

GEOTECHNICAL REVIEW SHEET
25200 Pacific Coast Highway, Malibu, CA 90265
By: City of Malibu, Dated January 14, 2019
Response By: Feffer Geological, Dated December 17, 2019

GEOTECHNICAL REVIEW SHEET
25200 Pacific Coast Highway, Malibu, CA 90265
By: City of Malibu, Dated January 30, 2020

GEOTECHNICAL REVIEW SHEET
25200 Pacific Coast Highway, Malibu, CA 90265
By: City of Malibu, Dated August 4, 2020
Response By: Feffer Geological, Dated June 18, 2020

GEOTECHNICAL REVIEW SHEET
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
Response By: Feffer Geological, Dated November 18, 2021

GEOTECHNICAL REVIEW SHEET
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018

City of Malibu Review Letter Dated February 28, 2022
Response By: Feffer Geological, Dated April 28, 2022

GEOTECHNICAL REVIEW SHEET
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
City of Malibu Review Letter Dated July 5, 2022
Response By: Feffer Geological, Dated September 28, 2022

GEOTECHNICAL REVIEW SHEET (APPROVAL)
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
City of Malibu Review Letter Dated November 11, 2022

ADDENDUM LETTER I
Proposed Soldier Pile and Tieback Stabilization System
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
Response By: Feffer Geological, Dated January 6, 2023

GEOTECHNICAL REVIEW SHEET
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
City of Malibu Review Letter Dated February 14, 2023

RESPONSE TO CITY OF MALIBU
Proposed Soldier Pile and Tieback Stabilization System
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
Response By: Feffer Geological, Dated March 17, 2023

GEOTECHNICAL APPROVAL SHEET
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
City of Malibu Review Letter Dated April 11, 2023

Dear PARPCH, LLC:

As requested, Feffer Geological Consulting is providing this letter in response to the referenced report by Pacific Coast Land Consulting. We appreciate the opportunity to be of service. Should you have any questions regarding the information contained in this report, please do not hesitate to contact us.

Sincerely,

FEFFER GEOLOGICAL CONSULTING, INC.

Joshua R. Feffer
Principal Engineering Geologist
C.E.G. 2138

Distribution: Addressee– (1)

INTRODUCTION

Pacific Coast Land Consulting (Ralph Jeffery) has brought up several points that we will refute in a line by line reply below. However, it should be noted that Ralph is questioning the judgement of both the City of Malibu's reviewing geologist and engineer, as well as the competency of Feffer Geological Consulting, Inc. Furthermore, many of the points that Ralph brings up have already been exhaustively addressed, explained, and analyzed within the 9 reports that were prepared by this office over a 5-year period along with the associated City of Malibu review and approval sheets.

A summary of the allegations is as follows and were taken from Ralphs 4.0 Conclusions of his letter:

ALLEGATION 1
The Feffer report for 25200 PCH does not address previously existing and well documented sliding.

RESPONSE
This statement is not correct, and it appears that Ralph has not reviewed the extensive discussion that has already occurred regarding this allegation. We recommend he familiarize himself with the documents produced by this firm.

As taken from the initial report that we wrote dated May 21, 2018:

3.5.1 LANDSLIDE DISCUSSION

Since the study of this property began in the Early 1960's ancient landslides have been inferred to underlie much of the subject site. A preliminary map produced by the USGS in 1961 delineated a slide area that surrounded most of the property and extended from Puerco Canyon as far west as Corral Canyon, and as far north as the Pacific Coast Highway.

Many of the previous consultants that have provided a geotechnical report for the subject property have built their conclusions around a combination of aerial photographs, geologic maps, and the geotechnical reports produced by Stone Geological (which later became Robert Stone and Associates), and the work of Leighton and Associates.

The first geotechnical investigation was conducted by Stone Geological (SG) and completed on December 11, 1962. The investigation consisted of 16 total bucket-auger borings within the vicinity and 8 along the subject property, which ranged in depth from 18 to 55 feet beneath the surface.

Stone Geological determined that the subject property was underlain by multiple intersecting ancient landslides that crossed the property line to the south, and continued beneath neighboring properties below the south-facing descending slope.

To delineate these slide boundaries, SG used a compilation of aerial photographs, geologic maps, and subsurface investigation. The borings were drilled and logged by the Donald R. Warren Company for Stone Geological.

Careful review of the report, and the data collected by SG, indicate that some liberty was taken in the interpretation of the data to identify possible ancient landslide boundaries and slide planes. Of the eight exploratory borings along the subject property, only one boring (SG B-4), contains a structural measurement that could potentially be identified as a feature related to landsliding. Interpretations of landsliding was based predominantly on the review of aerial photographs.

In April of 1965 Pacific Soils Engineering, Inc. (PSE) produced a landslide investigation of the subject property. A total of 17 bucket-auger borings were drilled to depth ranging from 5.5 to 64 feet beneath the surface. None of the boring logs, maps, or associated figures completed by Pacific Soils could be located in the records, and therefore locations of borings, findings, and interpretations cannot be verified.

In March of 1968 F. Beach Leighton provided a preliminary geologic review of the subject property. This preliminary review did not include a subsurface investigation, and therefore contains no data for comparison with past or recent explorations.

Additional work by Robert Stone and Associates (RSA) was conducted in May of 1969, once again in collaboration with Donald R. Warren. Of the 21 total bucket-auger borings completed, 10 were excavated on the subject site. Within the 10 borings conducted on the subject site, seven contained structural measurements, and none positively identified ancient or recent landslide planes or related features.

In 1979 Leighton and Associates (L&A) completed a final geotechnical investigation which included 12 continuous trenches on the subject property. None of the 16 bucket-auger borings were located on the subject site. Within the 12 trenches along the subject property only four trenches (LT-2, LT-7, LT-8, LT-11) identified features that could potentially be related to ancient landsliding. Fault trench 8 (LT-8), located near the eastern most edge of the subject site adjacent to the southern oriented canyon, was used in conjunction with our findings from the recent exploration to create an area delineated as a "No Build Zone" (Section 3.4.3).

Leighton identified several ancient slides on and in the vicinity of the subject site that were labelled as Qlsa 1-6. According to Leighton and Associates, none of these slides have exhibited any evidence of recent movement. These boundaries were ultimately used to delineate the landslide boundaries within the Malibu Road Landslide Assessment District report, which began in 1981. These landslide areas are discussed as follows:

***Qlsa1**-The majority of this ancient slide is located offsite the subject property and only partially affects the northeast corner. The ancient slide movement in this area is inferred to be towards the east and affects Pacific Coast Highway.*

Qlsa2- *This slide affects the easternmost portion of the subject site and is located within the thin layer of fill that was placed by Donald R. Warren circa 1952. Movement is inferred in an easterly direction towards the canyon located on the east side of the property.*

Based on the uncertainty of the landslide in the area of Qlsa-1 and Qlsa-2, and its depth and location adjacent to a canyon, we have established a "No Build Zone" as shown on the Geologic Map. This area will be isolated from the remainder of the subject lot by the installation of soldier piles.

Qlsa3- *This ancient slide, according to Leighton, has had no evidence of recent movement. Leighton's trenches LT-7 and LT-8 extended across the mapped edge of the slide and are described as "disturbed terrace" in contact with bedrock. This firm drilled borings FGB-1, FGB-7, FGB-8 and Trench FGT-1 within the delineated area of Qlsa3 and found no evidence of ancient sliding and simply a contact between the terrace and bedrock with no adverse orientations. Nonetheless, as discussed below, the entirety of the terrace (or ancient slide as described by Leighton) will be remedially removed and recompacted as a controlled and certified fill.*

Qlsa4- *This ancient slide is delineated by Leighton as a smaller slide to the west of Qlsa3. No concise evidence was found within Leighton's exploratory logs for the existence of this slide on the subject pad. Within Leighton LT-4, a questioned possible rupture surface was delineated. However this firm drilled FGB-3 and FGB-6 and simply observed a contact between the terrace and bedrock with no adverse orientations. Nonetheless, as discussed below, the entirety of the terrace (or ancient slide as described by Leighton) will be remedially removed and recompacted as a controlled and certified fill.*

Qlsa5- *This ancient slide is delineated by Leighton as a smaller slide to the west of Qlsa4. No evidence was found within Leighton's exploratory logs for the existence of this slide on the subject pad. The interpretation of this ancient slide is based entirely on borings located along Bayshore Drive to the south of the subject property. This firm drilled FGB-9 and found no evidence of ancient sliding or adverse orientations. Nonetheless, as discussed below, the entirety of the terrace (or ancient slide as described by Leighton) will be remedially removed and recompacted as a controlled and certified fill.*

Qlsa6- *This slide is located entirely offsite and to the west, and does not affect the subject property.*

In summary, evidence from Leighton and Associates (L&A) which positively identifies or locates head scarps, toes, slide planes, or other geomorphic features that are related to landsliding, appears to be very limited. Furthermore, L&A concluded that there are no known reactivations of the underlying ancient landslides.

According to L&A, the recent landsliding which occurred below the property line followed excessive rainfall in 1978 and occurred due to the failure of fill material that was placed on the lower pad, making up the lower terrace adjacent to Bayshore Drive, during early grading in 1952.

Smaller surficial failures were observed by Leighton and Associates on the south descending slope along the southern property line. Leighton and Associates attributed these shallow slumps to the uncontrolled or concentrated runoff over the top of the slopes due to diversions caused by CalTrans. The superficial failures were determined to have occurred in fill material overlying the subject site. None of the recent surficial slides have been observed to be deep seated.

In October of 1989, LeRoy Crandall and associates provided a geotechnical review of the subject site which did not include any additional on-site investigations. This report provided little to no value for the purpose of landslide assessment on the subject property.

In 1981 the County of Los Angeles established The Malibu Road Landslide Assessment District, following the activation of the recent landslide in 1978 on the properties below the subject on Bayshore Drive and Malibu Road. The Malibu Road district was monitored annually by the City until 1991, then independently monitored by consultants from 1991 to the present.

In an effort to quantify movement and the stability of the Malibu Road district, a series of hydraugers, slope inclometers, piezometers, and dewatering wells were installed beginning in the early 1980's. By 1998 Slope inclometers/piezometers SI-5 and SI-6 were installed along Bayshore drive, just south of the subject property. Since quarterly measurements began in 1998 (and continue today) of both SI-5 and SI-6, annul reports conclude that no significant movement is occurring.

C.Y. Geotech, Inc. (CYG) provided a geotechnical investigation in August of 2000, which included the drilling of 5 bucket-auger borings to a maximum depth of 66 feet, five test pits, and five seismic trenches to a maximum depth of 12.5 feet. Data collected by CYG contains no evidence of landslide planes or landslide debris within any of the excavations on the subject property.

3.5.2 LANDSLIDE CONCLUSION

Intensive review of research shows that, while there has been an abundance of exploration on the subject property, no one has been able to clearly identify and map the ancient landslide boundaries or related structural features that likely exist beneath the subject property.

The pre-graded site topography does suggest that ancient landslides exist, at least partially, beneath the subject property. However, the extent and depth to which the ancient slides exist remains uncertain as indicated by previous and current geologic explorations.

No evidence of ancient landsliding was observed within the recent excavations performed by this firm. The inferred landsliding on the subject site seems to be the contact between the overlying alluvium/terrace and the underlying bedrock. No evidence of landsliding within the bedrock was observed.

The recent landsliding that has occurred (e.g. 1978) and surficial slumping are not related to deep seated failures and were predominantly due to poor drainage conditions. Active landsliding along the slope below the subject property is entirely offsite.

In addition, we answered the following specific question from the City of Malibu Reviewers in our response letter dated November 20, 2018.

Item 5
The PGC (Project Geotechnical Consultant) states in the ***Landslide Conclusion*** *section of their report that no evidence of ancient landsliding was observed based on their exploration, and no evidence of landsliding within the bedrock was observed. They also state that, while there has been an abundance of exploration on the property in the past, no consultant has been able to clearly identify and map the landslide boundaries, and the extent and depth to which the landslides exist remains uncertain as indicated by previous and current exploration. However, the geotechnical map indicates most of the exploratory borings performed by the consultant to further assess landslides at the site are located very close to the limit of the landslides. Based on the above, the PGC needs to update their geotechnical map and cross-sections to depict their interpretation of the geologic conditions under the site based on all subsurface data presented to date. Additional exploration appears necessary to further characterize the conditions and map with certainty the limits and depths of landslides which may affect the proposed development on and adjacent to the property.*

Response:
An updated map is provided to illustrate the interpretations by this office of the existing

by others will be removed as part of the development of the property. Further investigation of a condition that will be remediated as part of the development does not appear to be warranted.

An additional map, separate from the "Geotechnical Map" is labeled as a "Geologic Map" and is included to illustrate all previous investigations in the site vicinity. This additional map is being used to reduce confusion on the Geotechnical Map and to illustrate the extent of work completed within and around the site.

To summarize, the ancient landslides that are illustrated on the maps are a conservative acceptance of previous interpretation. The site will be stabilized with a row of soldier piles at the top of the descending slope, and any potentially adverse geologic conditions will be completely removed through grading. Moreover, geogrid will be utilized to reinforce the newly removed and recompacted material to achieve an acceptable factor of safety.

As outlined in the landslide summary below, even though the site was previously interpreted to have ancient landslides, a detailed review of the individual boring logs within the delineated ancient landslides does not conclusively support those findings. Boring logs by this firm and others are also attached for reference.

Landslide Summary

A discussion of borings by others on site and within the inferred ancient landslides is included below.

Qlsa-2

Robert Stone and Associates (1968/69)

B-11: Boring eleven only provides structural measurements at depths of 40.5, 42.5 and 49 feet beneath the surface in the bedrock. The orientation observed at 40.5' is simply a contact between the marine terrace material and the bedrock. The contact is a shallow southeast dipping plane (9-12°) that is reasonable for such wave cut and near shore depositional environments.

Two clay beds were measured at 42.5 and 49 feet and they both dip approximately 30° towards the northeast and into the slope. Fracturing typical of normal geologic process were recorded, but no landslide was directly observed in this boring.

B-13: Boring thirteen contains structural measurements at 4, 21, 25, and 40 feet below the ground surface. All measurements, with the exception of one, dip generally in a north direction ranging from 11 to 60° at most. Similar to boring 11, a gently (~20°) southeast dipping contact is recorded between the terrace material and bedrock. Fracturing and minor shearing typical of normal geologic process were recorded, but no landslide was directly observed in this boring.

Additionally, this inferred ancient slide will be completely isolated by a row of north-south trending piles and no habitable structures will be built within the delineated "No Build Zone". This is a precautionary measure adopted to isolate the site from the historically unstable Puerco Canyon.

C.Y. Geotech (2000)

B-1: Boring one contains no structural measurements for reference. Fracturing and minor shearing typical of normal geologic process were recorded, but no landslide was directly observed in this boring.

Qlsa-3a

Stone Geological (1962)

B-4: Boring four contains one structural measurement striking N 68° E 37°S at a depth of 33-35' beneath the surface. This feature was interpreted as a "glide" plane, but the material was not designated as being landslide affected. Fracturing and minor shearing typical of normal geologic process were recorded, but no landslide was directly observed in this boring.

Robert Stone and Associates (1968/69)
B-10: Boring ten contains structural measurements at 10, 20, and 43' beneath the ground surface. A west dipping 25° contact is observed between the marine terrace material and underlying bedrock. At 20 feet the observed bedding orientation is dipping 25° towards the northeast, into the slope. A "possible slide plane" is observed at 32.5' however no orientation or description is given. The final bedding orientation at 43' is also observed to dip towards the northeast approximately 70°. Fracturing and minor shearing typical of normal geologic process were recorded, but no landslide was directly observed in this boring.

C.Y. Geotech (2000)
B-2: Boring two contains structural measurements at 17.3, 32.5, and 59 feet beneath the ground surface. A south dipping (33°) plane was measured at 17.3 feet and is interpreted as a thin clay layer. It is unclear if the measurement is in bedrock or terrace material, but descriptions more closely represent the onsite terrace material and we therefore interpret this plane as a basal contact between the terrace and bedrock. The depth of this contact is consistent with other interpretations and is a reasonable assumption based on the available data. At 32.5 feet a bedding orientation within the bedrock is measured to dip 73° towards the south. While this is a steep bedding orientation, it is consistent with overturned and folded bedding previously observed within this bedrock. At 59 feet a joint is measured to dip 83° towards the north. Fracturing and minor shearing typical of normal geologic process were recorded, but no landslide was directly observed in this boring.

Qlsa-5
Stone Geological (1962)
B-8: Boring eight contains no recorded structural measurements within the boring. A "slide plane" is recorded at 15 feet beneath the ground surface but not substantiated with a measurement or description of the material. This observation is therefore not considered useful for interpreting underlying conditions. Fracturing and minor shearing typical of normal geologic process were recorded, but no landslide was directly observed in this boring.

C.Y. Geotech (2000)
B-5: Boring five contains an abundance of structural measurements within the bedrock at 10, 13, 19.5, 23.5, 53.5, and 58.5 feet beneath the ground surface. At 13 feet bedding was observed to dip 40° to the north, into the slope. South dipping bedding orientations were measured to range from 19 to 54° for the remaining depths. While these orientations are locally out of slope, no landslide was directly observed within this boring. The observed fracturing and shearing is typical within this bedrock due to normal geologic processes.

Additionally, annual reporting by Fugro (2018) of the Malibu Road Landslide Assessment District indicates that no detectable movement has occurred in the slope inclinometers installed along Bayshore drive, south of the site. If ancient landslides do underlie the site, there is no evidence of recent movement since observations began in 1998.

In conclusion, despite an abundance of work, no consultant has been able to clearly identify and map the ancient landslide boundaries, and the extent and depth to which these landslides exist remains uncertain. Our interpretation is therefore a conservative acceptance of previous work to err on the side of safety for this project and neighboring properties.

ALLEGATION 2
The Feffer report only uses circular failure modes in analysis. The failure modes should be a user specified input. Furthermore, Shear strength utilized are not appropriate for the analysis.

RESPONSE
The statement is factually incorrect, and it appears Ralph just ignored or did not review the submitted reports. This firm performed both circular and translational (also known as planar) slope stability analysis to evaluate both types of failures for static and seismic conditions.

Furthermore, our extensive analysis evaluated the entire site slope, offsite portions of the slope, and even considered the possibility of the offsite slope failing away at the request of the City's reviewing engineer.

The complex analyses modeled landslide material, weak bedrock, high groundwater levels, and any potentially geologically hazardous conditions to provide the most conservative, and therefore safest approach for development.

The resulting soldier pile and tieback design that was approved was designed such that the entire site will remain safe and standing, even if the offsite portions (not owned by our client) has any instability issues.

As stated in the November 18, 2021 report as a response to a specific review item presented by the City of Malibu the following was provided:

Item 4
The consultant needs to perform translational slope stability analyses on all cross-sections with potential adverse geologic conditions (examples: Cross-Sections 2-2', 3-3', 4-4', 5-5' and 6-6'). Substantiated residual shear strength (example: residual shear strength used for landslide planes) should be utilized to model along-bedding shear strength. Mitigation measures should be recommended, as necessary.

Response:
A letter titled "Preliminary Slope Stability Analysis, 25200-25300 Pacific Coast Highway, Malibu, CA 90265" dated March 25, 2021 was provided to the reviewers to open a discussion regarding the selection of appropriate shear values for use in the requested translational analyses. A copy of this letter is provided at the back of this response for the record.

A conference call was initiated between this firm and the reviewers to mutually review and agree on the selection of shear values. Based on that call and the presented letter, all parties agreed that the following values could be used for the translational analysis.

Material	***Phi Angle (°)***	***Cohesion (psf)***	***Type***
Bedrock	*34.5*	*520*	*Ultimate*
	41	*720*	*Peak*
	16	*200*	*Back calc.*

The ultimate value shall be used to model static conditions, and the peak value shall be used to model seismic conditions that apply a 0.35g horizontal acceleration. To model potential adverse bedding planes an anisotropic function shall be adopted for south dipping bedding planes ranging from 10 to 30 degrees and the selected residual value will be applied to this range of bedding planes for translational analysis. Groundwater was also modeled in the additional analyses where applicable.

Translational Stability Analysis

As requested, cross sections 2, 3, 4, 5 and 6 were analyzed for translational stability to model potential adverse geologic conditions. Each section was analyzed under the "post construction" condition to consider all proposed new grades, building loads, groundwater conditions, and reinforcements. Each analysis utilized the spencer method with a non-circular block search. Search windows were placed at the top and bottom of each slope based on a trial-and-error method of selection. Once search windows were defined, reinforcements were added to the slopes and modified until reaching a 1.5 and 1.0 factor of safety (FS) for static and seismic conditions.

The analyses indicate that the existing slopes require a stabilization system to achieve a 1.5 and 1.0 factor of safety and to mitigate potential geologic instability.

It should be noted that section 6-6' was not evaluated further because most of the slope for section 6-6' is within the delineated "No-Build Zone". As stated in previous responses, the proposed row of piles is only recommended to isolate the proposed development from the "No-Build Zone" and are not required to increase the global factor of safety for the slope. As illustrated on the updated translational analysis, all factors of safety less than 1.5 exist within the "No-Build Zone", do not intersect the proposed row of piles, and do not intersect the proposed development. The existing slope in this area is performing well under current conditions but should not be modified.

Pile Design Analysis

After performing the translational analyses, a separate set of analyses were performed for sections 2, 3, 4, and 5 to evaluate the pile loads needed to achieve a 1.5 and 1.0 FS for each portion of the slope. A discussion is provided below:

Offsite Slope

First, we evaluated the offsite portion of the slope from the southern property line to Bayshore Drive. The purpose of this analysis was to determine if the offsite portion of the slope had adequate factors of safety. A summary of the results is provided below:

Section	***Static/Seismic***	***Factor of Safety***
2-2'	*Static*	*0.874*
	Seismic	*0.460*
3-3'	*Static*	*0.952*
	Seismic	*0.528*
4-4'	*Static*	*1.007*
	Seismic	*0.562*
5-5'	*Static*	*1.141*
	Seismic	*0.670*

Offsite Slope Removal

Once we determined the existing FS for the offsite portion of the descending slope, the "failed" wedge of material was removed from each section until the FS was no longer less than 1.5 or 1.0 for static and seismic conditions.

The removal of this material left a freestanding portion of the piles at the property line. The purpose of this analysis was to evaluate the project site under the theoretical assumption that the descending slope failed away and left behind the slope stabilization system.

Due to the complexity of the site geology, the following analyses were used to determine the pile loads required to retain the project site in a post failure condition.

Upper Slope

Next, we evaluated the pile loads required to stabilize the site between the top of the slope and the bottom of the freestanding pile (determined from the analysis above) under static and seismic conditions. This required an iterative approach in which piles were added and loads were increased until achieving a 1.5 and 1.0 FS.

Entire Slope

Finally, to evaluate deep seated instability we evaluated the pile loads required to stabilize the site between the top of the slope and the bottom of the slope. This also required an iterative approach in which piles were added and loads were increased until achieving a 1.5 and 1.0 FS. A summary of the analyses and recommendations for the design of the stabilization system is provided on Table 1. The project engineer should use these values to design an appropriate stabilization system. A combination of grade beams, tiebacks, or other methods may be used to assist in the design to accommodate high pile loads.

Conclusion
The attached analyses indicate that the existing slopes require a stabilization system to achieve a 1.5 and 1.0 factor of safety and to mitigate potential geologic instability. Once reinforced, the slopes are considered grossly stable. The updated site map and cross sections illustrate the proposed locations of the support system.

The updated geotechnical map is color coded to illustrate the approximate proposed pile locations. Transitions between piles with different depths shall occur approximately at the midpoint between analyzed sections. The actual number of piles, their precise locations, and actual dimensions will be determined by the project Structural engineer given the information provided herein. Prior to submittal, the slope stabilization design and layout should be provided to this firm for review and approval.

The analysis we used, the shear strengths adopted, and the depiction of the underlying geology was developed over 5 years with extensive review and subsurface investigation and laboratory testing and is appropriate for the site.

Our offices analysis was conducted utilizing both a geologist and civil engineer and in the opinion of the City reviewer, Ali Abdel-Haq, was well founded on appropriate data and methodology.

Pacific Coast Land Consulting has provided no analysis or alternative methodologies to support their allegation.

ALLEGATION 3
The pile system is too shallow to accommodate an upper slide surface and a lower slide surface. The existing factor of safety is based on rotational conditions only and does not include any analysis of a complex slide surface.

RESPONSE
Not only is this statement false, but is not based on any independent analysis. Ralph has not provided any evidence to support the claims made.

Our conclusions are based on the most conservative interpretation of the underlying geology that is supported by extensive subsurface exploration, laboratory data, and stability analysis completed by this firm. This issue was extensively reviewed and approved over 5 years and multiple reports on an iterative process with Chris Dean and Ali Abdel-Hak, reviewers for the City of Malibu.

The descending slope is about 70 feet in height. The preliminary structural design consists of two rows of piles near southern property line and one row of piles along the western portion of the site. These piles extend nearly the entire length of the site and will extend to depths ranging from 48 to 78.4 feet below the ground surface.

In addition, two rows of tiebacks ranging in length from 101 to 129 feet will also penetrate the slope and provide additional support for the soldier piles.

This complex design is based on the geotechnical recommendations that were provided by this firm in our report dated November 18, 2021. A preliminary pile design schematic is attached to the back of this letter.

ALLEGATION 4
There is inclinometer monitoring data that indicates the active slide is much larger and deeper that has been previously analyzed. Slope indicator reports show movement in si-5 and si-6 at depths of elevations of 32' and 39'. This much deeper that the currently mapped active slide and indicates that the head scarp of the upper slide will, be located up slope on the subject proper(sic)

RESPONSE
This allegation is contradicted by the City of Malibu Assessment District Report dated March 20, 2025 *"FY23/24 Maintenance and Monitoring AD98-3, Malibu Road, City of Malibu by Yeh Project No.220-278."*

The following is taken directly from section 2.2.1 Summary of Slope Inclinometer Monitoring Events, Page 5 of the referenced report.

A summary of key observations over the Monitoring Year include:

- The onset of new shear-type movement on the order of 0.2 inches or less was detected in inclinometers SI-1A, -2A and -4A during the Q1 surveys. No movement was recorded in SI-5 and SI-6.

The report specifically states that no movement was recorded in SI-5 and SI-6.

Additionally on Page 6 of the report, table 5 summarizes all of the inclinometer data.

FY23/24 Maintenance and Monitoring Report
AD98-3 Malibu Road

Project No. 220-278
March 20, 2025

Table 5: Summary of Inclinometer Survey Results

Facility ID	Interpreted Shear Displacement (inches)									
	6/9/23 to 1/11/24	1/11/24 to 2/7/24	2/7/24 to 2/13/24	2/13/24 to 2/21/24	2/21/24 to 2/28/24	2/28/24 to 3/7/24	3/7/24 to 3/13/24	3/13/24 or 3/7/24 to 9/16/24	Cumulative For 23-24 Monitoring Year	Depth of Interpreted Shear (feet)
SI-1A	none	none	<0.01	<0.01	<0.01	none	none	none	0.02	28
SI-2A	none	<0.01 (possible)	0.03	0.09	0.04	<0.01 (possible)	Access Blocked	none	0.16	32-34
SI-4A	none	none	0.03	0.12	0.05	<0.01 (possible)	Access Blocked	none	0.20	30-34
SI-5	None	none	N/R	N/R	none	none	N/R	N/R	none	N/A
SI-6	None	none	N/R	N/R	none	none	N/R	N/R	none	N/A

As can be seen, no movement was recorded in SI-5 and SI-6.

CONCLUSION

Over a more than 5-year period, this firm has spent countless hours performing onsite exploration (including physical downhole logging and trenching), a suite of laboratory testing, thorough and extensive review of previous work, and complex engineering calculations. The time spent has allowed us to not only become intimately familiar with this site, but to provide conservative geotechnical recommendations that will allow for a safe and habitable development. The construction of the recommended soldier pile and tieback design will ultimately result in a slope condition that is safer than its present condition.

Mr. Jeffery makes numerous allegations in a short 5-page report against our professional judgment, reporting and analysis, none of which is based on any independent engineering analysis/calculations, thorough review of reports (both our reports and decades worth of previous reporting by previous consultants, which are all publicly available), or any presentation of supporting data.

From: Gonzalez, Denise@Coastal <Denise.Gonzalez@coastal.ca.gov>
Sent: Tuesday, December 23, 2025 11:58:22 AM (UTC-08:00) Pacific Time (US & Canada)
To: Malibu Township Council [redacted]
Cc: Bill Sampson [redacted]; Patt Healy [redacted]com>; R N [redacted]; Tiffany Murray [redacted]; Jan Ravlich [redacted]; Rob Duboux <rduboux@malibucity.org>; Kraig Hill [redacted]; Bruce Silverstein <bsilverstein@malibucity.org>; Trevor Rusin <trevor.rusin@bbklaw.com>; Jyoti Drummond [redacted]; Tyler Eaton <teaton@malibucity.org>; Gough, Gabriella@Coastal <gabriella.gough@coastal.ca.gov>
Subject: Re: 25200 PCH - Weintraub property
Hi Jo,

I'm not sure you've received my email response from yesterday afternoon to your initial email below. To reiterate, Commission staff will review the City's staff report when this project is scheduled for a Planning Commission meeting and will provide any comments on the project if deemed necessary. We'll be sure to forward a copy of any comments or letters we submit to the City regarding this project.

Wishing you a wonderful holiday season!

Best,
Denise

Denise Gonzalez
District Supervisor
California Coastal Commission
South Central Coast District
89 South California Street, Suite 200
Ventura, CA 93001
Denise.Gonzalez@coastal.ca.gov | (805) 585-1800

From: Malibu Township Council [redacted]
Sent: Tuesday, December 23, 2025 8:57 AM
To: Gonzalez, Denise@Coastal <Denise.Gonzalez@coastal.ca.gov>
Cc: Bill Sampson [redacted]; Patt Healy [redacted]; R N [redacted]; Tiffany Murray [redacted]; Jan Ravlich [redacted]; Rob Duboux <rduboux@malibucity.org>; K Hill [redacted]; Bruce Silverstein <bsilverstein@malibucity.org>; Trevor Rusin <trevor.rusin@bbklaw.com>; Jyoti Drummond [redacted]; Tyler Eaton <teaton@malibucity.org>
Subject: Re: 25200 PCH - Weintraub property

Hi Denise!

I realize you might not get to this until the new year but if you can give an approximate time on when you can give an answer to the question about a variance requirement below that would be very helpful. The item is scheduled to be heard on Jan 12 or 19 and we need clarity by then.

Thanks very much! Jo Drummond
On behalf of MTC

On Dec 17, 2025, at 7:22 PM, Malibu Township Council [redacted] wrote:
Good morning Denise!

Hope all is well and you're ready for the upcoming holidays...:).

We have another question regarding a project at 25200 PCH, CDP 19-02. The project is for new construction of over 12000 sq ft including basement and underground garage, 10 pools and 12 bedrooms and bathrooms within the active Malibu Road Landslide Assessment District. As per the attached applicant's geotechnical report (three difft links below in case due to size) dated 11.18.2021 on p 563 the static factor of safety is calculated between 1.094 to 1.186 WELL BELOW the factor of safety threshold of 1.5. This would normally not meet Section 9.4 D of Malibu's LIP and require a variance for the factor of safety under Section 13.26.

HOWEVER, the City is NOT interpreting calculating the factor of safety at Worse Case scenario as required under Section 9.4D 2. and NOT requiring a VARIANCE for the factor of safety. This is BECAUSE the applicant's geotechnical consultant subsequently repeated a static and seismic slope stability test with fabricated values for using 100 ft piles to supposedly "mitigate" potential geologic instability and achieve a factor of safety of 1.5 static and 1.0 seismic. In fact on p 6 of the attached report dated 11.18.2021 it states: "The analyses indicate that the existing slopes require a stabilization system to achieve a 1.5 and 1.0 factor of safety and to mitigate potential geologic instability."

As per our issue a few years ago with Option 4 for Fire Rebuilds we are again seeing codes bent allowing future incomplete construction to justify approvals.

A variance is the only lawful mechanism through which proposed mitigation and construction measures on a landslide area may be evaluated, as required by LIP 13.26.5 (B) and Coastal Act 30253. Allowing mitigation to be counted in the baseline for slope stability would eliminate any meaningful "worse-case" analysis under 9.4D of the LIP and allow applicants to BYPASS the variance process entirely.

The proposed stabilization system includes multiple piles on the order of 100 feet in depth (p 152/164 attached) within a mapped landslide. Excavation and installation at that scale

have the potential to disturb the landslide mass and therefore must be evaluated through the required variance process, not assumed as a basis for approval.

We are concerned that this item is scheduled for approval at the Planning Commission hearing at the first meeting in January before mandatory LCP requirements have been satisfied. This interpretation must be rejected by the Coastal Commission in writing to ensure the appropriate variance is applied for by the City.

I want to be clear that I recognize how **overextended the Community Development Department** is, and I genuinely empathize with staff working under extraordinary workload pressure. That is precisely why **early, consistent code enforcement matters**—to reduce rework, appeals, and delays that ultimately slow Malibu's recovery.

As a fire victim myself, this issue is deeply important to me, to my family, and to the many Malibu families who are still trying to rebuild their lives. It affects our schools, our local businesses, and our long-term recovery. I am hopeful that the City's new leadership in Community Development will be supported in enforcing the LCP clearly and consistently at the outset. That process begins here with removing this item from the Planning Commission agenda and applying for the required variance. Without early, consistent enforcement at this level, these code requirements will continue to be violated, and Malibu's rebuilding efforts risk being stalled indefinitely.

Please let us know how the Coastal Commission would handle this case.

Thank you, Jo Drummond
on behalf of Malibu Township Council

https://cityofmalibuca.nextrequest.com/documents/55817576

https://acrobat.adobe.com/id/urn:aaid:sc:us:793034ba-bc3e-4423-b317-d1bd7315c103

https://drive.google.com/file/d/1SeYciflVyhIQ9neM9s1Kln5-iAdXgwKY/view?usp=sharing

Begin forwarded message:

From: Malibu Township Council [redacted]
Date: December 16, 2025 at 12:21:43 PM PST
To: capstonecityplan@gmail.com, Yolanda Bundy <ybundy@malibucity.org>, Tyler Eaton <teaton@malibucity.org>, Rob Duboux <rduboux@malibucity.org>, Trevor Rusin <trevor.rusin@bbklaw.com>, Kellan Martz <Kellan.Martz@bbklaw.com>
Cc: Frank Angel <fangel@angellaw.com>, Bill Sampson [redacted], Patt Healy [redacted] Jason Ernst <jernst@malibucity.org>, Gail Duncan <gduncan@malibucity.org>, John Mazza [redacted], Skylar Peak [redacted], Elizabeth Riddick [redacted], marni kamins [redacted], Drew Leonard

[redacted], Rebecca Evans <revans@malibucity.org>, jun@pacific-ae.com, cvo@angellaw.com, sleonard@angellaw.com, Tiffany Murray [redacted], Jan Ravlich [redacted], Emily [redacted], R N [redacted], Bruce Silverstein <bsilverstein@malibucity.org>, HayLynn Conrad <HConrad@malibucity.org>, Charlotte Frieze [redacted], Danny [redacted] K Hill [redacted], Hayley Mattson <hayley@13stars.media>, [redacted]
Subject: Re: 25200 PCH - Weintraub property

Please respond —

This project at **25200 Pacific Coast Highway** cannot lawfully proceed without a **variance for the factor of safety prior to any discretionary approval**. Under the Malibu Local Coastal Program and **LIP §9.4(D)**, new development proposed on landslides may be permitted **only where a factor of safety of 1.5 (static) and 1.1 (pseudostatic) can be demonstrated**, based on **worst-case geologic and slope gradient conditions**, examining both overall slope stability and surficial units.

Because mitigation and stabilization measures necessarily improve site conditions, the "worst-case" condition required by **LIP §9.4(D)** must reflect **existing, pre-mitigation site conditions**, unless deviations from those standards are expressly approved through a variance pursuant to **LIP §13.26**. Where a site cannot meet the required factor of safety under existing conditions, **LIP §13.26** provides the sole lawful mechanism through which proposed mitigation and construction measures may be evaluated and weighed against public safety, adjacent properties, and the public interest, as required by **LIP §13.26.5(B)** and **Coastal Act §30253**. Absent an approved variance, the City may not rely on assumed future stabilization or construction to make the findings required under the LCP.

Allowing mitigation measures to be incorporated into the baseline slope stability analysis would directly contradict the structure and purpose of the LCP. If mitigation were permitted in the baseline condition, there would be no meaningful "worst-case" analysis, **LIP §9.4(D) would be rendered meaningless**, and the variance provisions of **LIP §13.26** would never be triggered. The Coastal Commission has consistently rejected that interpretation. **LIP §13.26 exists precisely because some sites cannot meet the requirements of §9.4(D) under existing conditions.** If applicants were permitted to add piles, retaining walls, caissons, or other stabilization measures and then claim compliance without a variance, no variance would ever be required. **Such an interpretation would unlawfully allow applicants to bypass LIP §13.26, rendering the variance provisions meaningless and**

defeating the LCP's required framework for reviewing and approving deviations from slope stability standards.

This site lies within the **Malibu Road Landslide Assessment District**, and even the applicant's own geotechnical consultants confirm that the **existing factor of safety is well below 1.5 prior to any mitigation or construction**. Those conditions constitute the **worst-case geologic scenario** required to be evaluated under **LIP §9.4(D)** and must be addressed **before approval**, not assumed away through future piles or construction that has not yet occurred. Where the existing factor of safety for the landslide mass is substandard, the **entire landslide area is constrained**, and any attempt to selectively redefine buildability through consultant-defined "no-build zones" is improper and cannot substitute for the findings required under a variance.

Accordingly, a **variance is required before any planning approvals**, before reliance on piles or stabilization systems, and **before the project may proceed to the Planning Commission**. The City cannot lawfully make findings based on construction or mitigation that does not yet exist. Just as **Fire Rebuild Option 4** improperly relied on future construction to justify exemptions, this project improperly relies on future stabilization to justify safety findings—yet the law requires those findings to be based on **existing conditions or on mitigation and construction measures evaluated and approved through a duly granted variance**, not on hypothetical outcomes.

This is not a discretionary judgment call; it is a **threshold compliance requirement**. Proceeding without a variance wastes City staff time, Planning Commission time, and ultimately City Council time—while fire-affected residents wait for lawful rebuild approvals. This application should therefore be returned to Planning immediately for variance processing.

The City has already addressed this exact issue in **Big Rock at Piedra Chica Road**, where a significantly smaller project—an addition exceeding 10 percent but less than 50 percent of an existing residence—was nonetheless required to apply for a **factor-of-safety variance**. That application went to the Planning Commission multiple times, was appealed to the City Council, and could not be heard because the variance had not been processed. It was returned because, as a matter of law, **the project could not proceed without a variance**. That outcome followed the unnecessary expenditure of time and resources by staff, appellants, the Planning Commission, and the City Council.

Here, the proposal is not a modest addition—it is a **12,000-square-foot new construction project with multiple underground components on an active landslide**. The same legal requirement applies, with even greater force.

Specifically, the finding required under **LIP §13.26.5(B)**—that *"the granting of such variance will not be detrimental to the public interest, safety, health or welfare, nor injurious to property in the vicinity"*—**can only be made through the variance process**, not through standard project approval. Excavation alone on this site has the potential to impact adjacent properties and destabilize the landslide mass, which is precisely why the variance process exists.

For these reasons, this item should be **continued to a date uncertain** until the required variance is formally applied for, evaluated, and supported by findings. Your department was notified of this issue more than **three months ago**, yet the application continues to be processed in a manner inconsistent with the LCP.

Please remove this application from staff and Planning Commission consideration so limited City resources can be focused on **urgent fire rebuilds**, the majority of which are **modest homes averaging approximately 3,000 square feet**, not speculative **12,000-square-foot developments**.

Thank you,
Jo Drummond
On behalf of **Malibu Township Council**

On Dec 12, 2025, at 1:44 PM, Malibu Township Council [redacted] wrote:

2021.11.18 Final Geotechnical Report re PARPCH.pdf

Re: 25200 Pacific Coast Highway – Request for Nullification of Approvals Due to Non-Compliance with LCP, LIP §9.4(D), CEQA, and Building Code Requirements

Attention:
Alison Cook – Contract Planner
Trevor Rusin - Interim City Attorney
Yolanda Bundy – Building Official/Community Development Director
Tyler Eaton – Assistant Community Development Director
Rob DuBoux – Head of Public Works

Dear Staff,

Malibu Township Council writes to formally request that the City **nullify all approvals** associated with the proposed development at **25200 Pacific Coast Highway**, as the administrative record clearly demonstrates that the project **violates the Malibu**

LCP, **fails to comply with LIP §9.4(D)**, **requires—but has not requested—a variance**, and **is not eligible for CEQA exemptions**.

We attach for reference the **April 26, 2021** letter from **Elkins Kalt**, which resulted in the indefinite continuance of a **770 sq ft addition** at **20238 Piedra Chica Road**—also in the Big Rock Landslide Assessment District. That project was halted because it:

1. did not conform to the LCP,
2. required a variance,
3. did not comply with applicable building code sections, and
4. was not exempt from CEQA.

The same facts—and in this case, far more severe ones—are present at 25200 PCH, where the proposal is not a minor addition but an entirely new **12,000-square-foot** development with a basement, underground garage, multiple pools, extensive grading, and substantial new loading on an active landslide.

---

1. The Project Cannot Lawfully Proceed Because It Does Not Meet the Required Factor of Safety Under LIP §9.4(D)

LIP §9.4(D) mandates:

"New development proposed on landslides… shall be permitted **only <u>where</u> a factor of safety of 1.5 (static) and 1.1 (pseudostatic) can be provided**."

"Analyses shall demonstrate a factor of safety ≥ 1.5 for static and ≥ 1.1 for seismic… **modeling <u>worst-case</u> geologic and slope gradient conditions**."

Critically, these analyses must evaluate **the natural, pre-construction slope condition**—**before** piles, grading, or stabilization.

The applicant's own geotechnical consultant explicitly admits that the site cannot meet the required factor of safety without major engineered stabilization.

In the March 25, 2021 translational stability analyses incorporated into the November 18, 2021 Feffer Report attached, the consultant concludes:

"Preliminary static analyses of translational stability [were] achieving factors of safety slightly greater than 1.0…"
(Feffer, 3/25/21, incorporated in 2021.11.18 report p 563)

These reported FS values (**1.094 – 1.186**) are **far below the required 1.5 threshold.**

Feffer then makes an unequivocal admission in the November 18, 2021 report on p 6:

"The analyses indicate that the existing slopes require a stabilization system to achieve a 1.5 and 1.0 factor of safety and to mitigate potential geologic instability."

This statement is dispositive:

- **The natural slope does not meet LIP §9.4(D).**
- **A stabilization system is required just to approach minimum safety.**
- **Therefore, a variance is legally required under LIP §13.26.**

There is **no discretion** to avoid the variance. The LIP does not allow "mitigated compliance"—it requires **natural-condition compliance**.

Because the project fails this mandatory test, all project approvals must be nullified.

---

2. A Variance Is Required Under LIP §13.26 – and None Has Been Requested

LIP §13.26 states:

"A variance shall not be granted which confers a special privilege… A variance is required for any deviation from the standards or requirements of the Malibu LIP."

This project deviates from the most fundamental geologic safety standard in the LCP.

The applicant:

- Cannot meet FS 1.5 (static) or 1.1 (seismic) in the actual landslide condition;
- Admits stabilization is required *before* compliance;
- Provides no natural-condition cross-sections achieving required safety levels;

- Attempts to substitute “post-construction” modeling for required baseline analyses.

Therefore:

A variance is legally required before any further review.

And critically:

This application cannot lawfully proceed to the Planning Commission because, under the LCP and LIP §13.26, and the City’s own geotechnical standards, a variance must be obtained before any further processing, and no such variance has been applied for or evaluated. The City has no authority to advance the project to public hearing without first satisfying this mandatory prerequisite.

---

3. The Project Is Not the Least Environmentally Damaging Alternative Required by LIP §9.4(E)

LIP §9.4(E) requires:

“Measures to remediate or stabilize landslides… shall be designed to be the **least environmentally damaging alternative** and to minimize landform alteration.”

This project represents the **opposite**:

- Over **12,000 sq ft** of development
- A full basement and underground garage
- **12 bedrooms and bathrooms**
- Multiple pools and water features
- A septic system exceeding **7,500 gallons**, dispersing **over 1,000 gallons/day** into unstable soil

Former City Geologist **Donald B. Kowalewsky** warned in 2018 (20272 Inland Lane) included in the Elkins Kalt letter attached:

"The introduction of additional mass and water into the ground in Big Rock Mesa will result in a lower safety factor."

Yet this project dramatically **increases** both mass and water, directly contrary to expert guidance and LIP §9.4(E).

The Feffer report further acknowledges the extensive mitigation required simply to make the slope marginally stable:

"**The existing slopes require a stabilization system to achieve a 1.5 and 1.0 factor of safety…**"

A development that **requires** massive stabilization on an **active landslide** cannot be considered the least environmentally damaging option.

---

4. Deep Pile Embedment (~100 ft) Into a Known Landslide Is Geologically Dangerous and Unsupported

The only numerical pile lengths disclosed anywhere in the Feffer report appear in the **Slide model output**, showing piles approximately **99–112 feet deep**.

Such extreme embedment:

- Penetrates directly into the landslide mass;
- Risks disturbing or reactivating shear zones;
- Alters stress conditions in very weak materials (residual $\phi = 16°$, $c = 200$ psf);
- Creates new stress concentrations and potential slip surfaces;
- Redirects groundwater in ways that may further destabilize the slope.

Yet the report provides **no geologic justification** demonstrating these ~100-foot piles will not worsen slope instability. Despite this, the applicant relies on these same unverified piles to claim compliance with LIP §9.4(D)—which is impermissible.

This further reinforces the necessity of a **variance** and independent geotechnical review.

---

5. CEQA Exemptions Do Not Apply Due to Unusual Circumstances and the Probability of Significant Environmental Impacts

An active landslide, extensive subsurface disturbance, increased water load, and a known broken pipe beneath the property constitute **unusual circumstances** under CEQA Guidelines §15300.2(c).

There is a clear "**reasonable possibility of a significant effect**" due to:

- Instability of the landslide mass;
- Added mass and water;
- Deep pile installation;
- Existing saturation from broken infrastructure.

Therefore, **categorical exemptions cannot apply.**

Conclusion

Because:

- The **natural slope fails** to meet LIP §9.4(D),
- The applicant's geotechnical consultant **admits stabilization is required** to reach minimum FOS,
- The project **requires—but has not applied for—a variance**,
- The proposal is **not** the least environmentally damaging alternative,
- Deep piles pose significant risk to the landslide mass, and
- CEQA exemptions **cannot lawfully be used**,

all project approvals must be nullified.

Furthermore, this application cannot lawfully move forward to the Planning Commission because, under the LCP, LIP §13.26, and the City's own geotechnical standards, a variance must be obtained before

any further processing. No such variance has been submitted or evaluated. The City therefore has no authority to advance the project to public hearing until this mandatory prerequisite is satisfied.

This is precisely the kind of egregious, non-compliant project that has contributed to Malibu's backlog and undermined public confidence during the city's rebuild recovery—just as occurred with the Malibu Inn Hotel, whose geotechnically unsound 55-foot retaining wall triggered extensive delays, appeals, and ultimately rejection by the City Council. That outcome could and should have been avoided entirely had Planning identified the non-compliance early, instead of forcing residents, the City Council, and City staff to expend hundreds of hours producing and reviewing voluminous, non-compliant staff reports that should never have been necessary at all, and were the direct result of avoidable failures in the early compliance review—failures that burdened staff, misled decision-makers, and forced residents to correct issues that should have been caught immediately.

Malibu Township Council urges the City to uphold the LCP, protect public safety, and halt all further action on this application unless and until it demonstrates full compliance with all applicable laws.

Sincerely,

Jo Drummond

Malibu Township Council

2021-04-26 Ltr to City Council re Appeal No. 19-010; 20238 Piedra Chica Road.pdf
https://cityofmalibuca.nextrequest.com/documents/55817576
---------- Forwarded message ---------
From: **Malibu Township Council** [redacted]
Date: Sat, Aug 16, 2025 at 3:33 PM
Subject: 25200 PCH - Weintraub property
To: John Mazza [redacted], Elizabeth Riddick [redacted], marni kamins [redacted], Yolanda Bundy <ybundy@malibucity.org>, Tyler Eaton <teaton@malibucity.org>, Trevor Rusin <trevor.rusin@bbklaw.com>, <kellan.martz@bbklaw.com>
Cc: Bruce Silverstein <bsilverstein@malibucity.org>, Bill Sampson [redacted], Sam Hall Kaplan [redacted], Dru Jacobson [redacted], Patt Healy [redacted] R N [redacted], Rob Duboux <rduboux@malibucity.org>, Ann Doneen [redacted],

Mariela Guastavino [redacted] Jyoti Drummond [redacted], <cbond@malibucity.org>, <rrojas@malibucity.org>

Attention: Planning Commission, Yolanda Bundy, Tyler Eaton, and Trevor Rusin

The Malibu Township Council (MTC) previously submitted letters on July 21 and August 10 (both attached) regarding the Weintraub project. To date, those concerns have not been addressed. The most critical omission remains the failure to comply with **LIP §9.4D** (attached), which requires all new development in landslide areas to demonstrate a factor of safety of 1.5 (static) and 1.1 (pseudostatic). If those thresholds cannot be met, a variance must be obtained.

This project is a **brand-new, over 12,000 sq. ft. construction** in the Malibu Road Landslide Assessment District. Unlike routine fire rebuilds, this is a discretionary proposal on an undeveloped lot. In a past case at **20238 Piedra Chica Rd**, even a 25% addition had to be sent back after Planning Commission and City Council review when it was discovered no variance had been filed under §9.4D. That error wasted nearly three years of city resources. Approving this project without the variance requirement addressed risks repeating the same mistake.

Compounding the problem, there is a **broken and leaking Caltrans storm drain pipe under this property** that has caused multiple landslides in the past. The City's Public Works Director, Rob Duboux, has confirmed this on record. The applicant does not have the authority to repair this pipe, and the matter must be resolved by Caltrans **before any approvals can be considered**.

Beyond geotechnical hazards, the project would also cause **substantial obstruction of public scenic views**, contrary to the LCP.

MTC recognizes that Planning staff are managing hundreds of Woolsey and Palisades Fire rebuilds—work that should be the City's top priority. **Oversights like the missing variance requirement reflect how stretched staff have become, and why their focus must remain on rebuilding Malibu rather than processing code-violating projects like this one.**

For efficiency, and to prevent further waste of time and resources, **MTC requests that this item be removed from the agenda until**:

1. The applicant files for the required variance under **LIP §13.26.5,**
2. All slope stability studies required by **LIP §9.4D** are completed,

3. The broken Caltrans storm drain pipe is repaired by the responsible agency, and
4. Public view obstruction impacts are fully mitigated.

Under **LIP §13.26.5**, a variance can only be approved if all of the following findings are made, supported by substantial evidence:

- **A.** Special circumstances exist such that strict application of the code would deprive the property of privileges enjoyed by others in the vicinity.
- **B.** The variance will not be detrimental to the public interest, safety, health or welfare, and will not be detrimental or injurious to the property or improvements in the same vicinity and zone(s) in which the property is located.
- **C.** The variance will not confer a special privilege.
- **D.** The variance will not conflict with the purposes and intent of the LCP.
- **E.** For variances to ESHA standards: no feasible alternative exists, and allowable development area is not exceeded.
- **F.** For variances to stringline standards: maximum feasible protection to public access is provided.
- **G.** The request is consistent with the purpose and intent of the zoning designation.
- **H.** The subject site is physically suitable for the variance.
- **I.** The variance complies with all requirements of state and local law.
- **J.** The variance does not reduce or eliminate public parking for beach, trail, or park access.

Given the project's size, location in a landslide district, unresolved infrastructure issues, and public view impacts, **most of these findings will be extremely difficult to satisfy.**

Thank you,

Jo Drummond
Malibu Township Council

See attached:

On Aug 10, 2025, at 12:19 PM, Malibu Township Council [redacted] wrote:

Urgent: Weintraub Application Missing Required LIP 9.4D Variance

Dear Yolanda,

The most critical omission in the Weintraub application is the required compliance with LIP 9.4D. Under this section, any new development in a landslide, steep slope, unstable soil, or other geologic hazard area must demonstrate, through slope stability analysis, a factor of safety of at least 1.5 (static) and 1.1 (pseudostatic). If this cannot be met, the applicant must obtain a variance and satisfy the ten findings in LIP 13.26.5 before moving forward. The Project is "new development" as defined by the LCP. It consists of land-disturbing activities including but not limited to, construction of a building or structure that will increase the floor area by more than ten percent. LCP, LIP §2.1.

We've been here before: in the Big Rock case at 20238 Piedra Chica Rd (CDP 18-002), the city had to send the project back to Planning for a variance application—after it had already gone through the Planning Commission and City Council (April 26, 2021) review — because no variance had been filed for the factor of safety. That error wasted nearly three years of staff, commission, and council time. The Weintraub property lies within the Malibu Road Landslide Assessment District, as noted in the latest staff report, yet none of the required 9.4D studies have been completed. Without those studies, the application cannot demonstrate the required factor of safety and is not eligible to proceed without a variance.

Such an attempt to sidestep the LCP is improper, and City Planning must deny the Project for its failure to conform with the LCP. As the LIP takes precedence over the City-adopted County and State Building Code, the City cannot discard development standards and variance requirements under the LCP. Especially where there are no noted impediments to complying with both the LCP and building codes. The Project applicant must file and process a variance to comply with the LCP.

For efficiency and to avoid repeating past mistakes, I request this item be removed from the agenda until the applicant applies for the variance and submits the required slope stability studies. Proceeding without these steps would not only repeat the Piedra Chica error but could also expose the city to significant legal and procedural risk.

Finally, LCP, LIP Section 9.4.M prohibits new development "on property or in areas where such development would present an extraordinary risk to life and property due to an existing or demonstrated potential public health and safety hazard."

I understand that many of these errors are due to the Palisades Fire and the need to rush applications already in planning but this needs to STOP and they all need to be put at the end of the line when there is more time to focus on HUGE code reaching projects. The focus NOW needs to be on the recovery of our community and rebuilding homes up to 10%.

Thank you,

Jo Drummond
Malibu Township Council

<25200 pch opposition revised comments.docx>

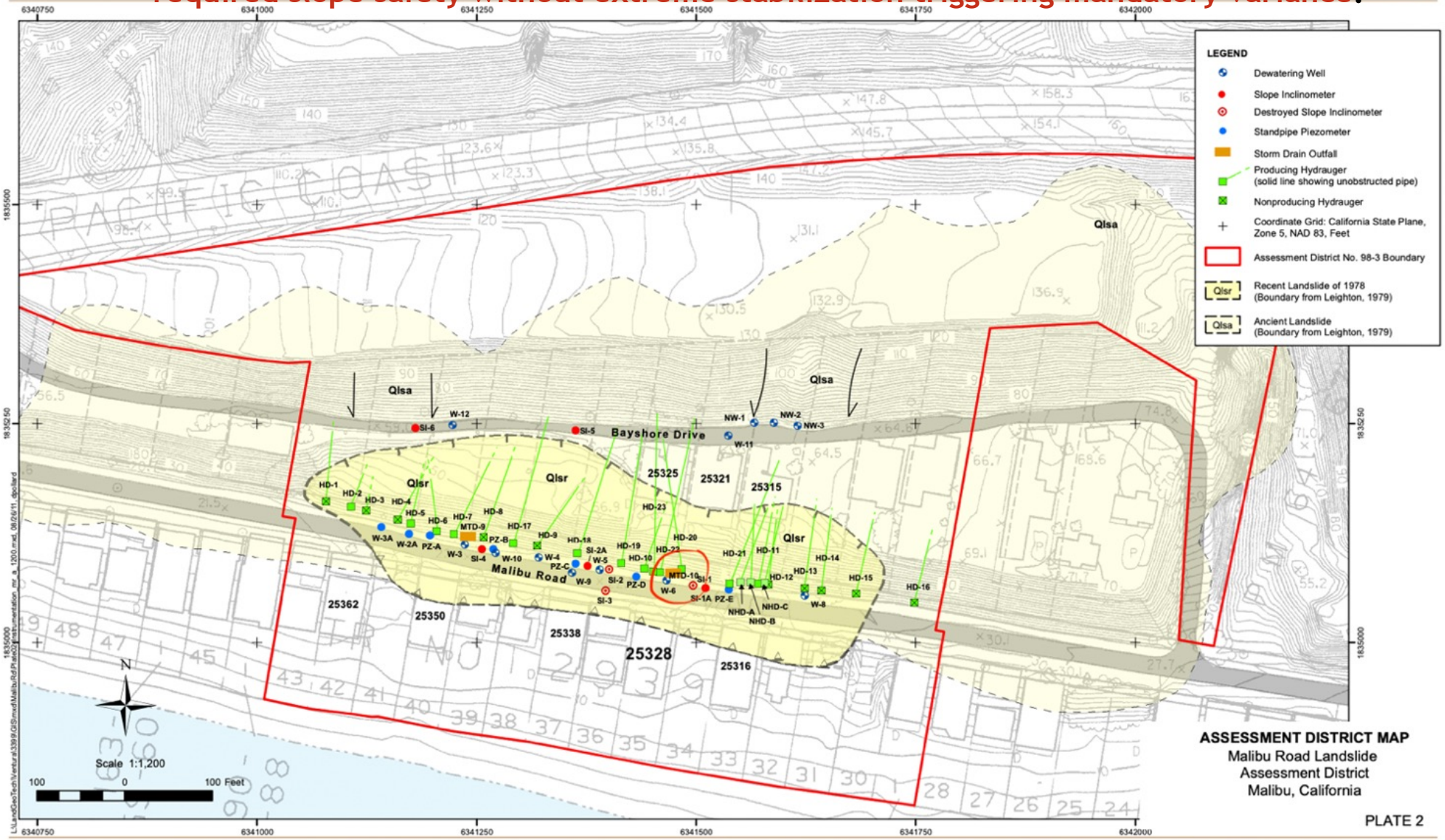
25200 Pacific Coast Highway

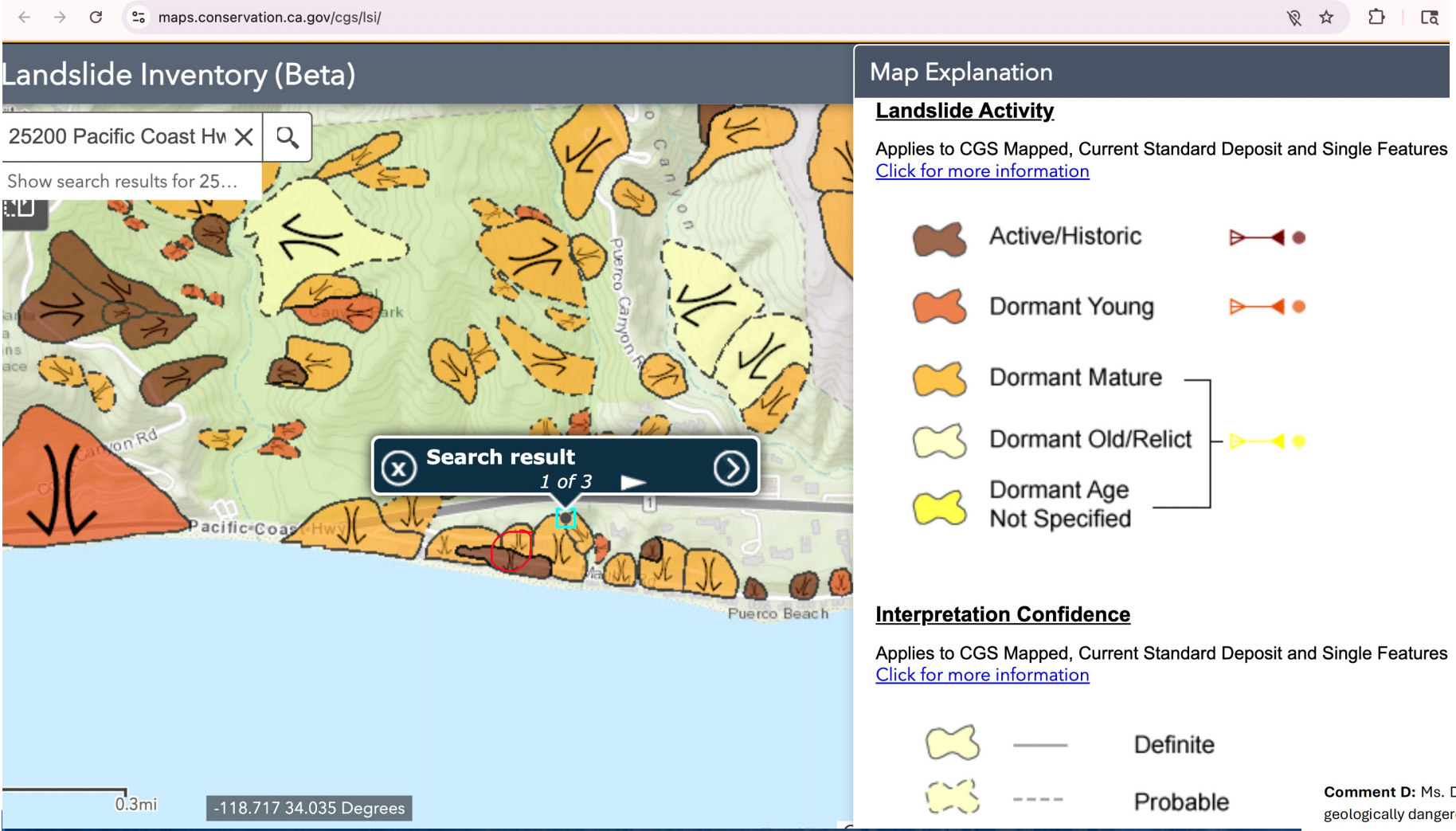
MALIBU TOWNSHIP COUNCIL

Opposition to Coastal Development Permit No. 19-012

Landslide + Variance Required +
Scenic Views Maintained

This project is proposed on a mapped, deep-seated landslide and cannot meet required slope safety without extreme stabilization triggering mandatory variance.





Map Explanation

Landslide Activity

Applies to CGS Mapped, Current Standard Deposit and Single Features
Click for more information

- Active/Historic
- Dormant Young
- Dormant Mature
- Dormant Old/Relict
- Dormant Age Not Specified

Interpretation Confidence

Applies to CGS Mapped, Current Standard Deposit and Single Features
Click for more information

- Definite
- Probable

State maps CLEARLY show that the parcel is within 98-3 Malibu Road Landslide Assessment.

CGS –classification – Dormant Mature Landslide
>50 feet thick
100% interpretation confidence
Documented geomorphic evidence of historic or active movement.

However, the applicant's expeditor INCORRECTLY states that "no portion of the project is proposed within a landslide"
This establishes OBVIOUS RISK.

2 of 3

Landslide (Single Feature):

Activity	dormant mature K& D
Slide Type	rock slide
Interpretation Confidence	definite (100% confident it is a landslide; numerous geomorphic features indicating landslide origin; historic, recent or active movement)
Thickness	deep - > 50 ft.
Direction of Movement	180
Year Mapped	2001
Citable Product	CGS Seismic Hazard Zone Report 050
Citable Product Link	More info

Comment D: Ms. Drummond argues that deep pile embedment into a known landslide is geologically dangerous and unsupported.

Applicant Response to Comment D: No portion of the project, including the Piles, is proposed within a landslide; NONE. The piles are located to the north and to the west of the landslides which are largely located off property to the south and to the east. This comment is completely inaccurate. Her other comments regarding site stability and soils conditions

2

This is NOT a speculative hazard – it is a confirmed landslide

are lay opinion not based on science and the city has reviewed and dismissed these

9.4. DEVELOPMENT STANDARDS

D. New development proposed on landslides, steep slopes, unstable or weak soils or any other identified geologic hazard area, shall be permitted only where a factor of safety of 1.5 (static) and a factor of safety of 1.1 (pseudostatic) can be provided. Such analysis shall adhere to all provisions of the City of Malibu's "Guidelines for the preparation of engineering geologic and geotechnical engineering reports," dated February 2002. In addition, for the purpose of this section, quantitative slope stability analyses shall be undertaken as follows:

1. The analyses shall demonstrate a factor of safety greater than or equal to 1.5 for the static condition and greater than or equal to 1.1 for the seismic condition. Seismic analyses may be performed by the pseudostatic method, but in any case shall demonstrate a permanent displacement of less than 50 mm.

2. Slope stability analyses shall be undertaken through cross-sections modeling worst case geologic and slope gradient conditions. Analyses shall include postulated failure surfaces such that both the overall stability of the slope and the stability of the surficial units is examined.

THE NUMBERS THAT TRIGGER THE VARIANCE

Existing Factor of Safety Fails Code

PRELIMINARY STATIC ANALYSES

Using the selected values discussed above based on the iterative method of selection, we prepared a static translational analysis utilizing the Janbu Simplified method to determine if the selected values produce a static factor of safety that is slightly greater than 1.0. The results are summarized in the table below.

Cross Section	Static F.S.
Section 2-2'	1.186
Section 3-3'	1.136
Section 4-4'	1.234
Section 5-5'	1.076
Section 6-6'	1.094

Very FAR OFF the required 1.5 static factor of safety

- Required minimum (LIP §9.4(D)): **1.5 static**
- Calculated results: **1.076 – 1.234**
- Values near **1.0 = marginal equilibrium / instability**

These results alone require a variance

BACKGROUND

This firm previously provided slope stability analyses in the reports dated 5/21/2018, 9/20/2018, 12/17/2019, and 6/18/2020 to assess the gross static and seismic stability per the City of Malibu Geotechnical Guidelines. Previous analyses utilized an ultimate bedrock shear strength of Phi = 23.5°, Cohesion = 640 psf and produced static factors of safety less than 1.0. Since the static factors of safety were less than 1.0, we noted that the selected shear values in the analyses were overly conservative in response to item #16 of the 9/20/2018 response letter.

Risk Is Likely Greater Than Shown

- Calculations used **selected, non-conservative inputs**
- **Not worst-case assumptions**
- True instability risk is **likely higher**

Why this matters:
Prevents the applicant from claiming it is “safe”

Because the site fails to meet the minimum 1.5 static factor of safety **even under non-conservative assumptions**, the project **must be denied or continued** until a variance is applied for and evaluated.

Conclusion

The attached analyses indicate that the existing slopes require a stabilization system to achieve a 1.5 and 1.0 factor of safety and to mitigate potential geologic instability. Once reinforced, the slopes are considered grossly stable. The updated site map and cross sections illustrate the proposed locations of the support system.

581

1358

COMPLIANCE DEPENDS ON FUTURE CONSTRUCTION

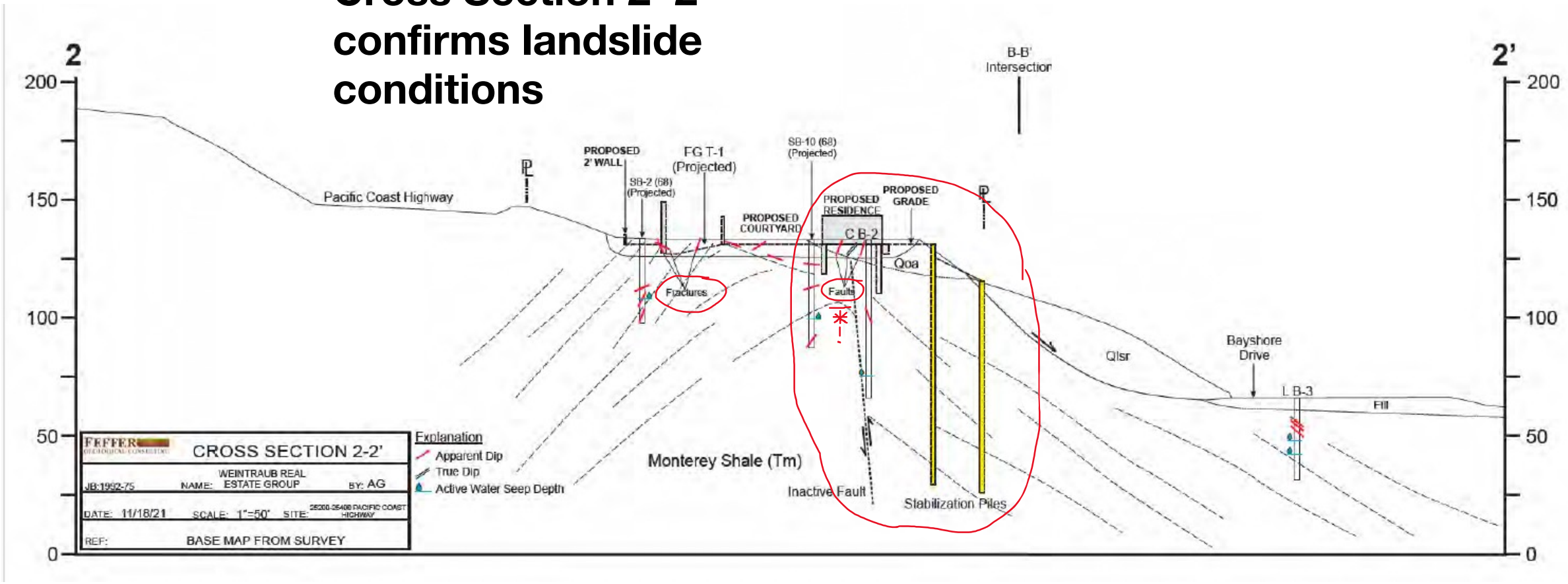
CONSISTENTLY THE STAFF REPORT STATES THAT THE EXISTING SLOPES FOR THE SITE REQUIRE A STABILIZATION SYSTEM TO ACHIEVE A **POST CONSTRUCTION**
1.5 AND 1.0 FACTOR OF SAFETY . THIS IS NECESSARY ***AFTER*** APPLYING FOR A VARIANCE.
A STABILIZATION SYSTEM IS NOT WORST-CASE CONDITIONS.

The site fails today — The code does not allow approval based on what *might* be built later.

THE SCALE OF INTERVENTION - EXTREME

- Piles **>100 feet deep**
- Installed **through the landslide mass**
- Excavation, vibration, groundwater redirection NOT EVALUATED AT ALL

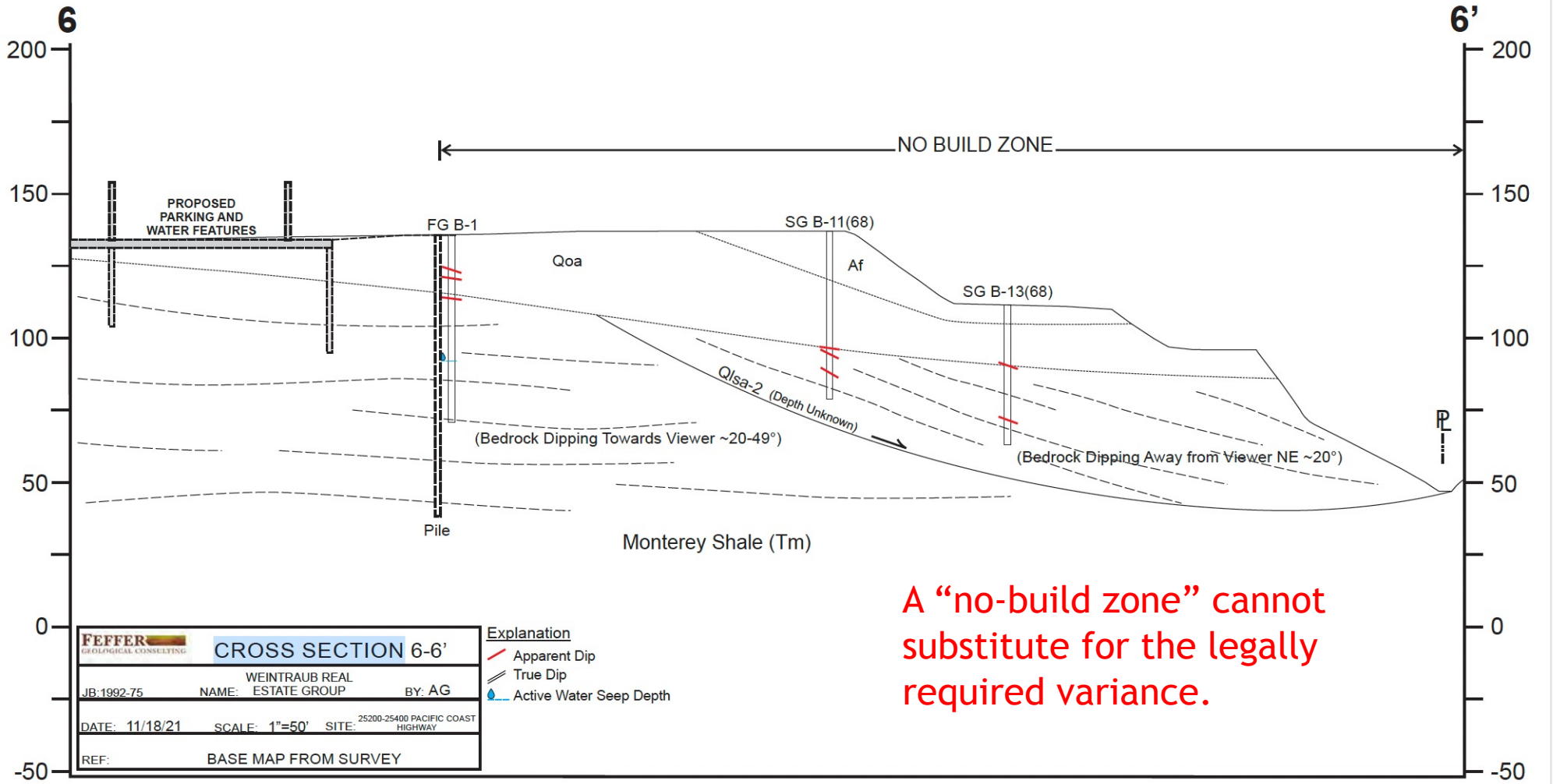
Cross Section 2' 2' confirms landslide conditions



“No-Build Zones” Do Not Resolve Landslide Instability

Cross Section 6-6’, Feffer Geotechnical Report (11/18/21)

- The landslide mass exhibits **substandard factors of safety under existing conditions**
- Labeling portions of the slope as “no build” does **not change overall slope stability**
- Stabilization piles still extend **through the landslide mass**, confirming instability is **site-wide**, not localized
- If the landslide itself is unstable, no part of the site becomes buildable by labeling other areas off-limits. Stability must exist first.



596

1358

City of Malibu Office of Public Safety
January 7 at 5:47 PM ·

(Jan. 7, 2022) - Los Angeles County Waterworks Dist. 29 and Socal Gas are repairing a watermain leak and a gas leak at 25328 #Malibu Road caused by a landslide at 25330 Malibu Rd. about 10:00 PM Thursday, January 7. A crew from Socal Gas arrived after midnight and gained control of the blowing gas from a damaged gas meter and riser, and no evacuations or other emergency actions were necessary. Water service is temporarily interrupted to 27 customers and three fire hydrants, and gas service was interrupted for two customers. All effected customers were directly notified. Malibu Road is reduced to one lane alternating for both directions from PCH to Puerco Canyon. Service is expected to be restored this afternoon. No estimate on lanes reopening. City Public Works and Public Safety staff are coordinating with SCE and SoCalGas.
https://malibucity.org/AlertCenter.aspx?AID=Malibu-Road-reduced-to-1-lane-alternatin-2898

@SoCalGas

Evidence of ongoing movement & water issues

Failures already occur here.
Reinforces "potentially active landslide" classification

5. EMERGENCY SERVICES

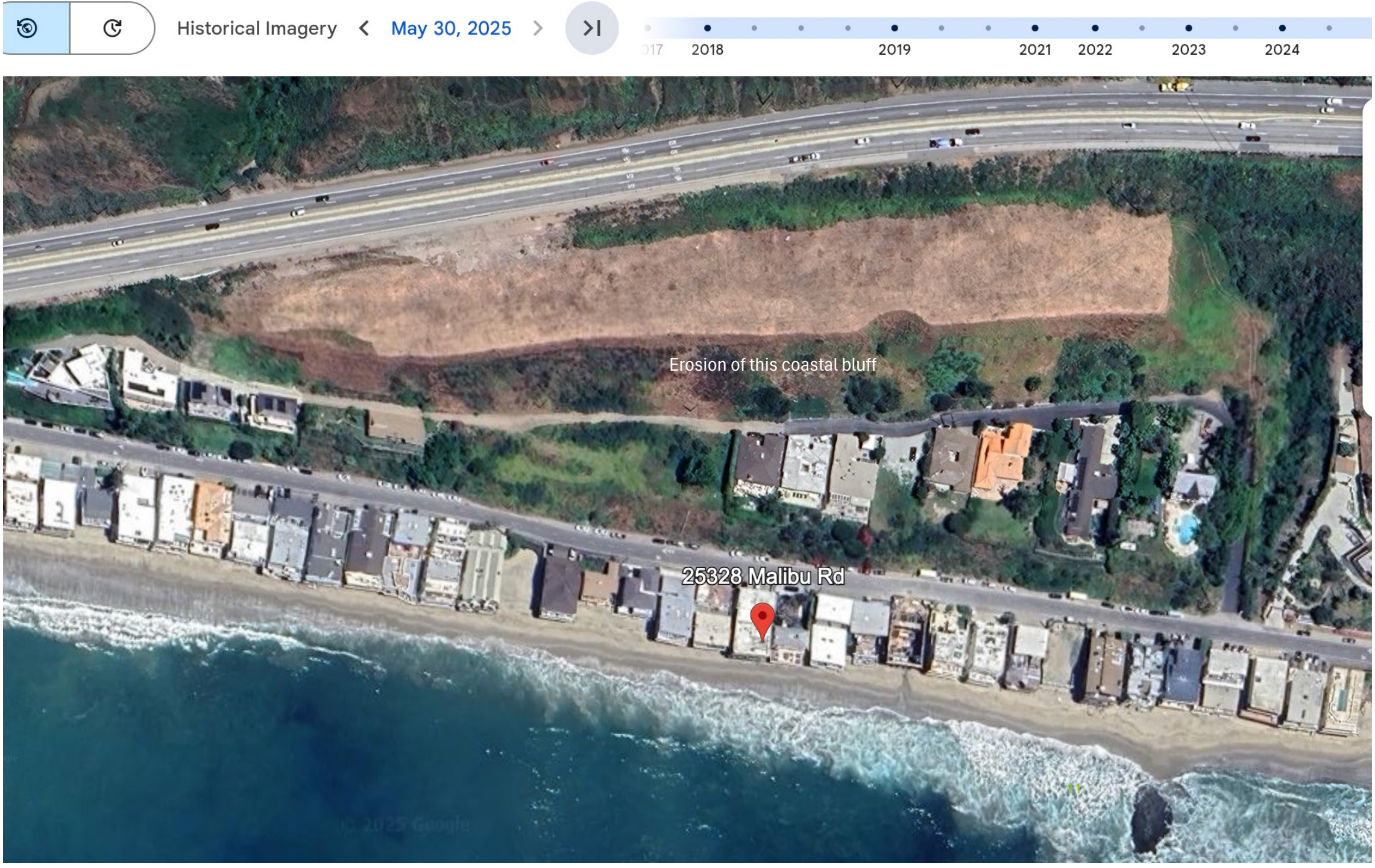
On the evening of January 6, 2021 an uncontrolled discharge from a watermain break near culvert MTD-10 caused erosion and partial slope failure from MTD-10 westward approximately 100 feet. The waterline is owned and maintained by Los Angeles County Waterworks District 29. Yeh was contacted by the City on January 7, 2021 and dispatched personnel onsite on January 7 and 8 to investigate potential impacts to district facilities. Yeh personnel surveyed slope inclinometers and did not

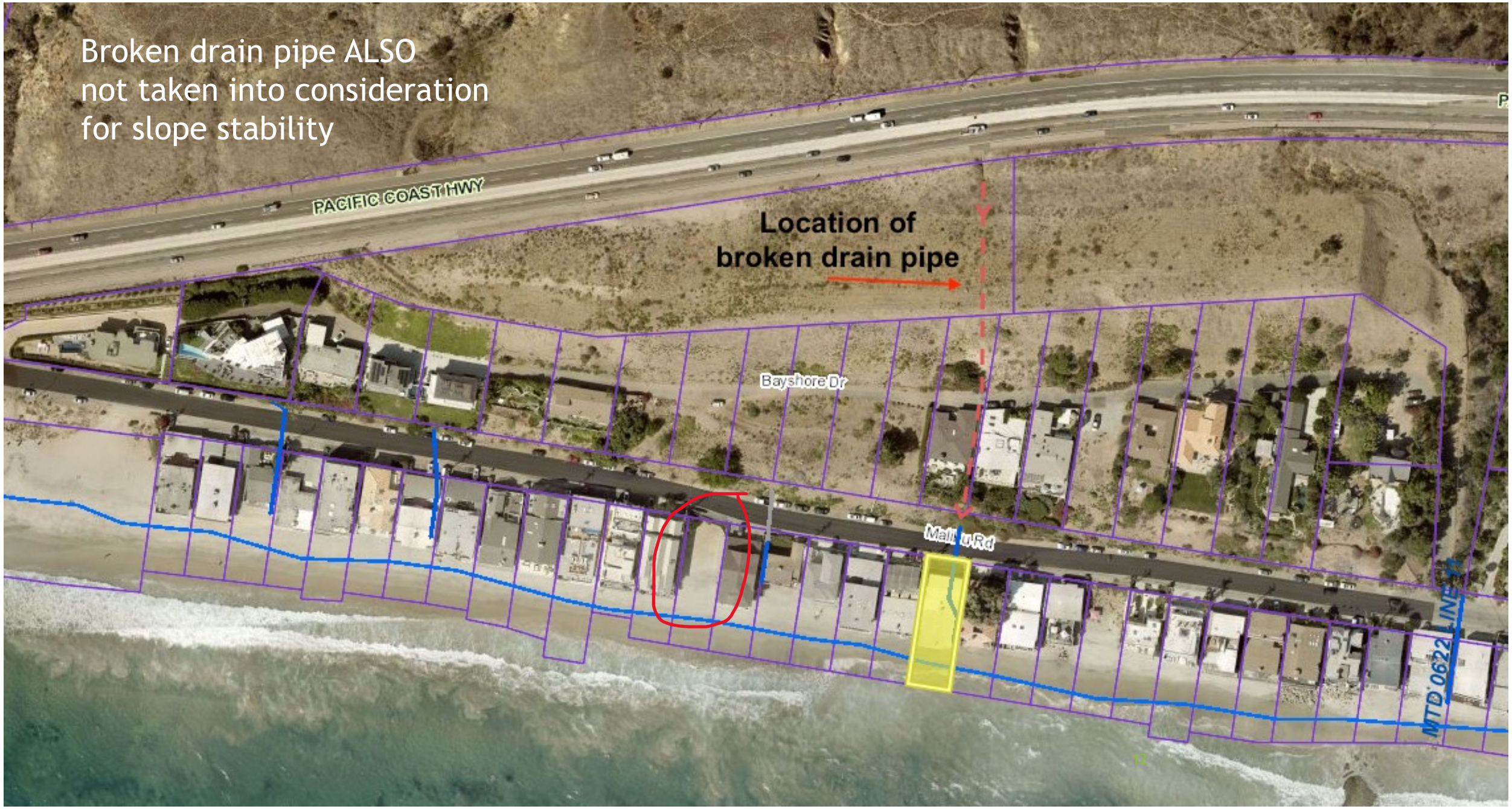
5

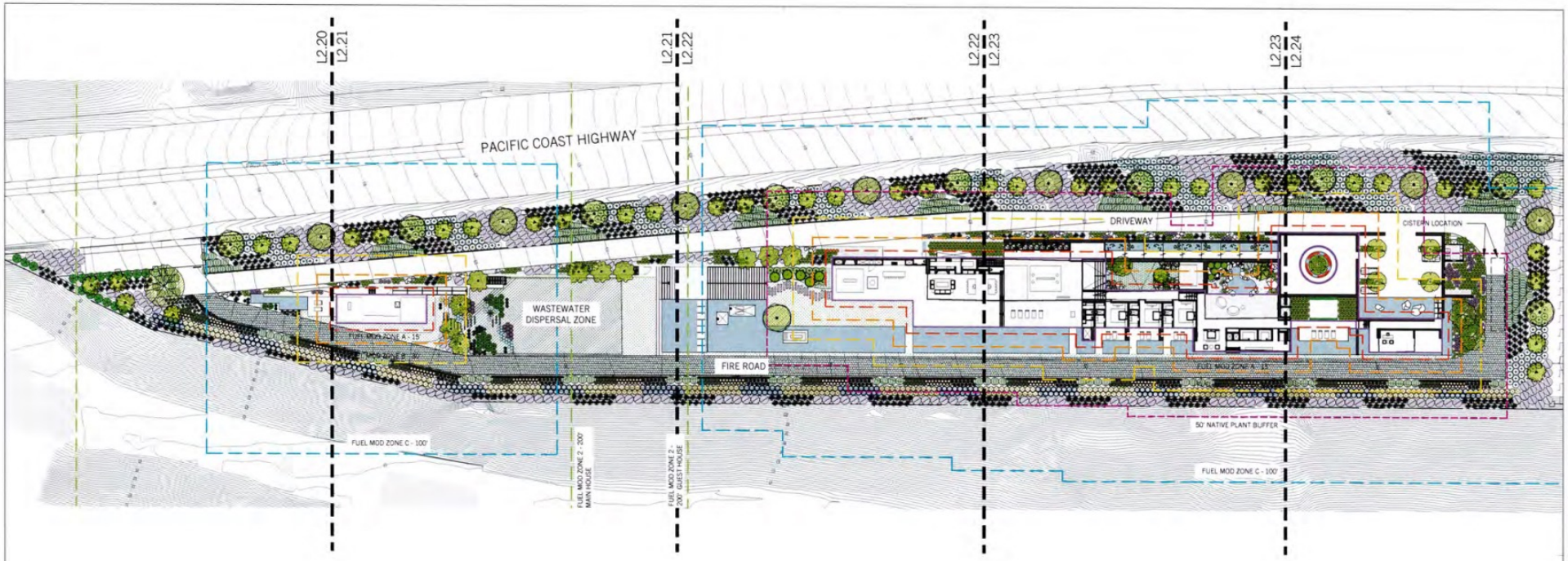
FY21/22 Maintenance and Monitoring Report
AD98-3 Malibu Road

Project No. 220-278
November 14, 2022

observe shear type movement. Yeh personnel noted that several district facilities were damaged or buried and after the event, maintained communication with the City and Water District to confirm repairs and recovery of the impacted assessment district facilities were completed. It should be noted that the slope behind MTD-10 and approximately 100 feet west remains in an over-steepened condition by the erosion and the slope may be susceptible to additional or more frequent erosion.


Historical Imagery
May 30, 2025
2018
2019
2021
2022
2023
2024
Erosion of this coastal bluff
25328 Malibu Rd


Broken drain pipe ALSO
not taken into consideration
for slope stability
PACIFIC COAST HWY
Location of
broken drain pipe
Bayshore Dr
Malibu Rd
MTD 06222 LINE 11



OVERALL SITE PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY	PLANT SIZE	SPACING	NOTES	WUCOLS	ORIGIN	50' ZONE	FUEL ZONE
TREES											
	Acer palmatum	Japanese Maple	24" Box	1	15'-25'H x 15'-25'W	Per Plan	MASTER	MOD	NON NATIVE	INSIDE	A
	Arbutus 'Marina'	Marina Strawberry Tree Multi-Branch	48" Box	2	20'-40'H x 20'-80'W	Per Plan	OFFICE	LOW	NON NATIVE	INSIDE	B
	Dracaena draco	Dragon Tree	36" Box	1	15'-25'H x 15'-25'W	Per Plan	ENTRY, KIDS, KITCHEN	V LOW	NON NATIVE	INSIDE	A
	Dwarf Citrus		24" Box	5		Per Plan	KITCHEN GARDEN	MOD	NON NATIVE	INSIDE	A-10
	Melaleuca nesophila	Pink Melaleuca	24" Box	37	15'-20'H x 8'-12'W	Per Plan	DRIVEWAY	LOW	NON NATIVE	OUTSIDE	A-10
	Olea europaea 'Majestic Beauty'	Olive Tree	36" Box	10	20'-30'H x 15'-25'W	Per Plan	DRIVEWAY, GUEST HOUSE	LOW	NON NATIVE	OUTSIDE	A-15
	Olea europaea 'Majestic Beauty' field grown	Olive Tree	TBD	1	20'-30'H x 15'-25'W	Per Plan	DRIVEWAY	LOW	NON NATIVE	OUTSIDE	A-15
	Plumeria rubra 'White'	Plumeria	15 gal.	0	15'-25'H x 15'-25'W	Per Plan	DINING, LOUNGE	LOW	NON NATIVE	INSIDE	A
	Quercus agrifolia	Coast Live Oak	24" Box	18	20'-70'H x 20'-70'W	Per Plan	DRIVEWAY, KITCHEN GARDEN	V LOW	NATIVE	OUTSIDE	B-30
	Ulmus parvifolia	Chinese Elm	36" Box	6	40'-50'H x 20'-40'	Per Plan	MOTOR, ENTRY COURT	MOD	NON NATIVE	INSIDE	UNKNOWN

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY	PLANT SIZE	SPACING	NOTES	WUCOLS	ORIGIN	50' ZONE	FUEL ZONE
SHRUBS											
	Acacia cognata Cousin Itt	Little River Wattle	5 gal.	26	2'-3"H x 8'-12"W	Per Plan	ENTRY, KIDS GARDEN	MOD	NON NATIVE	INSIDE	UNKNOWN
	Anigozanthos 'Bush Tango'	Dwarf Orange Kangaroo Paw	5 gal.	12	2'-3"H x 2'-3"W	Per Plan	KIDS GARDEN	MOD	NON NATIVE	INSIDE	UNKNOWN
	Artemisia 'Powis Castle'	Sagebrush	5 gal.	447	2'-4"H x 4'-6"W	Per Plan	DRIVEWAY	MOD	NATIVE	OUTSIDE	A
	Baccharis pilularis 'Pigeon Point'	Prostrate Coyote Brush	5 gal.	199	1'-2"H x 8'-10"W	Per Plan	DRIVEWAY	LOW	NATIVE	OUTSIDE	B
	Camellia sasanqua	Sasanqua Camellia	5 gal.	2	6'-10"H x 6'-10"W	Per Plan	MASTER	MOD	NON NATIVE	INSIDE	A-10
	Carissa macrocarpa 'Prostrata'	Prostrate Natal Plum	5 gal.	13	2'H x 6'-8"W	Per Plan	KITCHEN	LOW	NON NATIVE	INSIDE	A-10
	Carpenteria californica 'Elizabeth'	Elizabeth Bush Anemone	5 gal.	10	4'-6"H x 3'-5"W	Per Plan	GUEST HOUSE	LOW	FREMO NATIVE	OUTSIDE	A-10
	Cycas revoluta	Sago Palm	5 gal.	6	3'-10"H x 3'-10"W	Per Plan	ENTRY	MOD	NON NATIVE	INSIDE	A
	Encelia californica	Bush Sunflower	5 gal.	300	3'-4"H x 4'-5"W	Per Plan	DRIVEWAY	V LOW	NATIVE	OUTSIDE	A-10
	Eschscholzia californica	California Poppy	4" pot	1483	1'-1"H x 1'-1"W	Per Plan	DRIVEWAY	V LOW	NATIVE	OUTSIDE	UNKNOWN
	Heteromeles arbutifolia	Toyon	5 gal.	18	6'-10"H x 6'-8"W	Per Plan	DRIVEWAY	V LOW	NATIVE	OUTSIDE	A-15
	Mimulus aurantiacus	Bush Monkey Flower	5 gal.	218	2'-3"H x 2'-0"W	Per Plan	DRIVEWAY	V LOW	NATIVE	OUTSIDE	A-10
	Olea europaea 'Little Ollie'	Little Ollie Olive	5 gal.	21	6'-8"H x 4'-5"W	Per Plan	GUEST HOUSE	LOW	NON NATIVE	OUTSIDE	A-15
	Polystichum munitum 'Compactum'	Dwarf Kaco	5 gal.	2	2'-3"H x 4'-6"W	Per Plan	MASTER	MOD	NON NATIVE	INSIDE	UNKNOWN
	Polystichum munitum	Sword Fern	5 gal.	11	2'-3"H x 2'-6"W	Per Plan	MASTER	MOD	NON NATIVE	INSIDE	UNKNOWN
	Salvia apiana	White Sage	5 gal.	14	3'-5"H x 4'-5"W	Per Plan	GUEST HOUSE	V LOW	NATIVE	OUTSIDE	B
	Salvia munzii'nyla	Purple Sage	5 gal.	420	2'-5"H x 6'-10"W	Per Plan	DRIVEWAY, GUEST HOUSE	V LOW	NATIVE	OUTSIDE	B
	Trichostema lanatum	Woolly Blue Curls	5 gal.	225	3'-4"H x 4'-5"W	Per Plan	DRIVEWAY	V LOW	NATIVE	OUTSIDE	B
	Verbena lilacina 'De La Mina'	Cedros Island Verbena	5 gal.	87	1'-2"H x 3'-4"W	Per Plan	DRIVEWAY	LOW	NON NATIVE	MOSTLY INSIDE	A
	Westringia 'Blue Gem'	Blue Gem Coast Rosemary	5 gal.	18	4'-6"H x 3'-6"W	Per Plan	GUEST HOUSE	LOW	NON NATIVE	OUTSIDE	A-10
	Westringia fruticosa 'Grey Box'	Grey Box Coast Rosemary	5 gal.	36	2'-3"H x 2'-3"W	Per Plan	GUEST HOUSE	LOW	NON NATIVE	OUTSIDE	A-10

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	QTY	PLANT SIZE	SPACING	NOTES	WUCOLS	ORIGIN	50' ZONE	FUEL ZONE
GRASSES, BAMBOO & PHORMIUMS											
	Bambusa multiplex 'Golden Goddess'	Hedge Bamboo		5	6'-10"H x Clumping	Per Plan	MASTER	MOD	NON NATIVE	INSIDE	B-30
	Iris douglasiana	Douglas Iris	1 gal.	11	1'-2"H x 2'-3"W	Per Plan	MASTER	LOW	N CAL NATIVE	INSIDE	A
	Leymus condensatus 'Canyon Prince'	Wild Rye	5 gal.	215	2'-3"H x Spreading	Per Plan	DRIVEWAY, GUEST HOUSE	LOW	NATIVE	OUTSIDE	B
	Lomandra 'Lime Tuff'	Dwarf Mat Rush	5 gal.	759	2'-3"H x 2'-3"W	Per Plan	THROUGHOUT	UNKNOWN	NON NATIVE	MOSTLY INSIDE	UNKNOWN
	Muhlenbergia dubia	Pine Muhly	5 gal.	183	2'-3"H x Clumping	Per Plan	DRIVEWAY	UNKNOWN	NON NATIVE	INSIDE/ OUTSIDE	UNKNOWN
	Muhlenbergia rigens	Deer Grass	5 gal.	674	4'-5"H x 4'-6"W	Per Plan	DRIVEWAY	LOW	NATIVE	OUTSIDE	UNKNOWN
	Pennisetum 'Fairy Tails'	Evergreen Fountain Grass	5 gal.	23	3'-6"H x 2'-3"W	Per Plan	KIDS GARDEN	MOD	NON NATIVE	INSIDE	UNKNOWN
AGAVES, ALOES & SUCCULENTS											
	Agave americana	Century Plant	5 gal.	4	4'-6"H x 6'-8"W	Per Plan	GUEST HOUSE	V LOW	NON NATIVE	OUTSIDE	A
	Agave 'Blue Glow'	Blue Glow Agave	5 gal.	15	1'-2"H x 2'-3"W	Per Plan	GUEST HOUSE	LOW	NON NATIVE	OUTSIDE	A
	Cereus nicaraguensis	Night Blooming Cereus	15 gal.	42	up to 30'H x 1'W	Per Plan	ENTRY CORRIDOR	UNKNOWN	NON NATIVE	INSIDE	UNKNOWN
	Euphorbia trigona	Candelabra Tree	15 gal.	4	15'-25'H x 5'-15'W	Per Plan	ENTRY CORRIDOR	LOW	NON NATIVE	INSIDE	A
WATER PLANTS											
	Cyperus papyrus	Papyrus	5 gal.	12	12'-16'H x 4'-6"W	Per Plan	ENTRY CORRIDOR	HIGH	NON NATIVE	INSIDE	UNKNOWN
	Nymphaeaceae	Water Lily	5 gal.	70		Per Plan	ENTRY CORRIDOR	HIGH	NON NATIVE	INSIDE	UNKNOWN
GROUNDCOVER & VINES											
	Artificial Turf			782 SF		Per Plan	KIDS GARDEN	N/A			N/A
	Agrostis Pallens	Thingrass	flats	31,229 SF	1'-2"H x 12"W	Per Plan	DRIVEWAY, KITCHEN GARDEN, COVERED LOUNGE	UNKNOWN	NATIVE	INSIDE/ OUTSIDE	A
	Phyla nodiflora	Kurapia	flats	90 SF	6" H x Spread	Per Plan	COVERED LOUNGE	LOW	NON NATIVE	INSIDE	A
	Origanum vulgare 'Prostrate Rosemary'	Oregano, Rosemary	flats	300 SF	1-2"H x 6-8"W	Per Plan	KITCHEN GARDEN	LOW	NON NATIVE	INSIDE	A
MULCH											
	Shredded Bark			67,592 SF			DRIVEWAY				
	Fine Gravel			12,874 SF			WITH 20' OF STRUCTURES				

FUEL MOD LEGEND

SYMBOL	FUEL MOD ZONE
	Building Perimeter
	5' Buffer
	Fuel Mod Zone A - 15'
	Fuel Mod Zone B - 30'
	Fuel Mod Zone C - 100'
	Fuel Mod Zone D - 200'

OVERALL PLANTING PLAN

13

[place]

(pakshong landscape and architectural collaborative)
3617 exposition boulevard los angeles ca 90016
310 450 8100 fax 323 737 3290

CONSULTANTS

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NAME OF ISSUE

KEY PLAN

VILLA COLEAVA

25200 Pacific Coast Highway
Malibu, CA 90265

Project # : 1913
Drawn by : LS
Scale : 1" = 40'-0"

Ref. North

Description	Date	No.
PLANNING SUBMITTAL	02/17/21	
BIO REVISIONS	04/05/21	1
BIO REVISIONS	08/11/21	

PROJECT NO: 2021

These drawings, specifications, ideas, designs, and arrangements presented thereto are and shall remain the property of (place). No part thereof shall be copied, disclosed to others or used in connection with any work or project other than the specific project for which they have been prepared and developed without the written consent of (place). Visual contact with these drawings or specifications shall constitute conclusive evidence of acceptance of these restrictions.

SHEET TITLE:
OVERALL PLANTING PLAN
L2.02

Over **50 trees up to 50 feet tall** are proposed along the scenic PCH corridor.
A revised plan is required to prevent permanent obstruction of designated scenic views ONCE THE VARIANCE IS APPLIED FOR.

Permanent Loss of Scenic Views from Pacific Coast Highway

Views Toward Paradise Cove, Point Dume and Coastline

Pacific Coast Highway is a **designated scenic corridor**

- This project introduces permanent mass that blocks long-established public views toward Point Dume
- The illegally elevated berm needs to be addressed

Please respect the last open green space in the area and preserve the scenic ocean views this project plans on destroying as well as mandating legal requirements for public safety – thank you.

Received
1/16/2026
Planning Div.

From: Tiffany Perry
To: Planning Commission
Cc: Fred Gaines; Allison Cook; Trevor Rusin; Tyler Eaton
Subject: 25200 Pacific Coast Highway / CDP No. 19-012, Lot Merger No. 24-002, and Certificate of Compliance No. 19-009
Date: Friday, January 16, 2026 12:40:09 PM
Attachments: Letter to Planning Commission dated 01-16-26.pdf

Chair Riddick and Honorable Members of the Planning Commission,

Attached please find a letter to you of today's date regarding 25200 Pacific Coast Highway (CDP No. 19-012, Lot Merger No. 24-002, and Certificate of Compliance No. 19-009). If you have any questions, please do not hesitate to contact our office.

Tiffany Perry
Legal Assistant

Gaines & Stacey LLP
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Woodland Hills, CA 91367
Telephone - 818-933-0200 ext. 1212
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CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/16/2026 Time 12:40pm
Planning Commission meeting of 1/20/26
Agenda Item No. 4.B
Total No. of Pages 16

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January 16, 2026

Via Email: planningcommission@malibucity.org

Chair Elizabeth Riddick and Members of the Planning Commission
City of Malibu
23825 Stuart Ranch Road
Malibu, CA 92065

Re: Coastal Development Permit No. 19-012
Lot Merger No. 24-002
Certificate of Compliance No. 19-009
25200 Pacific Coast Highway
Support for Project Approval

Dear Chair Riddick and Honorable Members of the Planning Commission:

This office represents PAR PCH, LLC, the owner of the property located at 25200 Pacific Coast Highway (the "Property"), regarding Coastal Development Permit No. 19-012, Lot Merger No. 24-002, and Certificate of Compliance No. 19-009 (collectively, the "Project"). The Project proposes to construct a new 9,219 square-foot, one-story, single-family residence, including a 1,000 square-foot subterranean two-car garage, 1,523 square-foot basement, 676 square-foot gym, detached 465 square-foot guest house, swimming pools, spa, driveways, decks, landscape, water features, hardscape, grading, retaining walls, and an onsite wastewater treatment system (OWTS) on one lot to be consolidated from two existing parcels in the Rural Residential, Two-Acre (RR-2) zoning district.

The purpose of this correspondence is to support that findings for Project approval are properly made, and that the Project qualifies for a Class 3 Categorical Exemption from CEQA. As such, we respectfully request that the Planning Commission approve the Project.

The Findings for Project Approval Are Supported by Substantial Evidence in the Record.

Planning Commission Resolution No. 25-05 details the required Coastal Development Permit findings for Project approval. These findings are supported by substantial evidence in the record consistent with California law. See Bixby v. Pierno (1971) 4 Cal.3d 130, 143-144.

The Angel Law letter dated December 16, 2025 ("Angel Letter") incorrectly states that the finding that the Project conforms with the certified LCP (LCP § 13.9(A)) and the finding that the Project is the least environmentally damaging alternative (LCP § 13.9(C)) are not substantiated. As detailed below, both of these findings are properly made.

1. **The Project Conforms with the Certified LCP.**

The Project is located in the RR-2 residential zoning district, an area designated for residential uses and typically developed with single-family residences. The Project meets all applicable residential development standards, and conforms with the certified LCP.

Despite the Project meeting all applicable residential development standards, the Angel Letter suggests that findings relating to geotechnical issues and slope stability are not supported by substantial evidence in the record.

First, the Angel Letter claims that the Feffer Geological Consulting Reports ("Feffer Reports") for the Project fail to reflect actual conditions at the Project site. Specifically, the Angel Letter claims that the Feffer Reports fail to adequately define the landslide movement affecting the site. This claim is false, as the Feffer Reports detail Feffer's intensive review of research of landslide exploration on the subject property. See Feffer Report dated May 21, 2018, § 3.5.1. Feffer concludes that:

Intensive review of research shows that, while there has been an abundance of exploration on the subject property, no one has been able to clearly identify and map the ancient landslide boundaries or related structural features that likely exist beneath the subject property.

The pre-graded site topography does suggest that ancient landslides exist, at least partially, beneath the subject property. However, the extent and depth to which the ancient slides exist remains uncertain as indicated by previous and current geologic explorations.

No evidence of ancient landsliding was observed within the recent excavations performed by this firm. The inferred landsliding on the subject site seems to be the contact between the overlying alluvium/terrace and the underlying bedrock. No evidence of landsliding within the bedrock was observed.

The recent landsliding that has occurred (e.g. 1978) and surficial slumping are not related to deep seated failures and were predominantly due to poor drainage conditions. Active landsliding along the slope below the subject property is entirely offsite.

The Angel Letter provides no substantial evidence that Feffer's conclusions in this regard are incorrect. Bakersfield Citizens for Local Control v. City of Bakersfield (2004) 124 Cal.App.4th 1184, 1198 ["Substantial evidence is not '[a]rgument, speculation, unsubstantiated opinion or narrative…"]. A technical response to the Pacific Coast Land Consulting letter dated December 12, 2025 has been prepared by Feffer Geological Consulting, and is attached hereto as Exhibit A.

Second, the Angel Letter claims that the Project does not comply with the LCP because mitigation measures are required to achieve the static factor of safety of at least 1.5. The Angel Letter disingenuously cites to the Planning Commission's approval of CDP No. 24-014 in support of its claim that the Project's design features proposed to meet the required factor of safety necessitate a variance. However, the Angel Letter's reading of CDP No. 24-014 is incorrect. There, the project ***could not*** meet the minimum required factors of safety, with or without mitigation, and as such, required a variance. Here, as detailed in the Feffer Reports, with the proposed stabilization system, the required 1.5 and 1.0 factor of safety is achieved and potential geologic instability is mitigated through Project design.

Finally, the Angel Letter claims that the Project fails to conform with the certified LCP because its analyses fail to consider slope instability and expected erosion over 100 years. Citing CDP No. 22-031, the Angel Letter claims that the Project must achieve a sufficient 100-year life elevation as required by LIP Section 10.4(A). The project at issue in CDP No. 22-031 was on a beachfront lot, and included a variance request for a seawall lower in height than would otherwise be required.

Section 10.4(A) provides:

> "Siting and design of new shoreline development and shoreline protective devices shall take into account anticipated future changes in sea level. In particular, an acceleration of the historic rate of sea level rise shall be considered and its potential impact on beach erosion, shoreline retreat, and bluff erosion rates shall be evaluated. Development shall be set back a sufficient distance landward and elevated to a sufficient finished floor height to eliminate or minimize to the maximum extent feasible hazards associated with anticipated sea level rise over the expected 100 year economic life of the structure."

The Project here is not located on a beachfront lot and does not include a shoreline protective device. CDP No. 22-031 is not analogous or instructive.

2. **The Project Meets Scenic and Visual Impact Requirements and is the Least Environmentally Damaging Alternative.**

The Project's main residence building is limited to a maximum of 17 feet, seven inches and one story, and the guest house height to 10 feet. The proposed location of development is sited on the flattest area of the subject property where slopes range from 4 to 1or flatter. Other areas of the property where development could occur, but was avoided, contain slopes that are 3 to 1 or steeper. Proposed building pad elevations would be set further below current grade on the property to further minimize impeded bluewater views from PCH, and to allow the building pads to be gradually stepped into the western slope of the project site to reduce their visual profile.

To eliminate all impedance to bluewater views from PCH, all proposed buildings would need to be a height that is at or below that of the adjacent PCH roadway grade and Caltrans berms along the roadway. To meet this, the buildings would need to be below three to seven feet in height in most areas, with the exception of the tallest building portion at the east end of the main residence. This portion of the main residence is proposed at a height of 17 feet, seven inches, and there is a 21-foot difference between the development surface and the roadway/berm grade such that the building height would not be visible from PCH. In lieu and in accordance with LIP Section 6.5(E)(2), the project would implement a public view corridor from PCH to existing bluewater views for a distance of 31 percent (542 feet, 7 inches) of the property width (east to west) on the eastern portion of the property, consistent with LIP Section 6.5(E)(2).

As described in Finding A.3, there are no other feasible alternatives to development and no other feasible locations on the property to accommodate the proposed development that would avoid scenic and visual impacts including bluewater views. At most, the upper eight feet, five inches of the main residence will be visible from public views along PCH. Consistent with LIP Section 6.5(E)(2), an onsite view corridor will be implemented as part of the project. This LIP section requires that where topography of the project site does not permit the siting or design of a structure that is located below road grade, new development shall provide an ocean view corridor on the project site.

The Angel Letter suggests that the Project be conditioned on a further reduction in height to eliminate any obstruction of bluewater views. Reducing the proposed 17-foot, 7-inch structure by another 8 feet, five inches to eliminate views of the structure from PCH is infeasible and would deprive the Applicant of development rights enjoyed by other similarly situated property owners in violation of the federal equal protection clause (U.S. Cons., 14th Amend.) and its California counterpart (Cal. Const., art. I, § 7(a)). See Village of Willowbrook v. Olech (2000) 528 U.S. 562, 564 [persons who are similarly situated with respect to the legitimate purpose of a law must be treated alike under the law; plaintiff may state a claim for violation of equal protection as a "class of one"].

The Project Qualifies for a Class 3 Categorical Exemption Under CEQA.

As mandated by Public Resources Code Section 20184, State CEQA Guidelines (the "Guidelines") Section 15300 includes a list of classes of projects which are exempt from CEQA because they have been determined to not have a significant effect on the environment. The Class 3, which comprises the construction of "new, small facilities or structures," including "[o]ne single-family residence, or a second dwelling in a residential zone," and "up to three single-family residences" "[i]n urbanized areas." (14 Cal. Code Regs. § 15303(a)) is included on that list.

Here, Planning Commission Resolution No. 25-05 properly details findings in support of the Project's qualification, as a single-family home with customary accessory structures, for the Class 3 categorical exemption.

Substantial evidence supports the City's determination that the Project is categorically exempt. "The substantial evidence test [] governs review of an agency's factual determination […] A reviewing court does not conduct an independent review of the record. It must affirm an agency's factual determination that a project fits within an exemption category as long as its determinations are supported by factual evidence." 1 *Practice Under the California Environmental Quality Act,* § 5.126.D (2d ed. Cal. CEB), citing numerous cases; see also North Coast Rivers Alliance v. Westlands Water Dist. (2014) 227 Cal.App.4th 832, 852.

The Angel Letter claims that the Class 3 categorical exemption does not apply here because the proposed house is not "small," it does not qualify as a "small structure" for purposes of the exemption. The Angel Law represents that 22 published court opinions involving a project relying on the Class 3 categorical exemption all involved homes that measured less than 6,500 square-feet. However, a review of just one of those cases, the seminal case for exclusions from categorical exemptions under CEQA, Berkeley Hillside Preservation v. City of Berkeley (2015) 60 Cal.4th 1086, reveals the Angel Letter's misrepresentation of relevant facts. In that case, a Class 3 categorical exemption was upheld for a single family home project that included a 6,478 square-foot home with an attached 3,394 square-foot garage. The proposed residence would cover about 16 percent of the lot. The total square footage of the home in Berkeley Hillside Preservation was therefore 9,872 square feet, larger than the 9,219 square-foot home proposed here. The home in Berkeley Hillside Preservation additionally covered about 16 percent of the lot, while the proposed lot coverage here is less than 8 percent.

Case law supports application of the Class 3 categorical exemption here, and the Angel Law fails to meet its burden of providing any substantial evidence that the categorical exemption does not apply.

Additionally, the Angel Letter fails to establish that any exceptions provided in Guidelines Section 15300.2 apply here. Guidelines Section 15300.2 provides a list of six exceptions to categorical exemptions, of which the Angel Letter discusses three.

a) *Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located--a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

By its terms, the location exception applies "where the project may impact on an environmental resource of hazardous or critical concern." Here, no environmental resource of hazardous or critical concern has been designated, mapped, or officially adopted for the Property.

The Angel Law attempts to contort this exception by suggesting that it applies to properties with public ocean views from PCH. No case law or provision in the City's certified LCP support the Angel Letter's strained reading that public ocean views from PCH are an environmental resource of "hazardous or critical concern." In fact, Berkeley Hills Watershed Coalition v. City of Berkeley (2019) 31 Cal.App.5th 880, cited in the Angel Letter in support of this claim, upheld a Class 3 categorical exemption for construction of three homes on adjacent hillside parcels, concluding that the project site was not located in a designated environmentally sensitive area and thus the location exception to the categorical exemption did not apply.

b) *Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The Angel Letter alleges that unusual circumstances exist because of the Project size and particular location. With regard to the Project's size, as discussed above, the Project size is consistent in size with the project at issue in Berkeley Hillside Preservation v. City of Berkeley (2015) 60 Cal.4th 1086, where the court upheld the city's adoption of the Class 3 exemption. Again, the proposed lot coverage for the Project site is less than 8 percent. Once again, no case law supports the Angel Letter's claim that project size alone constitutes an "unusual circumstance" that would except the Project from the Class 3 categorical exemption. Entirely missing from the Angel Letter analysis is any evidence, much less substantial evidence, of significant environmental effects resulting from the Project's size. See Gentry v. City of Murrieta (1995) 36 Cal.App.4th 1359, 1417 ["[I]n the absence of a specific factual foundation in the record, dire predictions by nonexperts regarding the consequences of a project do not constitute substantial evidence."]; Perley v. County of Calaveras (1982) 137 Cal.App.3d 424, 436-437 [unsubstantiated fears and desires of project opponents do not constitute substantial evidence].

Regarding the Project's location within the City's Malibu Road Landslide Assessment Area 98-3 and within the state's Malibu Beach Quadrangle Landslide Hazard Zone, the Project's geotechnical reports address potential impacts of the environment on the Project, and make recommendations for site preparation and earthwork, foundations, retaining walls, drainage, and other measures to reduce the impact of potential landslides on the Project. The Project's reports do not indicate that construction of the proposed residence would exacerbate existing landslide conditions or harm the environment. In Berkeley Hills Watershed Coalition v. City of Berkeley (2019) 31 Cal.App.5th 880, the court upheld the Class 3 exemption and rejected claims identical to those made in the Angel Letter by the project opponents there.

The Angel Letter additionally claims that certain Project design features that are proposed to meet minimum factors of safety are "mitigation" measures that disqualify the Project from categorical exemption. Here, the Project design features the Angel Letter complains of are more aptly characterized as an integral part of the overall project, and therefore not "mitigation." The design features do not constitute a "mitigation" measure because they are part of the project

itself, and are not a "subsequent action proposed to mitigate or offset the alleged adverse environmental impacts" of the Project. Berkeley Hillside Preservation v. City of Berkeley (2015) 241 Cal.App.4th 943, 961.

Moreover, CEQA case law is clear that the City may impose conditions on a project that address environmental issues for legitimate reasons without running afoul of CEQA. See Protect Telegraph Hill v. City and County of San Francisco (2017) 16 Cal.App.5th 261, 267-268; Historic Architecture Alliance v. City of Laguna Beach (2023) 96 Cal.App.5th 186, 208 [changes to project design to comply with existing standards were not improper mitigation measures].

Guidelines § 15300.2(c), provides: "A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances." The plain language of this provision supports the view that, for the exception to apply, it is not alone enough that there is a reasonable possibility the project will have a significant environmental effect; instead, in the words of the Guideline, there must be "a reasonable possibility that the activity will have a significant effect on the environment *due to unusual circumstances*." Guidelines, § 15300(c), italics added. "Allowing project opponents to negate [exemption] determinations based on nothing more than 'a fair argument that the project will have significant environmental effects' … would be fundamentally inconsistent with the Legislature's intent in establishing the categorical exemptions." Berkeley Hillside Pres. v. City of Berkeley (2015) 60 Cal. 4th 1086, 1106.

The Angel Letter fails to meet its burden of establishing that the Project will have a significant effect on the environment due to unusual circumstances.

c) *Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.*

There are no historic buildings on the Property, and no rock outcroppings or similar resources exist at the Property. While the Project will result in a partial impediment to bluewater views from PCH, project design features minimize impediment to such views. The Project is consistent with the LCP's scenic resource protection policies, and the Angel Letter fails to cite to any project or case law that supports its novel argument that partial impediment of bluewater views from PCH result in the application of this exception from a categorical exemption.

The Angel Letter fails to meet its burden of establishing that an exception to the Class 3 categorical exemption applies. See Berkeley Hillside Preservation v. City of Berkeley (2015) 60 Cal.4th 1086, 1105 [a party challenging the exemption has the burden of producing evidence supporting an exception].

Conclusion.

As detailed above, the findings in support of Project approval are well supported by substantial evidence in the record. The Project qualifies for a Class 3 categorical exemption from CEQA, and no exceptions to the exemption apply.

We respectfully request that the Planning Commission approve the Project as conditioned. Thank you for your time and consideration of this matter.

Sincerely,

GAINES & STACEY LLP

Fred Gaines

By
FRED GAINES

cc: Allison Cook (Via Email: capstonecityplan@gmail.com)
Tyler Eaton (Via Email: teaton@malibucity.org)
Trevor Rusin (Via Email: Trevor.Rusin@bbklaw.com)

Exhibit A

FEFFER
GEOLOGICAL CONSULTING

January 14, 2026 File No. 1992-75

PARPCH, LLC.
P.O. Box 6528
Malibu, CA 90264

Subject: **RESPONSE TO 2nd RALPH JEFFERY LETTER**
Remaining Unaddressed Items by Pacific Coast Land Consulting
Dated December 12, 2025

References: **PRELIMINARY GEOTECHNICAL FEASIBILITY INVESTIGATION**
23000-25200 Pacific Coast Highway, Malibu, CA 90265
By: Feffer Geological Consulting, Dated May 21, 2018

GEOTECHNICAL REVIEW SHEET
25200 Pacific Coast Highway, Malibu, CA 90265
By: City of Malibu Dated August 27, 2018
Response By: Feffer Geological, Dated November 20, 2018

GEOTECHNICAL REVIEW SHEET
25200 Pacific Coast Highway, Malibu, CA 90265
By: City of Malibu, Dated January 14, 2019
Response By: Feffer Geological, Dated December 17, 2019

GEOTECHNICAL REVIEW SHEET
25200 Pacific Coast Highway, Malibu, CA 90265
By: City of Malibu, Dated January 30, 2020

GEOTECHNICAL REVIEW SHEET
25200 Pacific Coast Highway, Malibu, CA 90265
By: City of Malibu, Dated August 4, 2020
Response By: Feffer Geological, Dated June 18, 2020

GEOTECHNICAL REVIEW SHEET
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
Response By: Feffer Geological, Dated November 18, 2021

GEOTECHNICAL REVIEW SHEET
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018

City of Malibu Review Letter Dated February 28, 2022
Response By: Feffer Geological, Dated April 28, 2022

GEOTECHNICAL REVIEW SHEET
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
City of Malibu Review Letter Dated July 5, 2022
Response By: Feffer Geological, Dated September 28, 2022

GEOTECHNICAL REVIEW SHEET (APPROVAL)
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
City of Malibu Review Letter Dated November 11, 2022

ADDENDUM LETTER I
Proposed Soldier Pile and Tieback Stabilization System
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
Response By: Feffer Geological, Dated January 6, 2023

GEOTECHNICAL REVIEW SHEET
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
City of Malibu Review Letter Dated February 14, 2023

RESPONSE TO CITY OF MALIBU
Proposed Soldier Pile and Tieback Stabilization System
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
Response By: Feffer Geological, Dated March 17, 2023

GEOTECHNICAL APPROVAL SHEET
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
City of Malibu Review Letter Dated April 11, 2023

RESPONSE TO RALPH JEFFERY LETTER
Preliminary Report by Pacific Coast Land Consulting
Dated August 15, 2025
Response By: Feffer Geological, Dated August 20, 2025

Dear PARPCH, LLC:

As requested, Feffer Geological Consulting is providing this letter in response to the referenced report by Pacific Coast Land Consulting. We appreciate the opportunity to be of service. Should you have any questions regarding the information contained in this report, please do not hesitate to contact us.

Sincerely,

FEFFER GEOLOGICAL CONSULTING, INC.

Joshua R. Feffer
Principal Engineering Geologist
C.E.G. 2138

Distribution: Addressee– (1)

INTRODUCTION

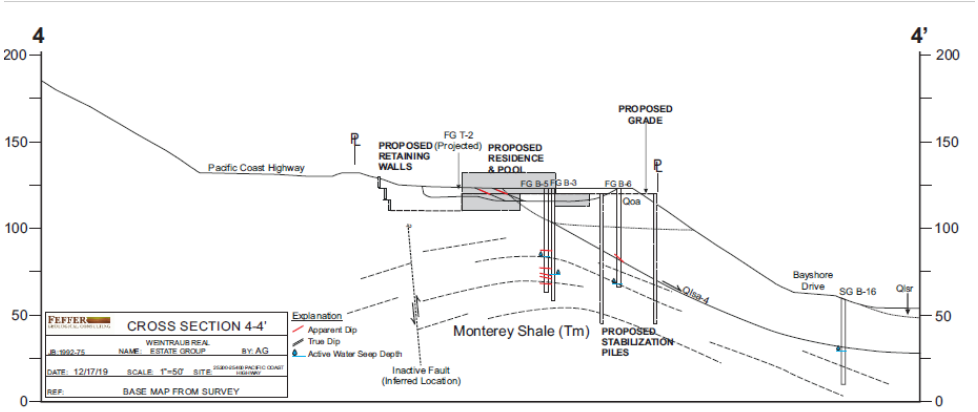
As referenced above, Feffer Geo provided a response to a previous Pacific Coast Land Consulting (Ralph Jeffery) letter and Ralph has now issued an additional letter that we are responding to below.

We would like to reiterate that Ralph is not providing any supporting cross sections, analysis, slope stability, and does not appear to have reviewed the referenced Feffer Geological reports and City of Malibu review and approval letter. It should be noted that Ralph is questioning the judgement of both the City of Malibu's reviewing geologist and engineer, as well as the competency of Feffer Geological Consulting, Inc. Furthermore, many of the points that Ralph brings up have already been exhaustively addressed, explained, and analyzed within the 9 reports that were prepared by this office over a 5-year period along with the associated City of Malibu review and approval sheets.

We have addressed the following items from the recent letter:

- Ralph states that we didn't analyze some of the previously identified ancient landslides on site and didn't design our pile and tieback system appropriately. We also mischaracterized the subsurface conditions within the 12 large diameter borings that were downhole logged, 2 fault trenches, and 8 exploratory test pits and that missing data in our logs indicates we didn't perform an adequate job.
- Ralph says that an offset shown on the plot for inclinometer SI-5 in the 2019-2020 assessment district report represents actual movement. Additionally, Ralph says this supposed "movement" at a depth of about 25' wasn't used in our slope stability analysis.

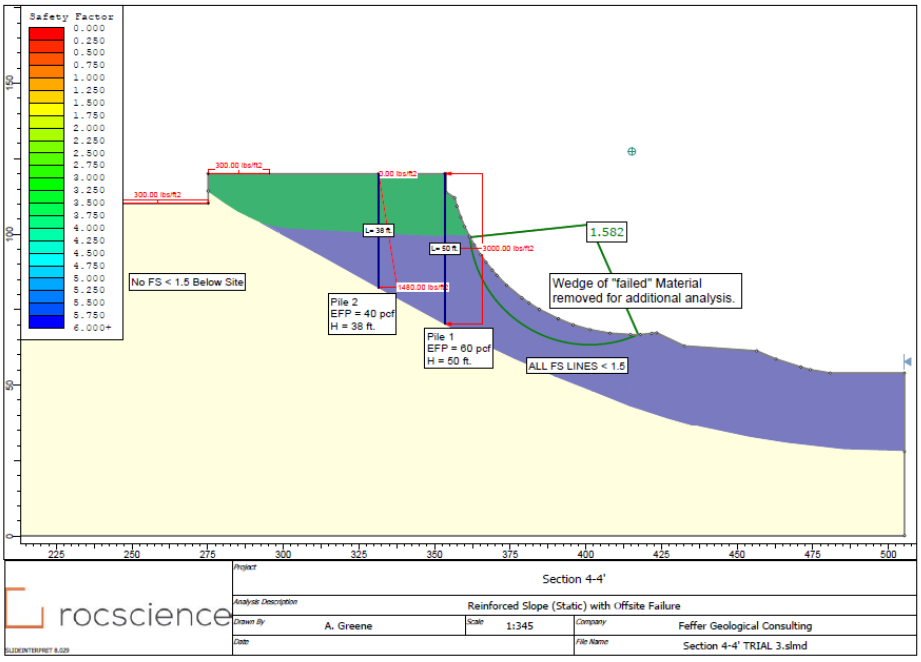
As stated in the previous response, Ralph has not reviewed the slope stability analysis included within our reports. While we did not find evidence of ancient landsliding at the site within the subsurface investigation conducted by this office, we assumed that the reported ancient slides existed and used the slide geometry in the slope stability analysis to design the piles and tiebacks in several reports. Please see cross section 4-4' below wherein we drew the reported ancient slide (Qlsa-4) in the December 17, 2019 report.



With regard to the supposed movement shown in SI-5 in the 2019-2020 assessment report, this is incorrect. Fugro modified the reporting of data and chose a different initial data set to plot the data in the 2019-2020 report. The slight apparent "movement" of 0.2" is an artifact of, as it says in the report, of modification of the data with zero shift and/or rotation corrections by modification of the data sets. What is shown in the 2019-2020 report (and not shown in the previous reports from 2008-2018) is an artifact of the data manipulation and was correctly reported as being no indication of slide movement. Note that Josh Feffer graduated from a short course specializing in Inclinometer readings, modification, and interpretation. The conclusion that no meaningful movement has occurred in SI-5 is supported by the assessment district reports from 2008-2009 through 2023-2024 that state that no movement was detected in SI-5. Ralph simply states that we parroted the findings from the assessment district report and that Feffer and Fugro are wrong and that he, Ralph, is correct.

Nonetheless, even if Ralph hasn't misinterpreted the data (fyi, he also incorrectly stated that "Movements as small as 0.1 inch over 100 feet are meaningful." Which is entirely incorrect because that amount of movement is not within the reliable accuracy of the instrument), we have already assessed a potential movement at a depth of 25 feet in the location of the inclinometer SI-5. The depth of the ancient slide plane in Qlsa-4 is about 25 feet below the elevation of Bayshore Drive. Therefore the "supposed" movement at 25 feet in SI-5 (which would be located on section 4-4' below Bayshore Drive) has already been assumed in the slope stability analysis. The material within the "ancient landslide" was assumed to fail and the piles designed to support the subject site and isolate the site from the slope.

Therefore, this idea that Ralphs reinterpretation of modified data from a single snapshot in time (which was stated by City of Malibu as not being actual movement) is correct, was already assessed by FGC. See the stability analysis from the December 2019 report.



- Ralph states that somehow there is "missing" information within the logs prepared by this office.

With regard to the reporting of data within the borings as somehow being deficient, this is nonsense. The data was reported as such due to homogeneous nature of the underlying bedrock. Attempting to say that data is missing is wrong.

What is strange is that Ralph uses a log by Leighton to show how data should be provided but the Leighton log has the same "missing gaps" of data.

The example Leighton log used by Ralph has "gaps" of data from 35-40', 43-49', 49-54', and 55-60'. According to Ralph, Leighton logs are correct and have no "missing" data even though 21 feet of description is missing from 25 foot interval of log. When the FGC log uses the same level of description, Ralph writes that data is somehow missing, but when Leighton does the same, he states that the same level of detail is excellent.

CONCLUSION

We await actual cross sections, slope stability analysis, and an explanation of how structurally stabilizing the lot above creates a less safe condition for properties below.

Until then, the points brought up are just an attempt to besmirch the reviewers of the City of Malibu and the undersigned consultant.

Received
1/20/26
Planning Div.

From: Malibu Township Council
To: Denise@Coastal Gonzalez; Trevor Rusin; Jyoti Drummond
Cc: gabriella@coastal.ca.gov; Bill Sampson; Patt Healy; R Y A N; Tiffany Murray; Jan Ravlich; Rob Duboux; Bruce Silverstein; Tyler Eaton; Frank Angel; Jun Fujita Hall; John Mazza; Marni Kamins; Planning Commission
Subject: Re: 25200 PCH - Weintraub property
Date: Friday, January 16, 2026 7:12:35 PM
Attachments: Letterfromelkinskaltlackofstabilityanalysis.pdf
variancerequired 2.pdf
25200 pch opposition revised comments.docx

Hello Denise and Trevor,

Has your office had time to review the proposed project's staff report noting no required variance to the factor of safety and also excessive grading have been applied for? Pls advise on if this item should be continued until your office can make a much needed determination. We have been waiting for an answer to this from the city since last August with NO response. This is supposed to be heard by the Planning Commission this Tuesday evening and we have yet to receive any response from the city attorney or Coastal Commission when we followed up on this mid December.

Without this variance application this will render sections 9.4D and section 13.26 of the LIP as meaningless and not necessary for any new construction in geo hazardous areas which is a dangerous precedent. Pls advise as soon as possible.

Because it is NEW construction with an enormous new OWTS and never allowed to be built upon previously, the site MUST be examined and based on EXISTING worse case geologic conditions NOT on any unstudied and risky construction mitigation efforts for the safety of the community and the adjacent neighbors below especially.

The city's staff report at the VERY LEAST needs to be updated to clearly state under HAZARDS that the proposed project is WITHIN the landslide assessment district and a mapped landslide area. And ANY new construction in these areas legally REQUIRE a variance to be applied for to the factor of safety of both 1.5 (static) and 1.1 (pseudostatic) which is also not correctly summarized through our public correspondence on p 39 of the current staff report. Again, neither of these safety factors can be met under existing worse case site conditions as per the applicant's OWN completed geotechnical studies.

Thank you,

Jo Drummond
Malibu Township Council

See code sections here:

City of Malibu Local Implementation Plan Section 9.4, Part D, states, in part:
New development proposed on landslides, steep slopes, unstable or weak soils or any other identified geologic hazard area, shall be permitted only where a factor of safety of 1.5 (static) and a factor of safety of 1.1 (pseudostatic) can be provided.
Such analysis shall adhere to all provisions of the City of Malibu's "Guidelines for the preparation of engineering geologic and geotechnical engineering reports," dated February 2002… *The analyses shall demonstrate a factor of safety greater than or equal to 1.5 for-the static condition and greater than or equal to 1.1 for the seismic condition. Seismic analyses may be performed by the pseudostatic method, but in any case shall demonstrate a*

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/20/26 Time 7:30 a.m.
Planning Commission meeting of 1/20/26
Agenda Item No. 4B
Total No. of Pages 27

permanent displacement of less than 50 mm. Slope stability analyses shall be undertaken through cross-sections modeling ***worst case geologic and slope gradient conditions.*** *Analyses shall include postulated failure surfaces such that both the overall stability of the slope and the stability of the surficial units is examined.*
13.26. VARIANCES The purpose of this section is to provide a mechanism for applicants to make an application for a coastal development permit **variance from standards or requirements of the Malibu LIP** and to provide specific findings for approval or denial of variances.
City of Malibu Local Implementation Plan Section 13.26.5 states, in part:
Following a public hearing, the Planning Commission shall record the decision in writing. The Commission may approve and/or modify an application for a variance
in whole or in part, with or without conditions, only if it makes all of the following findings of fact supported by substantial evidence that:
B. The granting of such variance will not be detrimental to the public interest, safety, health or welfare, and will not be detrimental or injurious to the property
or improvements in the same vicinity and zone(s) in which the property is located.
C. The granting of the variance will not constitute a special privilege to the applicant or property owner.
D. The granting of such variance will not be contrary to or in conflict with the general purposes and intent of this Chapter, nor to the goals, objectives and policies of the LCP…
G. The variance request is consistent with the purpose and intent of the zone(s) in which the site is located. A variance shall not be granted for a use or activity
which is not otherwise expressly authorized by the zone regulation governing the parcel of property.
H. The subject site is physically suitable for the proposed variance.
Coastal Act Section 30253 and Malibu Land Use Plan (LUP) Policy 4.2 provide standards that require new development to minimize risks to life and property in areas of high geologic, flood, and fire hazard, assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area.

On Jan 10, 2026, at 6:25 AM, Jyoti Drummond [redacted] wrote:

Hello Denise,

I hope the New Year is off to a better start for all of us.

The staff report for the project at **25200 Pacific Coast Highway** has now been released (link

below), and the hearing is scheduled for **January 20 at 6:30 p.m.**, identified as the first prioritized item. I have reviewed the proposed resolution within the approximately 1,300-page report and am very concerned that it **does not acknowledge that the site lies within the Malibu Landslide Assessment District and an active landslide hazard area**.

Because the project is proposed on a mapped landslide and includes extensive grading, substantial new massing, and **stabilization measures involving piles on the order of 100 feet in depth**, the project **requires a variance to the factor-of-safety standards under LIP §9.4(D)**. No such variance has been applied for.

As I explained in my prior correspondence, **this application cannot lawfully proceed without that variance**. LIP §9.4(D) requires that slope stability demonstrate a **minimum factor of safety of 1.5 under worst-case geologic conditions**, and the applicant's own geotechnical analyses—referenced in the staff report (see p. 1137)—confirm that this threshold **cannot be met under existing conditions**. Where compliance cannot be achieved, a variance under **LIP §13.26** is mandatory and cannot be waived or overlooked.

In addition, based on the scope of grading proposed, it appears the project may also require a **grading variance**, which likewise has not been applied for or analyzed.

I respectfully ask that your office review the staff report and advise City staff that the **required variance or variances must be processed before this application can move forward**. Proceeding without them places the Planning Commission in an untenable position and risks avoidable procedural error.

It is particularly unfortunate that such an extensive report has been prepared when, more than a year after the Palisades Fire, only **22 rebuild permits** have been issued. Limited staff and leadership resources are clearly stretched thin, and failures to enforce threshold LCP requirements at the outset—such as in this case—only compound delays and workload. Addressing these issues early would better serve both lawful development and Malibu's recovery.

For reference, the agenda materials are available here:
https://www.malibucity.org/AgendaCenter/ViewFile/Item/7832?fileID=85371

Thank you very much for your time and attention to this matter.

Best regards,
Jo Drummond
Malibu Township Council

---------- Forwarded message ---------
From: **Malibu Township Council** <[redacted]>
Date: Thu, Dec 25, 2025 at 9:25 AM
Subject: Re: 25200 PCH - Weintraub property
To: Gabriella@Coastal Gough <gabriella.gough@coastal.ca.gov>, Denise@Coastal Gonzalez <Denise.Gonzalez@coastal.ca.gov>
Cc: Bill Sampson [redacted], Patt Healy [redacted], R N [redacted], Tiffany Murray [redacted], Jan Ravlich [redacted], Rob Duboux <rduboux@malibucity.org>, K Hill [redacted], Bruce Silverstein <bsilverstein@malibucity.org>, Trevor Rusin

<trevor.rusin@bbklaw.com>, Jyoti Drummond [redacted], Tyler Eaton <teaton@malibucity.org>, Jun [redacted], Frank Angel <fangel@angellaw.com>, Mariela Guastavino [redacted]

Hi Gabrielle and Denise! I received both your e-mails at the same time thank you!

Here is the staff report that is already out for the above -

malibucity.org

It does NOT apply for a variance which should be required. On p 514 of this report it states the following quote from Feffer, the applicant's consulting geologist:

"Translational Stability Analysis As requested, cross sections 2, 3, 4, 5 and 6 were analyzed for translational stability to model potential adverse geologic conditions. ***Each section was analyzed under the "post construction" condition*** *to consider all proposed new grades, building loads, groundwater conditions, and reinforcements. Each analysis utilized the spencer method with a non-circular block search. Search windows were placed at the top and bottom of each slope based on a trial-and-error method of selection. Once search windows were defined,* ***reinforcements were added to the slopes and modified until reaching a 1.5 and 1.0 factor of safety (FS) for static and seismic conditions. The analyses indicate that the existing slopes require a stabilization system to achieve a 1.5 and 1.0 factor of safety and to mitigate potential geologic instability."***

Thus, the **worst case** scenario to determine the existing static and seismic factor of safety was not applied.

If you read the geotechnical report dated 11.18.2021 referred to in this staff report that we give definitive results from in our first email to you it is CLEAR that the applicant is attempting to avoid a variance by increasing the factor of safety required using a stabilization system in the order of 100 ft piles that have not been evaluated in any geotechnical way as required with a variance. As the lot has NEVER been built upon and is proposing a HUGE development with multiple pools, underground elements, etc. the city needs to follow their OWN CODES and have the applicant apply for a variance based on PRE-CONSTRUCTION conditions not POST construction. This is just a blatant attempt at avoiding the proper evaluation necessary for a project of this scale on a known landslide area that obviously cannot meet the required factor of safety under normal conditions.

Please instruct the City to have the required variance applied for so that the proposed excessively deep piles, foundations, etc. are all analyzed carefully as should be completed for any new construction (that is NOT a fire rebuild) to determine if it will be actually safe or not.

Without doing this means that sections 9.4D and section 13.26 of the LIP are meaningless and not necessary which is completely irresponsible and hopefully only overlooked by our building department.

Thank you both for your help in rectifying this matter for the safety of our precious coastal

city. It's ridiculous that after 5 EMAILS to the city and city attorneys about this (below) that the variance has yet to be applied for and the application has already been set for planning commission hearing without any preemptive action thus far.

Jo Drummond
On behalf of Malibu Township Council

On Dec 24, 2025, at 1:28 AM, Gonzalez, Denise@Coastal <Denise.Gonzalez@coastal.ca.gov> wrote:

Hi Jo,

I'm not sure you've received my email response from yesterday afternoon to your initial email below. To reiterate, Commission staff will review the City's staff report when this project is scheduled for a Planning Commission meeting and will provide any comments on the project if deemed necessary. We'll be sure to forward a copy of any comments or letters we submit to the City regarding this project.

Wishing you a wonderful holiday season!

Best,
Denise

Denise Gonzalez
District Supervisor
California Coastal Commission
South Central Coast District
89 South California Street, Suite 200
Ventura, CA 93001
Denise.Gonzalez@coastal.ca.gov | (805) 585-1800

From: Malibu Township Council [redacted]>
Sent: Tuesday, December 23, 2025 8:57 AM
To: Gonzalez, Denise@Coastal <Denise.Gonzalez@coastal.ca.gov>
Cc: Bill Sampson [redacted]; Patt Healy [redacted]; R N [redacted]; Tiffany Murray [redacted]; Jan Ravlich [redacted]; Rob Duboux <rduboux@malibucity.org>; K Hill [redacted]; Bruce Silverstein <bsilverstein@malibucity.org>; Trevor Rusin <trevor.rusin@bbklaw.com>; Jyoti Drummond [redacted]; Tyler Eaton <teaton@malibucity.org>
Subject: Re: 25200 PCH - Weintraub property

Hi Denise!

I realize you might not get to this until the new year but if you can give an approximate time on when you can give an answer to the question about a variance requirement below that would be very helpful. The item is scheduled to be heard on Jan 12 or 19 and we need clarity by then.

Thanks very much! Jo Drummond
On behalf of MTC

On Dec 17, 2025, at 7:22 PM, Malibu Township Council [redacted] wrote:

Good morning Denise!

Hope all is well and you're ready for the upcoming holidays...:).

We have another question regarding a project at 25200 PCH, CDP 19-02. The project is for new construction of over 12000 sq ft including basement and underground garage, 10 pools and 12 bedrooms and bathrooms within the active Malibu Road Landslide Assessment District. As per the attached applicant's geotechnical report (three difft links below in case due to size) dated 11.18.2021 on p 563 the static factor of safety is calculated between 1.094 to 1.186 WELL BELOW the factor of safety threshold of 1.5. This would normally not meet Section 9.4 D of Malibu's LIP and require a variance for the factor of safety under Section 13.26.

HOWEVER, the City is NOT interpreting calculating the factor of safety at Worse Case scenario as required under Section 9.4D 2. and NOT requiring a VARIANCE for the factor of safety. This is BECAUSE the applicant's geotechnical consultant subsequently repeated a static and seismic slope stability test with fabricated values for using 100 ft piles to supposedly "mitigate" potential geologic instability and achieve a factor of safety of 1.5 static and 1.0 seismic. In fact on p 6 of the attached report dated 11.18.2021 it states: "The analyses indicate that the existing slopes require a stabilization system to achieve a 1.5 and 1.0 factor of safety and to mitigate potential geologic instability."

As per our issue a few years ago with Option 4 for Fire Rebuilds we are again seeing codes bent allowing future incomplete construction to justify approvals.

A variance is the only lawful mechanism through which proposed mitigation and construction measures on a landslide area may be evaluated, as required by LIP 13.26.5 (B) and Coastal Act 30253. Allowing mitigation to be counted in the baseline for slope stability would eliminate any meaningful "worse-case" analysis under 9.4D of the LIP and allow applicants to BYPASS the variance process entirely.

The proposed stabilization system includes multiple piles on the order of 100 feet in depth (p 152/164 attached) within a mapped landslide. Excavation and installation at that scale have the potential to disturb the landslide mass and therefore must be evaluated through the required variance process, not assumed as a basis for approval.

We are concerned that this item is scheduled for approval at the Planning Commission hearing at the first meeting in January before mandatory LCP requirements have been satisfied. This interpretation must be rejected by the Coastal Commission in writing to ensure the appropriate variance is applied for by the City.

I want to be clear that I recognize how **overextended the Community Development Department** is, and I genuinely empathize with staff working under extraordinary workload pressure. That is precisely why **early, consistent code enforcement matters**—to reduce rework, appeals, and delays that ultimately slow Malibu's recovery.

As a fire victim myself, this issue is deeply important to me, to my family, and to the many Malibu families who are still trying to rebuild their lives. It affects our schools, our local businesses, and our long-term recovery. I am hopeful that the City's new leadership in Community Development will be supported in enforcing the LCP clearly and consistently at the outset. That process begins here with removing this item from the Planning Commission agenda and applying for the required variance. Without early, consistent enforcement at this level, these code requirements will continue to be violated, and Malibu's rebuilding efforts risk being stalled indefinitely.

Please let us know how the Coastal Commission would handle this case.

Thank you, Jo Drummond
on behalf of Malibu Township Council

https://cityofmalibuca.nextrequest.com/documents/55817576

https://acrobat.adobe.com/id/urn:aaid:sc:us:793034ba-bc3e-4423-b317-d1bd7315c103

https://drive.google.com/file/d/1SeYciflVyhIQ9neM9s1Kln5-iAdXgwKY/view?usp=sharing

Begin forwarded message:

From: Malibu Township Council [redacted]
Date: December 16, 2025 at 12:21:43 PM PST
To: capstonecityplan@gmail.com, Yolanda Bundy <ybundy@malibucity.org>, Tyler Eaton <teaton@malibucity.org>, Rob Duboux <rduboux@malibucity.org>, Trevor Rusin <trevor.rusin@bbklaw.com>, Kellan Martz <Kellan.Martz@bbklaw.com>
Cc: Frank Angel <fangel@angellaw.com>, Bill Sampson [redacted], Patt Healy [redacted] Jason Ernst <jernst@malibucity.org>, Gail Duncan <gduncan@malibucity.org>, John Mazza [redacted], Skylar Peak [redacted], Elizabeth Riddick [redacted], marni kamins [redacted], Drew Leonard [redacted], Rebecca Evans <revans@malibucity.org>, [redacted] cvo@angellaw.com, sleonard@angellaw.com, Tiffany Murray [redacted], Jan Ravlich [redacted], Emily <emily@azimuth.partners>, R N [redacted], Bruce Silverstein <bsilverstein@malibucity.org>, HayLynn Conrad <HConrad@malibucity.org>, Charlotte Frieze [redacted], Danny [redacted], K Hill

[redacted], Hayley Mattson <hayley@13stars.media>,

Subject: Re: 25200 PCH - Weintraub property

Please respond —

This project at **25200 Pacific Coast Highway** cannot lawfully proceed without a **variance for the factor of safety prior to any discretionary approval**. Under the Malibu Local Coastal Program and **LIP §9.4(D)**, new development proposed on landslides may be permitted **only where a factor of safety of 1.5 (static) and 1.1 (pseudostatic) can be demonstrated**, based on **worst-case geologic and slope gradient conditions**, examining both overall slope stability and surficial units.

Because mitigation and stabilization measures necessarily improve site conditions, the "worst-case" condition required by **LIP §9.4(D)** must reflect **existing, pre-mitigation site conditions**, unless deviations from those standards are expressly approved through a variance pursuant to **LIP §13.26**. Where a site cannot meet the required factor of safety under existing conditions, **LIP §13.26** provides the sole lawful mechanism through which proposed mitigation and construction measures may be evaluated and weighed against public safety, adjacent properties, and the public interest, as required by **LIP §13.26.5(B)** and **Coastal Act §30253**. Absent an approved variance, the City may not rely on assumed future stabilization or construction to make the findings required under the LCP.

Allowing mitigation measures to be incorporated into the baseline slope stability analysis would directly contradict the structure and purpose of the LCP. If mitigation were permitted in the baseline condition, there would be no meaningful "worst-case" analysis, **LIP §9.4(D) would be rendered meaningless**, and the variance provisions of **LIP §13.26** would never be triggered. The Coastal Commission has consistently rejected that interpretation. **LIP §13.26 exists precisely because some sites cannot meet the requirements of §9.4(D) under existing conditions.** If applicants were permitted to add piles, retaining walls, caissons, or other stabilization measures and then claim compliance without a variance, no variance would ever be required. **Such an interpretation would unlawfully allow applicants to bypass LIP §13.26, rendering the variance provisions meaningless and defeating the LCP's required framework for reviewing and approving deviations from slope stability standards.**

This site lies within the **Malibu Road Landslide Assessment District**, and even the applicant's own geotechnical consultants confirm that the **existing factor of safety is well below 1.5 prior to any mitigation or construction**. Those conditions constitute the **worst-case geologic scenario** required to be evaluated under **LIP §9.4(D)** and must be addressed **before approval**, not assumed away through future piles or construction that has not yet occurred. Where the existing factor of safety for the landslide mass is substandard, the **entire landslide area is constrained**, and any attempt to selectively redefine buildability through consultant-defined "no-build zones" is improper and cannot substitute for the findings required under a variance.

Accordingly, a **variance is required before any planning approvals**, before reliance on piles or stabilization systems, and **before the project may proceed to the Planning Commission**. The City cannot lawfully make findings based on construction or mitigation that does not yet exist. Just as **Fire Rebuild Option 4** improperly relied on future construction to justify

exemptions, this project improperly relies on future stabilization to justify safety findings—yet the law requires those findings to be based on **existing conditions or on mitigation and construction measures evaluated and approved through a duly granted variance**, not on hypothetical outcomes.

This is not a discretionary judgment call; it is a **threshold compliance requirement**. Proceeding without a variance wastes City staff time, Planning Commission time, and ultimately City Council time—while fire-affected residents wait for lawful rebuild approvals. This application should therefore be returned to Planning immediately for variance processing.

The City has already addressed this exact issue in **Big Rock at Piedra Chica Road**, where a significantly smaller project—an addition exceeding 10 percent but less than 50 percent of an existing residence—was nonetheless required to apply for a **factor-of-safety variance**. That application went to the Planning Commission multiple times, was appealed to the City Council, and could not be heard because the variance had not been processed. It was returned because, as a matter of law, **the project could not proceed without a variance**. That outcome followed the unnecessary expenditure of time and resources by staff, appellants, the Planning Commission, and the City Council.

Here, the proposal is not a modest addition—it is a **12,000-square-foot new construction project with multiple underground components on an active landslide**. The same legal requirement applies, with even greater force.

Specifically, the finding required under **LIP §13.26.5(B)**—that *"the granting of such variance will not be detrimental to the public interest, safety, health or welfare, nor injurious to property in the vicinity"*—**can only be made through the variance process**, not through standard project approval. Excavation alone on this site has the potential to impact adjacent properties and destabilize the landslide mass, which is precisely why the variance process exists.

For these reasons, this item should be **continued to a date uncertain** until the required variance is formally applied for, evaluated, and supported by findings. Your department was notified of this issue more than **three months ago**, yet the application continues to be processed in a manner inconsistent with the LCP.

Please remove this application from staff and Planning Commission consideration so limited City resources can be focused on **urgent fire rebuilds**, the majority of which are **modest homes averaging approximately 3,000 square feet**, not speculative **12,000-square-foot developments**.

Thank you,
Jo Drummond
On behalf of **Malibu Township Council**

www.trinityroseofficial.com
Sent from my iPhone
On Dec 12, 2025, at 1:44 PM, Malibu Township Council [redacted] wrote:

2021.11.18 Final Geotechnical Report re PARPCH.pdf

Re: 25200 Pacific Coast Highway – Request for Nullification of Approvals Due to Non-Compliance with LCP, LIP §9.4(D), CEQA, and Building Code Requirements

Attention:
Alison Cook – Contract Planner
Trevor Rusin - Interim City Attorney
Yolanda Bundy – Building Official/Community Development Director
Tyler Eaton – Assistant Community Development Director
Rob DuBoux – Head of Public Works

Dear Staff,

Malibu Township Council writes to formally request that the City **nullify all approvals** associated with the proposed development at **25200 Pacific Coast Highway**, as the administrative record clearly demonstrates that the project **violates the Malibu LCP**, **fails to comply with LIP §9.4(D)**, **requires—but has not requested—a variance**, and **is not eligible for CEQA exemptions**.

We attach for reference the **April 26, 2021** letter from **Elkins Kalt**, which resulted in the indefinite continuance of a **770 sq ft addition** at **20238 Piedra Chica Road**—also in the Big Rock Landslide Assessment District. That project was halted because it:

1. did not conform to the LCP,
2. required a variance,
3. did not comply with applicable building code sections, and
4. was not exempt from CEQA.

The same facts—and in this case, far more severe ones—are present at 25200 PCH, where the proposal is not a minor addition but an entirely new **12,000-square-foot** development with a basement, underground garage, multiple pools, extensive grading, and substantial new loading on an active landslide.

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1. The Project Cannot Lawfully Proceed Because It Does Not Meet the Required Factor of Safety Under LIP §9.4(D)

LIP §9.4(D) mandates:

> "New development proposed on landslides… shall be permitted **only where a factor of safety of 1.5 (static) and 1.1 (pseudostatic) can be provided**."
>
> "Analyses shall demonstrate a factor of safety ≥ 1.5 for static and ≥ 1.1 for seismic… **modeling worst-case geologic and slope gradient conditions**."

Critically, these analyses must evaluate **the natural, pre-construction slope condition**—**before** piles, grading, or stabilization.

The applicant's own geotechnical consultant explicitly admits that the site cannot meet the required factor of safety without major engineered stabilization.

In the March 25, 2021 translational stability analyses incorporated into the November 18, 2021 Feffer Report attached, the consultant concludes:

> **"Preliminary static analyses of translational stability [were] achieving factors of safety slightly greater than 1.0…"**
> (Feffer, 3/25/21, incorporated in 2021.11.18 report p 563)

These reported FS values (**1.094 – 1.186**) are **far below the required 1.5 threshold.**

Feffer then makes an unequivocal admission in the November 18, 2021 report on p 6:

> **"The analyses indicate that the existing slopes require a stabilization system to achieve a 1.5 and 1.0 factor of safety and to mitigate potential geologic instability."**

This statement is dispositive:

• The natural slope does not meet LIP §9.4(D).

• A stabilization system is required just to approach minimum safety.

• Therefore, a variance is legally required under LIP §13.26.

There is **no discretion** to avoid the variance. The LIP does not allow "mitigated compliance"—it requires **natural-condition compliance**.

Because the project fails this mandatory test, all project approvals must be nullified.

---

2. A Variance Is Required Under LIP §13.26 – and None Has Been Requested

LIP §13.26 states:

> "A variance shall not be granted which confers a special privilege… A variance is required for any deviation from the standards or requirements of the Malibu LIP."

This project deviates from the most fundamental geologic safety standard in the LCP.

The applicant:

- Cannot meet FS 1.5 (static) or 1.1 (seismic) in the actual landslide condition;
- Admits stabilization is required *before* compliance;

- Provides no natural-condition cross-sections achieving required safety levels;
- Attempts to substitute "post-construction" modeling for required baseline analyses.

Therefore:

A variance is legally required before any further review.

And critically:

This application cannot lawfully proceed to the Planning Commission because, under the LCP and LIP §13.26, and the City's own geotechnical standards, a variance must be obtained before any further processing, and no such variance has been applied for or evaluated. The City has no authority to advance the project to public hearing without first satisfying this mandatory prerequisite.

---

3. The Project Is Not the Least Environmentally Damaging Alternative Required by LIP §9.4(E)

LIP §9.4(E) requires:

> "Measures to remediate or stabilize landslides… shall be designed to be the **least environmentally damaging alternative** and to minimize landform alteration."

This project represents the **opposite**:

- Over **12,000 sq ft** of development
- A full basement and underground garage
- **12 bedrooms and bathrooms**
- Multiple pools and water features
- A septic system exceeding **7,500 gallons**, dispersing **over 1,000 gallons/day** into unstable soil

Former City Geologist **Donald B. Kowalewsky** warned in 2018 (20272 Inland Lane) included in the Elkins Kalt letter attached:

> **"The introduction of additional mass and water into the ground in Big Rock Mesa will result in a lower safety factor."**

Yet this project dramatically **increases** both mass and water, directly contrary to expert guidance and LIP §9.4(E).

The Feffer report further acknowledges the extensive mitigation required simply to make the slope marginally stable:

> "**The existing slopes require a stabilization system to achieve a 1.5 and 1.0 factor of safety…**"

A development that **requires** massive stabilization on an **active landslide** cannot be considered the least environmentally damaging option.

---

4. Deep Pile Embedment (~100 ft) Into a Known Landslide Is Geologically Dangerous and Unsupported

The only numerical pile lengths disclosed anywhere in the Feffer report appear in the **Slide model output**, showing piles approximately **99–112 feet deep**.

Such extreme embedment:

- Penetrates directly into the landslide mass;
- Risks disturbing or reactivating shear zones;
- Alters stress conditions in very weak materials (residual $\varphi = 16°$, $c = 200$ psf);
- Creates new stress concentrations and potential slip surfaces;
- Redirects groundwater in ways that may further destabilize the slope.

Yet the report provides **no geologic justification** demonstrating these ~100-foot piles will not worsen slope instability. Despite this, the applicant relies on these same unverified piles to claim compliance with LIP §9.4(D)—which is impermissible.

This further reinforces the necessity of a **variance** and independent geotechnical review.

---

5. CEQA Exemptions Do Not Apply Due to Unusual Circumstances and the Probability of Significant Environmental Impacts

An active landslide, extensive subsurface disturbance, increased water load, and a known broken pipe beneath the property constitute **unusual circumstances** under CEQA Guidelines §15300.2(c).

There is a clear "**reasonable possibility of a significant effect**" due to:

- Instability of the landslide mass;
- Added mass and water;
- Deep pile installation;

Existing saturation from broken infrastructure.

Therefore, **categorical exemptions cannot apply.**

Conclusion

Because:

- The **natural slope fails** to meet LIP §9.4(D),
- The applicant's geotechnical consultant **admits stabilization is required** to reach minimum FOS,
- The project **requires—but has not applied for—a variance**,
- The proposal is **not** the least environmentally damaging alternative,
- Deep piles pose significant risk to the landslide mass, and
- CEQA exemptions **cannot lawfully be used**,

all project approvals must be nullified.

Furthermore, this application cannot lawfully move forward to the Planning Commission because, under the LCP, LIP §13.26, and the City's own geotechnical standards, a variance must be obtained before any further processing. No such variance has been submitted or evaluated. The City therefore has no authority to advance the project to public hearing until this mandatory prerequisite is satisfied.

This is precisely the kind of egregious, non-compliant project that has contributed to Malibu's backlog and undermined public confidence during the city's rebuild recovery —just as occurred with the Malibu Inn Hotel, whose geotechnically unsound 55-foot retaining wall triggered extensive delays, appeals, and ultimately rejection by the City Council. That outcome could and should have been avoided entirely had Planning identified the non-compliance early, instead of forcing residents, the City Council, and City staff to expend hundreds of hours producing and reviewing voluminous, non-compliant staff reports that should never have been necessary at all, and were the direct result of avoidable failures in the early compliance review—failures that burdened staff, misled decision-makers, and forced residents to correct issues that should have been caught immediately.

Malibu Township Council urges the City to uphold the LCP, protect public safety, and halt all further action on this application unless and until it demonstrates full compliance with all applicable laws.

Sincerely,

Jo Drummond

Malibu Township Council

2021-04-26 Ltr to City Council re Appeal No. 19-010; 20238 Piedra Chica Road.pdf

https://cityofmalibuca.nextrequest.com/documents/55817576
---------- Forwarded message ---------
From: **Malibu Township Council** [redacted]
Date: Sat, Aug 16, 2025 at 3:33 PM
Subject: 25200 PCH - Weintraub property
To: John Mazza [redacted], Elizabeth Riddick [redacted], marni kamins [redacted], Yolanda Bundy <ybundy@malibucity.org>, Tyler Eaton <teaton@malibucity.org>, Trevor Rusin <trevor.rusin@bbklaw.com>, <kellan.martz@bbklaw.com>
Cc: Bruce Silverstein <bsilverstein@malibucity.org>, Bill Sampson [redacted], Sam Hall Kaplan [redacted], Dru Jacobson [redacted], Patt Healy <healypatt@aol.com>, R N [redacted], Rob Duboux <rduboux@malibucity.org>, Ann Doneen [redacted], Mariela Guastavino [redacted], Jyoti Drummond [redacted], <cbond@malibucity.org>, <rrojas@malibucity.org>

Attention: Planning Commission, Yolanda Bundy, Tyler Eaton, and Trevor Rusin

The Malibu Township Council (MTC) previously submitted letters on July 21 and August 10 (both attached) regarding the Weintraub project. To date, those concerns have not been addressed. The most critical omission remains the failure to comply with **LIP §9.4D** (attached), which requires all new development in landslide areas to demonstrate a factor of safety of 1.5 (static) and 1.1 (pseudostatic). If those thresholds cannot be met, a variance must be obtained.

This project is a **brand-new, over 12,000 sq. ft. construction** in the Malibu Road Landslide Assessment District. Unlike routine fire rebuilds, this is a discretionary proposal on an undeveloped lot. In a past case at **20238 Piedra Chica Rd**, even a 25% addition had to be sent back after Planning Commission and City Council review when it was discovered no variance had been filed under §9.4D. That error wasted nearly three years of city resources. Approving this project without the variance requirement addressed risks repeating the same mistake.

Compounding the problem, there is a **broken and leaking Caltrans storm drain pipe under this property** that has caused multiple landslides in the past. The City's Public Works Director, Rob Duboux, has confirmed this on record. The applicant does not have the authority to repair this pipe, and the matter must be resolved by Caltrans **before any approvals can be considered**.

Beyond geotechnical hazards, the project would also cause **substantial obstruction of public scenic views**, contrary to the LCP.

MTC recognizes that Planning staff are managing hundreds of Woolsey and Palisades Fire

rebuilds—work that should be the City's top priority. **Oversights like the missing variance requirement reflect how stretched staff have become, and why their focus must remain on rebuilding Malibu rather than processing code-violating projects like this one.**

For efficiency, and to prevent further waste of time and resources, **MTC requests that this item be removed from the agenda until**:

1. The applicant files for the required variance under **LIP §13.26.5**,
2. All slope stability studies required by **LIP §9.4D** are completed,
3. The broken Caltrans storm drain pipe is repaired by the responsible agency, and
4. Public view obstruction impacts are fully mitigated.

Under **LIP §13.26.5**, a variance can only be approved if all of the following findings are made, supported by substantial evidence:

- **A.** Special circumstances exist such that strict application of the code would deprive the property of privileges enjoyed by others in the vicinity.
- **B.** The variance will not be detrimental to the public interest, safety, health or welfare, and will not be detrimental or injurious to the property or improvements in the same vicinity and zone(s) in which the property is located.
- **C.** The variance will not confer a special privilege.
- **D.** The variance will not conflict with the purposes and intent of the LCP.
- **E.** For variances to ESHA standards: no feasible alternative exists, and allowable development area is not exceeded.
- **F.** For variances to stringline standards: maximum feasible protection to public access is provided.
- **G.** The request is consistent with the purpose and intent of the zoning designation.
- **H.** The subject site is physically suitable for the variance.
- **I.** The variance complies with all requirements of state and local law.
- **J.** The variance does not reduce or eliminate public parking for beach, trail, or park access.

Given the project's size, location in a landslide district, unresolved infrastructure issues, and public view impacts, **most of these findings will be extremely difficult to satisfy.**

Thank you,

Jo Drummond
Malibu Township Council

See attached:

On Aug 10, 2025, at 12:19 PM, Malibu Township Council [redacted] wrote:

Urgent: Weintraub Application Missing Required LIP 9.4D Variance

Dear Yolanda,

The most critical omission in the Weintraub application is the required compliance with LIP 9.4D. Under this section, any new development in a landslide, steep slope, unstable soil, or other geologic hazard area must demonstrate, through slope stability analysis, a factor of safety of at least 1.5 (static) and 1.1 (pseudostatic). If this cannot be met, the applicant must obtain a variance and satisfy the ten findings in LIP 13.26.5 before moving forward. The Project is "new development" as defined by the LCP. It consists of land-disturbing activities including but not limited to, construction of a building or structure that will increase the floor area by more than ten percent. LCP, LIP §2.1.

We've been here before: in the Big Rock case at 20238 Piedra Chica Rd (CDP 18-002), the city had to send the project back to Planning for a variance application—after it had already gone through the Planning Commission and City Council (April 26, 2021) review —because no variance had been filed for the factor of safety. That error wasted nearly three years of staff, commission, and council time. The Weintraub property lies within the Malibu Road Landslide Assessment District, as noted in the latest staff report, yet none of the required 9.4D studies have been completed. Without those studies, the application cannot demonstrate the required factor of safety and is not eligible to proceed without a variance.

Such an attempt to sidestep the LCP is improper, and City Planning must deny the Project for its failure to conform with the LCP. As the LIP takes precedence over the City-adopted County and State Building Code, the City cannot discard development standards and variance requirements under the LCP. Especially where there are no noted impediments to complying with both the LCP and building codes. The Project applicant must file and process a variance to comply with the LCP.

For efficiency and to avoid repeating past mistakes, I request this item be removed from the agenda until the applicant applies for the variance and submits the required slope stability studies. Proceeding without these steps would not only repeat the Piedra Chica error but could also expose the city to significant legal and procedural risk.

Finally, LCP, LIP Section 9.4.M prohibits new development "on property or in areas where such development would present an extraordinary risk to life and property due to an existing or demonstrated potential public health and safety hazard."

I understand that many of these errors are due to the Palisades Fire and the need to rush applications already in planning but this needs to STOP and they all need to be put at the end of the line when there is more time to focus on HUGE code reaching projects. The focus NOW needs to be on the recovery of our community and rebuilding homes up to 10%.

Thank you,

Jo Drummond
Malibu Township Council

ELKINS KALT

Kenneth A. Ehrlich
D: 310.746.4412
KEhrlich@elkinskalt.com
Ref: 13839-0001

Elkins Kalt Weintraub Reuben Gartside LLP

September 2, 2020

VIA E-MAIL AND U.S. MAIL

City Council
City of Malibu
c/o City Clerk, Heather Glaser
23825 Stuart Ranch Road
Malibu, California 90265-4861
E-Mail: hglaser@malibucity.org

Re: Appeal (AP) No. 19-010; 20238 Piedra Chica Road
Appealing Planning Commission Resolution No. 19-25, approving Coastal Development Permit No. 18-002 to allow for an interior and exterior remodel and 770 square foot addition to an existing 3,453 square foot single-family residence, including construction of a courtyard, balcony, exterior stairs, ground-mounted mechanical equipment, fencing, permeable pavers, grading, relocation of the dispersal field for an existing onsite wastewater treatment system, and replacement of existing landscaping

Dear Mayor and City Council Members:

We represent Colin and Joanne Drummond ("**Appellants**") in connection with the above-referenced appeal. Appellants request a continuance of the hearing of the appeal until a date following the completion and receipt of the City-commissioned reports by Yeh and Associates, Inc. ("**Y&A**") concerning the Big Rock Mesa Landslide Assessment District.

Support for Continuance

The hearing for Appeal No. 19-010 (the "**Appeal**") is currently scheduled to occur on September 28, 2020. However, City of Malibu (the "**City**") consultants are presently collecting data concerning Big Rock Mesa that remains critical to the issues raised in the Appeal, including but not limited to evaluating the need to refine and modify landslide geometries and models. All parties benefit by obtaining and evaluating the information developed by Y&A before the City Council considers the Appeal so that all may adequately evaluate the proposed project. We understand from Rob DuBoux, City Public Works Director, that the City anticipates receiving the information in September/October. As such, this request would not unreasonably delay the hearing.

T: 310.746.4400 F: 310.746.4499
10345 W. Olympic Blvd, Los Angeles, CA 90064 | elkinskalt.com

Background

On December 2, 2019, the City of Malibu Planning Commission adopted Resolution No. 20-18, approving Coastal Development Permit No. 18-002 for property located at 20238 Piedra Chica Road (the **"Property**") (approval referred to as "**Planning Commission Approval**"). The Planning Commission Approval found the project categorically exempt from the California Environmental Quality Act and allows for the interior and exterior remodel and 770 square foot addition to an existing 3,453 square foot single-family residence, including the construction of a courtyard, balcony, exterior stairs, ground-mounted mechanical equipment, fencing, permeable pavers, grading, relocation of the dispersal field for an existing onsite wastewater treatment system, and replacement of existing landscaping.

On December 12, 2019, Appellants appealed the Planning Commission Approval based on, among other things, a lack of adequate stability analysis. Importantly, Appellants noted that development near or on Piedra Chica Road, part of Big Rock Mesa, should not occur until the completion of a proper analysis of the ancient landslide and current slope stability. Prior to the Planning Commission Approval, no adequate landslide analysis existed for the Property, and the applicant's consultant clearly used outdated information to support the project.

On June 22, 2020, the City Council authorized the City Manager to execute a Professional Services Agreement with Y&A for, among other tasks, maintenance and monitoring services for the Big Rock Mesa Landslide Assessment District. As part of the agreement, Y&A will collect, compile and revise data, evaluate trends, and evaluate the need to refine and modify landslide geometries and models based on data from recent geotechnical investigations, as well as prepare reports summarizing monitoring and maintenance data. We understand from Mr. DuBoux that the consultant is currently collecting and evaluating data, and the City expects to receive the information in September/October of this year. Given the relevance of the findings to development in the Big Rock Mesa Landslide Assessment District, including that sought by CDP No. 18-002, receipt and evaluation of the consultant's information is crucial to the Appeal.

As noted by the Appellants in prior hearings and in the Appeal, the proposed addition will be the most substantial, both in size and increase of water fixtures, approved in Big Rock Mesa since the most recent landslide. Understanding the geology of the area and the slope stability of the Property remains critically important when considering additional development and the impact of such development on the stability of the existing landslide.

Conclusion

The Appeal raises multiple issues regarding the adequacy of the applicant's geological data in connection with the Planning Commission Approval, including objections to the use of outdated information. Obtaining the Y&A updated information for Big Rock Mesa is vital to determining future development in the area, including the development proposed on the Property. The practical and efficient review of the Appeal mandates the scheduling of the hearing **after** the City receives Y&A's data and findings.

We appreciate your consideration of the above request. Please contact our office with questions or comments.

Very truly yours,

KENNETH A. EHRLICH,
a Professional Corporation of
Elkins Kalt Weintraub Reuben Gartside LLP

KAE

cc: Mikke Pierson (via e-mail mpierson@malibucity.org)
Karen Farrer (via e-mail kfarrer@malibuciy.org)
Skylar Peak (via e-mail speak@malibucity.org)
Jefferson Wagner (via e-mail jwagner@malibucity.org)
Rick Mullen (via e-mail rmullenmalibucity.org)
Jessica Thompson (via e-mail jthompson@malibucity.org)
Richard Mollica (via e-mail rmollica@malibucity.org)
Robert DuBoux (via e-mail rduboux@malibucity.org)

9.4. DEVELOPMENT STANDARDS

A. All proposed new development located in or near an area subject to geologic hazards shall be required to submit a geologic/soils/geotechnical study report prepared by a licensed Certified Engineering Geologist (CEG) or Geotechnical Engineer (GE) that adheres to the City of Malibu's "Guidelines for the preparation of engineering geologic and geotechnical engineering reports," dated February 2002, and identifies any geologic hazards affecting the proposed development site and any necessary mitigation measures. The geologic/soils/geotechnical report shall include a statement by the consulting CEG or GE that the project site is suitable for the proposed development, that the development will be safe from geologic hazard, and that the development will in no way contribute to instability on or off the subject site. Such reports shall be subject to the review and approval of the City geotechnical staff.

B. All recommendations of the consulting CEG or GE and/or the City geotechnical staff shall be incorporated into all final design and construction including foundations, grading, sewage disposal, and drainage. Final plans must be reviewed and approved for compliance with geologic recommendations by the consulting CEG or GE and the City geotechnical staff.

C. Final plans approved by the consulting CEG or GE and the City geotechnical staff shall be in substantial conformance with the plans approved by the final City decision making body relative to construction, grading, sewage disposal and drainage. Any substantial changes in the proposed development approved by the City which may be required by the project consultants or City geotechnical staff shall require an amendment to the permit or a new Coastal Permit.

D. New development proposed on landslides, steep slopes, unstable or weak soils or any other identified geologic hazard area, shall be permitted only where a factor of safety of 1.5 (static) and a factor of safety of 1.1 (pseudostatic) can be provided. Such analysis shall adhere to all provisions of the City of Malibu's "Guidelines for the preparation of engineering geologic and geotechnical engineering reports," dated February 2002. In addition, for the purpose of this section, quantitative slope stability analyses shall be undertaken as follows:

1. The analyses shall demonstrate a factor of safety greater than or equal to 1.5 for the static condition and greater than or equal to 1.1 for the seismic condition. Seismic analyses may be performed by the pseudostatic method, but in any case shall demonstrate a permanent displacement of less than 50 mm.

2. Slope stability analyses shall be undertaken through cross-sections modeling worst case geologic and slope gradient conditions. Analyses shall include postulated failure surfaces such that both the overall stability of the slope and the stability of the surficial units is examined.

3. The effects of earthquakes on slope stability (seismic stability) may be addressed through pseudostatic slope analyses assuming a horizontal seismic coefficient of 0.20g, and should be evaluated in conformance with the guidelines published by

13.26. VARIANCES

The purpose of this section is to provide a mechanism for applicants to make an application for a coastal development permit variance from standards or requirements of the Malibu LIP and to provide specific findings for approval or denial of variances. A variance shall not be granted which confers a special privilege inconsistent with the limitations upon other properties in the same vicinity and zone in which the subject property is situated or which authorizes a use or activity which is not otherwise expressly authorized by the zoning regulations governing that parcel of property.

Civic Guardian Since 1947

July 21, 2025

Honorable Planning Commission,

RE: 25200 Pacific Coast Highway, Coastal Development Permit No. 19-012

Malibu Township Council has been advocating for responsible development and protecting our natural, rural environment in Malibu since 1947.

These are reasons that the Planning Commission's decision on this project should be postponed.

1. The applicant should be required to redesign this project so that all structures are invisible from PCH.
2. Before you approve this project the applicant should come back with a revised landscape plan showing none of the vegetation will be at maturity above the height of the highway.
3. The berm along this property seems to have risen higher over the last few years and vegetation has been allowed to grow further blocking the beautiful scenic view from the PCH. This should be double checked for any illegal grading as requested by Mayor Pro Tem Silverstein at the last City Council meeting.
4. Landslide studies must be completed in the geotechnical review for this project prior to approval since several landslides have occurred adjacent to this lot AND it is entirely in the Malibu Road Landslide Assessment District and as new development needs to be deemed safe or not to build as NOTHING has ever stood on the lot. NOTHING in the staff report or review mentioned this at all. How can a project of this size and width be allowed in a landslide area when a similar project - Rappaport - caused landslides in a non-landslide area further on Malibu Road? There are several unbuildable lots just below this project on Malibu Road due to landslides. See p. 9 & 10 of this Assessment District report - under 5. Emergency Services: https://www.malibucity.org/DocumentCenter/View/31025/FY21-22-Annual-Report---Malibu-Road-AD-98-3?bidId= It states that the slope has been steepened by erosion and may be subject to further erosion and thus should be treated as a Coastal Bluff as there are only beachfront homes and some empty lots by the beachside in front of this bluff.
5. A broken 20-inch drainpipe that goes right through the middle of this lot has not been dealt with by the City, County or Caltrans or any private parcel owners and continues overflow, flood and erosion of the slope and the immediate areas causing several adjacent slides over the past decade. At the very least it should be mandated that the applicant repair this if he intends to proceed with the project. This would require finding out who is responsible for the pipe and receiving the appropriate permissions.
6. Clarity is needed on how large the septic tank is. The staff report on p 7 states that it will be 1500 gallons for a 7+ bedroom, 11+ bathroom complex with 5 pools, etc. as per the plans. Yet there is an OWTS plan buried within p 173 stating a 7540-gallon tank for a 6-bedroom, 12-bathroom residence incl guest house? If it is a 7540-gallon tank it should be reduced in size. Between this much effluent and excessive irrigation for over 70 trees, etc. planned this can put the landslide area in jeopardy from this one home which already has an eroding unstable slope. Excess water causes erosion and further landslide risk so safety findings cannot be made.
7. Why are more than four 6 ft back-to-back retaining walls proposed without a variance?
8. Here neighborhood standards for Malibu Road and Bayshore Drive needs to be accounted for - this project is more than 5 times the average size of the homes there and completely out of character of the remaining homes in the same assessment district, and NONE block the scenic ocean view as this one proposes. Cher's house nearby is NOT in the assessment district and was built before Cityhood so cannot be compared and this finding can't be made for residential development standards.
9. We were wondering why this project is a priority and not given more scrutiny over L4L fire rebuilds. Especially when it is obviously for a spec house as it is already being advertised for sale - https://www.weintraubre.com/projects/coleava/

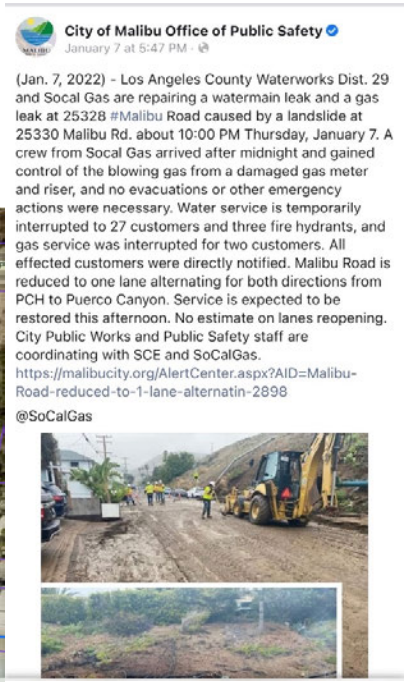
Please either postpone a decision or deny this project until further information and studies are completed to ensure the public's scenic views are protected and that public safety is assured.

Thank you,

Jo Drummond
On behalf of Malibu Township Council

Established to promote, stimulate and further community spirit, to sponsor any project of merit that may benefit any district of Malibu Township, to foster and promote the cultural development of the Township; and in general, to do all things that tend to build and uphold the character of this residential area.

— Malibu Township Council Articles of Incorporation, January 2, 1947



5. Emergency Services

On the evening of January 6, 2021 an uncontrolled discharge from a watermain break near culvert MTD-10 caused erosion and partial slope failure from MTD-10 westward approximately 100 feet. The waterline is owned and maintained by Los Angeles County Waterworks District 29. Yeh was contacted by the City on January 7, 2021 and dispatched personnel onsite on January 7 and 8 to investigate potential impacts to district facilities. Yeh personnel surveyed slope inclinometers and did not

observe shear type movement. Yeh personnel noted that several district facilities were damaged or buried and after the event, maintained communication with the City and Water District to confirm repairs and recovery of the impacted assessment district facilities were completed. It should be noted that the slope behind MTD-10 and approximately 100 feet west remains in an over-steepened condition by the erosion and the slope may be susceptible to additional or more frequent erosion.

Malibu Road Landslide Assessment District Includes this entire parcel

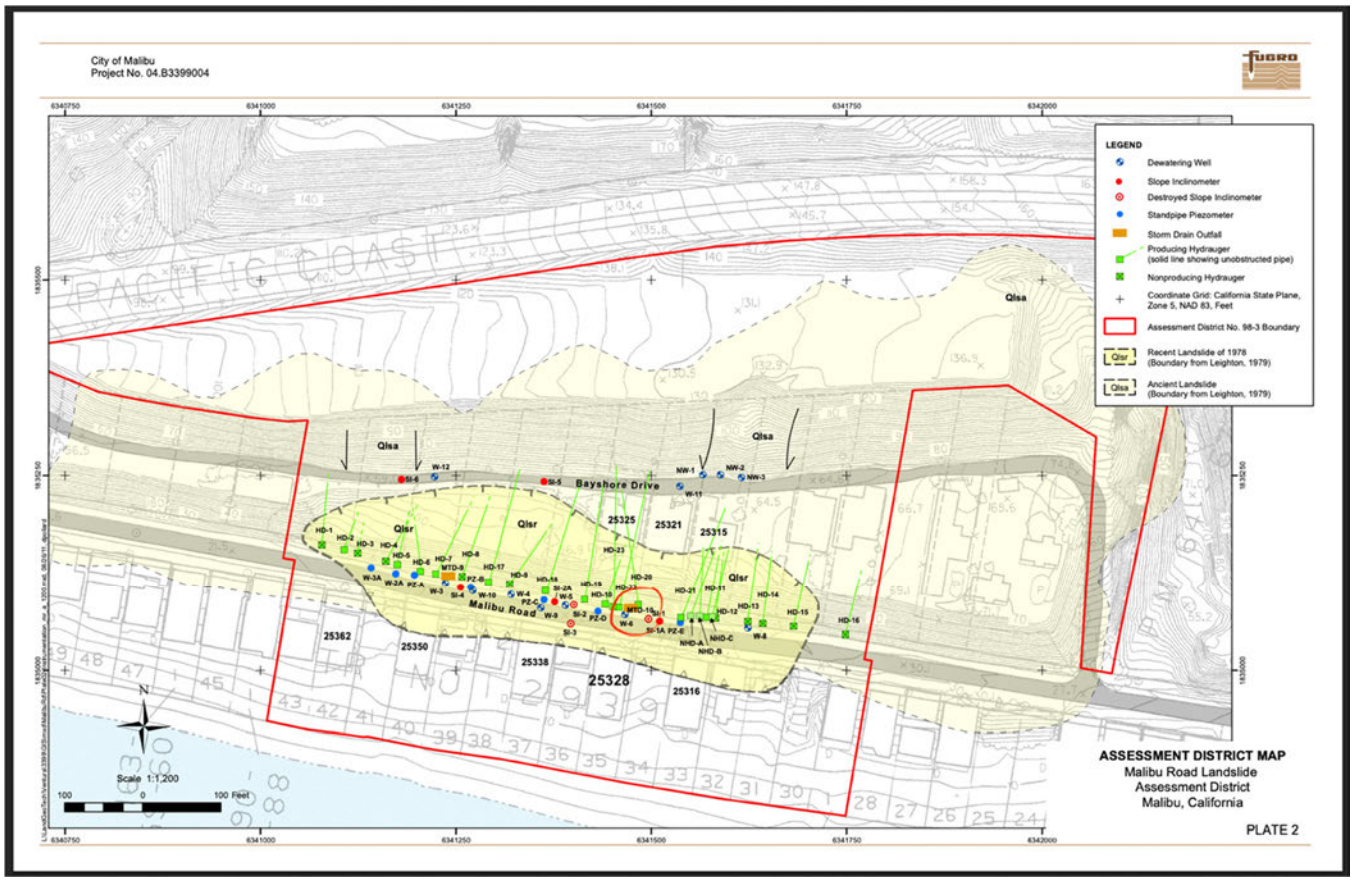
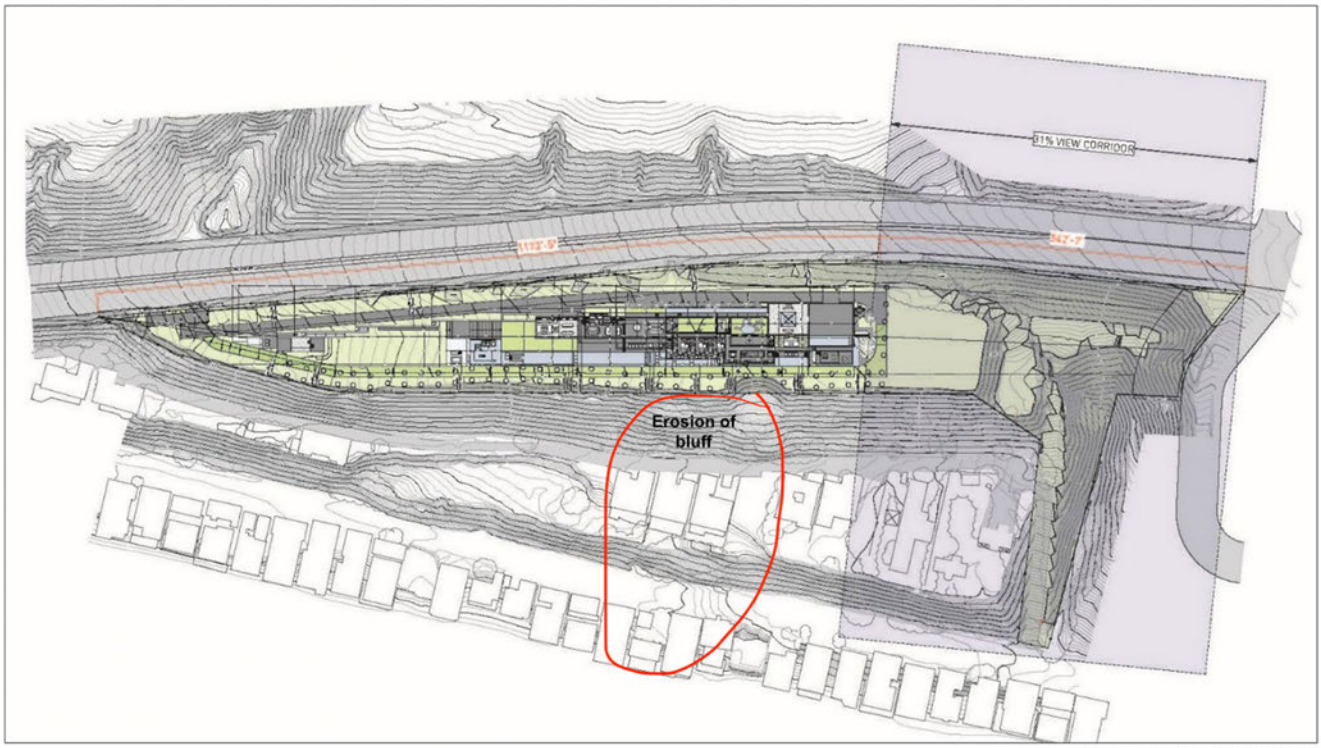
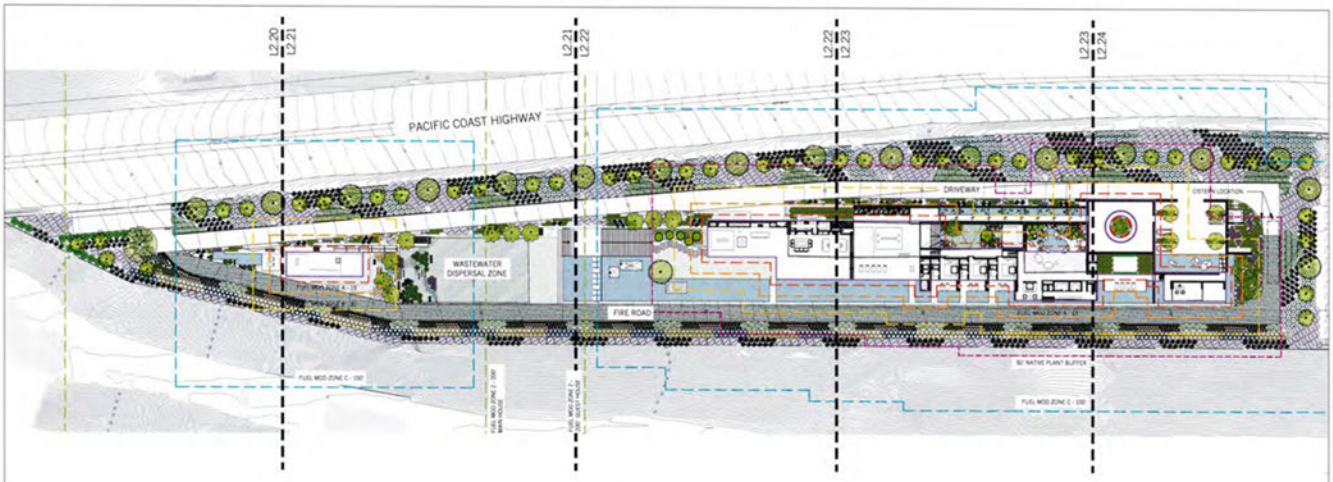


Figure 2 –Proposed Site Plan



Source: Project Plans

Please note at least 50 trees along the berm/PCH side that grow up to heights of 50 feet. This goes against the condition of landscaping not blocking any scenic views.



OVERALL SITE PLANTING LEGEND

FUEL MOD LEGEND

SYMBOL	FUEL MOD ZONE
	Building Perimeter
	5' Buffer
	Fuel Mod Zone A - 25'
	Fuel Mod Zone B - 30'
	Fuel Mod Zone C - 100'
	Fuel Mod Zone D - 200'

OVERALL PLANTING PLAN

SCALE: 1" = 40'-0"

1

[place]

CONSULTANTS

Property Owner
FAB PCH, LLC
PO Box 6328
Malibu, CA 90265

Design Architect
OPPENHEIM ARCHITECTURE
245 NE 37 Street
Miami, FL 33137
P 305 576 8404
F 305 576 8403
www.oppenoffice.com

Civil Engineers
LC ENGINEERING GROUP
889 Pierce St., Ste. 101
Thousand Oaks, CA 91360
P 805 497 1244
F 818 991 7148
www.lcengrgroup.com

NAME OF ISSUE

KEY PLAN

VILLA COLEAVA

25200 Pacific Coast Highway
Malibu, CA 90265

Project #: 1913
Drawn by: LS
Scale: 1" = 40'-0"
Ref. North

Description	Date	No.
PLANNING SUBMITTAL	02/19/21	
BID REVISIONS	04/05/21	1
BID REVISIONS	06/11/21	

PROJECT NO: 2021

SHEET TITLE:
OVERALL PLANTING PLAN

L2.02

Received
1/20/26
Planning Div.

From: Malibu Township Council
To: Planning Commission; John Mazza; Marni Kamins; Skylar Peak; Elizabeth Riddick; Drew Leonard
Cc: Marianne Riggins; Bruce Silverstein; Doug Stewart; Steve Uhring; Haylynn Conrad; Trevor Rusin; Kellan Martz; Rob Duboux; Bill Sampson; Patt Healy; R N; Tiffany Murray; Jan Ravlich; SouthCentralCoast@coastal.ca.gov; Barbara@Coastal Carey; Frank Angel; Jun
Subject: Item 4B - Request for Compliance with LCP Variance Requirements – 25200 Pacific Coast Highway
Date: Saturday, January 17, 2026 11:58:36 AM
Attachments: Screen Shot 2026-01-17 at 2.37.07 PM.png
Screen Shot 2026-01-17 at 2.54.57 PM.png

To: Malibu Planning Commission

Cc: Malibu City Council, Interim City Manager Duboux and City Attorneys
Attention: Chair and Commissioners; Mayor and Councilmembers

Dear Chair Riddick, Commissioners, Mayor, and Councilmembers,

I write on behalf of the Malibu Township Council regarding the proposed development at 25200 Pacific Coast Highway. This correspondence is submitted to formally place into the record serious legal and procedural deficiencies that prevent this application from lawfully advancing or being considered for approval in its present form.

The subject property is located within a mapped landslide hazard area, yet the application is being moved forward without proper application of Local Implementation Plan (LIP) §9.4(D) or the required **variance** process under LIP §13.26. This omission constitutes a failure to apply mandatory Local Coastal Program (LCP) standards.

LIP §9.4(D) expressly provides that **new development on landslides may be permitted only where a factor of safety of 1.5 (static) and 1.1 (seismic) can be demonstrated under worst-case geologic and slope conditions**, in accordance with the City's adopted geotechnical guidelines. Where those thresholds cannot be met under existing conditions, a variance is required before any discretionary approval may occur.

The applicant's own geotechnical consultant confirms that the site cannot meet the required factor of safety under existing conditions. In the **November 18, 2021 Geotechnical Report**, incorporating the consultant's **March 25, 2021 translational slope stability analyses**, the consultant states that *"preliminary static analyses of stability [were] achieving factors of safety slightly greater than 1.0."* As reflected on **page 1137 of the current staff agenda report**, these reported values—approximately **1.09 to 1.18**—are well below the **1.5 static factor of safety** required under **LIP §9.4(D)**. Notably, these calculations rely on less conservative (more liberal) shear strength assumptions; application of fully conservative parameters would be expected to result in equal or lower factors of safety, indicating greater geologic risk rather than less.

Static factors of safety in this range are not merely noncompliant; they are diagnostic of an active or potentially active landslide condition, reflecting marginal equilibrium and ongoing instability of the landslide mass. These results therefore confirm not only that a variance is required, but that the project is in fact proposed within an active landslide area, rather than a merely mapped or historic one.

This conclusion is further confirmed by California Geological Survey (CGS) Landslide Inventory mapping, which identifies the parcel at 25200 Pacific Coast Highway as lying within a definitively mapped, deep landslide feature (attached). The site is classified by CGS

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/20/26 Time 7:30 a.m.
Planning Commission meeting of 1/20/26
Agenda Item No. 4B
Total No. of Pages 3

as a Dormant Mature landslide with 100% interpretation confidence, a landslide thickness exceeding 50 feet, and documented geomorphic evidence of historic or potentially active movement.

The consultant further acknowledges that compliance with the required safety thresholds cannot be achieved without post-construction stabilization, stating multiple times that ***"the existing slopes require a stabilization system to achieve a 1.5 and 1.0 factor of safety and to mitigate potential geologic instability."*** The proposed stabilization relies on deep foundation elements, including piles on the order of 100 feet in depth, installed within the landslide mass.

This approach impermissibly substitutes future mitigation for the required evaluation of existing, worst-case geologic conditions. The LCP does not allow compliance with LIP §9.4(D) to be demonstrated by assuming post-construction stabilization. Where a site cannot meet the required factor of safety under existing conditions, LIP §13.26 requires a variance, through which proposed mitigation and construction measures must be formally evaluated, weighed against public safety impacts, and supported by findings.

Here, no such variance has been applied for or analyzed. As a result, the extensive post-construction mitigation—designed to support an extremely large structure with substantial grading and an on-site septic system exceeding 7,500 gallons—has not been properly evaluated through the legally required variance process. Proceeding in this posture unlawfully bypasses mandatory LCP safeguards and **places the City at risk of procedural invalidity, CEQA challenge, and public safety exposure.**

It is also important to note the broader context in which this application is being advanced. Long-standing fire rebuild projects—homes that existed for decades prior to the fires—continue to face prolonged delays and heightened scrutiny, while large, speculative developments on geologically constrained sites are repeatedly advanced without meeting threshold requirements. This pattern has occurred in prior cases, including new development on Piedra Chica Road, the Malibu Country Inn, and the Malibu Inn Hotel, each of which consumed years of staff time and public resources before ultimately being halted or sent back due to fundamental compliance failures. Ensuring that rebuilds are prioritized and fast-tracked, while noncompliant new development is corrected at the outset, is essential to Malibu's recovery and to the fair and consistent application of the LCP.

In this case, the failure to require a variance at the outset has resulted in the preparation and review of an **excessive staff report exceeding 1,300 pages**, expending substantial City resources on an application that is procedurally deficient at its threshold. Enforcing LCP requirements early is essential not only for public safety, but for responsible use of limited staff capacity—particularly as Malibu continues to recover from wildfire impacts.

For these reasons, this application **cannot lawfully proceed** to Planning Commission consideration or recommendation. The only lawful course of action is to return the project to Planning for processing of the required variance(s), including full evaluation of the proposed mitigation measures and the findings required under **LIP §13.26.5**, before any further discretionary review.

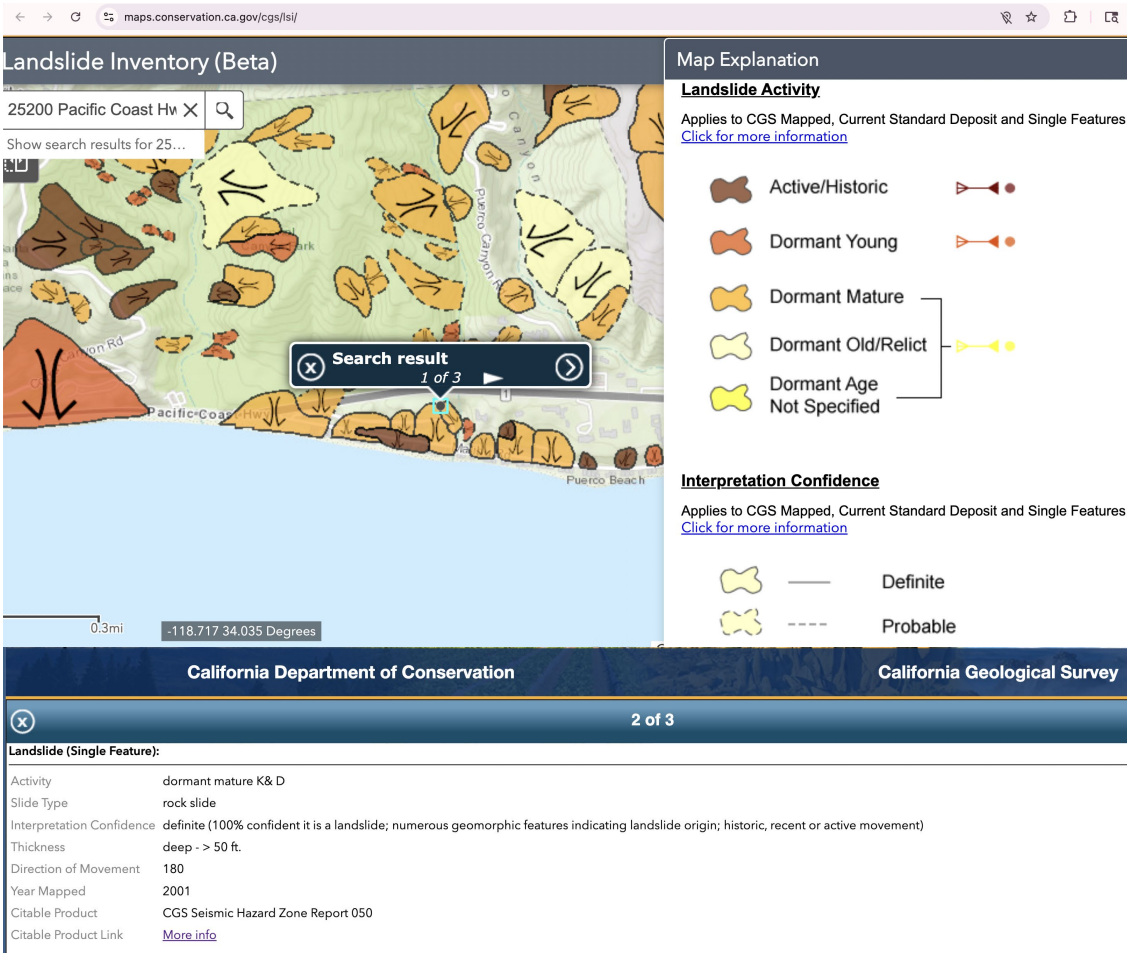
Addressing these deficiencies now is essential for the safety of all Malibu residents, particularly adjacent property owners and members of the public traveling along Pacific Coast Highway, which lies directly below this geologically constrained site. In contrast, compliant fire rebuilds—such as those in Big Rock with static factors of safety approaching 1.9 to 3.0—

well exceed the minimum requirements of LIP §9.4(D). These projects present materially lower geologic risk and are precisely the type of recovery-focused development that should be fast-tracked to support community stabilization, school enrollment, and local economic recovery.

Failure to properly evaluate this landslide hazard and the proposed mitigation through the legally required variance process **exposes the City to significant and avoidable legal liability, including procedural challenges for failure to comply with mandatory LCP requirements, as well as the likelihood of slope instability, property damage, or public safety impacts occurring.**

Respectfully submitted with urgency,

Jo Drummond
On behalf of the Malibu Township Council



Received
1/20/26
Planning Div.

From: Alex Hall
To: Planning Commission
Subject: comments for 25200 PCH
Date: Tuesday, January 20, 2026 12:47:54 AM
Attachments: geotech review number2.pdf
25200pchcomments.pdf

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/20/26 Time 7:30 a.m.
Planning Commission meeting of 1/20/26
Agenda Item No. 4B
Total No. of Pages 31

Subject: GEOTECHNICAL FINDINGS AND REQUEST FOR ADDITIONAL STUDY

PERMIT NO. 19-012, CERTIFICATE OF COMPLIANCE NO. 21-004, LOT MERGER NO. 24-002, 25200 Pacific Coast Highway, APNs 4459-013-021 & 4459-014-018

Dear Malibu City Planning Commission,

We are writing to draw your attention to serious life-safety and slope stability concerns and to request the City's careful review and oversight of 25200 PCH.

Pacific Coast Land Consulting (PCLC) has carefully peer reviewed the Geotechnical Reports for 25200 PCH, and the available geotechnical information and has stated to us that the project geologist/engineer's landslide depth evaluation omits critical data from earlier site investigations, and so there is a reasonable probability that the slope stability analysis and the proposed stabilization piers are based on underestimated depth of movement; if **piers not founded in rigid, stable material, there is a significant risk that they deflect downslope rather than provide stabilization to adjacent properties.**

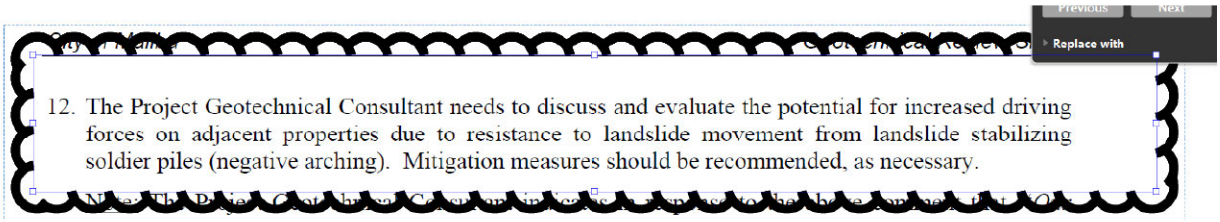
PCLC stated that incomplete analysis or insufficient design may result in continued or increased slope instability, placing the homes below at risk. This presents not only a potentially substantial adverse change to the environment; in the worst-case scenario, such instability may lead to structural failure, serious injury, or loss of life.

Malibu City Plan Check is the gatekeeper and steward for our lives and safety for this known landslide. **Please carefully review PCLC's comments regarding omission of data or use of incomplete data resulting in a shallower slide contour model. Chris Dean has stated to PCLC that the project uses only some of the data and not all of the data available. We respectfully request that the City's plan check review PCLC's written recommendation for additional study on instability caused by the project to adjacent properties. The Applicant's engineer has not responded to all of PCLC's peer review comments.**

For other projects in the area, studies on instability to adjacent properties were required for 25341 Malibu Road and 25365 Malibu Road.

From City of Malibu Geotechnical plancheck reviewer comments for 25341 Malibu Road, "The Project Geotechnical Consultant needs to discuss and evaluate the potential for increased driving forces on adjacent properties due to resistance to landslide movement from landslide stabilizing soldier piles (negative arching). Mitigation measures should be recommended, as necessary. "

From 25341 Malibu Road Dec 13, 2024 and Dec 22, 2024 City's Geotechnical Review Plancheck Sheet requiring analysis on adjacent properties:



landslide debris for resisting lateral pressure on piles due to landslide movement.

12. The Project Geotechnical Consultant needs to discuss and evaluate the potential for increased driving forces on adjacent properties due to resistance to landslide movement from landslide stabilizing soldier piles (negative arching). Mitigation measures should be recommended, as necessary.

(MAL26552) – 3 –

From 25365 Malibu Road, September 27, 2022 City's Geotechnical Plancheck Review Sheet requiring analysis on adjacent properties:

expected to be within the landslide debris. The Project Geotechnical Consultant needs to justify using landslide debris for resisting lateral pressure on piles due to landslide movement.

11. The Project Geotechnical Consultant needs to discuss and evaluate the potential for increased driving forces on adjacent properties due to resistance to landslide movement from landslide stabilizing soldier piles (negative arching). Mitigation measures should be recommended, as necessary.

12. Please provide a copy of the Dibblee Geologic Map and pertinent Seismic Hazards Map identifying the site for review.

We ask the City that this same city geotechnical plancheck review requirement from other nearby projects to address instability caused

by the project to adjacent properties is also required on 25200 PCH.

(Malibu LIP § 9.3(A)(1) — requires that a project "will neither be subject to nor increase instability of the site or structural integrity from geologic hazards due to project design, location, or other reasons." And must consider "worst case" analysis per Malibu LIP § 9.3(D), and omitting specific data such as SI 5 and SI 6 does not achieve "worst case analysis". Applicant's engineer acknowledges (Dec 17, 2019) that "calculated failures occurred predominately offsite on the property below", "All calculated seismic failures occurred offsite and below the property line " and indicating that" the site itself would remain grossly stable, even if the offsite portion of the slope were to fail away during a seismic event." (Feffer's Dec 17, 2019 report page 7.)

We feel compelled to sound the alarm because this is fundamentally a life-safety matter. While the subject property may ultimately perform adequately due to modern foundations and stabilization systems, the same cannot be said for the older homes below to the extent the proposed development contributes to additional instability.

Any failure below the subject property may have broader community impacts, including damage to multiple residences, potential emergency response situations, and long-term habitability concerns. It may also adversely affect the subject property itself, including potential loss of value or regulatory action.

We believe that a properly designed and constructed slope stability system, based on complete and accurate data, will benefit everyone who lives on this slide-prone hillside. We would welcome a solution that genuinely improves long-term safety and stability for all affected properties.

In addition, where parcels are legalized through a Conditional Certificate of Compliance No. 21-004, the State Subdivision Map Act (Government Code, § 66499.35) requires that conditions necessary to protect public health, safety, and adjacent properties be imposed. In a geologically sensitive area such as Malibu Road, those conditions necessarily require an understanding of downslope geology, groundwater conditions, and potential off-site impacts. Absent site-specific evaluation of adjoining properties, approval of proposed Lot Merger No. 24-002 is premature.

There is no way to track if the water table is worsened by 25200 PCH, we request that measuring equipment is required if the project is adding water to the water table, requiring additional water pumps to be provided by the Applicant as well as inclinometers. Please make sure the incremental water use in the post-development condition will not result in water moving under Bayshore into the toe of the slide.

Please see attached an alternate plan suggested by PCLC that would be better in many aspects. If any offsite instability is caused by the stabilization piers planned, additional two rows of piers would protect the adjacent properties. Easements would be required. Only one row may be required at the ridge. In addition, all volumes would be moved back as far away from the bluff/ridge and pools reduced to reduce the disturbance to the soil as well as avoiding pool leaks into the water table, with all landscaping to be placed in pots.

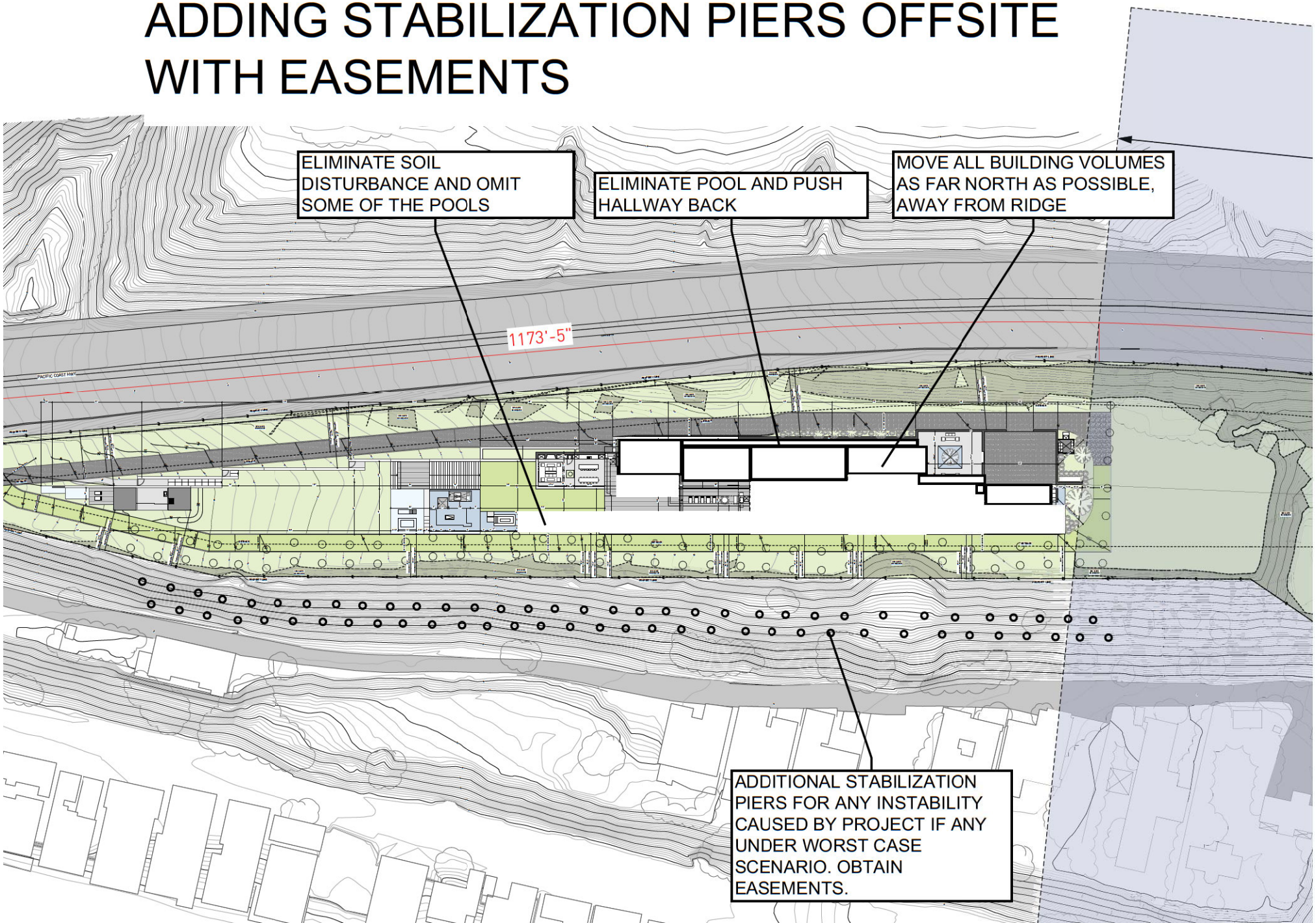
The 1998 rains washed away two houses, water seeped under Bayshore and washed away a house on Bayshore and one on the beach. Atmospheric rivers hitting home will only worsen in intensity as greenhouse gas emissions continue to increase in the years to come and accumulate in the atmosphere, leading to rising surface temperatures and increased moisture content in the air. Attached is the PCLC comments on Feffer's response for which we have not received a response and we have asked third parties if these items in question meets the standard of care. We have tried to warn and set off alarm bells to Richard Weintraub and Jake Jesson also that there may be a life safety issue.

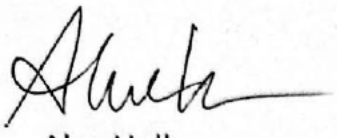
• Malibu LIP § 9.4(D) — requires development in hazardous areas to be designed to ensure *longterm stability over the economic life of the development [100 years]*. Analyses limited to short-term or static conditions do not satisfy this requirement. In our opinion the City is not able to make a finding based on the current information.

• Malibu LIP § 10.4 — requires that new development on oceanfront bluffs be sited outside areas subject to geologic hazards over a *minimum 100-year economic life*. We believe the unresolved landslide geometry and groundwater conditions prevent a determination by the City.

Concerned Citizens of Malibu Road, Inc

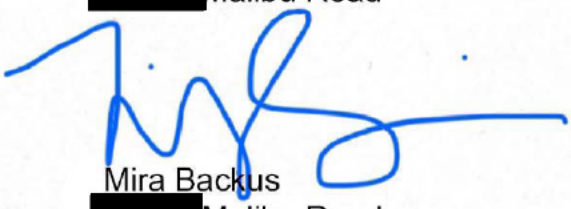
ALTERNATE PLAN MOVING BUILDING VOLUMES AWAY FROM RIDGE AND ADDING STABILIZATION PIERS OFFSITE WITH EASEMENTS





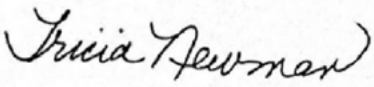
Alex Hall
[redacted] Malibu Road

Beatta Skulski
[redacted] Malibu Road



Mira Backus
[redacted] Malibu Road

Jun Fujita Hall
[redacted] Malibu Road

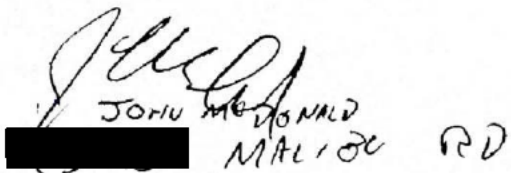


Tricia Newman
[redacted] Malibu Road

Christopher Backus
[redacted] Malibu Road

Alma Blilujus
[redacted] Malibu Road

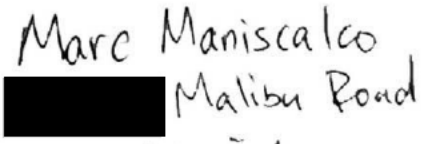
Andrew Grombiner
[redacted] Malibu Road



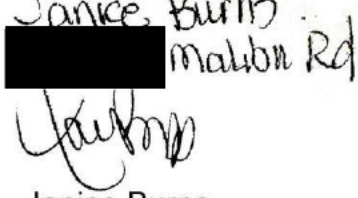
John McDonald
[redacted] Malibu Rd

Sharone Karch
[redacted] Malibu Road

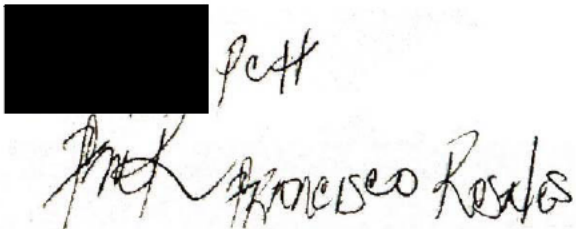
Annette Bator
[redacted] Malibu Road



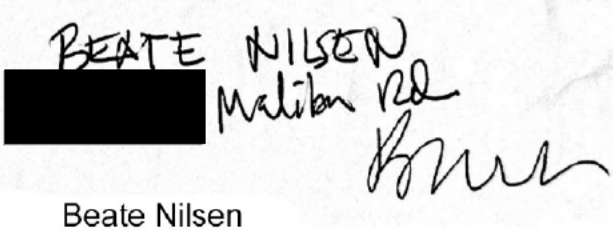
Mark Maniscalo
[redacted] Malibu Road



Janice Burns
[redacted] Malibu Road



Francisco Rosales
[redacted] Pacific Coast Highway

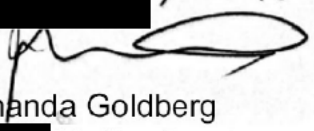


Beate Nilsen
[redacted] Malibu Road

Alan Martin.
[redacted] Malibu Rd

Alan Martin
[redacted] Malibu Road

Amanda Goldberg
[redacted] Malibu Rd

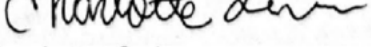


Amanda Goldberg
[redacted] Malibu Road

Alfredo Trento
[redacted] PCH Malibu

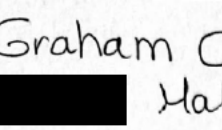
Alfredo Trento
[redacted] Pacific Coast Highway

Charlotte Quinn
[redacted] Malibu Rd # 3



Charlotte Quinn
[redacted] Malibu Road #3

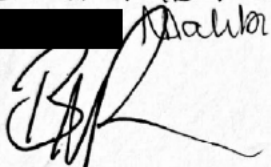
Graham Casden
[redacted] Malibu Rd



Graham Casden
[redacted] Malibu Road

Mia Hall
[redacted] Malibu Road

Brian Rubenstein
[redacted] Malibu Rd.

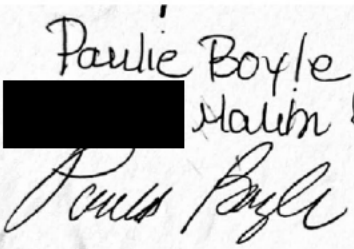


Brian Rubenstein
[redacted] Malibu Road

[redacted] Malibu Rd Trust
[redacted] Malibu Rd

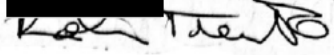
Goldberg Family [redacted] Malibu Road Trust
[redacted] Malibu Road

Paulie Boyle
[redacted] Malibu Rd.



Paulie Boyle
[redacted] Malibu Road

Robin Trento
[redacted] PCH. Malibu



Robin Trento
[redacted] Pacific Coast Highway

Pacific Coast Land Consulting
Engineering Geologic Services

RE: Remaining Unaddressed Items – Review of Feffer Geotechnical Report 25200 Pacific Coast Highway, Malibu, CA

December 12, 2025 FN 25200LS-25-100

1525 Pepper Tree Place, Fallbrook, CA 92028
TEL (760) 473-4117 Email Rnkjeffery@SBCGlobal.net

Pacific Coast Land Consulting
Engineering Geologic Services

December 12, 2025

FN: 25200LS-25-100

Ralph K. Jeffery, CEG 1183
1525 Pepper Tree Place
Fallbrook, CA 92028
(760) 473-4117
rnkjeffrey@SBCGlobal.net

Subject: RE: REMAINING UNADDRESSED ITEMS – REVIEW OF FEFFER GEOTECHNICAL REPORT
Project: 25200 Pacific Coast Highway, Malibu, California

1.0 INTRODUCTION

We have reviewed Feffer Geological Consulting's response titled "RESPONSE TO CITY OF MALIBU GEOTECHNICAL REVIEW COMMENTS," dated August 20, 2025, which was prepared in reply to concerns raised in Pacific Coast Land Consulting's original technical letter (Pacific Coast Land Consulting, PRELIMIARY REVIEW OF FEFFER REPORT AUGUST 15, 2025) authored previously. While the August 20, 2025 response summarizes selected data and provides additional narrative discussion, it does not address all of the technical concerns identified in the original PCLC letter, and several critical issues remain unresolved or only partially addressed.

These unresolved issues are fundamental to accurately characterizing site conditions, evaluating landslide hazards, and designing a stabilization system. Because the proposed development is located upslope of existing residences along Malibu Road, any remaining uncertainty regarding slope stability or groundwater conditions has the potential to adversely affect off-site properties. Accordingly, this letter provides clarification of the outstanding concerns that were not fully addressed in Feffer's August 20, 2025 response and explains why additional evaluation is warranted.

Geologic investigations are often challenging, it is rare situation where a site exists with so much data to evaluate and use as part of the investigation. As Mr. Feffer knows investigation on this

site go back into the 1960s, There have been numerous landslide events in this area. Enough so that lead to the establishment of the Malibu landslide Assessment District.

Malibu has an inordinate number of landslides, all of which are quite complex due the geologic conditions. These include Big Rock Mesa, Eagle Pass-Las Flores, Latigo Bay Villas and numerous others. All of these slides have at least one thing in common and that is the failure to build a correct and accurate geologic model for analysis. The issue here is not that this development should be built but that it needs to be built using the correct model. The residents below this proposed development are very concerned that the proposed work will have a negative impact on their homes. Their concerns are valid, for the reasons previously presented. Mr. Feffer's response only adds additional concern to the residents by not considering the geological questions previously presented.

2.0 REGULATORY AND PROFESSIONAL OBLIGATIONS

Further, the introduction of deep stabilization elements such as piles or caissons on the upper parcel may increase risk to downslope properties if slide geometry, depth, or continuity are not correctly defined. Partial stabilization of an upper portion of a landslide mass can create a false sense of stability, while transferring stresses to deeper or downslope portions of the slide mass that have not been analyzed. If deeper or secondary slide surfaces exist below the embedment depth of the piles, the added rigidity and disturbance associated with pile installation may redirect or concentrate movement downslope rather than arrest it.

Temporary construction effects also warrant consideration. Drilling disturbance, spoils handling, vibration, and short-term groundwater changes associated with pile installation were not evaluated, yet may be critical in an area with a history of slow landslide movement.

Analyses focused primarily on short-term or static factors of safety do not address the potential for long-term creep or progressive deformation, which is consistent with the documented inclinometer history at this site and must be evaluated over the projected economic life of development.

Additionally, any adverse consequence of a mischaracterized geologic or stability model would be asymmetrically borne by downslope properties, where even small increases in movement or groundwater pressure could result in structural damage or loss, as demonstrated by historic

landslide failures in this area. These considerations further underscore the necessity of fully evaluating off-site conditions before the required stability findings can be made.

3.0 STANDARD OF CARE FOR LANDSLIDE INVESTIGATION

The proper procedure for investigating any site is to gather all data and utilize it in a comprehensive analysis. This means paying attention to all data and not picking and choosing favorable data points while ignoring less favorable data. Neither I nor Mr. Feffer were present for any of the earlier work. We have to accept the observations and geologic data as they are presented in the logs. This means relying on observations locations depths orientations and descriptions.

Typically, it takes 3 things to confirm the presence of sliding ancient or active (with instrumentation).

1) Geomorphic evidence – the shape of landform, offset in stream beds, hummocky terrain etc. Landforms are often altered with time, as erosion occurs and man modifies the terrain, The result of this is obscure some features such as boundaries, stream beds and alignments.
2) Subsurface investigation- Borings are drilled and geologists go down into the borings and record their observations and collect data such as geologic attitudes on bedding, fractures clay seams and slide planes.

   Protocol for logging is to identify every single vertical inch of the column of rock exposed in the boring. Thus, logs are created with lines drawn to show where one lithology with a particular characteristic end and another begins. Stone logs from 1962 did this and Feffer's logs did not, neither did Cy logs.

   This data is then prepared in log format for others to review and analyze. One of the important observation a geologist makes while down hole is to note the character of the earth material. Words like smashed up, (a colloquial term) fractured pulverized re-worked

etc. are used to denote bedrock materials that have been disturbed by movement, usually landslide activation.

Often a geologist will identify a slide plane. These features can be very thin. 1/16" or less to several inches in thickness. Term like polished surfaces with striation surface, basal surface, slide or glide plane (glide is colloquial and not used much anymore but the descriptive nature of the word and meaning is clear: **movement along a discrete plane** .

Other terms in observations made by a. geologist when down hole include. Striations and slicks. These are synonyms, Striation or slicks (short for slickensides are. fine scratches or grooves cut into rock opposing rock faces as one block moves past another. This can be caused by faulting internal shifting of major blocks. But is most often associated with landslide movement and is often the signature of a landslide.

3) Instrumentation- The main instrument in analyzing a landslide are inclinometers. These are indexed pipes put into suspected active landslide and then monitored by comparing an initial or base reading to subsequent readings. The accuracy of this system is typically .1" over a length of 100'. Thus, repeatable movements however small mean that this is an active slide. Instrumentation is typically what you see is what is there type of data point. The only exception to this is by changing the initial reading. This resets the vertical baseline reading back to a straight line and eliminates evidence of previous movement.

4) Once the data is collected and assembled on map the next step is develop a structure contour map of a surface defined by an accumulation of all the datapoints, logs and instrumentation. This is done by plotting the elevation of the surface of interest at a particular location boring or inclinometer. It is done for all the borings and inclinometers. If this results in a chaotic mess where elevations **don't** project from one boring to another or a point on an inclinometer then it is likely that the feature investigated is not a slide, has other origins. Contrarily, if the data points do line up on an evaluation basis and spatial basis a map of slide plane has been created that relies on all data. This is called a

structure contour map. It is the standard of care in developing a model to be analyzed with slope stability programs. The detail and continual logging notes for the boring must be complete and detailed enough to complete this critical. Task. Feffer's work did not accomplish this.

5) Groundwater Modeling. The ground water table needs to be established with potential high levels to be used in the slope stability analysis.

3.1 GEOMORPHIC EVIDENCE

Surface features such as hummocky terrain, disrupted drainage, and slope breaks often indicate past or ongoing landslide activity. Although erosion and grading can obscure these features over time, their partial removal does not negate their original significance.

3.2 SUBSURFACE INVESTIGATION

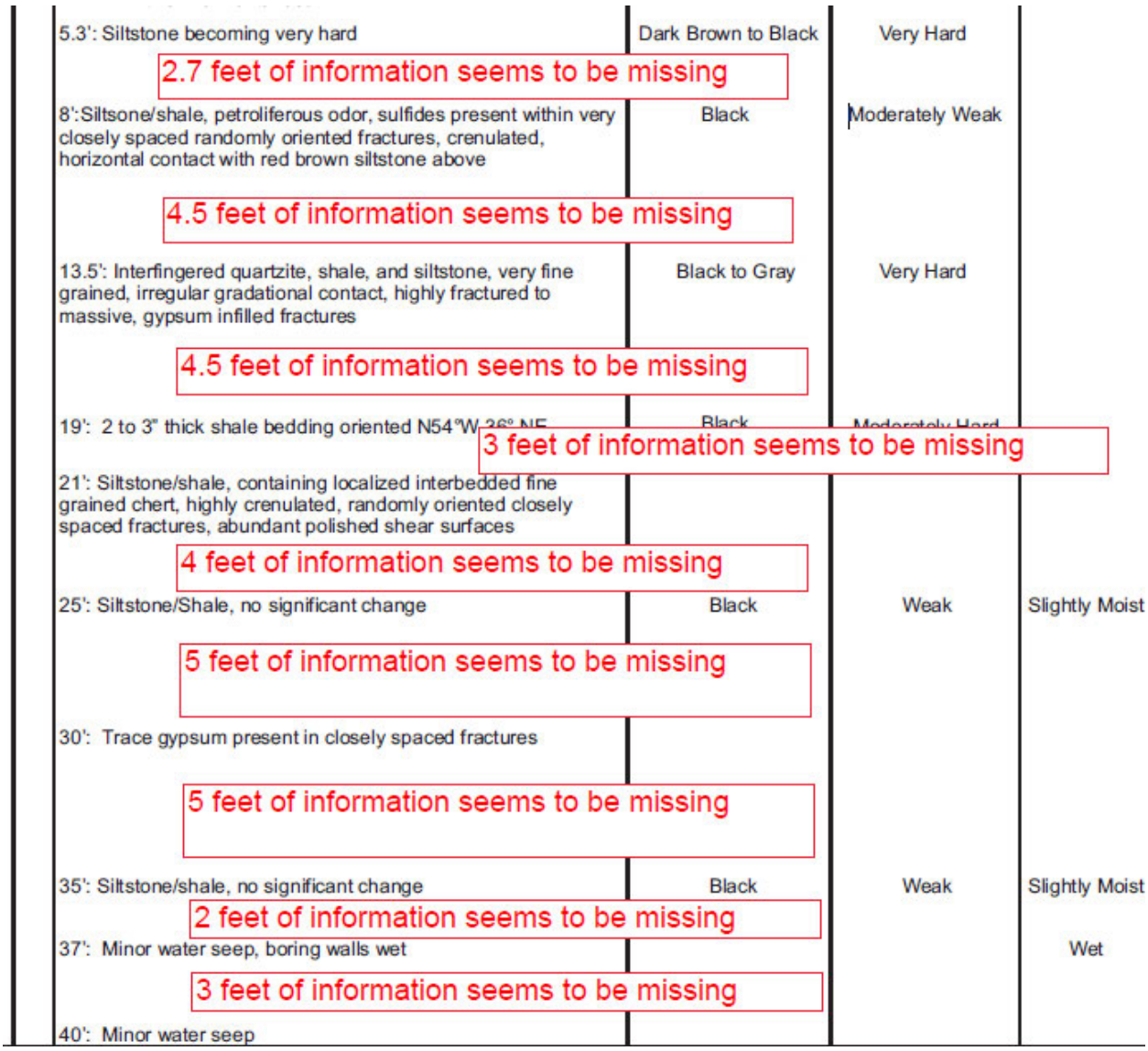
The concerns regarding the characterization of subsurface materials in Feffer's borings remain unaddressed. Specifically:

- Older consultants' reports documented crushed, disturbed, or sheared materials consistent with landslide deposits, while Feffer logs classify similar intervals as "bedrock" without explanation.
- Gaps in log descriptions at depth and a lack of detailed material characterization were not addressed and did not meet the industry standard of care.
- No explanation was provided for discrepancies between historic logs and Feffer's own interpretation.

As stated in the prior technical letter, continuous subsurface investigation is critical to defining landslide geometry and failure mechanisms. Continuous boring logs are essential. Industry standards require logging every vertical inch of the borehole and documenting lithology changes, shear zones, bedding attitudes, fractures, clay seams, and disturbed materials. Terms such as *smashed*, *jumbled*, *pulverized*, *reworked*, *slickensides*, and *polished shear surfaces* are commonly used to describe materials disturbed by landslide movement.

Historic logs prepared by STONE SUBSURFACE EXPLORATION LOGS, MALIBU ROAD AREA, MALIBU, CALIFORNIA. 1962. meet this standard. By contrast, Feffer's logs—and earlier CY logs—contain gaps and reduced descriptive detail, limiting their usefulness in defining slide geometry and does not meet the standard of care for geotechnical engineering. Feffer log **B-3** was only intermittently logged with notations every 5' that only denoted fracturing and gypsum in filled cracking (evidence of dilation - movement) A zone of interest, that would correlate with SG 6 and 7 would be from 25'-45' but there were not continuous observations

Feffer log **B-5** reads like landslide however the category description has been described as bedrock. The bedding orientations are southwards towards the beach. However, there are multiple gaps in the logs and the log appears biased towards a non-slide condition despite containing observations of shearing and clays tilted towards the south. The boring is well into the pad area and was previously identified as a slide.



5.3': Siltstone becoming very hard	Dark Brown to Black	Very Hard	
2.7 feet of information seems to be missing			
8':Siltsone/shale, petroliferous odor, sulfides present within very closely spaced randomly oriented fractures, crenulated, horizontal contact with red brown siltstone above	Black	Moderately Weak	
4.5 feet of information seems to be missing			
13.5': Interfingered quartzite, shale, and siltstone, very fine grained, irregular gradational contact, highly fractured to massive, gypsum infilled fractures	Black to Gray	Very Hard	
4.5 feet of information seems to be missing			
19': 2 to 3" thick shale bedding oriented N54°W 26° NE	Black	Moderately Hard	
3 feet of information seems to be missing			
21': Siltstone/shale, containing localized interbedded fine grained chert, highly crenulated, randomly oriented closely spaced fractures, abundant polished shear surfaces			
4 feet of information seems to be missing			
25': Siltstone/Shale, no significant change	Black	Weak	Slightly Moist
5 feet of information seems to be missing			
30': Trace gypsum present in closely spaced fractures			
5 feet of information seems to be missing			
35': Siltstone/shale, no significant change	Black	Weak	Slightly Moist
2 feet of information seems to be missing			
37': Minor water seep, boring walls wet			Wet
3 feet of information seems to be missing			
40': Minor water seep			

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40': Minor water seep		
~4 feet of information seems to be missing		
44.4-48': 2-3" thick clay bedding oriented N80°W 27°N, clay is very plastic, very sticky, abundant gravels and fractured bedrock at base of clay bed, continuous around boring	Gray to Light Gray	Soft
45.4-48': Quartzite/shale below clay bed, highly fractured, gypsum infilled fractures	Black	Very Hard
49-51': 1/4" Claystone beds within shale bedrock, bedding oriented N43°W 49°NE, bedding orientation continues below	Light Brown	Hard
51': Water seep		
7 feet of information seems to be missing		
58': Claystone, bedding oriented same as above to 65 ft.	Light Brown	Hard
7 feet of information seems to be missing		
65': Standing groundwater, logging stopped on 5/14/2019		
5 feet of information seems to be missing		
70': Shale, siltstone	Black to Dark Gray	Very Hard
5 feet of information seems to be missing		
75': Shale, siltstone, continues to bottom of boring	Black to Dark Gray	Very Hard

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Pacific Coast Land Consulting
Engineering Geologic Services

IN RED APPEARS TO BE MISSING INFORMATION?

LOG OF EXPLORATORY BORING

Sheet 1 of 2

Job Number: 1992-75
Project: 25200 Pacific Coast Highway

Boring No: 10
Boring Location: See Site Map.

Date Performed: 5/13/2019

Drill Type: 24" Bucket Auger

Depth in Feet	Blows per 6"	Sample Type: Undisturbed	Sample Type: Bulk	Bedrock/ Soil Description	Color	Density	Moisture
0				0-2.4': Steel casing in top of hole			
				Bedrock: Monterey Shale (Tm) 2.4': Siltstone, moderately fractured, 1/8" closely spaced fractures with gypsum infilling, randomly oriented fractures	Red Brown	Moderately Hard	Dry
				4.2': 1-2" thick horizontal bed			
5				5.3': Siltstone becoming very hard	Dark Brown to Black	Very Hard	
				2.7 feet of information seems to be missing			
				8': Siltsone/shale, petroliferous odor, sulfides present within very closely spaced randomly oriented fractures, crenulated, horizontal contact with red brown siltstone above	Black	Moderately Weak	
10	5/9	R					
				4.5 feet of information seems to be missing			
				13.5': Interfingered quartzite, shale, and siltstone, very fine grained, irregular gradational contact, highly fractured to massive, gypsum infilled fractures	Black to Gray	Very Hard	
15				4.5 feet of information seems to be missing			
				19': 2 to 3" thick shale bedding oriented N54°W, 36° NE	Black	Moderately Hard	
				3 feet of information seems to be missing			
20	6/13	R		21': Siltstone/shale, containing localized interbedded fine grained chert, highly crenulated, randomly oriented closely spaced fractures, abundant polished shear surfaces			
				4 feet of information seems to be missing			
25				25': Siltstone/Shale, no significant change	Black	Weak	Slightly Moist
				5 feet of information seems to be missing			
30	13/20	R		30': Trace gypsum present in closely spaced fractures			
				5 feet of information seems to be missing			
35				35': Siltstone/shale, no significant change	Black	Weak	Slightly Moist
				2 feet of information seems to be missing			
				37': Minor water seep, boring walls wet			Wet
				3 feet of information seems to be missing			
40	7/15	R		40': Minor water seep			

Feffer Geological Consulting

Figure

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Comment by PCLC The 1979 Leighton boring logs shows level of detail not shown on Feffer logs.

GEOTECHNICAL BORING LOG

DATE 6-1-79 DRILL HOLE NO. 1 SHEET 2 OF 2
PROJECT Puerco Cyn Slide Study - Malibu PROJECT NO. 178250-01
DRILLING CO. Tri-Valley TYPE OF RIG Bucket Auger
HOLE DIAMETER 24" DRIVE WEIGHT 1600 lbs (0-23') 800 lbs (24-50') DROP 12
ELEVATION TOP OF HOLE 57' REF. OR DATUM

LOGGED BY EC / TW
SAMPLED BY TW

Depth Feet	Graphic Log	Attitudes	Tube Sample No.	Blows Per Foot	Dry Density PCF	Moisture Content, %	Soil Class. (U.S.C.S.)	Geotechnical Description
30								@31' Hard concretion.
								@32.2' Seepage.
								@35' Rupture zone, 1-2" thick black plastic clay. Strong H_2S odor. Siltstone sheared, but pieces becoming larger in size.
35		R: N75E, 30-35SE	5	8	82.6	28.0	CL	ANCIENT SLIDE
								slide at 19' ancient
40		R: d. 30SE						@40' Rupture surface, clay lined.
								@41' Vertical sense to shearing.
			6	26	85.0	28.1	CL	@43' Concretion, 3' thick on north wall; with gray wet clay associated. (Took 2 hours of coring to penetrate.)
45								Wet sheared surface, very strong odor. Shearing dips northerly.
								@49' Concretionary layer. Below still very sheared siltstone to caving.
50		(6-25-79)	7	24	85.2	25.9	CL	BEDROCK
		caving and standing H_2O (6-14-79)						(Down hole logged to at 53.5'; Hole caved to 54'
								Must log every inch, slide planes could be 1/4"
55								@54' Abundant 1/4" fat, plastic, clay shears. Possible rupture.
								possible basal at 3'
								@55' Hard concretionary layer, 1' thick. Below black clayey siltstone, very sheared.
								@60' Concretion.
60			(5)					T.D. 60.5' Downhole logged to 57' Seepage at 32.2'; Standing water at 53.5' and Hole caved to 54' on 6-14-79; Standing H_2O @ 50 and

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3.3 INSTRUMENTATION AND SYSTEM RESET

The analysis of any slide is only as good as the model developed. And this. means that all data must be considered, for what it is and not subject to interpretation. Feffer's statement that both SI-5 and SI 6 conclude that no "significant movement" is wrong. If Feffer had taken a careful look at all the data in these 2 inclinometers he would have discovered that the appearance of no movement results from a change in the date of the base line readings. Inclinometers operate on a comparison basis. Subsequent readings are then recorded to that initial base line, and the resultant plot shows the depth and magnitude of the offset.

In this situation for SI-5 the initial reading was taken on 8-17-2004. This is the base line reading to which all future readings are to be compared. However, this was not used until the report of 2018-2019 by Fugro in the plots and it is at that time the offsets in SI-5 are clearly visible.

The rest of the readings arbitrarily use a later base line reading in this case the other "initial reading" were on May of 2005. This has the effect of straightening out the plots by eliminating readings between 2004 and 2005.
For SI-6 the earliest identifiable movement occurs at a depth of 38 feet in the 2008-09 report from Fugro.
Incremental displacements are continuously recorded in almost all Fugro report despite initial reading date being changed during plotting. Cumulative displacements plot as much as .2 inches as recently as June 2020.

What is meant by significant movement? How much movement is insignificant? The answer lies in the plots of the inclinometers. If it was, just one inclinometer that had some reading would be suspicious but to have 2 inclinometers show similar results over years of monitoring indicates that slow slide movement is continuing.
Therefore, this data. must be accounted for in the landslide and slope stability model. It wasn't even considered in more than a cursory brush over.

It has now been established that there exist in the body of data significant and numerous points representing the slide plane. The next step is to develop the structure contour and this is as simple as connecting the data points on the slide. If this can be done and it has then the slide is much larger than Feffer's analysis.

It is not the standard of care to just simply connect the dots. This approach leads to an inaccurate and incomplete analysis of the geometry of the slide. If the geometry of the slide is not accurate then subsequent engineering and slope stability, is based upon an inaccurate model and also incorrect.

These issues affect the reliability of the geologic model and the validity of later engineering analyses.

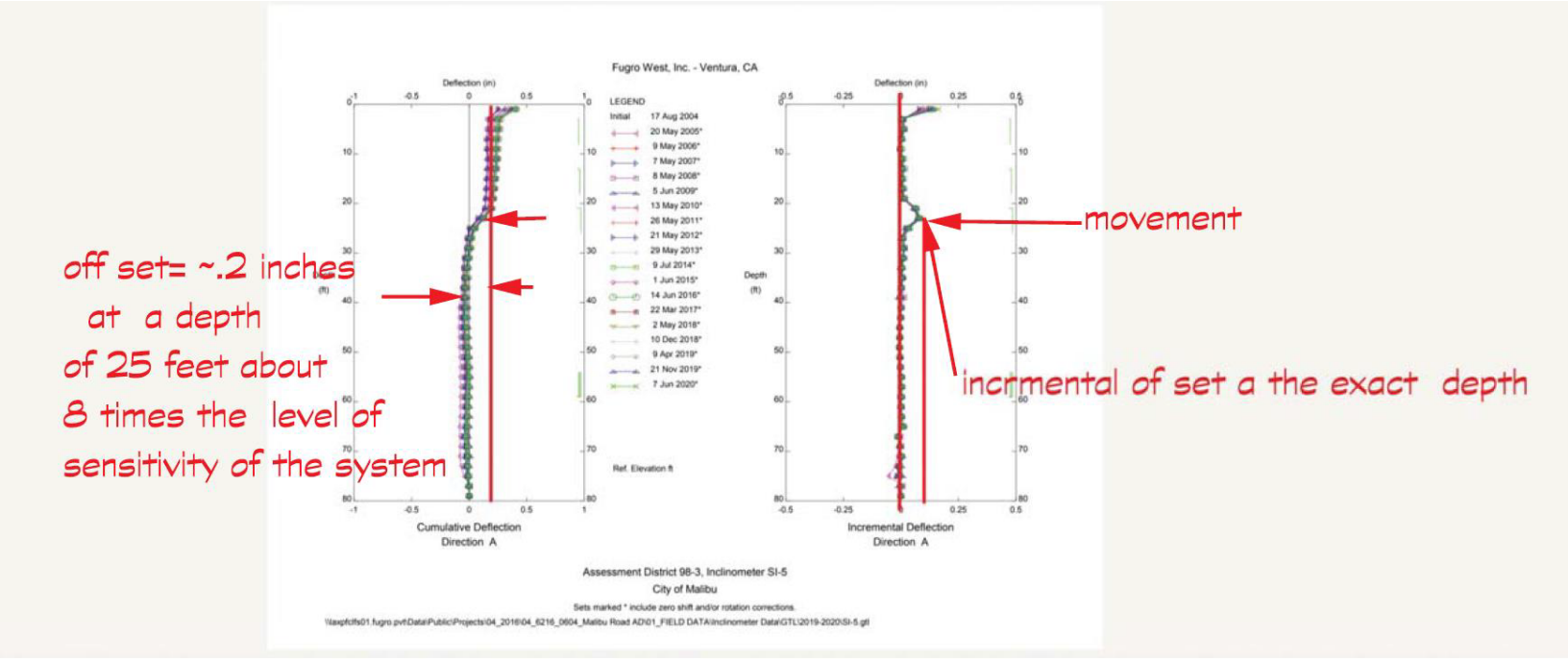
Feffer should address:

- Why are Feffer's own logs significantly less detailed than prior logs
- Feffer's logs contain "gaps in the observations"
- Feffer may have misclassified smashed, jumbled, crushed/chaotic materials as "bedrock"
- Feffer ignores identifications of slide surfaces
- Feffer's inclinometer analysis seems to have only consisted of reading the annual report and parroting that language
- In the section reviewed some groundwater profile have a vertical drop. There does not seem to be clear explanation of this phenomenon or what data was used to develop the profile.in one section it appears based on faulting but in other sections the water appears continuous. The review of the logs by CY (boring 2) does not show a fault, and it is shown on the section. It is unclear how this interpretation was achieved. Nor does it demonstrate a significant enough gouge zone to act as ground water barrier. The notation of a healed fault plane. @ 10' in Feffers boring B-2 has only a 31degree easterly dip with a north south strike (parallel to the section) which is at 90 degrees to the fault shown in section 2. No other faulting is found in the logs and it is not placed on the geologic map. The evidence for this. feature is questionable and needs additional supporting data.
- Without this data then the ground water table needs to be a continuous profile from the upper pad to the lower portions of the area. The ground water surface should be

subparallel to the slope of the land consequently is substantially higher, than that which was analyzed.

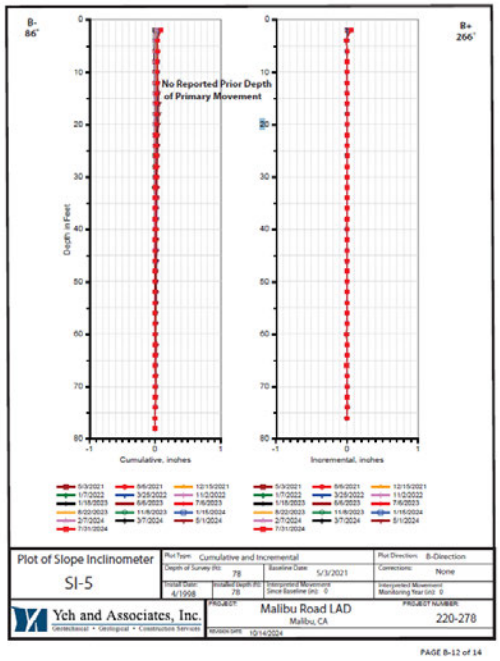
Inclinometers provide direct evidence of subsurface deformation. Movements as small as 0.1 inch over 100 feet are meaningful. Resetting baseline readings eliminates evidence of prior displacement and must be explicitly accounted for when interpreting results. The City should have Ye and Associates update the data to show cumulative data from the Fugro reports as this creates misleading design data by wiping out past data with a system reset and defeats the purpose of tracking this data.

Fugro 2019-202 dated August 2020 report (Fugro Consultants, Inc. ANNUAL REPORT JULY 2019 THROUGH 2020 MALIBU ROAD LANDSLIDE ASSESSMENT DISTRICT, MALIBU CA. August 2020, pg 48 of pdf) shows cumulative movement:



System reset wipes out previous data:

Yeh & Associates, Inc 2023-2024 Report dated March 20, 2025 (Ye & Associates Inc**.** FY23/24 MAINTENANCE AND MONITORING AD98-3, MALIBU ROAD CITY OF MALIBU, CALIFORNIA. March 20, 2025, Page B-11 of 14, Page 39 of pdf)



3.4 DEVELOPMENT OF A STRUCTURE CONTOUR MAP AND CITY OF MALIBU ASSESSMENT DISTRICT NO.98-3 MALIBU ROAD AND ASSESSMENT FEES

Once subsurface data are compiled, elevations of suspected slide planes must be plotted and evaluated spatially to determine whether a coherent failure surface exists. If data points correlate spatially and geometrically, a landslide surface has been defined. This step is fundamental and cannot be bypassed. Once this structure map is recalculated with all available data and additional data as recommended, 25200 PCH would likely be in the City of Malibu Assessment District No.98-3 Malibu Road and would be pay fees associated with being in the City of Malibu Assessment District No.98-3 Malibu Road.

3.5 GROUNDWATER MODELING

Slope stability analyses must incorporate realistic high-groundwater conditions, particularly where onsite wastewater disposal is proposed. Groundwater surfaces should generally be subparallel to topography unless well-supported geologic barriers are demonstrated.

4.0 INCOMPLETE OR NON-SPECIFIC LOGGING IN FEFFER BORINGS

Concerns regarding Feffer's subsurface characterization remain unresolved:

- Materials described by earlier consultants as crushed, sheared, or landslide debris are frequently classified by Feffer as "bedrock" without explanation.
- Numerous gaps in logging occur at critical depths.
- Discrepancies between historic logs and Feffer's interpretations are not reconciled.

Stone's SG-6 and SG-7 (STONE SUBSURFACE EXPLORATION LOGS, MALIBU ROAD AREA, MALIBU, CALIFORNIA. 1962), located within feet of Feffer borings, describe smashed, jumbled materials with slickensides between approximately 5 and 42 feet, indicative of landsliding beneath the central building pad. Feffer's nearby borings do not reflect these conditions, despite spatial proximity.

5.0 INCLINOMETER DATA INTERPRETATION

Feffer's response relies on the statement that the inclinometer reports indicate "no significant movement." This phrasing requires clarification in the context of the full inclinometer record. While Feffer cites the City's 2025 Assessment District Report. He merely restates the conclusion without doing any analysis. Feffer's response does not address:

- Why earlier inclinometer interpretations identified movement at 32–39 feet
- Records of data. recording goes back as far as 1989, yet no plots of this data was available or apparently reviewed
- Whether instrument noise, calibration, or reading intervals were evaluated
- Whether incremental and cumulative plots were reviewed in any detail
- Was any effort made to obtain the original data and plot the results independently standardizing the use of the initial readings to the earliest available data.
- There appears that pre 2004 inclinometer readings were taken, however no effort to obtain and review this data was made
- Whether deeper movement potential should be reexamined given historic slide mapping

These discrepancies should be resolved through direct comparison of data sets.

a. Later Assessment District reports (roughly mid-2010s onward)

These reports — especially those Feffer references — commonly state variations of:

- "No significant movement"

- "No shear-type movement"
- "Movement within instrument accuracy"

Important nuance:

- These statements are made after baseline resets, which is significant because a system-wide reset effectively re-zeroed the inclinometer profiles; the fact that all inclinometers were set to zero must be considered when interpreting subsequent plots
- They are typically referring to shear-type movement across a single, discrete plane
- They often do not deny incremental or cumulative displacement

Accordingly, when Feffer states that "the inclinometer reports say there is no significant movement," he is accurately quoting some report conclusions, but only in a narrow, technical sense.

b. Earlier reports (and raw plots within later reports)

Earlier Fugro reports — and the plots themselves even in later reports — show:

- Documented incremental displacement
- Cumulative movement on the order of approximately 0.1 to 0.2 inches
- Recurrent displacement at similar depths in:
    - SI-5
    - SI-6

In several reports (including Fugro's INCLINOMETER MONITORING REPORTS, CITY OF MALIBU ASSESSMENT DISTRICT NO. 98-3, MALIBU ROAD, MALIBU, CALIFORNIA. 2008–2009 and subsequent years):

- Movement is explicitly plotted
- The issue is how it is characterized, not whether it exists

These reports do not state that there is "no movement." Rather, they describe movement as:

- slow,
- incremental, or
- below a threshold the consultant defines as "significant."

c. What "no significant movement" actually means (technically)

In inclinometer practice:

- "Significant" is not a regulated term
- It is consultant-defined

It usually means:

- no abrupt shear plane,
- no accelerating displacement, or
- no emergency condition

It does not mean:

- no deformation,
- no landslide-related movement, or
- no relevance to long-term stability

Accordingly, Feffer's statement is technically incomplete, even if not outright false.

d. Assessment District (AD) data is for monitoring, not design

Assessment District (AD) reports are meant to:

- track long-term trends,
- support maintenance decisions,
- and observe known landslide behavior

AD data is not intended to:

- define landslide geometry,
- establish failure mechanisms, or
- justify new development without independent, site-specific geologic modeling

Reliance on AD summary language misapplies the purpose of those reports.

6. GROUNDWATER UNCERTAINTY

Groundwater profiles used in Feffer's analyses do not represent the highest reasonably anticipated conditions, particularly given the proposed onsite wastewater system. Absent clear evidence of a laterally continuous groundwater barrier, groundwater should be assumed to form a continuous, slope-parallel surface.

It is well established from the history of landsliding in the Malibu Road area that the introduction or increase of water within a landslide mass can be a primary triggering mechanism, and under adverse conditions can prove devastating. Residents along Malibu Road recall that, around 1978, a residence located at 25325 Pacific Coast Hwy was lost during landslide activity and a substantial section of Malibu Road reportedly subsided on the order of approximately ten feet, a condition that remains evident today. These events occurred within living memory and underscore the sensitivity of the landslide complex to groundwater conditions.

Given this history, any increase in groundwater—whether from rainfall, altered drainage, or onsite wastewater disposal—must be conservatively evaluated with respect to both on-site and downslope stability.

7. MISSING PACIFIC SOILS DATA

Our report noted that Pacific Soils previously identified landslide terrain, although their logs are unavailable. Feffer's response did not address:

- What effort was made to find these logs?
- How missing data was considered in Feffer's uncertainty analysis
- Why earlier conclusions regarding landsliding were not incorporated conservatively given the lack of confirmatory logs
- Whether additional subsurface exploration is warranted to resolve this documented data gap

This omission leaves an unresolved question regarding the completeness of the site characterization.

Feffer should address if data is missing, make every effort to find these logs, whether there could be an underestimate of the likelihood of landsliding.

8. LANDSLIDE GEOMETRY IMPLICATIONS AND FAILURE SURFACE DEFINITION

As discussed above, the definition of landslide geometry presented by Feffer relies on incomplete subsurface data and selective use of instrumentation. When combined with missing or non-continuously logged boring information and the selective omission of inclinometer data from SI-5 and SI-6, the interpreted slide plane is artificially shallow.

Based on the geometry shown in Feffer's analyses, the slide surface is depicted as terminating above the depths at which movement has been documented in SI-5 and SI-6. However, if the documented displacement depths from SI-5 and SI-6 are incorporated into the geologic model, the slide plane necessarily projects significantly deeper and extends beneath the proposed project site.

Accordingly, omission of SI-5 and SI-6 from the geometric model, together with incomplete boring logs, results in an underestimation of slide depth, extent, and continuity. This materially affects slope stability calculations, pile embedment assumptions, and conclusions regarding both on-site and off-site stability.

9.0 DISMISSAL OF OLDER LANDSLIDE CONCLUSIONS WITHOUT TECHNICAL BASIS

Feffer's letter asserts that earlier consultants relied heavily on aerial photographs, but does not address:

- Aerial photos are but 1 form of data that is useful. This type of data. is very subjective as it relies, heavily on the professionals' view the photos. It is however, only a first cursory step and should not under any circumstance be used as tool in the definition of the subsurface geometry.
- Why multiple independent consultants identified similar landslide features over several decades
- Why the conservative interpretations contained in prior reports were not incorporated into the current model as stated in older reports.
- How Feffer's interpretation differs mechanically from older mapped configurations

As a result, Feffer's response does not adequately justify the departure from historical conclusions.

10.0 SHEAR STRENGTH SELECTION AND UNUSED LOWER RESIDUAL VALUES

Although Feffer outlines the basis of the shear strengths used, Feffer did not address:

- If the geometry is wrong, then any back calculated values will also be wrong

- The concern that strength values were averaged across borings, potentially obscuring weaker intervals
- Why the lowest residual value (8.5°), included in Feffer's own data set, was not used in translational analyses
- Whether user-defined failure planes—consistent with historic slide mapping—were evaluated with appropriate residual strengths

These items remain unresolved and directly affect factor-of-safety outcomes.

11.0 NEED FOR ADDITIONAL INSTRUMENTATION

Feffer's response does not address the recommendation for:

- A new inclinometer on the upper pad
- Monitoring through at least one wet winter to capture potential delayed movement

This recommendation remains outstanding and is consistent with CBC 1704A monitoring requirements for slope stability concerns.

Feffer's letter says only that the existing data shows no movement, but does not address:

- Why new instruments are or are not warranted
- Whether seasonal monitoring could reveal movement not previously captured

12.0 CY & ASSOCIATES' GEOLOGIC MISCHARACTERIZATION

Our report noted that CY & Associates did not correctly identify site geology. Feffer's response references CY's lack of landslide evidence but does not explain:

- Whether their geologic mischaracterization was corrected
- Whether Feffer's interpretation relied on or contradicted CY's assumptions

  This point remains unaddressed.

13.0 LACK OF ANALYSIS OF COMPLEX SLIDE GEOMETRY

Feffer's response references both circular and translational analyses, but does not address:

- The absence of modeled compound or multi-surface failure configurations
- The reviewer's request for user-specified failure geometries based on mapped geologic features

- Why deeper bedding-controlled surfaces suggested by previous investigations were not analyzed
- Most if not all of Stone sections show landsliding beneath the toe of slope and above the mapped active slide indicating that the slide is continuous through this area. Boring on the upper pad and below the pad shows. evidence of sliding. How is this explained given the depth involved.

This gap remains significant given the site's structural complexity.

14.0 PILE SYSTEM DEPTH AND ABILITY TO RESIST COMPLEX SLIDING

Although Feffer's letter reiterates support for the currently designed pile system, it does not respond to the specific concern that:

- The piles may not extend deep enough to intercept both upper and lower potential slide surfaces
- The design does not address compound or irregular failure geometries
- Revised pile embedment depths and tieback lengths may be required if lower residual strengths or deeper slide surfaces are considered

This remains a key unresolved engineering issue.

15.0 CONCLUSION

The geologic evaluation and the establishment of landslide geometry presented to date remain incomplete and do not adequately define the type, depth, continuity, or extent of landslide movement affecting the site and adjoining downslope properties. As a result, the slope stability analyses and subsequent engineering recommendations are based on an inaccurate or insufficient geological model and therefore cannot be reasonably relied upon. . The homeowners who are affected have good reasons to be concerned about the stability of the ground they are built on. This project represents an opportunity to enhance the stability of the slide complex and the lower homes, as well as providing a stable building site for the proposed development.

Given the potential for very heavy rains and subsequent increase in groundwater, utilizing an onsite wastewater system must be very carefully addressed. The above items represent significant technical questions that were not addressed or fully resolved in Feffer's response. We believe these issues warrant further evaluation, including additional subsurface exploration, review of inclinometer data, reevaluation of shear strengths, and reconsideration of the stabilization system's depth and configuration.

We remain available to discuss these matters and to review any supplemental analyses Feffer may wish to provide.

Ralph K. Jeffery
President CEG 1183
Pacific Coast Land Consulting

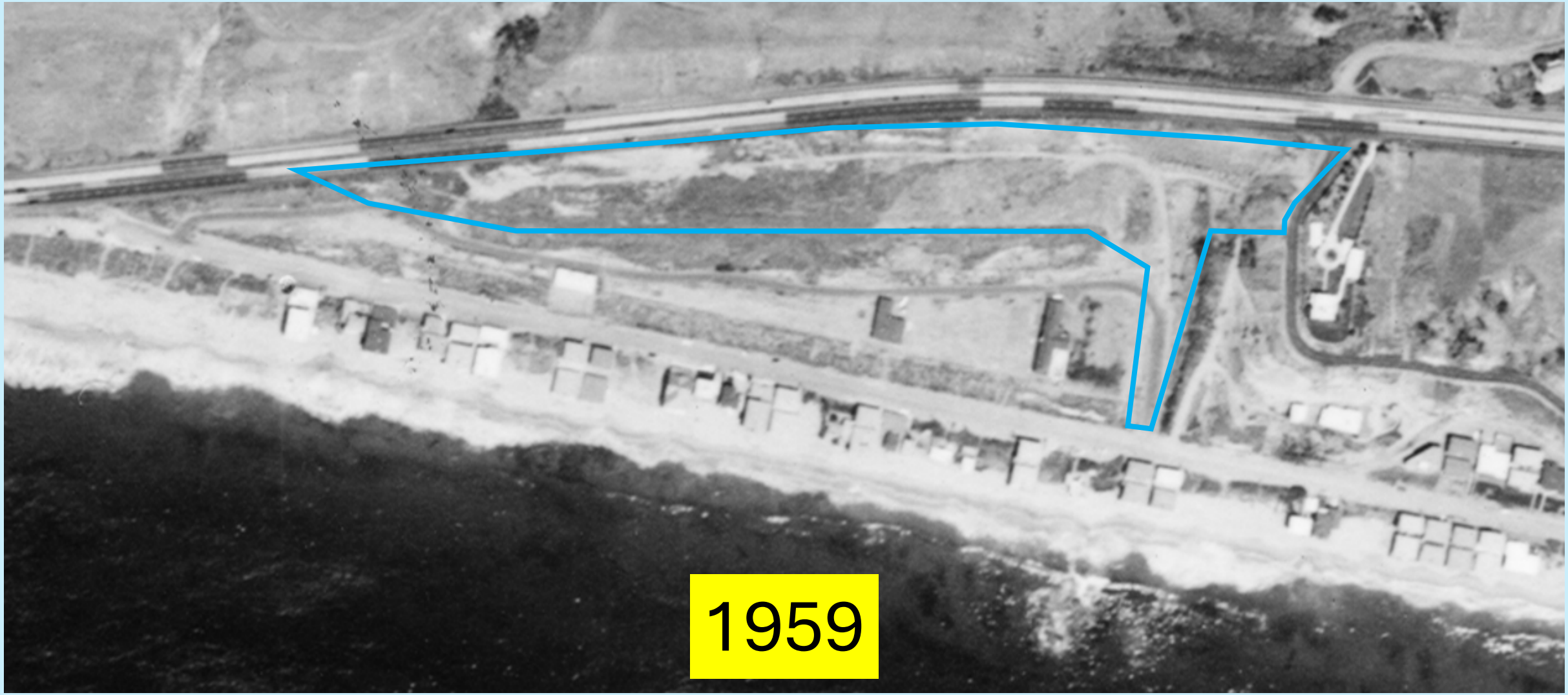
1525 Pepper Tree Place, Fallbrook, CA 92028
TEL (760) 473-4117 Email Rnkjeffery@SBCGlobal.net

Item 5C - CDP 19-012 - 25200 Pacific Coast Hwy.

Presentation before the
Malibu Planning Commission
January 20, 2026

SCHMITZ & ASSOCIATES INC.

Property Historically Cleared



Property Historically Cleared

Proposed Project History

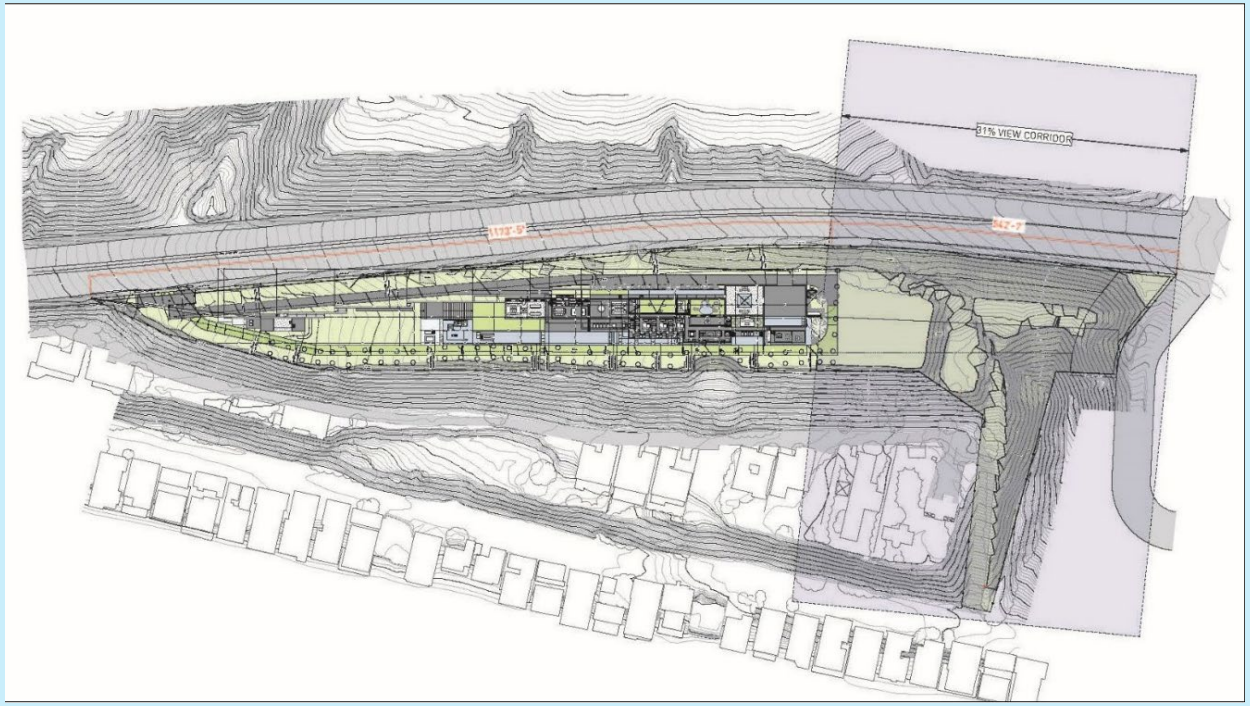
- CDP 19-012 Submitted **March 7, 2019,** for a new SFR with Basement/Garage, and a Guest House.

- Project Went Through Multiple Redesigns to Respond to Planning & Departmental Comments

- Project was to Appear at the May 20, 2024, Planning Commission Hearing. Item Postponed for Additional Reductions as Requested by Staff.

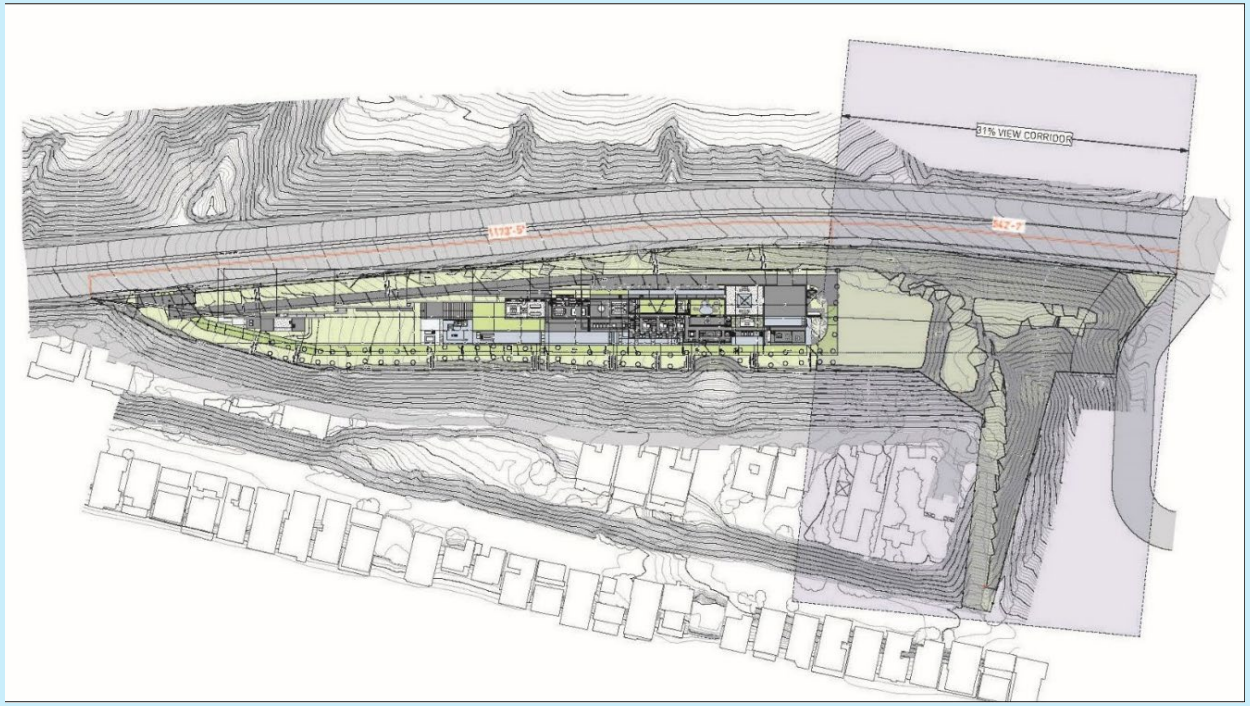
- Applicants Worked With Staff to Address Concerns before Returning to Hearing Tonight with a Recommendation of **Approval**.

Original CDP Application



- Project Originally Proposed an 18 Foot tall SFR and 15 Foot Tall Guest House
- Project Originally Contained Two Discretionary Requests:
- A Variance for Construction of Retaining Walls Over 6 Feet for the Fire Dept. Turnaround
- A Site Plan Review for Freestanding Walls Over 6 Feet

Revised CDP Application



Project revised in April 2025 to:

- Revised Retaining Wall from 8 Ft. to 6 ft. to Eliminate Variance
- Lower Freestanding Walls from 12 Ft. to 6 ft. to Eliminate Site Plan Review
- Lower Height of Outdoor Kitchen from 10.5’ to 9’
- Lower Height of Guest House from 12’9” to 11’9”

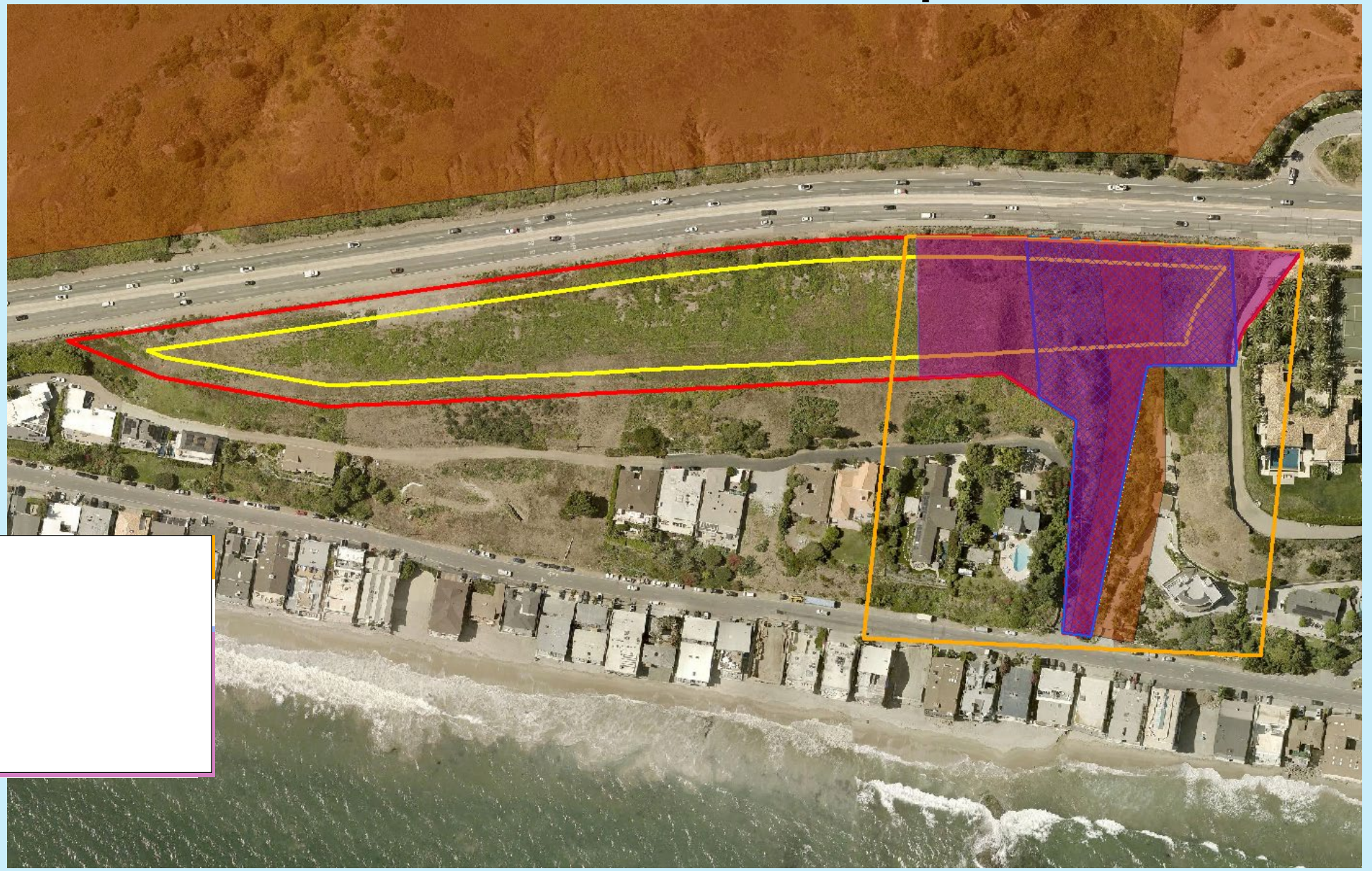
Constraints Map

Constraints Map

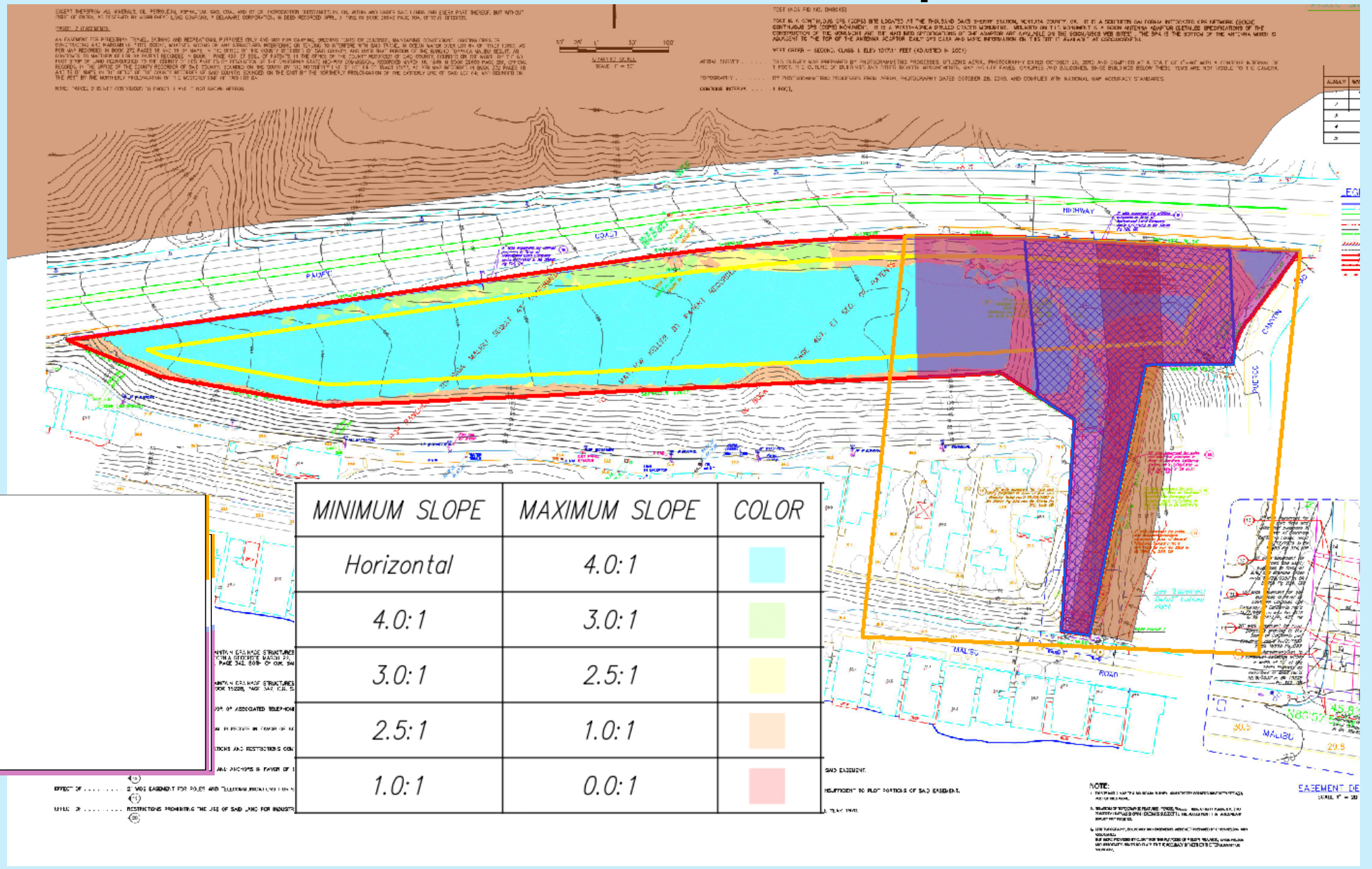
Constraints Map

Constraints Map

Constraints Map

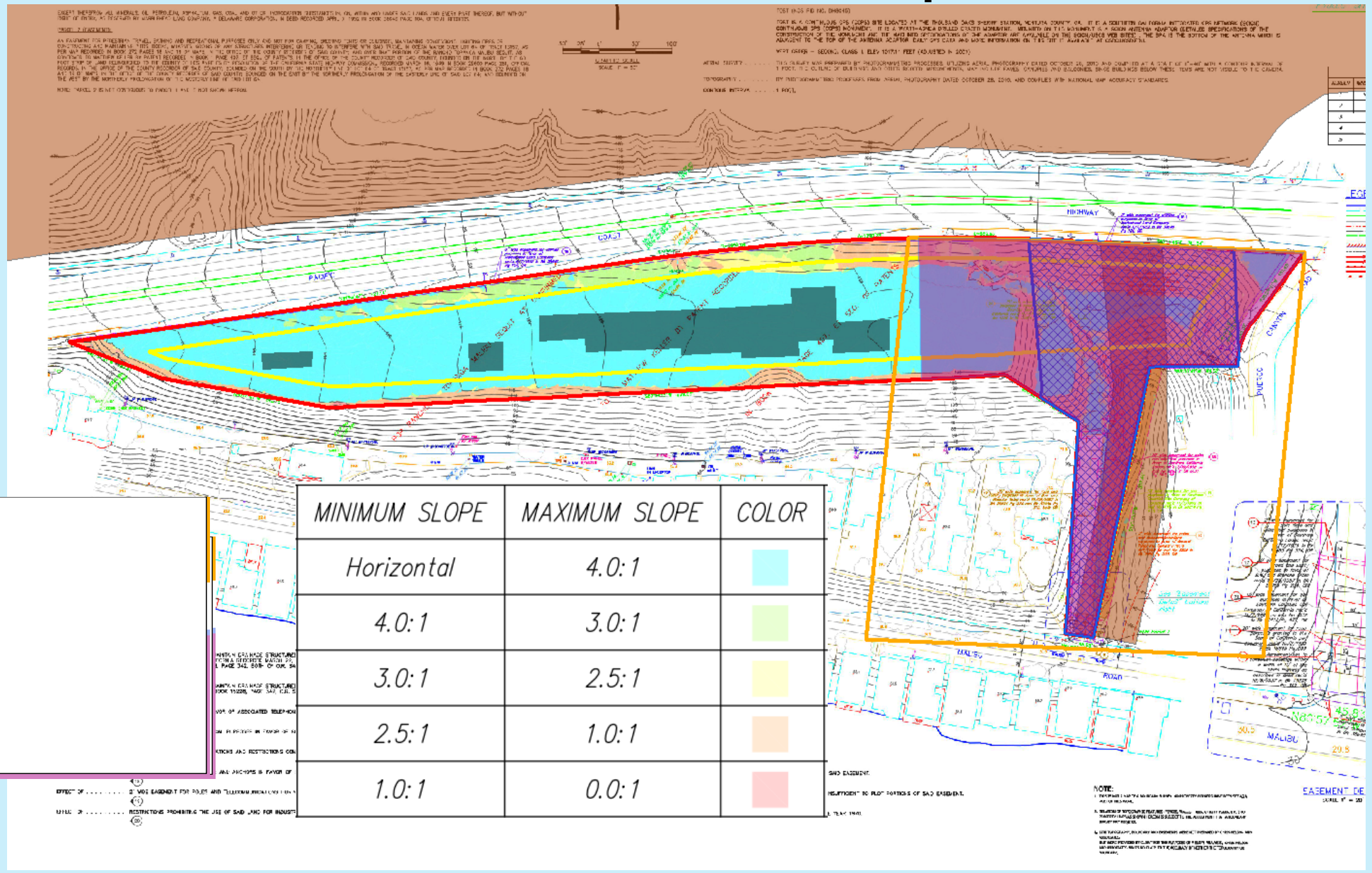


Constraints Map



MINIMUM SLOPE	MAXIMUM SLOPE	COLOR
Horizontal	4.0:1	
4.0:1	3.0:1	
3.0:1	2.5:1	
2.5:1	1.0:1	
1.0:1	0.0:1	

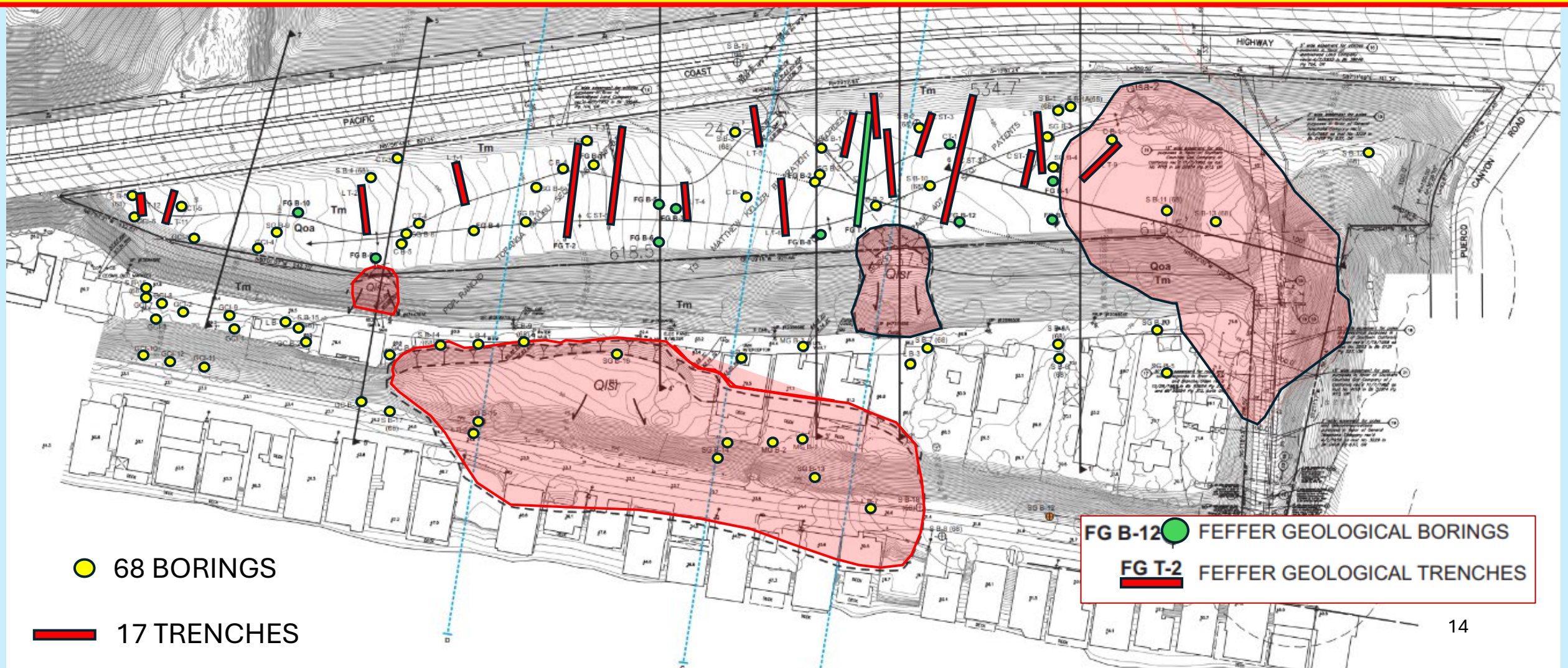
Constraints Map



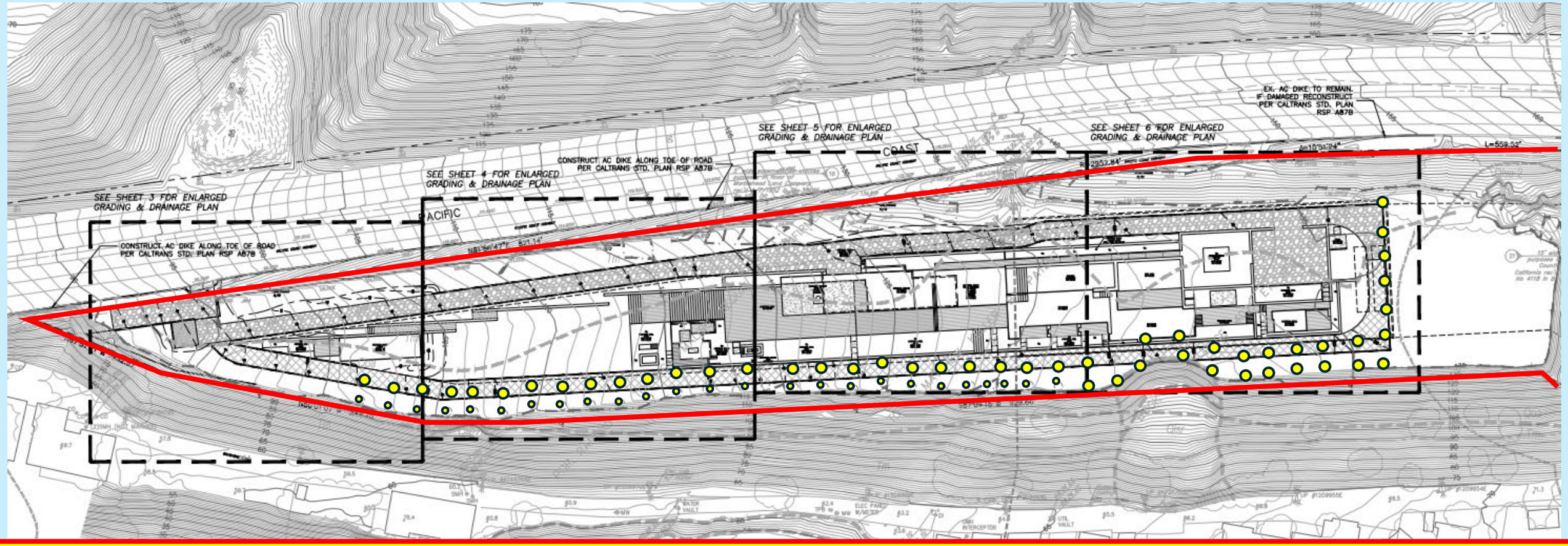
MINIMUM SLOPE	MAXIMUM SLOPE	COLOR
Horizontal	4.0:1	
4.0:1	3.0:1	
3.0:1	2.5:1	
2.5:1	1.0:1	
1.0:1	0.0:1	

25200 PCH Geology Map

HAVE CONDUCTED HALF MILLION DOLLARS WORTH OF INVESTIGATIONS

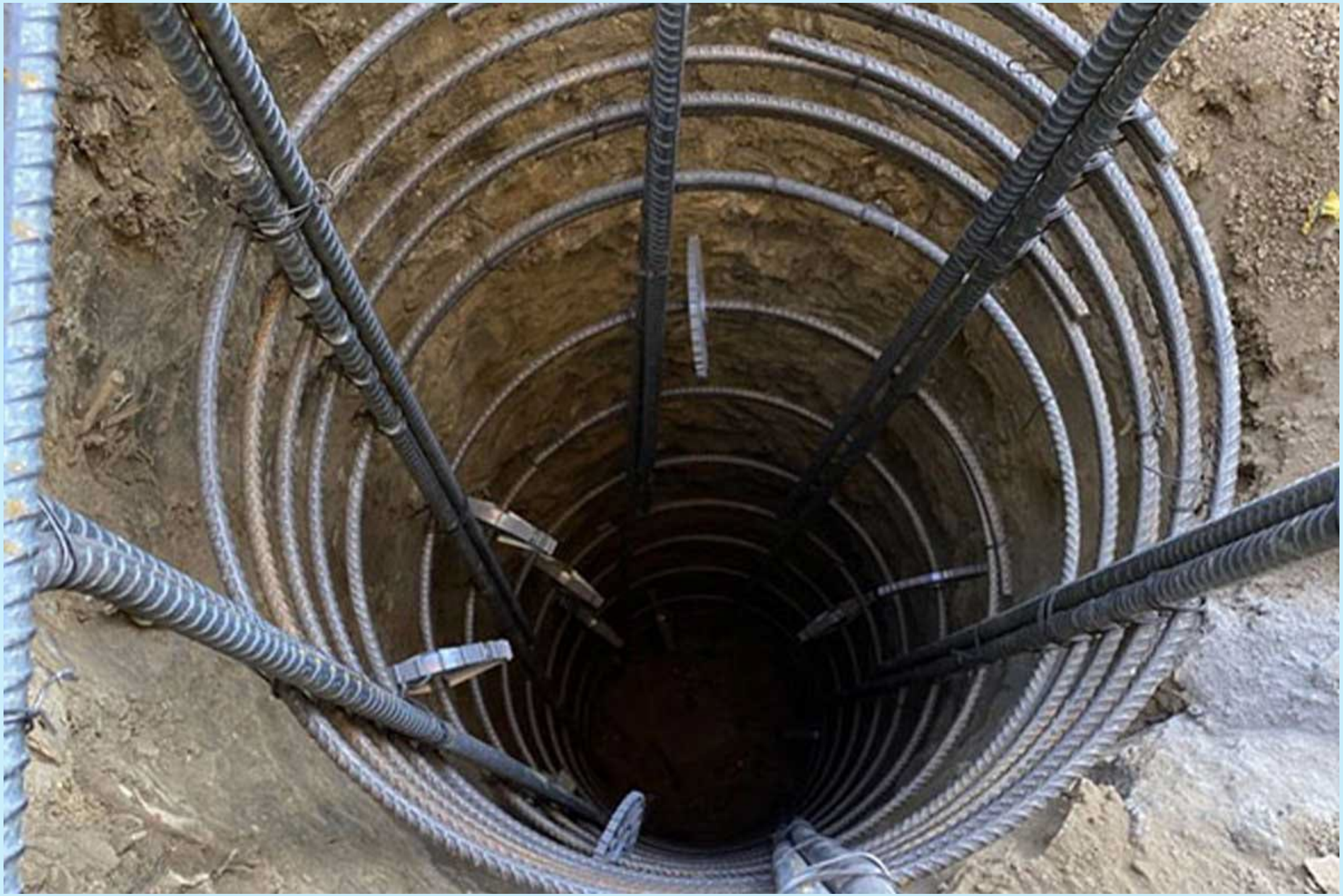


77 Caissons With Tiebacks



Proposed Caissons Will Stabilize Building Site, Hillside to Bayshore Drive, and Pacific Coast Highway

$10 Million Worth of Caissons



$10 Million Worth of Caissons

Geology Findings Are Made

CITY OF MALIBU PLANNING COMMISSION
RESOLUTION NO. 26-05

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MALIBU DETERMINING THE PROJECT IS CATEGORICALLY EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT, AND

C. Hazards (LIP Chapter 9)

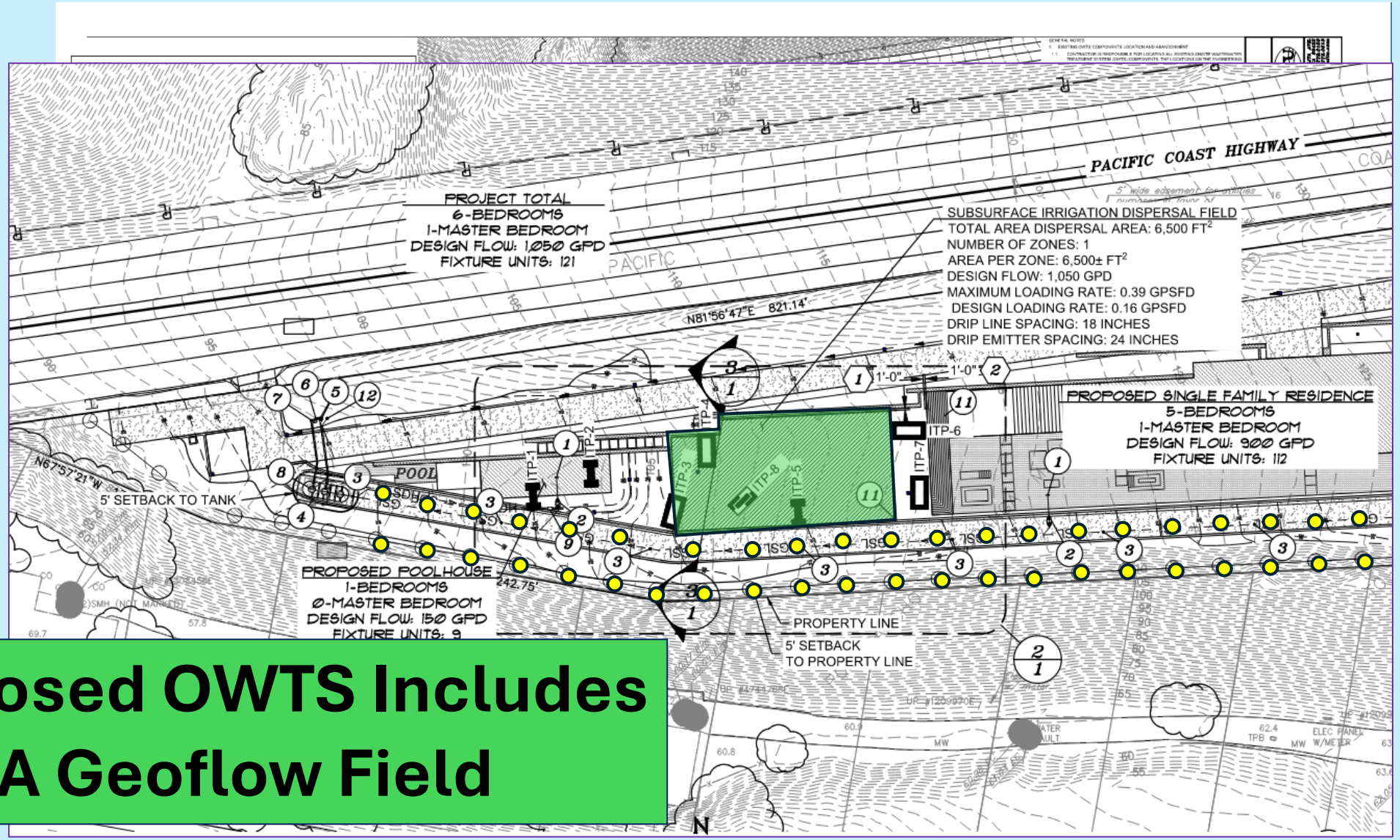
1. Based on review of the project plans and associated project geotechnical and other reports by the City geotechnical consultant reviewers, LACFD, City Environmental Health Administrator, and Public Works Department, these specialists determined that adverse impacts to the project site related to the proposed development are not expected. The project, including the OWTS, will neither be subject to nor increase the instability of the site from geologic, flood, or fire hazards. The proposed development is suitable for the intended use provided that the certified engineering geologist and/or geotechnical engineer's recommendations and governing agency's building codes are followed.

D. On April 18, 2024, the Planning Division visited the site and documented the story pole installation.

E. On April 25, 2024, a Notice of Planning Commission Public Hearing was published in a newspaper of general circulation within the City of Malibu and was mailed to all property owners and occupants within a 500-foot radius of the subject property.

EXHIBIT 1

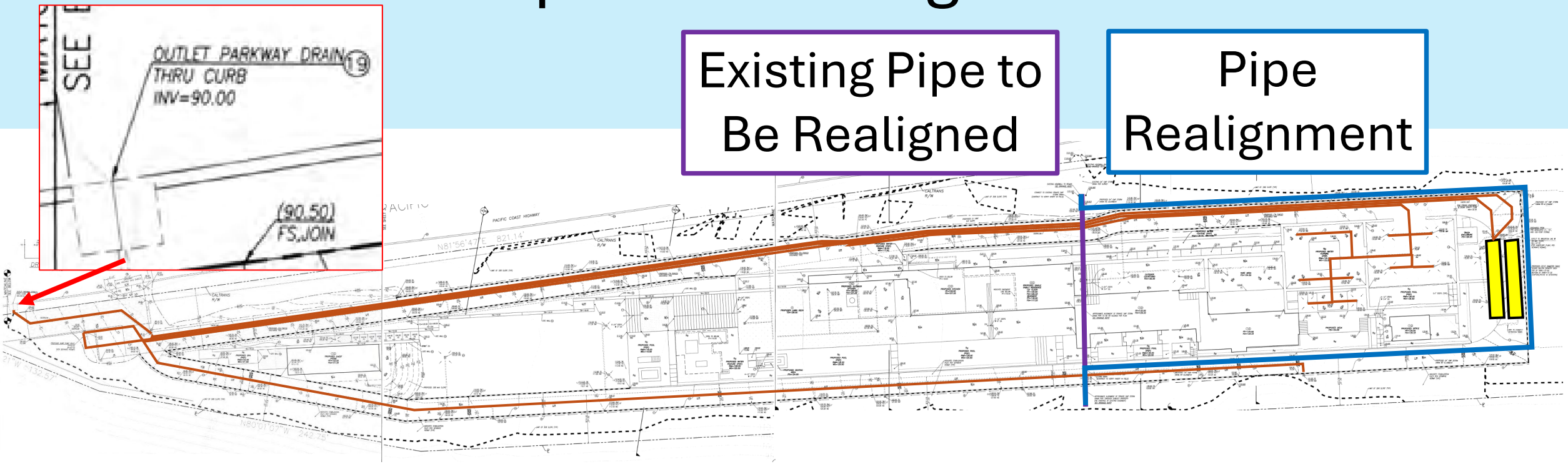
OWTS Located Outside of Landslides, Sited Behind Caissons, & *Microdoses* Effluent to Maximize Site Stability



Proposed OWTS Includes A Geoflow Field

The proposed OWTS utilizes a subsurface drip dispersal system to Maximize Evapotranspiration

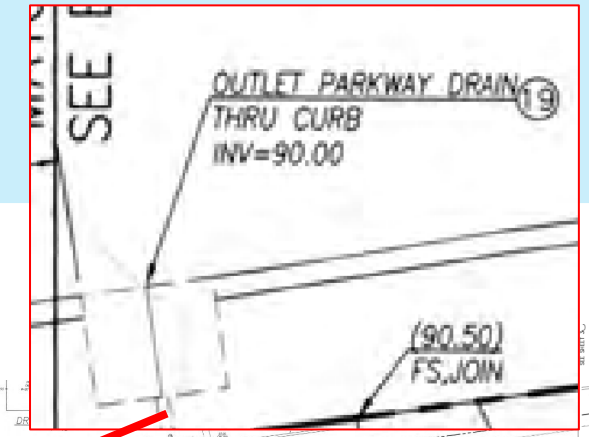
Proposed Drainage Plan

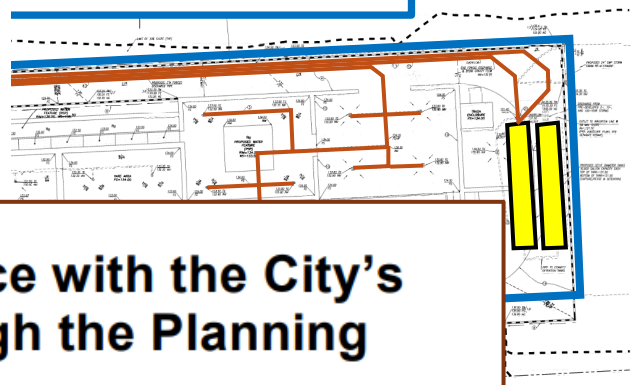


Revised Drainage Plan Discharges to PCH

Pr

Pipe
alignment





City of Malibu
23825 Stuart Ranch Rd., Malibu, California CA 90265-4861
(310) 456-2489 FAX (310) 456-7650

PUBLIC WORKS REVIEW
REFERRAL SHEET

TO: Public Works Department
FROM: City of Malibu Planning Department **REVISED DATE** 10/24/2025

PROJECT NUMBER:	CDP 19-012
JOB ADDRESS:	25200 PACIFIC COAST HWY
APPLICANT / CONTACT:	Jake Jesson, 180 PCH, LLC
APPLICANT ADDRESS:	PO Box 6528 Malibu, CA 90264
APPLICANT PHONE #:	(310)739-7931
APPLICANT FAX #:	(310) 456-2644

X **The project was reviewed and found to be in conformance with the City's Public Works and LCP policies and CAN proceed through the Planning process.**

Building Plan Check (BPC) Required ☒ Yes ☐ No BPC Fees Req'd $ 2,540

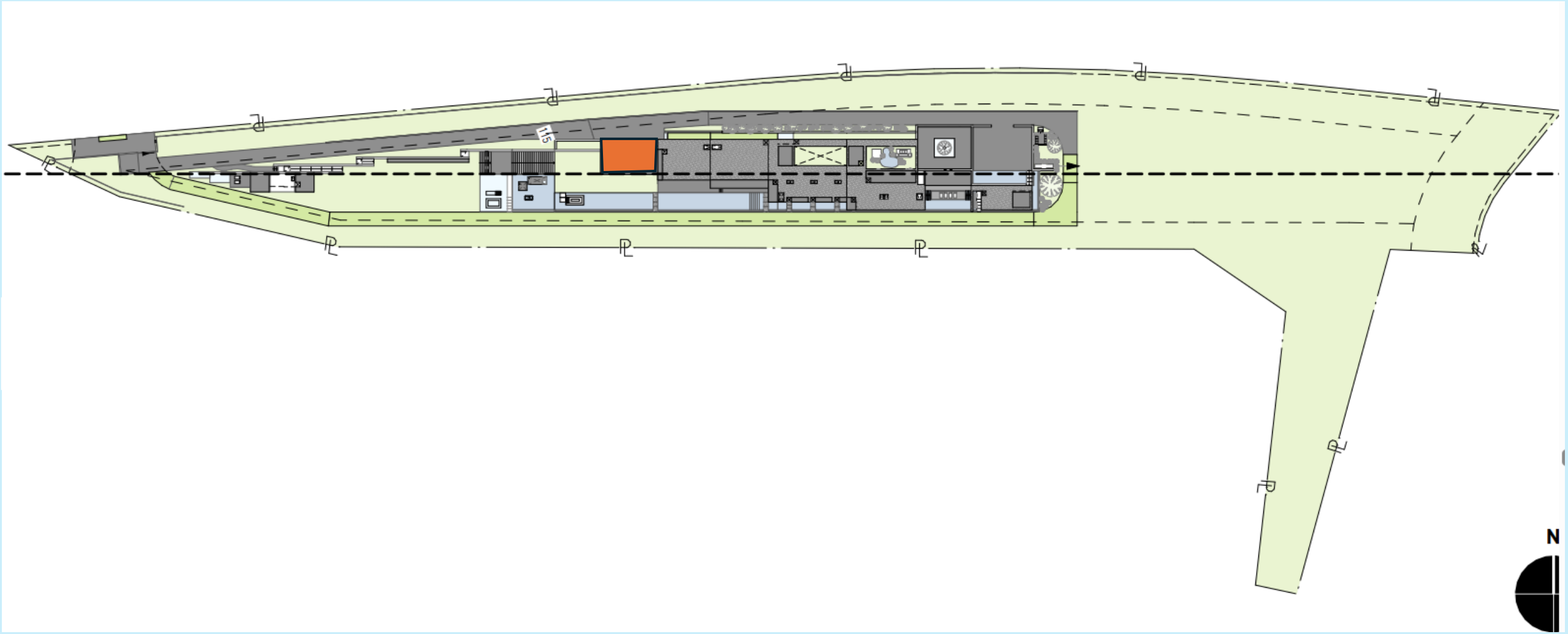
SIGNATURE

10/28/2025
DATE

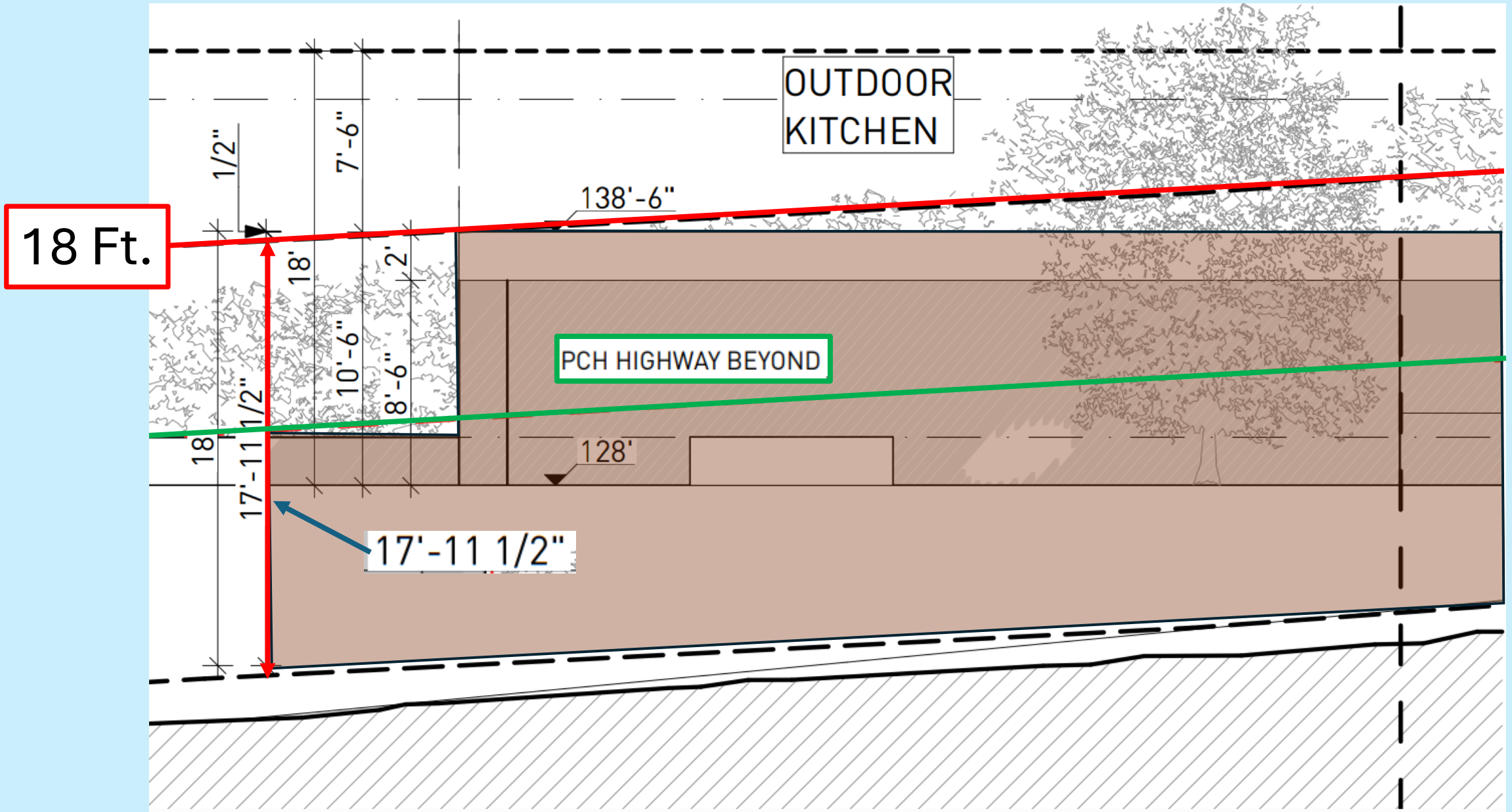
Rev 120910

ATTACHMENT C

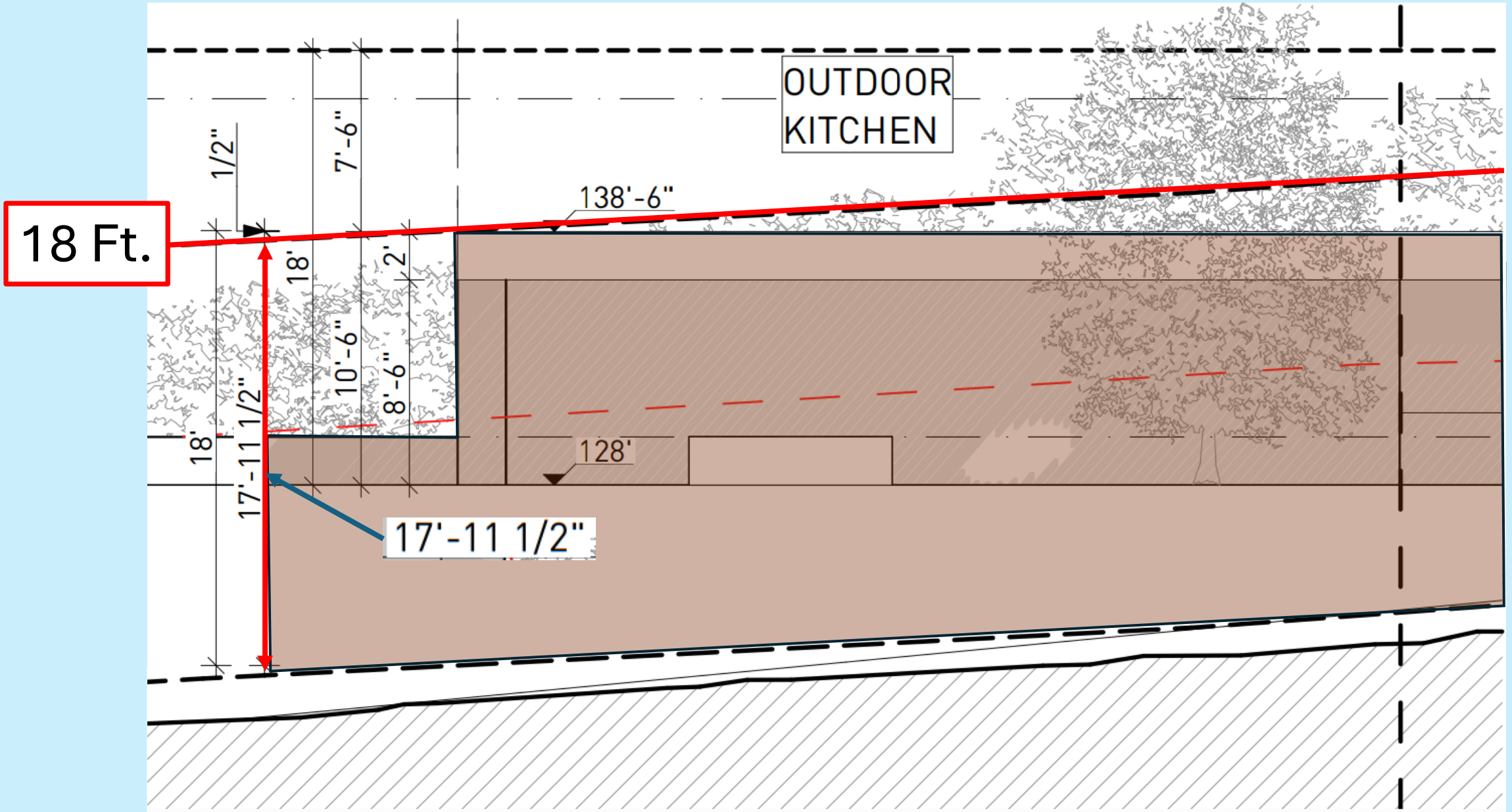
Proposed Outdoor Kitchen



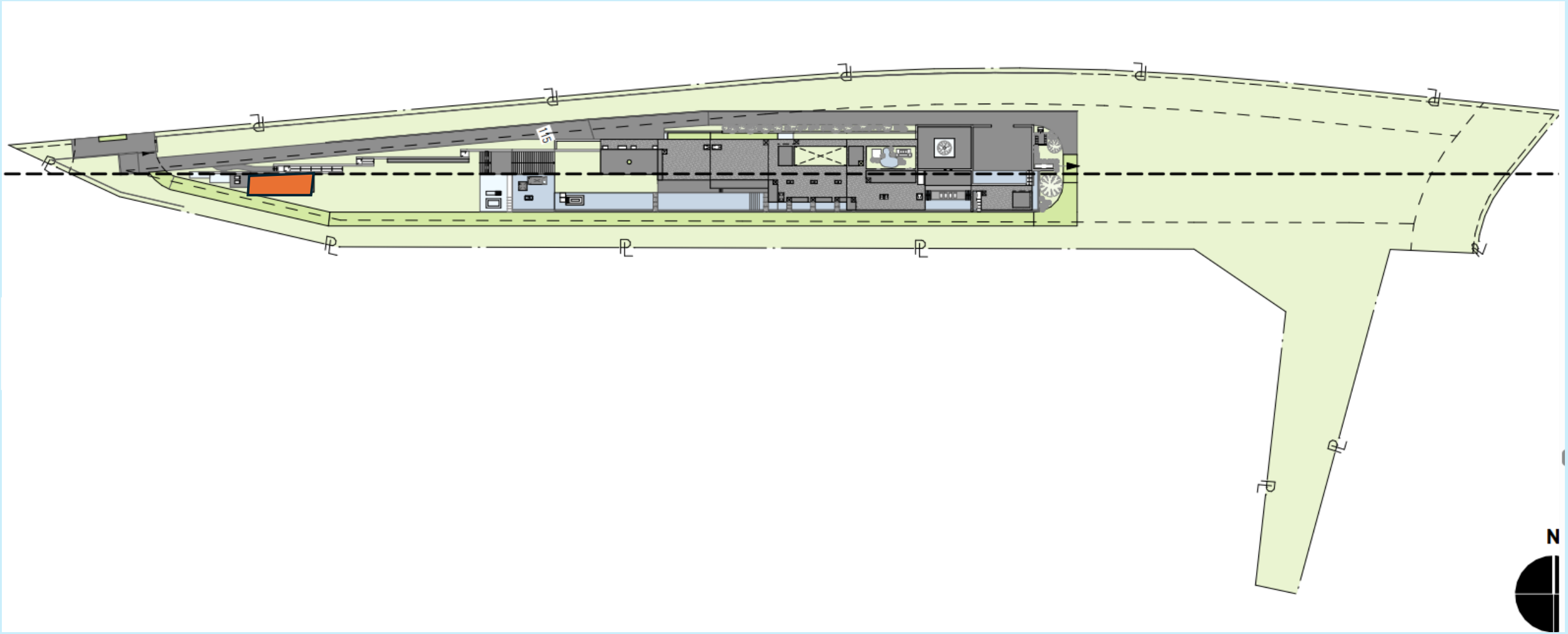
Outdoor Kitchen Originally 17ft., 11 in. Tall



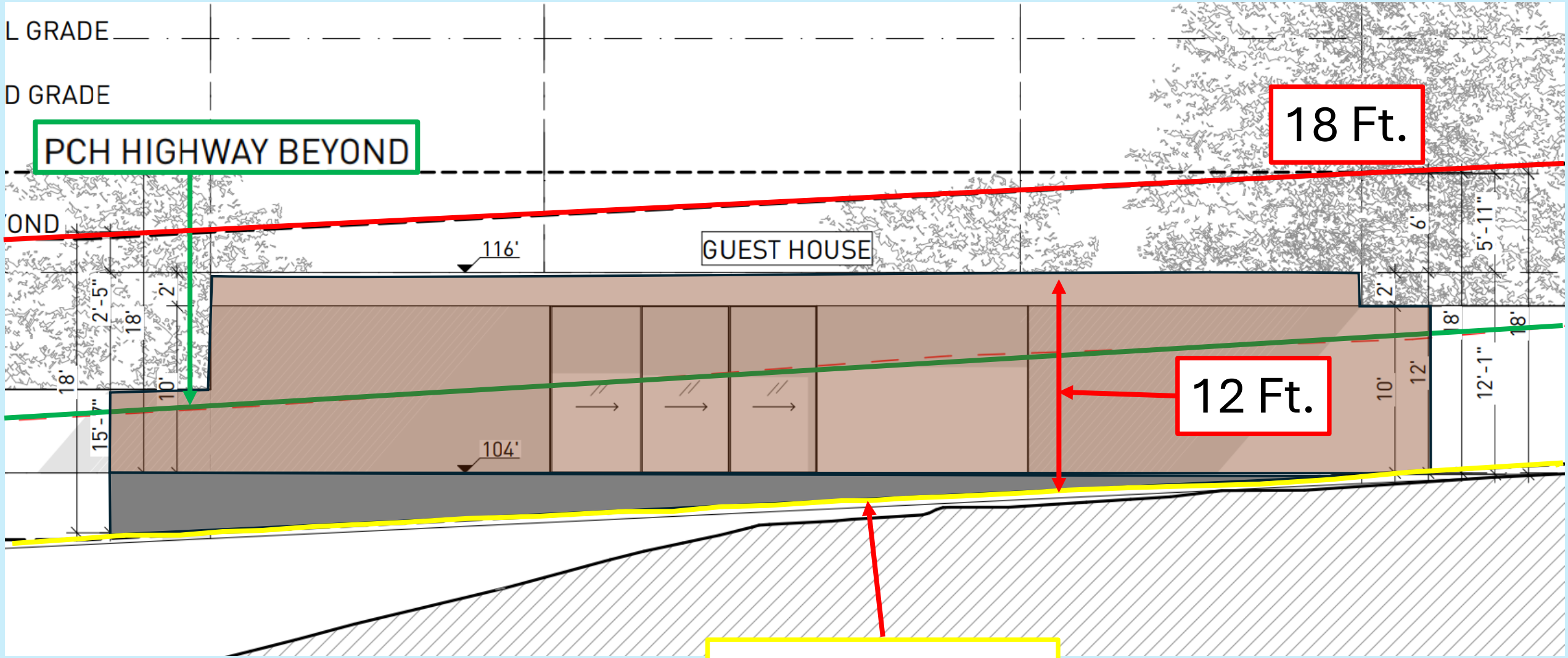
Outdoor Kitchen Reduced to 16ft., 5.5 in. Tall



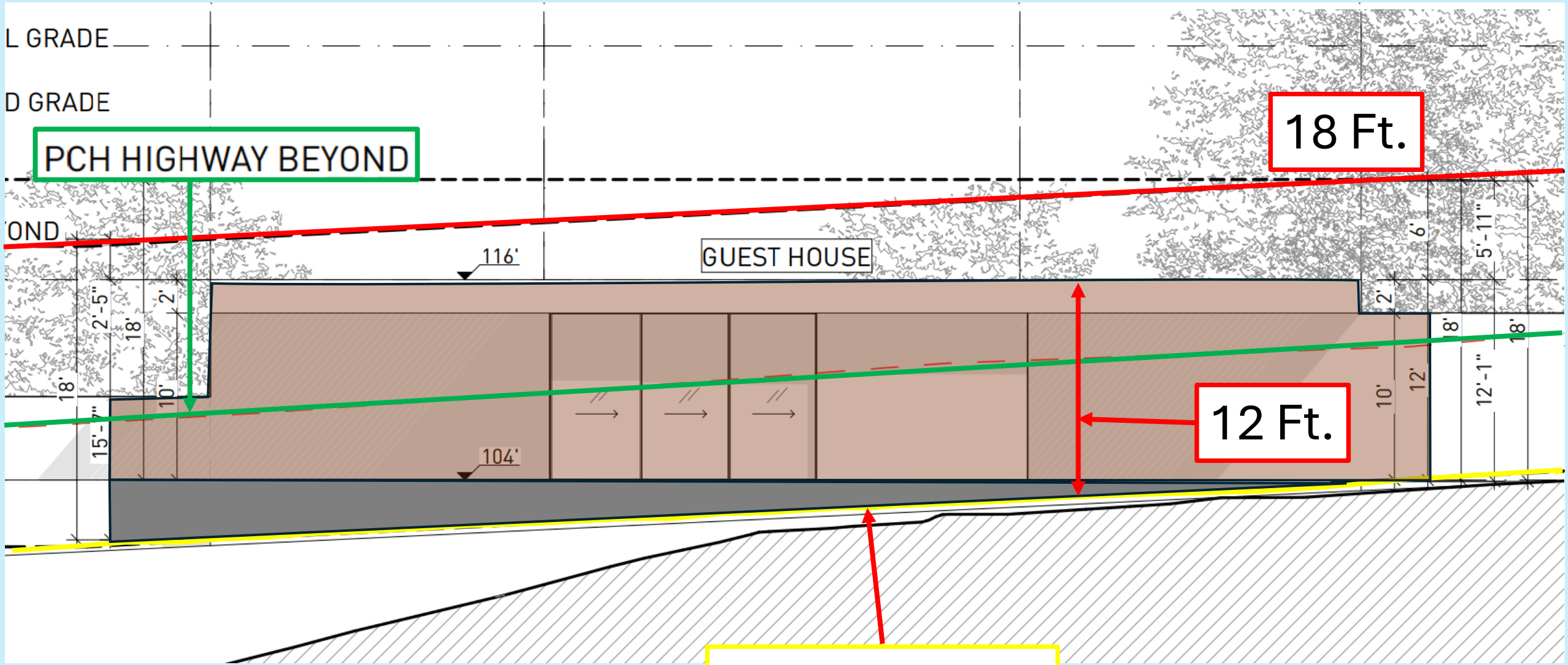
Proposed Guest House



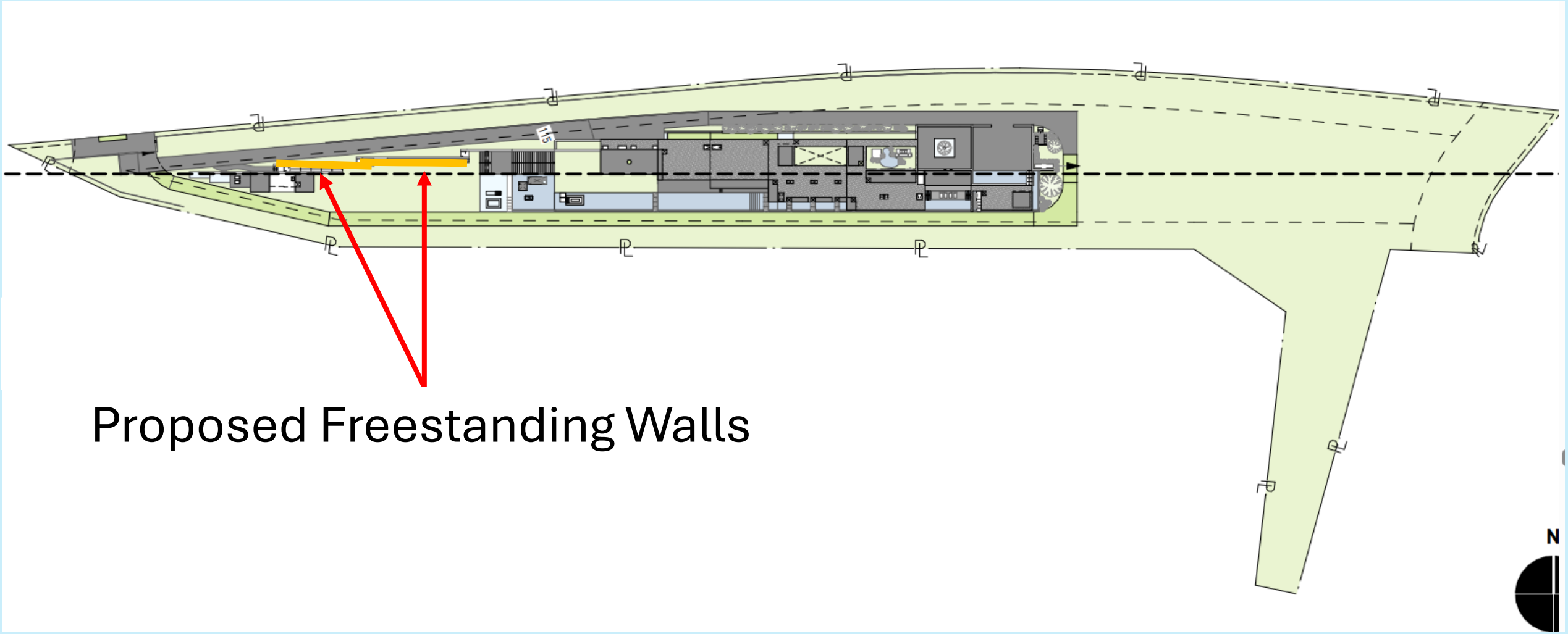
Guest House Height Originally 12 Feet



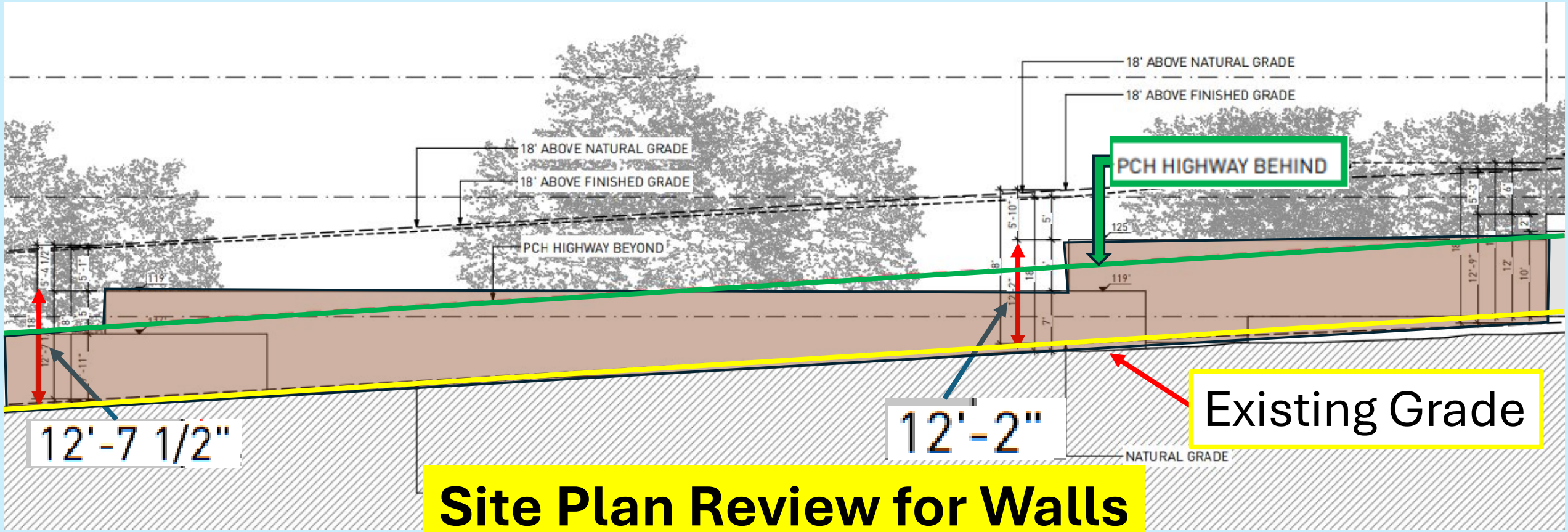
Guest House Height Originally 12 Feet



Proposed Freestanding Walls

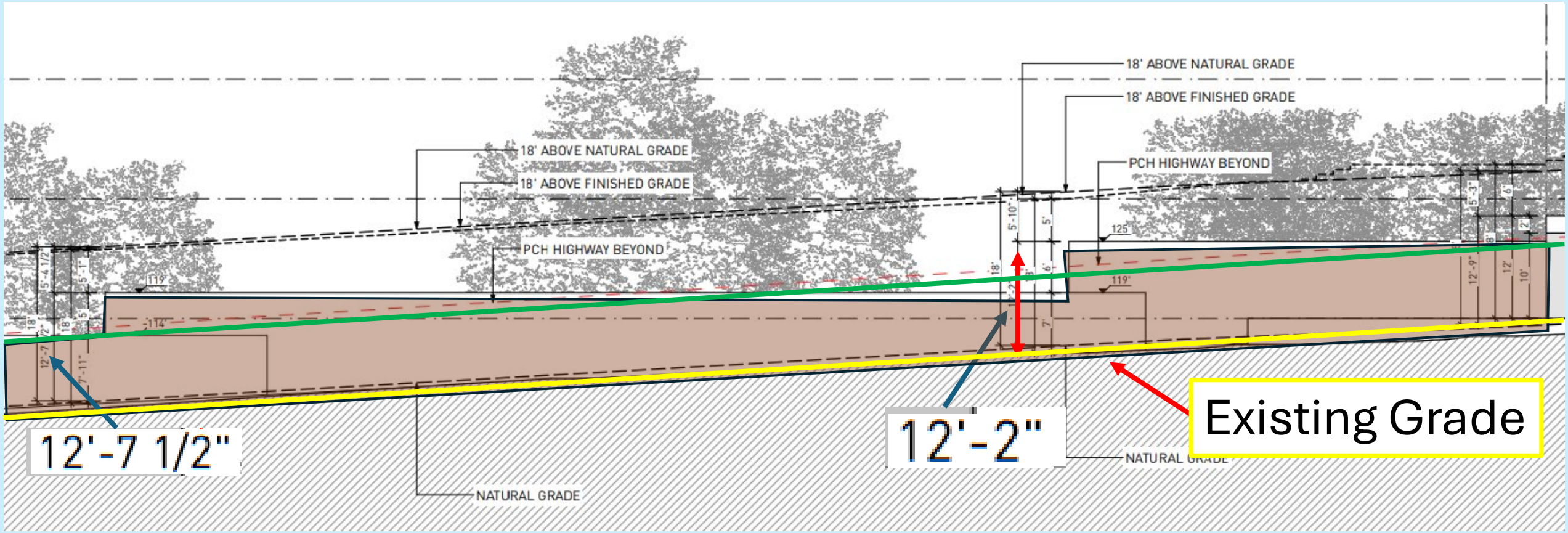


Freestanding Walls Originally 12 Ft. Tall



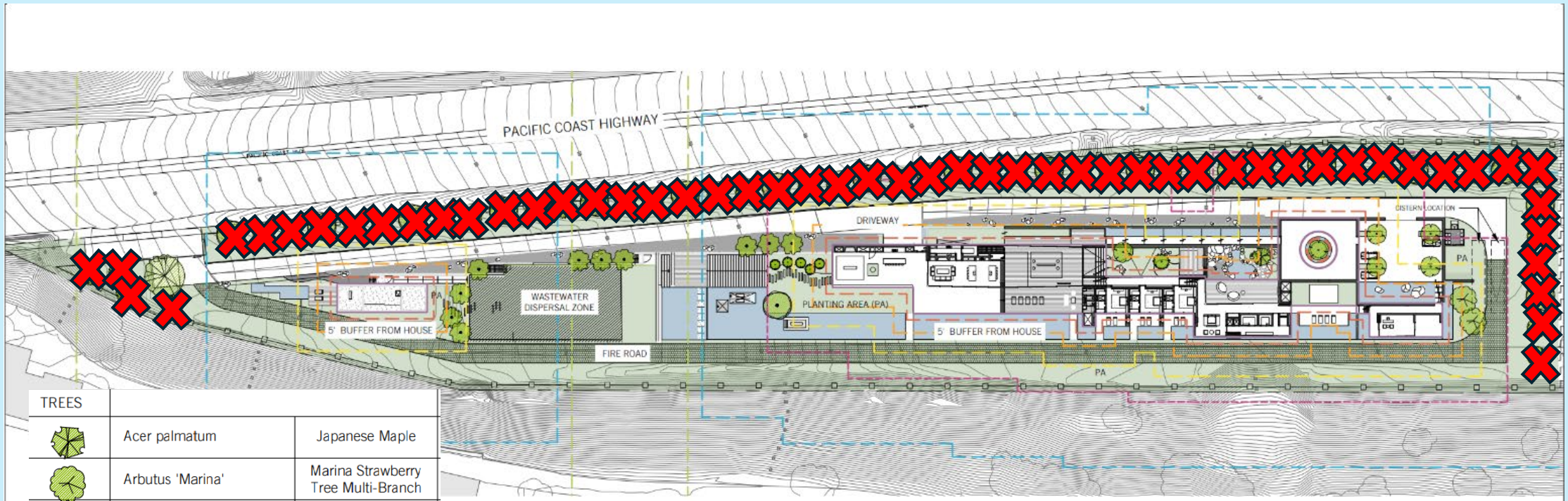
Site Plan Review for Walls Taller Than 6 Ft. Was Part Of Original Application

Freestanding Wall Height Reduced to 6 Feet



Site Plan Review Elminated After Revision

Landscaping Plan Revised to Reduce Vegetation Heights



TREES		
	Acer palmatum	Japanese Maple
	Arbutus 'Marina'	Marina Strawberry Tree Multi-Branch
	Dracaena draco	Dragon Tree
	Dwarf Citrus	-
	Melaleuca nesophila	Pink Melaleuca
	Olea europaea 'Majestic Beauty'	Olive Tree
	Olea europaea 'Majestic Beauty'- field grown	Olive Tree
	Plumeria rubra 'White'	Plumeria
	Quercus agrifolia	Coast Live Oak
	Ulmus parvifolia	Chinese Elm

WUCOLS	ORIGIN	50' ZONE	FUEL ZONE
MOD	NON NATIVE	INSIDE	A
LOW	NON NATIVE	INSIDE	B
V LOW	NON NATIVE	INSIDE	A
MOD	NON NATIVE	INSIDE	A-10
LOW	NON NATIVE	OUTSIDE	A-10
LOW	NON NATIVE	OUTSIDE	A-15
LOW	NON NATIVE	OUTSIDE	A-15
LOW	NON NATIVE	INSIDE	A
V LOW	NATIVE	OUTSIDE	B-30

FUEL MOD LEGEND

SYMBOL	FUEL MOD ZONE
	Building Perimeter
	5' Buffer
	Fuel Mod Zone A - 15'
	Fuel Mod Zone B - 30'
	Fuel Mod Zone C - 100'

Condition Added to Address Landscape Heights

Commission Agenda Report

Planning Commission Meeting 01-20-26 Item 4.B.

To: Chair Riddick and Members of the Planning Commission

Prepared by: Allison Cook, AICP, Contract Planner

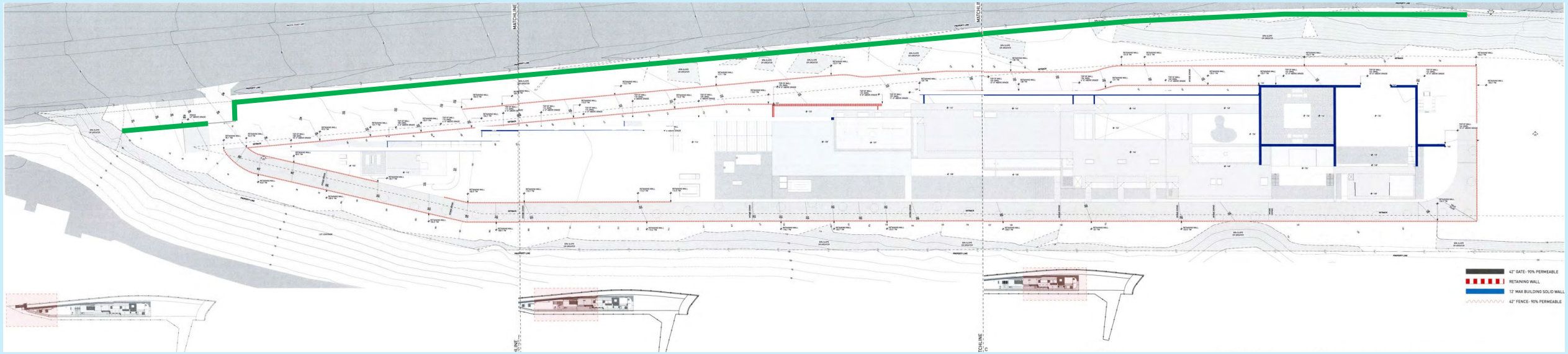
Reviewed by: Joseph Smith, AICP, Contract Principal Planner

Approved by: Yolanda Bundy, PE, MS, CBO, CBFO, Community Development Director and Tyler Eaton, Assistant Community Development Director

31. To minimize bluewater view obstruction from PCH, on-site vegetation, including trees, shall be selected and located to have a maximum growth height at maturity that will not extend above the PCH grade or Caltrans berms, whichever is higher, and be maintained at this height in perpetuity so as to provide bluewater views from PCH. The Final Landscape Plan submitted for Building Safety plan check approval shall reflect this requirement.

Environmental Quality Act, and approving Coastal Development Permit No. 19-012 to construct a new 9,219 square-foot, one-story, single-family residence, including a 1,000 square-foot subterranean two-car garage, 1,523 square-foot basement, 676 square-foot gym, detached 465 square-foot guest house, swimming pools, spa, driveways, decks, landscape, water features, hardscape, grading, retaining walls, and onsite wastewater treatment system, including Certificate of Compliance No. 21-004 to recognize an illegally created lot consisting of two Assessor Parcel Numbers (4459-013-021 and 4459-014-018), and Lot Merger No. 24-002 to consolidate two existing parcels into one, located in the Rural Residential, Two-Acre (RR-2) Zoning District at 25200 Pacific Coast Highway (PCH); or 2) direct staff to return with a resolution consistent with the Planning Commission's decision (PAR PCH, LLC).

Proposed Fencing Along PCH is 90% Visually Permeable



42" GATE- 90% PERMEABLE

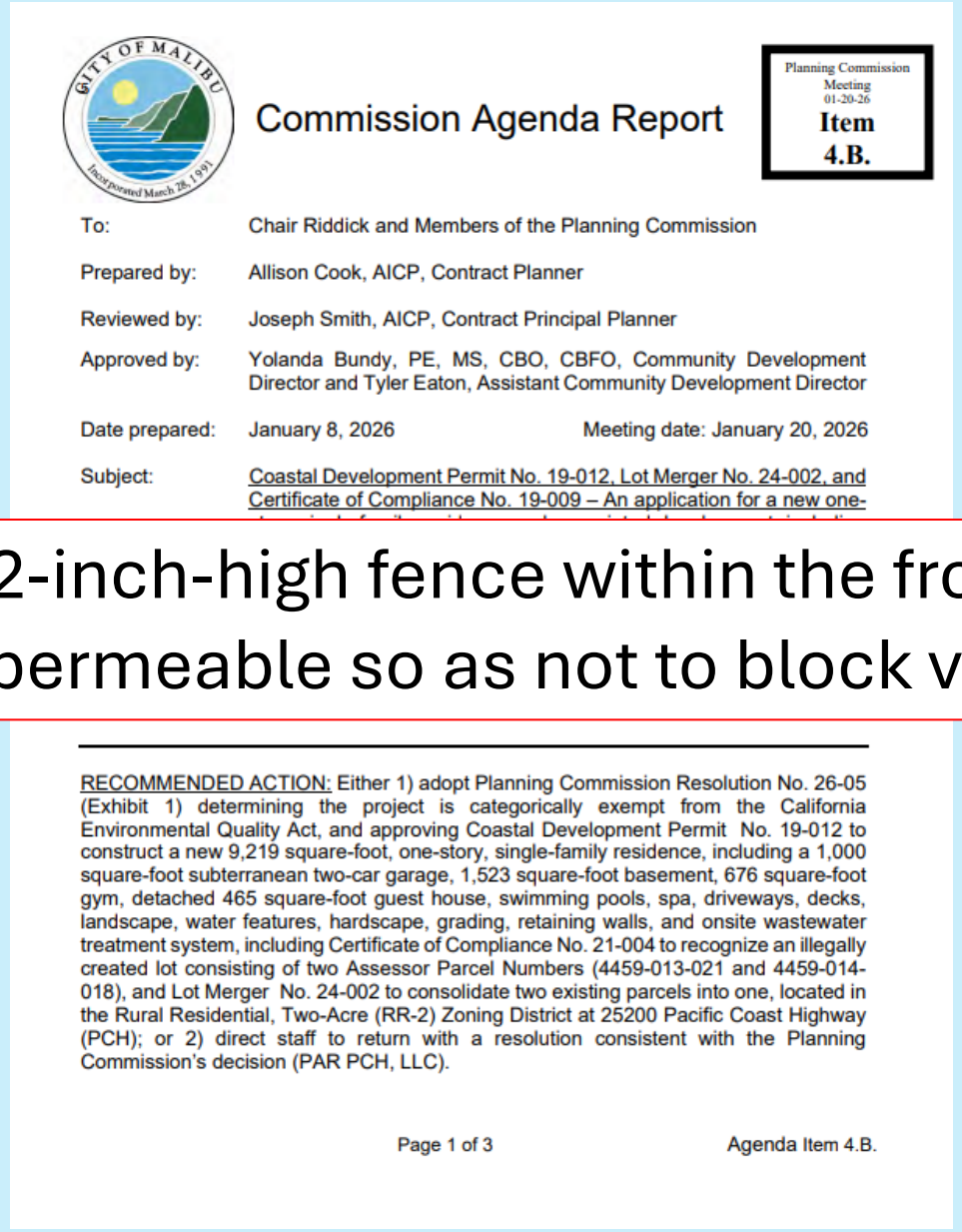
RETAINING WALL

12' MAX BUILDING SOLID WALL

42" FENCE- 90% PERMEABLE

6'-0" SITE RETAINING WALL. REFER TO STRUCTURAL AND LANDSCAPE DWGS.
PEDESTRIAN GATE DOOR. PROVIDE SHOP DWGS. FOR ARCHITECT REVIEW.
42" MOTORIZED VEHICULAR SLIDING ENTRY GATE. STEEL FRAME. 90% VISUALLY PERMEABLE
42" PERIMETER FENCE. 90% VISUALLY PERMEABLE

Fence Visually Permeable to Not Block Ocean Views



Commission Agenda Report

Planning Commission Meeting 01-20-26 Item 4.B.

To: Chair Riddick and Members of the Planning Commission

Prepared by: Allison Cook, AICP, Contract Planner

Reviewed by: Joseph Smith, AICP, Contract Principal Planner

Approved by: Yolanda Bundy, PE, MS, CBO, CBFO, Community Development Director and Tyler Eaton, Assistant Community Development Director

Date prepared: January 8, 2026 Meeting date: January 20, 2026

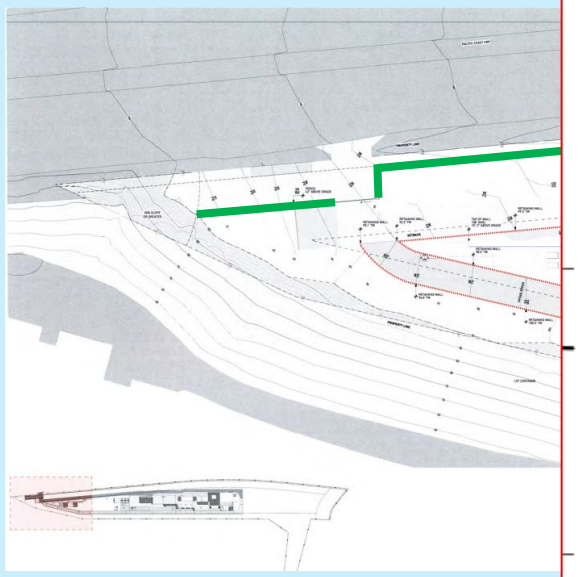
Subject: Coastal Development Permit No. 19-012, Lot Merger No. 24-002, and Certificate of Compliance No. 19-009 – An application for a new one-

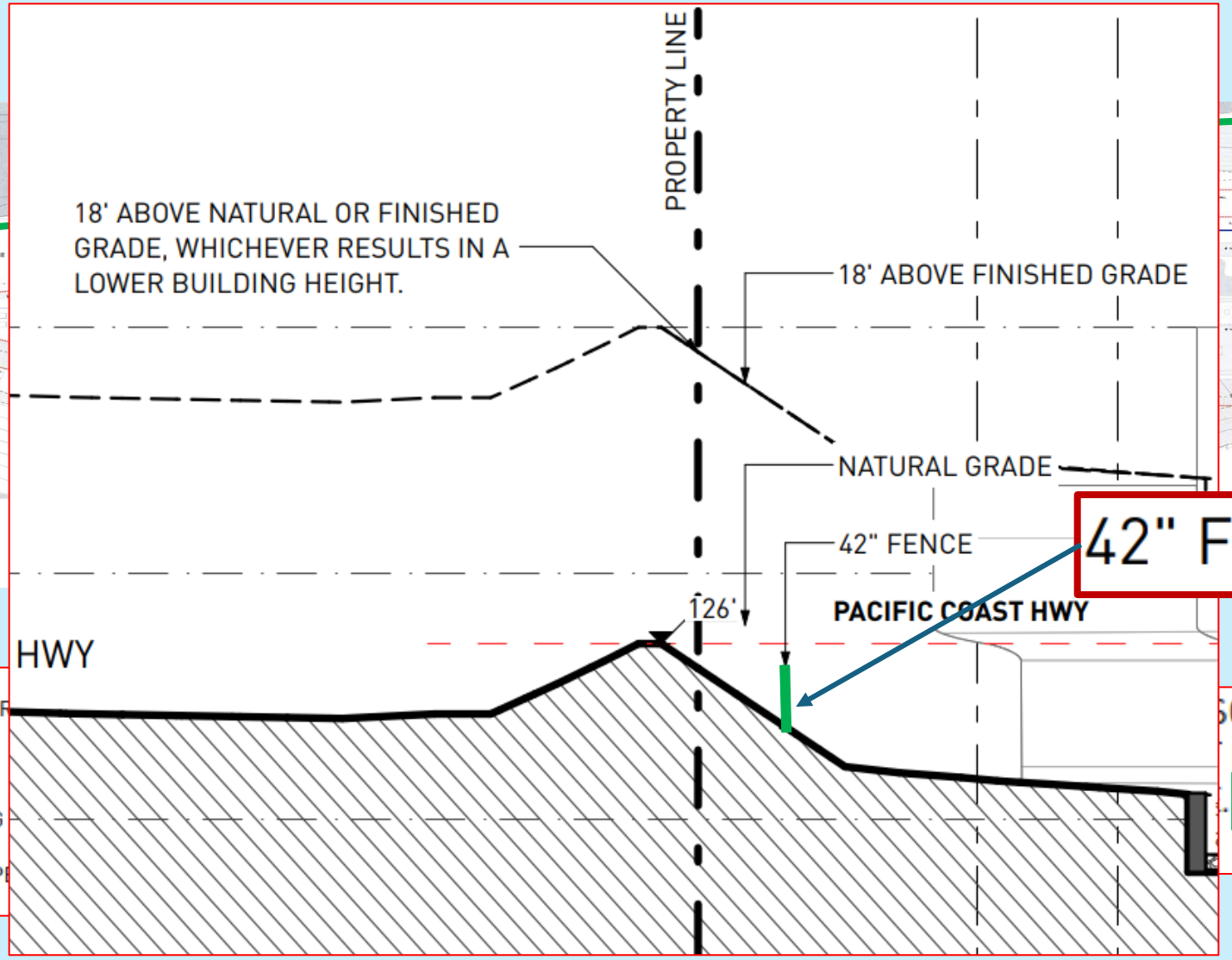
The proposed 42-inch-high fence within the front yard setback would be visually permeable so as not to block views to the ocean.

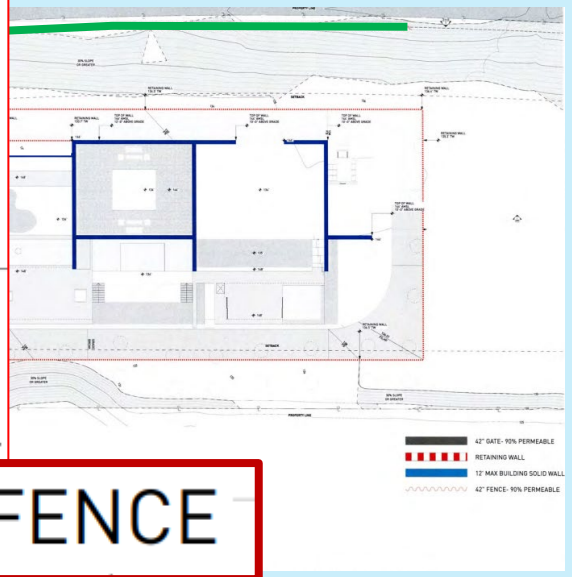
RECOMMENDED ACTION: Either 1) adopt Planning Commission Resolution No. 26-05 (Exhibit 1) determining the project is categorically exempt from the California Environmental Quality Act, and approving Coastal Development Permit No. 19-012 to construct a new 9,219 square-foot, one-story, single-family residence, including a 1,000 square-foot subterranean two-car garage, 1,523 square-foot basement, 676 square-foot gym, detached 465 square-foot guest house, swimming pools, spa, driveways, decks, landscape, water features, hardscape, grading, retaining walls, and onsite wastewater treatment system, including Certificate of Compliance No. 21-004 to recognize an illegally created lot consisting of two Assessor Parcel Numbers (4459-013-021 and 4459-014-018), and Lot Merger No. 24-002 to consolidate two existing parcels into one, located in the Rural Residential, Two-Acre (RR-2) Zoning District at 25200 Pacific Coast Highway (PCH); or 2) direct staff to return with a resolution consistent with the Planning Commission's decision (PAR PCH, LLC).

Page 1 of 3 Agenda Item 4.B.

Proposed Fencing Along PCH is 90% Visually Permeable







42" FENCE

42" GATE- 90% PER

RETAINING WALL

12' MAX BUILDING

42" FENCE- 90% PE

SCAPE DWGS.

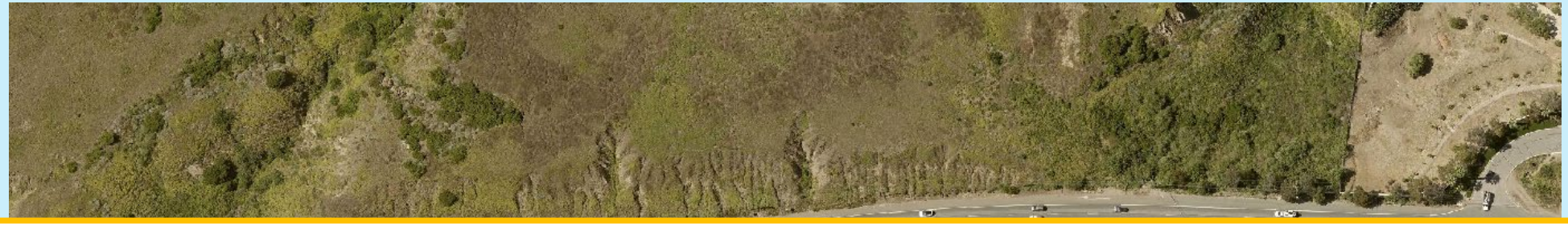
REVIEW.

90% VISUALLY PERMEABLE

Public View Protection

View Corridor Added to Protect Public View

New Condition Requires Berm Removal with Caltrans



Prior to final Planning approval, the applicant shall submit an application to the California Department of Transportation (Caltrans), and any other agency as applicable, for **removal of any portion of the existing dirt berm adjacent to Pacific Coast Highway (PCH) located in the required public view corridor** and impeding public views of the Pacific Ocean from PCH. All required permits shall be obtained and the portion of the berm impeding views shall be removed prior to the issuance of building permits by the City. The required view corridor, including the berm removal in it, shall be produced prior to commencement of property development to the satisfaction of the Community Development Director.

Reductions in Height & Elimination of all Landscaping above PCH Road grade Minimizes View Impacts & Maximizes Public View Protection

January 2026 Zoning Conformance Table

Table 3 – Zoning Conformance			
Development Requirement	**Allowed/ Required**	**Proposed**	**Comments**
SETBACKS (ft.)			
Front Yard	38 ft., 10 in. (min.)	53 ft., 8 in.	Complies
Rear Yard	29 ft., 2 in. (min.)	37 ft., 1 in.	Complies
Side Yard (Minimum 10%) East	57 ft., 7 in. (min.)	462 ft., 8 in.	Complies
Side Yard (Minimum 10%) West	57 ft., 7 in. (min.)	264 ft., 1 in.	Complies
Total Side Yard (Cumulative 25%)	144 ft. (min.)	726 ft., 8 in.	Complies
PARKING SPACE			
IMPERMEABLE COVERAGE (sq. ft.)	25,000 (max.)	21,294	Complies
NON-EXEMPT GRADING (cu. yd.)	1,000 (max.)	674	Complies
CONSTRUCTION ON SLOPES	3:1 and flatter (max.)	3 to 1 and flatter	Complies
FENCES/WALLS/HEDGES			
Retaining Walls	6 ft. high (max.), 12 ft. high, cumulative	Up to 6 ft. high max, no cumulative	Complies
Front Yard (Permeable)	6 ft. high (max.)	42 in. high	Complies

PROJECT COMPLIES WITH ALL DEVELOPMENT STANDARDS; IT'S A **CLEAN SHEETS** PROJECT

Project Received Requisite Departmental Approvals

Biology

City o
23825 Stuart Ranch Rd., M
(310) 456-2489

BIOLOG
REFERR

TO: City of Malibu Biologist
FROM: City of Malibu Planning Department
PROJECT NUMBER: CDP 19-012
JOB ADDRESS: 25200 PACIFIC COAS
APPLICANT / CONTACT: Jake Jesson, 180 PC
APPLICANT ADDRESS: PO Box 6528 Malibu, CA 90265
APPLICANT PHONE #: (310)739-7931
APPLICANT FAX #: (310) 456-2644
APPLICANT EMAIL: jjesson@weintraubre
PLANNER: Allison Cook
PROJECT DESCRIPTION: NSFR, guest house,

TO: Malibu Planning Department and/Applic
FROM: City Biologist, Courtney McCammon

___ The project review package is INCOMPL Final Planning Review until corrections are incorporated into the proposed proje (See Attached).

X The project is APPROVED, consistent w with the protection of biological resourc Planning process.

___ The project may have the potential to si resources, either individually or cumulat Watersheds, and/or Shoreline Resource the Environmental Review Board (ERB).

Casey McCam

be imposed up

ology@malibuci

Rev 05/29/2018

Environmental Health

Cit
23825 Stuar
(310) 456-24

ENVIRONI

TO: City of Malibu Environmental
FROM: City of Malibu Planning Depar
PROJECT NUMBER: CDP 19-01
JOB ADDRESS: 25200 PAC
APPLICANT / CONTACT: Jake Jesso
APPLICANT EMAIL: jjesson@w
PROJECT DESCRIPTION: NSFR, gue
REVISION:

TO: Malibu Planning Department and
FROM: City of Malibu Environmental Hea

✓ Conformance Review Compl
City of Malibu Local Coastal Pl
Municipal Code (MMC). The C
check review comments listed
below) shall be addressed prio

Building Plan Check (BPC) Re

___ Conformance Review Incom
Planning stage review comme
review sheet(s) shall be addre

OWTS Plot Plan: ☐ NOT REQUIRE
☑ REQUIRED (att

Signature

The applicant must submit to the City of Malibu Envir
onsite wastewater treatment system (OWTS) Plot Pla

Public Works

City of Mal
23825 Stuart Ranch Rd., Malibu, California CA
(310) 456-2489 FAX (310) 456-765

PUBLIC WORKS RE
REFERRAL SHEET

TO: Public Works Department
FROM: City of Malibu Planning Department REVISED DA
PROJECT NUMBER: CDP 19-012
JOB ADDRESS: 25200 PACIFIC COAST HWY
APPLICANT / CONTACT: Jake Jesson, 180 PCH, LLC
APPLICANT ADDRESS: PO Box 6528 Malibu, CA 90264
APPLICANT PHONE #: (310)739-7931
APPLICANT FAX #: (310) 456-2644
APPLICANT EMAIL: jjesson@weintraubre.com
PROJECT DESCRIPTION: NSFR, guest house, pool, spa, and

TO: Malibu Planning Department and/or Applicant
FROM: Public Works Department

___ The following items described on the attached memo addressed and resubmitted.

X The project was reviewed and found to be in conform Public Works and LCP policies and CAN proceed thr process.

Building Plan Check (BPC) Required ☒Yes ☐No BPC

SIGNATURE

4/8/2025
DATE

Previous conditions issued 12/21/2021 still apply.

Geotechnical

City of Malibu
23825 Stuart Ranch Road • Malibu, California 90265-4861
(310) 456-2489 • Fax (310) 456-3356 • www.malibucity.org

GEOTECHNICAL REVIEW SHEET

Project Information

Date: April 11, 2023 — 4165
Site Address: 25200 Pacific Coast Highway
Lot/Tract/PM #: n/a — Planning #: CDP 19-012 PA 18-001
Applicant/Contact: Cole Smith, csmith@weintraubre.com; Jake Jesson, JJesson@weintraubre.com — BPC/GPC #:
Contact Phone #: 949-878-6298 Fax #: — Planner: Adrian Fernandez
Project Type: New single-family residential development

Submittal Information

Consultant(s)/Report Date(s): (*Current submittal(s) in **Bold**.*)
Feffer Geological Consulting (Daneshfar, RCE 68377; Feffer, CEG 2138): **3-17-23**, 1-6-23, 9-28-2022, 4-28-2022, 11-18-2021, 4-26-21, 3-25-2021, 6-18-2020, 12-17-2019, 11-20-18, 5-21-18
Feffer Geological Consulting (Feffer, CEG 2138): 7-1-2020
EnSitu Engineering, Inc. (Yaroslaski, RCE 60149): **11-25-2020**, 7-2-2020, 4-29-2020

Architectural plans prepared by Oppenheim Architecture dated April 12, 2021.
OWTS plans prepared by EnSitu Engineering, Inc. dated April 1, 2021.

Previous Reviews: 2-14-23, 11-11-22, 7-5-2022, 2-28-2022, Environmental Health Review Sheet dated 8-18-2021, 6-4-2021, 8-4-20, 1-29-2020, 1-14-19, 8-27-18

Review Findings

Coastal Development Permit Review

☒ The residential development project is **ACCEPTABLE** from a geotechnical perspective.

☐ The revised soldier pile locations for the residential development project is **NOT ACCEPTABLE** from a geotechnical perspective. The listed 'Review Comments' shall be addressed prior to acceptance.

Building Plan-Check Stage Review

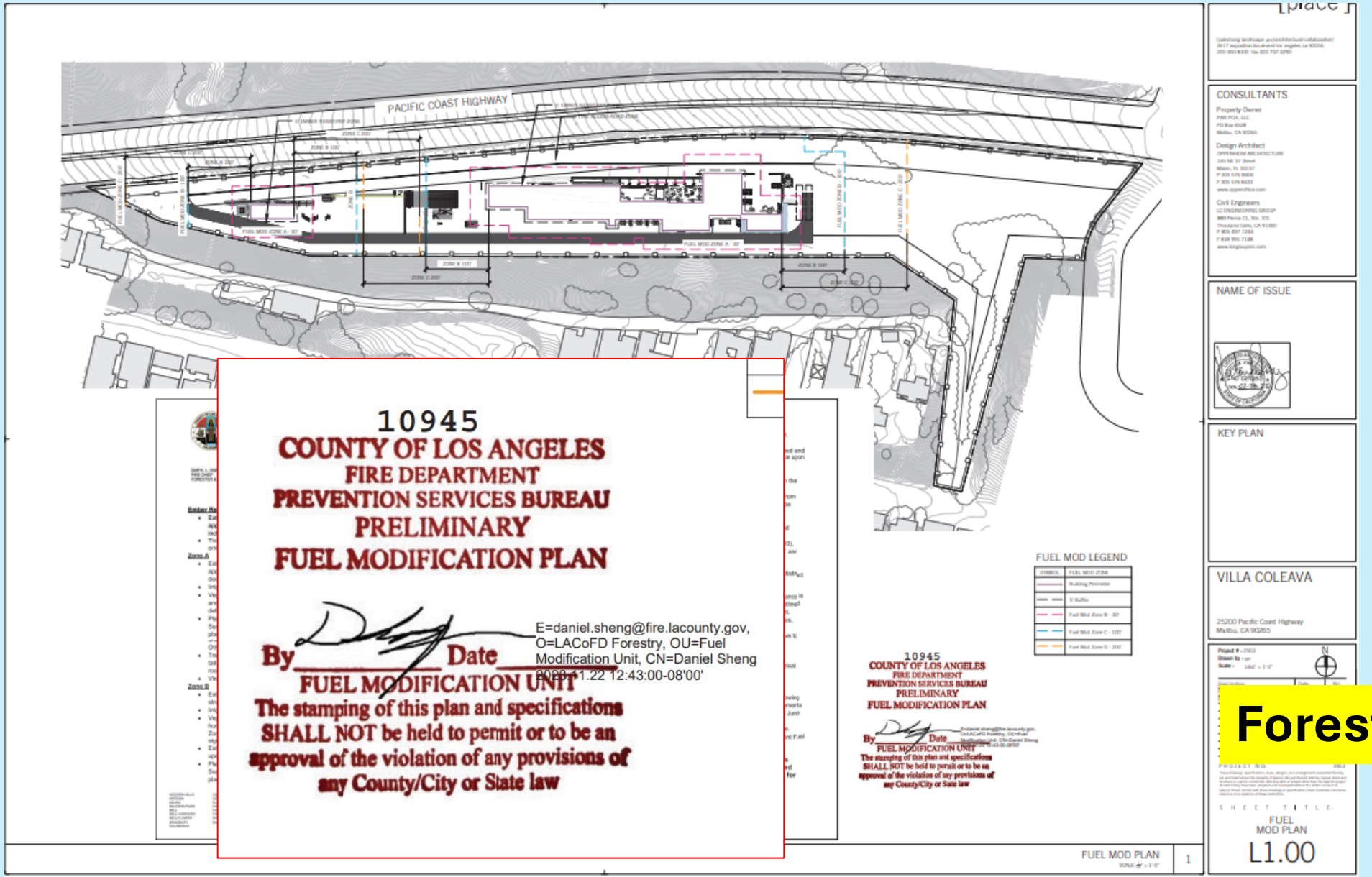
☒ Awaiting Building plan check submittal.

☐ The plans are COMPL… 'Geotechnical Notes for … submittals.

☐ The plans are NOT CO… Check Stage Review C… completion.

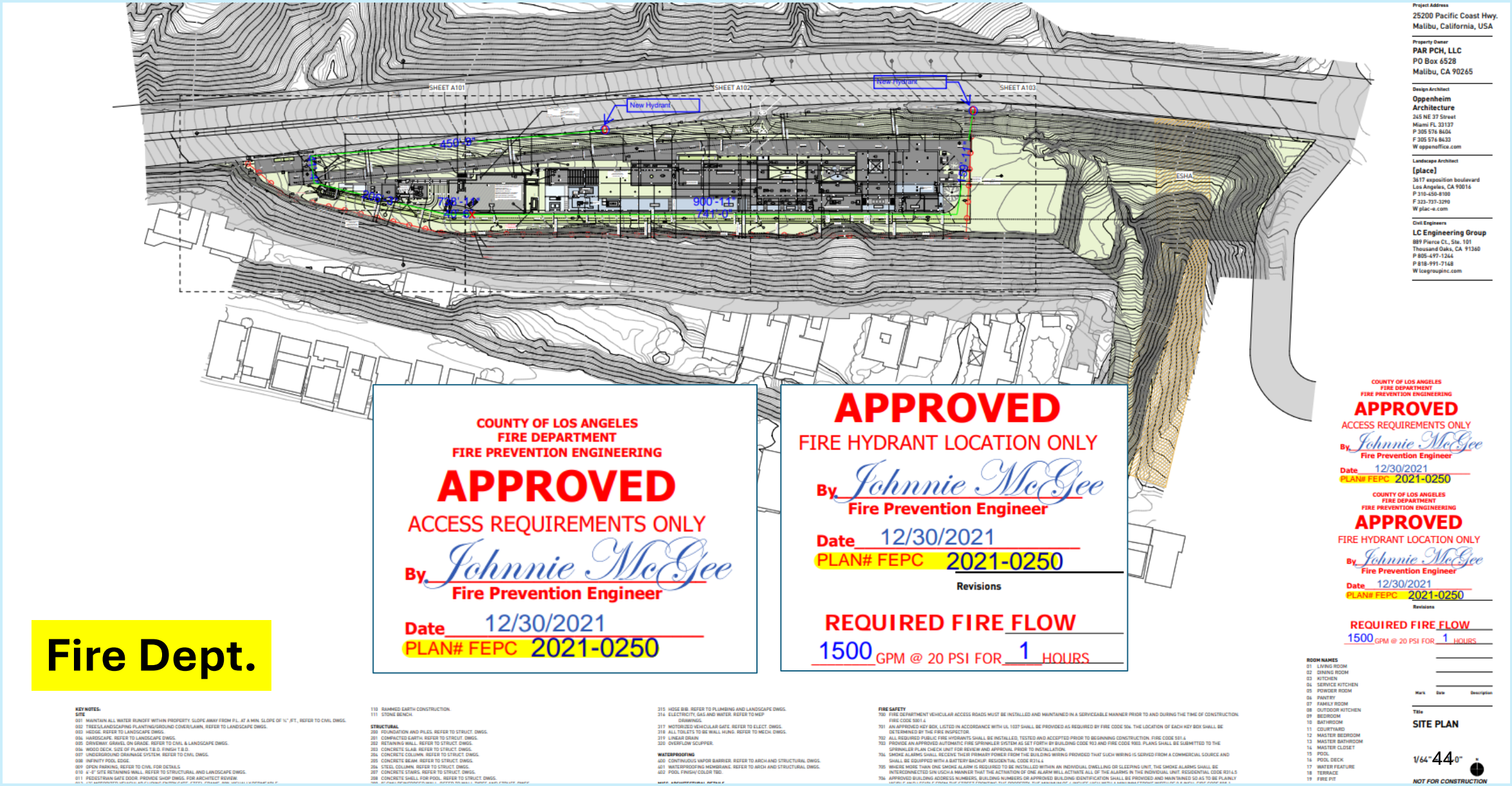
Project submittals were reviewed from a geotechnical perspective for conformance with applicable codes, guidelines and standards of practice, including the following current City adopted standards:

Project Received Requisite Departmental Approvals



Forestry

Project Received Requisite Departmental Approvals



Fire Dept.

THANK YOU

Project Application

Commission Agenda Report

Planning Commission Meeting 01-20-26 Item

RECOMMENDED ACTION: Adopt Planning Commission Resolution No. 25-05 (Attachment 1) determining the project is categorically exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 19-012 to construct a new 9,219 square-foot, one-story, single-family residence, including a 1,000 square-foot subterranean two-car garage, 1,523 square-foot basement, 676 square-foot gym, detached 465 square-foot guest house, swimming pools, spa, driveways, decks, landscape, water features, hardscape, grading, retaining walls, and onsite wastewater treatment system (OWTS), including Conditional Certificate of Compliance (COC) No. 21-004 to recognize an illegally created lot consisting of two Assessor Parcel Numbers (APNs) (4459-013-021 and 4459-014-018), and Lot Merger (LM) No. 24-002 to consolidate two existing parcels into one, located in the Rural Residential, Two-Acre (RR-2) Zoning District at 25200 Pacific Coast Highway (PAR PCH, LLC).

NO DISCRETIONARY REQUESTS

January 2026 Zoning Conformance Table

Table 3 – Zoning Conformance			
Development Requirement	**Allowed/ Required**	**Proposed**	**Comments**
SETBACKS (ft.)			
Front Yard	38 ft., 10 in. (min.)	53 ft., 8 in.	Complies
Rear Yard	29 ft., 2 in. (min.)	37 ft., 1 in.	Complies
Side Yard (Minimum 10%) East	57 ft., 7 in. (min.)	462 ft., 8 in.	Complies
Side Yard (Minimum 10%) West	57 ft., 7 in. (min.)	264 ft., 1 in.	Complies
Total Side Yard (Cumulative 25%)	144 ft. (min.)	726 ft., 8 in.	Complies
PARKING SPACE			
IMPERMEABLE COVERAGE (sq. ft.)	25,000 (max.)	21,294	Complies
NON-EXEMPT GRADING (cu. yd.)	1,000 (max.)	674	Complies
CONSTRUCTION ON SLOPES	3:1 and flatter (max.)	3 to 1 and flatter	Complies
FENCES/WALLS/HEDGES			
Retaining Walls	6 ft. high (max.), 12 ft. high, cumulative	Up to 6 ft. high max, no cumulative	Complies
Front Yard (Permeable)	6 ft. high (max.)	42 in. high	Complies

PROJECT COMPLIES WITH ALL DEVELOPMENT STANDARDS; IT'S A **CLEAN SHEETS** PROJECT

No Site Plan Review and No Minor Modification, Therefore, Neighborhood Character Findings are Not Required.

NEVERTHELESS…..

Malibu LCP LIP 3.6(L) Defines a Neighborhood as:

"…the presence of such features as common access, beachfront or landside orientation or by being a part of the same subdivision or development, or by being within the same proximate area of the City with no intervening major natural or man made physical features such as major roads or flood control channels, canyons, watercourses, hills, ridges or mountains, and sharing similar zoning and other development characteristics such as lot and house size."

15 Developed Properties Located Along PCH Between Malibu Road and Malibu Bluffs Park

APN	Address
4458-015-007	25040 PACIFIC COAST HWY
4458-015-009	25000 PACIFIC COAST HWY
4458-015-011	24950 PACIFIC COAST HWY
4458-015-013	24910 PACIFIC COAST HWY
4458-015-019	24840 PACIFIC COAST HWY
4458-015-021	24834 PACIFIC COAST HWY
4458-015-027	24800 PACIFIC COAST HWY
4458-015-030	25126 PACIFIC COAST HWY
4458-015-031	25142 PACIFIC COAST HWY
4458-015-033	24824 PACIFIC COAST HWY
4458-015-038	24818 PACIFIC COAST HWY
4458-015-041	24900 PACIFIC COAST HWY
4458-015-045	24860 PACIFIC COAST HWY
4458-016-021	24750 PACIFIC COAST HWY
4458-016-023	24700 PACIFIC COAST HWY

CDPs Approved by Coastal Commission and City of Malibu

APN	SitusAddress	TDSF
4458-015-007	25040 PACIFIC COAST HWY	10626
4458-015-009	25000 PACIFIC COAST HWY	8070
4458-015-011	24950 PACIFIC COAST HWY	11158
4458-015-013	24910 PACIFIC COAST HWY	6616
4458-015-019	24840 PACIFIC COAST HWY	8181
4458-015-021	24834 PACIFIC COAST HWY	11042
4458-015-027	24800 PACIFIC COAST HWY	6326
4458-015-030	25126 PACIFIC COAST HWY	6682
4458-015-031	25142 PACIFIC COAST HWY	15822
4458-015-033	24824 PACIFIC COAST HWY	6173
4458-015-038	24818 PACIFIC COAST HWY	10106
4458-015-041	24900 PACIFIC COAST HWY	9504
4458-015-045	24860 PACIFIC COAST HWY	9955
4458-016-021	24750 PACIFIC COAST HWY	8148
4458-016-023	24700 PACIFIC COAST HWY	6136

13 Properties with CDPs Approved Since Coastal Act Implemented in 1976

5 Projects Approved Pre-Cityhood

24818 Pacific Coast Highway

CDP 5-87-185 Approved By Coastal Commission On Oct. 16, 1987:
TDSF = 10,106 Sq. Ft.
Height = 24 Feet

STATE OF CALIFORNIA—THE RESOURCES AGENCY

Fr. 9c

GEORGE DEUKMEJIAN, Governor

CALIFORNIA COASTAL COMMISSION
SOUTH COAST AREA
245 WEST BROADWAY, SUITE 380
LONG BEACH, CA 90802
(213) 590-5071

FILED: 4/ 1/87
49th DAY: Waived
180th DAY: 9/22/87
STAFF: CK:G.Timm/do
STAFF REPORT: 9/17/87
HEARING DATE: 10/13-16/87

REVISED RECOMMENDATION AND FINDINGS

Application: 5-87-185

Applicant: Dr. Peter Doerken
3250 Ocean Park Blvd.
Santa Monica, CA 90405

Agent: Margaret Henry

Description: Construction of a 10,106 square-foot, two-story single family residence, swimming pool and tennis court, addition to and remodeling of an existing garage, installation of a septic tank/leachfield and rerouting/improving the existing driveway.

Site: 24818 Pacific Coast Highway, Malibu, Los Angeles County.

Substantive File Documents:

1. Certified Malibu/Santa Monica Mountains Land Use Plan.
2. Preliminary Engineering Geologic Study, October 2, 1986, California Geo/Systems, Inc.
3. Soils and Engineering Geologic Investigation Report for Proposed Single Family Residence, June 1, 1987, California Geo/Systems, Inc.
4. Permit No. 5-86-725 (General Motors Corporation).
5. Permit No. 5-85-792 (Slort).
6. Permit No. 5-85-239 (Tuchman).
7. Permit No. 5-82-370 (Siegal).

Date of Commission Action: July 10, 1987.

COMMISSIONERS VOTING:

Yes: Minnehan, Glickfeld, Howard, MacElvaine, Gotch, McInnis, McMurray, Nathanson, McCabe, Wornum, Franco.

SUMMARY:
Staff recommends approval of the proposed development with Special Conditions relating to geologic hazards.

24834 Pacific Coast Highway

State of California, George Deukmejian, Governor

California Coastal Commission
SOUTH COAST DISTRICT
245 West Broadway, Suite 380
P.O. Box 1450
Long Beach, California 90801-1450
(213) 590-5071

Filed: 4/05/85
49th Day: 5/24/85
180th Day: 10/02/85
Staff Report: 5/08/85
Meeting of: 5/22-24/85
Staff: P. Emerson:sjl

Public 12-0 5-23-85

STAFF REPORT: CONSENT CALENDAR

APPLICANT: Samuel Tuchman

PERMIT NO.: 5-85-239

PROJECT LOCATION: 24834 Pacific Coast Highway, Malibu

PROJECT DESCRIPTION: Construct a single story residence, guest house, stable, garage, tennis court, swimming pool, two septic systems, and minor grading.

LOT AREA 66,650 sq. ft. ZONING RA-1.5

BLDG. COVERAGE 7,120 sq. ft. PLAN DESIGNATION Low Density Residential G.P., LUP draft, LUP adopt, LUP cert., LCP

PAVEMENT COVERAGE 17,815 sq. ft. PROJECT DENSITY 1 du/1.5A

LANDSCAPE COVERAGE 4,770 sq. ft. HEIGHT ABV. FIN. GRADE 28.5 ft.

LOCAL APPROVALS RECEIVED: Approval in Concept - County of Los Angeles

COASTAL ISSUES: Slope Stability, landforms

SUBSTANTIVE FILE DOCUMENTS:

SUMMARY Staff recommending approval with conditions.

- 1 -

(Continued)

CDP 5-85-239 Approved By Coastal Commission On May 23, 1985:
TDSF = 11,042 Sq. Ft.
Height = 28.5 Feet

24860 Pacific Coast Highway

CDP 5-85-792 Approved By Coastal Commission On December 18, 1985:
TDSF = 9,000 Sq. Ft.
Height = 24 Feet

STATE OF CALIFORNIA—THE RESOURCES AGENCY GEORGE DEUKMEJIAN, Governor

CALIFORNIA COASTAL COMMISSION
SOUTH COAST AREA
245 WEST BROADWAY, SUITE 380
LONG BEACH, CA 90802
(213) 590-5071

Page 1 of
Date: December 3, 1985
Permit Application No. 5-85-792 GT:wr
Issued 18DEC85

ADMINISTRATIVE PERMIT

APPLICANT: Jan L. Slort

PROJECT DESCRIPTION: Construction of a single-family dwelling, garage, maid quarters, recreation room, tennis court, swimming pool and septic system on a two-acre bluff top lot.

PROJECT LOCATION: 24860 Pacific Coast Highway, Malibu, Los Angeles County

EXECUTIVE DIRECTOR'S DETERMINATION:

Pursuant to PRC Section 30624, the Executive Director hereby determines that the proposed development, subject to Standard and Special Conditions as attached, is in conformity with the provisions of Chapter 3 of the Coastal Act of 1976, will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3, and will not have any significant impacts on the environment within the meaning of the California Environmental Quality Act. Any development located between the nearest public road and the sea is in conformity with the public access and public recreation policies of Chapter 3.

Additional reasons for this determination, and for any special conditions, may be discussed on the reverse (Page 2).

NOTE: The Commission's Regulations provide that this permit shall be reported to the Commission at its next meeting. If one-third or more of the appointed membership of the Commission so request, a permit will not be issued for this permit application. Instead, the application will be removed from the administrative calendar and set for public hearing at a subsequent Commission meeting. Our office will notify you if such removal occurs.

This permit will be reported to the Commission at the following time and place:

Wednesday, December 18, 1985 9:00 a.m.

Holiday Inn-LAX 9901 La Cienega Blvd, Los Angeles, Ca. 90045

IMPORTANT - Before you may proceed with development the following must occur:

For this permit to become effective you must sign Page 2 of the enclosed duplicate acknowledging the permit's receipt and accepting its contents, including all conditions, and return it to our office. Following the Commission's meeting, and once we have received the signed acknowledgment and evidence of compliance with all special conditions, we will send you an authorization to proceed with development.

PETER DOUGLAS
Executive Director

by: Gary Timm
Title: Staff Analyst.

25000 Pacific Coast Highway

CDP 5-82-370 Approved By Coastal Commission On July 16, 1982:
TDSF = 8,000 Sq. Ft.
Height = 22 Feet

45)

State of California, Edmund G. Brown Jr., Governor

California Coastal Commission
SOUTH COAST DISTRICT
666 E. Ocean Blvd., Suite 3107
P.O. Box 1450
Long Beach, CA 90801-1450
(213) 590-5071 (714) 846-0648

Approved per staff 7-16-82

FILED: 6/10/82
49th DAY: 7/29/82
180th DAY: 12/4/82
STAFF: Dix[illegible]well
STAFF REPORT: 6/29/82
HEARING DATE: 7/14-16/8

STAFF REPORT: ADMINISTRATIVE ITEM

APPLICANT: A.E. Siegal AGENT: Alfred T. Wilkes

PERMIT NO.: 5-82-370

PROJECT LOCATION: 25000 Pacific Coast Hwy., Malibu

PROJECT DESCRIPTION: Construct a one-story single family home with septic system on a 3.54 acre parcel located on Puerco Bluffs, Malibu Los Angeles County.

LOT AREA 3.54 acres ZONING R-1

BLDG. COVERAGE 7400 sq. ft. PLAN DESIGNATION General Plan

PAVEMENT COVERAGE 6000 sq. ft. G.P., LUP draft, LUP adopt, LUP cert., LCP PROJECT DENSITY n/a

LANDSCAPE COVERAGE 45,000 sq. ft. HEIGHT ABV. FIN. GRADE 22'

LOCAL APPROVALS RECEIVED Los Angeles County, Approval in Concept

SITE CHARACTERISTICS : Elevated marine terrace.

SURROUNDING LAND USE: Single-family dwellings and nurseries landward of Pacific Coast Highway; generally undeveloped on bluff terrace.

COASTAL ACT ISSUES: Scenic & Visual Qualities, Erosion Hazard.

- 1 -

(continued)

25142 Pacific Coast Highway

Th 6a

STATE OF CALIFORNIA—THE RESOURCES AGENCY GEORGE DEUKMEJIAN, Governor

CALIFORNIA COASTAL COMMISSION
COAST AREA
245 WEST BROADWAY, SUITE 380
LONG BEACH, CA 90802
(213) 590-5071

Filed: 12/17/90
49th Day: 2/4/91
180th Day: 6/15/91
Staff: CAREY
Staff Report: 12/21/90
Hearing Date: 2/5-8/91
Commission Action:

STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 5-90-1009

APPLICANT: Cher AGENT: Wylie Carter Architects

PROJECT LOCATION: 25142 Pacific Coast Highway, Malibu, Los Angeles County

PROJECT DESCRIPTION: Construction of a 15,822 sq. ft., 35 ft. high from existing grade single family residence with 5-car garage, tennis court, pool, garden, security walls and gates, detached workshop, septic system, and 3,974 cu. yds. of grading (1,989 cu. yds. cut and 1,985 cu. yds. fill).

Lot area:	1.73 acres
Building coverage:	7,288 sq. ft.
Pavement coverage:	28,943 sq. ft.
Landscape coverage:	39,128 sq. ft.
Parking spaces:	5
Plan designation:	Res I (1 du/ac)
Ht abv ext grade:	35 ft.

LOCAL APPROVALS RECEIVED: County of Los Angeles Approval in Concept

SUBSTANTIVE FILE DOCUMENTS: 5-90-277 (Harrah), 5-86-699 (Landon), 5-86-875 (Yachtin), 5-88-443 (O'Connor), 5-88-953 (Harges)

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval with Special Conditions relating to geology and landscaping and assumption of risk.

STAFF RECOMMENDATION:

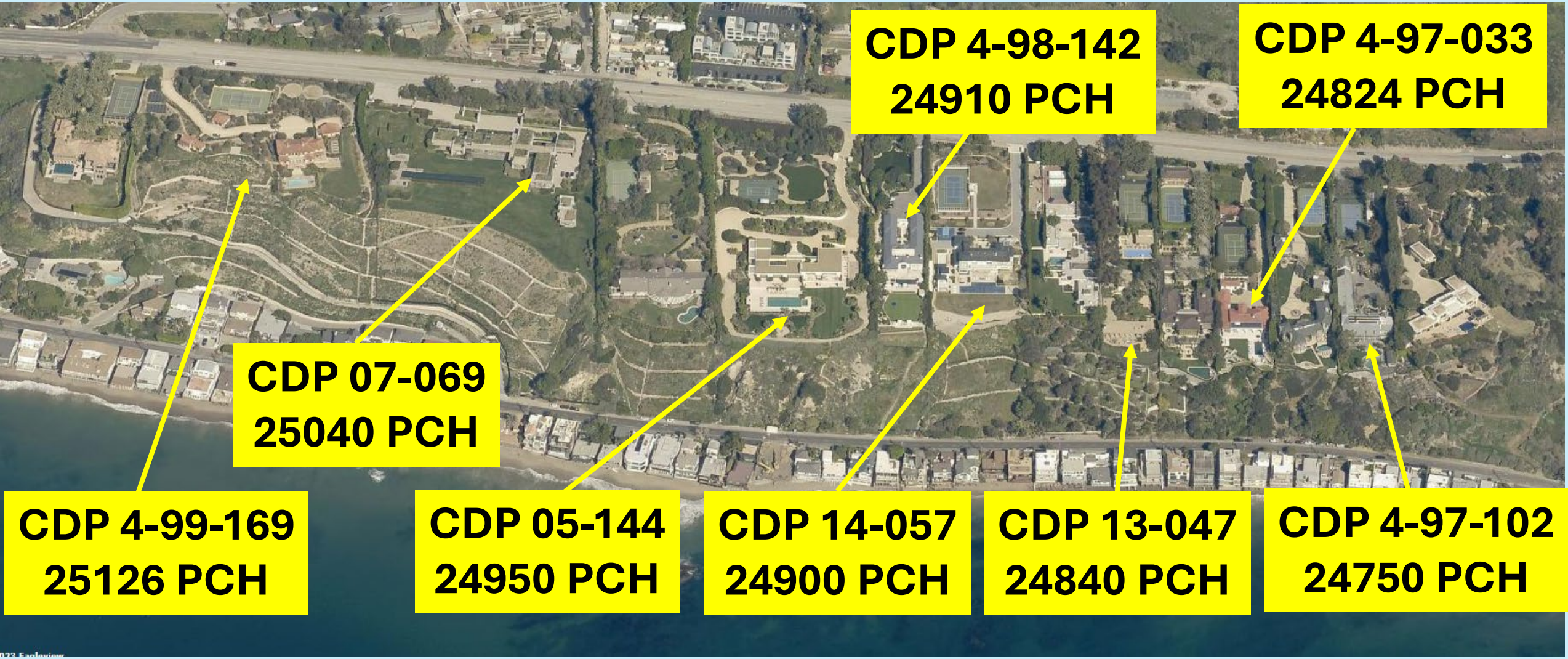
The staff recommends that the Commission adopt the following resolution:

I. Approval with Conditions.

The Commission hereby grants a permit, subject to the conditions below, for the proposed development on the grounds that the development will be in conformity with the provisions of Chapter 3 of the California Coastal Act of 1976, will not prejudice the ability of the local government having

CDP 5-90-1009 Approved By Coastal Commission On February 7, 1991: TDSF = 15,822 Sq. Ft. Height = 35 Feet

8 Projects Approved Post-Cityhood



24750 Pacific Coast Highway

CDP 4-97-102 Approved By Coastal Commission On August 14, 1997: TDSF = 8,143 Sq. Ft. Height = 28 Feet

STATE OF CALIFORNIA—THE RESOURCES AGENCY PETE WILSON, Governor

7h35

CALIFORNIA COASTAL COMMISSION
SOUTH CENTRAL COAST AREA
SOUTH CALIFORNIA ST., SUITE 200
NTURA, CA 93001
(805) 641-0142

Filed: 7/15/97
49th Day: 9/2/97
180th Day: 1/11/98
Staff: S. Hudson
Staff Report: 7/24/97
Hearing Date: August 12-15, 1997
Commission Action:

STAFF REPORT: CONSENT CALENDAR

APPLICATION NO.: 4-97-102

APPLICANT: Rod and Sandra Campbell AGENTS: Richard Scott

PROJECT LOCATION: 24734 Pacific Coast Highway, City of Malibu; Los Angeles County

PROJECT DESCRIPTION: Construction of a new 8,143 sq. ft., two-story, single family residence with a 748 sq. ft. guesthouse over a 1,354 sq. ft. detached garage, soldier piles, retaining walls, hydraugers, driveway, footpath, trellis, entry gate, pitch and putt golf area and 941 cu. yds. grading (486 cu. yds. cut and 455 cu. yds. fill) and 2,345 cu. yds. of grading for recompaction. The project also includes removal of an unpermitted trailer/manufactured home, paved road, turnaround area, and concrete tiebacks on bluff face and a bluff restoration and revegetation program.

Lot area:	258,782 sq. ft.
Building coverage:	6,546 sq. ft.
Pavement coverage:	16,685 sq. ft.
Landscape coverage:	12,000 sq. ft.
Parking spaces:	6
Ht abv ext grade:	28 ft.

LOCAL APPROVALS RECEIVED: City of Malibu Approval in Concept, Approval in Concept City of Malibu Health Department (Septic).

SUBSTANTIVE FILE DOCUMENTS: Geotechnical Engineering and Geologic Report dated 1/27/97 by RJR Engineering Group, Inc.; Geotechnical Engineering Addendum Letter dated 6/10/97 by RJR Engineering Group, Inc.; Biological Review dated 2/18/97 by City of Malibu; and Archaeological Survey and Proposal by W and S Consultants dated 3/26/97.

SUMMARY OF STAFF RECOMMENDATION:

Staff recommends approval of the proposed project with ten (10) special conditions regarding landscaping and erosion control, bluff restoration, archaeological resources, plans conforming to

24824 Pacific Coast Highway

CDP 4-97-033 Approved By Coastal Commission On July 10, 1997:
TDSF = 6,662 Sq. Ft.
Height = 26 Feet

RECORD PACKET COPY W12c

STATE OF CALIFORNIA—THE RESOURCES AGENCY PETE WILSON, Governor

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

Filed: 3-25-97
49th Day: 4-24-97
180th Day: 9-2-97
Staff: Betz-VNT
Staff Report: 6-20-97
Hearing Date: 7-10-97

STAFF REPORT: REGULAR CALENDAR

APPLICATION NO.: 4-97-033

APPLICANT: Albert Sweet AGENT: Robert Chersky

PROJECT LOCATION: 24824 Pacific Coast Highway, City of Malibu; Los Angeles County

PROJECT DESCRIPTION: Demolish existing earthquake damaged single family residence and swimming pool inland of residence. Construct new two story, 26 ft. high, 6662 sq. ft. single family residence with 400 sq. ft. semi-detached gym and 625 sq. ft. detached two car garage. Replace portion of existing paved driveway with grasscrete. Replace septic system. Approval of as-built soldier pile wall with grade beam on bluff face topped by retaining wall, swimming pool, and gazebo. Fill approximately 600 cu. yds. of material behind soldier pile wall and retaining wall.

Lot area:	70,736 cu. yds.
Building coverage:	5,442 cu. yds.
Pavement coverage:	7,584 sq. ft. (additional)
Landscape coverage:	54,210 sq. ft.
Parking spaces:	two covered, six open (existing)
Plan designation:	1 du/acre
Project density:	.6 du/acre
Ht abv fin grade:	26 feet

LOCAL APPROVALS RECEIVED: City of Malibu: Approval in Concept (building plans), dated 2/24/97; Approval in Concept, Geology and Geotechnical Review Sheet, dated 11/11/96 [for residence additions and pool abandonment only]; Neighborhood Standards and Site Plan Review [for new single family residence], Resolution No. 97-007, dated January 6, 1996.; In-concept approval, Environmental Health, dated 2/24/97. County of Los Angeles: Fire Department, approval in concept dated 2/24/97.

SUBSTANTIVE FILE DOCUMENTS:

(1) Malibu/Santa Monica Mountains Land Use Plan.

(2) GeoConcepts, Inc.: Supplemental Report No. 3, March 17, 1997; Limited Geologic and Soils Engineering Investigation, May 17, 1996; Existing Rear Yard Retaining Wall (letter report), April 17, 1997; Supplemental Report No. 1, October 8, 1996.

24840 Pacific Coast Highway

Planning Commission Meeting 08-03-15 **Item 4.A.**

Supplemental Commission Agenda Report

To: Chair Brotman and Members of the Planning Commission

Prepared by: Jasch Janowicz, Contract Planner

Approved by: Bonnie Blue, AICP, Planning Director

Date prepared: July 27, 2015 Meeting date: August 3, 2015

Subject: Coastal Development Permit No. 13-047, Site Plan Review No. 13-045, Minor Modification Nos. 13-016 and 13-017, and Demolition Permit No. 13-022 – An application for the demolition of an existing single-family residence and the construction of a new two-story single-family residence and associated development (Continued from July 6, 2015)

Location:	24840 Pacific Coast Highway, within the appealable coastal zone
APNs:	4458-015-019
Zoning:	Rural Residential–2 Acre (RR-2)
Applicant:	Schmitz and Associates
Owner:	Johnson Family Trust
Application Filed:	September 24, 2013

RECOMMENDED ACTION: Adopt Planning Commission Resolution No. 15-68 (Attachment 1) determining the project is categorically exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 13-047 and Demolition Permit (DP) No. 13-022, to allow the demolition of an existing 7,316 square foot single-family residence, and the construction of a new 6,843 square foot two-story single-family residence with a 791 square foot basement, a 979 square foot subterranean garage, a 468 square foot pool cabana, a 348 square foot gym, a 48 square foot guard station, 89 square foot seating room, an alternative onsite wastewater treatment system (AOWTS), and other ancillary improvements, Site Plan Review (SPR) No. 13-045 for height in excess of 18 feet in height (up to 24 feet for a flat roof is proposed), Minor Modification (MM) No. 13-016 for a 20 percent reduction in the cumulative side yard setback, and MM No. 13-017 for a 50 percent reduction in the front

CDP 13-047 Approved By Planning Commission On August 3, 2015: TDSF = 8,181 Sq. Ft. Height = 24 Feet

24900 Pacific Coast Highway

CDP 14-057 Approved By Planning Commission On March 7, 2016:
TDSF = 9,504 Sq. Ft.
Height = 28 Feet

CITY OF MALIBU
Incorporated March 28, 1991

Commission Agenda Report

Planning Commission Meeting 03-07-16 **Item 4.C.**

To: Chair Stack and Members of the Planning Commission

Prepared by: Jasch Janowicz, Contract Planner

Approved by: Bonnie Blue, Planning Director

Date prepared: March 2, 2016 Meeting date: March 7, 2016

Subject: Coastal Development Permit No. 14-057, Site Plan Review No. 14-042 and Variance No. 15-012 – An application for the construction of a new single-family residence and associated development (Continued from February 16, 2016)

Location:	24900 Pacific Coast Highway, within the appealable coastal zone
APNs:	4458-015-015
Zoning:	Rural Residential–Two Acre (RR-2)
Applicant:	Burdge and Associates
Owner:	Quaker Beach Properties Trust
Application Filed:	September 26, 2014

RECOMMENDED ACTION: Adopt Planning Commission Resolution No. 16-31 (Attachment 1) determining the project is categorically exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 14-057, Site Plan Review (SPR) No.14-042, and Variance (VAR) No. 15-012 for the construction of a new 8,094 square foot, two-story single-family residence with a 1,000 square foot basement, a 568 square foot attached two-car garage, a 49 square foot covered porch area, a 757 square foot detached second unit, a 36 square foot detached accessory structure, tennis court, swimming pool and spa, water features, retaining walls and fencing, driveway, and installation of a new alternative onsite wastewater treatment system (AOWTS), including VAR No. 15-012 for more than 1,000 cubic yards of non-exempt grading and SPR No. 14-042 for height in excess of 18 feet (up to 28 feet for a pitched roof) located in the Rural Residential Two-Acre (RR-2) zoning district at 24900 Pacific Coast Highway (PCH) (Quaker Beach Properties Trust).

DISCUSSION: This application was previously reviewed by the Planning Commission on February 16, 2016. The Planning Commission continued the public hearing to allow

Page 1 of 27 Agenda Item 4.C.

24910 Pacific Coast Highway

CDP 4-98-142 Approved By Coastal Commission On September 10, 1998: TDSF = 6,864 Sq. Ft. Height = 18 Feet

STATE OF CALIFORNIA—THE RESOURCES AGENCY PETE WILSON, Governor

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

Page 1 of 5
Date: December 2, 1998
Permit Application No. 4-98-142

COASTAL DEVELOPMENT PERMIT

On September 10, 1998, the California Coastal Commission granted to Patricia Duggan & Ted Levenson, permit 4-98-142, this permit subject to the attached Standard and Special Conditions, for development consisting of: Construct 6,864 sq. ft., 18 foot high, one-story, single family residence with an attached 553 sq. ft. garage, tennis court, pool, spa and septic system. 1,180 cu. yds. of grading (390 cu. yds of cut & 790 cu. yds. of fill). An additional 3,760 cu. yds. of grading (800 cu. yds. of cut & 2,960 cu. yds. of fill) will be required for landslide slope remediaton and is more specifically described in the application on file in the Commission offices.

The development is within the coastal zone in Los Angeles County at 24910 Pacific Coast Hwy., Malibu.

Issued on behalf of the California Coastal Commission by,

PETER DOUGLAS
Executive Director

By: John Ledbetter
Coastal Program Analyst

ACKNOWLEDGMENT:

The undersigned permittee acknowledges receipt of this permit and agrees to abide by all terms and conditions thereof.

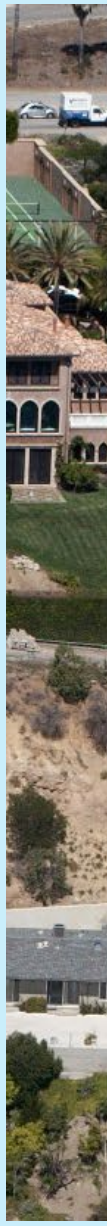
The undersigned permittee acknowledges that Government Code Section 818.4 which states in pertinent part, that: "A public entity is not liable for injury caused by the issuance. . . of any permit. . . " applies to the issuance of this permit.

IMPORTANT: THIS PERMIT IS NOT VALID UNLESS AND UNTIL A COPY OF THE PERMIT WITH THE SIGNED ACKNOWLEDGEMENT HAS BEEN RETURNED TO THE COMMISSION OFFICE. 14 Cal. Admin. Code Section 13158(a).

Date _____ Permittee _____

A5: 8/95

25126 Pacific Coast Highway



Tu 25b

STATE OF CALIFORNIA – THE RESOURCES AGENCY — GRAY DAVIS, Governor

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

RECORD PACKET COPY

Filed:	12/14/99
49th Day:	N/A
180th Day:	N/A
Staff:	S. Hudson
Staff Report:	5/25/00
Hearing Date:	6/13/00
Commission Action:	

STAFF REPORT: REGULAR CALENDAR
Revised Findings

APPLICATION NO.: 4-99-169

APPLICANT: Alfredo and Robin Trento

AGENTS: Jaime Harnish
Michael Andersson
Susan McCabe

PROJECT LOCATION: 25126 Pacific Coast Highway, Malibu; Los Angeles County

COMMISISON DECISION: Approved with Ten (10) Special Conditions

DATE OF COMMISSION ACTION: April 12, 2000 in Long Beach

COMMISSIONERS ON PREVAILING SIDE: Commissioners Daniels, Desser, Dettloff, Estolano, Hart, Kruer, McClain-Hill, Potter, Reilly, Wooley, and Wan.

PROJECT DESCRIPTION: Construction of a 6,706 sq. ft., 28 ft. high, two-story single family residence; a 749 sq. ft., 18 ft. high guest house; a 975 sq. ft., 18 ft. high detached garage; a 525 sq. ft., 14 ft. high detached garage; a pool; a driveway; a septic system; and a concrete v-ditch drainage swale system. The project also includes the construction of a 420 ft. long 3-6 ft. high retaining wall, a 120 ft. long 2-3 ft. high retaining wall, and approximately 3,802 cu. yds. of grading (1,302 cu. yds. of cut, 630 cu. yds. of fill, and 1,870 cu. yds. of removal and recompaction).

LOCAL APPROVALS RECEIVED: Approval in Concept City of Malibu Planning Department, Approval in Concept for City of Malibu Engineering and Geotechnical Review, Approval in Concept City of Malibu Environmental Health Department (Septic).

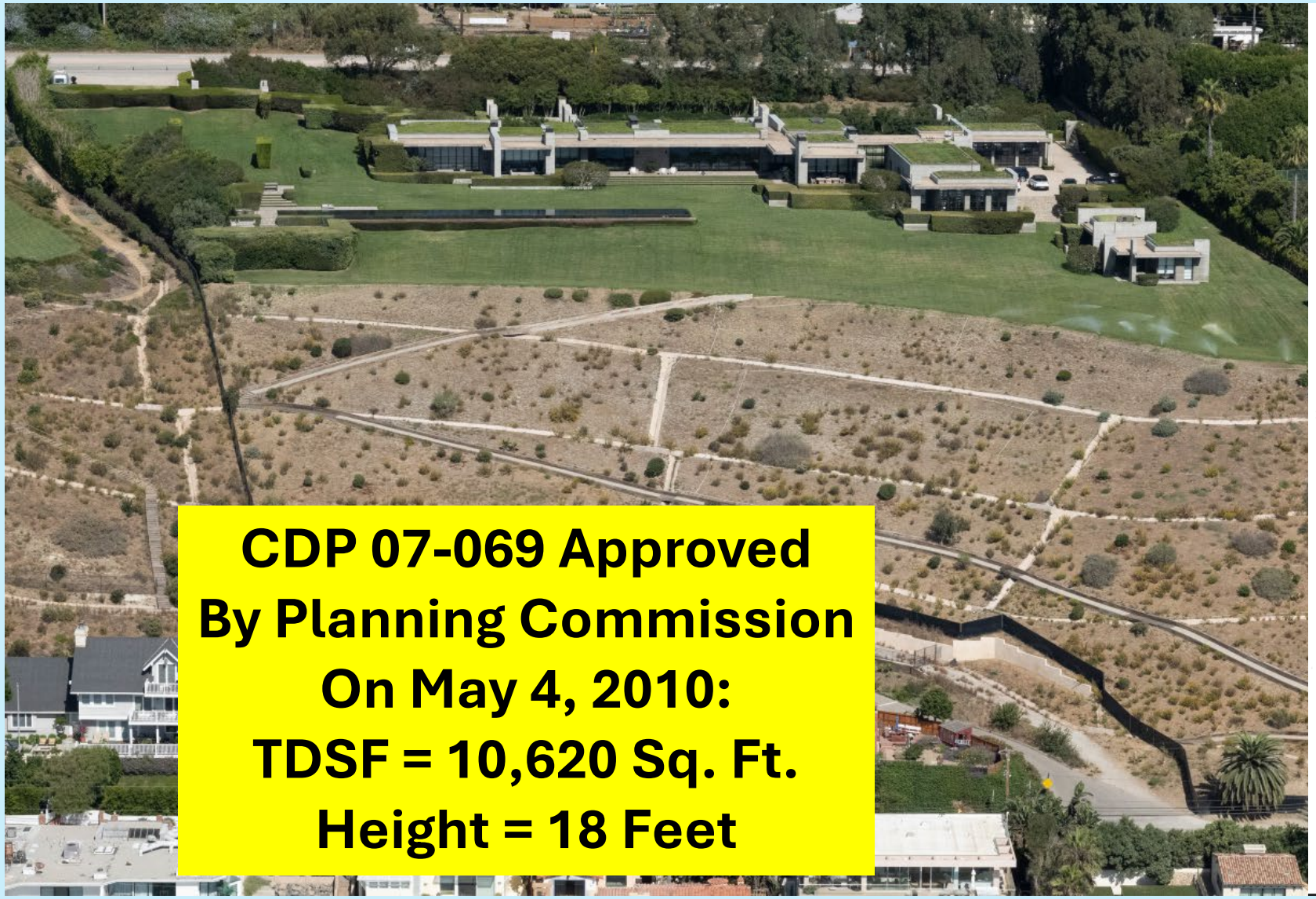
SUMMARY OF STAFF RECOMMENDATION

Staff recommends that the Commission **adopt** the following revised findings in support of the Commission's decision on April 12, 2000, to **approve** the proposed project subject to ten (10) special conditions as indicated on pages 4-9 of the staff report. The Commission found that the proposed project is consistent with the applicable Chapter Three policies of the Coastal Act.

Because Special Condition One was modified and Special Condition Ten was added during the public hearing, revised findings are necessary to reflect the action taken by the Commission. Staff recommends, therefore, that the Commission adopt the following resolution and revised findings in support of its action to approve this permit with conditions. Comments from the public concerning the findings will be limited to discussion of whether the findings reflect the action of the Commission.

CDP 4-99-169 Approved By Coastal Commission On April 12, 2000:
TDSF = 6,706 Sq. Ft.
Height = 28 Feet

25040 Pacific Coast Highway



CDP 07-069 Approved By Planning Commission On May 4, 2010:
TDSF = 10,620 Sq. Ft.
Height = 18 Feet

CITY OF MALIBU
Incorporated March 28, 1991

Commission Agenda Report

Planning Commission Meeting 05-04-10 **Item 6.H.**

To: Chair Gillespie and Members of the Planning Commission

Prepared by: Stephanie Danner, Senior Planner

Reviewed by: Joyce Parker-Bozylinski, AICP, Planning Manager

Approved by: Victor Peterson, Community Development Director

Date prepared: April 22, 2010 Meeting Date: May 4, 2010

Subject: Coastal Development Permit No. 07-069 and Site Plan Review No. 10-007 – An application for a new, one-story, 18 foot high, 8,955 square foot single-family residence with attached garage, a 2,750 square foot basement, a 790 square foot second residential unit, a 7,200 square foot hard-surface tennis court, a 163 foot by 14.5 foot swimming pool, water features, an alternative onsite wastewater treatment system, fire department turnaround, permeable driveway and retaining walls, including a site plan review for approximately 448 cubic yards of remedial grading as recommended by the project's consulting geologist

Application Filing Date:	May 24, 2007
Applicant:	Mathieu Ribaut of Scott Mitchell Studio, Inc.
Owner:	Kurt Rappaport
Location:	25040 Pacific Coast Highway, within the non-appealable coastal zone
APN:	4458-015-007
Zoning:	Rural Residential – Two Acres (RR-2)

RECOMMENDED ACTION: Adopt Planning Commission Resolution No. 10-36 (Attachment 1) approving Coastal Development Permit (CDP) No. 07-069 and Site Plan Review (SPR) No. 10-007 for the construction of a new, one-story, 18 foot high, 8,955 square foot single-family residence with an attached garage, a 2,750 square foot basement, a 790 square foot second residential unit, a 7,200 square foot hard-surface tennis court, a 163 foot by 14.5 foot swimming pool, water features, an alternative onsite wastewater treatment system (AOWTS), fire department turnaround, permeable

Page 1 of 21 Agenda Item 6.H.

24950 Pacific Coast Highway

City Council Meeting
07-10-06
Item
4.C.

Council Agenda Report

To: Mayor Kearsley and the Honorable Members of the City Council

Prepared by: Stacey Rice, Ph.D., AICP, Senior Planner

Reviewed by: CJ Amstrup, AICP, Planning Manager
Victor Peterson, Environmental and Community Development Director

Approved by: Jim Thorsen, City Manager

Date prepared: June 27, 2006 Meeting date: July 10, 2006

Subject: Appeal No. 06-007 – Appeal of the Planning Commission Resolution No. 06-19, denying Appeal No. 06-001, upholding the Planning Manager's approval of Coastal Development Permit (CDP) No. 05-144 for the construction of a new, 11,158 square foot, two-story, single-family residence with a 5,550 square foot basement, a site plan review request for height over 18-feet up to a maximum of 28-feet (22-feet proposed), and an alternative onsite wastewater treatment system

APPELLANTS:	Ron Goldman and Mark Zucker
APPEAL FILED:	March 29, 2006 (Appeal No. 06-007)
APPLICATION FILING DATE:	August 9, 2005 (CDP 05-144)
APPLICANT:	April Verbanac, Dudek and Associates
PROPERTY OWNER:	Lilichiman, LLC (Kimberly and Arthur Silver)
LOCATION:	24950 Pacific Coast Highway within the coastal zone

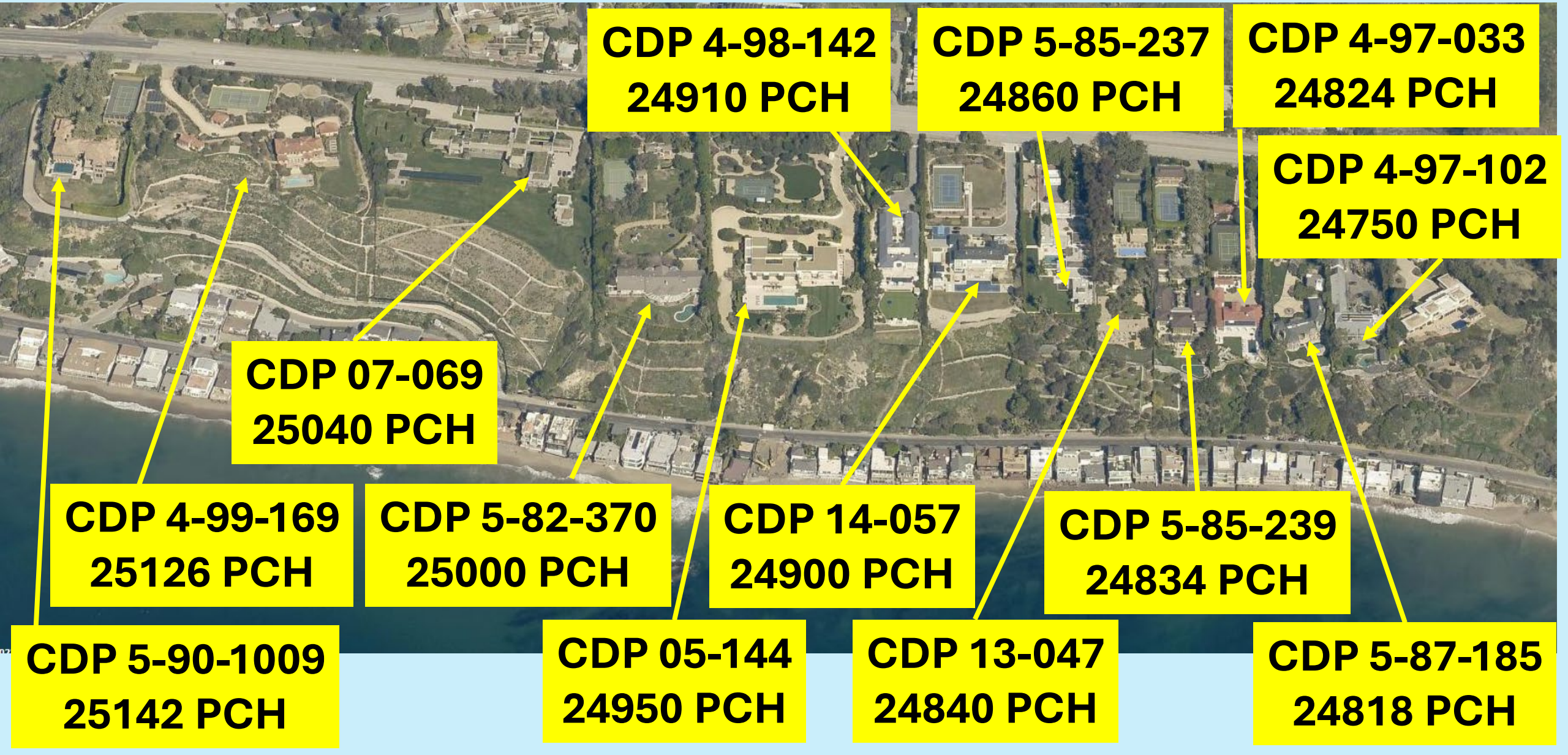
RECOMMENDED ACTION: Adopt Resolution No. 06-42 (Attachment 1) denying Appeal No. 06-007 (Attachment 2) and upholding the Planning Commission's approval of Coastal Development Permit (CDP) No. 05-144 for the construction of a new, 11,158 square foot, two-story, single-family residence including a 5,550 square foot basement, a site plan review request for height over 18-feet up to a maximum of 28-feet (22-feet proposed), and an alternative onsite wastewater treatment system located at 24950 Pacific Coast Highway.

Page 1 of 16 Agenda Item # 4.C.

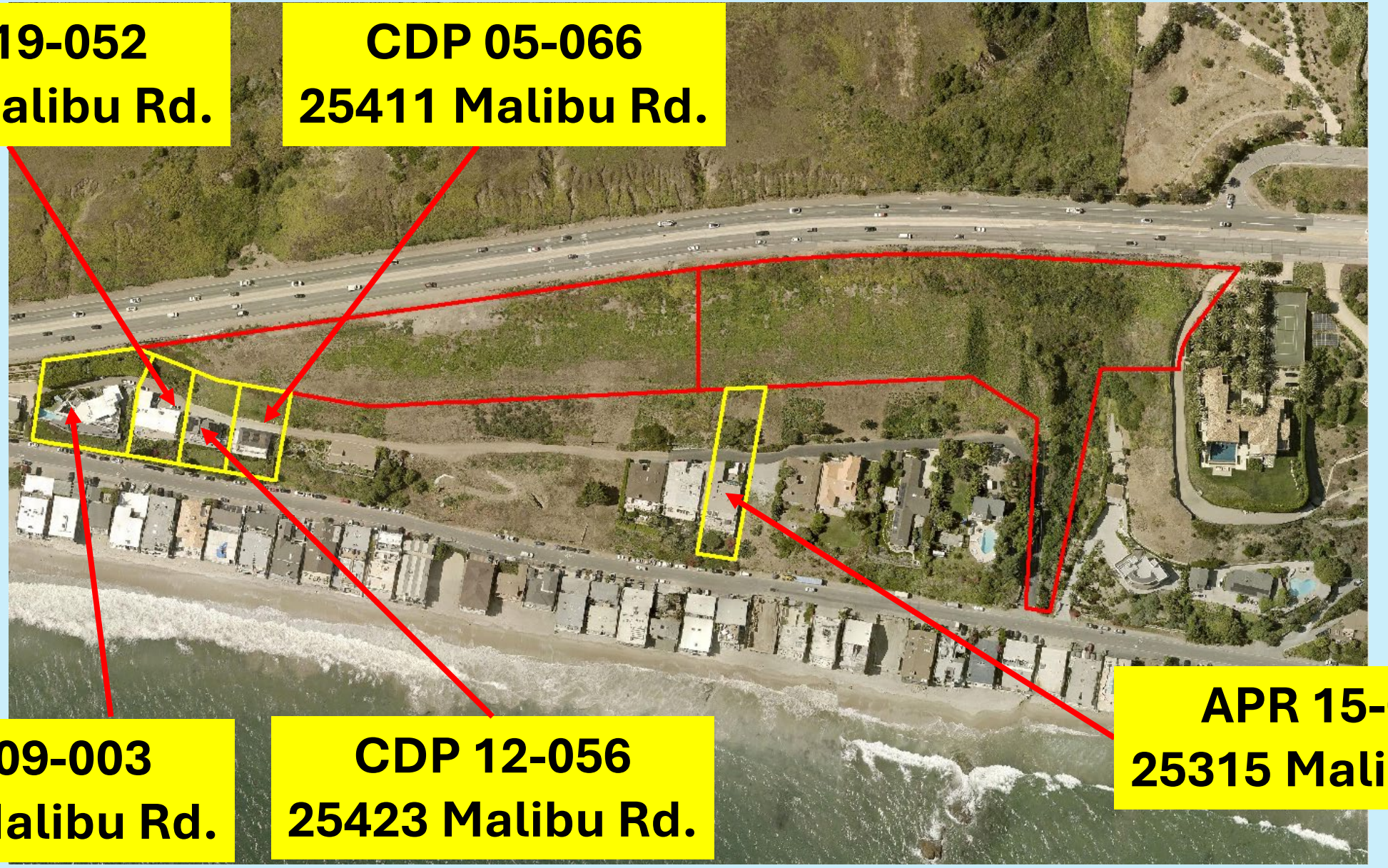
P:\Projects\Pacific Coast Highway\24950 PCH (formerly 24920 PCH)\CC Appeal\CCReportCDPAppeal_draft2.doc

CDP 05-144 Approved By City Council On July 10, 2006: TDSF = 11,158 Sq. Ft. Height = 22 Feet

13 Projects Approved with Class 3 Cat. Exemption

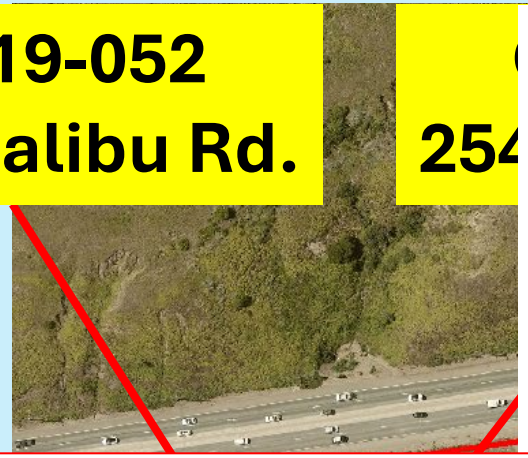


Project Not on a Coastal Bluff



Project Not on a Coastal Bluff

CDP 19-052
25429 Malibu Rd.



Planning Commission Meeting 09-20-21 **Item 4.A.**

Commission Agenda Report

To: Chair Jennings and Members of the Planning Commission

Prepared by: Adrian Fernandez, Assistant Planning Director

Reviewed: Richard Mollica, Planning Director

Date prepared: September 9, 2021 Meeting date: September 20, 2021

Subject: Coastal Development Permit No. 19-052, Variance Nos. 19-047, 19-048 and 19-060, Demolition Permit No. 20-020, and Code Violation No.

J. Shoreline and Bluff Development (LIP Chapter 10)

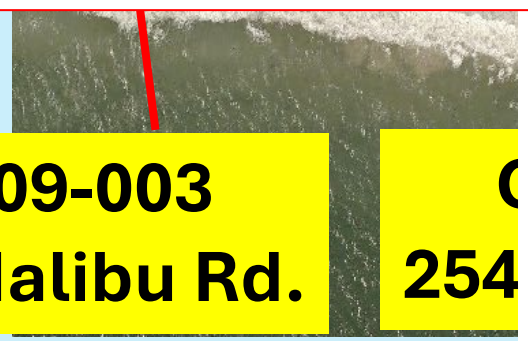
LIP Chapter 10 applies to land that is located on or along the shoreline, a coastal bluff or bluff-top fronting the shoreline. The proposed project is not located near the shore. Therefore, LIP Chapter 10 findings do not apply.

No. 19-048 for the reduction of the required side yard setbacks and cumulative side yard setbacks, and VAR No. 19-060 from the City's geotechnical standards for factor of safety located in the Rural Residential-Two Acre (RR-2) zoning district at 25429 Malibu Road (The Celestial Trust).

DISCUSSION: The subject item was scheduled for the May 3, 2021 Regular Planning Commission meeting. The item was then continued to permit staff additional time to research whether a variance for factor of safety applied to the project. Since then, VAR No. 19-060 has been assigned to the project for the replacement residence not to provide

Page 1 of 25 Agenda Item 4.A.

CDP 09-003
25349 Malibu Rd.



APR 15-069
25315 Malibu Rd.

Reductions in Height & Elimination of all Landscaping above PCH Road grade Minimizes View Impacts & Maximizes Public View Protection

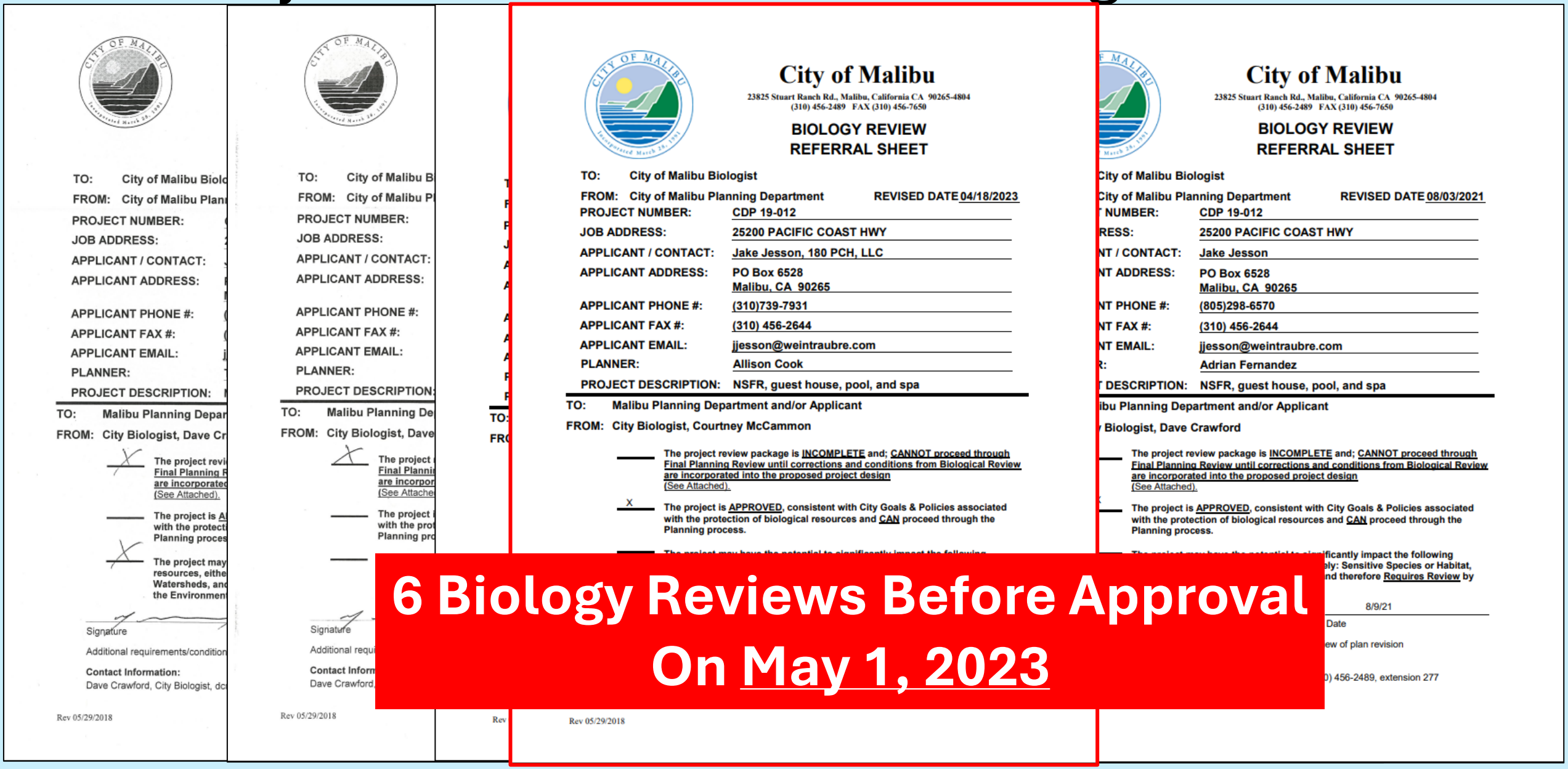
LIP 6.5(E)1 states “Where the topography of the project site descends from the roadway, new development shall be sited and designed to preserve bluewater ocean views over the approved structures by incorporating the following measures.”

LIP 6.5(E)1(a) states “Structures shall extend no higher than the road grade adjacent to the project site, **where feasible**”

LIP 6.5(E)2 states “Where the topography of the project site does not permit the siting or design of a structure that is located below road grade, new development shall provide an ocean view corridor on the project site by incorporating the following measures.”
LIP 6.5(E)2(a) states “Buildings shall not occupy more than 80 percent maximum of the lineal frontage of the site..”

Since Application was Submitted in 2019…

Project was NOT Rushed Through Review



City of Malibu
23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650

BIOLOGY REVIEW REFERRAL SHEET

TO: City of Malibu Biologist
FROM: City of Malibu Planning Department REVISED DATE 04/18/2023
PROJECT NUMBER: CDP 19-012
JOB ADDRESS: 25200 PACIFIC COAST HWY
APPLICANT / CONTACT: Jake Jesson, 180 PCH, LLC
APPLICANT ADDRESS: PO Box 6528 Malibu, CA 90265
APPLICANT PHONE #: (310)739-7931
APPLICANT FAX #: (310) 456-2644
APPLICANT EMAIL: jjesson@weintraubre.com
PLANNER: Allison Cook
PROJECT DESCRIPTION: NSFR, guest house, pool, and spa

TO: Malibu Planning Department and/or Applicant
FROM: City Biologist, Courtney McCammon

___ The project review package is INCOMPLETE and; CANNOT proceed through Final Planning Review until corrections and conditions from Biological Review are incorporated into the proposed project design (See Attached).

X The project is APPROVED, consistent with City Goals & Policies associated with the protection of biological resources and CAN proceed through the Planning process.

Rev 05/29/2018

City of Malibu
23825 Stuart Ranch Rd., Malibu, California CA 90265-4804
(310) 456-2489 FAX (310) 456-7650

BIOLOGY REVIEW REFERRAL SHEET

City of Malibu Biologist
City of Malibu Planning Department REVISED DATE 08/03/2021
NUMBER: CDP 19-012
RESS: 25200 PACIFIC COAST HWY
NT / CONTACT: Jake Jesson
NT ADDRESS: PO Box 6528 Malibu, CA 90265
NT PHONE #: (805)298-6570
NT FAX #: (310) 456-2644
NT EMAIL: jjesson@weintraubre.com
R: Adrian Fernandez
DESCRIPTION: NSFR, guest house, pool, and spa

ibu Planning Department and/or Applicant
Biologist, Dave Crawford

___ The project review package is INCOMPLETE and; CANNOT proceed through Final Planning Review until corrections and conditions from Biological Review are incorporated into the proposed project design (See Attached).

___ The project is APPROVED, consistent with City Goals & Policies associated with the protection of biological resources and CAN proceed through the Planning process.

ficantly impact the following
ly: Sensitive Species or Habitat,
nd therefore Requires Review by

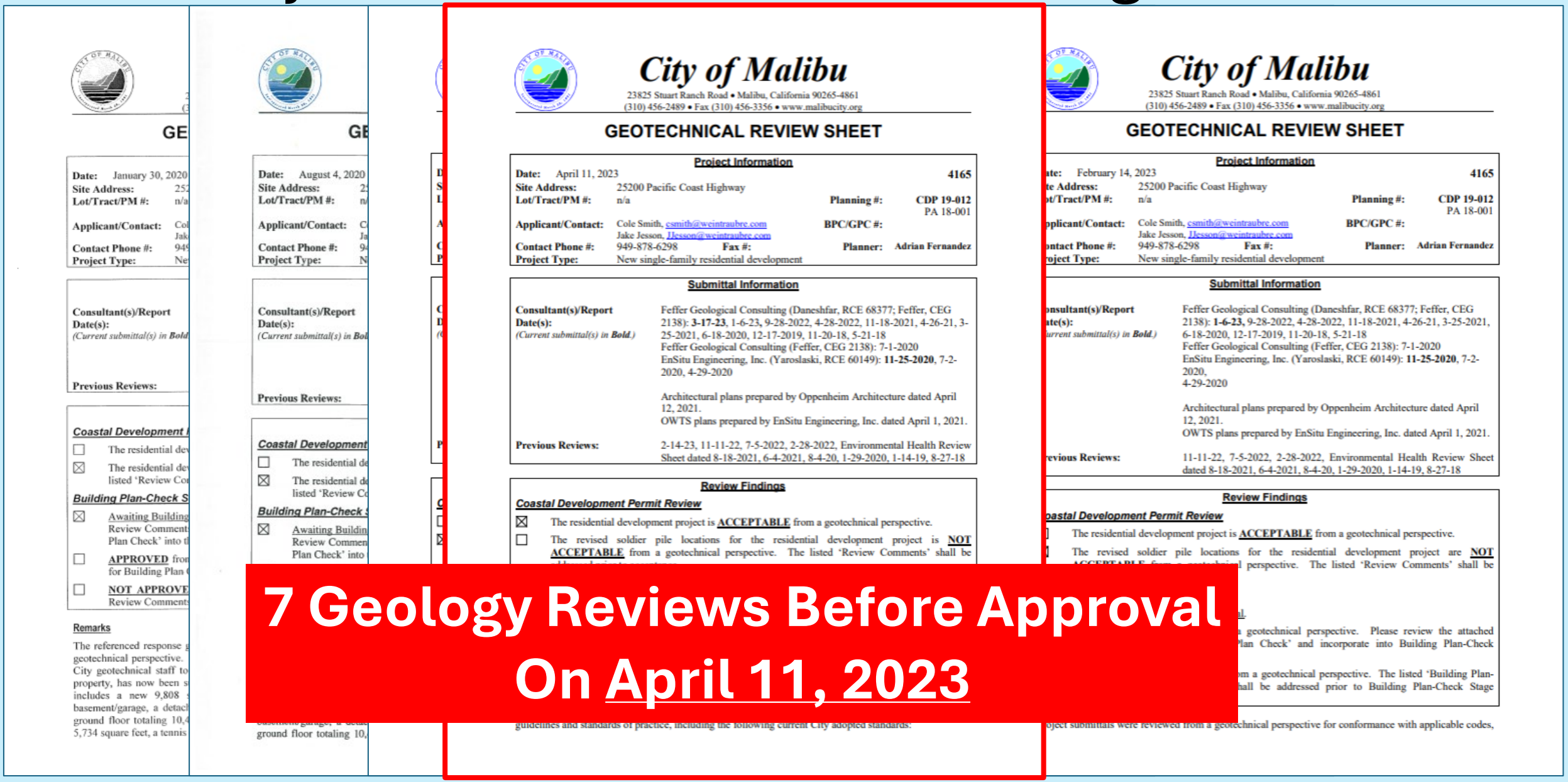
8/9/21
Date

ew of plan revision

0) 456-2489, extension 277

6 Biology Reviews Before Approval
On May 1, 2023

Project was NOT Rushed Through Review



City of Malibu
23825 Stuart Ranch Road • Malibu, California 90265-4861
(310) 456-2489 • Fax (310) 456-3356 • www.malibucity.org

GEOTECHNICAL REVIEW SHEET

Project Information

Date: April 11, 2023 **4165**
Site Address: 25200 Pacific Coast Highway
Lot/Tract/PM #: n/a **Planning #:** CDP 19-012 PA 18-001
Applicant/Contact: Cole Smith, csmith@weintraubre.com Jake Jesson, JJesson@weintraubre.com **BPC/GPC #:**
Contact Phone #: 949-878-6298 **Fax #:** **Planner:** Adrian Fernandez
Project Type: New single-family residential development

Submittal Information

Consultant(s)/Report Date(s): *(Current submittal(s) in **Bold**.)*
Feffer Geological Consulting (Daneshfar, RCE 68377; Feffer, CEG 2138): **3-17-23**, 1-6-23, 9-28-2022, 4-28-2022, 11-18-2021, 4-26-21, 3-25-2021, 6-18-2020, 12-17-2019, 11-20-18, 5-21-18
Feffer Geological Consulting (Feffer, CEG 2138): 7-1-2020
EnSitu Engineering, Inc. (Yaroslaski, RCE 60149): **11-25-2020**, 7-2-2020, 4-29-2020

Architectural plans prepared by Oppenheim Architecture dated April 12, 2021.
OWTS plans prepared by EnSitu Engineering, Inc. dated April 1, 2021.

Previous Reviews: 2-14-23, 11-11-22, 7-5-2022, 2-28-2022, Environmental Health Review Sheet dated 8-18-2021, 6-4-2021, 8-4-20, 1-29-2020, 1-14-19, 8-27-18

Review Findings

Coastal Development Permit Review

☒ The residential development project is **ACCEPTABLE** from a geotechnical perspective.

☐ The revised soldier pile locations for the residential development project is **NOT ACCEPTABLE** from a geotechnical perspective. The listed 'Review Comments' shall be

guidelines and standards of practice, including the following current City adopted standards:

City of Malibu
23825 Stuart Ranch Road • Malibu, California 90265-4861
(310) 456-2489 • Fax (310) 456-3356 • www.malibucity.org

GEOTECHNICAL REVIEW SHEET

Project Information

Date: February 14, 2023 **4165**
Site Address: 25200 Pacific Coast Highway
Lot/Tract/PM #: n/a **Planning #:** CDP 19-012 PA 18-001
Applicant/Contact: Cole Smith, csmith@weintraubre.com Jake Jesson, JJesson@weintraubre.com **BPC/GPC #:**
Contact Phone #: 949-878-6298 **Fax #:** **Planner:** Adrian Fernandez
Project Type: New single-family residential development

Submittal Information

Consultant(s)/Report Date(s): *(Current submittal(s) in **Bold**.)*
Feffer Geological Consulting (Daneshfar, RCE 68377; Feffer, CEG 2138): **1-6-23**, 9-28-2022, 4-28-2022, 11-18-2021, 4-26-21, 3-25-2021, 6-18-2020, 12-17-2019, 11-20-18, 5-21-18
Feffer Geological Consulting (Feffer, CEG 2138): 7-1-2020
EnSitu Engineering, Inc. (Yaroslaski, RCE 60149): **11-25-2020**, 7-2-2020,
4-29-2020

Architectural plans prepared by Oppenheim Architecture dated April 12, 2021.
OWTS plans prepared by EnSitu Engineering, Inc. dated April 1, 2021.

Previous Reviews: 11-11-22, 7-5-2022, 2-28-2022, Environmental Health Review Sheet dated 8-18-2021, 6-4-2021, 8-4-20, 1-29-2020, 1-14-19, 8-27-18

Review Findings

Coastal Development Permit Review

The residential development project is **ACCEPTABLE** from a geotechnical perspective.

The revised soldier pile locations for the residential development project are **NOT**

geotechnical perspective. Please review the attached
Plan Check' and incorporate into Building Plan-Check

m a geotechnical perspective. The listed 'Building Plan-
hall be addressed prior to Building Plan-Check Stage

oject submittals were reviewed from a geotechnical perspective for conformance with applicable codes,

7 Geology Reviews Before Approval On April 11, 2023

Project was NOT Rushed Through Review

City of Malibu
23825 Stuart Ranch Rd., Malibu, California CA 90265-4861
(310) 456-2489 FAX (310) 456-3356 www.malibucity.org

ENVIRONMENTAL HEALTH REVIEW
REFERRAL SHEET

TO: City of Malibu Environmental Health Administrator
FROM: City of Malibu Planning Department REVISED DATE 02/13/2025
PROJECT NUMBER: CDP 19-012
JOB ADDRESS: 25200 PACIFIC COAST HWY
APPLICANT / CONTACT: Jake Jesson, 180 PCH, LLC
APPLICANT EMAIL: jjesson@weintraubre.com
PROJECT DESCRIPTION: NSFR, guest house, pool, spa, and lot merger
REVISION:

TO: Malibu Planning Department and/or Applicant
FROM: City of Malibu Environmental Health Reviewer

✓ Conformance Review Complete for project submittals reviewed with respect to the City of Malibu Local Coastal Plan/Local Implementation Plan (LCP/LIP) and Malibu Municipal Code (MMC). The Conditions of Planning conformance review and plan check review comments listed on the attached review sheet(s) (or else handwritten below) shall be addressed prior to plan check approval.

Building Plan Check (BPC) Required ■ Yes ☐ No BPC Fees Req'd $_____

___ Conformance Review Incomplete for the City of Malibu LCP/LIP and MMC. The Planning stage review comments listed on the City of Malibu Environmental Health review sheet(s) shall be addressed prior to conformance review completion.

OWTS Plot Plan: ☐ NOT REQUIRED ☑ REQUIRED (attached hereto) ☐ REQUIRED (not attached)

4/2/2025
Signature

The applicant must submit to the City of Malibu Environmental Health Specialist to determine whether or not an onsite wastewater treatment system Plot Plan approval is required.

The Environmental Health Specialist is contacted Tuesday and Thursday from 8:00 am to 11:00 am, or by calling (310) 456-2489, extension

Rev 141008

City of Malibu
23825 Stuart Ranch Rd., Malibu, California CA 90265-4861
(310) 456-2489 FAX (310) 456-3356 www.malibucity.org

ENVIRONMENTAL HEALTH REVIEW
REFERRAL SHEET

City of Malibu Environmental Health Administrator 8/3/2021
City of Malibu Planning Department REVISED DATE 06/02/2021
CDP 19-012
25200 PACIFIC COAST HWY
Jake Jesson
PO Box 6528
Malibu, CA 90265
(805)298-6570
(310) 456-2644
jjesson@weintraubre.com
NSFR, guest house, pool, and spa

Malibu Planning Department and/or Applicant
City of Malibu Environmental Health Reviewer

✓ Conformance Review Complete for project submittals reviewed with respect to the City of Malibu Local Coastal Plan/Local Implementation Plan (LCP/LIP) and Malibu Municipal Code (MMC). The Conditions of Planning conformance review and plan check review comments listed on the attached review sheet(s) (or else handwritten below) shall be addressed prior to plan check approval.

___ Conformance Review Incomplete for the City of Malibu LCP/LIP and MMC. The Planning stage review comments listed on the City of Malibu Environmental Health review sheet(s) shall be addressed prior to conformance review completion.

REQUIRED (attached hereto) ☐ REQUIRED (not attached)

8/18/2021
Date

Rev 141008

6 Environmental Health Reviews Before Approval On April 2, 2025

Project was NOT Rushed Through Review

March 20, 2019

Jake Jesson
P.O. Box 6528
Malibu, CA 90265

Reference: Coastal D
25200 Pa
An applic
residence
guest hou
a new ons

Dear Mr. Jesson:

On **March 7, 2019**, th
Planning Department
Residential - Two Acre
within the Appeal Juris
partially mapped Enviro
a lot merger or the prop
Appeal Jurisdiction or
ESHA requirements ap

Planning Department s
plans and other docum
INCOMPLETE and req

To continue processing

1. Please provi
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certificate
and wheth
required to
designed.
Certificate

2. Pursuant t
Section 6.
public roa
descends

November 12, 2019

Jake Jesson
P.O. Box 6528
Malibu, CA 90265

Reference: Coastal D
25200 Pa
An applic
residence
house, d
water fea
wastewat
walls

Dear Mr. Jesson:

On **March 7, 2019**, th
Planning Department
Residential - Two Acre
within the Appeal Juri
partially mapped Enviro
a lot merger or the pro
Appeal Jurisdiction or
ESHA requirements ap

Planning Department
documents submitted
that the information is I

To continue processing

Feb

Jak
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To

City of Malibu

23825 Stuart Ranch Road · Malibu, California · 90265-4861
Phone (310) 456-2489 · Fax (310) 456-3356 · www.malibucity.org

September 13,2023

Jake Jesson
Senior Project Manager
Weintraub Real Estate Group
P.O. Box 6528
Malibu, CA 90264
jjesson@weintraubre.com

Reference: **Coastal Development Permit (CDP) No. 19-012**
Certificate of Compliance (COC) No. 21-004
Variance (VAR) No. 23-030 for retaining wall height
Site Plan Review (SPR) No. 23-027 for non-visually permeable walls
25200 Pacific Coast Highway
APN 4459-013-021

An application for the construction of a new one-story single-family residence, subterranean garage and basement, detached guest house, swimming pool and spa, outdoor kitchen, onsite wastewater treatment system, driveways, grading, hardscape, water features, landscape, and associated improvements. The application includes a variance request to increase the maximum allowed six-foot retaining wall height up to 8½ feet, and a site plan review to construct 12-foot high, free-standing walls that are not visually permeable.

DETERMINATION OF NOTICE AND HEARING REQUIREMENTS

Dear Mr. Jesson:

Pursuant to Local Coastal Program (LCP) Local Implementation Plan (LIP) § 13.10.1(A), you are hereby notified that the following notice and hearing requirements are applicable to your development application:

Page 1 of 5

City of Malibu

23825 Stuart Ranch Road · Malibu, California · 90265-4861
Phone (310) 456-2489 · Fax (310) 456-7650 · www.malibucity.org

24, 2022

Jesson
Box 6528
u, CA 90265

rence: **Coastal Development Permit No. 19-012**
Conditional Certificate of Compliance No. 21-004
25200 Pacific Coast Highway (APNs 4459-013-021 and 4459-014-018)
An application for the construction of a new single-story, single-family residence with a subterranean garage and basement, detached guest house, detached gym, detached office, outdoor kitchen, swimming pool, water features, driveways, retaining walls, and installation of a new onsite wastewater treatment system; including a variance for height of retaining walls

Mr. Jesson:

March 7, 2019, the application listed above was submitted to the City of Malibu
ning Department for processing. The subject parcels are zoned RR-2 (Rural
dential - Two Acres). For your reference, the subject parcels are partially located
the Appeal Jurisdiction of the California Coastal Commission (CCC) and are
ally mapped Environmentally Sensitive Habitat Area (ESHA). The proposed project
be appealed to the CCC.

ning Department staff has completed a review of the revised project plans
itted on April 1, 2022, and determined on **June 24, 2022** that the information is
MPLETE and requires additional information.

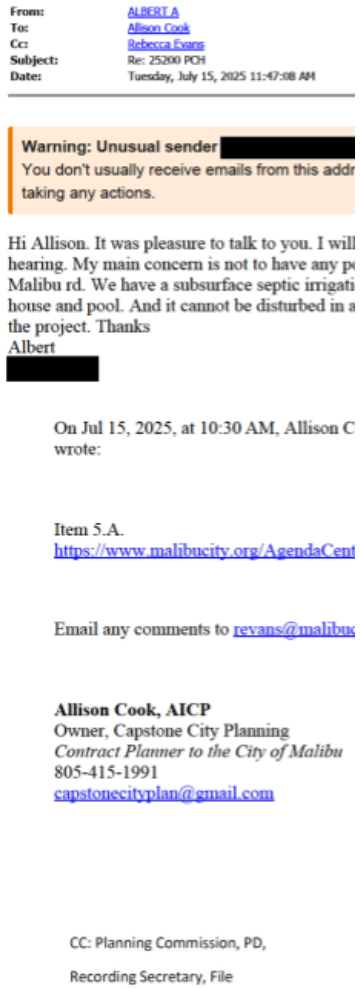
llowing items:

TGYVC) indicates none of
However, the majority of
grading as indicated in the

mpaction (which must be
safety grading (includes
artment [LACFD] driveway
ing and Fire Department

6 Planning Reviews Before
Deemed Complete On December 11, 2023

Project Has Received Letters of Support from Neighbors



From: ALBERT A
To: Allison Cook
Cc: Rebecca Evans
Subject: Re: 25200 PCH
Date: Tuesday, July 15, 2025 11:47:08 AM

Warning: Unusual sender [redacted]
You don't usually receive emails from this addr
taking any actions.

Hi Allison. It was pleasure to talk to you. I will
hearing. My main concern is not to have any p
Malibu rd. We have a subsurface septic irrigati
house and pool. And it cannot be disturbed in a
the project. Thanks
Albert
[redacted]

On Jul 15, 2025, at 10:30 AM, Allison C
wrote:

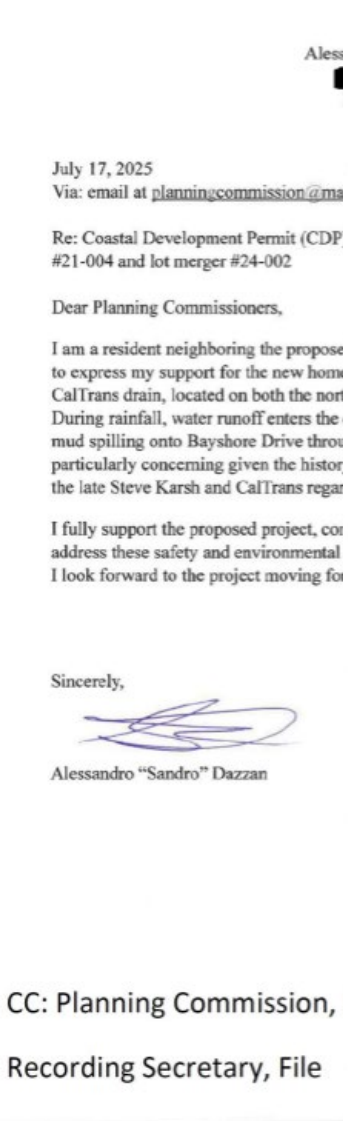
Item 5.A.
https://www.malibucity.org/AgendaCent

Email any comments to revans@malibu

Allison Cook, AICP
Owner, Capstone City Planning
Contract Planner to the City of Malibu
805-415-1991
capstonecityplan@gmail.com

CC: Planning Commission, PD,

Recording Secretary, File



Ales
[redacted]

July 17, 2025
Via: email at planningcommission@ma

Re: Coastal Development Permit (CDP
#21-004 and lot merger #24-002

Dear Planning Commissioners,

I am a resident neighboring the propose
to express my support for the new hom
CalTrans drain, located on both the nor
During rainfall, water runoff enters the
mud spilling onto Bayshore Drive throu
particularly concerning given the histor
the late Steve Karsh and CalTrans regar

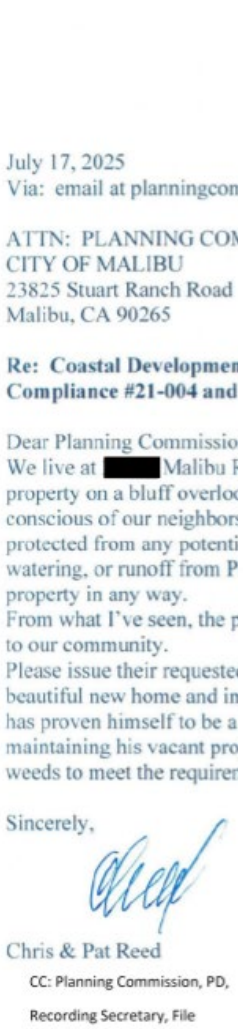
I fully support the proposed project, co
address these safety and environmental
I look forward to the project moving fo

Sincerely,

Alessandro "Sandro" Dazzan

CC: Planning Commission,

Recording Secretary, File



July 17, 2025
Via: email at planningcon

ATTN: PLANNING CO
CITY OF MALIBU
23825 Stuart Ranch Road
Malibu, CA 90265

**Re: Coastal Developmen
Compliance #21-004 and**

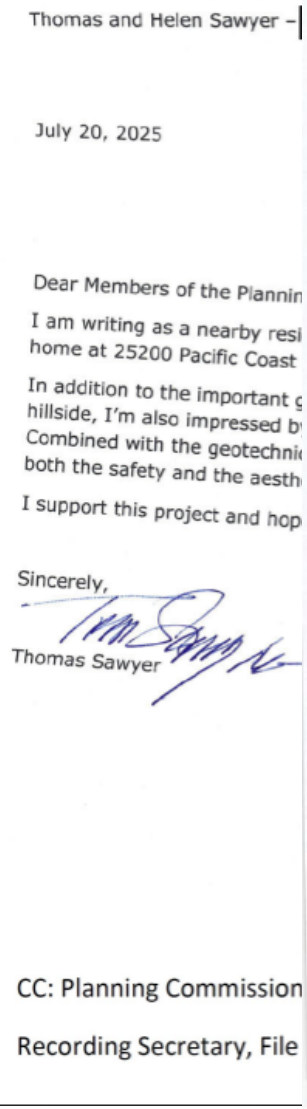
Dear Planning Commissio
We live at [redacted] Malibu
property on a bluff overloo
conscious of our neighbors
protected from any potenti
watering, or runoff from P
property in any way.
From what I've seen, the p
to our community.
Please issue their requeste
beautiful new home and in
has proven himself to be a
maintaining his vacant pro
weeds to meet the requirer

Sincerely,

Chris & Pat Reed

CC: Planning Commission, PD,

Recording Secretary, File



Thomas and Helen Sawyer –

July 20, 2025

Dear Members of the Plannin

I am writing as a nearby resi
home at 25200 Pacific Coast

In addition to the important g
hillside, I'm also impressed b
Combined with the geotechni
both the safety and the aesth

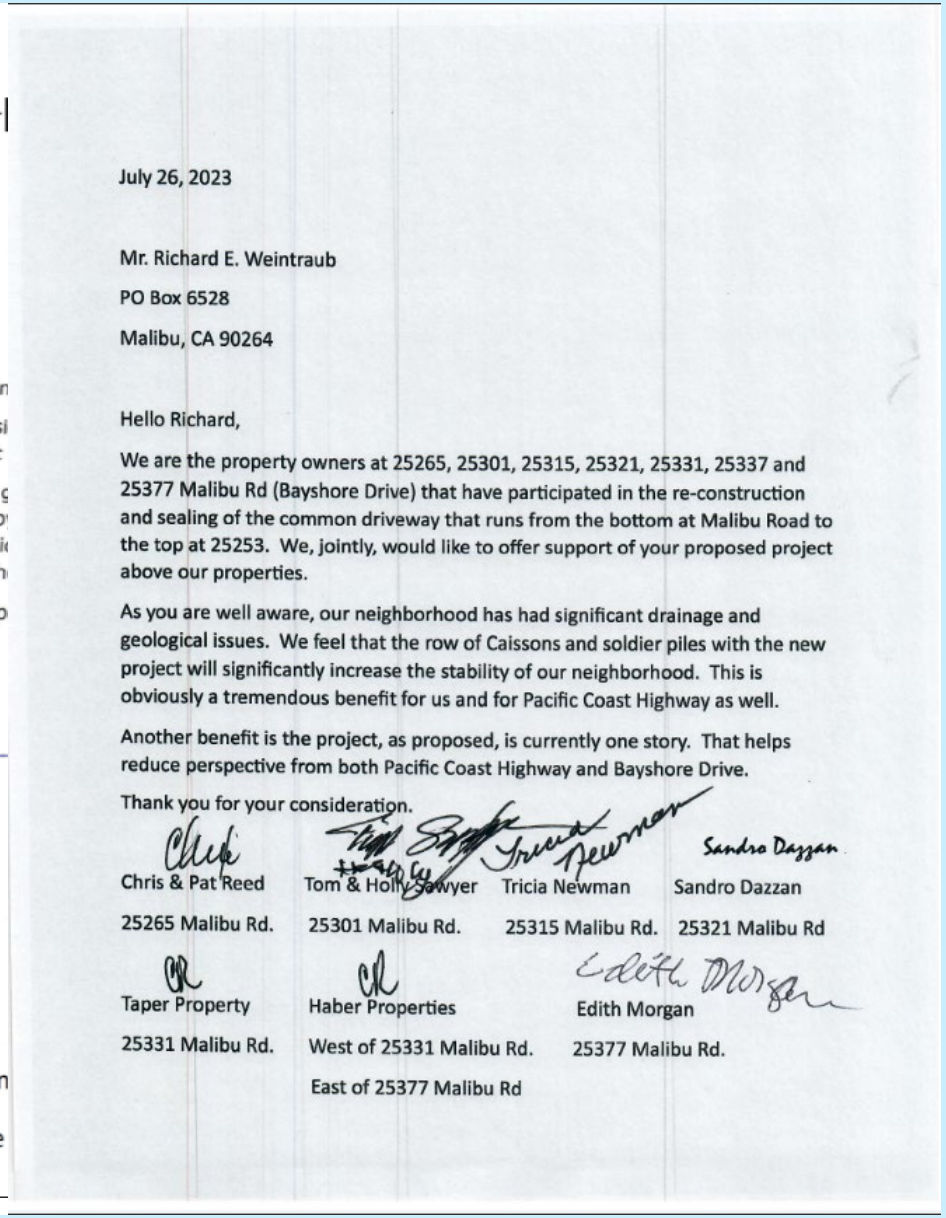
I support this project and hop

Sincerely,

Thomas Sawyer

CC: Planning Commission

Recording Secretary, File



July 26, 2023

Mr. Richard E. Weintraub
PO Box 6528
Malibu, CA 90264

Hello Richard,

We are the property owners at 25265, 25301, 25315, 25321, 25331, 25337 and 25377 Malibu Rd (Bayshore Drive) that have participated in the re-construction and sealing of the common driveway that runs from the bottom at Malibu Road to the top at 25253. We, jointly, would like to offer support of your proposed project above our properties.

As you are well aware, our neighborhood has had significant drainage and geological issues. We feel that the row of Caissons and soldier piles with the new project will significantly increase the stability of our neighborhood. This is obviously a tremendous benefit for us and for Pacific Coast Highway as well.

Another benefit is the project, as proposed, is currently one story. That helps reduce perspective from both Pacific Coast Highway and Bayshore Drive.

Thank you for your consideration.

Chris & Pat Reed	Tom & Holly Sawyer	Tricia Newman	Sandro Dazzan
25265 Malibu Rd.	25301 Malibu Rd.	25315 Malibu Rd.	25321 Malibu Rd
Taper Property	Haber Properties	Edith Morgan	
25331 Malibu Rd.	West of 25331 Malibu Rd. East of 25377 Malibu Rd	25377 Malibu Rd.	

Project Has Received Letters of Support from Neighbors

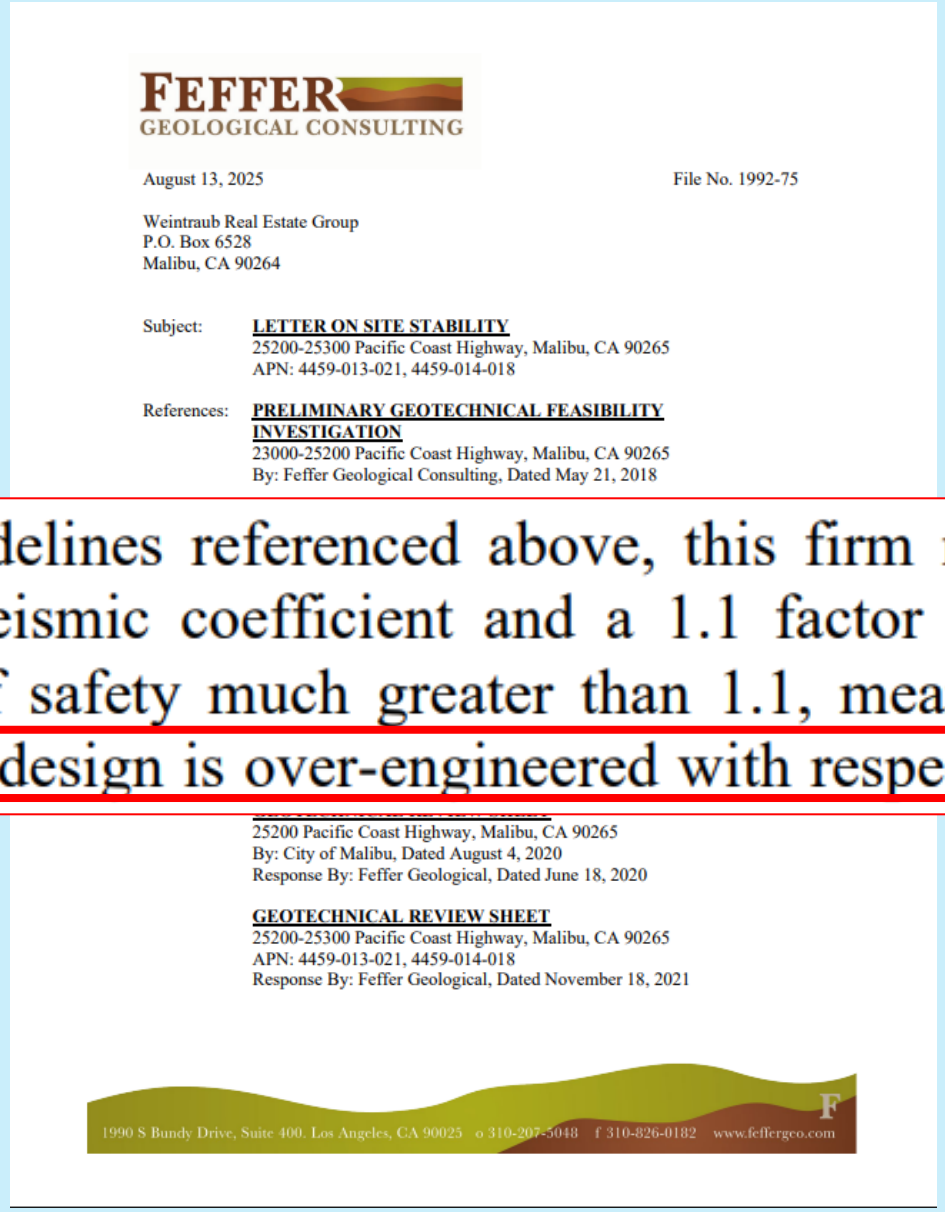
CONCLUSION

- Property Historically Cleared Dating Back to Before the Coastal Act
- Project will Improve Site & Area Stability by Installing 77 Caissons
- The Proposed Home is Consistent in Size and Less Height than Average PCH Facing Homes Both Before and After Cityhood
- The Applicant has Worked with the City and made Extensive Plan Revisions to avoid any Significant Adverse Impacts To Public & Private Views
- The Project is a Clean Sheets Project Without any Discretionary Requests

THANK YOU

POCKET SLIDES

Project Meets LIP 9.4(D) and Updated Factors of Safety



FEFFER
GEOLOGICAL CONSULTING

August 13, 2025 File No. 1992-75

Weintraub Real Estate Group
P.O. Box 6528
Malibu, CA 90264

Subject: **LETTER ON SITE STABILITY**
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018

References: **PRELIMINARY GEOTECHNICAL FEASIBILITY INVESTIGATION**
23000-25200 Pacific Coast Highway, Malibu, CA 90265
By: Feffer Geological Consulting, Dated May 21, 2018

25200 Pacific Coast Highway, Malibu, CA 90265
By: City of Malibu, Dated August 4, 2020
Response By: Feffer Geological, Dated June 18, 2020

GEOTECHNICAL REVIEW SHEET
25200-25300 Pacific Coast Highway, Malibu, CA 90265
APN: 4459-013-021, 4459-014-018
Response By: Feffer Geological, Dated November 18, 2021

1990 S Bundy Drive, Suite 400. Los Angeles, CA 90025 o 310-207-5048 f 310-826-0182 www.feffergeo.com

To satisfy the outdated guidelines referenced above, this firm ran a series of seismic calculations using a 0.2g seismic coefficient and a 1.1 factor of safety. All sections analyzed returned factors of safety much greater than 1.1, meaning the recommended (and approved) stabilization design is over-engineered with respect to the outdated code.

Berm Was Constructed by CALTRANS…

Commission Agenda Report

Planning Commission Meeting 01-20-26 Item 4.B.

To: Chair Riddick and Members of the Planning Commission

Prepared by: Allison Cook, AICP, Contract Planner

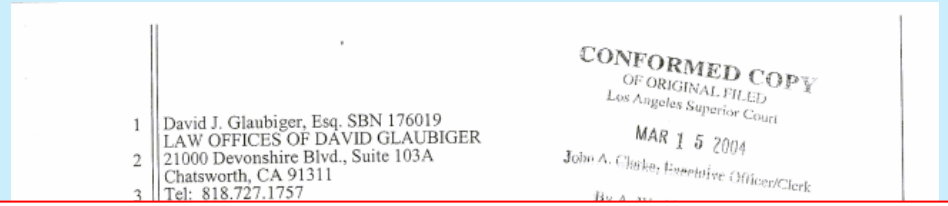
Reviewed by: Joseph Smith, AICP, Contract Principal Planner

Approved by: Yolanda Bundy, PE, MS, CBO, CBFO, Community Development Director and Tyler Eaton, Assistant Community Development Director

Approximately two-thirds of the site contains slopes flatter than 4 to 1, with a jurisdictional drainage with slopes ranging from 2.5 to 1 to 1 to 1 located in the northeast area of the site. An earthen berm constructed by Caltrans is located along most of the north side of the site bordering PCH. South of the proposed development area are slopes with a gradient of 1 to 1 or less. The property is a narrow, irregularly shaped lot with 1,692 feet of linear frontage along PCH.

landscape, water features, hardscape, grading, retaining walls, and onsite wastewater treatment system, including Certificate of Compliance No. 21-004 to recognize an illegally created lot consisting of two Assessor Parcel Numbers (4459-013-021 and 4459-014-018), and Lot Merger No. 24-002 to consolidate two existing parcels into one, located in the Rural Residential, Two-Acre (RR-2) Zoning District at 25200 Pacific Coast Highway (PCH); or 2) direct staff to return with a resolution consistent with the Planning Commission's decision (PAR PCH, LLC).

...Pursuant to a 2004 Lawsuit



David J. Glaubiger, Esq. SBN 176019
LAW OFFICES OF DAVID GLAUBIGER
21000 Devonshire Blvd., Suite 103A
Chatsworth, CA 91311
Tel: 818.727.1757

CONFORMED COPY
OF ORIGINAL FILED
Los Angeles Superior Court
MAR 15 2004
John A. Clarke, Executive Officer/Clerk

Ninth Cause of Action - Tortious Diversion of Water: Defendant Caltrans

20. For general damages as alleged herein and according to proof;

21. For an order requiring defendant to show cause, if any, why defendant should not be enjoined as hereinafter set forth, during the pendancy of this action;

22. For a temporary restraining order, a preliminary injunction, and a permanent injunction, all requiring defendant and its agents, servants, and employees, and all persons, acting under, in concert with, or for defendant:

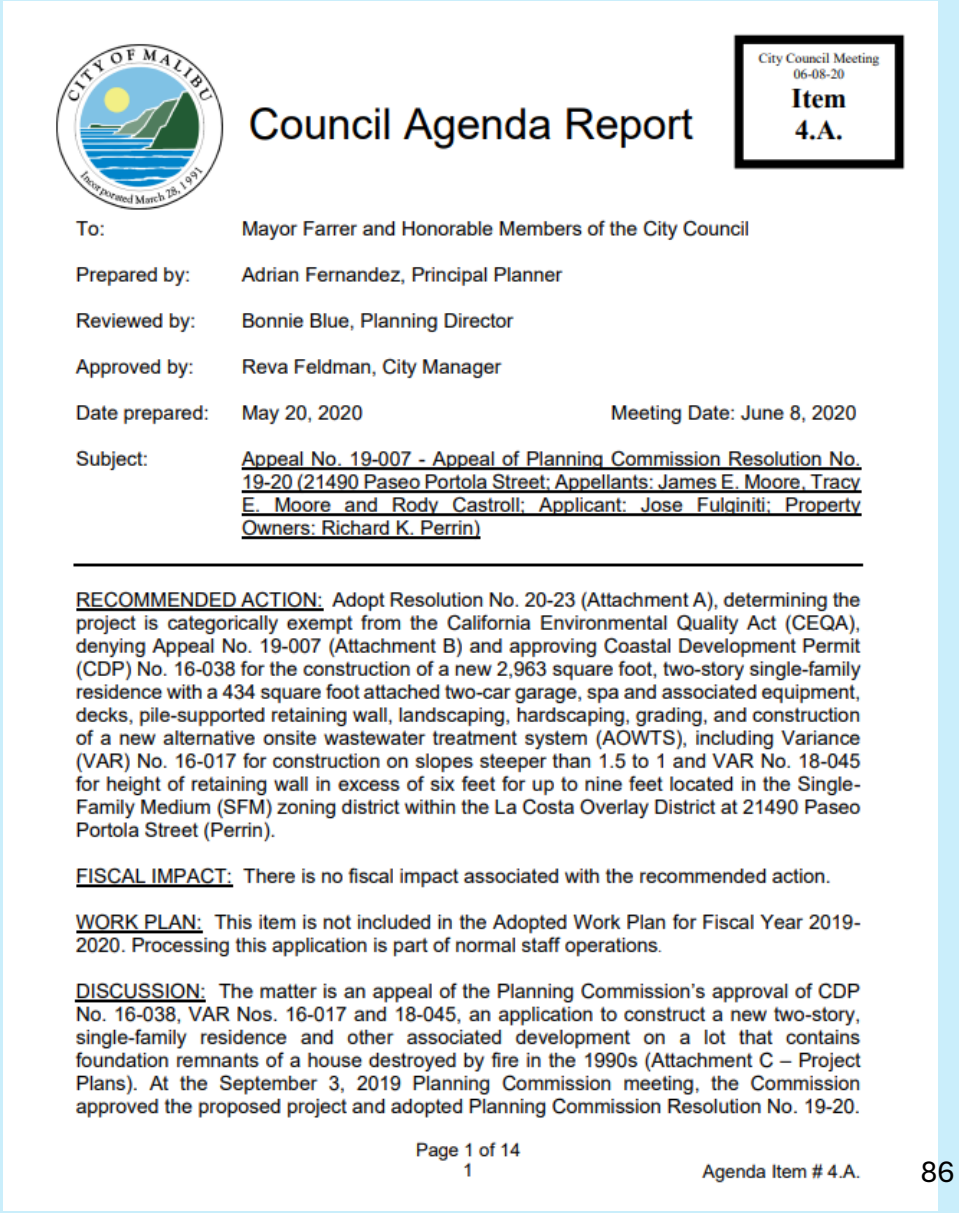
a) To provide proper facilities, or any facilities, for handling the proper disposal of waters draining through HD-10 so as to prevent their overflowage and seepage onto Plaintiff Property and the resulting damage to Plaintiff Property.

b) To properly construct, maintain and make repairs to HD-10 and Catch Basin Nos. 1, 2 and 3.

c) To repair the HD-10 rupture.

Microdosing Systems are Regularly Utilized in the City

- An Example: 21490 Paseo Portola
- Project Included a new AOWTS with a Geoflow Dispersal System
- City Council Approved Project on June 8, 2020



City Council Meeting
06-08-20
Item 4.A.

Council Agenda Report

To: Mayor Farrer and Honorable Members of the City Council

Prepared by: Adrian Fernandez, Principal Planner

Reviewed by: Bonnie Blue, Planning Director

Approved by: Reva Feldman, City Manager

Date prepared: May 20, 2020 Meeting Date: June 8, 2020

Subject: Appeal No. 19-007 - Appeal of Planning Commission Resolution No. 19-20 (21490 Paseo Portola Street; Appellants: James E. Moore, Tracy E. Moore and Rody Castroll; Applicant: Jose Fulginiti; Property Owners: Richard K. Perrin)

RECOMMENDED ACTION: Adopt Resolution No. 20-23 (Attachment A), determining the project is categorically exempt from the California Environmental Quality Act (CEQA), denying Appeal No. 19-007 (Attachment B) and approving Coastal Development Permit (CDP) No. 16-038 for the construction of a new 2,963 square foot, two-story single-family residence with a 434 square foot attached two-car garage, spa and associated equipment, decks, pile-supported retaining wall, landscaping, hardscaping, grading, and construction of a new alternative onsite wastewater treatment system (AOWTS), including Variance (VAR) No. 16-017 for construction on slopes steeper than 1.5 to 1 and VAR No. 18-045 for height of retaining wall in excess of six feet for up to nine feet located in the Single-Family Medium (SFM) zoning district within the La Costa Overlay District at 21490 Paseo Portola Street (Perrin).

FISCAL IMPACT: There is no fiscal impact associated with the recommended action.

WORK PLAN: This item is not included in the Adopted Work Plan for Fiscal Year 2019-2020. Processing this application is part of normal staff operations.

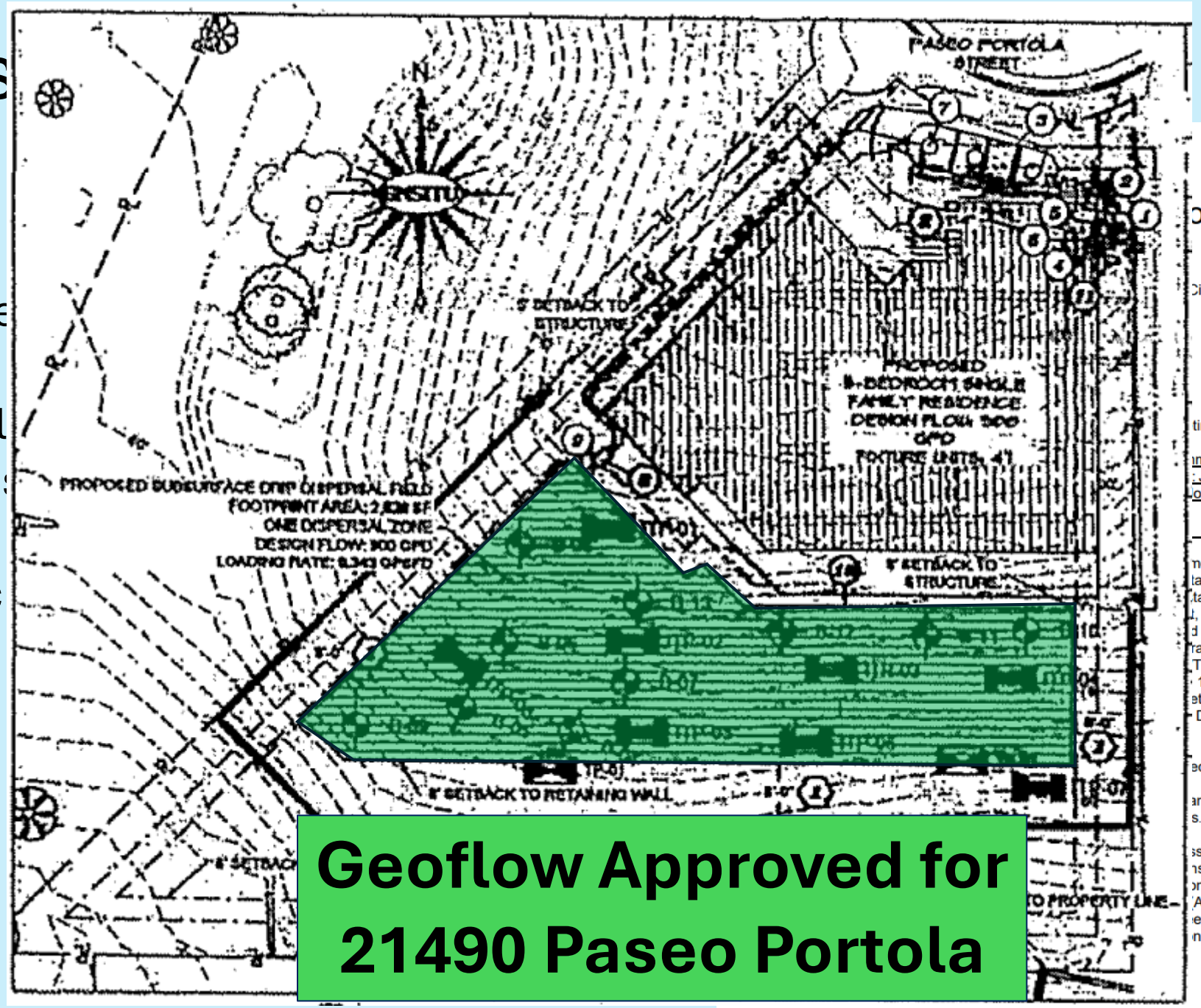
DISCUSSION: The matter is an appeal of the Planning Commission's approval of CDP No. 16-038, VAR Nos. 16-017 and 18-045, an application to construct a new two-story, single-family residence and other associated development on a lot that contains foundation remnants of a house destroyed by fire in the 1990s (Attachment C – Project Plans). At the September 3, 2019 Planning Commission meeting, the Commission approved the proposed project and adopted Planning Commission Resolution No. 19-20.

Page 1 of 14
1

Agenda Item # 4.A.

Microdos in the City

- An Example
- Project Incl
  Geoflow Di
- City Counc
  2020



Geoflow Approved for 21490 Paseo Portola

City Council Meeting
06-08-20
Item
4.A.

ort

City Council

ting Date: June 8, 2020

mission Resolution No.
James E. Moore, Tracy
ose Fulginiti; Property

ment A), determining the
tal Quality Act (CEQA),
tal Development Permit
, two-story single-family
d associated equipment,
rading, and construction
TS), including Variance
1 and VAR No. 18-045
et located in the Single-
District at 21490 Paseo

ecommended action.

an for Fiscal Year 2019-
s.

ssion's approval of CDP
nstruct a new two-story,
on a lot that contains
Attachment C – Project
eting, the Commission
n Resolution No. 19-20.

Project Conditioned to Prevent Landscape View Obstructions

Commission Agenda Report

Planning Commission Meeting 07-21-25 Item 5.A.

To: Chair Leonard and Members of the Planning Commission

Prepared by: Allison Cook, AICP, Contract Planner

Reviewed by: Raneika Brooks, AICP, Principal Planner

Approved by: Yolanda Bundy, PE, MS, CBO, CBFO, Community Development Director

Date prepared: July 10, 2025 Meeting date: July 21, 2025

Subject: Coastal Development Permit No. 19-012, Lot Merger No. 24-002, and Conditional Certificate of Compliance No. 21-004 – An application for

47. Vegetation shall be situated on the property so as not to significantly obstruct the primary view from private property at any given time (given consideration of its future growth).

APNs: 4459-013-021 and 4459-014-018
Owner: PAR PCH, LLC

RECOMMENDED ACTION: Adopt Planning Commission Resolution No. 25-05 (Attachment 1) determining the project is categorically exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 19-012 to construct a new 9,219 square-foot, one-story, single-family residence, including a 1,000 square-foot subterranean two-car garage, 1,523 square-foot basement, 676 square-foot gym, detached 465 square-foot guest house, swimming pools, spa, driveways, decks, landscape, water features, hardscape, grading, retaining walls, and onsite wastewater treatment system (OWTS), including Conditional Certificate of Compliance (COC) No. 21-004 to recognize an illegally created lot consisting of two Assessor Parcel Numbers (APNs) (4459-013-021 and 4459-014-018), and Lot Merger (LM) No. 24-002 to consolidate two existing parcels into one, located in the Rural Residential, Two-Acre (RR-2) Zoning District at 25200 Pacific Coast Highway (PAR PCH, LLC).

Proposed View from PCH

Proposed 18 Ft. By Right SFR Will Minimize Bluewater View Obstructions

Proposed View from PCH

t. By Right SFR
e Bluewater
tructions

Two Properties Have PVDs Within 1,000 Feet

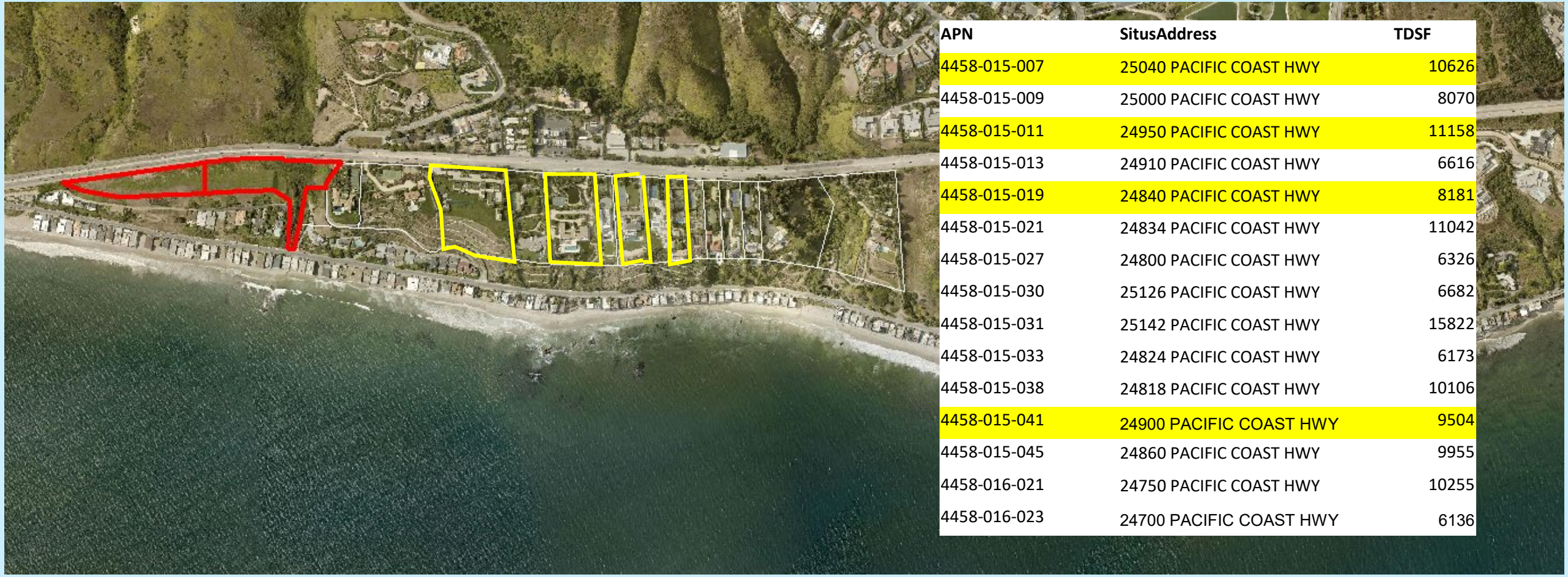
- 3775 Puerco Canyon
- 3945 Puerco Canyon
- These PVDs are Oriented Towards the Subject Property

MMC Section 17.40.040(A)17 states:
"The primary view corridor shall exclude the first 18 feet of the proposed building height as measured from the existing natural grade or finish grade whichever results in a lower building height."

3775 Puerco Canyon Road

3945 Puerco Canyon Road

4 Properties with CDPs Approved after LCP Implementation



APN	SitusAddress	TDSF
4458-015-007	25040 PACIFIC COAST HWY	10626
4458-015-009	25000 PACIFIC COAST HWY	8070
4458-015-011	24950 PACIFIC COAST HWY	11158
4458-015-013	24910 PACIFIC COAST HWY	6616
4458-015-019	24840 PACIFIC COAST HWY	8181
4458-015-021	24834 PACIFIC COAST HWY	11042
4458-015-027	24800 PACIFIC COAST HWY	6326
4458-015-030	25126 PACIFIC COAST HWY	6682
4458-015-031	25142 PACIFIC COAST HWY	15822
4458-015-033	24824 PACIFIC COAST HWY	6173
4458-015-038	24818 PACIFIC COAST HWY	10106
4458-015-041	24900 PACIFIC COAST HWY	9504
4458-015-045	24860 PACIFIC COAST HWY	9955
4458-016-021	24750 PACIFIC COAST HWY	10255
4458-016-023	24700 PACIFIC COAST HWY	6136

9 More Properties with CDPs Approved by Coastal Comm.

APN	SitusAddress	TDSF
4458-015-007	25040 PACIFIC COAST HWY	10626
4458-015-009	25000 PACIFIC COAST HWY	8070
4458-015-011	24950 PACIFIC COAST HWY	11158
4458-015-013	24910 PACIFIC COAST HWY	6616
4458-015-019	24840 PACIFIC COAST HWY	8181
4458-015-021	24834 PACIFIC COAST HWY	11042
4458-015-027	24800 PACIFIC COAST HWY	6326
4458-015-030	25126 PACIFIC COAST HWY	6682
4458-015-031	25142 PACIFIC COAST HWY	15822
4458-015-033	24824 PACIFIC COAST HWY	6173
4458-015-038	24818 PACIFIC COAST HWY	10106
4458-015-041	24900 PACIFIC COAST HWY	9504
4458-015-045	24860 PACIFIC COAST HWY	9955
4458-016-021	24750 PACIFIC COAST HWY	8148
4458-016-023	24700 PACIFIC COAST HWY	6136

13 Properties with CDPs Approved Since Coastal Act Implemented in 1976

Geology Map

Trancas Formation
Young colluvium
Young colluvium
Young colluvium
Young colluvium
Young nonmarine terrace deposits
Monterey Shale
Young nonmarine terrace deposits
Young nonmarine terrace deposits
Trancas Formation
Young nonmarine terrace deposits
Monterey Shale
Landslide deposits
Trancas Formation
Landslide deposits
Landslide deposits
Trancas Formation
Landslide deposits
Trancas Formation
Monterey Shale
Landslide deposits
Monterey Shale
Trancas Formation
Monterey Shale
Monterey Shale
Alluvium
Young nonmarine terrace deposits
Young nonmarine terrace deposits
Young nonmarine terrace deposits
Landslide deposits
Zuma Volcanics
Trancas Formation
Beach deposits
Zuma Volcanics
Beach deposits
Beach depos
Zuma Volcanics
Beach depos
bay

Malibu LCP LIP Section 1.3.1 states:

"If there is a conflict between a provision of the Malibu LCP and a provision of the General Plan, or any other City-adopted plan, resolution, or ordinance not included in the LCP, and it is not possible for the development to comply with both the LCP and such other plan, resolution or ordinance, **the LCP shall take precedence** and the development shall not be approved unless it complies with the LCP provision."

Received
1/20/26
Planning Div.

From: Mia Hall
To: Planning Commission
Subject: Re: to planning commission 25200 PCH
Date: Tuesday, January 20, 2026 3:56:28 PM
Attachments: image.png

Clarification - the story poles were down for days before the last meeting, they came down in the wind event prior to the December meeting.
Mia

On Tue, Jan 20, 2026 at 3:28 PM Mia Hall [redacted] wrote:

> Malibu Planning Commission Landslides Letter
>
> I am a concerned resident and neighbor. Landslide risks threaten not just property but the safety of our homes, our families, and the people living next door. This is a real concern for our community and it deserves attention before lives are put at risk.
>
> I am very concerned for myself and my neighbors' homes and lives. Dangerous landslides have happened before, washing away many people's homes/. I am concerned that this will happen again due to the construction of a heavy structure. The address of the construction is 25200 Pacific Coast Highway.
>
> Please make sure that the engineering is correct for the construction.
> Thank you for your time.
>
> Also I went to look at the story poles and the tapes were down so I could not see them in place. They have been down since the last meeting that was continued in December.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/20/26 Time 3:57 p.m.
Planning Commission meeting of 1/20/26
Agenda Item No. 4B
Total No. of Pages 2

Mia Hall
[redacted] Malibu Road

Received
1/20/26
Planning Div.

From: Mia Hall
To: Planning Commission
Subject: to planning commission 25200 PCH
Date: Tuesday, January 20, 2026 3:29:01 PM
Attachments: image.png

Malibu Planning Commission Landslides Letter

I am a concerned resident and neighbor. Landslide risks threaten not just property but the safety of our homes, our families, and the people living next door. This is a real concern for our community and it deserves attention before lives are put at risk.

I am very concerned for myself and my neighbors' homes and lives. Dangerous landslides have happened before, washing away many people's homes/. I am concerned that this will happen again due to the construction of a heavy structure. The address of the construction is 25200 Pacific Coast Highway.

Please make sure that the engineering is correct for the construction.
Thank you for your time.

Also I went to look at the story poles and the tapes were down so I could not see them in place. They have been down since the last meeting that was continued in December.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/20/26 Time 3:30 p.m.
Planning Commission meeting of 1/20/26
Agenda Item No. 4B
Total No. of Pages 2

Mia Hall
[redacted] Malibu Road

Received
1/20/26
Planning Div.

From: Mari Stanley
To: Planning Commission
Subject: Item 4B - AGAINST and complaint over the raised berm that was created/crafted
Date: Tuesday, January 20, 2026 3:08:09 PM

Hello Planning Commissioners,
I am dead set against the project before you this evening concerning the property at 25200 PCH - the State of CA has strict laws regarding Public View of the Pacific Ocean as a preservation issue which I fully expect to be embraced by each of you and all of you as a unit. This is a view that is acceptable with the speeds of PCH in that location, understand this is not a view of a residential street with speeds of 25mph so the view corridor should accomodate a view that is easily visible at speeds of actual use of that section of PCH. Not the speed limit, we all know that area is known to locals as Blood Pressure Point - the very spot that vistas open up and open our tightened chest after driving through Eastern and Central Malibu or in the case of the opposite direction the last opportunity to embrace the view of the wide Pacific until you get past the belly of Los Angeles freeways*. (*before the fire ate up the homes along PCH but they will return while this project before you remains a block of the view for decades and decades)

Do you want your names deeply engraved into residents' brains and on the eyesore itself, known as the enablers of Weintraub's money being used to destroy our community?

Don't do it, you will only have yourself to blame if you vote for it and receive the ire that will come every day that we see the property mangled into an insane effigy to wealth of a select few in this world - it screams UGLY HUMAN to all of us that live gently in Malibu. If YOU live gently in Malibu, I don't see how you could vote for this but I'll surely remember... and many, many more will as well. You can forget offering endorsements for future elections and more so any run for office by any of you will be firmly, solidly hit using your rejection of Malibu residents for siding with the profits of one developer.

Mari Stanley

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 1/20/26 Time 3:09 p.m.
Planning Commission meeting of 1/20/26
Agenda Item No. 4B
Total No. of Pages 1

Received
1/20/26
Planning Div.

Engineering Geologic Evaluation of 23000-25200 Pacific Coast Highway, Malibu

Previous Work Borings by :

Stone 1962- 16 Borings

Stone 1968- 19 Borings

Leighton 1979- 8 Borings

Pacific Soils 1965 – None available. Missing map

CY Geotechnical- 5 Borings

Feffer Geotechnical 9 Borings

Date Received 1/20/26 Time 6:30 p.m.
Planning Commission meeting of 1/20/26
Agenda Item No. 4B
Total No. of Pages 23

CC: Planning Commission, PD,

Recording Secretary, File

Ralph Jeffrey Item 4B

Assignment

Review the Feffer Geotechnical Report to determine accuracy and safety of stabilization treatment

1 Review available logs

2 Evaluate report, cross sections and stability for accuracy,

3 Evaluate proposed stabilization treatment

Goals

- Work with the city and developer to increase the site stability for the proposed new construction, possible slide stability increase
- This work is not intended to stop the development, but rather to obtain a permit based on accurate geologic information that benefits all parties the developer and the homeowners

Procedure

- Review logs of previous consultants
- Review Geotechnical maps and cross section
- Review slope inclinometer reading
- Create structure contour analysis
- Create cross-Sections
- Summarize findings
- Suggest additional work and analysis as/if needed

Findings

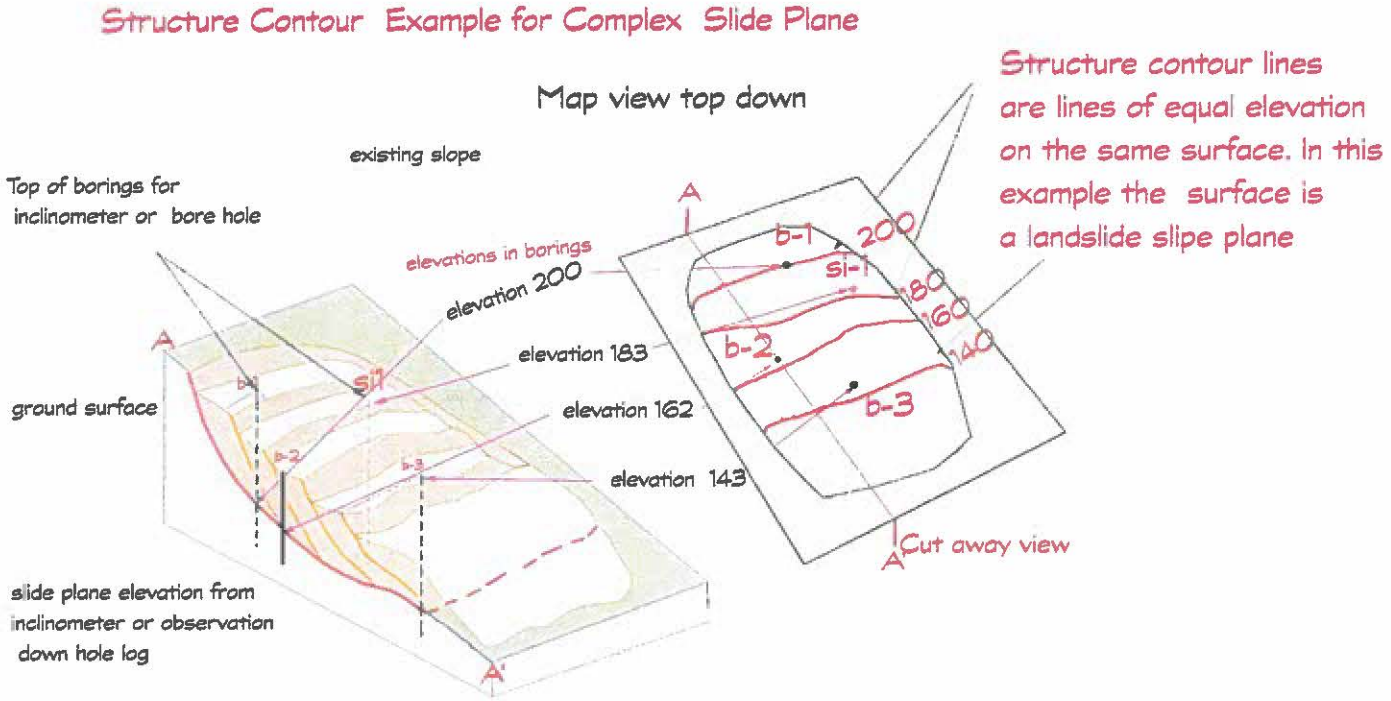
- Feffer report did not identify the landslide correctly
- There fore the stability analysis are based on a faulty model which mena that the stability is lower than stated
- Lower stability mean greater risk to home below the planned development
- Feffer concludes the site can be stabilized with shear pins
- Stability analysis used too high shear strength
- Ground water is likely to rise
- Slope stability work should contain a ground water sensitivity analysis i.e. calculations of decrease in stability as ground water increases

Location of Borings

57 Borings and 6 inclinometers were reviewed and notations made
Conclusive slide evidence was found in 31 borings with another 8 having language suggesting slide disturbance
No notations of sliding were found in the Feffer borings or the CY borings (14 borings)because they were not deep enough or mislogged

Previous Consultants Observations and Slide Boundaries

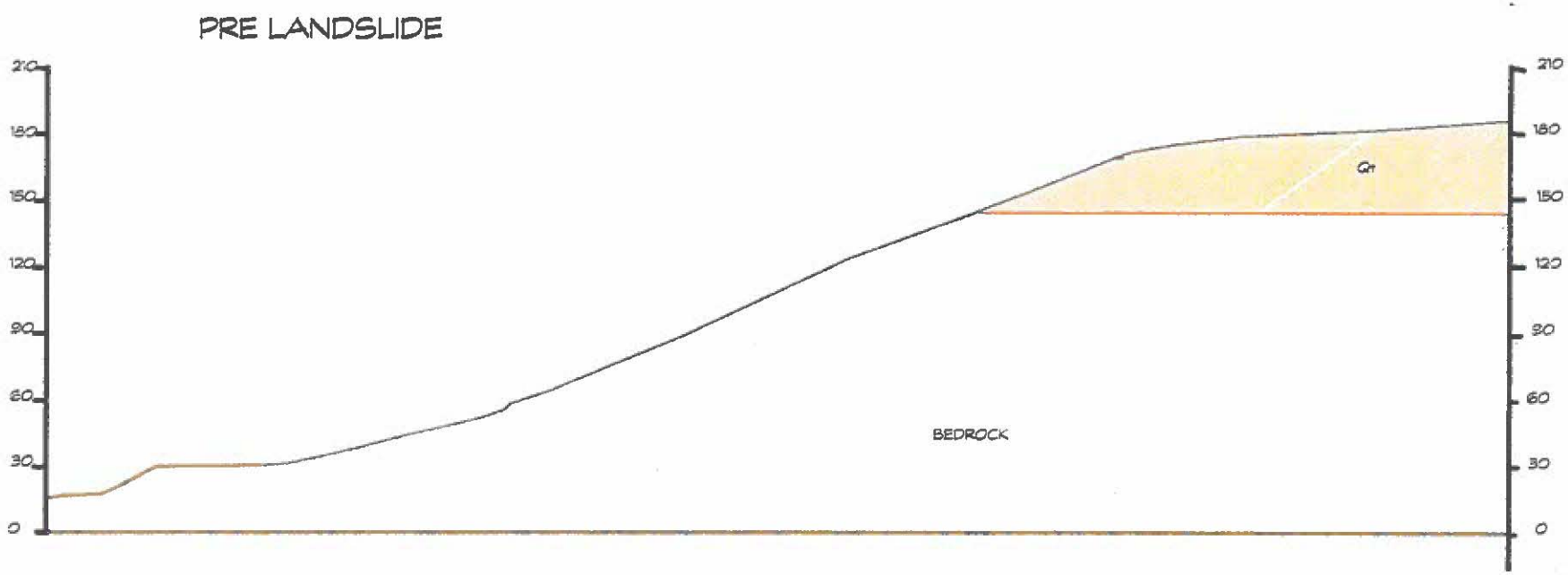
What is a Structure Contour Map and It's Uses



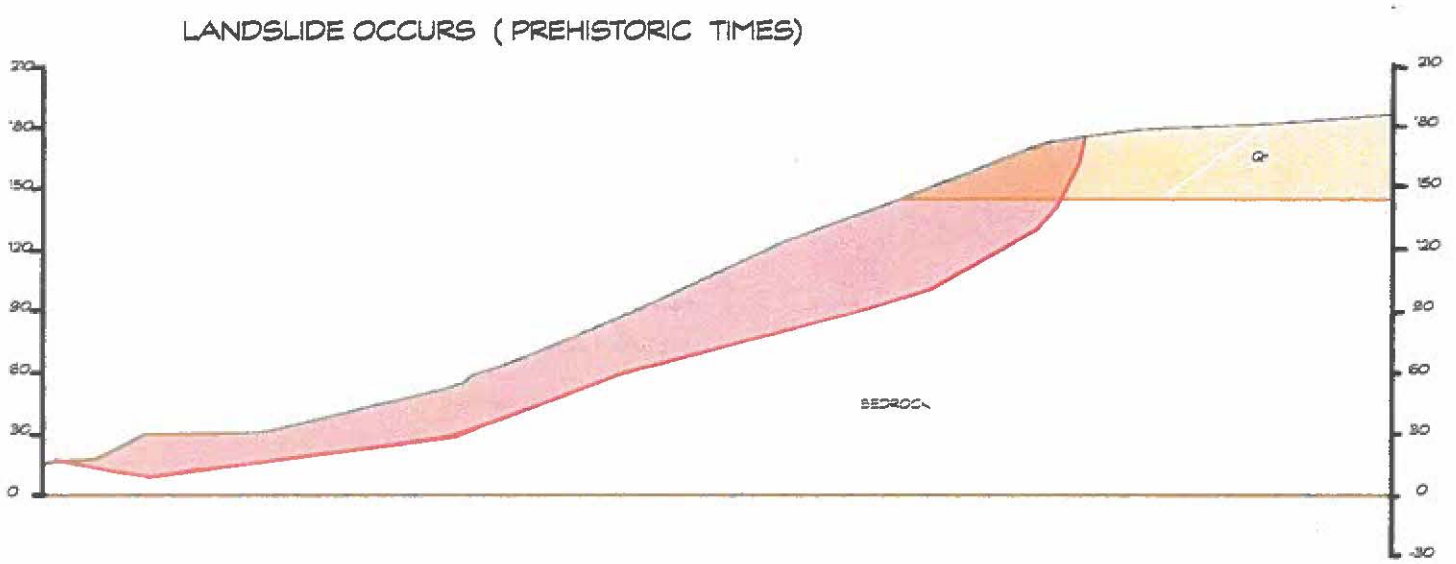
STRUCTURE CONTOUR MAP

SLIDE/DEVLOPMENT HISTORY

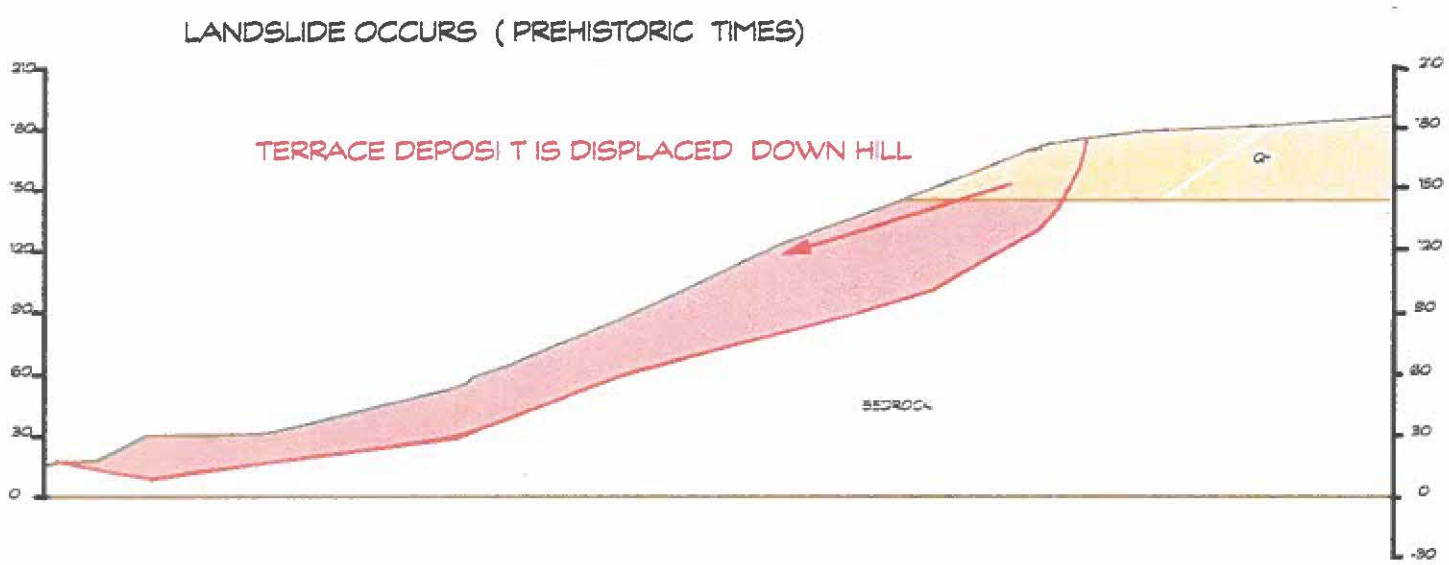
Prehistoric and pre ancient landslide



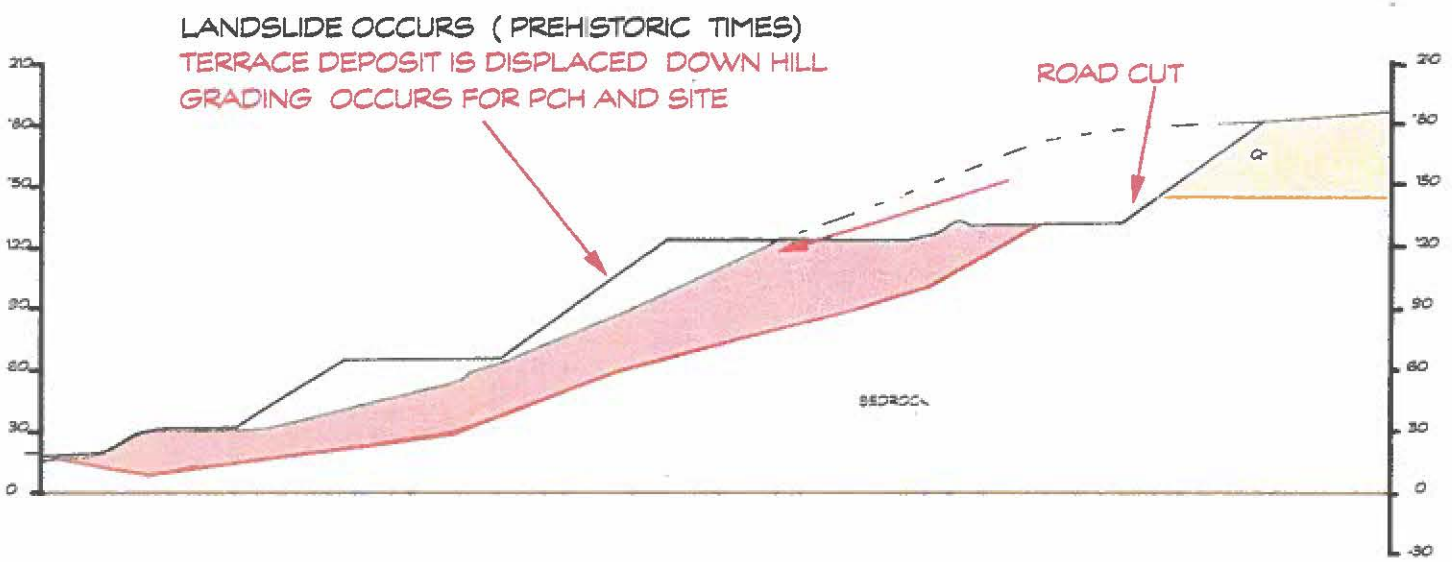
Ancient Landslide Occurs



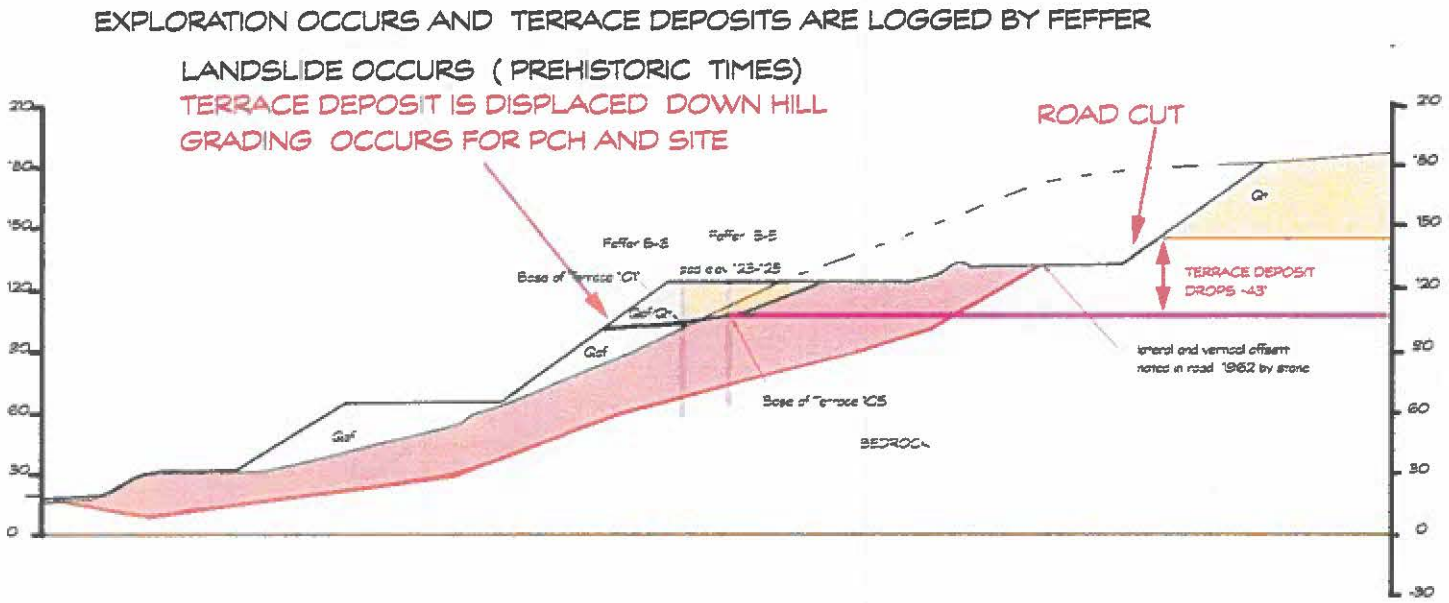
Post Ancient Slide



PCH and Grading Occurs



Exploration Occurs



Slope Inclinometer Accuracy

Slope Indicator Accuracy
The accuracy of slope indicators, such as inclinometers, is crucial for ensuring the safety and integrity of structures.
The accuracy specifications for slope indicators are as follows:
•**English-unit equipment**: ±0.01 inch per reading or ±0.3 inches accumulated over 50 readings.

These specifications are conservative and practical, derived from a large number of datasets and include both random and systematic errors for 50 reading increments and a 2-foot inclinometer probe.
The total error for a 100-foot traverse (50 reading increments) can be calculated as: Systematic errors can be corrected, but random error cannot.

Thus, the limit for precision for 50 reading increments is ±0.05 inches, and the limit of precision for a single interval is about ±0.01 inch.

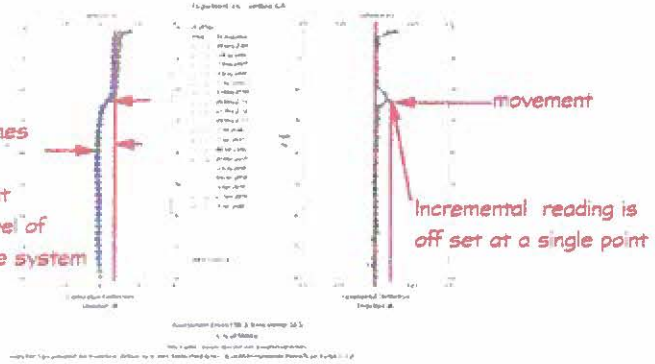
Si-5 and Si 6

Malibu Road Landslide Assessment District, City of Malibu Project No. 3399.004

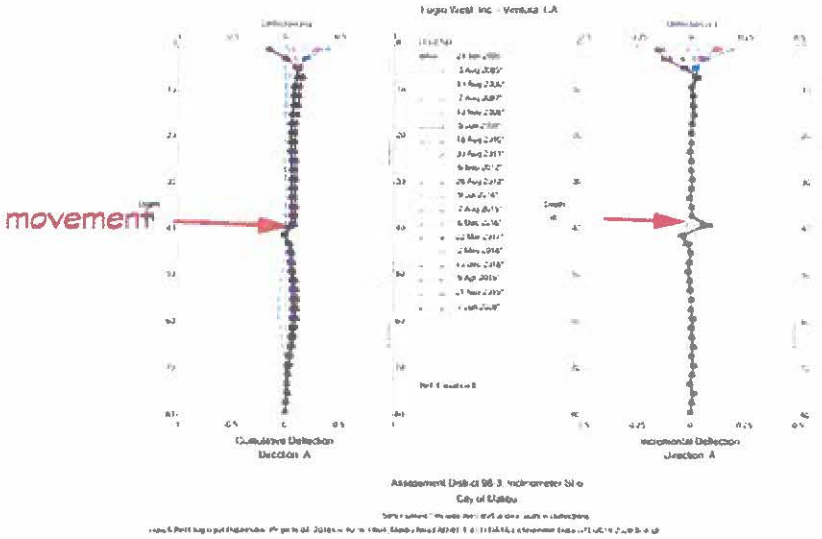
MALIBU ROAD - Slope Inclinometer Interpretation Summary

	SI-1 (MR98-1)	SI-1A	SI-2 (MR98-2)	SI-3 (MR98-3)	SI-4 (MR98-4)	SI-5	SI-6
Previous Ref. Elev.(8/91)	20.0	20.0	20.0	20.0	22.0	59.0	57.0
Updated Ref. Elev.(4/00)	20.1	20.0	19.7	20.3	18.9	59.3	58.0
Depth (ft.)	34	50	64	49	43	78	78
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
A+ Axis orientation (deg)	184		201	190	204	176	186
Casing	RST	SI	RST	RST	RST	SI	SI
Installer	BYA	FWI	BYA	BYA	BYA	BYA	BYA
Interpreted Rupture Depth (ft)	30-32	30-32	28-32	35-38	32-34	unknown	unknown
Reading Interval	Quarterly	Quarterly	Quarterly	Quarterly	Quarterly	Quarterly	Quarterly

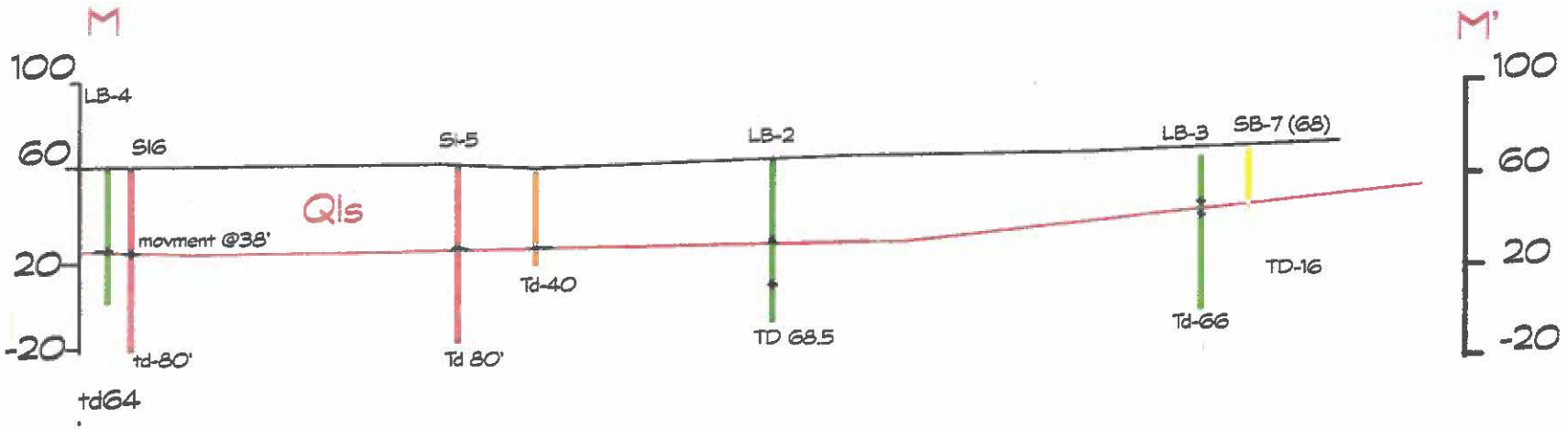
SI-5



SI-6

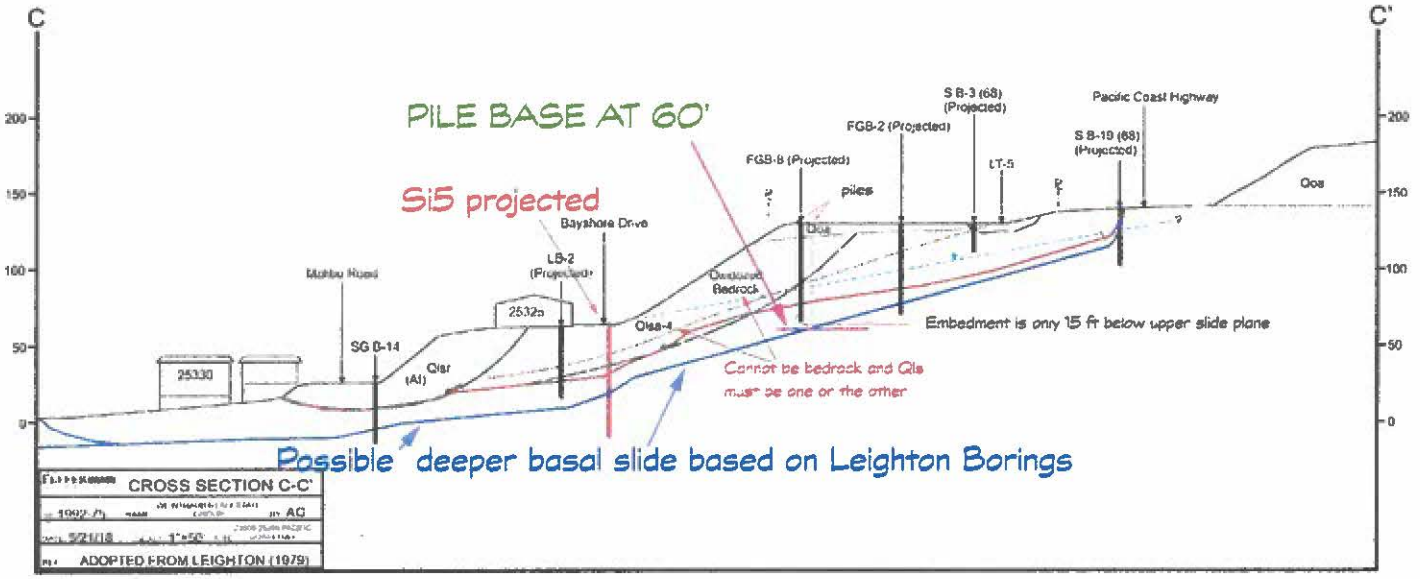


Inclinometer check vs borings

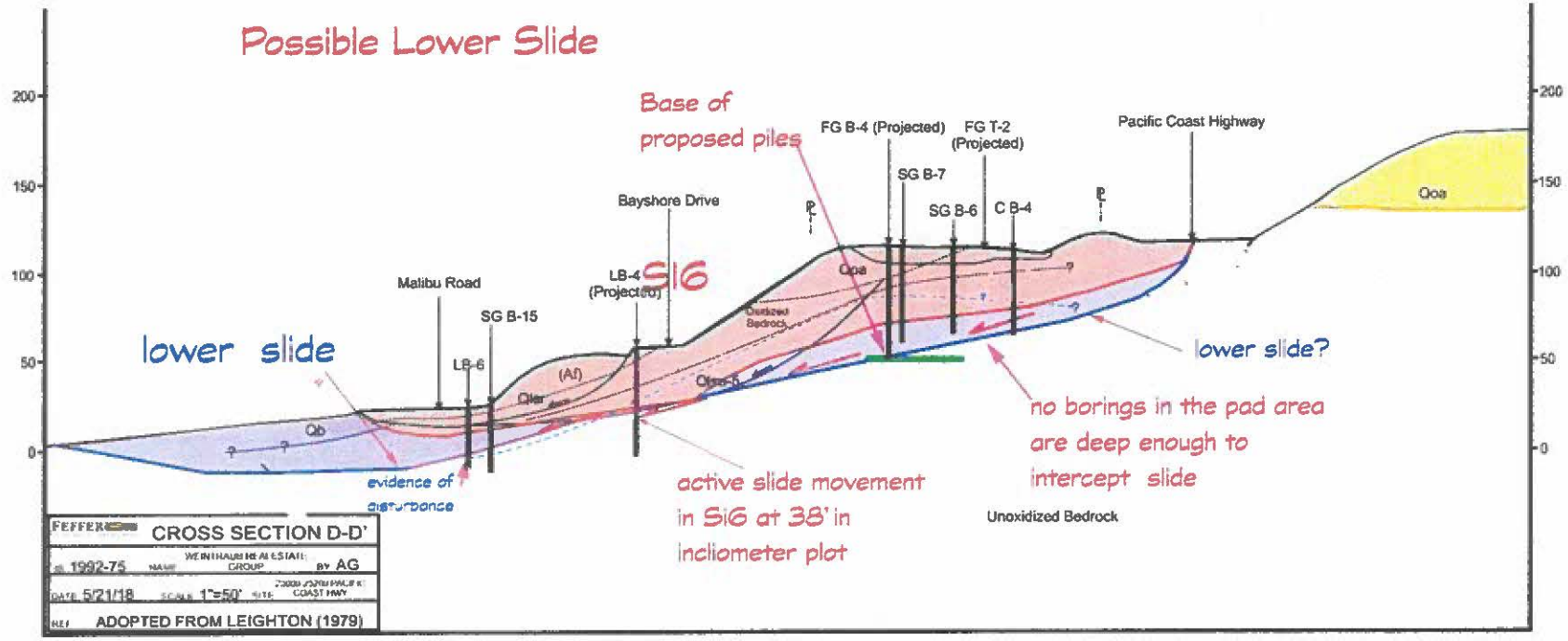


Proposed Pile Map

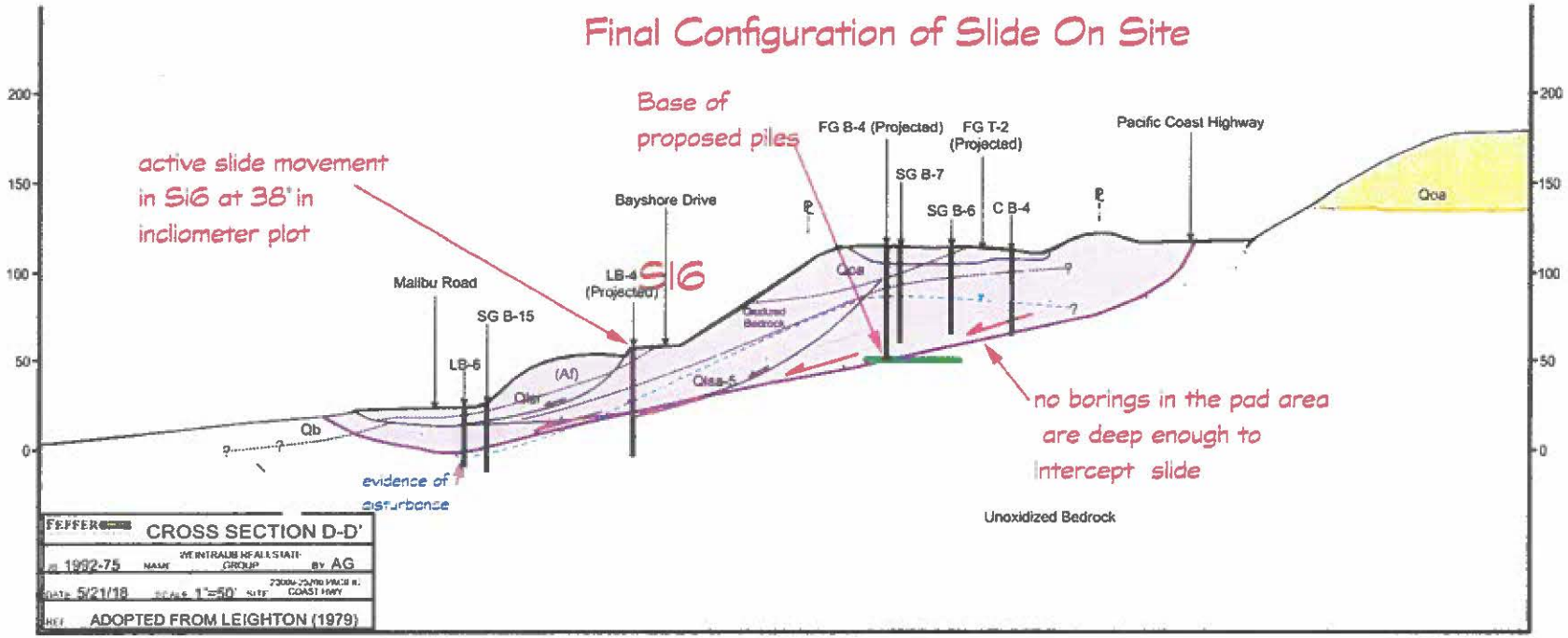
Current plan and section CC' from Feffer



Cross section DD'



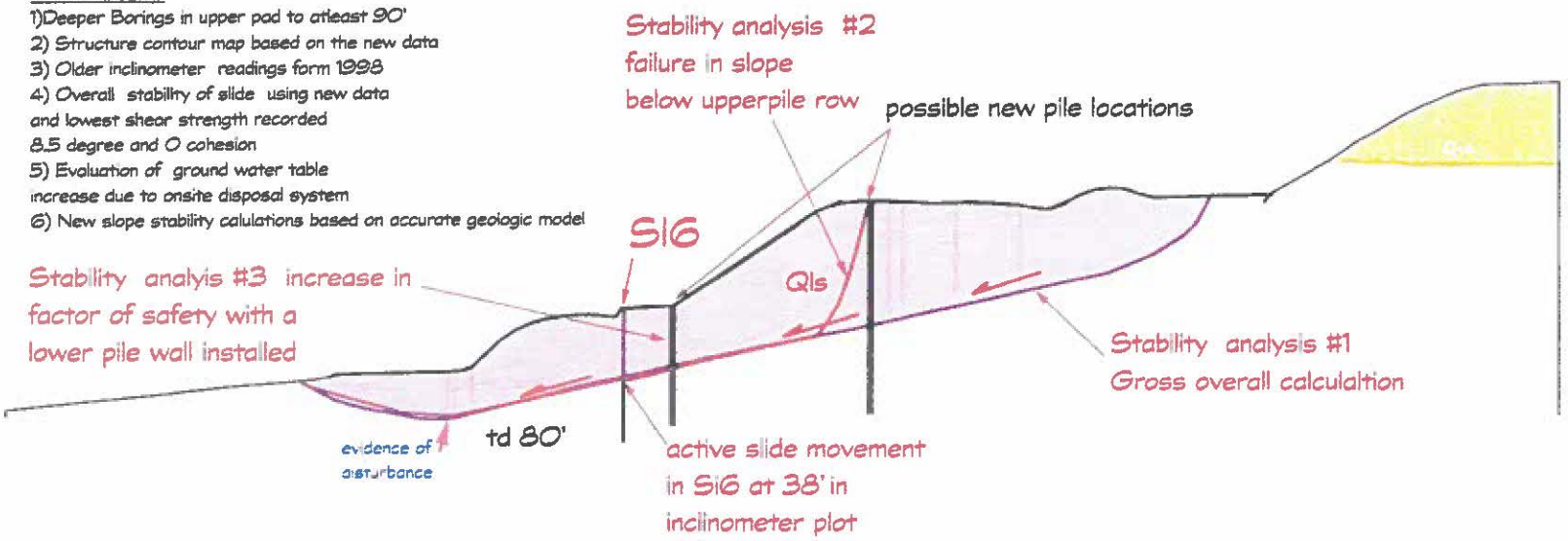
Cross-section DD



Additional tasks needed to evaluate site safety

Items needed

1)Deeper Borings in upper pad to atleast 90'
2) Structure contour map based on the new data
3) Older inclinometer readings form 1998
4) Overall stability of slide using new data and lowest shear strength recorded 8.5 degree and 0 cohesion
5) Evaluation of ground water table increase due to onsite disposal system
6) New slope stability calulations based on accurate geologic model



Conclusions and Recommendations

- **Conclusions**
- Slide model is incorrect
- All stability calculations are based upon an incorrect geologic model
- There is evidence of recent movement in SI5 and SI6
- These movements are consistent with observations in nearby borings
- The treatment plan will negatively affect the homes in the portion of the site
- Groundwater has not been analyzed sufficiently to understand site stability

- **Recommendations**
- Drill additional deep boring in the upper pad to identify the slide plane location
- And determine feasibility of pile deeper than the slide
- Consider placing a row of caissons along the toe of the slope on Bayshore drive
- Repair slope failure on the property (yellow area)
- Perform new slope stability calculations that will address gross stability below current pile location
- Evaluate potential for ground water increase and corresponding decrease in stability with slope stability and water level sensitivity analysis

Coastal Development Permit No. 19-012, Certificate of Compliance No.19-009, Lot Merger No. 24-002

25200 Pacific Coast Highway

January 20, 2026
Planning Commission Meeting
Item No. 4.B.

Vicinity Map

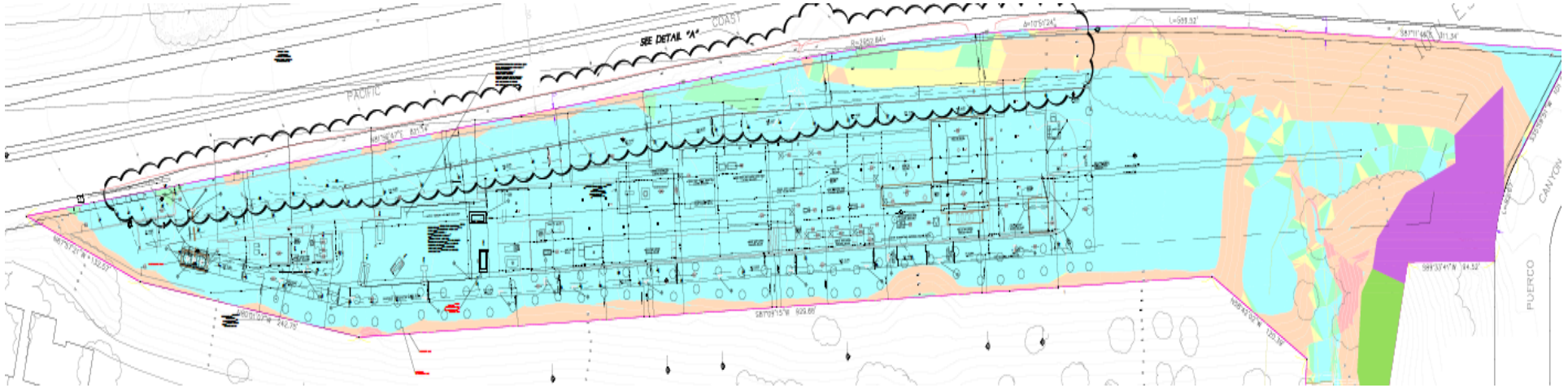
Site Photo – Looking East

Site Characteristics

- Vacant 6.36-acre site (1,692 linear feet along PCH)
- 2 lots (to be merged)
- Property at or below PCH grade (varies)
- Zoned RR-2 (2-acre min. lot area)
- Appealable jurisdiction of Coastal Commission

Site Characteristics, cont.

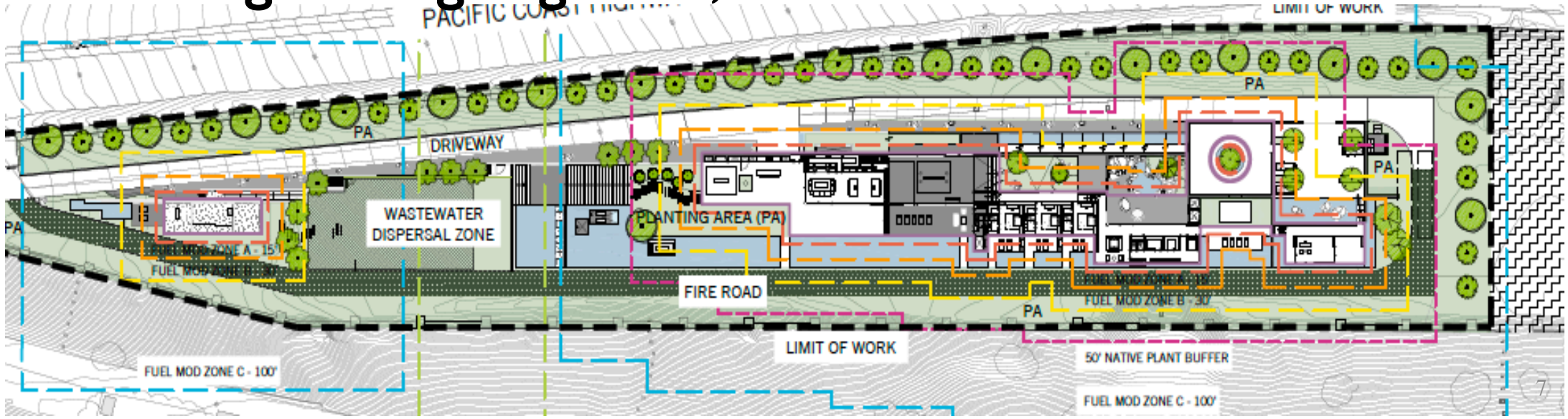
- Access from PCH, Caltrans earthen berms
- ESHA and jurisdictional drainage on east side of property
- No trees or sensitive vegetation (except in drainage)
- Slopes from <4:1 to 1:1, but mostly 4:1



31% VIEW CORRIDOR
SITE
MIDPOINT
846'
1692'
846'
MIDPOINT
1612'-5"
184'-2"
FUEL MOD ZONE C- 100'
806'-2 1/2"
FUEL MOD ZONE C- 100'
806'-2 1/2"
FUEL MOD ZONE D- 200'
FUEL MOD ZONE D- 200'
100' ESHA BUFFER
PROJECT AREA
BUILDING FOOTPRINT
SALIX LASIOLEPIS SHRUBLAND ALLIANCE 0.20 ACRES
DISTURBED ERIOGONUM ELONGATUM VAR. ELONGATUM - SALVIA APIANA SHRUBLAND ALLIANCE (0.24 ACRE)
100'-0" ESHA BUFFER
JURISDICTIONAL WATER FEATURE

Project Description

- ➢9,219 SF one-story SF main residence (≅12 - 17'-7" high)
- ➢Gym 676 SF (max. 12' height, 1 story)
- ➢Guest House of 465 SF (max. 10' height, 1 story)
- ➢Basement of 1,523 SF
- ➢Underground garage of 1,000 SF

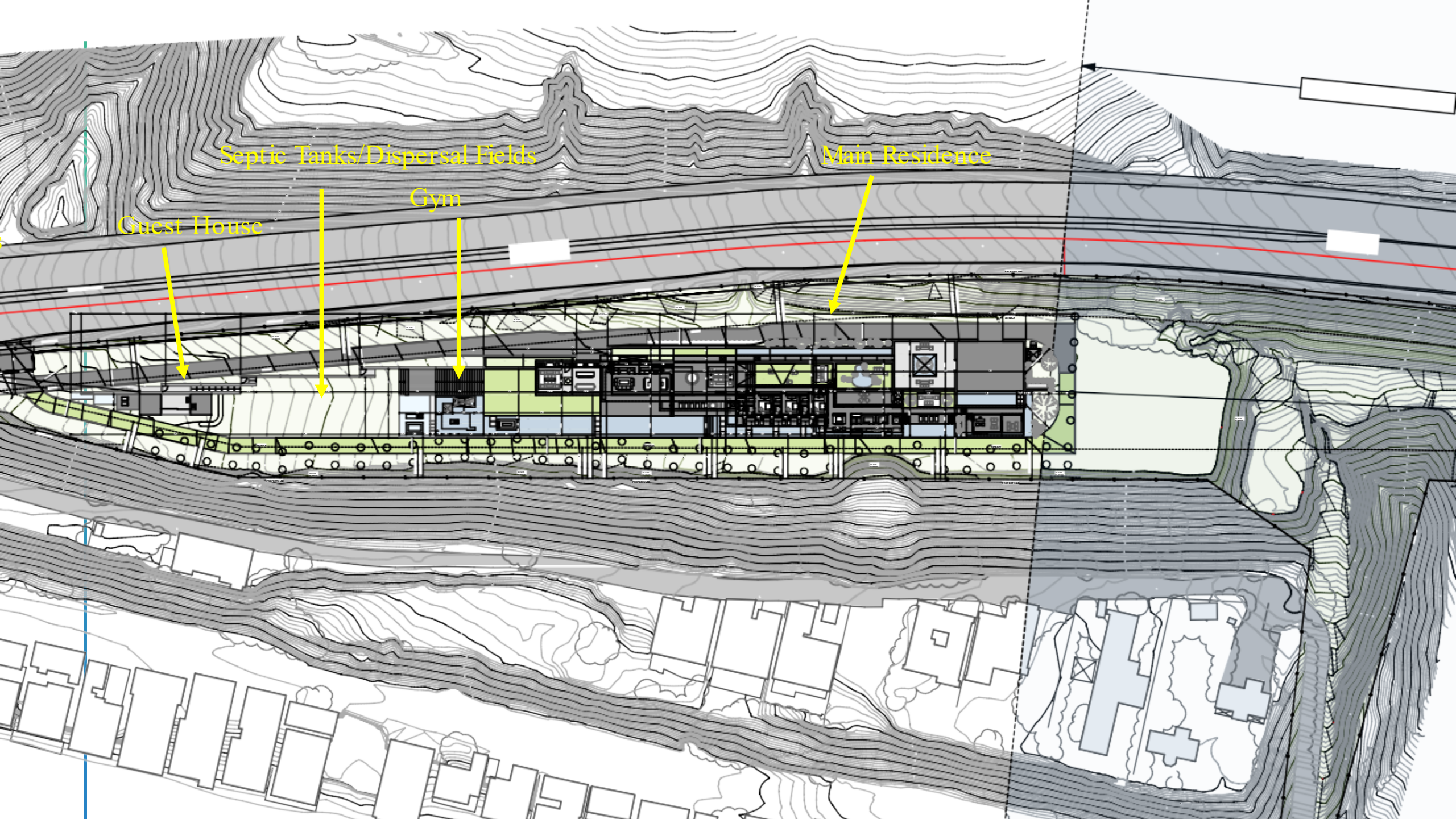


Project Description, cont.

- Swimming pools/spas & water features
- Patios/outdoor rooms
- Retaining walls (3 - 6’ height)
- Freestanding walls (max. 6’ height)
- OWTS (7,540 gal.)
- Landscaping (incl. native species)
- Fire access driveways

Project Description, cont.

- Driveway gate and fencing (northern boundary)
- TDSF 11,121 SF (11,172 SF max. allowed)
- Development in flattest area - on slopes mostly less steep than 4:1(run:rise), but some 3:1-4:1
- Non-exempt grading 674 CY (max. 1,000 allowed)
- Preserves areas of steep slopes & ESHA/drainage


Septic Tanks/Dispersal Fields
Main Residence
Gym
Guest House

Rendering – South Façade

Discretionary Actions

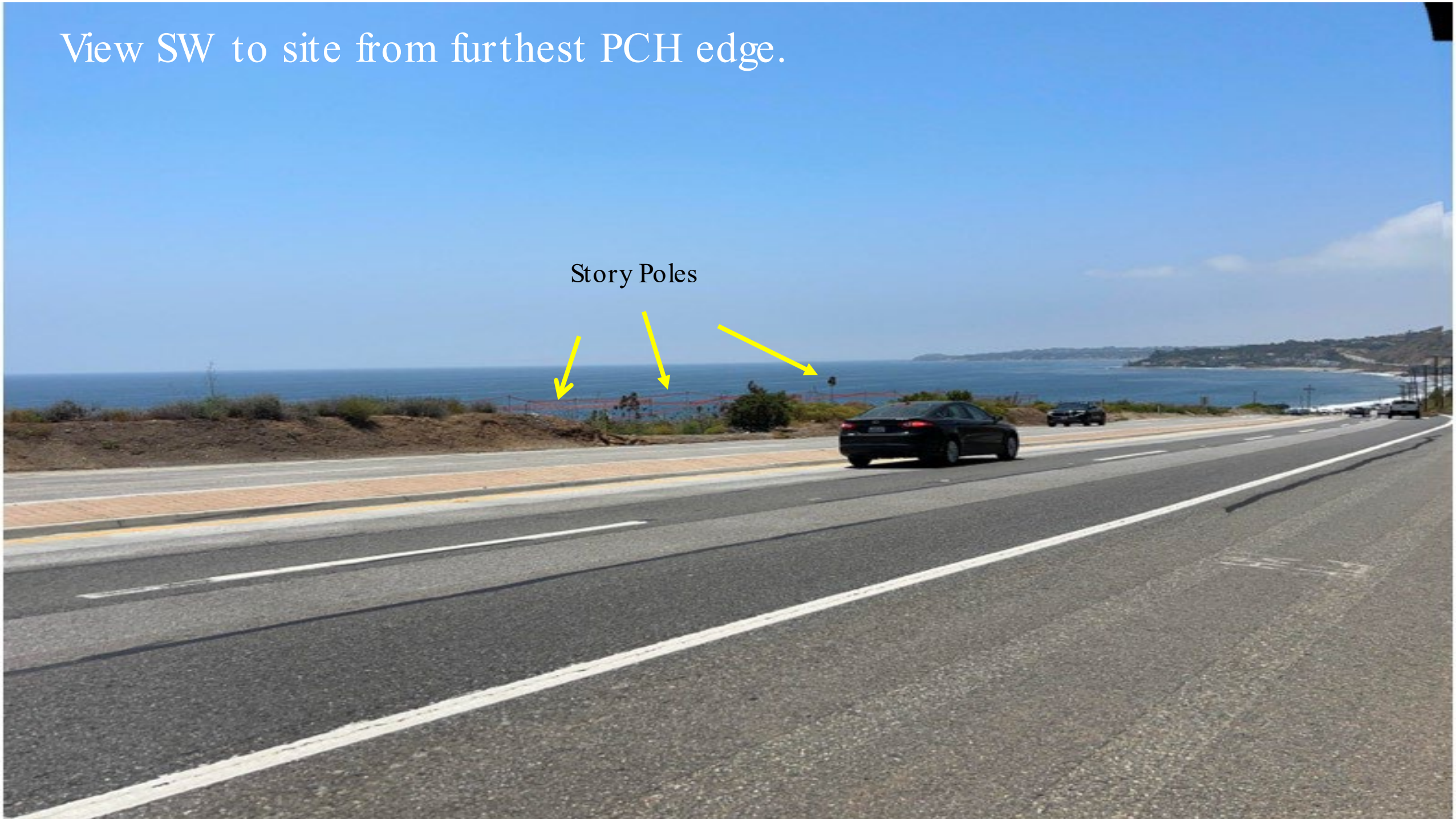
- Coastal Development Permit (CDP)
- Certificate of Compliance (COC)
- Lot Merger (LM)

View from berm at site's western edge, looking easterly.

View from middle of site, looking to NW.

View from middle of site, looking northeasterly. PCH & berms are to the left.

View to middle of site (main residence), looking SE from furthest PCH edge.

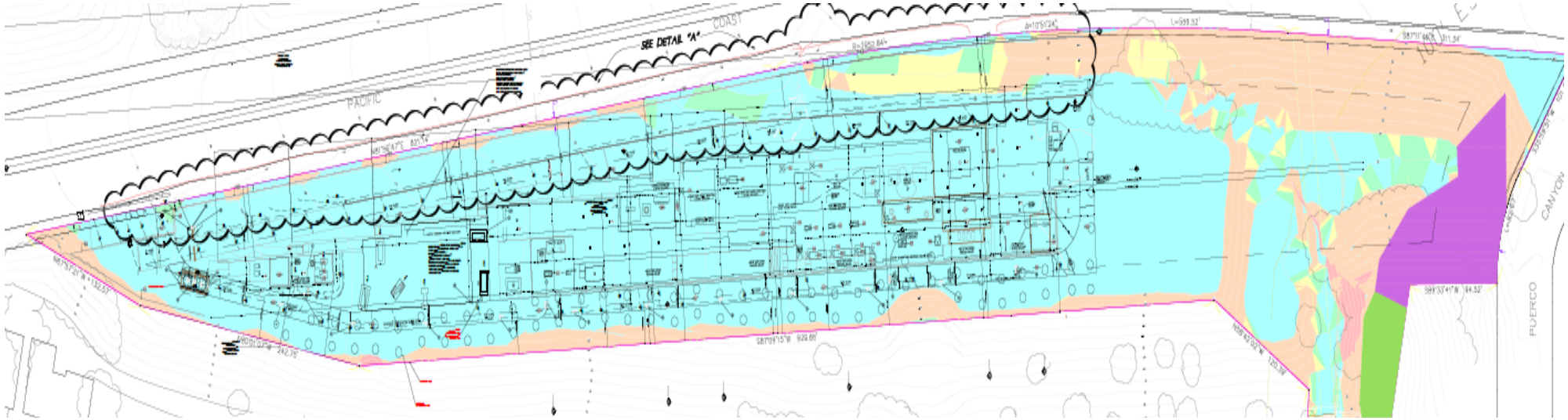

View SW to site from furthest PCH edge.
Story Poles

LCP Consistency:
Scenic Resources/Bluewater Views

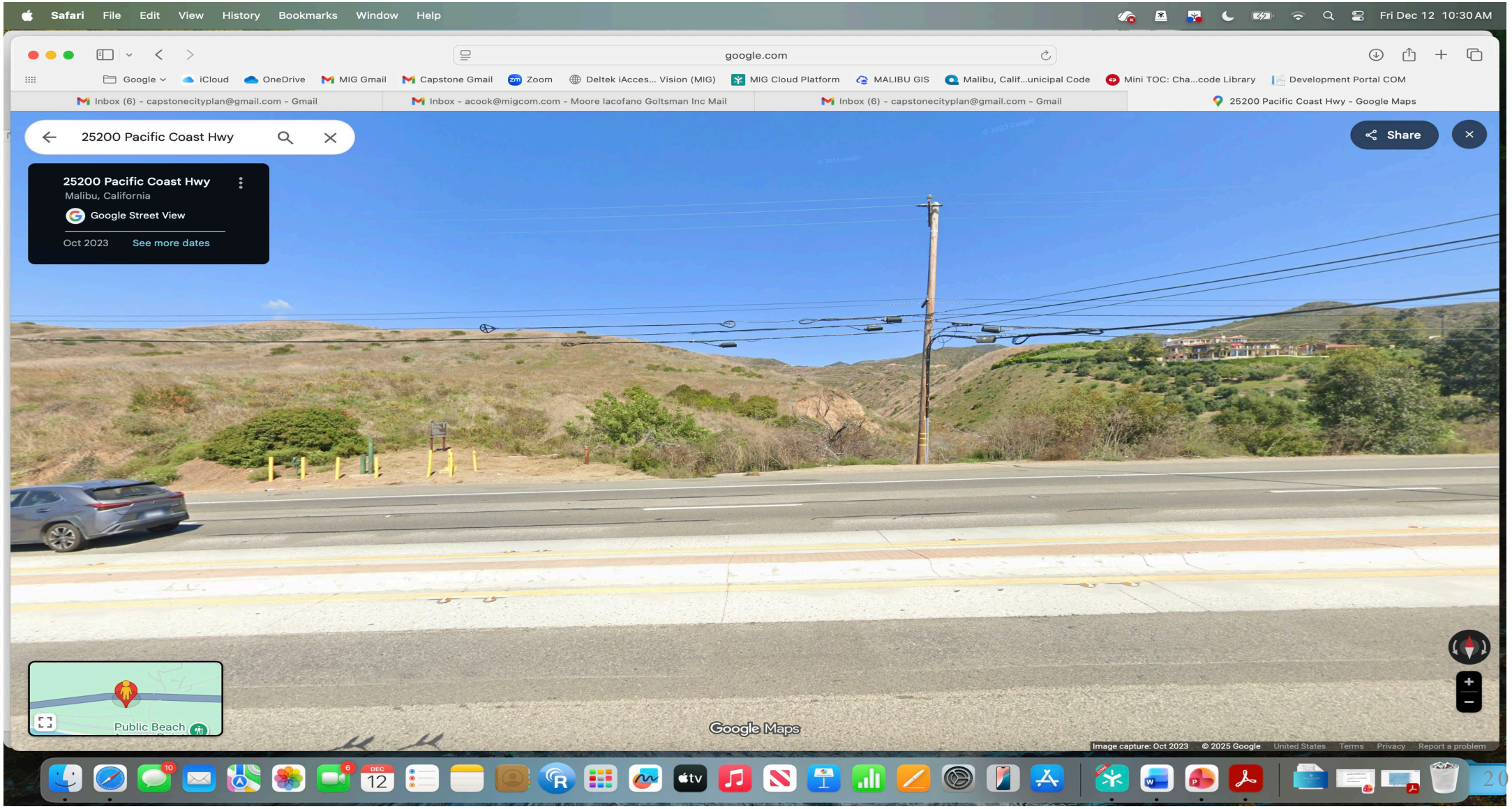
- Adjacent to PCH (scenic road)
- Bluewater views from PCH across project site
- Caltrans berms
- Flat roofs, one-story, meets TDSF max. SF
- Impacts to bluewater views
- Project changes - lower building & wall heights (no VAR/SPR)

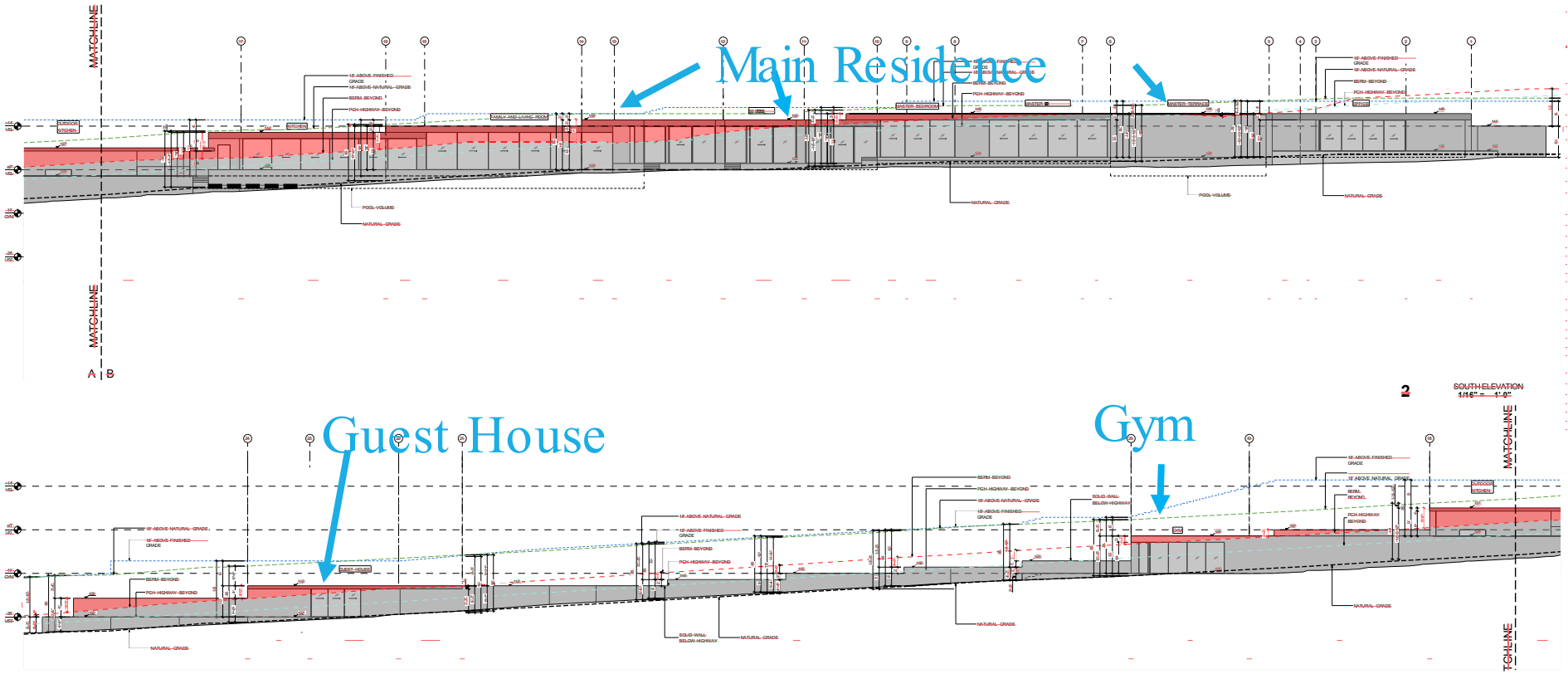
LCP Consistency:
Scenic Resources/Bluewater Views, cont.

- Alternatives considered
- Conditions for colors and materials (building, walls, paving)
- Condition for height of vegetation



Hillside North of Subject Property





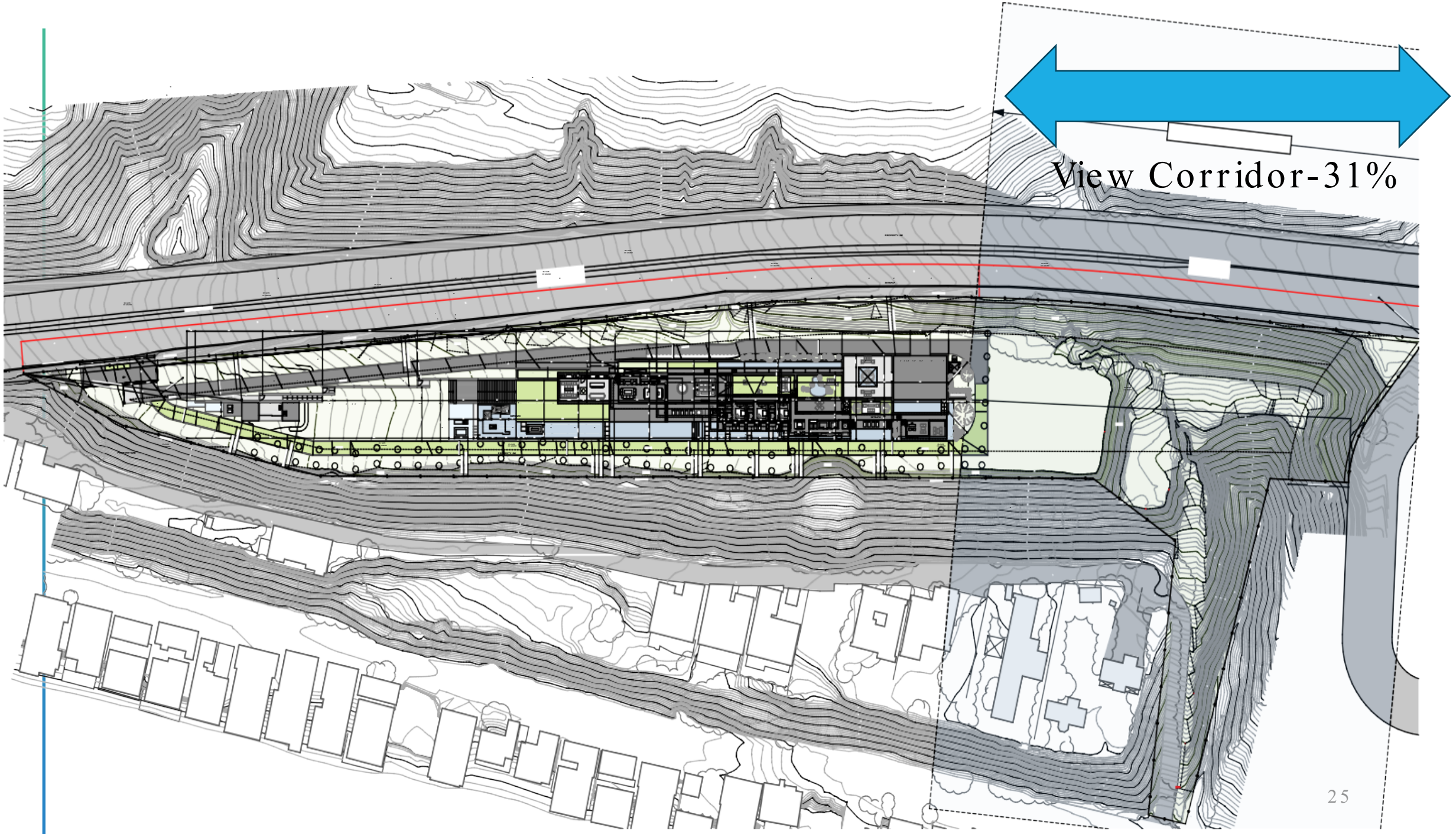
Protrusion of Buildings Above PCH

Standards and Findings

- LIP and MMC development requirements & standards
- Findings for the CDP and LM
- Finding of Categorical Exemption from CEQA
  - Guidelines Sec. 15303 – new construction

Photosimulation 1

Photosimulation 2


View Corridor-31%

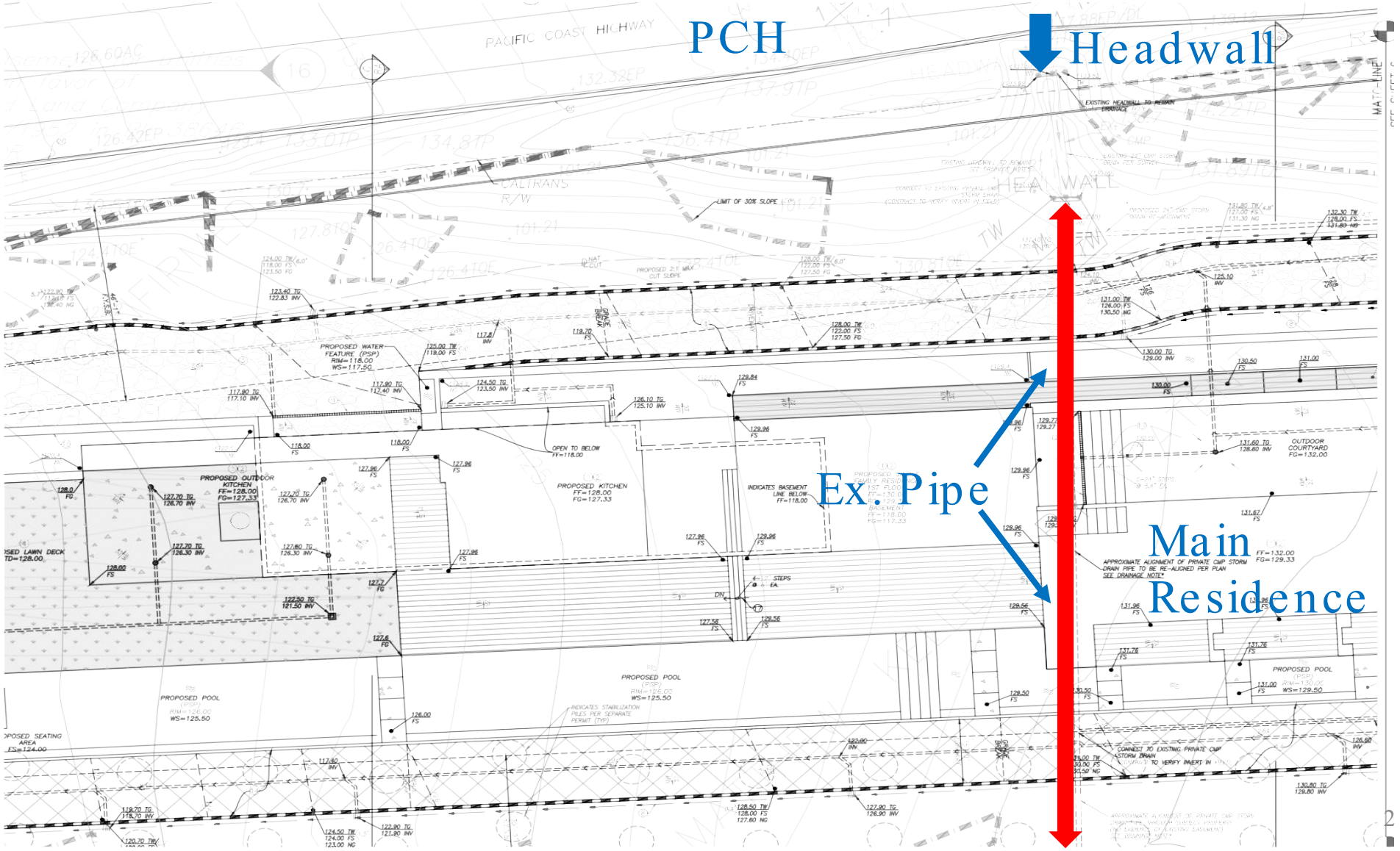
Correspondence

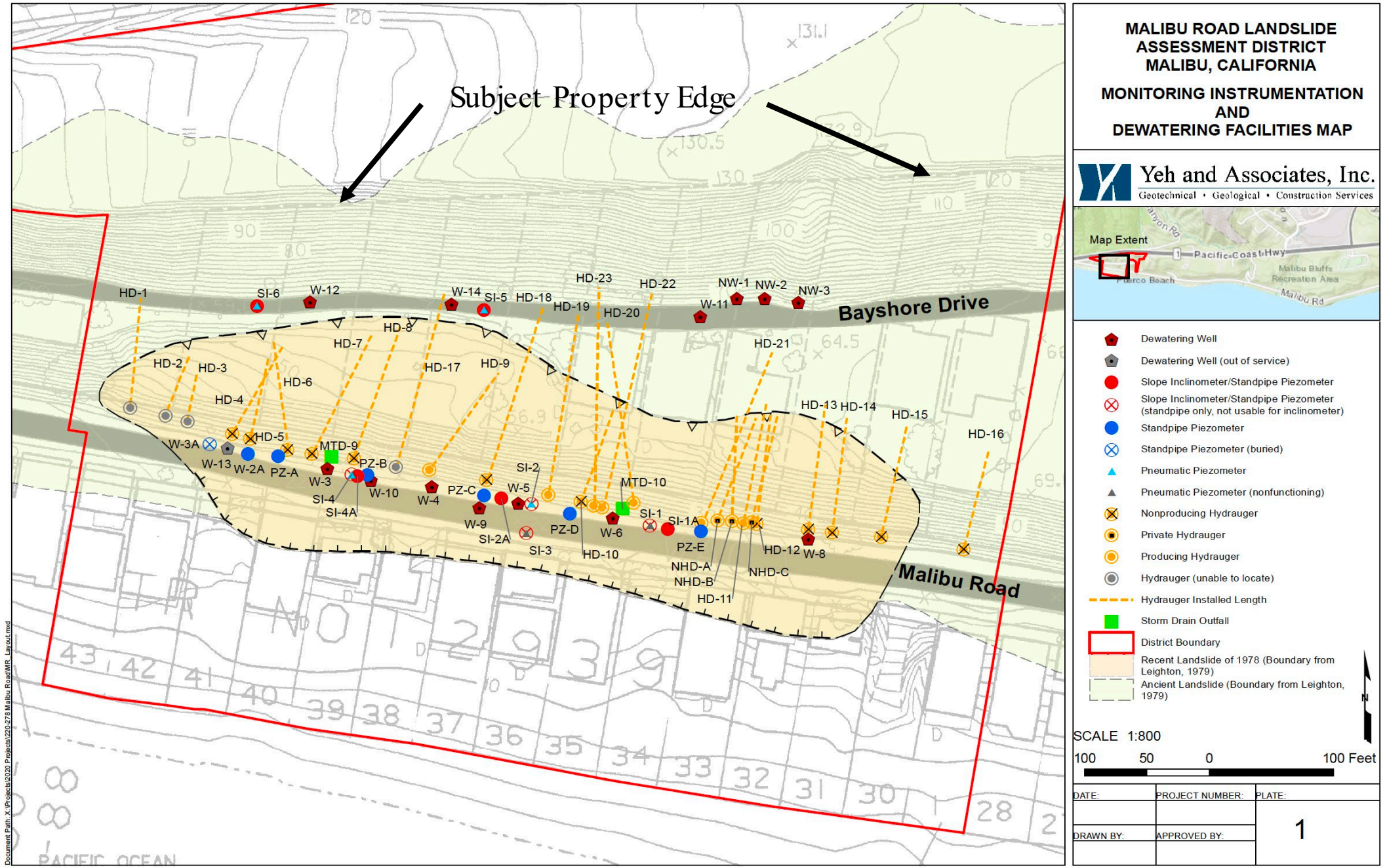
- Scenic resources/view impacts
- Proposed vegetation height and flammability
- Geological/geotechnical feasibility – onsite slope stability
- Berms along PCH
- Existing drainage pipe N-S through project site
- Pipe failures and slope stability – south of site

Geotechnical Analysis

- The project as designed meets LIP Chapter 9 (Hazards), including Section 9.4 Development Standards
- The project as designed meets LIP Section 9.4.D(1-9) (factors of safety), as applicable – applicant's geotechnical consultant provided reports demonstrating compliance

Civil Plan




Subject Property Edge
Bayshore Drive
Malibu Road
HD-1
SI-6
W-12
W-14
SI-5
HD-18
HD-19
HD-23
HD-22
HD-20
NW-1
NW-2
NW-3
W-11
HD-21
HD-8
HD-7
HD-2
HD-3
HD-6
HD-17
HD-9
HD-4
HD-5
HD-13
HD-14
HD-15
HD-16
W-3A
W-13
W-2A
PZ-A
MTD-9
PZ-B
W-3
SI-4
SI-4A
W-10
W-4
PZ-C
SI-2
W-5
W-9
SI-2A
SI-3
PZ-D
HD-10
W-6
MTD-10
SI-1
SI-1A
PZ-E
NHD-A
NHD-B
NHD-C
HD-11
HD-12
W-8
PACIFIC OCEAN
MALIBU ROAD LANDSLIDE
ASSESSMENT DISTRICT
MALIBU, CALIFORNIA
MONITORING INSTRUMENTATION
AND
DEWATERING FACILITIES MAP
Yeh and Associates, Inc.
Geotechnical • Geological • Construction Services
Map Extent
Pacific Coast Hwy
Malibu Bluffs
Recreation Area
Malibu Rd
Dewatering Well
Dewatering Well (out of service)
Slope Inclinometer/Standpipe Piezometer
Slope Inclinometer/Standpipe Piezometer
(standpipe only, not usable for inclinometer)
Standpipe Piezometer
Standpipe Piezometer (buried)
Pneumatic Piezometer
Pneumatic Piezometer (nonfunctioning)
Nonproducing Hydrauger
Private Hydrauger
Producing Hydrauger
Hydrauger (unable to locate)
Hydrauger Installed Length
Storm Drain Outfall
District Boundary
Recent Landslide of 1978 (Boundary from Leighton, 1979)
Ancient Landslide (Boundary from Leighton, 1979)
SCALE 1:800
100 50 0 100 Feet
DATE:
PROJECT NUMBER:
PLATE:
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APPROVED BY:
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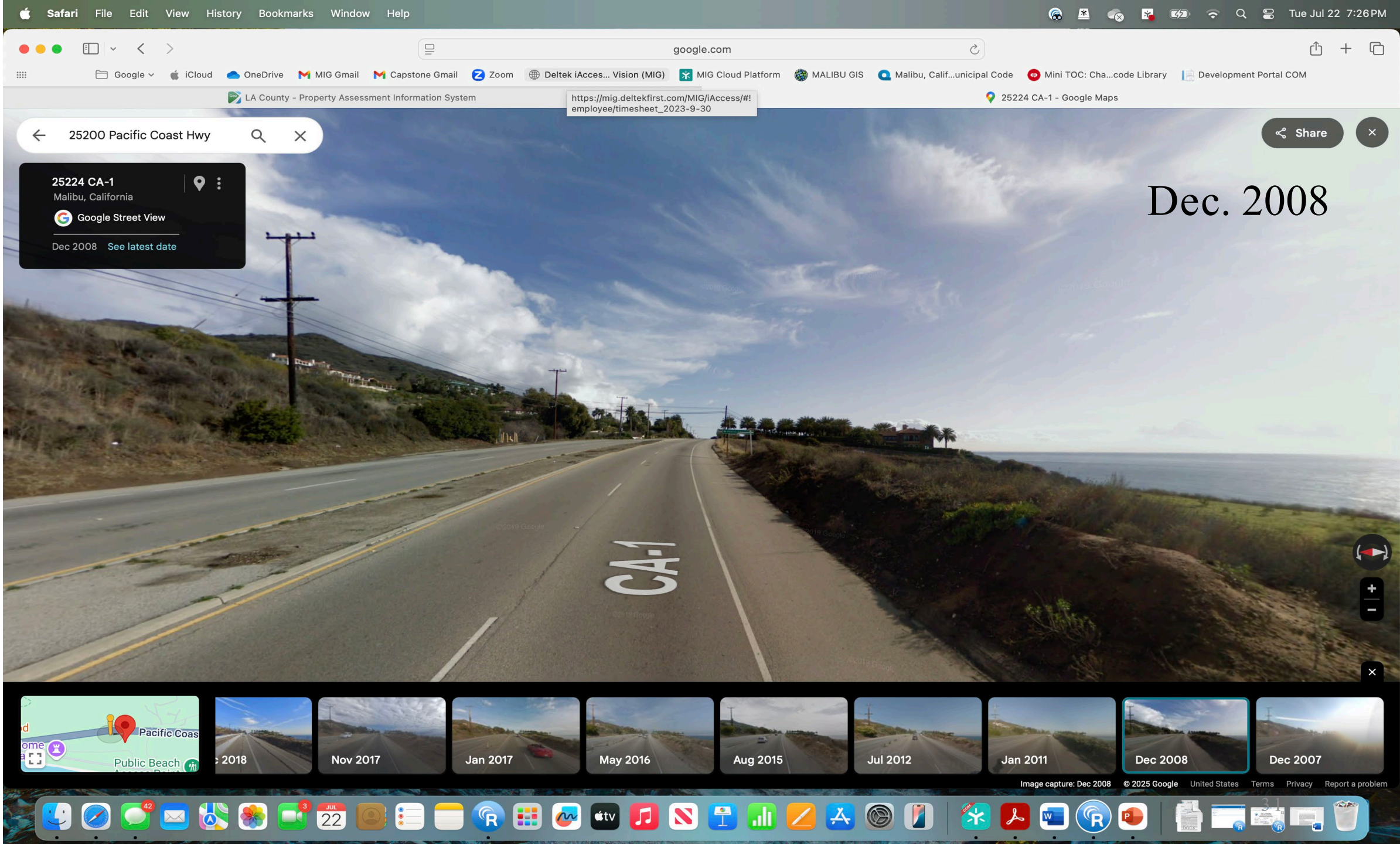
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LA County - Property Assessment Information System
https://mig.deltekfirst.com/MIG/iAccess/#!employee/timesheet_2023-9-30
25224 CA-1 - Google Maps
25200 Pacific Coast Hwy
Share
25224 CA-1
Malibu, California
Google Street View
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Dec. 2008
CA-1
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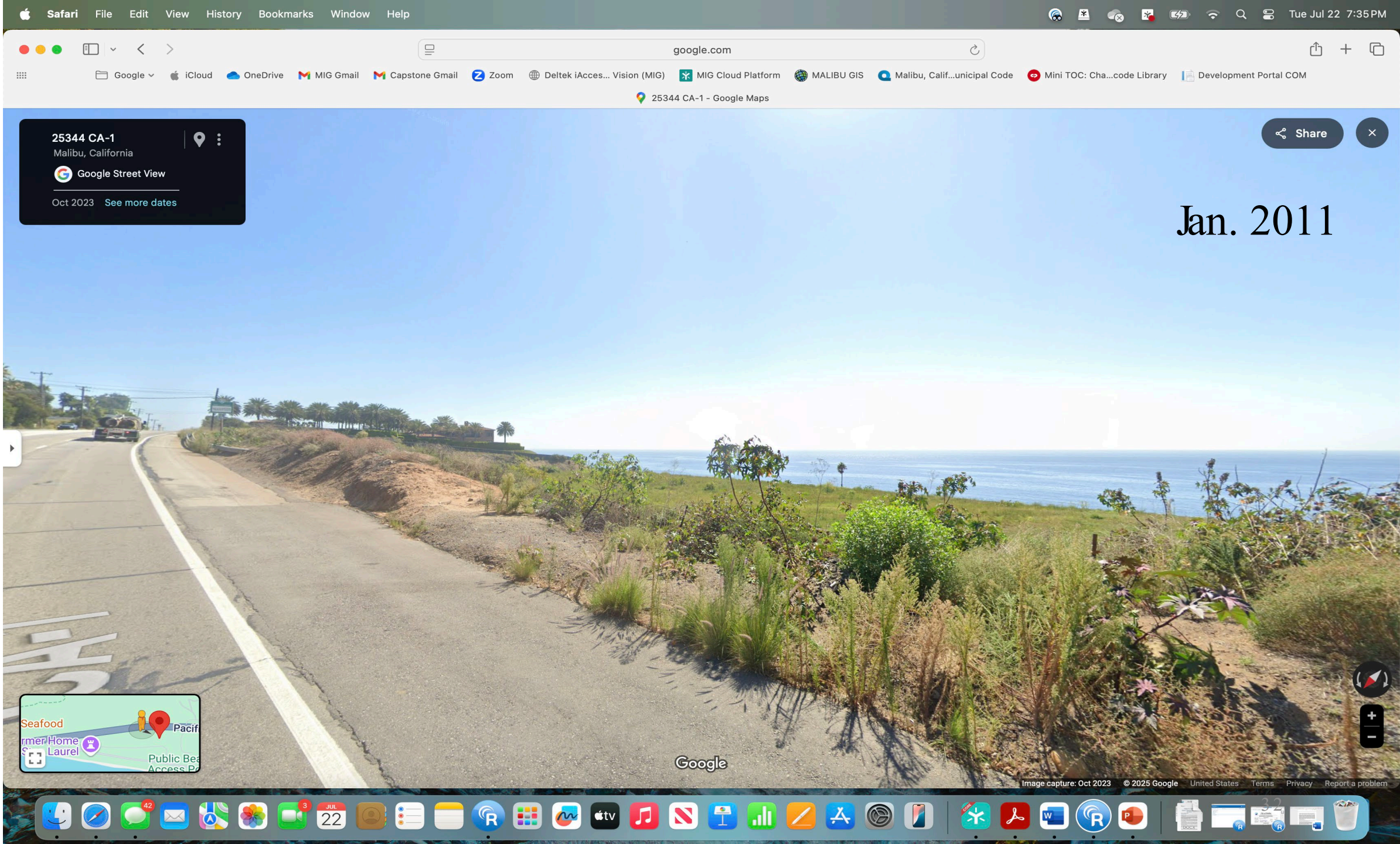
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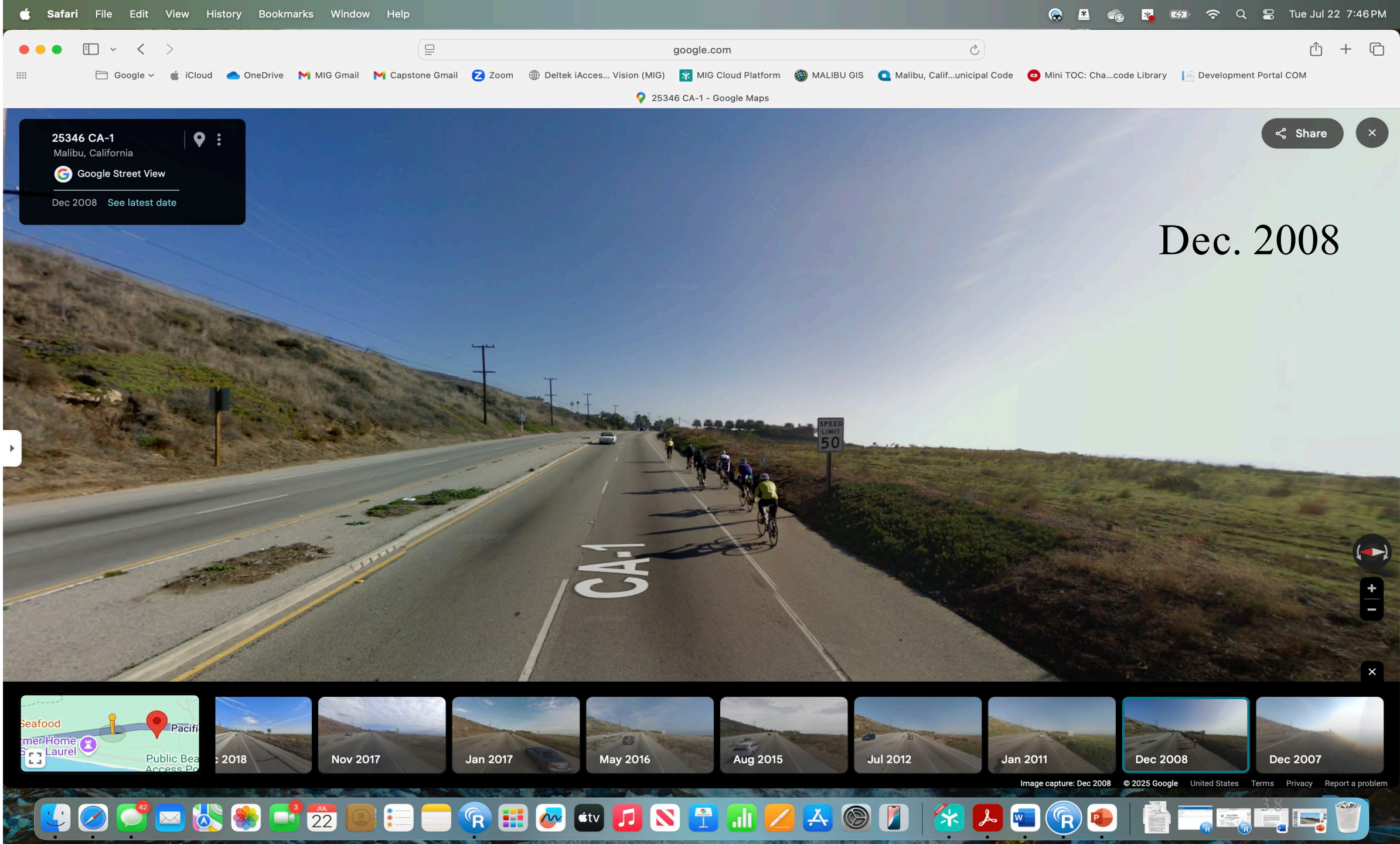
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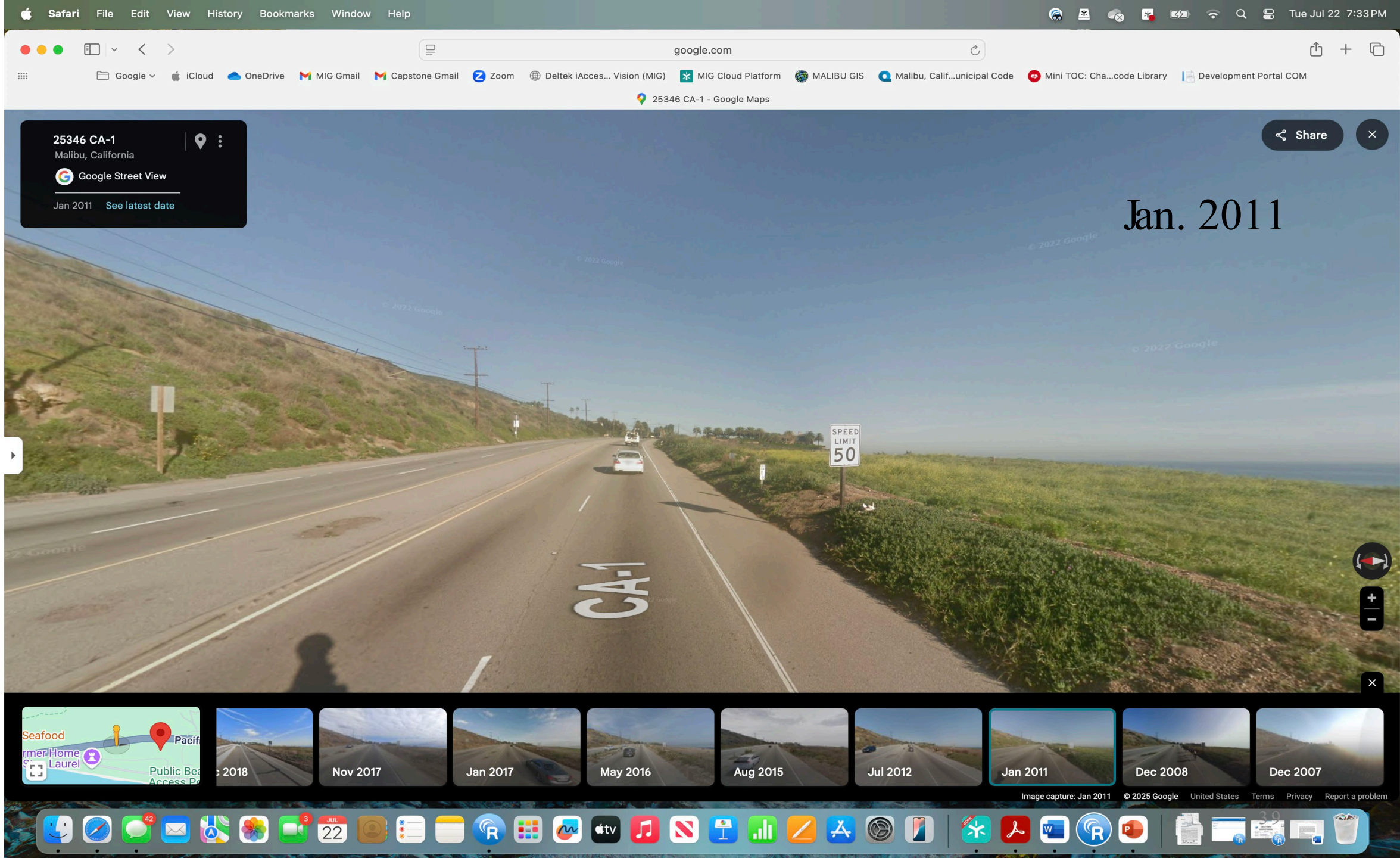
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July 2025

Additional Condition of Approval

"The applicant shall submit to the City a recorded instrument evidencing the Lot Merger prior to issuance of a grading permit. The instrument must be reviewed and approved by the City prior to recording. A copy of the recorded instrument shall be provided to the Los Angeles County Assessor's Office."

Corrections to Conditions

- Condition # 2: Should be 7,540-gallon septic tank, not 1,000.
- Condition # 57: "Necessary boundary fencing ~~of any single area exceeding o acre~~ shall be of an open rail-type design…"

Recommendation

Staff recommends that the Commission either:

(1) Determine the project is exempt from CEQA, and approve CDP No. 19-012, COC No. 19-009, and LM No. 24-002 subject to the conditions of approval contained in the Resolution (Att. A) and noted changes to the conditions; OR

(2) Direct staff to return with a Resolution consistent with the Commission's decision.

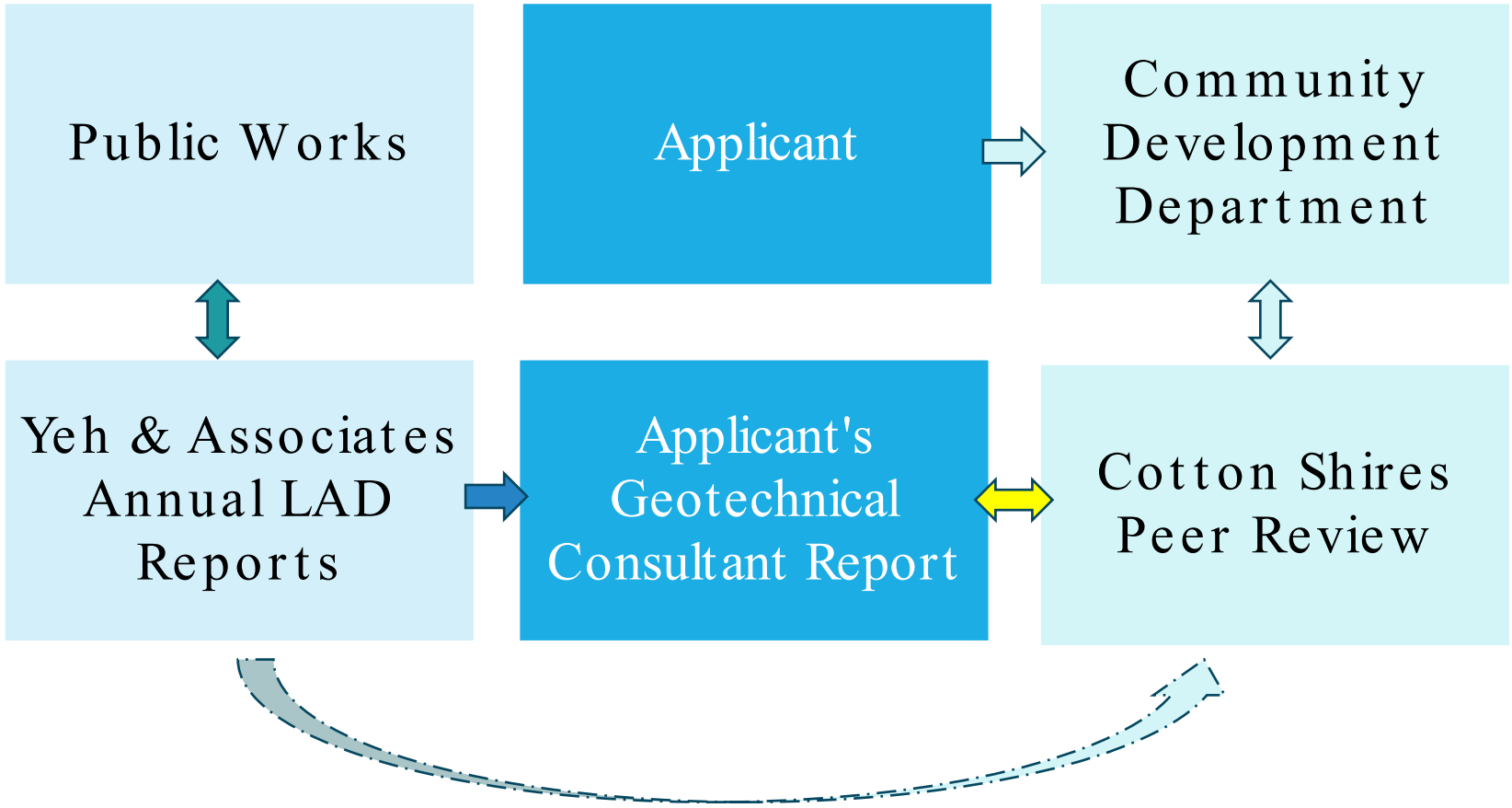
CDP No. 19-012,
LM No. 24-002, No. COC 19-009

25200 PCH

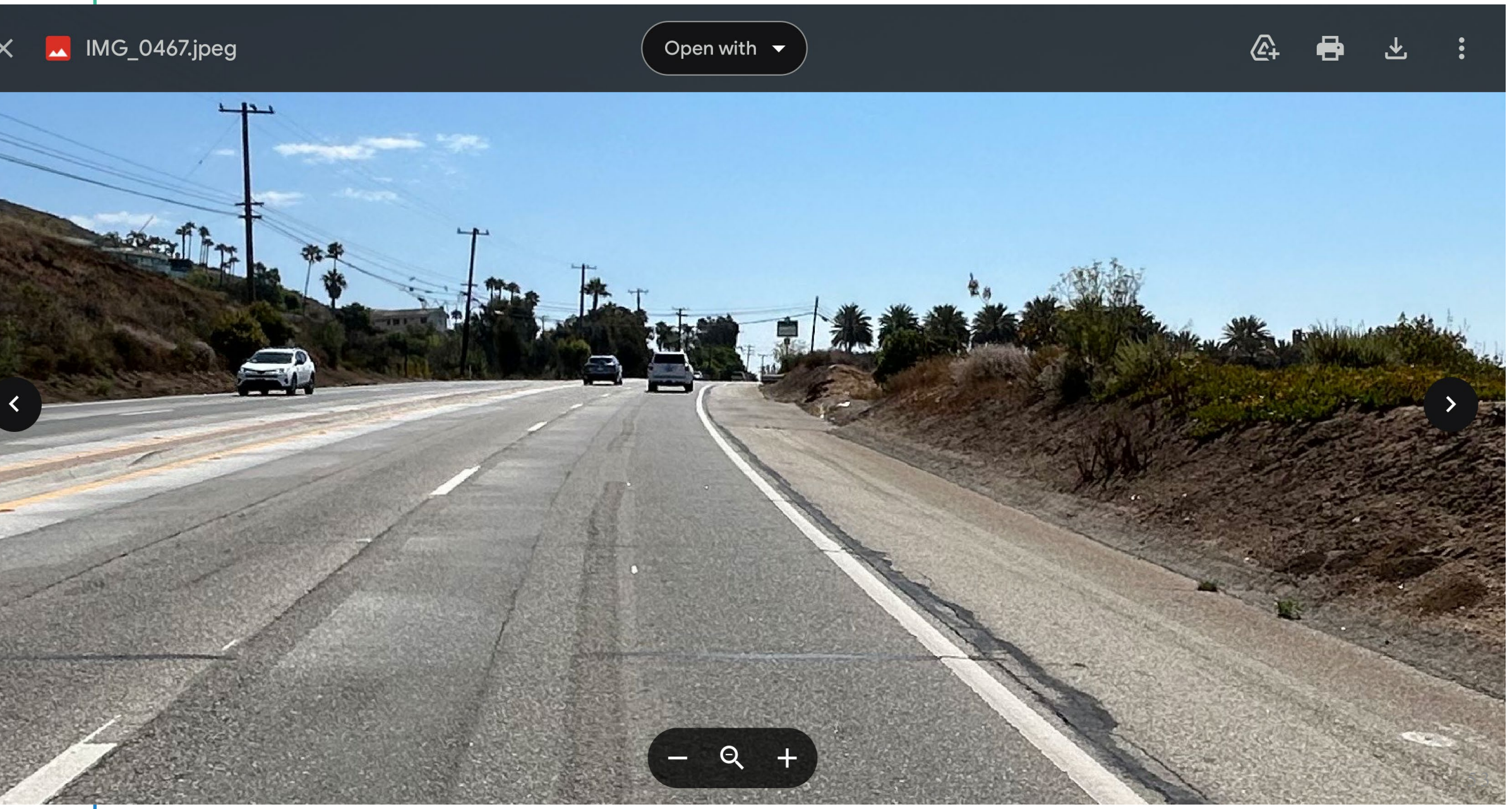
January 20, 2026
Planning Commission Meeting
Item No. 4.B.

Local Appeal

Pursuant to LIP Section 13.20.1 (Local Appeals), a Planning Commission decision may be appealed to the City Council by an aggrieved person by written statement setting forth the grounds for appeal. An appeal shall be filed with the City Clerk within 10 days and shall be accompanied by an an appeal form and a filing fee, as determined by the City Council. City Hall will be closed from December 24, 2025, through January 2, 2026. As such, the appeal period for this decision will be tolled until City Hall re-opens. For every day that City Hall is closed during the appeal period, an additional day will be added to the appeal period to ensure that members of the public are afforded the ability to obtain information before filing an appeal. The appeal period for this decision is from December 17, 2025, through January 7, 2026, 5:30 PM. Appeal forms may be found online at www.malibucity.org/planningforms. For questions, please contact the Planning Division at (310) 456-2489, ext. 309.


Public Works
Applicant
Community Development Department
Yeh & Associates Annual LAD Reports
Applicant's Geotechnical Consultant Report
Cotton Shires Peer Review

May 2025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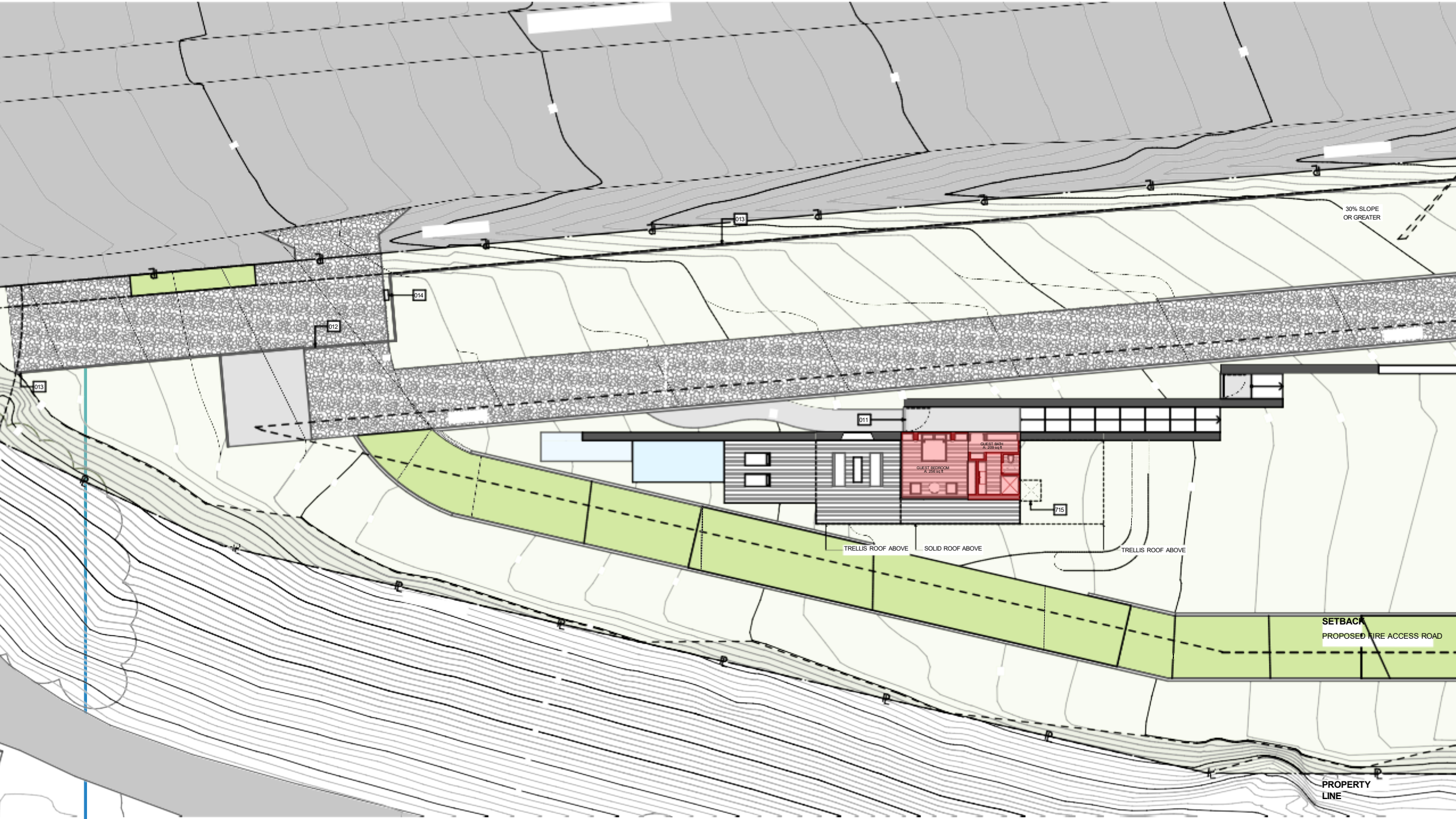
Slope on North Side of Malibu Road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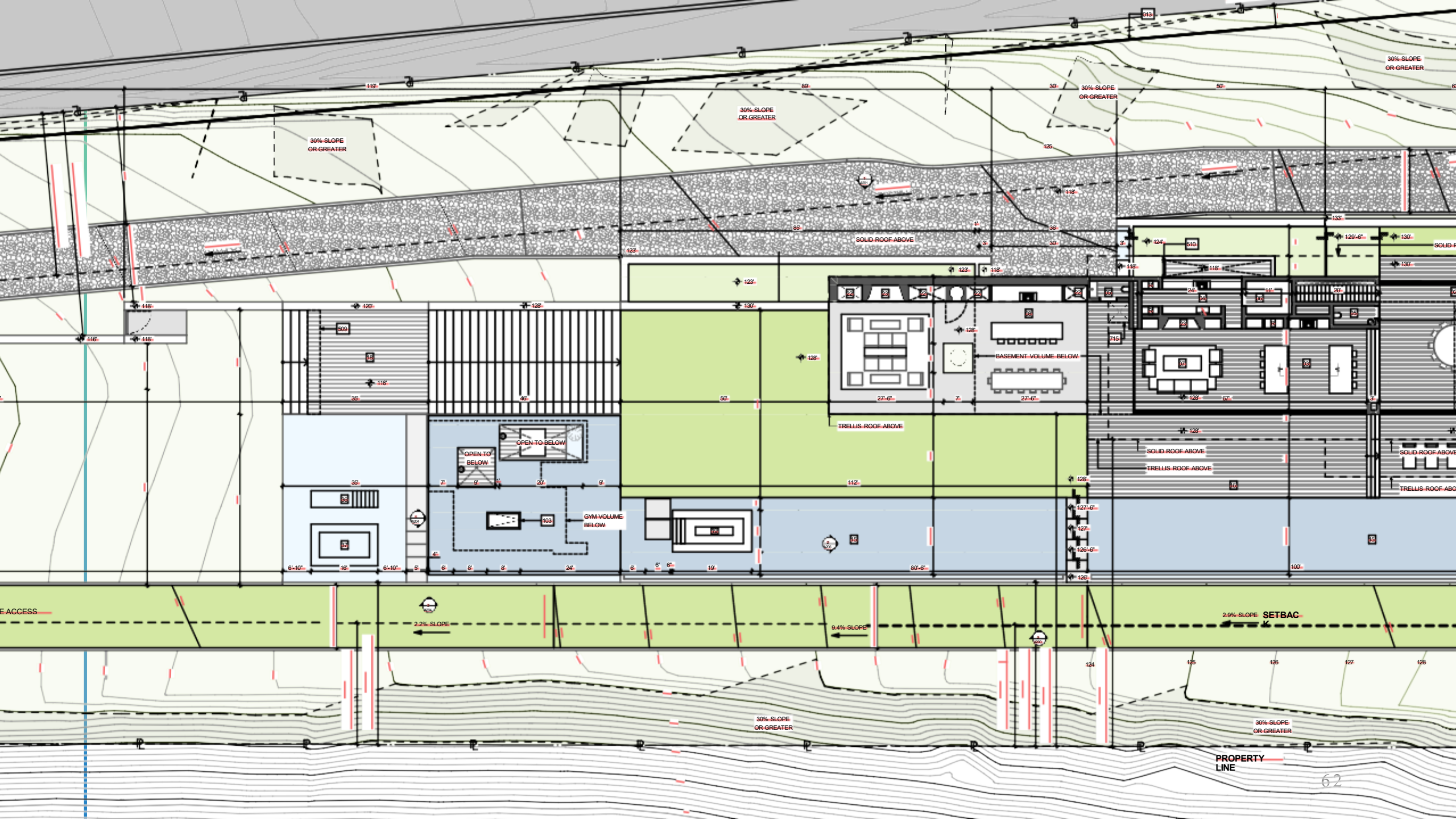
30% SLOPE
OR GREATER
GUEST BATH
A: 209 sq ft
GUEST BEDROOM
A: 256 sq ft
TRELLIS ROOF ABOVE
SOLID ROOF ABOVE
TRELLIS ROOF ABOVE
SETBACK
PROPOSED FIRE ACCESS ROAD
PROPERTY
LINE


30% SLOPE OR GREATER
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30% SLOPE OR GREATER
30% SLOPE OR GREATER
SOLID ROOF ABOVE
BASEMENT VOLUME BELOW
TRELLIS ROOF ABOVE
OPEN TO BELOW
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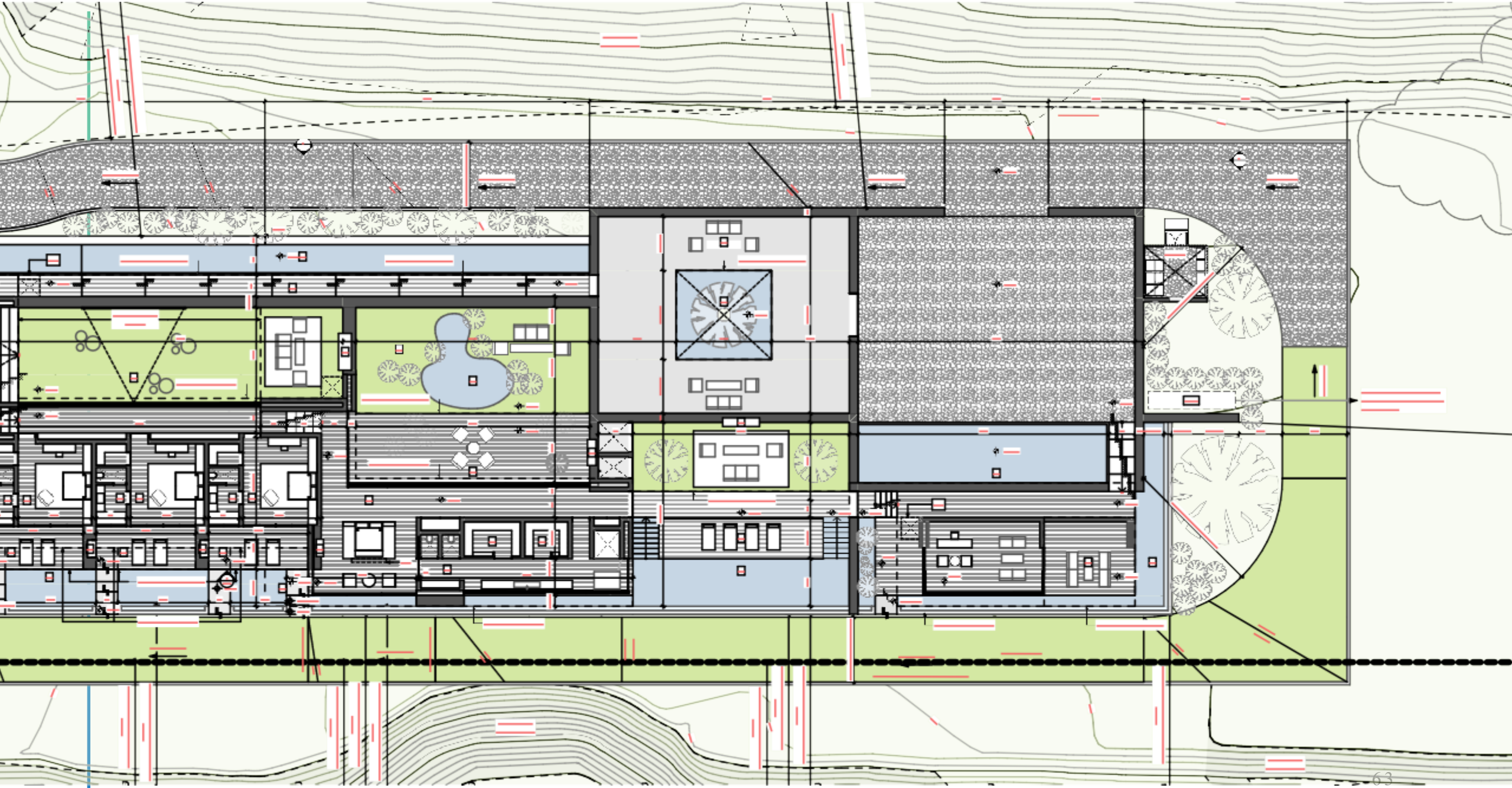
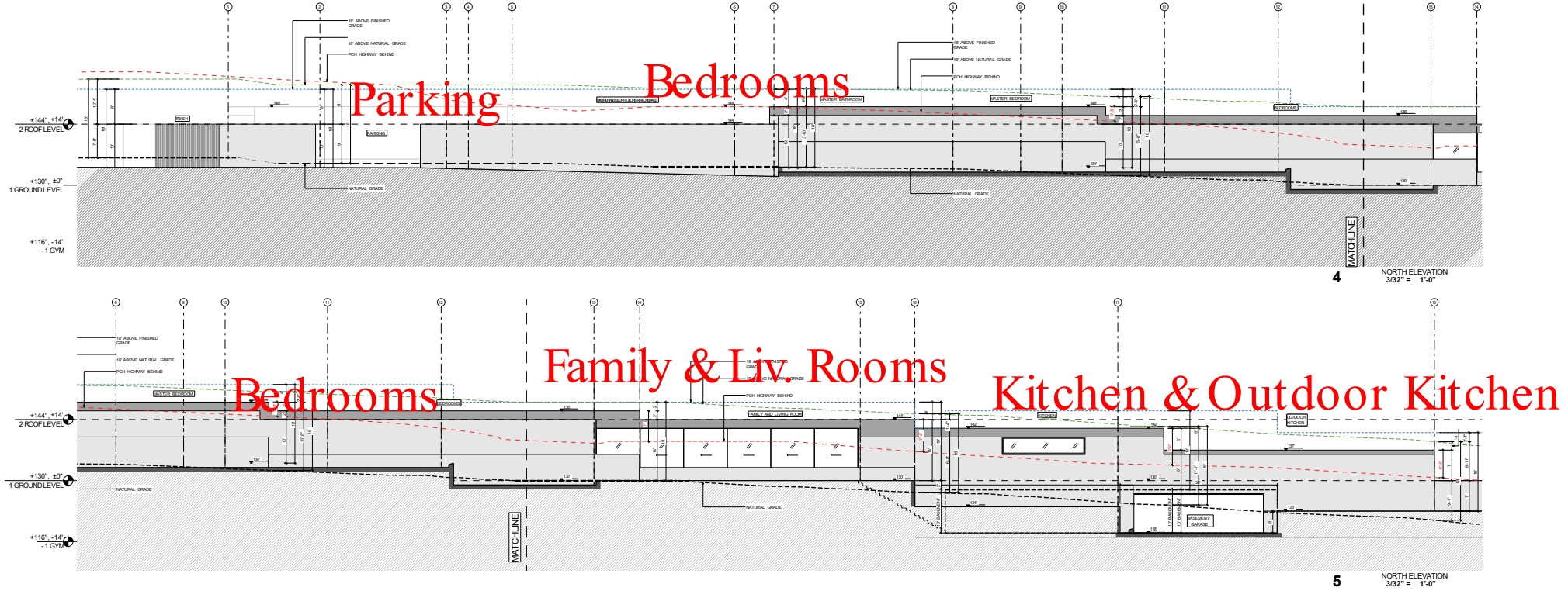
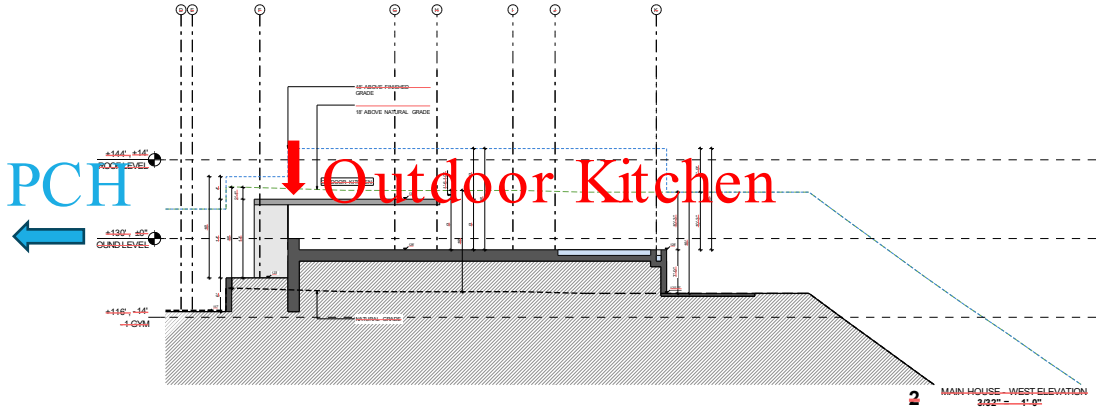


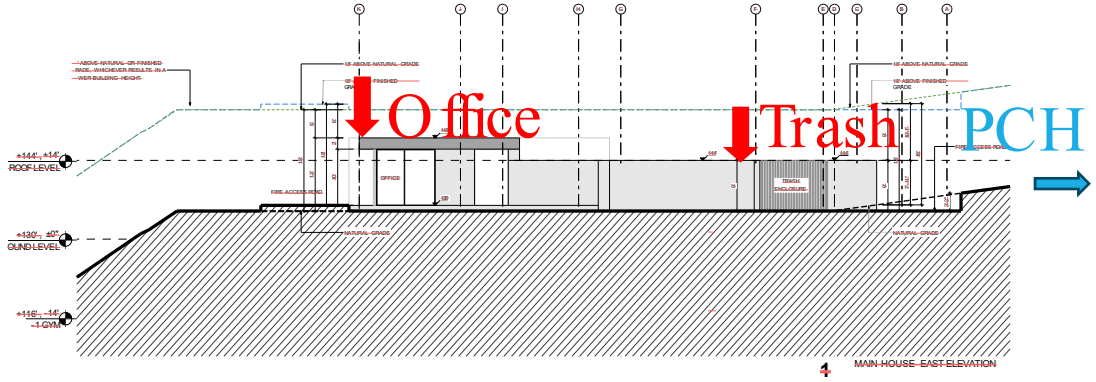
ELEVATIONS



Main Residence North Elevation

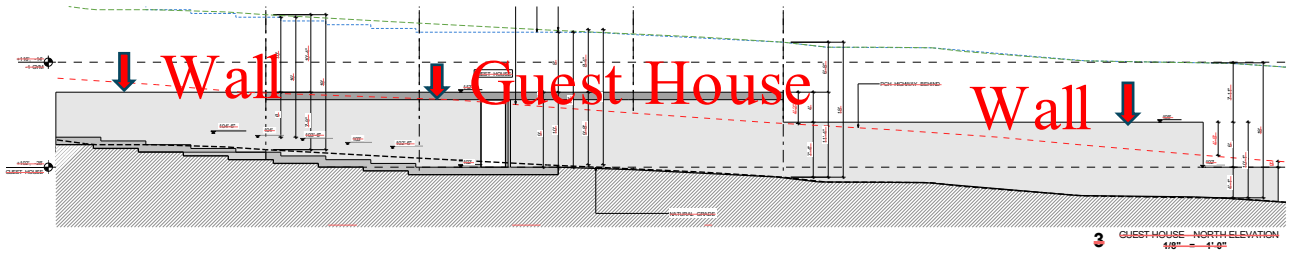


West

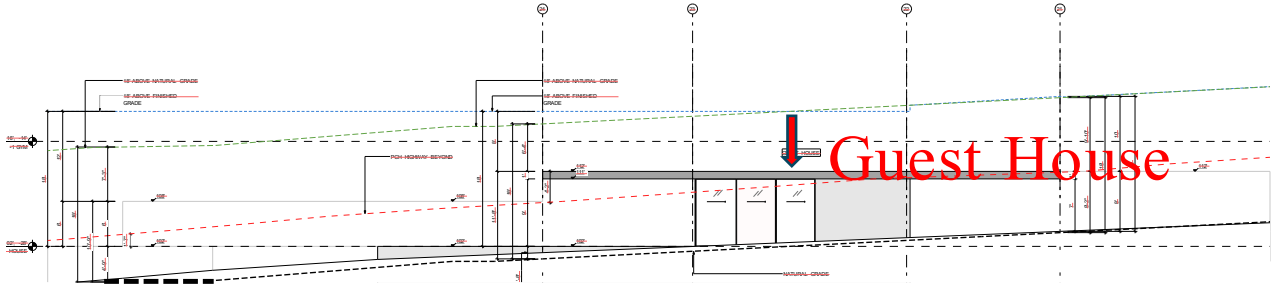


East

Main Residence West & East Elevations

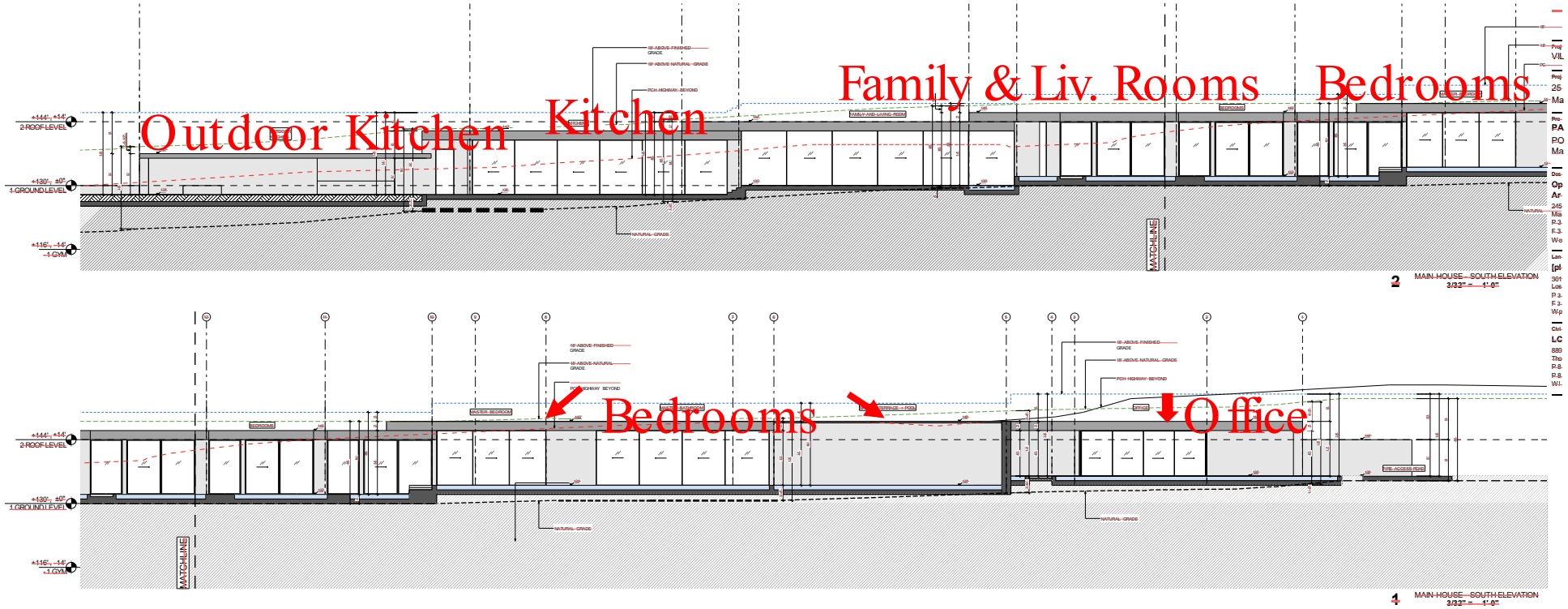


North (Facing PCH)

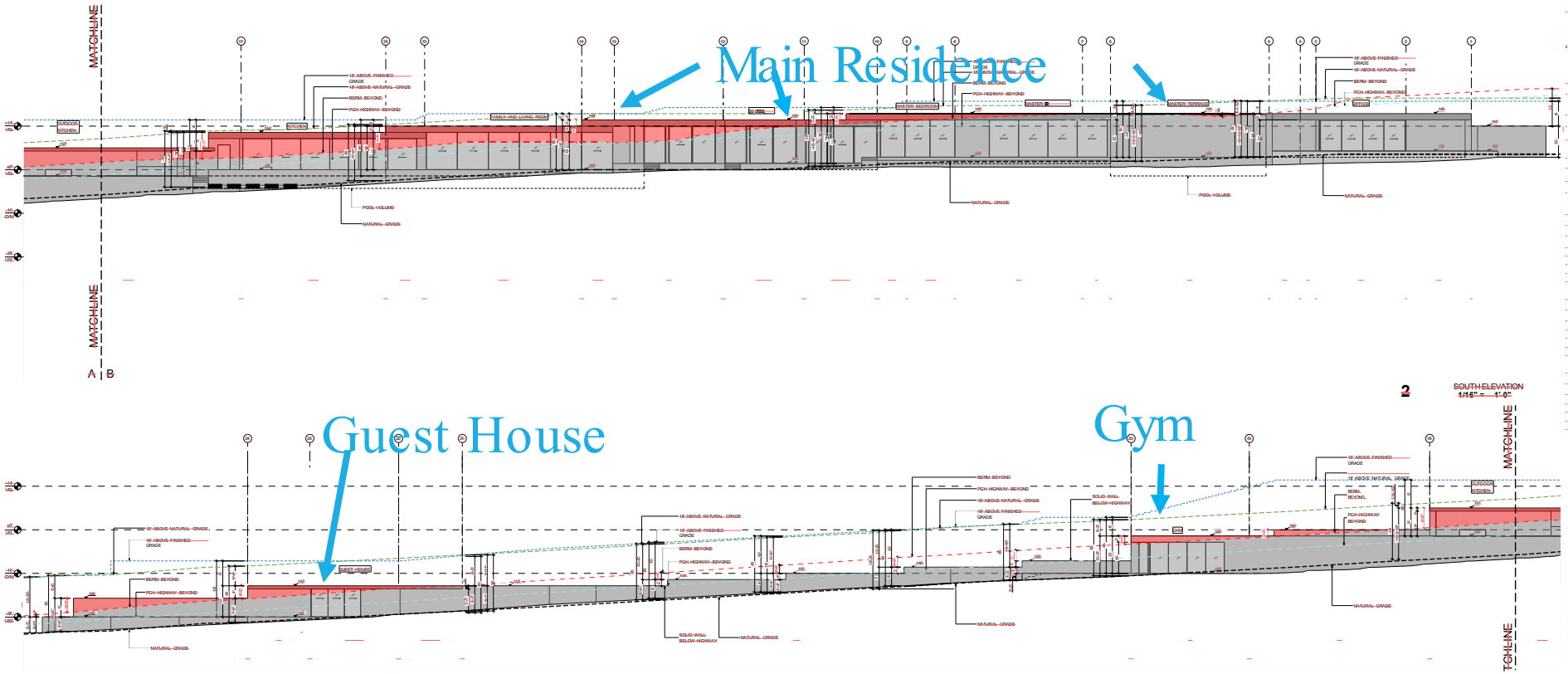


South

Guest House Elevations – North & South



Main Residence South Elevation



Protrusion of Buildings Above PCH