Council Agenda Report

City Council Meeting
08-19-26
Item 1.A.

To: Mayor Silverstein and Honorable Members of the City Council

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Reviewed by: Yolanda Bundy, Community Development Director
Tyler Eaton, Assistant Community Development Director

Approved by: Joseph D. Irvin, City Manager
Trevor Rusin, Interim City Attorney

Date prepared: July 15, 2026 Meeting date: August 19, 2026

Subject: Appeal of Planning Commission Resolution No. 26-05 Regarding Coastal Development Permit No. 19-012 (25200 Pacific Coast Highway, APNs 4459-013-021 and 4459-014-018; Owner, PAR PCH, LLC; Appellant, Jun Hall for Concerned Citizens of Malibu Road, Inc.)

RECOMMENDED ACTION: Either: 1) Adopt Resolution No. 26-55 (Exhibit A) denying Appeal (AP) No. 26-007 (Exhibit B), 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 (sf.), one-story, single-family residence, including a 1,000 square-foot (sf.) subterranean two-car garage, 1,523 sf. basement, 676 sf. gym, swimming pools, spa, driveways, decks, landscape, water features, hardscape, grading, retaining walls, and onsite wastewater treatment system (OWTS), including Lot Merger (LM) No. 24-002 to consolidate two existing parcels identified as Assessor Parcel Numbers (APNs) (4459-013-021 and 4459-014-018) into one parcel, and Certificate of Compliance (COC) No. 21-004 to recognize the combined parcel, located in the Rural Residential, Two-Acre (RR-2) Zoning District at 25200 Pacific Coast Highway (PCH) (PAR PCH, LLC); or 2) Direct staff to bring back a resolution consistent with the City Council's decision.

FISCAL IMPACT: There is no fiscal impact associated with the recommended action.

STRATEGIC PLAN IMPLEMENTATION: N/A.

DISCUSSION: The matter is an appeal of the Planning Commission's approval of CDP No. 19-012, LM No. 24-002, and COC No. 21-004, an application for the construction of a

one-story residence and other associated development. The appellant, Jun Hall for Concerned Citizens of Malibu Road, Inc., filed an appeal of the Planning Commission's decision to approve the project. The appellant resides south of the subject parcels.

Project Background

This project was scheduled for review by the Planning Commission several times from 2024 to 2026. The project was scheduled for hearing on May 20, 2024, and continued to a date uncertain. The project was scheduled for hearing on July 21, 2025, and the meeting was cancelled and continued to August 18, 2025. On August 18, 2025, the project was continued to a date uncertain. The project was scheduled for hearing on December 16, 2025, and continued to January 20, 2026 prior to opening the public hearing. The project was heard on January 20, 2026 and continued to February 17, 2026 for the applicant to make changes to the project. Ultimately, the project was approved at the February 17, 2026 Planning Commission meeting. All staff reports for hearings held on this item are available at malibucity.org/agendacenter.[1] The video for the hearing regarding the Commission's deliberation is available here – Planning Commission February 17, 2026 meeting.

Planning Commission Hearing on January 20, 2026

At its January 20, 2026 meeting, the Planning Commission deliberated on the Project, including a discussion of the impacts of the Project on public bluewater views from PCH and the Local Coastal Program (LCP) Local Implementation Plan (LIP) requirements to minimize impacts on views from public scenic areas. The Planning Commission continued the item to February 17, 2026, to provide time for the applicant to consider revising the project to further preserve public bluewater views over the subject parcel from PCH.

Planning Commission Hearing on February 17, 2026

At its February 17, 2026 meeting, the Planning Commission deliberated on a revised project that (1) reduced the maximum height elevation of portions of the residence by two feet by lowering the building pad and (2) eliminated a proposed guest house from the design. The Planning Commission received testimony from the public, including the project appellant. The revised project was approved on a 3-2 vote, with the addition of the following conditions to ensure public view protection and address potential adverse effects from grading and earthwork[2]:

[1] The previously published agenda reports for February 17, 2026, January 20, 2026, December 16, 2025, August 18, 2025, and July 21, 2025, are available online in the Agenda Center (https://www.malibucity.org/agendacenter) also in OnBase (malibucity.org/OnBase).

[2] The conditions of approval are listed in Planning Commission Resolution No. 26-05 (Exhibit C).

PC Condition 35: The development shall not block views of the horizon line of the Pacific Ocean nor views of the western Santa Monica Bay as seen by travelers going westbound, also known as northbound, along Pacific Coast Highway.

PC Condition 36: The applicant shall incorporate vibration monitoring during construction of the proposed residence if such testing is determined to be beneficial by the City.

PC Condition 150: Any future improvements to the single-family residence and related development authorized by this shall require an additional coastal development permit.

After review by the City Attorney, staff recommends that Planning Commission Condition 150 be revised to avoid conflict with other laws in the event future development is proposed that would be exempt from a CDP (e.g., structure destroyed by a natural disaster). The recommended revised condition is as follows, and has been included in the Resolution (Exhibit A):

Condition 150: Any future improvements to the single-family residence and related development approved under this permit that modify height or mass shall require a CDP.

Project Overview

The subject parcels are vacant and would be 6.36 acres in size once merged (east parcel is APN 4459-014-018 and west parcel is APN 4459-013-021). The parcels are located at the top of a terraced slope on the south side of PCH, north and east of Bayshore Drive, north of Malibu Road, and west of Puerco Canyon Road (Figure 1). The terraced slope is a result of prior grading on the property. The parcels are within the Appeal Jurisdiction of the California Coastal Commission (CCC) as depicted on the Post-LCP Certification Permit and Appeal Jurisdiction Map and confirmed per the definition of Appealable Coastal Development Permit in LIP Section 2.1.

Figure 1 – Project Site and Vicinity Map



Source: City of Malibu GIS, 2026

The parcels are in an area primarily developed with one-story and two-story single-family residences and similarly zoned RR-2 between Malibu Road and PCH. The parcels are bordered on the south, west, and east by single-family residences, and to the north by PCH. North of PCH is comprised of public open space and single-family residences are located to the northeast in the RR-5 zone. A small flag segment of the east parcel is adjacent to Malibu Road.

The applicant has requested a Lot Merger (LM) to consolidate the two parcels into one and a Conditional Certificate of Compliance (COC) to recognize the merged parcel as one. A COC is being processed with the CDP to legalize the single parcel pursuant to the Subdivision Map Act.

The project consists of the construction of a one-story, flat-roofed single-family residence with a gym, basement, subterranean garage, active outdoor spaces (i.e., outdoor kitchen and other rooms, pools/spas, and decks), retaining and freestanding walls, driveways, fences, parking, hardscape, landscape, and an OWTS. The residential development is framed by a permeable driveway and fire access along the northern border of the project site, parallel to PCH, that leads to a subterranean garage and outdoor parking area on the

east end of the project site, and a southern grasscrete fire access driveway connecting with the northern driveway on the east.

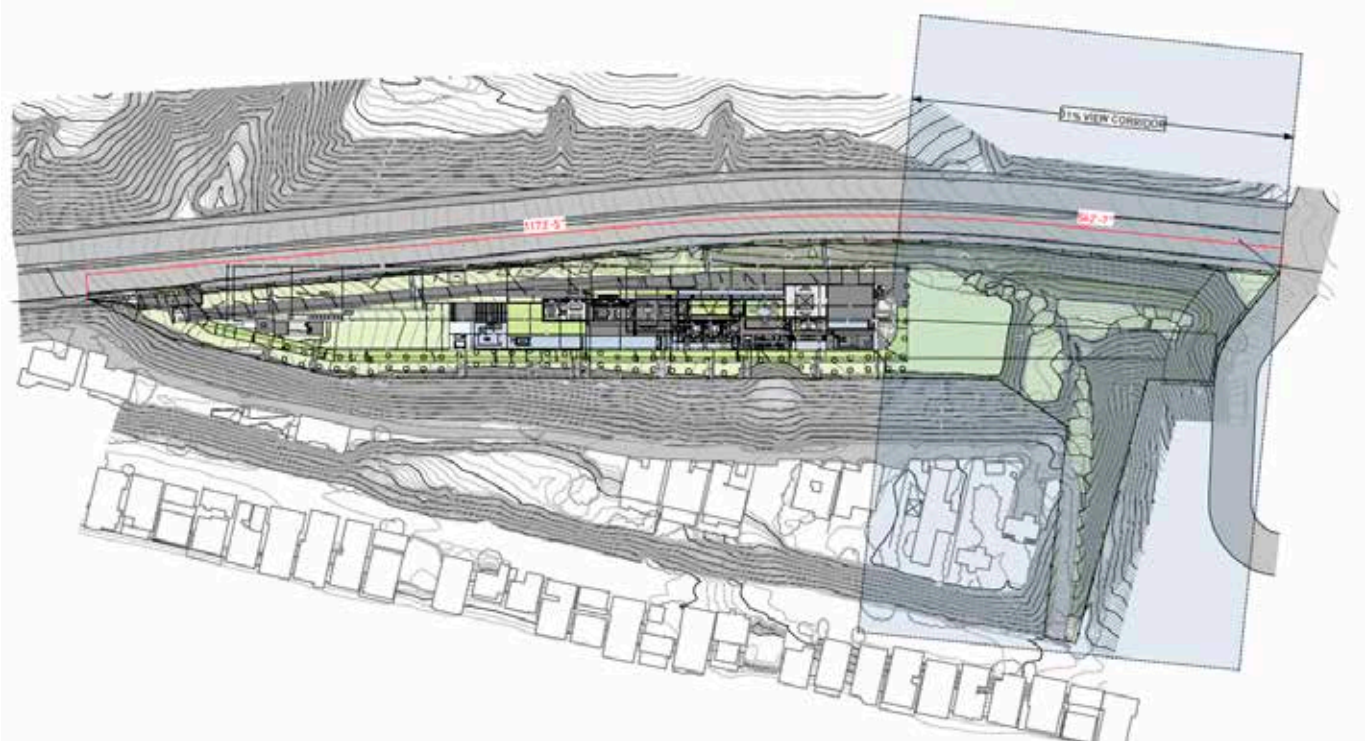
The merged parcel is a narrow, irregularly shaped lot with 1,692 feet (ft.) of linear frontage along PCH. An earthen berm constructed by the California Department of Transportation (Caltrans) is located along most of the north side of the merged parcel bordering PCH. Approximately two-thirds of the merged parcel contains slopes flatter than 4 to 1 (25 percent). However, a jurisdictional stream with slopes ranging from 2.5 to 1 (40 percent) to 1 to 1 is in the eastern area of the merged parcel. Slopes with a gradient of 1 to 1 or less are located south of the project site.

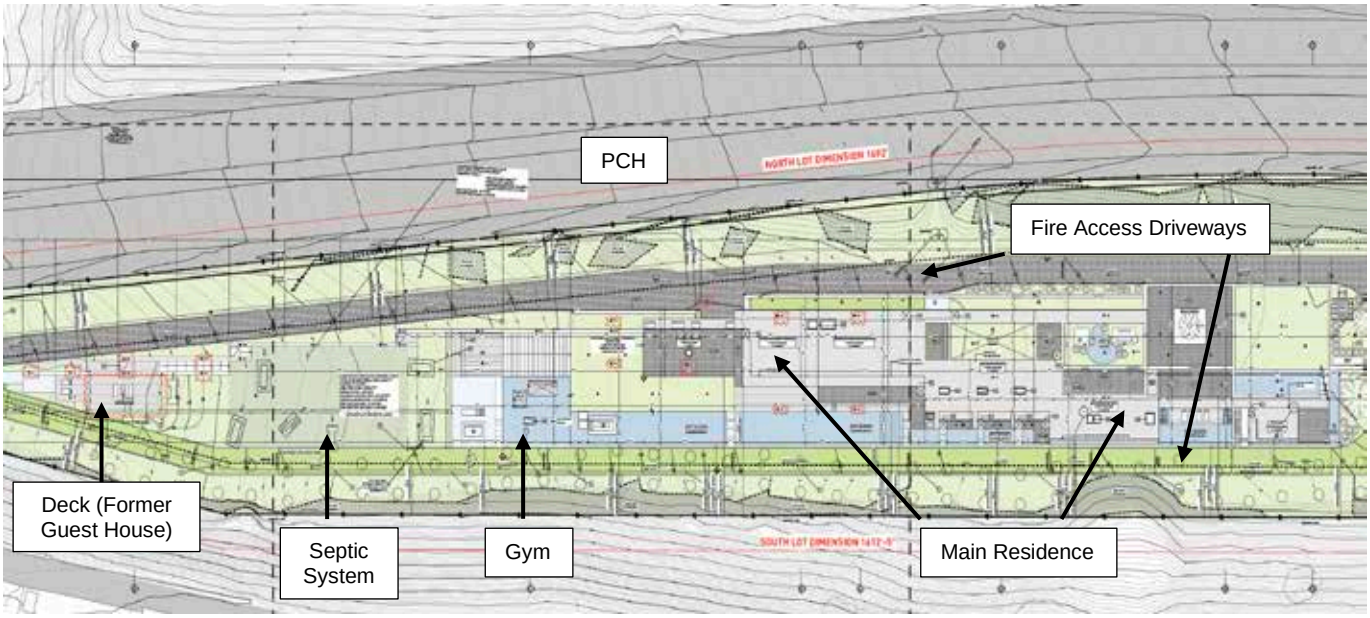
The LCP Environmentally Sensitive Habitat Area (ESHA) Overlay Map delineates a blueline stream within the parcel boundaries. A site-specific biological assessment was prepared for the merged parcel and confirmed most of the vegetation on the project site has been disturbed, except for vegetation in the stream. The proposed development is intentionally sited on the west of the merged parcel and away from the stream. This allows the proposed development, including the required fuel modification area, to be located outside the ESHA stream and 100 ft. ESHA buffer on the east end of the merged parcel. As such, the ESHA development standards required in LIP Section 4.6 do not apply because no development would occur within the ESHA or 100 ft. ESHA buffer.

The proposed development would be visible from PCH, which is a designated scenic road in the LCP Land Use Plan (LUP). Despite various design revisions to the project to reduce and/or eliminate public bluewater view impacts from PCH, the project would still result in some disruption of public views across the project site due to portions of the residence and gym that would extend above the PCH road grade elevation. As required by LIP Section 6.5(E)(2), a public view corridor must be provided onsite equivalent to a minimum of 20 percent (339 ft.) of the merged parcel's street frontage on PCH (1,692 ft.). The applicant has proposed a public view corridor of 31 percent (525 ft.) on the easterly portion of the merged parcel in the area containing ESHA, 100 ft. ESHA buffer, and jurisdictional drainage, exceeding the LIP's minimum width by 186 ft. Note that by eliminating the proposed guest house from the west portion of the merged parcel, approximately 500 linear ft. of additional area would be available for public views of the ocean from PCH, although not contiguous or part of the designated public view corridor.

As designed, the project does not include any discretionary requests for relief from development standards. The project plans approved by the Planning Commission in February 2026 are included as Exhibit D. The proposed site plan is shown in Figure 2 - an overall site plan followed by a detailed site plan.

Figure 2 – Project Site Plans





APPEAL TO THE CITY COUNCIL

The appellant, Jun Hall for Concerned Citizens of Malibu Road, Inc., filed an appeal on February 27, 2026 (Exhibit B). According to information contained in the appeal application, Concerned Citizens of Malibu Road is an organization in the City's Malibu Beach neighborhood that is directly south and downslope from the merged parcel in the Multi-Family Beachfront (MFBF) zone. Jun Hall provided written testimony and other members of Concerned Citizens of Malibu Road, Inc. provided written and oral testimony during the public hearing before the Planning Commission. In the appeal, the appellant contends that the findings or conditions are not supported by the evidence and that the decision is not supported by the findings, as well as that the decision was contrary to law.

In particular, the appellant states that the following are unsupported by evidence:

Appeal Claim 1:	The Planning Commission's findings for issuance of a CDP in LIP Sections 13.9 identified as Findings A.2 and A.3 (in Planning Commission Resolution No. 26-05); and the Planning Commission findings relating to scenic and visual resources in LIP Section 6.4(A), identified as Findings B.1 and B.2;
Appeal Claim 2:	The Planning Commission's findings relating to hazards in LIP Section 9.3(A), identified as Findings C.1, C.2, C.5, and C.6;
Appeal Claim 3:	The Planning Commission's findings relating to blufftop development in LIP Section 9.3(A), generally;
Appeal Claim 4:	The Planning Commission's findings relating to land divisions in LIP Section 15.2, identified as Findings D.1, D.2, and D.3; and
Appeal Claim 5:	The Planning Commission's findings relating to the use of a Class 3 exemption pursuant to CEQA.

The specific appellant claims are summarized below in italics. The full text of the appeal claims can be found in Exhibit B. A response by the Planning Division is provided following each of the appellant's claims below.

Appeal Item 1. The Planning Commission's approval of findings A.2 and A.3 (LIP Chapter 13. Coastal Development Permits), and B.1 and B.2 (LIP Chapter 6. Scenic, Visual, and Hillside Resource Protection Ordinance) in Commission Resolution No. 26-05 is unsupported by substantial evidence and the Commission's decision was contrary to law. The Commission's deliberations on public view impacts focused on the westbound scenic view of Point Dume and the west end of Santa Monica Bay, not Catalina Island, the Palos Verdes Peninsula, and the Pacific horizon line abutting these natural scenes. Public views of these landmarks are entirely obscured by the project.

The project is not the least environmentally damaging alternative, and there is no substantial evidence to support that there are no feasible alternatives to development that would avoid or substantially lessen any significant adverse impacts on scenic and

visual resources. The applicant's choices to lower the building pad elevation and eliminate the proposed guest house, and the Commission's Condition of Approval No. 35, fail to mitigate such impacts.

Resolution No. 26-05 and the Commission staff report only analyzed, and determined infeasible, alternatives such as clustering development, relocation of buildings, or substantial slope grading that would set the buildings fully below the PCH grade. Although potential reduction in the total development square footage (TDSF) was considered by the Commission and in the staff report, it was concluded that, even if producing less impact, it would still produce some level of adverse impact (such as reducing but not eliminating the loss of views). However, Section 6.4(A)(4) of the LIP requires that there be, "no feasible alternatives to development that would avoid or substantially lessen any significant adverse impacts on scenic and visual resources." Even if adverse impacts cannot be eliminated entirely, it is possible to substantially reduce such impacts through a smaller project size. The Commission ignores the reality of LIP Section 6.4((B) that the project "shall be modified, by special condition, relative to height size, design, or location on the site…to avoid or minimize the adverse scenic impacts of the proposed development." LIP Section 6.4(B) not only gives the City the express authority to reduce the project's height and size but mandates it. The City can – and must – require that the project's footprint is further reduced in a manner that is most protective of Malibu's scenic and visual resources. The City could allow the project to retain a TDSF the same or similar as that proposed, but with a condition that further reduces maximum building height. It would not require lowering the building pad further or additional grading or slope encroachment, would not change building locations on the narrow lot, and would not impede designated ESHA or ESHA buffer. Neither this alternative, nor an alternative that would keep the lots separate, were ever meaningfully analyzed in the staff reports or by the Commission.

<u>Staff Response – Appeal Item 1</u>

LIP Section 13.9 requires four findings be made to issue a CDP. The second and third findings referenced in the appeal state:

LIP Section 13.9(B): If the project is located between the first public road and the sea, that the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Sections 30200 of the Public Resources Code).

LIP Section 13.9(C): The project is the least environmentally damaging alternative.

LIP Section 6.4(A) requires five findings be made for projects that are located along, within, or provide views to or are visible from any scenic area, scenic road, or public viewing area. The first and second findings referenced in the appeal state:

LIP Section 6.4(A)(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.

LIP Section 6.4(A)(2): The project, as conditioned, will not have significant adverse scenic or visual impacts due to required project modifications, landscaping or other conditions.

Ø Response to Findings A.2 (LIP 13.9(B)), A.3 (LIP 13.9(C)), B.1 (LIP 6.4(A)(1)), and B.2 (LIP 6.4(A)(2)) Claims:

In evaluating alternatives to the project that are the least environmentally damaging, many alternatives were evaluated, including the following factors: biological resources and ESHA, grading and slopes, public scenic views, and site design and location.

The proposed project is sited to avoid impacts to ESHA, ESHA buffer, and sensitive biological resources within a jurisdictional stream on the east portion of the merged parcel, 320 feet from ESHA at its closest point. Since the project will not affect the ESHA or the 100 ft. ESHA buffer, including the required fuel modification, the project complies with LIP Section 4.6.1 to provide vegetation buffers from habitat to new development, and no impacts to biological resources would occur. LIP Section 4.6.4(C) states that the protection of ESHA and public access shall take priority over other development standards and where there is any conflict between general development standards and ESHA and/or public access protection, the standards that are most protective of ESHA and public access shall take precedence. As such the project is sited in its location specifically to avoid ESHA which is the most protected coastal resource identified in the LCP.

To minimize grading to the maximum extent feasible (including environmentally damaging impacts to the hillside), the development is proposed to be sited on the flattest area of the parcel which is generally in the center of the parcel. The project site is relatively flat, consisting mostly of a 4 to 1 slope with a few areas between 4 to 1 to 3 to 1 that are less than 30 percent grade. Other portions of the parcel have steeper slopes (up to 1 to 1). Due to their steepness, these areas were avoided for development.

The LIP allows the placement of structures on slopes 3 to 1 (33 percent) or flatter for residential development. The project is consistent with the LIP Chapter 8 (Grading Ordinance) grading standards and would not exceed the maximum quantities of non-exempt grading allowed by the LIP. The project involves 742 cubic yards of non-exempt grading, less than the maximum 1,000 cubic yards permitted. Consistent with LIP Section 8.3(E) (Design of Grading), the grading will conform to the natural topography and landforms. There are no less environmentally damaging alternatives to the grading proposed for the project.

Coupled with the design that protects ESHA and significant landform alteration, scenic and visual resource would be protected by lowering portions of the building pad for portions of the residence and removing a proposed detached guest house. Lowering portions of the building pad would necessitate additional grading and impacts to the hillside. The guest house was removed per the Planning Commission's request, which reduces the amount of grading required. The revised project complies with the grading requirements of LIP Chapter 8 (Grading), including the requirements of Section 8.3 (Development Standards).

LIP Section 6.5(E)(1) requires that where the topography of a project site along the ocean side of PCH descends from the roadway, new development shall be sited and designed to preserve bluewater ocean views over the approved structures. LIP Section 6.5(E)(2) further states that 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. As described further below, it is infeasible to site the project completely below road grade while avoiding significant landform alteration. As a result, and as required by LIP Section 6.5(E)(2), a public view corridor must be provided onsite equivalent to a minimum of 20 percent (339 ft.) of the merged parcel's street frontage on PCH (1,692 ft.). The applicant has proposed a public view corridor of 31 percent (525 ft.) on the easterly portion of the parcel in the area containing ESHA and an ESHA buffer. The extended public view corridor exceeds the LIP's minimum width by 11 percent (186 ft.). As designed and conditioned, the project would exceed the minimum public view corridor requirements of LIP Section 6.5(E)(2).

To eliminate all obstructions to public bluewater views, the buildings would need to be lowered to a height that is below the PCH road grade and the adjacent Caltrans earthen berms. That is, the buildings would need to be below approximately three to seven feet in most areas, although could be higher at the eastern end of the project site, where there is up to a 21-foot difference between the development surface and the roadway/berm grade for a small segment. This small segment would be inadequate to site the full building.

The building heights have been reduced twice. As revised, the tallest building heights range from 15 ft., 7 in. to 16 ft., 10 in., while some building portions are as low as 10 ft, 2 in., from the lower of existing/finished grade. Since PCH and the Caltrans berms are at a higher elevation than the project site, approximately 3 ft., 3 in. to 6 ft., 5 in. of building height would encroach into the public's bluewater view from the PCH road grade, with the remainder of the parcel open to public views.

Lowering building pad elevations further as a means to reducing visible building height would require substantial earthwork, resulting in non-exempt grading beyond the LIP's maximum allowed 1,000 cubic yards (c.y.) and more retaining walls that could exceed the 6 ft. height maximum. As designed, the project does not include any discretionary requests for relief from development standards. To lower the building pad elevations with shorter retaining walls, or without walls, would require an increase in development at the edges of

the lowered building pad which could not be fully accommodated within the property limits, unless it is expected that the house be subterranean with little access to light and air. To provide light and air in this potential design, which would require substantially more earthwork, the steep hillside would need to be cut, triggering the need for a variance on steep slopes. This alternate design 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.

Alternatives were analyzed and it was determined that there are no other feasible locations on the parcel to accommodate the proposed development that would entirely avoid scenic and visual impacts to public views without encroaching into ESHA and ESHA buffer and/or substantially increasing grading and variances. Amongst the alternatives considered are:

- The applicant considered reconfiguring all buildings on the eastern portion of the project site (i.e., the area of the eastern part of the main residence), where the PCH grade and/or berms are highest and provide the most screening for the development (up to a 21-ft. difference between the project site and PCH grade/berms). However, because the project site is narrow and the area where there is the most potential screening is limited, locating all development in this area is infeasible if an economically viable use is to be provided.

- Another option of locating development in the eastern portion of the property (beyond the proposed project site), which is wider, would result in encroachment into the ESHA, ESHA buffer, and jurisdictional drainage area, and would require grading of steep slopes (over 30 percent), and shifting fuel modification zones off-site, which would be inconsistent with LIP Chapters 4 (Environmentally Sensitive Habitat Area) and 8 (Grading) for the protection of ESHA and biological habitat and for grading. The LCP prioritizes the protection of ESHA over other coastal resources, including scenic and visual resources, whereby a proposed development has incorporated design revisions to minimize and/or avoid impacts to the maximum extent feasible so long as the protection of ESHA is maintained.

The total development square footage (TDSF) was reduced from 11,121 sf. to 10,656 sf. with the removal of the guest house. This is below the maximum allowed TDSF for the parcel of 11,172 sf. Of the 6.36-acre parcel (277,041 sf.), the proposed TDSF represents a development area of approximately 3.8 percent of the parcel's lot size. Reducing the TDSF further would not alone result in a project that further decreases intrusions into bluewater views from PCH as it is the height of the structure, not the size, that affects the bluewater water view. A lower TDSF would not result in a less environmentally damaging project in this case.

The following revisions were made by the applicant and approved by the Planning Commission on February 17, 2026, to reduce and/or avoid the project's impact on public bluewater views from PCH.

- Residence Height Lowered: Applicant lowered the building pad by 2 ft. in the communal areas (outdoor kitchen, kitchen, family room, living room, dining room, and beneath the subterranean areas).
- Guest House Removed: Applicant removed a proposed 10 ft. tall, 465 sf. detached guest house in the west portion of the project site which eliminated public view impacts across this area of the parcel.
- Wall Height Reduced: Applicant reduced the height of walls near the previously proposed guest house at the west end of the project site from a maximum of 10 ft, 3 in. to 6 ft. As revised, no walls extend into the public's view.

Figure 3 – Proposed View Corridor



By eliminating the proposed guest house from the west portion of the merged parcel, approximately 500 linear ft. of additional area would be available for public views of the ocean from PCH. Additionally, fencing along the front yard near PCH would be 42 in. tall

and view permeable, and not visible from PCH. The project has been conditioned so that landscaping would not block public views from PCH.

At the February 17, 2026 Planning Commission hearing, Condition No. 35 was added that prohibits the development from blocking views of the horizon line of the Pacific Ocean and views of the western Santa Monica Bay as seen by travelers going westbound (considered northbound to many) along PCH. As such, overall views of the Pacific Ocean are protected. Additionally, the area of western Santa Monica Bay was specifically identified, as it is understood to represent the most important views over the subject parcel, with the backdrop of the ocean shoreline and Point Dume. The condition was added by the Planning Commission as a protective measure to ensure no significant adverse view impacts would occur but does not change the project design. Therefore, LIP Section 6.4(B), which addresses conditions necessary to make the project conform with the LCP and stipulates that mitigation shall not be permitted to substitute for implementation of a feasible project alternative that would lessen or avoid impacts to scenic and visual resources, does not apply.

As revised and conditioned, the proposed project is considered the least environmentally damaging alternative in accordance with all the requirements of the LCP. There are no feasible alternatives to the development that would further avoid or substantially lessen impacts on coastal resources. The potential alternatives explored are either infeasible or would create further environmental impacts and/or be inconsistent with the LIP. The project, as proposed and conditioned, will have bluewater impacts to some extent, but will not have significant adverse scenic or visual impacts. The last finding of LIP Section 6.4(A) states, “Development in a specific location on the site may have adverse scenic and visual impacts but will eliminate or otherwise contribute to conformance to sensitive resource protection policies contained in the certified LCP.” The project protects ESHA and ESHA buffer and minimizes impacts to landform alteration and scenic and visual resources.

<u>Appeal Item 2.</u> The Planning Commission’s approval of findings C.1, C.2, C.5, and C.6 regarding geological hazards (LIP Chapter 9. Hazards) in Resolution No. 26-05 is unsupported by substantial evidence and the Commission’s decision was contrary to law. The Commission violated LIP Sections 13.9 (Chapter 13. Coastal Development Permits – required findings) and 9.3 (Chapter 9. Hazards – required findings) as the project as proposed or as conditioned is not the least environmentally damaging alternative. The findings state that the project is the least environmentally damaging alternative and that it will not have any significant adverse impacts on site stability or structural integrity from geologic or flood hazards due to project design, location, modifications, landscaping, and other conditions. The findings also state that there are not preferable feasible project alternatives to improve site stability or structural integrity beyond that of the proposed project.

The applicant’s geotechnical analyses relied on a factor of safety of 1.5 and assumed soldier pile locations as a stabilization technique that have since been materially altered

and shifted north, thereby leaving critically important slide zones without any kind of support or stabilization. The February 14, 2023, City Geotechnical Review noted that the revised soldier pile locations were not acceptable from a geotechnical perspective and potentially required revised slope stability analyses. Hence, the project does not demonstrate that it would not impact site stability or structural integrity and the project threatens to induce downslope failures directly toward adjacent properties on Malibu Road and Bayshore Drive. The applicant should recalculate and the City review new analyses and studies that calculate geologic stability based on this material alteration of the project's stabilization system now. The project was approved without this recalculation, with the City geotechnical consultant reviewers indicating in the April 11, 2023 City Geotechnical Review Sheet that the applicant shall recalculate the slope stability analysis for the revised soldier pile locations during the project plan check stage.

Staff Response

While the original project design showed proposed soldier piles and tiebacks on the slope just below the project site, the structural design was revised in 2023 and the soldier piles and tiebacks were relocated to be within the project site, which is northerly and upslope of the prior location. The factors of safety (FOS) were calculated for the original location on the slope and found to meet the requirements of LIP Section 10.4(D) (1.5 static and 1.1 pseudostatic), and the City's 2013 updated methodology of computing the seismic FOS (1.0). The City's geotechnical consultant reviewers noted that relocating the soldier piles further upslope and into the project site would result in less load that must be retained than the increased loads further downslope. The City geotechnical consultant reviewers approved the project for consistency with the LCP and from a feasibility of development standpoint. During Building Safety plan check, the City geotechnical consultant reviewers will further account for constructability of the project and further assess slope stability. This includes ensuring the project is designed for worst case design assumptions (e.g., lowest shear strength, highest groundwater level, etc.). Further, the City geotechnical consultant reviewers will require that testing be conducted during the initial construction stage by the applicant's geotechnical engineer to confirm stabilization before the project site can be developed with structures.

As described in the staff response to Appeal Item 1, the project is the least environmentally damaging alternative. As revised and conditioned, the project is also considered the least environmentally damaging alternative from a geotechnical standpoint because soldier piles and tiebacks often require a smaller excavation footprint. Based on review of the project plans and associated project geotechnical and other reports by the City geotechnical consultant reviewers, these specialists determined that adverse impacts to the project site and offsite parcels related to the proposed development are not expected. The project will neither be subject to nor increase the instability of the project site and offsite parcels from geologic or flood 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.

The soldier piles and other geotechnical slope stabilization measures to be employed will ensure the safety of the slope that is south of the subject parcel. Conditions of approval require that all recommendations contained in the geotechnical reports and conditions required by the City geotechnical review consultants are incorporated into the project. Moreover, there are no 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 parcel outside of steep slopes and will not be located within a flood hazard area. Retaining walls are consistent with the maximum 6 ft. height requirement.

Appeal Item 3. The Planning Commission's approval of Resolution No. 26-05 is not supported by the findings, as the Commission failed to make any findings under LIP Chapter 10 (Shoreline and Bluff Development Ordinance) for new blufftop development and the Commission's decision was contrary to law. The subject property exactly fits the LIP definition for a coastal bluff, as it is on a site that is very steep in vertical extent with a rounded cliff face overlooking the Pacific Ocean. Therefore, findings must be made regarding the development standards and other requirements of LIP Chapter 10. The applicant indicated that other homes located closer to the shoreline than the project have previously not been found to be bluff projects. The applicant's reliance on homes closer to the shoreline is irrelevant, as those homes were all found to be at lower elevations than the project site.

Staff Response

LIP Chapter 2 (Definitions) provides multiple definitions related to bluffs, including:

> BLUFF EDGE - For coastal and canyon bluffs, the bluff edge shall be defined as the upper termination of a bluff, cliff, or seacliff. In cases where the top edge of the cliff is rounded away from the face of the cliff as a result of erosional processes related to the presence of the steep cliff, the bluff edge shall be defined as that point nearest the cliff beyond which the downward gradient of the surface increases more or less continuously until it reaches the general gradient of the cliff. In a case where there is a steplike feature at the top of the cliff face, the landward edge of the topmost riser shall be taken to be the bluff edge. Where a coastal bluff curves landward to become a canyon bluff, the termini of the coastal bluff edge, shall be defined as a point reached by bisecting the angle formed by a line coinciding with the general trend of the coastal bluff line along the seaward face of the bluff, and a line coinciding with the general trend of the bluff line along the canyon facing portion of the bluff. Five hundred feet (500′) shall be the minimum length of bluff line or edge to be used in making these determinations.
>
> CLIFF - any high, very steep to perpendicular or overhanging face of rock, a precipice.

> COASTAL BLUFF - a high bank or bold headland, ten feet (10′) or more in vertical extent, with a broad, precipitous, sometimes rounded cliff face overlooking a body of water.

Considering both “cliff” and “coastal bluff” definitions, a coastal bluff is characterized as a precipice or precipitous, both conveying steepness. Consistent with MMC Section 17.40.040(A)(6)(e), a 1:1 slope (45 degrees or 100 percent slope) is considered to be attributable to a bluff. The slope along the southern edge of the subject parcel has a maximum slope of 1.35:1 (36.5 degrees or 74 percent slope), which would not be classified as a bluff pursuant to the MMC.

The Post-LCP Permit and Appeal Jurisdiction Map delineates the subject parcel as partially within two CCC appeal zones due to the distance from a beach and stream, but specifically not a coastal bluff. The southern edge of the parcel’s west side is within 300 ft. from the beach, and the eastern end of the parcel is within 100 ft. from a stream. Some parcels are identified as appealable to the CCC due to being identified as a coastal bluff. However, as the Post-LCP Permit and Appeal Jurisdiction Map does not identify a coastal bluff on or within the vicinity of the subject parcel, and the slope below the subject parcel is not precipitous, nor subject to wave action, does not meet the definitions of a bluff in either the LCP or MMC definitions and thus it has been determined that project site is not considered a bluff, let alone a coastal bluff. The City geotechnical consultant reviewers have concurred with this determination. Therefore, no further analyses or findings for coastal bluffs in LIP Chapter 10 (Shoreline and Bluff Development Ordinance) are required, and development standards applicable to coastal bluffs do not apply to the project.

<u>Appeal Item 4.</u> The Planning Commission’s approval of findings D.1, D.2, and D.3 (LIP Chapter 15. Land Division) in Resolution No. 26-05 is unsupported by substantial evidence and the Commission’s decision was contrary to law. The finding that the project, as conditioned, is safe from flooding, erosion, geologic, and extreme fire hazards is unsupported for the reasons stated in Appeal Item 2 above. The finding that the project site enables impacts to visual resources, including bluewater views, to be minimized to the extent feasible and that the lot merger is consistent with all policies and standards of the LCP that protect ESHA or visual resources of the coastal zone are also unsupported for the reasons stated in Appeal Item #1. The project failed to adequately analyze the development alternative of keeping the two lots separate and denying the lot merger. Smaller lots have the potential to allow smaller, safer homes on each parcel, reduced grading and stabilization demands, greater open space retention, and greater preservation of bluewater views, and greater escape or egress during an emergency.

<u>Staff Response</u>

The appellant suggests that the property be kept as two separate parcels, claiming that allowing for one residential development per parcel would reduce impacts to public

bluewater views and other coastal resources. However, two lots could result in more density and disruptions to the ESHA on the eastern lot. This project was designed to minimize impacts on coastal resources. It also meets the requirements for a lot merger.

The project is consistent with LUP Chapter 5 (New Development), Section C. “Land Use Policies, Item 8 Land Division.” LUP Policy 5.33 defines land divisions as including lot mergers. LUP Policy 5.37 reads:

> Land Divisions shall be designed to cluster development, including building pads, if any, in order to minimize site disturbance, landform alteration, and removal of native vegetation, to minimize fuel modification, and to maximize open space.

The claim that development of two residences, one on each parcel, is preferable environmentally or otherwise, is speculative and unsupported by evidence since the specific design of each residence and development site is unknown. It is possible that two residences could result in more impacts to public bluewater views, geologic issues, grading and slope stabilization, less open space, and the same or less effective emergency evacuation, and would require two onsite wastewater treatment systems.

Once the parcels are merged, the development of one residence clustered on the merged parcel would allow a design that avoids various development constraints, such as steep slopes. It also allows development to be sited in an area to protect priority coastal resources (ESHA) to the maximum extent available, while minimizing impacts to other coastal resources such as scenic and visual resources and landform alteration. Should development occur on both parcels, it is anticipated that development on the eastern parcel would result in encroachment into ESHA, ESHA buffer, and steep slopes.

As listed in LIP Section 15.4.1(B), the LM must be consistent with any policy or standard of the LCP that protects ESHA and/or visual resources of the coastal zone (Findings D.1, D.2, and D.3 referenced by the appellant). As described above in the staff response to Appeal Item 1, the findings for LIP Chapter 6 (Scenic, Visual, and Hillside Resource Protection Ordinance) can be supported as the project prioritizes protection of ESHA above all other coastal resources, and as revised in its design, the project would be consistent with the scenic and visual resource requirements to the maximum extent feasible. The subject parcel was determined to accommodate development, including fuel modification, outside of the ESHA and ESHA buffer. Fuel modification Zone C, which is 200 feet east of the main residence, would terminate 20 feet from the ESHA buffer at its nearest point. Therefore, the main residence is 220 feet from the required 100 ft. ESHA buffer and 320 feet from ESHA at its closest point.

As described in the staff response to Appeal Item 2, the project is considered the least environmentally damaging alternative from a geologic/geotechnical hazard standpoint, and the findings for LIP Chapter 9 (Hazards) can be supported. The City geotechnical

consultant reviewers have approved the project, with recommendations and conditions to be implemented in final design during building plan check and construction. The proposed project site provides for development that avoids any work within slopes steeper than 3.3 to 1 (30 percent). 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. Development of the subject parcel 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 center to westerly half of the parcel to minimize site disturbance and maximize open space on the eastern side of the parcel within ESHA, the jurisdictional drainage, and steep slopes.

Appeal Item 5. The Planning Commission's decision was contrary to law because the Commission approved a legally unsupported exemption of the project from the California Environmental Quality Act (CEQA). The Class 3 categorical exemption from CEQA is inappropriate. The project's TDSF renders it completely outside the scope of the Class 3 exemption. An analysis of the unusual circumstances exception, as well as the location exception and the scenic highways exception, preclude the project's reliance on Class 3.

The project's massive size and unstable landslide location constitute unusual circumstances that distinguish it from other projects that have relied upon its exemption. Staff and the project geotechnical engineer have stated that the applicant's slope stability improvements help the project meet the appropriate factor of safety threshold. These improvements are mitigation measures constituting conditions of approval that are imposed to mitigate the significant effects and make the project quality for an exemption. This is contrary to the language that exemptions should be provided to projects that are "determined to not have a significant effect on the environment (CEQA Guidelines Section 15300). Mitigation measures cannot be the basis for a categorical exemption and must instead be evaluated through proper environmental review. The location exception and scenic highways exception apply. The project is located in an environmentally sensitive area in which public views, as environmental resources of public importance, will be impacted by the project. PCH has been designated in the LUP as a protected scenic road and will face significant adverse impacts to public bluewater views.

Staff Response

The project was determined to qualify for a CEQA Class 3 Categorical Exemption (CE) under CEQA Guidelines Section 15303(a), which reads in part:

> Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the

maximum allowable on any legal parcel. Examples of this exemption include but are not limited to:

(a) One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.

…

(e) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.

The project consists of one single-family residence in a residential zone. The Class 3 CE does not define the size of a residence, nor does it impose a size limit and has been used by hundreds of single-family residential development projects within Malibu's history where there is no significant environmental impact. There are no unusual circumstances or a reasonable possibility of a significant environmental effect, and none of the exceptions in CEQA Guidelines Section 15300.2, which would render CE 15303(a) inapplicable, as listed below, were found to apply.

CEQA Guidelines Section 15300.2 reads:

(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.
(b) Cumulative Impact. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
(c) 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.
(d) 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.
(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

> (f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The only item listed above that could even be considered is subsection (d) of the above. All the other criteria are inapplicable, including subsection (c) which was evaluated by the substantial evidence listed earlier. The project would not result in significant adverse scenic resource impacts per the discussion of Finding B.1 in Appeal Item No. 1. The project, along with any other project in the City where applicable, is required to implement the design and view criteria in LIP Section 6.5(E)(2) to protect scenic and visual resources. As the development is proposed on a parcel identified in the General Plan and LCP for residential use and would be limited to one single-family residence, there would be no cumulative impacts from the development. The parcel is not a hazardous waste site and the parcel does not contain, nor is it adjacent to, a historical resource.

While portions of public bluewater views over the parcel would be obstructed, other portions of the parcel would have no view obstruction, including the western end of the parcel and within a 31 percent designed view corridor on the eastern part of the parcel. As outlined in staff's response to Appeal Item 1, the project is consistent with LIP Chapter 6 (Scenic, Visual, and Hillside Resource Protection Ordinance) and identified impacts to public scenic views were avoided and/or minimized by design revisions and conditions.

ENVIRONMENTAL REVIEW: Pursuant to the authority and criteria contained in the CEQA, the Planning Division and Planning Commission analyzed the proposed project. The Planning Division and 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 and categorically exempt from the provisions of CEQA according to CEQA Guidelines Section 15303(a) and (e) – New Construction. The Planning Division and Planning Commission further determined that none of the six exceptions to the use of a categorical exemption applies to this project (CEQA Guidelines Section 15300.2).

Should the City Council choose to uphold the appeal and deny the project, pursuant to CEQA Guidelines Section 15270, CEQA does not apply to projects that a public agency rejects or disapproves.

PUBLIC CORRESPONDENCE: Correspondence submitted through the January 2026 meeting are attached to previous agenda reports. The applicant's response to the appeal is attached hereto as Exhibit E and correspondence submitted for the February 17, 2026 meeting are attached hereto as Exhibit F.

PUBLIC NOTICE: On July 16, 2026, a Notice of City Council Public Hearing was published in a newspaper of general circulation within the City and a public notice was mailed to the owners and occupants of all properties within a radius of 500 ft. of the subject parcel (Exhibit G).

SUMMARY: Based on information in this report, provided with the agenda reports presented to the Planning Commission, project plans, and other documents, the City Council shall either adopt the attached resolution denying the appeals and approving the project or direct the Planning Division to return with a resolution consistent with the City Council's decision.

EXHIBITS:

A. Resolution No. 26-55
B. Appeal No. 26-007
C. Adopted Planning Commission Resolution No. 26-05
D. Project Plans Approved by Planning Commission
E. Applicant's Response to Appeal
F. Correspondence
G. Notice of Public Hearing

The previously published agenda reports for February 17, 2026, January 20, 2026, December 16, 2025, August 18, 2025, and July 21, 2025, are available online in the Agenda Center (https://www.malibucity.org/agendacenter). All meeting materials including staff reports, correspondence, and presentations are available in OnBase (malibucity.org/onbase).

RESOLUTION NO. 26-55

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MALIBU, DENYING APPEAL NO. 26-007, 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 City Council 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, Certificate of Compliance (COC) No. 19-009, and Lot Merger (LM) No. 24-002 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 and all interested parties.

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. 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, reviewed and considered the staff report, reviewed and considered written reports, public testimony, and other information in the record, and adopted Planning Commission Resolution No. 25-05 approving the project entitlements with additional conditions.

P. On February 27, 2026, Jun Hall for Concerned Citizens of Malibu Road, Inc. filed an appeal of the Planning Commission's action (Appeal No. 26-007).

Q. On July 16, 2026, a Notice of City Council 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 radius of 500 feet from the subject property and all interested parties.

R. On August 19, 2026, the City Council held a duly noticed public hearing on the subject appeal, reviewed and considered the agenda report, reviewed and considered written reports including the agenda report for the February 17, 2026, Planning Commission meeting, 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 in the area. This project, along with any other project in the City, is required to implement the criteria in Local Coastal Program (LCP) Local Implementation Plan (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 for hazardous materials and no historical resources are located on or adjacent to the property.

SECTION 3. Appeal of Action.

The appellant contends that the Planning Commission's findings or conditions are not supported by the evidence and that the Planning Commission's decision is not supported by the findings, as well as that the decision was contrary to law. In particular, the appellant states that the following are unsupported by evidence: findings of LIP Sections 13.9(A) and 13.9(C); findings A.2 and A.3 of Resolution No. 26-05; and the Commission findings relating to scenic and visual resources (LIP Chapter 6), hazards (LIP Chapter 9), blufftop development (LIP Chapter 10), and land divisions (LIP Chapter 15).

Based on the evidence in the record, as detailed below, in the August 19, 2026, City Council agenda report, in the Planning Commission agenda reports dated July 21,2025, August 18, 2025, December 16, 2025, January 20, 2026, and February 17, 2026, and at the hearing on the matter, the City Council has determined that the project conforms to the LCP and Malibu Municipal Code (MMC), denying the appeal and approving the project. The Council finds that the evidence supports the findings and is consistent with the City's past application of the applicable provisions of the LIP.

SECTION 4. Findings Denying the Appeal.

A. Least Environmentally Damaging Alternative

The proposed project, as designed and conditioned, is the least environmentally damaging feasible alternative and there is no evidence that an alternative project would substantially lessen any potential significant adverse impacts of development beyond that of the proposed project. In evaluating alternatives to the project that are the least environmentally damaging, the following

factors were considered: biological resources Environmentally Sensitive Habitat Area (ESHA), grading and slopes, public scenic views, and site design and location. These findings are supported by facts in the City Council and Planning Commission staff reports and resolutions as described below.

The proposed project is sited to avoid impacts to ESHA, ESHA buffer, and sensitive biological resources within a jurisdictional stream on the east portion of the merged parcel, 320 feet from ESHA at its closest point. Since the project would not affect the ESHA or 100 ft. ESHA buffer, including the required fuel modification, the project complies with LIP Section 4.6.1 to provide vegetation buffers from habitat to new development, and no impacts to biological resources would occur. LIP Section 4.6.4(C) states that the protection of ESHA and public access shall take priority over other development standards and where there is any conflict between general development standards and ESHA and/or public access protection, the standards that are most protective of ESHA and public access shall take precedence. As such the project is sited in its location specifically to avoid ESHA which is the most protected coastal resource identified in the LCP.

Since the project will not affect the ESHA or 100 ft. ESHA buffer, including the required fuel modification, the project complies with LIP Section 4.6.1 to provide vegetation buffers from habitat to new development, and no impacts to biological resources would occur. The City's Biological Consultant reviewed the site-specific biological assessment and conceptually approved the project for consistency with the relevant provisions of the LIP related to biological resources. As designed and sited, the project does not require compliance with the ESHA development standards in LIP Section 4.7.1.

To minimize grading to the maximum extent feasible, proposed development will be sited on the flattest area of the parcel which is generally in the center of the parcel. The project site is relatively flat, consisting mostly of a 4 to 1 slope with a few areas between 4 to 1 to 3 to 1 that are less than 30 percent grade. Other portions of the parcel have steeper slopes up to 1 to 1. Due to their steepness, these areas were avoided for development.

The LIP allows the placement of structures on slopes 3 to 1 (33 percent) or flatter for residential development. The project is consistent with the LIP Chapter 8 (Grading Ordinance) grading standards and would not exceed the maximum quantities of non-exempt grading allowed by the LIP. The project involves 742 cubic yards of non-exempt grading, less than the maximum 1,000 cubic yards permitted. Consistent with LIP Section 8.3(E) (Design of Grading), the grading will conform to the natural topography and landforms. There are no less environmentally damaging alternatives to the grading proposed for the project.

Scenic and visual resource will be protected to the maximum extent feasible by lowering portions of the building pad for portions of the residence and removing a proposed detached guest house. However, lowering portions of the building pad would necessitate additional grading, whereas removing the guest house would reduce the amount of grading required. As revised, the total amount of grading increased from 6,688 cubic yards (c.y.) to 10,341 c.y., while the non-exempt grading decreased from 979 c.y. to 742 c.y., which is below the 1,000 c.y. maximum allowed in LIP Section 8.3 for development on a residential parcel. The revised project complies with the grading requirements of LIP Chapter 8 (Grading), including the requirements of Section 8.3 (Development Standards).

LIP Section 6.5(E)(1) requires that where the topography of a project site along the ocean side of PCH descends from the roadway, new development shall be sited and designed to preserve bluewater ocean views over the approved structures. LIP Section 6.5(E)(2) further states that 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. As described further below, it is infeasible to site the project completely below road grade while avoiding significant landform alteration. As a result, and as required by LIP Section 6.5(E)(2), a public view corridor must be provided onsite equivalent to a minimum of 20 percent (339 ft.) of the merged parcel's street frontage on PCH (1,692 ft.). The applicant has proposed a public view corridor of 31 percent (525 ft.) on the easterly portion of the parcel in the area containing ESHA and an ESHA buffer. The extended public view corridor exceeds the LIP's minimum width by 11 percent (186 ft.). As designed and conditioned, the project would exceed the minimum public view corridor requirements of LIP Section 6.5(E)(2).

To eliminate all obstructions to public bluewater views, the buildings would need to be lowered to a height that is below the PCH road grade and the adjacent Caltrans earthen berms. That is, the buildings would need to be below approximately three to seven feet in most areas, although could be higher at the eastern end of the project site, where there is up to a 21-foot difference between the development surface and the roadway/berm grade for a small segment. This small segment would be inadequate to site the full building.

The tallest building heights range from 15 ft., 7 in. to 16 ft., 10 in., while some building portions are as low as 10 ft, 2 in., from the lower of existing/finished grade. Since PCH and the Caltrans berms are at a higher elevation than the project site, approximately 3 ft., 3 in. to 6 ft., 5 in. of building height would encroach into the public's bluewater view from the PCH road grade, with the remainder of the parcel open to public views.

Lowering building pad elevations further as a means to reducing visible building height would require substantial earthwork, resulting in non-exempt grading beyond the LIP's maximum allowed 1,000 cubic yards (c.y.) and more retaining walls that could exceed the 6 ft. height maximum. As designed, the project does not include any discretionary requests for relief from development standards. To lower the building pad elevations with shorter retaining walls, or without walls, would require an increase in development at the edges of the lowered building pad and grading beyond the property boundaries unless it is expected that the house be subterranean with little access to light and air. To provide light and air in this potential design, which would require substantially more earthwork, the steep hillside would need to be cut, triggering the need for a variance on steep slopes. This alternate design 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.

There are no other feasible locations on the parcel to accommodate the proposed development that would entirely avoid scenic and visual impacts to public views without encroaching into ESHA and ESHA buffer and/or substantially increasing grading. Alternatives were analyzed and it was determined that there are no other feasible locations on the parcel to accommodate the proposed development that would entirely avoid scenic and visual impacts to public views without encroaching into ESHA and ESHA buffer and/or substantially increasing grading and variances.

The total development square footage (TDSF) was reduced from 11,121 sf. to 10,656 sf. with the removal of the guest house. This is below the maximum allowed TDSF for the parcel of 11,172 sf. Of the 6.36-acre parcel (277,0411 sf.), the proposed TDSF represents a development area of approximately 3.8 percent of the parcel's lot size. Reducing the TDSF further would not necessarily result in a project that further decreases intrusions into bluewater views from PCH. This is because the amount of development captured by TDSF does not necessarily equate to building height. The proposed impermeable coverage would be 21,294 sf. and the project meet the maximum allowable impermeable coverage of 25,000 sf. pursuant to LIP Section 3.6(I)(1).

As conditioned, the proposed project is considered the least environmentally damaging alternative in accordance with the findings of LIP Sections 13.9(C) and 6.4(A). There are no feasible alternatives to the development that would further avoid or substantially lessen impacts to coastal resources. The potential alternatives explored are either infeasible or would create further environmental impacts and/or be inconsistent with the LIP. The project, as proposed and conditioned, will have bluewater impacts to some extent, but will not have significant adverse scenic or visual impacts. The last finding of LIP Section 6.4(A) states, "Development in a specific location on the site may have adverse scenic and visual impacts but will eliminate or otherwise contribute to conformance to sensitive resource protection policies contained in the certified LCP." The project protects ESHA and ESHA buffer and minimizes impacts to landform alteration and scenic and visual resources.

B. Scenic and Visual Impacts

The project will not have a significant adverse scenic or visual impact. Through several design iterations, the project has been revised to minimize the potential for public bluewater view impacts from PCH, an LCP Land Use Plan (LUP) scenic roadway, by lowering building heights and the building pad elevation, and eliminating the 10-foot-high detached guest house. The project was originally proposed with a maximum building height of 18 feet and two stories. The applicant has reduced the number of stories to one and has lowered the building height and/or the building pad elevation multiple times to reduce potential public view impacts as seen from PCH.

Pursuant to LIP Section 6.2, the policies, standards, and provisions of the Scenic, Visual, and Hillside Resource Protection Ordinance apply because the project site is located along PCH, which is a designated scenic road in the LUP. The upper portions of certain building walls and roofs would be visible from PCH, with most of the development situated below the road grade and adjacent Caltrans berms. Even at the lower heights proposed, portions of the buildings extending above the road grade would block some existing public bluewater views from PCH, triggering the requirement for the public view corridor. LIP Section 6.5(E)(1) requires that where the topography of a project site along the ocean side of PCH descends from the roadway, new development shall be sited and designed to preserve bluewater ocean views over the approved structures. LIP Section 6.5(E)(2) further states that 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. As required by LIP Section 6.5(E)(2), a public view corridor must be provided onsite equivalent to a minimum of 20 percent (339 ft.) of the merged parcel's street frontage on PCH (1,692 ft.). The applicant has proposed a public view corridor of 31 percent (525 ft.) on the easterly portion of the parcel in the area containing ESHA and an ESHA buffer. The extended public view corridor exceeds the LIP's minimum width by 11 percent (186 ft.). As

designed and conditioned, the project would exceed the minimum public view corridor requirements of LIP Section 6.5(E)(2).

Earlier iterations of the project application included a variance (VAR) and site plan review (SPR). The VAR was for construction of retaining walls exceeding the maximum allowed height of six ft. for a single wall. The retaining walls were intended to accommodate a required fire lane north of and parallel to the proposed residence. To avoid the VAR request, an alternate design was incorporated into the project that realigned the driveway closer to the residence, resulting in single retaining walls that comply with the LIP's height allowance. The SPR was for construction of freestanding walls onsite that were originally proposed to allow for a maximum height of 10 ft., 3 inches (in.). To avoid the SPR request, an alternate design was incorporated into the project that lowered the wall height, resulting in freestanding walls that comply with the LIP's maximum 6 ft. allowance within a setback. Earlier iterations of the residence proposed taller buildings, in some cases reaching up to 18 ft. in height. The building heights have been reduced twice to improve views from PCH. The tallest building heights are at the main residence and range from 15 ft., 7 in. to 16 ft., 10 in. from the lower of existing/finished grade. The heights of other portions of the main residence are as low as 10 feet and two inches and the gym height is 12 feet. Since PCH and the adjacent Caltrans berms are at a higher elevation than the project site, approximately 3 ft., 3 in. to 6 ft., 5 in. of building height would encroach into the public's bluewater view from the PCH road grade, with the remainder of the parcel open to public views. The retaining walls and freestanding walls will not be visible from the PCH roadway grade and would not block public bluewater views from PCH due to the lower heights incorporated into the design.

To eliminate all obstructions to public bluewater views, the proposed buildings would need to be lowered even further, to a height that is below the PCH road grade and the adjacent Caltrans berms. These further reductions to height are considered infeasible as the building height would need to be below approximately 3 ft. to 7 ft. in most areas. To lower the building pad elevations with shorter retaining walls, or without walls, would require an increase in development at the edges of the lowered building pad, unless it is expected that the house be subterranean with little access to light and air. To provide light and air in this potential design, which would require substantially more earthwork, the steep hillside would need to be cut, triggering the need for a variance on steep slopes.

The project minimizes and substantially reduces adverse public view impacts through lowering of building heights and the building pad and therefore the amount of building protrusion above the PCH grade and Caltrans berms adjacent to the property, removal of the guest house, provision of a view corridor exceeding that required by the LIP, and compliance with the above-noted Planning Commission condition of approval. As such, impacts to public and scenic views will not be significant.

C. Geotechnical Review

While the original project design showed proposed soldier piles and tiebacks on the slope just below the project site, the structural design was revised in 2023 and the soldier piles and tiebacks were relocated to be within the project site, which is northerly and upslope of the prior location. The factors of safety (FOS) were calculated for the original location on the slope and found to meet the requirements of LIP Section 10.4(D) (1.5 static and 1.1 pseudostatic), and the City's 2013 updated methodology of computing the seismic FOS (1.0). The City's geotechnical consultant

reviewers noted that relocating the soldier piles further upslope and into the project site would result in less load that must be retained than the increased loads further downslope. The City geotechnical consultant reviewers approved the project for consistency with the LCP and from a feasibility of development standpoint. During Building Safety plan check, the City geotechnical consultant reviewers will further account for constructability of the project and further assess slope stability. This includes ensuring the project is designed for worst case design assumptions (e.g., lowest shear strength, highest groundwater level, etc.). Further, the City geotechnical consultant reviewers will require that testing be conducted during the initial construction stage by the applicant's geotechnical engineer to confirm stabilization before the project site can be developed with structures.

As described in the staff response to Appeal Item 1, the project is the least environmentally damaging alternative. As revised and conditioned, the project is also considered the least environmentally damaging alternative from a geotechnical standpoint because soldier piles and tiebacks often require a smaller excavation footprint. Based on review of the project plans and associated project geotechnical and other reports by the City geotechnical consultant reviewers, these specialists determined that adverse impacts to the project site and offsite parcels related to the proposed development are not expected. The project will neither be subject to nor increase the instability of the project site and offsite parcels from geologic or flood 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.

The soldier piles and other geotechnical slope stabilization measures to be employed will ensure the safety of the slope that is south of the subject parcel. Conditions of approval require that all recommendations contained in the geotechnical reports and conditions required by the City geotechnical review consultants are incorporated into the project. Moreover, there are no 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 parcel outside of steep slopes and would not be located within a flood hazard area. Retaining walls are consistent with the maximum 6 ft. height requirement.

D. Bluff Classification

Considering both "cliff" and "coastal bluff" definitions in the LIP, a coastal bluff is characterized as a precipice or precipitous, both conveying steepness. Consistent with MMC Section 17.40.040(A)(6)(e), a 1:1 slope (45 degrees or 100 percent slope) is considered to be attributable to a bluff. The slope along the southern edge of the subject parcel has a maximum slope of 1:35:1 (36.5 degrees or 74 percent slope), which would not be classified as a bluff pursuant to the MMC.

The Post-LCP Permit and Appeal Jurisdiction Map delineates the subject parcel as partially within two California Coastal Commission (CCC) appeal zones due to the distance from a beach and stream, but specifically not a coastal bluff. The southern edge of the parcel's west side is within 300 ft. from the beach and the eastern end of the parcel is within 100 ft. from a stream. Some parcels are identified as appealable to the CCC due to being identified as a coastal bluff. However, as the Post-LCP Permit and Appeal Jurisdiction Map does not identify a coastal bluff on or within the vicinity of the subject parcel, and the slope below the subject parcel is not precipitous, nor subject to wave action, does not meet the definitions of a bluff in either the LCP or MMC

definitions and thus it has been determined that project site is not considered a bluff, let alone a coastal bluff. Therefore, no further analyses or findings for coastal bluffs in LIP Chapter 10 (Shoreline and Bluff Development Ordinance) are required, and development standards applicable to coastal bluffs do not apply to the project.

E. Lot Merger

The project is consistent with LUP Chapter 5 (New Development), Section C. "Land Use Policies, Item 8 Land Division." LUP Policy 5.33 defines land divisions as including lot mergers. LUP Policy 5.37 reads:

> Land Divisions shall be designed to cluster development, including building pads, if any, in order to minimize site disturbance, landform alteration, and removal of native vegetation, to minimize fuel modification, and to maximize open space.

The claim that development of two residences, one on each parcel, is preferable environmentally or otherwise, is speculative since the specific design of each residence and development site is unknown. It is possible that two residences could result in more impacts to public bluewater views, geologic issues, grading and slope stabilization, less open space, and the same or less effective emergency evacuation, and would require two onsite wastewater treatment systems.

Once the parcels are merged, the development of one residence clustered on the merged parcel would allow a design that avoids various development constraints, such as steep slopes. It also allows development to be sited in an area to protect priority coastal resources (ESHA) to the maximum extent available, while minimizing impacts to other coastal resources such as scenic and visual resources and landform alteration. Should development occur on both parcels, it is anticipated that development on the eastern parcel would result in encroachment into ESHA, ESHA buffer, and steep slopes.

As listed in LIP Section 15.4.1(B), the LM must be consistent with any policy or standard of the LCP that protects ESHA and/or visual resources of the coastal zone (Findings D.1, D.2, and D.3 referenced by the appellant). The findings for LIP Chapter 6 (Scenic, Visual, and Hillside Resource Protection Ordinance) can be supported as the project prioritizes protection of ESHA above all other coastal resources, and as revised in its design, the project would be consistent with the scenic and visual resource requirements to the maximum extent feasible. The subject parcel was determined to accommodate development, including fuel modification, outside of the ESHA and ESHA buffer. Fuel modification Zone C, which is 200 feet east of the main residence, would terminate 20 feet from the ESHA buffer at its nearest point. Therefore, the main residence is 220 feet from the required 100 ft. ESHA buffer and 320 feet from ESHA at its closest point.

F. CEQA Exemption

The project qualifies for a CEQA Class 3 Categorical Exemption (CE) under CEQA Guidelines Section 15303(a). The project consists of one single-family residence in a residential zone. The project consists of one single-family residence in a residential zone. The Class 3 CE does not define the size of a residence nor does it impose a size limit and has been used by hundreds of single-family residential development projects within Malibu's history where there is no significant environmental impact. There are no unusual circumstances or a reasonable possibility of a

significant environmental effect, and none of the exceptions in CEQA Guidelines Section 15300.2, which would render CE 15303(a) inapplicable, as listed below, were found to apply.

The only item listed above that could even be considered is subsection (d) of the above. All the other criteria are inapplicable, including subsection (c) which was evaluated by the substantial evidence listed earlier. The project would not result in significant adverse scenic resource impacts per the discussion of Finding B.1 in Appeal Item No. 1. The project, along with any other project in the City where applicable, is required to implement the design and view criteria in LIP Section 6.5(E)(2) to protect scenic and visual resources. As the development is proposed on a parcel identified in the General Plan and LCP for residential use and would be limited to one single-family residence, there would be no cumulative impacts from the development. The parcel is not a hazardous waste site and the parcel does not contain, nor is it adjacent to, a historical resource.

While portions of public bluewater views over the parcel would be obstructed, other portions of the parcel would have no view obstruction, including the western end of the parcel and within a 31 percent designed view corridor on the eastern part of the parcel. As outlined in staff's response to Appeal Item 1, the project is consistent with LIP Chapter 6 (Scenic, Visual, and Hillside Resource Protection Ordinance) and identified impacts to public scenic views were avoided and/or minimized by design revisions and conditions.

SECTION 4. Coastal Development Permit Findings.

Based on substantial evidence contained within the record (including the analysis, findings of fact, and conclusions set forth by staff in the August 19, 2026 Council Agenda Report and Planning Commission Agenda Reports July 21 2025, August 18, 2025, November 20, 2025, December 16, 2025, January 20, 2026, and February 17, 2026, as well as the testimony and materials considered by the Planning Commission and City Council), and pursuant to LIP Section 13.7(B) and Title 17 (Zoning) of the MMC, the City Council makes the findings of fact below, 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 COC and LM, the project has been determined to be consistent with all applicable LCP codes, standards, goals, and policies. The required findings are made herein.

SECTION 5. Findings Approving the Project.

A. General Coastal Development Permit (LIP Chapter 13)

1. That the project as described in the application and accompanying materials, as modified by any conditions of approval, conforms with certified City of Malibu Local Coastal Program.

The project is 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. As described further herein, the project also meets the required LIP standards for scenic and visual resource protection (LIP Chapter 8), hazards (LIP Chapter 9), and land division (LIP Chapter 15).

2. If the project is located between the first public road and the sea, that the project is in conformity with the public access and recreation policies of Chapter 3 of the Coastal Act of 1976 (commencing with Sections 30200 of the Public Resources Code).

The subject property is located along PCH. There are two roadways south and downslope of the property, Bayshore Drive and Malibu Road, that are parallel to the shoreline. Since the subject property does not have access to the shoreline, the proposed development will not interfere with public access to the shoreline and along the coast. Nearby Malibu Road provides direct public access to the shoreline.

3. The project is the least environmentally damaging alternative.

The proposed project, as designed and conditioned, is the least environmentally damaging feasible alternative and there is no evidence that an alternative project would substantially lessen any potential significant adverse impacts of development beyond that of the proposed project. In evaluating alternatives to the project that are the least environmentally damaging, the following factors were considered: biological resources and ESHA, grading and slopes, public scenic views, and site design and location. These findings are supported by facts in the City Council and Planning Commission staff reports and resolutions as described below.

The proposed project, including required fuel modification, avoids impacts to ESHA, ESHA buffer, and sensitive biological resources within a jurisdictional drainage on the east portion of the merged parcel. Fuel modification Zone C, which is 200 feet east of the main residence, would terminate 20 feet from the ESHA buffer at its nearest point. Therefore, the main residence is 220 feet from the required 100 ft. ESHA buffer and 320 feet from ESHA at its closest point.

Since the project will not affect the ESHA or 100 ft. ESHA buffer, including the required fuel modification, the project complies with LIP Section 4.6.1 to provide vegetation buffers from habitat to new development, and no impacts to biological resources would occur. The City's Biological Consultant reviewed the site-specific biological assessment and conceptually approved the project for consistency with the relevant provisions of the LIP related to biological resources. As designed and sited, the project does not require compliance with the ESHA development standards in LIP Section 4.7.1.

To minimize grading to the maximum extent feasible, proposed development will be sited on the flattest area of the parcel which is generally in the center of the parcel. The project site is relatively

flat, consisting mostly of a 4 to 1 slope with a few areas between 4 to 1 to 3 to 1 that are less than 30 percent grade. Other portions of the parcel have steeper slopes up to 1 to 1 (100 percent). Due to their steepness, these areas were avoided for development.

The LIP allows the placement of structures on slopes 3 to 1 (33 percent) or flatter for residential development. The project is consistent with the LIP Chapter 8 (Grading Ordinance) grading standards and would not exceed the maximum quantities of non-exempt grading allowed by the LIP. The project involves 742 cubic yards of non-exempt grading, less than the maximum 1,000 cubic yards permitted. Consistent with LIP Section 8.3(E) (Design of Grading), the grading will conform to the natural topography and landforms. There are no less environmentally damaging alternatives to the grading proposed for the project.

Scenic and visual resource would be protected to the maximum extent feasible by lowering portions of the building pad for portions of the residence and removing a proposed detached guest house. However, lowering portions of the building pad would necessitate additional grading, whereas removing the guest house would reduce the amount of grading required. As revised, the total amount of grading increased from 6,688 cubic yard (c.y.) to 10,341 c.y., while the non-exempt grading decreased from 979 c.y. to 742 c.y., which is below the 1,000 c.y. maximum allowed in LIP Section 8.3 for development on a residential parcel. The revised project complies with the grading requirements of LIP Chapter 8 (Grading), including the requirements of Section 8.3 (Development Standards).

To eliminate all obstructions to public bluewater views, the buildings would need to be lowered even further, to a height that is below the PCH road grade and the adjacent Caltrans earthen berms. Further reductions to height are considered infeasible as the building height would need to be no more than 3 ft. to 7 ft. in most areas. Lowering building pad elevations further would require substantial earthwork, resulting in non-exempt grading beyond the LIP's maximum allowed 1,000 c.y. and more retaining walls that could exceed the 6 ft. height maximum. As designed, the project does not include any discretionary requests for relief from development standards. To lower the building pad elevations 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 design would require grading on steep slopes that would exceed the LIP's allowance for placement on structures on slopes 3 to 1 or flatter and may require grading outside of the parcel's boundaries. It would also be inconsistent with the required COC findings for avoidance of steep slopes. This alternate design 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.

There are no other feasible locations on the parcel to accommodate the proposed development that would entirely avoid scenic and visual impacts to public views without encroaching into ESHA and ESHA buffer and/or substantially increasing grading. The applicant considered reconfiguring all buildings on the eastern portion of the project site (i.e., the area of the eastern part of the main residence), where the PCH grade and/or berms are highest and provide the most screening for the development (up to a 21-ft. difference between the project site and PCH grade/berms). However, because the project site is narrow and the area where there is the most potential screening is limited, locating all development in this area is infeasible.

Another option of locating development in the eastern portion of the property (beyond the proposed project site), which is wider, would result in encroachment into the ESHA, ESHA buffer, and jurisdictional drainage area, and would require grading of steep slopes (over 30 percent), and shifting fuel modification zones off-site, which would be inconsistent with LIP Chapters 4 (Environmentally Sensitive Habitat Area) and 8 (Grading) for the protection of ESHA and biological habitat and for grading. The LCP prioritizes the protection of ESHA over other coastal resources, including scenic and visual resources, whereby a proposed development has incorporated design revisions to minimize and/or avoid impacts to the maximum extent feasible so long as the protection of ESHA is maintained.

As revised, the total development square footage (TDSF) was reduced from 11,121 sf. to 10,656 sf. with the removal of the guest house. This is below the maximum allowed TDSF for the parcel of 11,172 sf. Of the 6.36-acre parcel (277,0411 sf.), the proposed TDSF represents a development area of approximately 3.8 percent of the parcel's lot size. Reducing the TDSF further would not necessarily result in a project that further decreases intrusions into bluewater views from PCH. This is because the amount of development captured by TDSF does not necessarily equate to building height. The proposed impermeable coverage would be 21,294 sf. and the project meet the maximum allowable impermeable coverage of 25,000 sf. pursuant to LIP Section 3.6(I)(1).

As conditioned, the proposed project is considered the least environmentally damaging alternative in accordance with the findings of LIP Sections 13.9(C) and 6.4(A). There are no feasible alternatives to the development that would further avoid or substantially lessen impacts to coastal resources. The potential alternatives explored are either infeasible or would create further environmental impacts and/or be inconsistent with the LIP. The project, as proposed and conditioned, will not have significant adverse scenic or visual impacts. The last finding of LIP Section 6.4(A) states, "Development in a specific location on the site may have adverse scenic and visual impacts but will eliminate or otherwise contribute to conformance to sensitive resource protection policies contained in the certified LCP." The project protects ESHA and ESHA buffer and minimizes impacts to landform alteration and scenic and visual resources.

4. If the project is located in or adjacent to an environmentally sensitive habitat area pursuant to Chapter 4 of the LIP (ESHA Overlay), that the project conforms with the recommendations of the Environmental Review Board, or if it does not conform with the recommendations, findings explaining why it is not feasible to take the recommended action.

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. Therefore, this finding is inapplicable.

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

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.

Scenic and visual resource would be protected to the maximum extent feasible by the project. The

project site is below the grade of the adjacent PCH roadway, the building and driveway pads average approximately one foot below grade, while in other areas of the main residence the building pad has been lowered two feet below grade, and the 10-foot-high guest house is no longer proposed to further maximize public bluewater views through the subject property from PCH. 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 to step down the hillside to the west, 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.

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. The upper 3-7 feet of the main residence would protrude above PCH and the berms at the most, while some residence portions would not be visible above the PCH and berms. The gym would protrude a maximum of 2 feet and 7 inches about the PCH and berms. There will be no bluewater view impacts for the portion of the property west of the gym.

It is infeasible to further lower the project site and structures to be fully below the PCH grade. 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. To eliminate all obstructions to public bluewater views, the buildings would need to be lowered even further, to a height that is below the PCH road grade and the adjacent Caltrans earthen berms. Further reductions to height are considered infeasible as the building height would need to be no more than 3 ft. to 7 ft. in most areas. Lowering building pad elevations further would require substantial earthwork, resulting in non-exempt grading beyond the LIP's maximum allowed 1,000 c.y. and more retaining walls that could exceed the 6 ft. height maximum. As designed, the project does not include any discretionary requests for relief from development standards. To lower the building pad elevations 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 design would require grading on steep slopes that would exceed the LIP's allowance for placement on structures on slopes 3 to 1 or flatter and may require grading outside of the parcel's boundaries. It would also be inconsistent with the required COC findings for avoidance of steep slopes. This alternate design 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.

There are no other feasible locations on the parcel to accommodate the proposed development that would entirely avoid scenic and visual impacts to public views without encroaching into ESHA and ESHA buffer and/or substantially increasing grading. The applicant considered reconfiguring all buildings on the eastern portion of the project site (i.e., the area of the eastern part of the main residence), where the PCH grade and/or berms are highest and provide the most screening for the development (up to a 21-ft. difference between the project site and PCH grade/berms). However, because the project site is narrow and the area where there is the most potential screening is limited, locating all development in this area is infeasible.

Another option of locating development in the eastern portion of the property (beyond the proposed project site), which is wider, would result in encroachment into the ESHA, ESHA buffer, and jurisdictional drainage area, and would require grading of steep slopes (over 30 percent), and shifting fuel modification zones off-site, which would be inconsistent with LIP Chapters 4 (Environmentally Sensitive Habitat Area) and 8 (Grading) for the protection of ESHA and biological habitat and for grading. The LCP prioritizes the protection of ESHA over other coastal resources, including scenic and visual resources, whereby a proposed development has incorporated design revisions to minimize and/or avoid impacts to the maximum extent feasible so long as the protection of ESHA is maintained.

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. While a view corridor of 20 percent of the width of the parcel is required, the project includes a 31 percent view corridor. Additionally, the portion of the parcel west of the gym would remain free of bluewater view obstructions, an area of approximately 500 feet wide.

Project materials and colors will be required to be compatible with the natural environment through conditions of approval, therefore will be compatible with the character of the surrounding neighborhood. Although retaining and other freestanding 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. 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. 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 have a maximum height at maturity to not extend above the PCH grade/Caltrans berms, and shall be maintained to ensure they do not extend above PCH and the berms. To further reduce bluewater view impacts, the development will not block views of the horizon line of the Pacific Ocean nor views of the Santa Monica Bay as seen by travelers going westbound, also known as northbound, along the PCH, as conditioned.

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. As described above, the buildings, walls, and driveways will be required to use earthtone colors and contain materials to blend with the natural environment and landscaping, 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 16 feet, 10 inches in height.

Therefore, the project will not result in significant adverse impacts to scenic and visual resources from PCH, including bluewater views.

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

The project modifications described in Finding B.1 above that are incorporated into the proposed project have reduced bluewater view impacts from PCH. Conditions described in Finding 1 above will reduce scenic and visual impacts. Therefore, the project will not result in significant adverse impacts to scenic and visual resources, including bluewater views.

3. The project, as proposed or as conditioned, is the least environmentally damaging alternative.

As described in Finding A.3 above, the project, as conditioned, is the least damaging environmentally feasible alternative. The jurisdictional drainage area, areas of steep slopes, and ESHA and ESHA buffer areas on the subject property will be protected. Coastal resources, such as public scenic views, will be protected to the extent feasible, consistent with LIP Chapter 6. The required project conditions described in Finding 1 above, will further reduce scenic and visual impacts.

4. There are no feasible alternatives to development that would avoid or substantially lessen any significant adverse impacts on scenic and visual resources.

As described in Finding A.3 above, the proposed project, as conditioned, is considered the least environmentally damaging alternative in accordance with the findings of LIP Sections 13.9(C) and 6.4(A). There are no feasible alternatives to the development that would further avoid or substantially lessen impacts to coastal resources. The potential alternatives explored and addressed in Finding A.3 are either infeasible or would create further environmental impacts and/or be inconsistent with the LIP. The project, as proposed and conditioned, will not have significant adverse scenic or visual impacts.

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 described in the above Findings, the project will not have a significant adverse impact on scenic or visual resources as viewed from PCH or the public viewing areas in the hillside above PCH. Nonetheless, the last finding of LIP Section 6.4(A) states, “Development in a specific location on the site may have adverse scenic and visual impacts but will eliminate or otherwise contribute to

conformance to sensitive resource protection policies contained in the certified LCP." The project protects ESHA and ESHA buffer and minimizes impacts to landform alteration and scenic and visual resources.

C. Hazards (LIP Chapter 9)

1. The project, as proposed, will neither be subject to nor increase instability of the site or structural integrity from geologic, flood, or fire hazards due to project design, location on the site or other reasons.

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. Stabilization methods, including but not limited to soldier piles, will ensure the safety of the slope just below the project site.

While the original project design showed proposed soldier piles and tiebacks on the slope just below the project site, the structural design was revised in 2023 and the soldier piles and tiebacks were relocated to be within the project site, which is northerly and upslope of the prior location. The factors of safety (FOS) were calculated for the original location on the slope and found to meet the requirements of LIP Section 10.4(D) (1.5 static and 1.1 pseudostatic), and the City's 2013 updated methodology of computing the seismic FOS (1.0). The City's geotechnical consultant reviewers indicated that the re-calculation of FOS for the revised location within the project site would be addressed in the Building Safety plan check phase, which is standard practice for all development projects in the City to reaffirm structural safety prior to building permit issuance. The City's geotechnical consultant reviewers noted that relocating the soldier piles further upslope and into the project site would result in less load that must be retained than the increased loads further downslope. As is standard practice during the review stage for CDP applications, the City geotechnical consultant reviewers conceptually approved the project for consistency with the LCP and from a feasibility of development standpoint. During Building Safety plan check, the City geotechnical consultant reviewers will confirm constructability of the project and further assess slope stability, which is typical for review of development projects. This includes ensuring the project is designed for worst case design assumptions (e.g., lowest shear strength, highest groundwater level, etc.). Further, the City geotechnical consultant reviewers will require that testing be conducted during the initial construction stage by the applicant's geotechnical engineer to confirm stabilization before the project site can be developed with structures.

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.

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.

2. The project, as conditioned, will not have significant adverse impacts on site stability or structural integrity from geologic, flood, or fire hazards due to required project modifications, landscaping or other conditions.

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, flood, or fire hazards due to project design, location, modifications, landscaping, and other conditions. Geologic-, flood-, and fire-related conditions will ensure there are no significant adverse impacts. Such conditions include those required by the project geologist/geotechnical engineer and by the City geologic consultant reviewers.

3. The project, as proposed or as conditioned, is the least environmentally damaging alternative.

As discussed in Finding A.3 above, the project is the least environmentally damaging alternative. As revised and conditioned, the project is also considered the least environmentally damaging alternative from a geotechnical standpoint because the development will occur on the flattest portion of the property and soldier piles and tiebacks often require a smaller excavation footprint. Based on review of the project plans and associated project geotechnical and other reports by the City geotechnical consultant reviewers, these specialists determined that adverse impacts to the project site and offsite parcels related to the proposed development are not expected. The soldier piles, tiebacks, and other geotechnical slope stabilization measures to be employed will ensure the safety of the slope that is south of the subject parcel. The project will neither be subject to nor increase the instability of the project site and offsite parcels from geologic or flood 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. Retaining walls are consistent with the maximum 6 ft. height requirement. The project, as conditioned, will 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.

Conditions of approval require that all recommendations contained in the geotechnical reports and conditions required by the City geotechnical review consultants are incorporated into the project.

Conditions of approval will ensure project compliance with all required standards and measures to minimize hazards.

4. There are no alternatives to development that would avoid or substantially lessen impacts on site stability or structural integrity.

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. Proposed soldier piles, tiebacks, and other geotechnical measures are proposed to ensure the stability of the site and areas below the site.

As described in Finding C.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. The drainage area, areas of steep slopes, and the ESHA and ESHA buffer areas onsite, as well as the stability of the slope below the project site, will be protected as part of the project through the use, in part, of soldier piles on the subject site. Soldier piles are a slope stabilization method that minimizes excavation. The development will be located on the flattest portion of the parcel outside of steep slopes and would not be located within a flood hazard area.

5. Development in a specific location on the site may have adverse impacts but will eliminate, minimize or otherwise contribute to conformance to sensitive resource protection policies contained in the certified Malibu LCP.

As described in Finding C.1 above, the project will not result in adverse impacts to hazards from development. Soldier piles, tiebacks, and other geotechnical measures to be employed will help stabilize the subject property and areas downslope. The use of such measures will minimize excavation on the subject property and avoid project activities in steep slopes, ESHA, and the jurisdictional drainage, and will not adversely affect coastal resources, including scenic views.

D. Land Division (LIP Chapter 15)

LIP Chapter 15 states that a land division shall not be approved unless the City finds that the proposed land division meets each of the following:

1. Does not create any parcels that do not contain an identified building site that: (a) Could be developed consistent with all policies and standards of the LCP; (b) Is safe from flooding, erosion, geologic and extreme fire hazards; and (c) Is not located on slopes over 30% and will not result in grading on slopes over 30%.

The project includes a LM to combine two parcels into a single parcel. As described in the Findings in Section IV, Items A, B, and C, the parcel can be developed in accordance with the LCP. As described in Finding C.1, the parcel can be developed safe from flooding, erosion, geologic, and extreme fire hazards. The project site is within a maximum 4:1 slope (25 percent) in most areas, with a few small areas of 4:1 to 3:1 slope that are less than a 30 percent slope.

2. Is designed to cluster development, including building pads, if any, to maximize open space and minimize site disturbance, erosion, sedimentation and required fuel modification.

By merging two parcels, development will be clustered on a single parcel. Open space will be maximized. The Total Development Square Footage (TDSF) is 10,656 square feet, less than the 11,172 sq. ft. maximum allowed. Of the 6.36-acre or 277,041 sq.-ft. property, the TDSF represents a development area of 3.8 percent of the property area. Development will be clustered in the middle and western portions of the property to minimize site disturbance and maximize open space on the east side of the property in ESHA, a jurisdictional drainage, and in steep slopes. The subject property can accommodate development, including fuel modification, outside of the ESHA and ESHA buffer. The eastern portion of the property will be preserved as open space with a 31 percent view corridor, where no development is allowed. From the proposed gym westward to the west border of the property, an approximately 500-ft. wide swath will be free of buildings. As described above in Finding D.1, the development, including grading, will avoid steep slopes. As conditioned, development is safe from flooding, erosion, geologic, and extreme fire hazards

3. Does not create any parcels where a safe, all-weather access road and driveway cannot be constructed that complies with all applicable policies of the LCP and all applicable fire safety regulations; is not located on slopes over 30% and does not result in grading on slopes over 30%.

The project includes an LACFD-approved fire access driveway surrounding the development, which will not be located on slopes over 30 percent and will not require grading on slopes over 30 percent. The fire access drive will be made of permeable surfaces, including grasscrete in portions.

4. Does not create any parcels without the legal rights that are necessary to use, improve, and/or construct an all-weather access road to the parcel from an existing, improved public road.

The fire access driveway surrounding the development will be entirely on the subject property and will connect to PCH to provide ingress and egress to the project site.

5. Is designed to minimize impacts to visual resources by complying with the following: (a) Clustering the building sites to minimize site disturbance and maximize open space; (b) Prohibiting building sites on ridgelines; (c) Minimizing the length of access roads and driveways; (d) Using shared driveways to access development on adjacent lots; (e) Reducing the maximum allowable density in steeply sloping and visually sensitive areas; (f) Minimizing grading and alteration of natural landforms, consistent with Chapter 8 of the Malibu LIP; (g) Landscaping or revegetating all cut and fill slopes and other disturbed areas at the completion of grading, consistent with Section 3.12 of the Malibu LIP; and (h) Incorporating interim seeding of graded building pad areas, if any, with native plants unless construction of approved structures commences within 30 days of the completion of grading.

As discussed in Section IV, Item B, the project has been designed to minimize visual resource impacts. The development would occur on an already graded terrace that is the flattest portion of the property, away from steep slopes and sensitive resources, and grading will be consistent with LIP Chapter 8 to minimize movement of soil and alteration of natural landforms. As described in Finding D.2, development would be clustered and open space maximized. The project is not

located on any ridgelines. The landscape plan includes native species around the development, and conditions for revegetation and other erosion protection measures are required. The fire access driveway loop, approved by the LACFD, is the minimum feasible length to meet fire standards. There are no other undeveloped adjacent lots with which to share access driveways.

6. Avoids or minimizes impacts to visual resources, consistent with all scenic and visual resources policies of the LCP.

As described in the Findings of Section IV, Item B, the project minimizes impacts to visual resources, including bluewater views from PCH and views from public areas in the hillsides above PCH, and is consistent with all scenic and visual resource policies of the LCP. Impacts to scenic and visual resources will not be significant.

7. Does not create any additional parcels in an area where adequate public services are not available and will not have significant effects, either individually or cumulatively, on coastal resources.

The subject property will be served by adequate public services, including water and utilities. An OWTS is proposed onsite. As described in the Findings of Section IV, Item B, the project will not have significant effects on coastal resources, including bluewater views from PCH. The project is a single-family residence on a single merged parcel zoned for single-family residential use. The parcel zoning and land use designation are consistent with the General Plan. Therefore, the residential development was anticipated in the General Plan and no cumulative effects are anticipated. The project does not include any requests for relief from MMC or LIP standards and is consistent with all regulations and standards of the LIP and MMC.

8. Does not create any parcels without the appropriate conditions for a properly functioning onsite
wastewater treatment system or connection to the Civic Center Wastewater Treatment Facility (if applicable), or without an adequate water supply for domestic use.

Los Angeles County Waterworks District 29 and the City Environmental Health have approved the project for water availability and the OWTS, respectively. The project is required to comply with conditions of approval for the OWTS.

9. Is consistent with the maximum density designated for the property by the Land Use Plan map and the slope density criteria (pursuant to Section 15.6 of the Malibu LIP).

The property is designated Rural Residential, Two-Acre (RR-2) on the LCP Land Use Map and Zoning Map, which allows one single-family residence on a minimum 2-acre lot. The proposed project is one single family residence on 6.36-acre property. Therefore, the project is consistent with the maximum density designated.

10. Does not create any parcels that are smaller than the average size of surrounding parcels.

The LM will create a single parcel of 6.36 acres. Surrounding parcels are zoned RR-2 and RR and range from 0.24 to 6.62 acres. The average parcel is 0.78 acre. Therefore, the subject parcel is one of the larger in the surrounding area.

11. Does not subdivide a parcel that consists entirely of ESHA and/or ESHA buffer or create a new parcel that consists entirely of ESHA and/or ESHA buffer.

The LM will create a single parcel from two parcels, one of which is characterized mostly by ESHA or ESHA buffer and steep slopes. Therefore, through the LM, the ESHA and ESHA buffer will be located on the subject parcel and will be protected from development, including grading and fuel modification, and will be sited within the required 31 percent view corridor where development is not allowed.

12. Does not create any new parcels without an identified, feasible building site that is located outside of ESHA and the ESHA buffer required in the LCP and that would not require vegetation removal
or thinning for fuel modification in ESHA and/or the ESHA buffer.

As described in Finding D.12 above, the LM will create a parcel with a feasible building site located outside of ESHA and ESHA buffer, and for which all grading and required fuel modification can be accomplished outside of the ESHA and ESHA buffer. The fuel modification activities (outer Zone C) will be no closer than 20 feet from the ESHA buffer.

13. Does not result in construction of roads and/or driveways in ESHA, ESHA buffer, on a coastal bluff or on a beach.

No development, including roads or driveways, are proposed in the ESHA or ESHA buffer on the property. As described in Section III, Item D, the property is not a coastal bluff. The property is adjacent to PCH and is not on a beach. Properties along Malibu Road downslope of the subject property front the beach.

14. Does not create any parcel where a shoreline protection structure or bluff stabilization structure would be necessary to protect development on the parcel from wave action, erosion or other hazards at any time during the full 100 year life of such development.

The subject property is not along the shoreline, and the project does not require a shoreline protection structure or bluff stabilization structure. The subject property borders PCH on the north, and the closest roadway to the south is Bayshore Drive, which is above Malibu Road. Parcels along Malibu Road front the shoreline. Consistent with Section III, Item D, the property is not a bluff. Soldier piles, tiebacks, and other geotechnical mechanisms are proposed onsite as part of the project and will stabilize the slope just south of the subject property.

15. If located on a beachfront parcel, only creates parcels that contain sufficient area to site a dwelling or other principal structure, onsite wastewater treatment system, if necessary, and any other necessary facilities without development on sandy beaches or bluffs.

The subject property is not a beachfront parcel, rather is upslope from the shoreline. It borders PCH on the north, and the closest roadway to the south is Bayshore Drive, which is above Malibu Road. Parcels along Malibu Road front the shoreline.

16. Includes the requirement to acquire transfer of development credits in compliance with the provisions of the LCP, when those credits are required by the Land Use Plan policies of the LCP.

As described in Section III, Item E, a transfer of development credits is not required of the project, as the project includes a LM to combine two parcels into a single parcel, whereby one single-family residence is allowed on the property.

SECTION 6. City Council Action.

Based on the foregoing findings and evidence contained within the record, the City Council hereby approves CDP No. 19-012, COC No. 19-009, and LM No. 24-002, subject to the conditions in Section 6.

SECTION 7. 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 the following plans on file with the Planning Division:

a. Architectural dated April 16, 2025, except as amended by sheets FS100, Z102, Z106, Z107, Z112, Z113, A100 through A107, A200 through A207, and A300 through A303, dated January 27, 2026.
b. Civil dated January 27, 2026.
c. Landscape dated August 11, 2021.
d. Fire access plan stamped approved by the LACFD December 30, 2021.
e. Fuel modification plan stamped approved by the LACFD November 22, 2023.

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. In no instance shall onsite vegetation block views protected in Condition No. 35.

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.

35. The development shall not block views of the horizon line of the Pacific Ocean nor views of the western Santa Monica Bay as seen by travelers going westbound, also known as northbound, along Pacific Coast Highway.

36. The applicant shall incorporate vibration monitoring during construction of the proposed residence if such testing is determined to be beneficial by the City.

Certificate of Compliance/Lot Merger

37. 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.

38. 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

39. 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.

40. 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

41. 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.

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

43. 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.

44. 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.

45. 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.

46. 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.

47. 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

48. 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.

49. 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

50. 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.

51. 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.

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

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

54. Vegetation shall be situated on the property so as not to obstruct the primary view from private property at any given time (given consideration of its future growth). In no instance shall onsite vegetation block public views protected in Condition No. 35.

55. 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. In no instance shall onsite vegetation block public views protected in Condition No. 35.

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

57. 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).

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

59. 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.

60. 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.

61. 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.

62. 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.

63. 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.

64. 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.

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

66. 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.

67. 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.

68. 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.

69. 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.

70. 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.

71. 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.

72. 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

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

Street Improvements (Public Works)

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

75. 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.

76. 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.

77. 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.

78. 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)

79. 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.

80. 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.

81. 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.

82. 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.

83. 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.

84. 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.

85. 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.

86. 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.

87. 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)

88. 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.

89. 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 with 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.

90. 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."

91. 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.

92. 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.

93. 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 biofiltrate 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.

94. 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.

95. 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.

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

Other Public Works

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

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

99. 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.

100. 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.

101. 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.

102. 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

103. 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.

104. 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

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

106. 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).

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

108. 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)

109. 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.

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

Onsite Wastewater Treatment System (OWTS)

111. 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.

112. 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 five inch 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).

113. 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).

114. 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.

115. 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.

116. 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.

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

118. 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.

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

120. 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.

121. 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.

122. 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.

123. 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.

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

125. 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.

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

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

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

129. 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.

130. 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.

131. 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 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).

132. 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.

133. 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.

134. 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

135. 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.

136. 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.

137. 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.

138. 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

139. 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.

140. 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.

141. 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.

142. 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.

143. 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

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

145. 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

146. 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.

147. 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.

148. The garage area shall be limited to accessory use as defined by the City of Malibu Local Coastal Pall be 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.

149. 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 (342 feet, 7 inches) of property width shall be established and maintained, as stipulated in Condition No. 39 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.

150. Any future improvements to the single-family residence and related development approved under this permit that modify height or mass shall require a CDP.

SECTION 7. The City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 19th day of August 2026.

_____
BRUCE SILVERSTEIN, Mayor

ATTEST:

_____
KELSEY PETTIJOHN, City Clerk
(seal)

APPROVED AS TO FORM:

THIS DOCUMENT HAS BEEN REVIEWED
BY THE CITY ATTORNEY'S OFFICE

_____
TREVOR RUSIN, Interim City Attorney

COASTAL COMMISSION APPEAL – An aggrieved person may appeal the City Council's approval of the Coastal Development Permit 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 in person at the Coastal Commission South Central Coast District office located at 89 South California Street in Ventura, 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.

CITY OF MALIBU
RECEIVED
FEB 27 2026
PLANNING DIVISION

City of Malibu

23825 Stuart Ranch Road · Malibu, California · 90265-4861
Phone (310) 456-2489 · Fax (310) 456-3356 · www.malibucity.org

PLANNING DIVISION
COASTAL DEVELOPMENT PERMIT
NOTICE OF APPEAL CHECKLIST

Actions Subject to Local Appeal: Pursuant to Local Coastal Program (LCP) Local Implementation Plan (LIP) Section 13.20.1 (Local Appeals), a decision or any portion of the decision of the Community Development Director may be appealed to the Planning Commission by an aggrieved person, and any decision of the Planning Commission may be appealed to the City Council by an aggrieved person.

Deadline and Fees: Pursuant to LIP Section 13.20.1, an appeal shall be filed with the City Clerk within 10 days following the date of action for which the appeal is made, as indicated in the decision. If the tenth day falls on a weekend or a City-recognized holiday, the deadline shall extend to the close of business at City Hall on the first business day (whether whole or partial) following the weekend or a City-recognized holiday. Appeals shall be accompanied by the filing fee of $750 as specified by the City Council.

To perfect an appeal, the form must be completed, together with all the necessary attachments, and must be timely received by the City Clerk either in person or by mail addressed to City of Malibu, Attn: City Clerk, 23825 Stuart Ranch Road, Malibu, CA 90265. For more information, contact Patricia Salazar, Development and Operations Manager, at (310) 456-2489, extension 245.

Part I. Project Information

1. What is the file number of the Coastal Development Permit you are appealing?
   CDP No. 19-012 / Planning Commission Resolution No. 26-05
2. On what date was the decision made which you are appealing?
   February 17, 2026
3. Who made the decision you are appealing?

   ☐ Community Development Director ☒ Planning Commission

4. What is the address of the project site at issue?
   25200 Pacific Coast Hwy, Malibu, CA 90265

Part II. Appeal Summary

1. Indicate your interest in the decision by checking the appropriate box.

   ☐ I am the Applicant for the project

   ☒ I am the neighbor

   ☐ Other (describe)

   _____

   _____

2. If you are not the applicant, please indicant the applicant's name:
   PAR PCH, LLC & 180 PCH, LLC

3. Indicate the nature of your appeal.

   a) Are you appealing the ☒ approval or ☐ the denial of the application or ☐ a condition of approval?

   b) Each approval is accompanied by a list of specific conditions. If you are appealing one or more of the conditions of approval, list the condition number and state the grounds for your appeal. (Attach extra sheets if necessary.)

   _____

   _____

4. Check the appropriate box(es) to indicate which of the following reasons forms the basis of your appeal:

   ☒ The findings or conditions are not supported by the evidence, or the decision is not supported by the findings: or

   ☐ There was a lack of fair or impartial hearing: or

   ☒ The decision was contrary to law.

   You must next provide a specific statement in support of each of the bases for appeal that you have checked above. Appeals that are stated in generalities, legal or otherwise, are not adequate. (Attach extra sheets if necessary.)

   The findings required by Malibu Local Implementation Plan sections 13.9(A) and 13.9(C), requiring that the Project conforms with the City's Local Coastal Program and that the Project is the least environmentally damaging

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Each coastal development permitting decision made by the Community Development Director or the Planning Commission is accompanied by written findings. The written findings set forth the basis for the decision. If you have checked the first box in this section as a ground for your appeal, you must indicate the specific finding(s) you disagree with and give specific reasons why you believe the finding(s) is/are not supported by the evidence or why the decision is not supported by the findings. Appeals stated in generalities, legal or otherwise, are not adequate. (Attach extra sheets if necessary.)

alternative, respectively, are unsupported by the evidence. In particular, this corresponds to Findings A.2 and A.3 of Planning Commission Resolution No. 26-05. Additionally, the Commission's findings relating to scenic and visual resources (LIP Chapter 6), hazards (LIP Chapter 9), blufftop development (LIP Chapter 10), and land divisions (LIP Chapter 15) are similarly unsupported by the evidence. For the reasons explained in our comments to the Commission (Angel Law letter, dated 12/16/2025), the Project is noncompliant with the applicable Malibu LCP. For further detail on specific findings and reasons, please see Attachment A.

Part III. Appeal Checklist

ALL of the following must be timely filed to perfect an appeal.

1. ☒ Completed Appeal Checklist (This form with appellant's signature)

2. ☒ Appeal Fee $750

   The appeal fee must be submitted in the form of a check or money order made payable to the City of Malibu. Cash will not be accepted.

3. ☒ Mailing Labels and Radius Maps for Public Notice to Property Owners and Occupants

   Public Notice of an appeal must conform to the manner in which the original notice was given. The notice radius for appealable CDPs and non-appealable CDPs that do not require a public hearing is 100 feet for property owners and residents. The notice radius for non-appealable CDPs that require a public hearing is 300 feet for property owners and 100 feet for residents.

   The mailing labels and radius map **must be certified** by the preparer (a form is available at the public counter): certification may not be more than six months prior to the date of submittal; the radius map must be provided on an 8½" x 11" paper; the mailing labels must be printed on 8½" x 11" paper, 3 columns, 10 rows (e.g. Avery 5160).

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Part IV. Signature and Appellant Information

I hereby certify that the appeal submittal contains all of the above items. I understand that if any of the items are missing or otherwise deficient, the appeal is ineffective and the filing fee may be returned. IN ORDER TO PERFECT AN APPEAL, ALL APPEAL SUBMITTALS MUST BE COMPLETE BY THE DEADLINE. NO EXTENSIONS WILL BE ALLOWED FOR APPELLANTS WHO ONLY PARTIALLY COMPLY WITH THESE REQUIREMENTS AS OF THE DEADLINE. IF AN APPEAL IS NOT PERFECTED BY THE DEADLINE, THE DECISION BECOMES FINAL.

Jun Hall for
Concerned Citizens of Malibu Road, Inc.
PRINT APPELLANT'S NAME

[redacted]
TELEPHONE NUMBER

APPELLANT'S SIGNATURE

February 27, 2026
DATE

Appellant's mailing address: [redacted]

Appellant's email address: [redacted]

OFFICE USE ONLY

Action Appealed: CDP 19-012 / AP No. 26-007

Appeal Period: 2/18/26 - 2/27/26

Date Appeal Form and required documents submitted: 2/27/26 Received by: Adriana Peralta

Appeal Completion Date: 2/27/26 by: Rebecca Evans, Senior Management Analyst
(Name, Title)

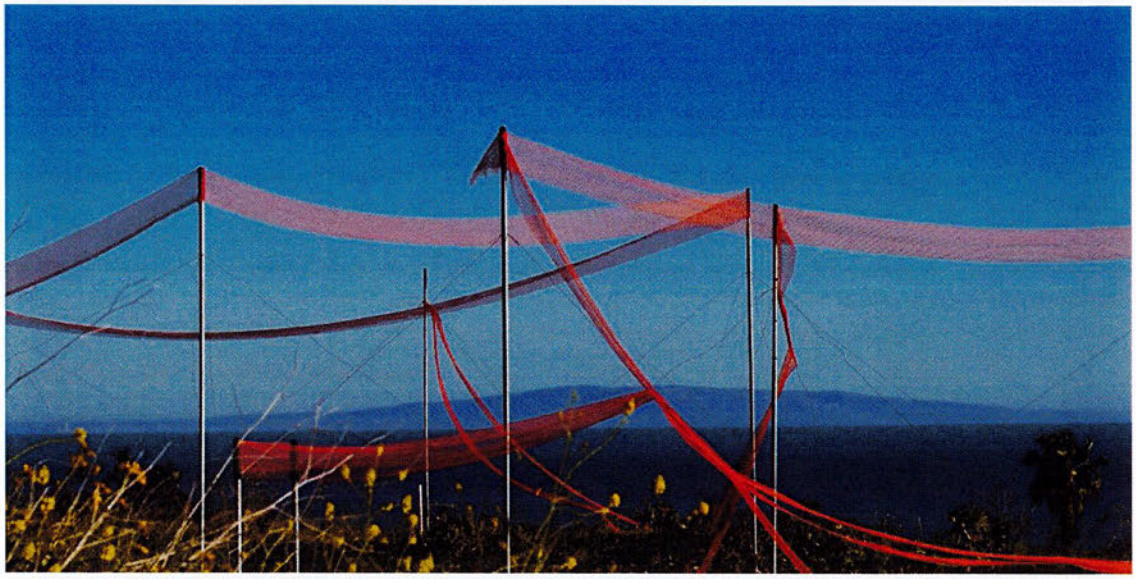
ATTACHMENT A TO APPEAL OF CONCERNED CITIZENS OF MALIBU ROAD, INC. FROM MALIBU PLANNING COMMISSION DECISION (RESOLUTION NO. 26-05)

I. Basis for Appeal No. 1 Ctd. ("The findings or conditions are not supported by the evidence, or the decision is not supported by the findings."):

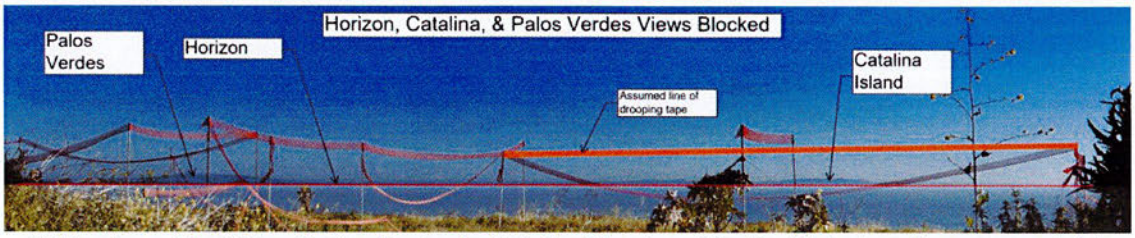
a. Scenic, Visual, and Hillside Resource Protection

The Planning Commission's (**Commission**) Findings related to scenic, visual, and hillside resource protection are unsupported by substantial evidence. This specifically includes Finding B.1 that "there are no other feasible alternatives to development…that would avoid scenic and visual impacts including bluewater views," and that the Project "will not result in significant adverse impacts to scenic and visual resources from PCH, including bluewater views." (Resolution No. 26-05 (**Resolution**) at p. 6.) Likewise, Finding B.2, which states that "the project is the least damaging environmentally feasible alternative," is not supported by evidence. (*Id.* at p. 7.)

The Commission's deliberation of public view impacts during the January 20, 2026, and February 17, 2026, public hearings primarily focused on the westbound scenic view of Point Dume and the west end of Santa Monica Bay. These discussions, however, failed to meaningfully include the Project's significant adverse impacts on public views of Catalina Island and the Palos Verdes Peninsula, as well as the Pacific horizon line abutting these natural scenes. As shown in the images below, iconic public views of these landmarks are entirely obscured by the Project's story poles. The Applicant's choices to lower the building pad in communal areas of the main residence by two feet and to eliminate the proposed guest house, and the Commission's amendments to Condition of Approval No. 35, fail to mitigate such impacts.



Public views of Catalina Island, as seen from PCH, are completely blocked by the Project.



Public views of the Palos Verdes Peninsula, Catalina Island, and the Pacific horizon line are completely blocked by the Project.

Furthermore, the Resolution and the staff reports only analyzed, and determined infeasible, alternatives such as clustering development, relocation of buildings, or substantial slope grading that would set buildings fully below PCH grade.[1] Although a larger reduction in Total Development Square Footage (**TDSF**) was considered both by Commissioner Kamins and by the staff reports, Commissioners Peak and Leonard concluded that a house with a smaller TDSF, even if producing less impact, would still produce some level of adverse impacts (i.e., it would reduce, but not eliminate, the loss of views). (January 20, 2026, Hearing Video, at 03:17:31.)

These statements fundamentally misconstrue the requirement of Malibu Local Implementation Plan (**MLIP**) section 6.4(A)(4), which require that there must be "no feasible alternatives to development that would avoid *or substantially lessen* any significant adverse impacts on scenic and visual resources.[2] (Italics added.) In other words, even if adverse impacts cannot be eliminated entirely, the fact remains that it is possible to substantially reduce such impacts through a smaller Project size. Commissioner Peak corroborated this reality by agreeing that a substantially smaller house would be a feasible alternative, but that such a project is "not what's in front of us." (January 20, 2026, Hearing Video, at 03:18:30.) Likewise, the Resolution itself considered reducing the Project's TDSF, but ultimately concluded that this alternative would not necessarily decrease bluewater view impacts because "the building heights could continue to be up to 18 feet in height, consistent with LIP allowances."[3] The Commission ignores the reality of MLIP section 6.4(B): that the Project "shall be modified, by special condition, relative to *height*, *size*, design, or location on the site…to avoid or *minimize* the adverse scenic impacts of the proposed development." (Italics added.) Section 6.4(B) thus not only gives the City the express authority to reduce the Project's height and size, but it mandates that the City do so. Even if the Project "in front of" the Commission proposes a large development, and even if the MLIP by default allows for greater maximum heights, the City can -- and must -- require that the Project's footprint is further reduced in a manner that is most protective of Malibu's critically important scenic and visual resources.

The Applicant's representative claimed that the requirement of a substantially smaller 2,000 to 3,000 square foot house could potentially create a regulatory taking. (February 17, 2026, Hearing Video, at

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[1] Resolution at pp. 4–6.
[2] The view corridor required by MLIP section 6.5(E)(2) for projects that cannot be set entirely below low grade is a requirement that exists in addition to section 6.4(A)(4), not as a replacement for it.
[3] Resolution at p. 5.

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01:59:02.) This assertion ignores the possibility that the City could allow the Project to retain a TDSF that is the same or similar as the TDSF proposed, but with a special condition that further reduces maximum building height. This option could avoid the problems identified in other alternatives, as it would not require lowering the building pad further or require additional grading and slope encroachment, it would not change building locations on the narrow lot, nor would it impede designated ESHA or the ESHA buffer. Neither this alternative, or an alternative that would keep the lots separate, were ever meaningfully analyzed in the staff reports or by the Commission itself.

As a result, the Planning Commission's approval of the Project, including Findings A.2, A.3, B.1, and B.2, was unsupported by evidence. The Commission proceeded in violation of MLIP sections 13.9 and 6.4, as the Project as proposed and conditioned is not the least environmentally damaging alternative. The Commission fully retains the authority to substantially lessen significant adverse impacts on scenic and visual resources by conditioning the Project to reduce its maximum height, without lowering the building pad further through excessive grading or otherwise changing the buildings' configuration.

b. Geological Hazards

The Commission's findings regarding geological hazards -- in particular Findings C.1, C.2, C.5, and C.6 -- are not supported by substantial evidence. These findings include, among other things, statements that the Project is the "least environmentally damaging alternative"; that the Project "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"; and that "there are no preferable feasible project alternatives to improve site stability or structural integrity beyond that of the proposed project."[4]

MLIP section 9.4(A) requires that the Project must be "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." Likewise, as stated in the letter submitted to the Commission by Angel Law on December 16, 2025 (additionally provided herein as **Attachment B**), the Malibu 2013 Geotechnical Report Guidelines require that the Project address the effects of the proposed development on adjacent properties over time. This includes a finding under MLIP section 9.4(D) that the Project has achieved a static factor of safety of at least 1.5.

In addition to the arguments and evidence detailed in Attachment B, the record demonstrates that the Applicant's original geotechnical analyses on March 25, 2021, and November 18, 2021, relied on stabilization techniques such as 100-foot-deep soldier piles, specifically placed along the steeper 3-to-1 downslope area of the property. The achievement of the required 1.5 factor of safety assumed this engineering configuration in order to stabilize the mapped and historic landslide masses present on the property. As of the January 6, 2023, Feffer geotechnical report, however, as many as 20 of these soldier

[4] Resolution, at pp. 8–9.

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piles and 37 of the 77 caissons have been shifted north by at least 20 feet to the top of the slope, toward the flat building pad. According to the City's Geotechnical Review Sheet dated February 14, 2023, these revised soldier pile locations were *not acceptable* from a geotechnical perspective and potentially required revised slope stability analyses. This disagreement from City staff makes sense; the relocation means that the portion of the property between the new soldier pile sites and the property line -- exactly where landslide risks are the greatest due to identified historic slide masses -- is no longer supported. At this upslope placement, the soldier piles' depths are now too shallow to intercept the landslide planes documented by prior project geologists. The piles are shallower than the slide planes that extend into and under the subject property, including the mass identified below the main residence's primary bedroom.

Removing support from where it is most critically needed for an unstable slope, especially for such a large development, threatens to induce downslope failures directly toward adjacent properties on Malibu Road and Bayshore Drive. The fact that the slopes are far steeper in the piles' original locations is precisely why support is needed there. Instead moving the piles upslope to avoid needing a variance for steep slope construction is inappropriate and antithetical to the safeguards required by MLIP sections 9.3 and 9.4. At the very minimum, the Applicant must re-calculate and the City must review new analyses and studies that calculate geologic stability based on this material alteration of the Project's stabilization system.

This has not been done. The Applicant's March 17, 2023, Feffer geotechnical report instead memorialized a verbal agreement with City geotechnical reviewers that additional calculations, if required, could be addressed during the plan check phase. Feffer went on to state in this report that "[i]t is our opinion that due to the very conservative design of the slope stabilization system…the movement of this system slightly north, to stay off of the descending slope, will not negatively impact the site's overall gross stability." Not only was this opinion made without any additional calculations or analyses regarding the factor of safety, but it also exclusively refers to confidence in stability for the subject property site alone. It fails to ensure, as required by MLIP section 9.4(A) and the Malibu 2013 Geotechnical Report Guidelines, that this change will in no way contribute to instability on or off the subject site.

The City's April 11, 2023, Geotechnical Review Sheet, as well as the staff presentation by Allison Cook on January 20, 2026, both confirm that the project was approved without the Applicant's recalculation of the slope stability analysis for the revised soldier pile locations, and that this info will only later be required at the plan check stage. As a result, no new analyses demonstrate that this revised configuration meets the 1.5 static factor of safety required by MLIP section 9.4(D), even after substantially changing the system upon which the Project's original geotechnical approval relied. It is simply not enough for the City to claim that the new pile locations and designs will be looked at during plan check "to make sure they're going to be deep and wide enough with possible tie backs to meet the required factor of safety." (February 17, 2026, Hearing Video, at 02:24:29.) The Project must demonstrate that it already achieves the appropriate factor of safety now, not based on outdated plans.

In sum, the Commission's approval of the Project, including Findings A.2, A.3, C.1, C.2, C.5, and C.6, was unsupported by evidence. The Commission proceeded in violation of MLIP sections 13.9 and 9.3, as the

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Project as proposed and conditioned is not the least environmentally damaging alternative. The Project was approved from a geotechnical standpoint only by assuming soldier pile locations that have since been materially altered, thereby leaving critically important slide zones without any kind of support or stabilization. Amid a myriad of urgent safety concerns regarding geology, the evidence is insufficient to demonstrate that "the proposed project does not impact site stability or structural integrity."[5]

c. Blufftop Development

The Commission's approval of Resolution No. 26-05 is not supported by the findings, as the Commission failed to make any findings under to MLIP Chapter 10 for new blufftop developments. The Applicant represented to the Commission that the Project site is not on a coastal bluff, and that other homes located closer to the shoreline than the Project have previously not been found to be bluff projects. (January 20, 2026, Hearing Video, at 02:35:20.) These assertions ignore the reality set forth by the MLIP, which expressly defines a "coastal bluff" as including "a high bank or bold headland, ten feet (10') or more in vertical extent, with a broad, precipitous, sometimes rounded cliff face overlooking a body of water." (MLIP, § 2.1.) The Applicant's reliance on homes closer to the shoreline is irrelevant here, as those homes were all found to be at lower elevations than the Project site in question. Here, the subject property exactly fits the MLIP definition for a coastal bluff: it is on a site that is very steep in vertical extent, with a rounded cliff face overlooking the Pacific Ocean.

Accordingly, findings must be made regarding the development standards and other requirements of MLIP Chapter 10. Specifically, MLIP section 10.4(B) requires that new development on oceanfront bluffs must be sited outside areas that would be subject to hazards "at any time during the full projected 100 year economic life of the development." The Project's development plans must be designed to ensure long-term stability over 100 years, including by considering hazards that both currently affect the property "as well as hazards that can be anticipated over the life of the structure," (Malibu Land Use Plan (**LUP**), Policy 4.23), such as slope instability and expected erosion during that time frame. (MLIP, § 10.4(D)(2).) Although the January 20, 2026, staff presentation indicated that the Project will generally demonstrate long-term stability and feasibility, these statements were (1) made with geotechnical approvals that assume the former soldier pile locations, as explained above, and (2) without making Chapter 10's specific findings, including the 100-year analysis of instability and erosion. Ultimately, the approval of Resolution No. 26-05 is not supported by the findings, as the Commission failed to apply MLIP Chapter 10 relating to new developments proposed atop coastal blufftops.

d. Land Division

The Commission's findings regarding the Lot Merger, including Findings D.1, D.2, and D.3, are not supported by substantial evidence. Finding D.1, stating that "as conditioned, development is safe from flooding, erosion, geologic, and extreme fire hazards," is unsupported for the reasons stated above in our

[5] Resolution, at pp. 8–9.

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discussion of geologic hazards. Moreover, the Project failed to adequately analyze the development alternative of keeping the two lots separate (i.e., denying the lot merger alone.) Smaller lots have the potential to allow smaller, safer homes on each parcel, reduced grading and stabilization demands, greater open space retention, and greater preservation of bluewater views. Compared to the unusually longer main residence proposed by the Project, which might block people's escape or egress during an emergency event, two smaller lots with separate structures would provide residents or visitors on the property with gaps to safely escape the lot.

Findings D.2 and D.3, which provide that the "project site enables impacts to visual resources, including bluewater views, to be minimized to the extent feasible," and that the Lot Merger "is consistent with all policies and standards of the LCP that protect ESHA or visual resources of the coastal zone," are similarly unsupported for the reasons stated above in our discussion of scenic, visual, and hillside resource protection. As a result, these findings, and therefore Findings A.2 and A.3 regarding Local Coastal Program consistency and the least environmentally damaging alternative, fail to support the Project's approval.

II. Basis for Appeal No. 3 ("The decision was contrary to law."):

The Planning Commission's decision was contrary to law for the reasons stated in Section 1 above. It was also contrary to law because the Commission approved a legally unsupported exemption of the Project from the California Environmental Quality Act. (**CEQA**; Pub. Resources Code, § 21000.)

The Resolution adopted by the Planning Commission states:

> "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."

(Resolution, § 2, at p. 2.) This language is unchanged from previous versions of the Resolution, including the version provided in the December 16, 2025, staff report. Angel Law's letter in Attachment B provided substantial comments to the City, incorporated by reference in this appeal, explaining why the Class 3 categorical exemption from CEQA is inappropriate. Upon review of published case law, the Project's total TDSF -- which still occupies as much as 95 percent of the maximum allowable TDSF, even after removal of the guest house -- renders it completely outside of the scope of the Class 3 exemption. The required narrow interpretation of CEQA exemptions should not allow a Project of this size to be avoid even an Initial Study under an exemption category that explicitly applies to the new development of "small" structures.

The Commission and its staff never mentioned, much less responded to, Angel Law's comments concerning the CEQA exemption, whether in the two subsequent staff reports or in either public hearing date. The staff presentation on January 20, 2026, when summarizing public comments received by the City, did not list or reference any comments made regarding the CEQA exemption.

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The Commission and its staff similarly never responded to, rebutted, or otherwise addressed Angel Law's comments responding to the Resolution's finding that none of the exceptions to the use of a categorical exemption apply. (Resolution, § 2, at pp. 2–3.) As discussed at length in Attachment B, both alternative analyses of the unusual circumstances exception, as well as the location exception and the scenic highways exception, preclude the Project's reliance on Class 3.

The Project's massive size and its unstable landslide location, as designated by both the state and the city, constitute unusual circumstances that distinguish it from other projects that have relied upon this exemption. 90% of the City's 272 publicly available Notices of Exemption on the state CEQAnet Web Portal proposed a TDSF lower than 7,500 square feet, and only one other project proposed a TDSF greater than 8,555 square feet. Furthermore, city staff throughout both hearing dates repeatedly stated that the geotechnical factor of safety is met through mitigation and engineering improvements such as soldier piles, caissons, and tiebacks. On January 20, Tyler Eaton and geotechnical consultant Josh Feffer stated that the Applicant's slope stability improvements help the Project to meet the appropriate factor of safety threshold. (January 20, 2026, Hearing Video, at 03:04:50, 03:14:58.) This means that without such measures, the threshold cannot be met, and significant slope instability will occur. As mentioned in Attachment B, these mitigation measures constitute conditions of approval that are imposed to mitigate significant effects and make the Project qualify for an exemption in the first place. This is contrary to the language that exemptions should be provided to projects that are "determined not to have a significant effect on the environment." (CEQA Guidelines, § 15300.) Mitigation measures cannot be the basis for a categorical exemption and must instead be evaluated through proper environmental review.[6]

Moreover, the location exception and scenic highways exception apply as discussed in Attachment B. The Project is located in an environmentally sensitive area in which public views, as environmental resources of public importance, will be impacted by the Project. The Pacific Coast Highway, which Malibu has designated as a protected Scenic Road under the Malibu Land Use Plan, Policy 6.3(a), is faced with significant adverse impacts to public bluewater views.

As a result, the Planning Commission's decision to exempt the Project from CEQA is contrary to law, and therefore must be reversed by the City Council of Malibu.

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[6] *Salmon Protection & Watershed Network v. County of Marin* (2004) 125 Cal.App.4th 1098, 1106 ["an agency should decide whether a project is eligible for a categorical exemption as part of its preliminary review of the project without reference to or reliance upon any proposed mitigation measures" (internal citations omitted).]

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ATTACHMENT B TO APPEAL OF CONCERNED CITIZENS OF MALIBU ROAD, INC. FROM MALIBU PLANNING COMMISSION DECISION (RESOLUTION NO. 26-05)

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December 16, 2025

Chair Elizabeth Riddick
Vice Chair John Mazza
and Members of the Planning Commission of the City of Malibu
23825 Stuart Ranch Road
Malibu, CA 92065
Via Email to: planningcommission@malibucity.org

Re: **12-16-2025 Planning Commission of the City of Malibu Meeting (Agenda Item 5C; Project at 25200 Pacific Coast Highway)**

Dear Chair Riddick, Vice Chair Mazza, and Members of the Planning Commission:

Angel Law represents Concerned Citizens of Malibu Road, Inc. concerning the above-referenced agenda item. We write in opposition to the City of Malibu (**City**) Planning Commission's adoption of Resolution No. 25-05, which would approve Coastal Development Permit No. 19-012, Certificate of Compliance No. 21-004, Lot Merger No. 24-002, and the Class 3 categorical exemption from the California Environmental Quality Act (**CEQA**) for PAR PCH, LLC's (**Applicant**) proposed project at 25200 Pacific Coast Highway (**Project**).

Concerned Citizens of Malibu Road is an organization located within the City's Malibu Beach neighborhood that sits directly downslope of the Applicant's blufftop Project. The Applicant is seeking the following entitlements:

- A Coastal Development Permit (**CDP**) to allow for the construction of a new 9,219 square-foot, one-story, single-family residence, including a 1,000 square-foot subterranean two-car garage, a 1,523 square-foot basement, a 676 square-foot gym, a detached 465 square-foot guest house, swimming pools, a spa, driveways, decks, landscaping, water features, hardscape, grading, retaining walls, and an onsite wastewater treatment system (**OWTS**);

- A Certificate of Compliance (**COC**) to recognize an illegal created lot consisting of two Assessor Parcel Numbers (**APNs**) 4459-013-021 and 4459-014-018;

- A Lot Merger to consolidate two existing parcels into one, located in the Rural Residential, Two-Acre zoning district at 25200 Pacific Coast Highway; and

- A Class 3 categorical exemption from CEQA.

Recognizing the potential for serious public safety and scenic impacts upon local residents of and visitors to Malibu, we write on behalf of the Concerned Citizens of Malibu Road to ask the Planning Commission to deny the CDP, COC, Lot Merger, and Class 3 categorical exemption for the Project as proposed, and to order preparation of an initial environmental study as mandated by CEQA. We have carefully reviewed the staff report and other documents prepared for the consideration of this Project, including the response letter provided by Feffer Geological Consulting on August 20, 2025. In this letter and the attached letter from our geotechnical engineering expert, Pacific Coast Land Consulting, we rebut the conclusions those documents reach and also put forth additional arguments as to why the Commission should deny the Project as currently proposed.

The Planning Commission Should Deny the CDP for the Project as Proposed

The City's Certified Local Coastal Program (**LCP**) requires that four express findings be made and supported by substantial evidence. Two such findings include LCP Section 13.9(A), which mandates that the Project conforms with the entirety of the certified LCP, and Section 13.9(C), which mandates that the Project is the "*least* environmentally damaging alternative." (Italics added.) As we discuss below, the Project, as currently proposed and conditioned, fails to substantiate these findings.

1. Geotechnical Issues and Slope Stability

Section 30253 of the California Coastal Act, as described in Chapter 4(B) of the LCP's Land Use Plan (**LUP**), requires new development to "assure stability and structural integrity," and to neither "create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area." The LCP's Local Implementation Plan (**LIP**) regulations enforce this state mandate by requiring that specific findings be made relating to hazards. This includes that the Project "will neither be subject to nor increase instability of the site or structural integrity" from geologic and other hazards "due to project design, location on the site or other reasons";[1] and that the Project is the least environmentally damaging alternative.[2] These findings must be supported by substantial evidence in the record.[3]

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[1] Malibu LIP, § 9.3(A)(1).
[2] *Id.* § 9.3(A)(3).
[3] *Id.* § 9.3(A).

First, proposed new developments subject to geological hazards must substantiate these findings by including a geotechnical report that adheres to the City of Malibu's "Guidelines for the Preparation of Engineering Geology and Geotechnical Engineering Reports" (**Geotechnical Report Guidelines** or **Guidelines**).[4] In doing so, the report must include the statement that the project 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*."[5] (Italics added.) Likewise, the Geotechnical Report Guidelines require that slope stability reports in hillside areas "address the potential for surficial instability, debris/mudflow, rockfalls, and soil creep on *all slopes* that may affect the proposed development *or be affected by the proposed development*."[6] (Italics added.) The Guidelines require that applicants both "disclose and address any geologic hazards that are on or adjacent to the site and that affect the site," as well as "discuss and address the effects of the proposed development on adjacent properties" over time.[7]

The Project site, as well as other surrounding properties, are located in an area of great geological concern. The site falls within the City-designated Malibu Road Landslide Assessment District No. 98-3,[8] and within the Malibu Beach Quadrangle Landslide Zone[9] as designated by the state under the California Seismic Hazard Zone Mapping Act of 1990.[10] As described in the response letter from Pacific Coast Land Consulting (attached as Exhibit A), the reports completed by Feffer Geological Consulting fail to adequately reflect actual conditions at the Project site. Feffer's logs contain serious gaps and reduced descriptive detail. Lacking relevant data, they mislead and, as such, fall short of the standard of care for geotechnical engineering. They fail to adequately define the landslide movement affecting the site, as well as the adjoining downslope properties that will disproportionately bear the adverse consequences, like structural damage or loss, of future slope failure. Limited Project analyses have failed to demonstrate off-site stability for surrounding areas affected by the proposed development, yet also suggest the likelihood of off-site slope failures during seismic events. These reports' slope stability analyses have also not yet adequately resolved a variety of concerns described in Exhibit A, showing discussions insufficient to substantiate the key assumptions made for the Project. Geotechnical reports must incorporate "all" geotechnical data previously collected for both the subject site and adjacent sites.[11] It cannot be said that the Project, with its unresolved discrepancies with historic site reports and selective use of instrumentation, has done so in the

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[4] Malibu LIP § 9.4(A); City of Malibu, Guidelines for the Preparation of Engineering Geology and Geotechnical Engineering Reports and Procedures for Report Submittal (November 2013), https://www.malibucity.org/DocumentCenter/View/17515/Attachment-2_Geo-Guidelines.
[5] Malibu LIP § 9.4(A) (emphasis added).
[6] Geotechnical Report Guidelines, at p. 35.
[7] *Id.* at p. 27, 30.
[8] Commission Agenda Report, Item 4.A. (August 18, 2025), at p. 4.
[9] *Id.* at p. 23; see also the California Geological Survey's Seismic Hazards Zone Application, where the Project site can be publicly searched. https://maps.conservation.ca.gov/cgs/informationwarehouse/eqzapp/#data_s=id%3AdataSource_4-191d8e56eb9-layer-22%3A7961.
[10] Pub. Resources Code, § 2690 et seq.
[11] Geotechnical Report Guidelines, at p. 8, 19.

manner necessary to establish substantial evidence of stability or of the least environmentally damaging alternative.

Second, the LIP sets out specific development standards for the slope stability analyses provided in geotechnical engineering reports. Under Sections 9.4(D) and 10.4(D)(1), the Project must be located only where a static factor of safety of at least 1.5 and a pseudostatic factor of 1.0 can be ensured. For any new developments demonstrating a lesser factor of safety, the Geotechnical Report Guidelines require either necessary mitigation measures or a project redesign to bring the factor up to the minimum.[12]

Feffer's geotechnical reports (including the report dated November 18, 2021) reveal that the Project site, whose natural slopes only achieved static factors of safety between 1.076 to 1.234, could only achieve the minimum 1.5 standard after the addition of mitigation measures such as soldier piles, freestanding piles, iterative adjustment of pile loads, and a variety of other engineering techniques. These conditions echo those present in the Planning Commission's approval of CDP No. 24-014, heard only a few weeks ago at a public hearing on November 3, 2025, where the Commission determined that a proposed single-family residential development (similarly located on the Pacific Coast Highway only a few miles from the Project) was noncompliant with the Malibu LIP because the required 1.5 factor of safety was not met. Since the project there could only meet the minimum 1.5 static factor of safety after the inclusion of proper mitigation technics and design measures, the Commission required that the project apply for a variance from the applicable LIP.[13] The Commission's approval of that project only with a variance precludes approval of the Project as proposed. If CDP No. 24-014 was noncompliant for failing to achieve the minimum factor of safety absent mitigation measures, then it cannot be said that there exists substantial evidence to support this Project's total compliance with the Malibu LCP.

Third, even if new developments are considered permissible where the minimum factor of safety is provided only following proper engineering and mitigation measures, this stability must be achieved long-term. The Geotechnical Report Guidelines provide that the "minimum *long-term* factor of safety is 1.50 for all new construction of habitable structures," including single-family residences and guest houses.[14] The Malibu LIP adds on to this requirement in Section 10.4(B), by which new development on oceanfront bluffs must be sited outside areas subject to hazards "at any time during the full projected 100 year economic life of the development." This standard necessarily requires that development plans be designed to ensure long-term stability over a projected 100 year economic life of the new development, including by considering hazards that both currently affect the property "as well as hazards that can be anticipated over

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[12] *Id.* at p. 37. The Guidelines also state that the site-specific conditions on "most" proposed development sites may necessitate that these minimum standards be exceeded. *Id.* at p. 7.
[13] Commission Agenda Report for CDP No. 24-014, Item 4.C. (November 3, 2025), at p. 10.
[14] Geotechnical Report Guidelines, at p. 37.

the life of the structure."[15] This includes, in some instances, the consideration of slope instability and expected erosion over 100 years.[16] Analyses solely limited to short-term periods or conditions are insufficient for these purposes.

In 2024, the Commission required a variance to approve a project whose design could not achieve a sufficient 100-year economic life elevation required by LIP Section 10.4(A).[17] So too here. The Applicant must demonstrate that its Project complies with the Malibu LIP provision and that the Project will remain the least environmentally damaging alternative considering this time period. It has not done so; its analyses, focused primarily on short-term or static factors of safety, do not address the potential for long-term creep or deformation identified in the site's report history. Consistently unresolved issues relating to Feffer's analyses of landslide geometry and groundwater conditions prevent a finding of long-term stability over the Project's lifetime, accounting for geologic hazards that may arise in that period.[18]

In sum, the Project lacks the substantial evidence necessary to support the Planning Commission's required geological findings under Chapters 9 and 10 of the Malibu LIP, and the CDP must therefore be denied.

2. *Impacts on Scenic and Visual Resources*

Under Section 30253(5) of the Coastal Act, as incorporated in Malibu LUP Chapter 4(B), new development must protect "special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses." The LIP implements this policy by requiring the Commission to make findings that, among other things, the proposed project "will have no significant adverse scenic or visual impacts due to project design, location on the site or other reasons"; that the project is "the least environmentally damaging alternative"; and that there are "no feasible alternatives to development that would avoid or substantially lessen any significant adverse impacts on scenic and visual resources."[19] Section 6.4(B) expressly provides that, if necessary to conform to development standards, the proposed development "shall be modified, by special condition, relative to height, size, design, or location on the site" to avoid or minimize the project's adverse scenic impacts.

Pacific Coast Highway, along which 1,692 linear feet of the Project fronts,[20] is designated as a Scenic Road under LUP Policy 6.3(a). The scenic views from PCH are accordingly protected under LIP Sections 6.5(E)

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[15] Malibu LUP, Policy 4.23.
[16] Malibu LIP § 10.4(D)(2).
[17] Commission Agenda Report for CDP No. 22-031, Item 5.C. (October 21, 2024), at p. 2.
[18] See, e.g., *Lindstrom v. California Coastal Com.* (2019) 40 Cal.App.5th 73, 97 [overturning a CDP approval where the project applicant could not demonstrate site safety under a similarly applicable 75-year lifetime requirement].
[19] Malibu LIP § 6.4(A)(1), (3), (4).
[20] Commission Agenda Report, Item 5.A. (July 21, 2025), at p. 19.

and 6.5(H). As a result, new development must be sited and designed to *minimize* adverse impacts on Scenic Areas visible from Scenic Roads "to the *maximum* feasible extent."[21] As stated in the LIP, this may be accomplished by methods like restricting the building maximum size or by reducing maximum height standards.[22]

The Project, as proposed and conditioned, will be visible from the Pacific Coast Highway at a height that partially obstructs bluewater views over the development.[23] Without evidence, the July 2025 staff report claims that this is nevertheless the least environmentally damaging alternative, and that reducing the Project's total development square-footage would not necessarily result in less view impacts because building heights could continue to be 18 feet; and that other project design alternatives would require substantially more retaining walls and grading in excess of LIP limits.[24]

These statements fail to consider the City's authority, under the above-referenced sections of the LIP, to reduce volumetric mass or maximum allowable height. Such mitigation would avoid any need for substantially more retaining walls and grading, further encroachment into slope stability, or relocation of the structures elsewhere on the parcels. The Planning Commission and City staff may not, by law, defer to an applicant's preferred project size and design, given that a CPD applicant is "not entitled to whatever project it desires." (*Charles A. Pratt Construction Co., Inc., v. California Coastal Com.* (2008) 162 Cal.App.4th 1068, 1082; see *Mein v. San Francisco Bay Conservation etc. Com.* (1990) 218 Cal.App.3d 727, 735 [statutory requirement that fill area be the "minimum necessary" to achieve the purpose of the fill cannot be evaded because a smaller house would not have accommodated the project's proposed design; " 'minimum necessary' does not mean the minimum necessary for the particular size or style desired by the applicant."].) No applicant has "a vested right to develop his property in a particular fashion."[25] To find otherwise would be a prejudicial abuse of discretion, and in this case, worse: potential damages liability for the City upon future slope failure. Ultimately, the Applicant has not demonstrated substantial evidence to support the findings required by Chapter 6 of the Malibu LIP. For that additional reason, the Project, as designed, cannot be approved.

The Planning Commission Should Reject the Class 3 CEQA Exemption

The California Legislature enacted CEQA to "protect, rehabilitate and enhance the environmental quality of the state."[26] This fundamental state policy demands that permitting agencies at the state and local levels enhance environmental quality, including by preserving enjoyment of aesthetic, natural, and scenic

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[21] Malibu LUP Policy 6.5; Malibu LIP § 6.5(A)(1).
[22] Malibu LUP Policy 6.5; Malibu LIP § 6.5(A)(1).
[23] Commission Agenda Report, Item 5.A. (July 21, 2025), at p. 16.
[24] *Id.* at p. 18.
[25] *Paoli v. California Coastal Com.* (1986) 178 Cal.App.3d 544, 550-551.
[26] Public Resources Code § 21001, subd. (a).

environmental qualities.[27] To these ends, CEQA exemptions must be construed narrowly to afford the fullest possible environmental protection.[28] These exemptions are therefore reserved for projects which have been determined not to carry significant environmental effects.[29] In evaluating claims arising under CEQA, courts determine the existence of substantial evidence in the record as a matter of law.[30]

The Class 3 categorical exemption, relied upon here by the Applicant and City staff, is exempts the "New Construction or Conversion of *Small* Structures." (Italics added.)[31] Class 3 "consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure." The section then provides examples of this exemption. This Project specifically relies on the examples listed in subdivisions (a) and (e), which include:

(a) One single-family residence, or a second dwelling unit in a residential zone.[32]
(e) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.[33]

As we show below, the Class 3 categorical exemption is inapplicable here, and even if this wasn't so, exceptions require that the Project undergo environmental review under CEQA.

1. The Proposed Project is Outside the Scope of the Exemption

The Project weighs far beyond the scope of the Class 3 categorical exemption. In 1991, the Court of Appeal determined that the "Secretary of Resources made the ultimate finding in determining that single-family residences *of the type there sought to be built* were categorically exempt from CEQA under the Class 3 exemption.[34] There, the proposed residence was a small structure: 2,700 square-feet.[35] In fact, of all 22 published court opinions involving a project that relied on the Class 3 exemption, every proposed single-family home measured less than 6,500 square-feet.[36] Here, however, the Project attempts to brute

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[27] Public Resources Code §§ 21000, subd. (f), 21001, subd. (b).
[28] *Save Our Carmel River v. Monterey Peninsula Water Management Dist.* (2006) 141 Cal.App.4th 677, 697.
[29] *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 931, 966.
[30] *Western States Petroleum Assn. v. Superior Court* (1995) 9 Cal.4th 559, 571-572.
[31] 14 Cal. Code Regs., tit. 14, § 15303 (**CEQA Guidelines**).
[32] *Id.* § 15303, subd. (a).
[33] *Id.* § 15303, subd. (e).
[34] *Association for Protection etc. Values v. City of Ukiah* (1991) 2 Cal.App.4th 720, 731 (emphasis added).
[35] *Id.* at p. 736.
[36] See *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086 [6,478 square-feet]; *Jenkins v. Brandt-Hawley* (2022) 86 Cal.App.5th 1357 [3227 square-feet]; *Canyon Crest Conservancy v. County of Los Angeles* (2020) 46 Cal.App.5th 398 [1,436 square-feet]; *Berkeley Hills Watershed Coalition v. City of Berkeley* (2019) 31 Cal.App.5th 880 [3,000 square-feet]; *Bottini v. City of San Diego* (2018) 27 Cal.App.5th 281 [3,062 square-feet]; *Hines v. California Coastal Com.* (2010) 186 Cal.App.4th

force a 9,218 square-foot "single-family" mansion through an exemption specifically designed for "small" new structures.[37] The Project in its entirety, with a total development square-footage (**TDSF**) of 11,121 square-feet, is large enough to take up *99.5 percent* of the City's maximum allowable TDSF for a given parcel.[38] Allowing a project so close to maximum allowable to be exempted from CEQA perverts the Class 3 categorical exemption, the required narrow interpretation of which should not allow this massive development to characterize itself as "small" in any sense -- especially in the site's nonurban setting. This is a project that must undergo CEQA review, at the minimum through the City's preparation of an initial study to determine whether a Negative Declaration or an Environmental Impact Report should be prepared. An initial study would facilitate public circulation of the Project to responsible and trustee agencies, as well as the public. That's called public accountability. The Commission lacks substantial evidence to approve the Class 3 categorical exemption for this Project and must instead mandate CEQA review.

2. *Exceptions to the Exemption Justify Environmental Review*

Even regardless of whether the Project is a "small" structure (and it is not), exceptions under Section 15300.2 of the CEQA Guidelines preclude use of the exemption recommended by staff. As detailed below, the unusual circumstances exception, the location exception, and the scenic highways exception each take the Project outside of the Class 3 exemption.

a. *Unusual Circumstances Exception*

The unusual circumstances exception precludes the use of a categorical exemption "for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances."[39] The California Supreme Court established the standards for this exception in *Berkeley Hillside Preservation v. City of Berkeley* (2015) 60 Cal.4th 1086, where it provided two alternative analyses in assessing whether the exception applies. We discuss each alternative in turn below.

i. *First Alternative*

Under the first alternative, a challenger must demonstrate that (1) no substantial evidence supports the conclusion that the project has some feature that distinguishes it from others in the exempt class, such as its size or location; and (2) there is a reasonable possibility of a significant effect on the environment due to that unusual circumstance.[40]

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830 [1,208 square-feet]; *Salmon Protection & Watershed Network v. County of Marin* (2004) 125 Cal.App.4th 1098 [3,649 square-feet]; *Association for Protection etc. Values*, *supra*, 2.Cal.App.4th 720 [2,700 square-feet].

[37] Commission Agenda Report, Item 5.A. (July 21, 2025), at p. 9.

[38] *Ibid.*

[39] CEQA Guidelines § 15300.2, subd. (c).

[40] *Bottini*, *supra*, 27 Cal.App.5th at p. 305.

First, the Project's size clearly distinguishes it from other projects that have relied upon the Class 3 categorical exemption. As mentioned above, in none of the 22 published court opinions has a Class 3 exemption ever been used to exempt a single-family home larger than 6,500 square-feet. The Project's unusual size, however, is not limited by comparisons to case law; it is also highly unusual when compared to single-family projects in the nearby vicinity. Out of all 272 publicly available Notices of Exemption (**NOEs**) filed by the City on California's CEQAnet Web Portal,[41] 176 projects have utilized the Class 3 categorical exemption. Of these 176 projects, 39 have specifically relied on Class 3, subdivision (a) to exempt the development of a single-family home, a second dwelling unit, or a home and its accessory structures. **Not even one** of these 39 projects has a TDSF as gigantic as the 11,121 square-feet proposed here. Indeed, as many as 90% of these projects proposed a TDSF lower than 7,500 square-feet (including 33% of projects with a TDSF less than 5,000 square-feet). Seven percent of these projects proposed a TDSF between 7,500 and 8,555 square-feet, and only one project proposed a TDSF greater than 8,555 square-feet. Square-footage for the vast majority of these projects range even smaller in size when looking at the single-family house alone. Accordingly, this Project's extremely large TDSF constitutes an unusual circumstance that sets it apart from other developments that have relied on the Class 3 categorical exemption not only under case law, but also relative to all other Class 3 projects listed in the City's publicly available NOEs.

The Project's location similarly constitutes an unusual circumstance compared to other Class 3 projects. As discussed above in our analysis of the Project's inconsistency with the Malibu LCP, the Project site is located 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 previously mentioned failures to establish a minimum static factor of safety of 1.5, and to demonstrate site stability and safety from hazards over its 100-year economic life, echo the Planning Commission's findings of LCP noncompliance in CDP Nos. 24-014 and 22-031: the only two projects—out of all 39 publicly available City NOEs—whose site conditions were so unstable as to require a variance to the factor of safety. The City, in recognition of these unusual conditions for developments proposing single-family residences, has highlighted in its own public handout that "*typical* residential projects which are *not categorically exempt* and require further environmental study" expressly includes projects "which contain severe geological hazards."[42] Accordingly, both the Project's size and its location are unusual features that distinguish it from other projects exempted under Class 3.

Second, these unusual circumstances create a reasonable possibility of significant effect on the environment. Please refer to our LCP discussion above regarding the significant impacts related to geotechnical hazards and scenic views that this Project, as proposed and conditioned, will produce as a

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[41] California Governor's Office of Land Use & Climate Innovation, CEQAnet Web Portal, https://ceqanet.lci.ca.gov/.
[42] City of Malibu, Residential Development — Environmental Review Public Handout, https://www.malibucity.org/DocumentCenter/View/4617/PLN-Residential-CEQA-Exemptions_Public-Handout- (emphasis added).

result of its extremely large size and particular location. Accordingly, the unusual circumstances exception applies and the Project should not receive a Class 3 categorical exemption from CEQA.

ii. Second Alternative

Under the second alternative, a challenger may establish an unusual circumstance "with evidence that the project will have a significant environmental effect."[43] The Project here will have a significant environmental effect, given that Feffer Geological Consulting's reports, including its 2021 report mentioned above, admit the Project's inability to achieve the minimum factors of safety without subsequent engineering and other mitigation measures. These mitigation measures, while perhaps necessary to comply with the City's Geotechnical Report Guidelines and LUP Policy 4.5, constitute conditions of approval that are imposed to mitigate significant effects and make the Project qualify for an exemption in the first place. This is contrary to the Secretary of Resource's determination that projects receiving a categorical exemption are those "determined not to have a significant effect on the environment."[44] Conditions of approval, such as the Project's mitigation measures to achieve the minimum factor of safety, cannot be the basis for a categorical exemption; mitigation measures must instead be evaluated through proper environmental review. (*Salmon Protection & Watershed Network*, *supra*, 125 Cal.App.4th at 1106 ["an agency should decide whether a project is eligible for a categorical exemption as part of its preliminary review of the project without reference to or reliance upon any proposed mitigation measures." (internal citations omitted)].)

The Project will produce significant environmental effects due to its failure to achieve the factor of safety required by the City's Geotechnical Report Guidelines and the Malibu LCP. By requiring engineering techniques in the conditions of approval that subsequently allow the Project to achieve this standard, the Project explicitly relies on mitigation measures to achieve "no significant effect on the environment." These mitigation measures constitute an unusual circumstance that necessitates not a categorical exemption, but rather proper environmental evaluation under CEQA.

b. Location Exception

`The Class 3 exemption may not be used where a 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."[45] *Berkeley Hills Watershed Coalition* established two prongs of inquiry for this exception: (1) whether the project is located within an environmentally sensitive area, and (2)

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[43] *Berkeley Hillside Preservation*, *supra*, 60 Cal.4th at p. 1105 (emphasis added).
[44] CEQA Guidelines § 15300.
[45] CEQA Guidelines § 15300.2, subd. (a).

whether substantial evidence supports a "fair argument" that the project "may impact" the mapped resource.[46]

Public views constitute an environmental resource. (See Public Resources Code Section 21060.5 [defining "environment" as including those physical conditions which will be affected by a proposed project, including land, air, water, and objects of aesthetic significance]; see also Malibu LUP Chapter 6(B), Coastal Act Section 30251 ["Scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance"].) As a result of this designation, Chapter 6 of the Malibu LUP and the sections of the Malibu LIP implementing Section 30251 require new developments to mitigate a project's adverse impacts on ocean views, "whether significant or not."

A substantial portion of the site fronts the Pacific Coast Highway, which has been designated as a protected Scenic Road pursuant to the Malibu LCP.[47] As described above in our analysis of the Project's consistency with Chapter 6 of the Malibu LIP, the project as proposed will adversely affect views of the Scenic Area ordinarily visible from the Pacific Coast Highway by residents and visitors. This stands contrary to the Court of Appeal's determination that a project in the coastal zone "must be developed in such fashion that the adverse impacts, *whether significant or not*, be sufficiently mitigated." (*Paoli v. California Coastal Com.* (1986) 178 Cal.App.3d 544, 551, italics added [construing Coastal Act Section 30251; rejecting a permittee's challenge to a Commission decision requiring an open-space easement condition to mitigate public view impacts].) *Paoli* makes clear that, under the Coastal Act, even a partially (not fully) impacted public view qualifies for permanent protection ("as a resource of public importance"), if not for restoration or enhancement. (*Id.*; see § 30001, subd. (b); Malibu LUP, Policy 6.1; Malibu LIP, Section 6.1.) Accordingly, the Project qualifies for the location exception to a categorical exemption because it is located along the Pacific Coast Highway, which has been mapped as a Scenic Road; and substantial evidence supports a fair argument that the Project will at least partially obscure public views as an environmental resource of public importance.

c. *Scenic Highways Exception*

The scenic highways exception applies to projects "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."[48] As mentioned in our discussion of Chapter 6 of the Malibu LCP and our discussion of the location exception, public ocean views -- by definition -- are scenic resources under CEQA and the Malibu LCP. The designation of the Pacific Coast Highway as a Scenic Road, and the Project's adverse effects on residents' and visitors' public views of Scenic Areas

[46] *Berkeley Hills Watershed Coalition*, *supra*, 31 Cal.App.5th at p. 894.
[47] Malibu LUP, Policy 6.3(a).
[48] CEQA Guidelines § 15300.2, subd. (d).

along the heavily traveled Pacific Coast Highway, renders this exception applicable. Thus, the Project may not be approved without proper environmental review under CEQA; the Planning Commission must deny the Project a Class 3 categorical exemption.

Conclusion

In sum, we respectfully submit that for the Planning Commission to approve a CDP and CEQA exemption for a project design so badly flouting the Malibu Local Coastal Program and circumventing CEQA review as this Project in this location will be a prejudicial abuse of discretion. The CDP and CEQA exemption must be denied. This will be without prejudice to the Applicant's ability to return with an LCP-compliant application.

Sincerely,

ANGEL LAW

Frank P. Angel

Cassandra D. Vo

CC:

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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

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Doc ID: 9fec4c6ee4443f039484ff2ff4dfe3a5c5b70df7

Pacific Coast Land Consulting
Engineering Geologic Services

December 12, 2025

FN: 25200LS-25-100

Ralph K. Jeffery, CEG 1183
1525 Pepper Tree Place
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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:

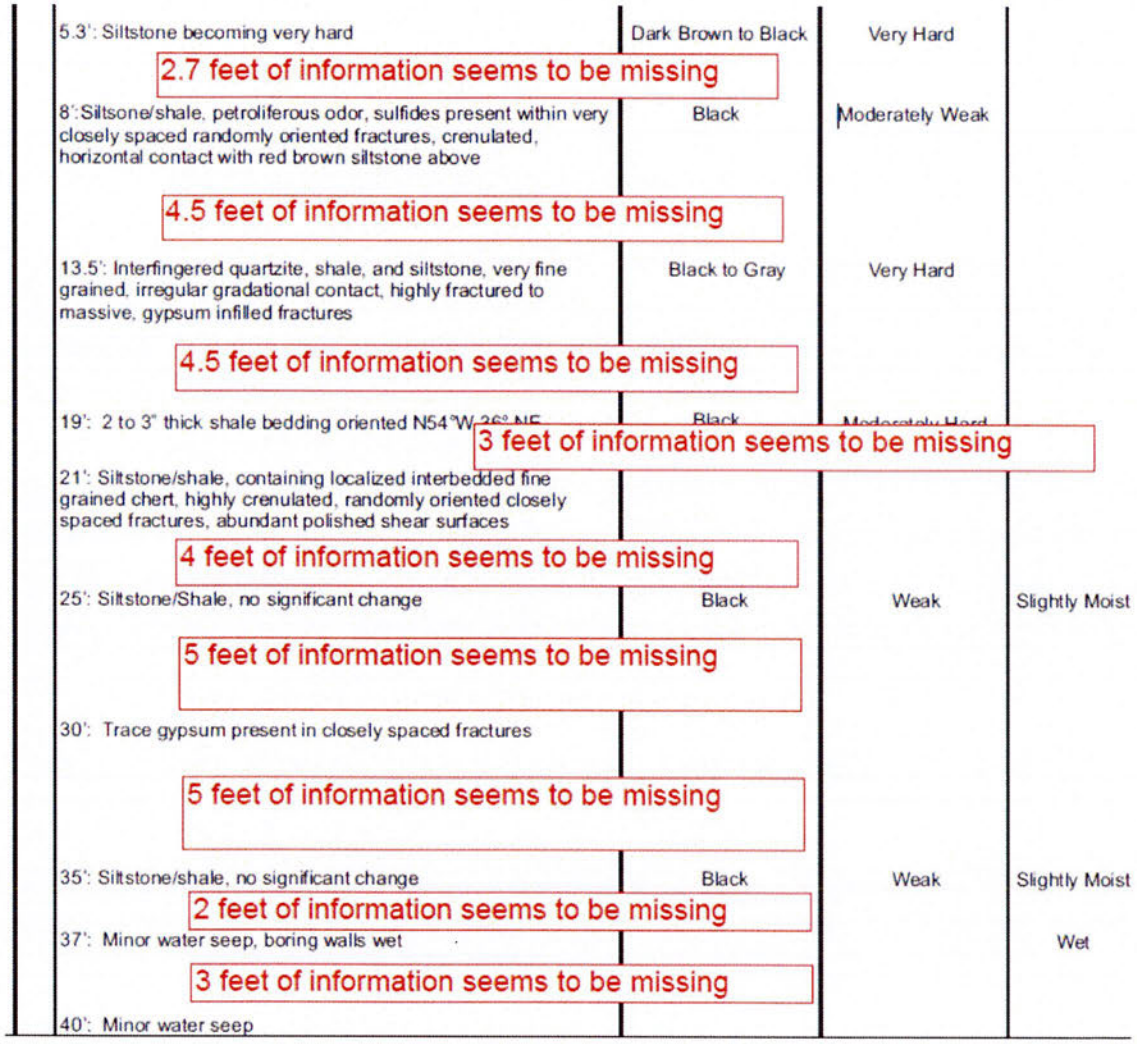
- Older consultants' reports documented crushed, disturbed, or sheared materials consistent with landslide deposits, while Feffer logs classify similar intervals as "bedrock" without explanation.
- Gaps in log descriptions at depth and a lack of detailed material characterization were not addressed and 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.

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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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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, 26° NE	Black	Moderately Hard	
20				3 feet of information seems to be missing			
	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	Slighty 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	Slighty 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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EXHIBIT A

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Engineering Geologic Services

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 Aug
HOLE DIAMETER 24" DRIVE WEIGHT 1600 lbs (0-23') 800 lbs (24-50') DROP 12
ELEVATION TOP OF HOLE 57' REF. OR DATUM

DEPTH FEET	GRAPHIC LOG	ATTITUDES	TUBE SAMPLE NO.	BLOWS PER FOOT	DRY DENSITY PCF	MOISTURE CONTENT, %	SOIL CLASS. (U.S.C.S.)	GEOTECHNICAL DESCRIPTION
	N S							LOGGED BY EC / TW SAMPLED BY TW
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 surfaces, very strong odor. Shearing dips northerly.
								@49' Concretionary layer. Below still very sheared siltstone to caving.
50		(6-13-79)	7	24	85.2	25.9	CL	BEDROCK
								(Down hole logged to at 53.5'; Hole caved to 54'
		Caving and standing H_2O (6-14-79)						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' by 6-13-79, 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:

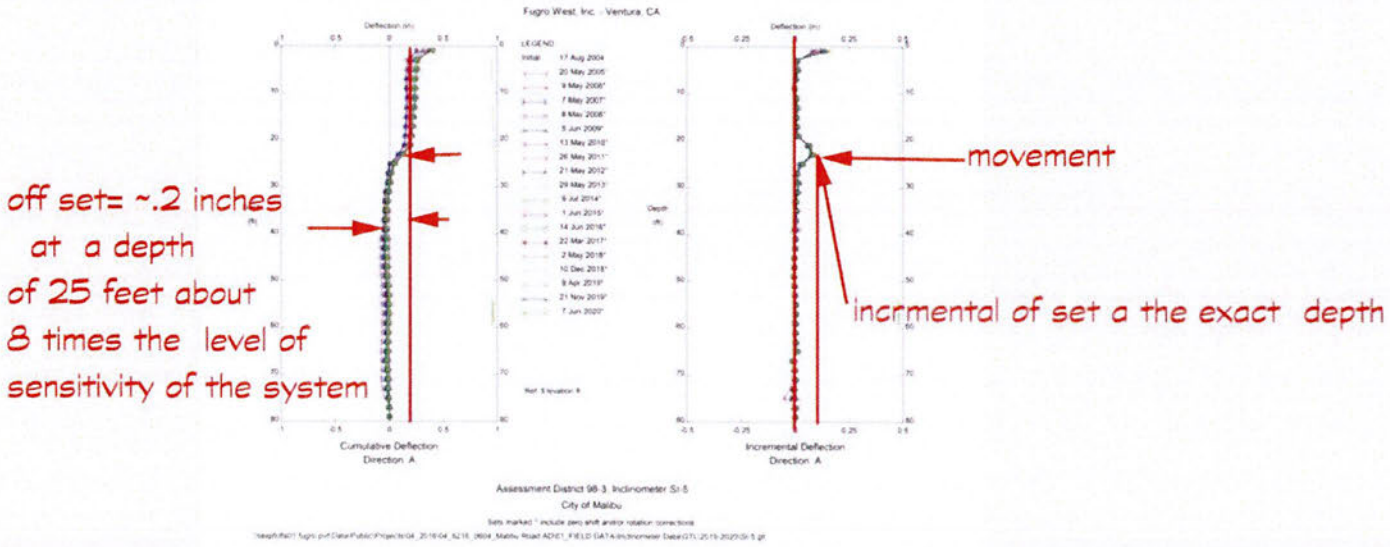
- Why are Feffer's own logs significantly less detailed than prior logs
- Feffer's logs contain "gaps in the observations"
- Feffer may have misclassified smashed, jumbled, crushed/chaotic materials as "bedrock"
- Feffer ignores identifications of slide surfaces
- Feffer's inclinometer analysis seems 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

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subparallel to the slope of the land consequently is substantially higher, than that which was analyzed.

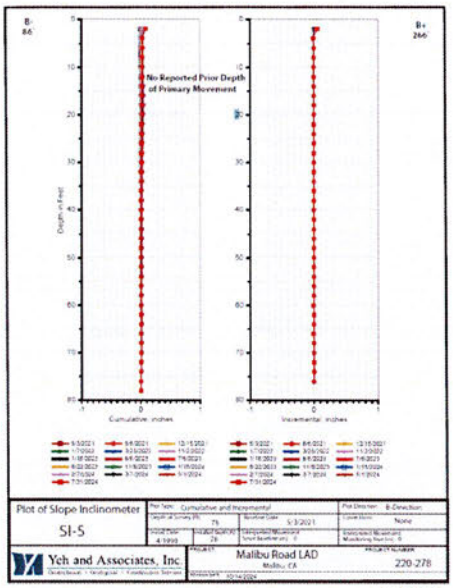
Inclinometers provide direct evidence of subsurface deformation. Movements as small as 0.1 inch over 100 feet are meaningful. Resetting baseline readings eliminates evidence of prior displacement and must be explicitly accounted for when interpreting results. The City should have Ye and Associates update 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

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- 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

ATTACHMENT C TO APPEAL OF CONCERNED CITIZENS OF MALIBU ROAD, INC. FROM MALIBU PLANNING COMMISSION DECISION (RESOLUTION NO. 26-05)

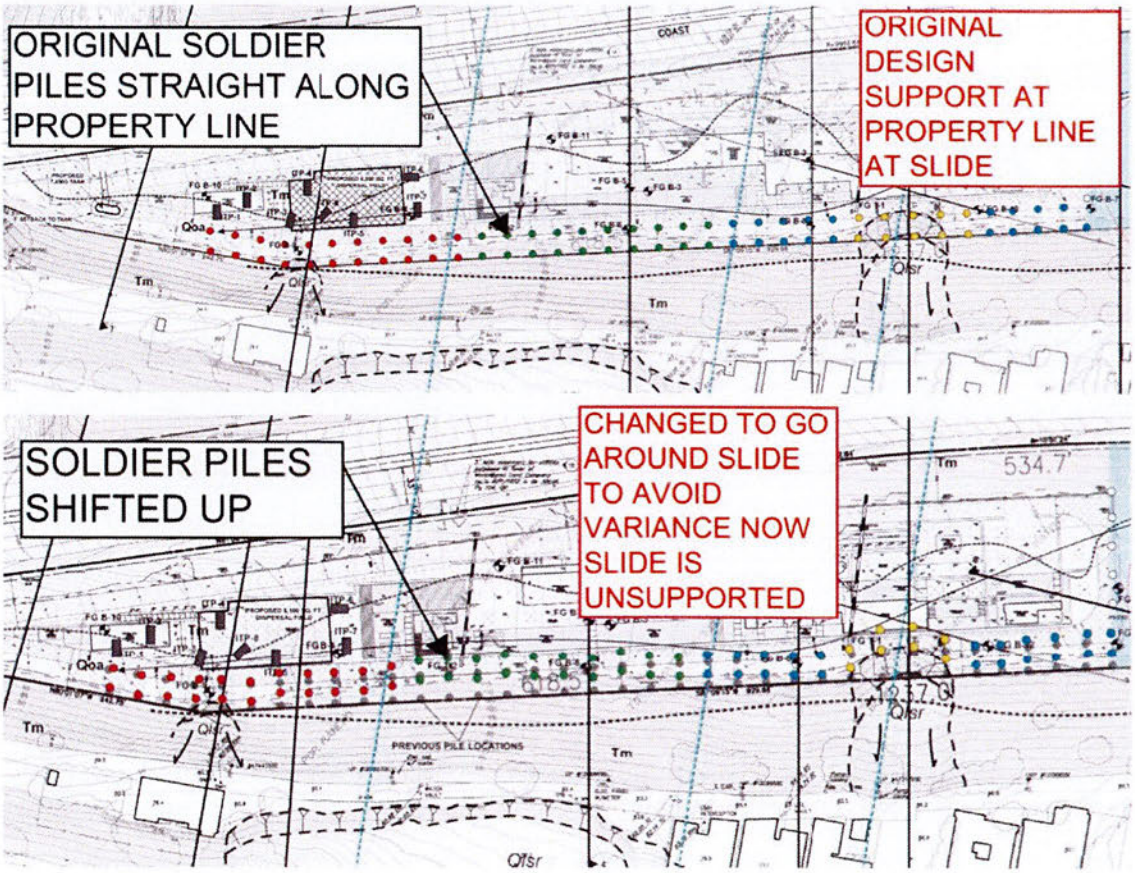
Pacific Coast Land Consulting
Engineering Geologic Services

City of Malibu **February 16, 2026**

Subject: Slope Stabilization and Protection of Residents

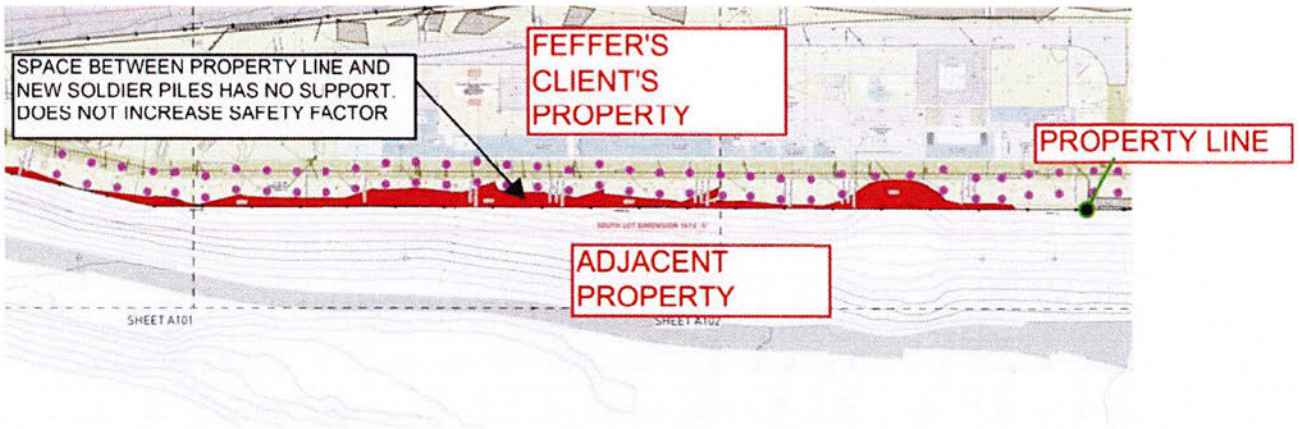
25200PCH Soldier Piles relocated North no longer providing Safety Factor due to the shift

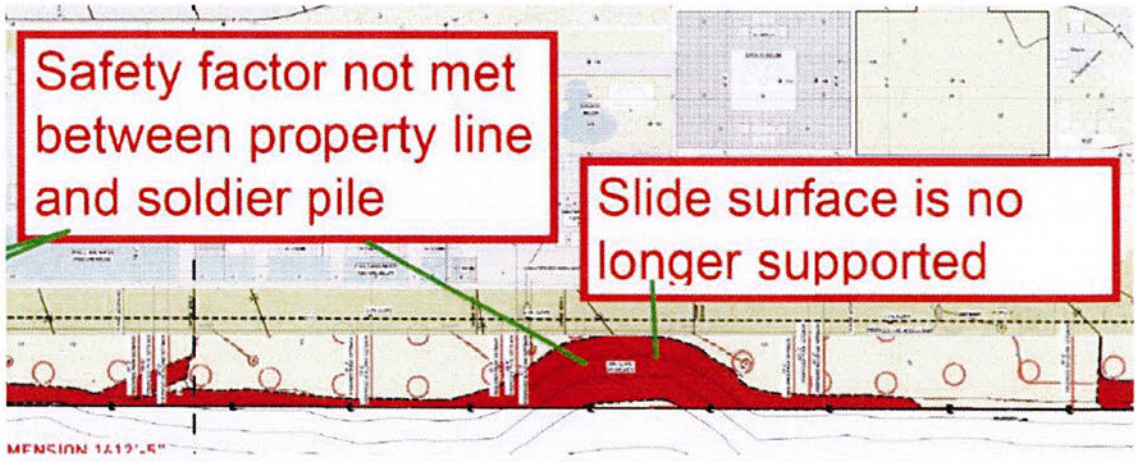
When the soldier piles were moved uphill per January 6, 2023,Feffer report, they were shifted uphill from the property line without a new analysis of the unsupported area. The shift created an area between the property line and soldier piles that does not add any stabilization to meet the required safety factor. Moreover, by relocating the piles outside of the two recent landslides slide Qlsr, the piles no longer function to stabilize the identified slide mass north of the property line within the property 25200 PCH. **This will changes the stability analysis and will now require a variance.**



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There are already 2 failures on the slope that originate from the subject property. That are not addressed nor stabilized.

The lack of stabilization withing the subject property coupled with the future infiltration of water presents an elevated risk of failure and a threat to property and life for residents below the proposed development.



Ralph Jeffery

Pacific Coast Land Consulting

CEG 1183 RG 3815

FEFFER
GEOLOGICAL CONSULTING

January 6, 2023 File No. 1992-75

Weintraub Real Estate Group
P.O. Box 6528
Malibu, CA 90264

Subject: **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

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

Dear Mr. Weintraub:

As requested, Feffer Geological Consulting is providing this addendum letter to address the proposed soldier pile and tieback stabilization system required for site development. This firm previously prepared slope stability analyses to evaluate the overall gross static and seismic stability of the descending slope. Based on multiple iterations of the slope stability analyses under worst-case scenarios and evaluation by the City reviewers, we determined that the site could be stabilized by utilizing two rows of soldier piles and tieback anchors.

Originally, the soldier piles and tieback anchors were planned to be located along the southern property line, and therefore some of the piles would be located on a small portion of the descending slope. It is our understanding that the construction of the stabilization system on the descending slope would require a variance from the City of Malibu.

In order to remove the need for a variance and allow development to move forward, the proposed stabilization system will be shifted slightly north and to the top of the slope. Based on a detailed review of the updated plans and discussions with the project structural engineer, it is our opinion that the minor shift in location for the proposed stabilization system will not impact the proposed development and will not negatively impact or reduce the integrity of the stabilization system. The slight adjustment in pile locations will not negatively affect the overall gross stability of the site.

The proposed stabilization system has been conservatively designed for worst-case scenarios under both static and seismic conditions. The depths and widths of the proposed stabilization piles are not expected to change substantially. However, the final design details will be thoroughly reviewed by this firm and the structural engineer during plan

check. Therefore, the proposed location for the stabilization system is acceptable from a geotechnical perspective.

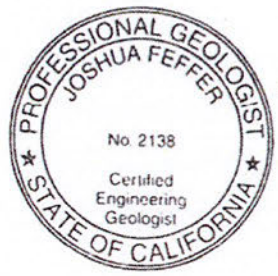
The site map illustrating the location of the previous pile locations, and the new pile locations is attached. A copy of the updated plans showing the location of the soldier piles and tieback anchors is attached at the back of this letter for reference.

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.

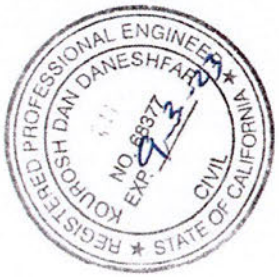
Sincerely,

FEFFER GEOLOGICAL CONSULTING, INC.

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



Dan Daneshfar
Principal Engineer
P.E. 68377



Distribution: Addressee– (1)

FEFFER
GEOLOGICAL CONSULTING

January 6, 2023 File No. 1992-75

Weintraub Real Estate Group
P.O. Box 6528
Malibu, CA 90264

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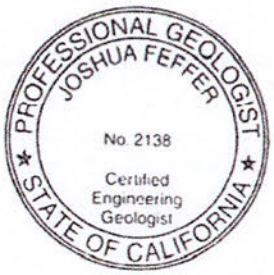
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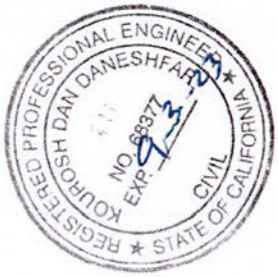
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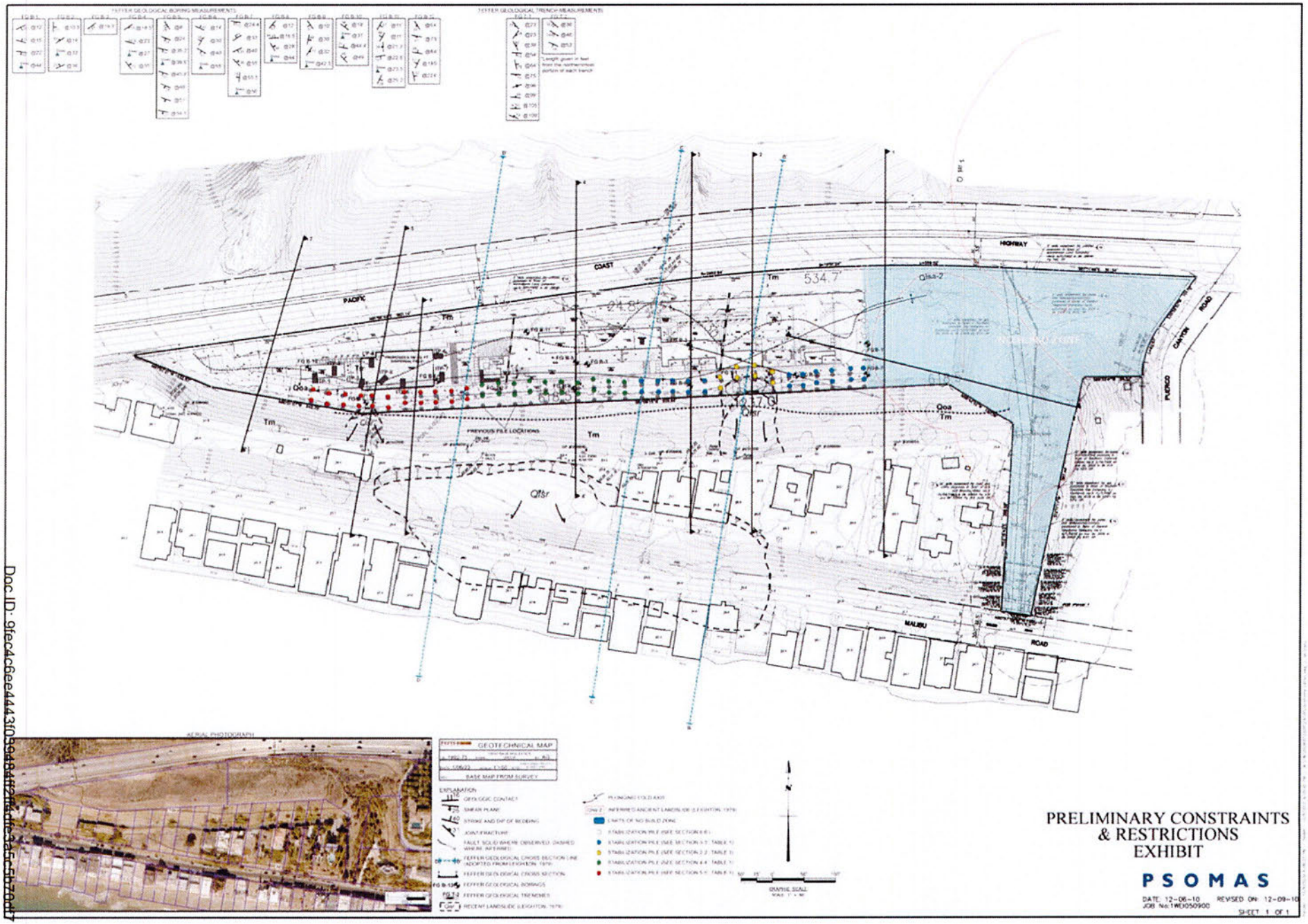
Joshua R. Feffer
Principal Engineering Geologist
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Dan Daneshfar
Principal Engineer
P.E. 68377



Distribution: Addressee– (1)



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CITY OF MALIBU GRADING NOTES

GRADING INSPECTION REQUIREMENTS

GRADING PLAN NOTES

PLANTING AND IRRIGATION NOTES

FILL NOTES

PUBLIC WORKS DEPARTMENT GENERAL NOTES

ADDITIONAL NOTES

CONDITIONS OF APPROVAL

CONTRACTORS NOTE:

STARTING DATE: 30 DAYS AFTER PERMIT ISSUANCE 2024

COMPLETION DATE: 90 DAYS AFTER PERMIT ISSUANCE 2022

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 ADDRESS: 25200 Pacific Coast Highway

All projects proposing land form alteration which involves more than 100 cubic yards of grading shall complete this form. The completed form must be provided at the time of Planning Division application for grading approval. All applicable cubic yardages shall be completed in the table. All calculations utilized to estimate the cubic yardages indicated shall be attached to this form. This form and the required calculations must be prepared by a State of California Licensed Civil Engineer or a Licensed Surveyor. The form and the calculations shall be stamped and wet signed by the preparing party.

	Exempt			Non-Exempt	Remedial	Total
	R&R	Understructure	Safety			
Cut	0	2,532	1,951	150	0	4,633
Fill	0	765	509	524	0	1,798
Total	0	3,297	2,460	674	0	6,431
Import	0	0	0	374	0	0
Export	0	1,767	1,442	0	0	2,835

PREPARED BY: Leonard Liston, PE 93123

DATE:

EARTHWORK NOTE:

SCOPE OF WORK:

SHEET INDEX

SHT. 1	COVER SHEET
SHT. 1A	TOPOGRAPHIC SURVEY
SHT. 2	OVERALL SITE PLAN
SHT. 3-6	GRADING AND DRAINAGE PLAN
SHT. 7	DETAILS
SHT. 8	CROSS SECTIONS

MAXIMUM AMOUNT OF IMPERMEABLE COVERAGE

PERCENTAGES
UP TO ½ ACRE: 45% OF THE NET AREA
½ ACRE TO 1 ACRE: 35% OF THE NET AREA
1 ACRE OR MORE: 30% OF THE NET AREA
UP TO A MAX. OF 25,000 SQ FT PER PARCEL

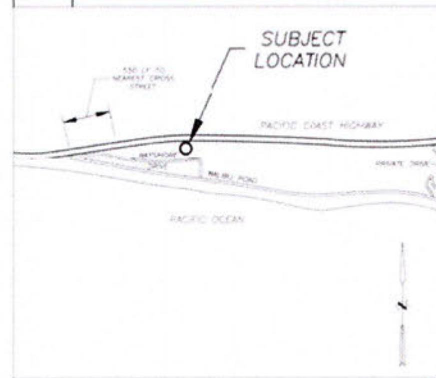
OWNER: HARPCH, LLC, P.O. BOX 6528, MALIBU, CA 90264, (310) 456-2600

CIVIL ENGINEER: LC ENGINEERING GROUP, 889 PIERCE COURT, SUITE 101, THOUSAND OAKS, CA 91360, (805) 497-1244 (818) 991-7148

GEOTECHNICAL: FEFFER GEOTECHNICAL CONSULTING, 1990 S. BUNDY DRIVE #400, LOS ANGELES, CA 90025

GEOLOGIST: FEFFER GEOTECHNICAL CONSULTING, 1990 S. BUNDY DRIVE #400, LOS ANGELES, CA 90025

SURVEYOR: CHRIS NELSON & ASSOCIATES, INC, 31238 VIA COLINAS, SUITE H, WESTLAKE VILLAGE, CA 91362, (818) 991-1040



VICINITY MAP

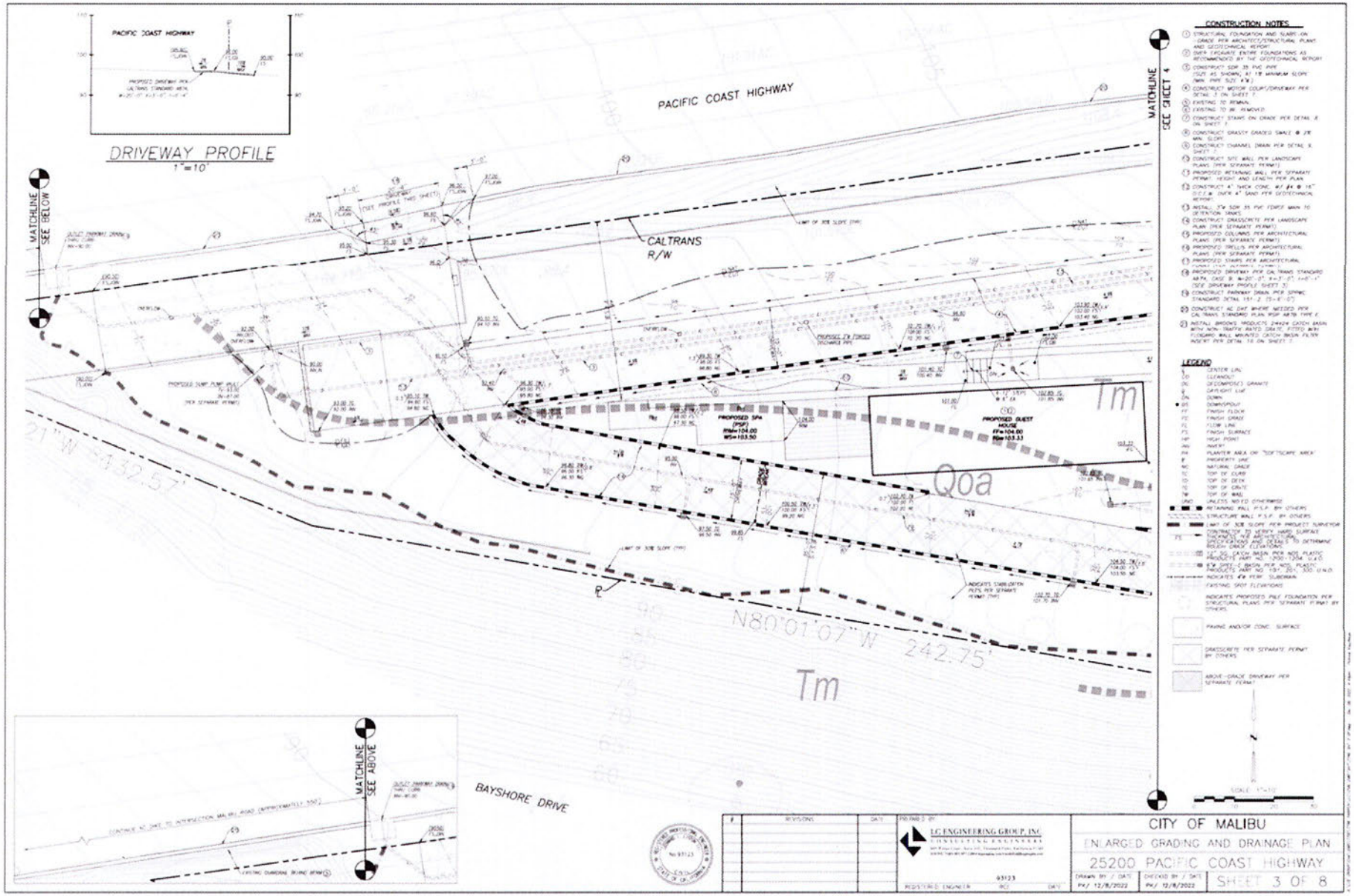
PREPARED BY: LC ENGINEERING GROUP, INC. CONSULTING ENGINEERS

REGISTERED ENGINEER 93123

CITY OF MALIBU
COVER SHEET
25200 PACIFIC COAST HIGHWAY
DRAWN BY / DATE: PK/ 12/2/2022 | CHECKED BY / DATE: PK/ 12/2/2022
SHEET 1 OF 8

CITY OF MALIBU
TOPOGRAPHIC SURVEY
25200 PACIFIC COAST HIGHWAY
SHEET 1A OF 8
PUERCO
CANYON
HIGHWAY
ROAD
MALIBU
COAST
PACIFIC
ENLARGED DETAIL

CITY OF MALIBU
OVERALL SITE PLAN
25200 PACIFIC COAST HIGHWAY
SHEET 2 OF 8
SEE SHEET 6 FOR ENLARGED GRADING & DRAINAGE PLAN
SEE SHEET 5 FOR ENLARGED GRADING & DRAINAGE PLAN
SEE SHEET 4 FOR ENLARGED GRADING & DRAINAGE PLAN
SEE SHEET 3 FOR ENLARGED GRADING & DRAINAGE PLAN
PACIFIC COAST
MALIBU

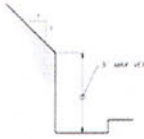


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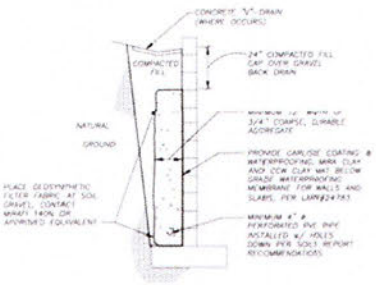
CONSTRUCTION NOTES
LEGEND
CITY OF MALIBU
ENLARGED GRADING AND DRAINAGE PLAN
25200 PACIFIC COAST HIGHWAY
SHEET 4 OF 8
PACIFIC COAST HIGHWAY
CALTRANS R/W
SEE SHEET 5
SEE SHEET 3
MATCHLINE
Tm
Qlsr

CITY OF MALIBU
ENLARGED GRADING AND DRAINAGE PLAN
25200 PACIFIC COAST HIGHWAY
SHEET 5 OF 8
PACIFIC COAST HIGHWAY
CALTRANS R/W
DRAINAGE NOTE
SEE SHEET 6
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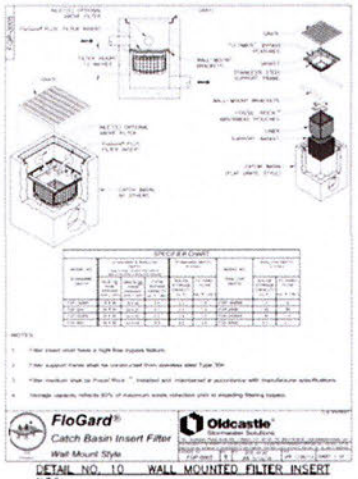
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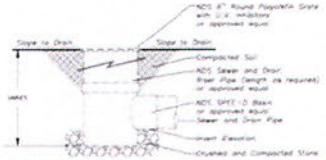
DETAIL NO. 1 TEMPORARY EXCAVATION
N.T.S.



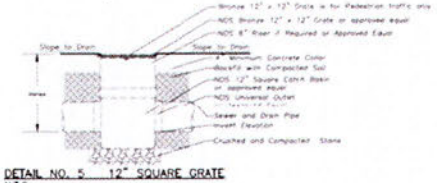
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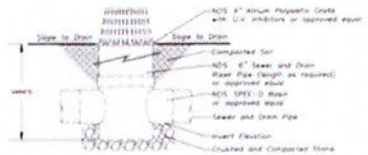
DETAIL NO. 10 WALL MOUNTED FILTER INSERT
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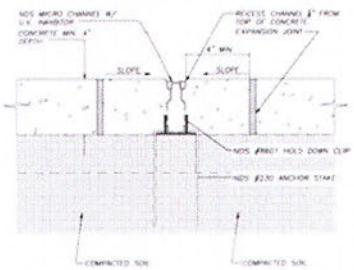
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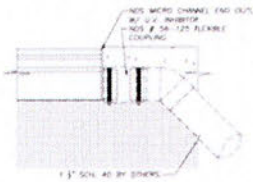


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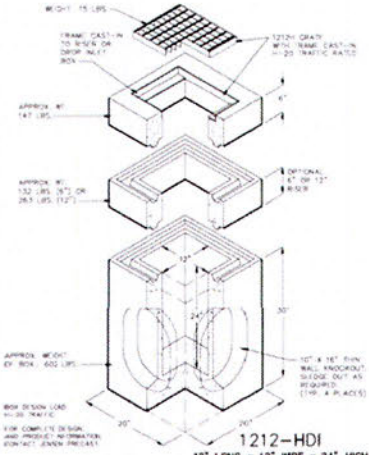


DETAIL NO. 6 6" ATRIUM GRATE
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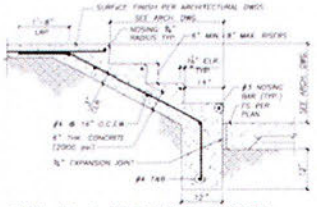


DETAIL NO. 9 CHANNEL DRAIN
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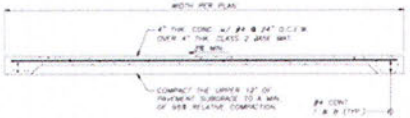


1212-HDI
12" LONG x 12" WIDE x 24" HIGH
DROP INLET WITH
CAST-IN FRAME & GRATE

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



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



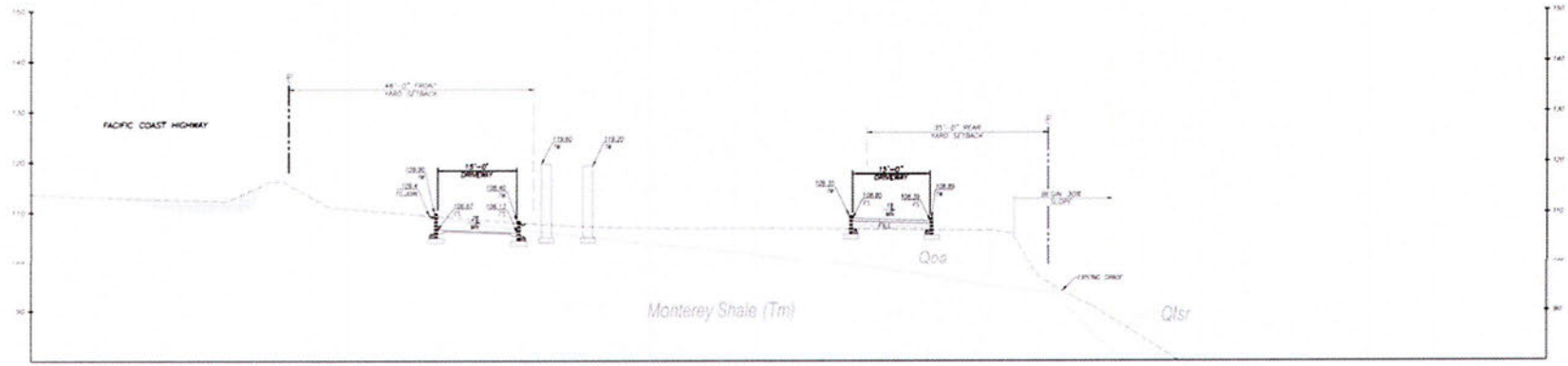
DETAIL NO. 3 CONCRETE DRIVEWAY
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#	REVISIONS	DATE

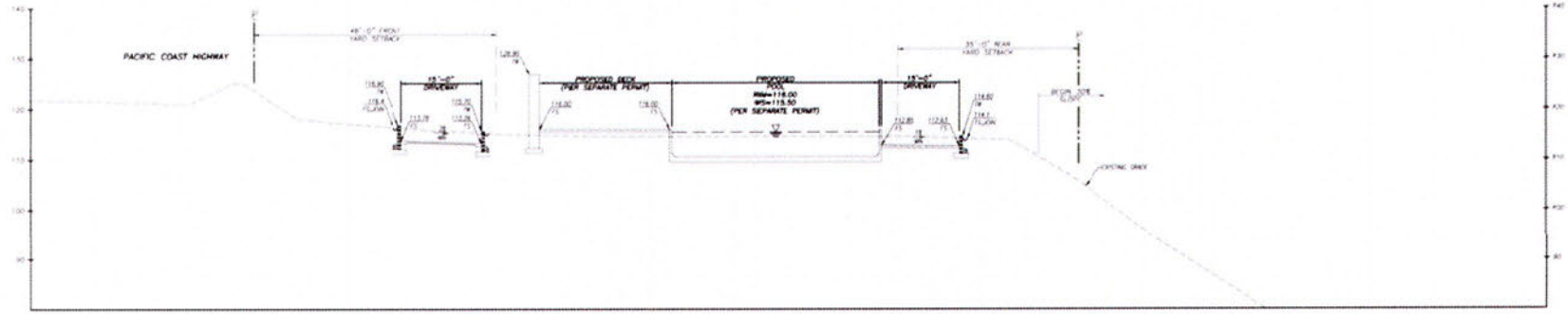
PREPARED BY:
LC ENGINEERING GROUP, INC
CIVIL ENGINEERING CONSULTANTS
93123
REGISTERED ENGINEER RCE DATE

CITY OF MALIBU
DETAILS
25200 PACIFIC COAST HIGHWAY
DRAWN BY / DATE PK / 12/2/2022
CHECKED BY / DATE PK / 12/2/2022
SHEET 7 OF 8

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SECTION A
1"=10'



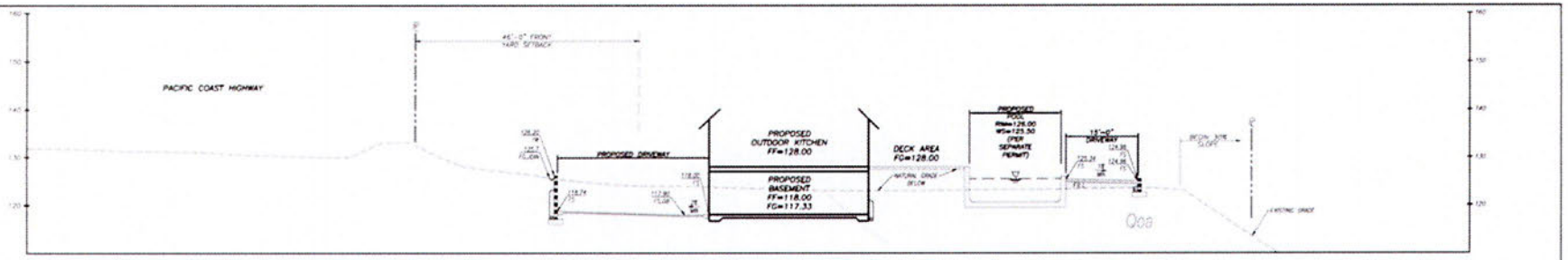
SECTION B
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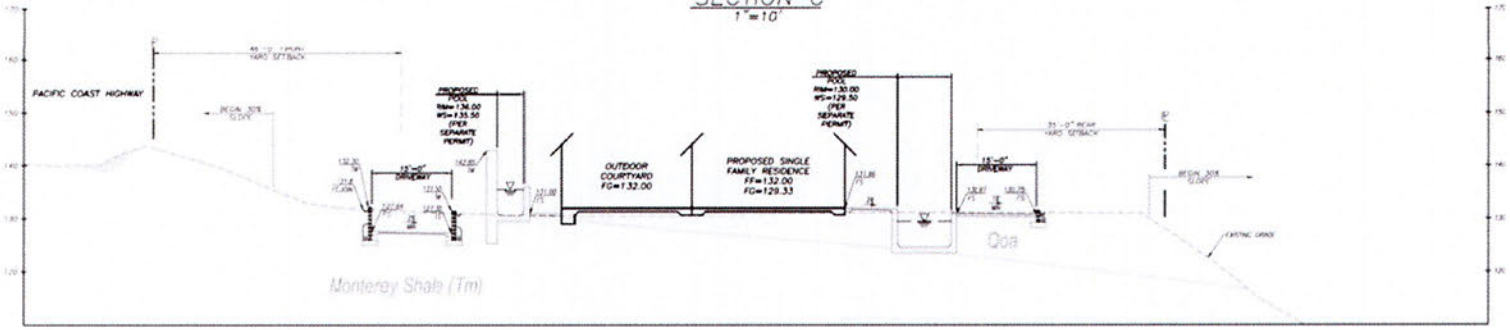
PREPARED BY:
LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
65123
REGISTERED ENGINEER — DATE

CITY OF MALIBU
CROSS SECTIONS
25200 PACIFIC COAST HIGHWAY
DRAWN BY / DATE: PK/ 12/2/2022
CHECKED BY / DATE: PK/ 12/2/2022
SHEET 8 OF 8

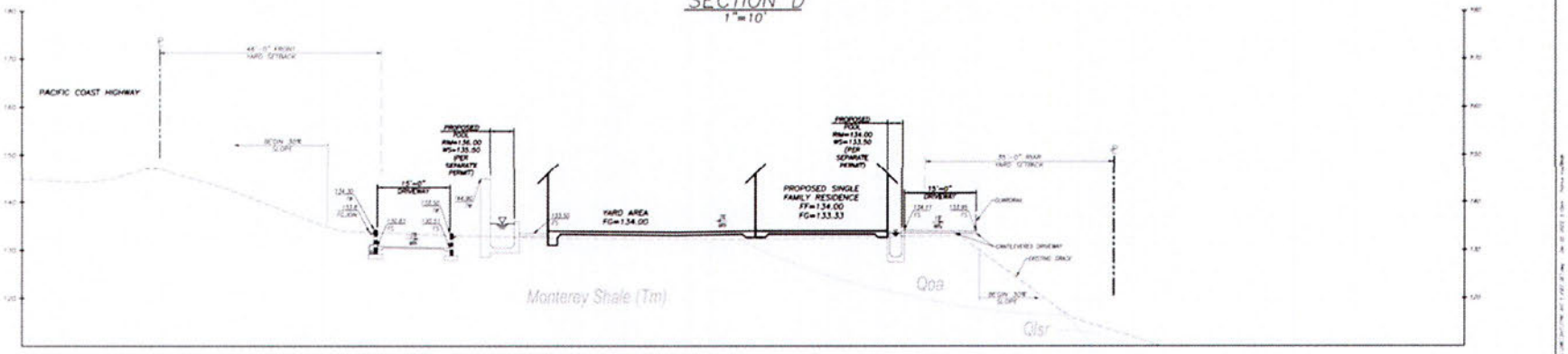
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SECTION C
1"=10'



SECTION D
1"=10'



SECTION E
1"=10'

#	REVISIONS	DATE

PREPARED BY:
LC ENGINEERING GROUP, INC
CIVIL CONSULTING ENGINEERS
93123
REGISTERED ENGINEER — RCE — DATE

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

DRAWN BY / DATE	CHECKED BY / DATE	SHEET
PK / 12/3/2022	PK / 12/3/2022	SHEET 8A OF 8

Doc ID: 9fec4c6ee4443f039484ff2ff4dfe3a5c5b70df7

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, 6 inches (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, 6 inches 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. In no instance shall onsite vegetation block views protected in Condition No. 35.

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.

35. The development shall not block views of the horizon line of the Pacific Ocean nor views of the western Santa Monica Bay as seen by travelers going westbound, also known as northbound, along Pacific Coast Highway.

36. The applicant shall incorporate vibration monitoring during construction of the proposed residence if such testing is determined to be beneficial by the City.

Certificate of Compliance/Lot Merger

37. 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.

38. 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

39. 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.

40. 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

41. 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.

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

43. 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.

44. 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.

45. 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.

46. 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.

47. 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

48. 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.

49. 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

50. 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.

51. 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.

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

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

54. Vegetation shall be situated on the property so as not to obstruct the primary view from private property at any given time (given consideration of its future growth). In no instance shall onsite vegetation block public views protected in Condition No. 35.

55. 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. In no instance shall onsite vegetation block public views protected in Condition No. 35.

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

57. 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).

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

59. 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.

60. 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.

61. 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.

62. 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.

63. 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.

64. 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.

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

66. 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.

67. 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.

68. 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.

69. 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.

70. 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.

71. 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.

72. 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

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

Street Improvements (Public Works)

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

75. 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.

76. 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.

77. 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.

78. 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)

79. 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.

80. 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.

81. 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.

82. 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.

83. 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.

84. 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.

85. 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.

86. 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.

87. 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)

88. 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.

89. 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.

90. 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."

91. 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.

92. 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.

93. 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.

94. 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.

95. 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.

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

Other Public Works

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

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

99. 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.

100. 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.

101. 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.

102. 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

103. 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.

104. 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

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

106. 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).

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

108. 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)

109. 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.

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

Onsite Wastewater Treatment System (OWTS)

111. 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.

112. 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).

113. 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).

114. 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.

115. 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.

116. 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.

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

118. 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.

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

120. 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.

121. 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.

122. 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.

123. 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.

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

125. 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.

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

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

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

129. 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.

130. 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.

131. 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).

132. 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.

133. 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.

134. 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

135. 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.

136. 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.

137. 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.

138. 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

139. 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.

140. 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.

141. 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.

142. 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.

143. 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

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

145. 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

146. 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.

147. 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.

148. 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.

149. 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.

150. Any future improvements to the single-family residence and related development authorized by this shall require an additional coastal development permit.

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:	3	Commissioners: Riddick, Leonard, Peak
NOES:	2	Commissioners: Mazza, Kamins
ABSTAIN:	0	
ABSENT:	0	

Rebecca Evans

REBECCA EVANS, Recording Secretary

VILLA COLEAVA

PLANNING SUBMITTAL SET

1/27/26

OPPENHEIM ARCHITECTURE

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LC Engineering Group
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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.
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.
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304 DRAIN PIPE TO FIT IN CEILING SPACE, REFER TO PLUMBING DWGS. COORDINATE EXACT LOCATION AND SPECS.
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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

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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"

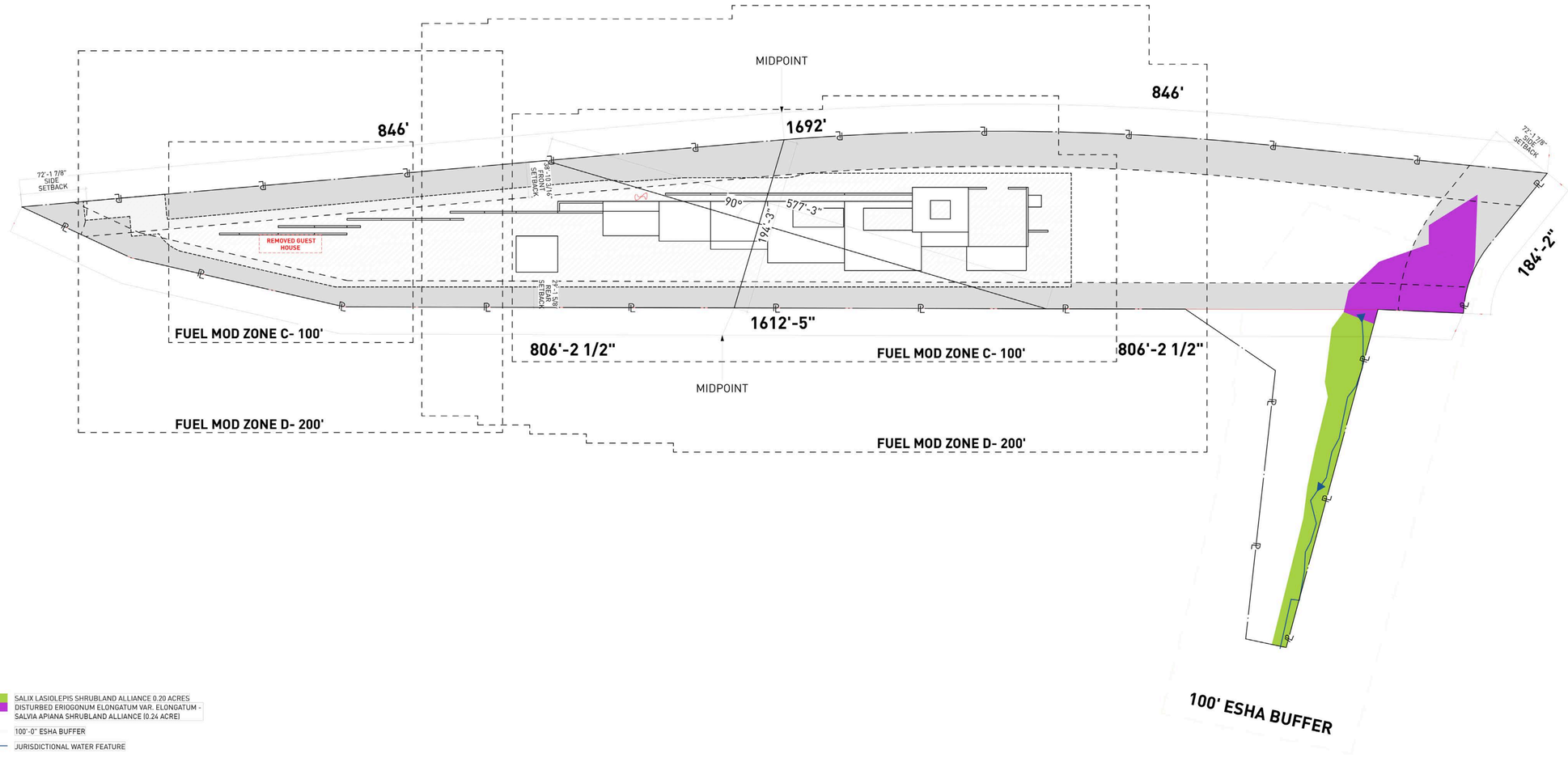
NOT FOR CONSTRUCTION

Design Development

1813
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

KEY NOTES:

SITE

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Project No

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Project Address
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Malibu, California, USA

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

Design Architect
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Miami FL 33137
P 305 576 8404
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
W lcegroupinc.com

Revisions

Mark	Date	Description

Title
FUEL MOD DIAGRAM

1/64" = 1'-0"

N

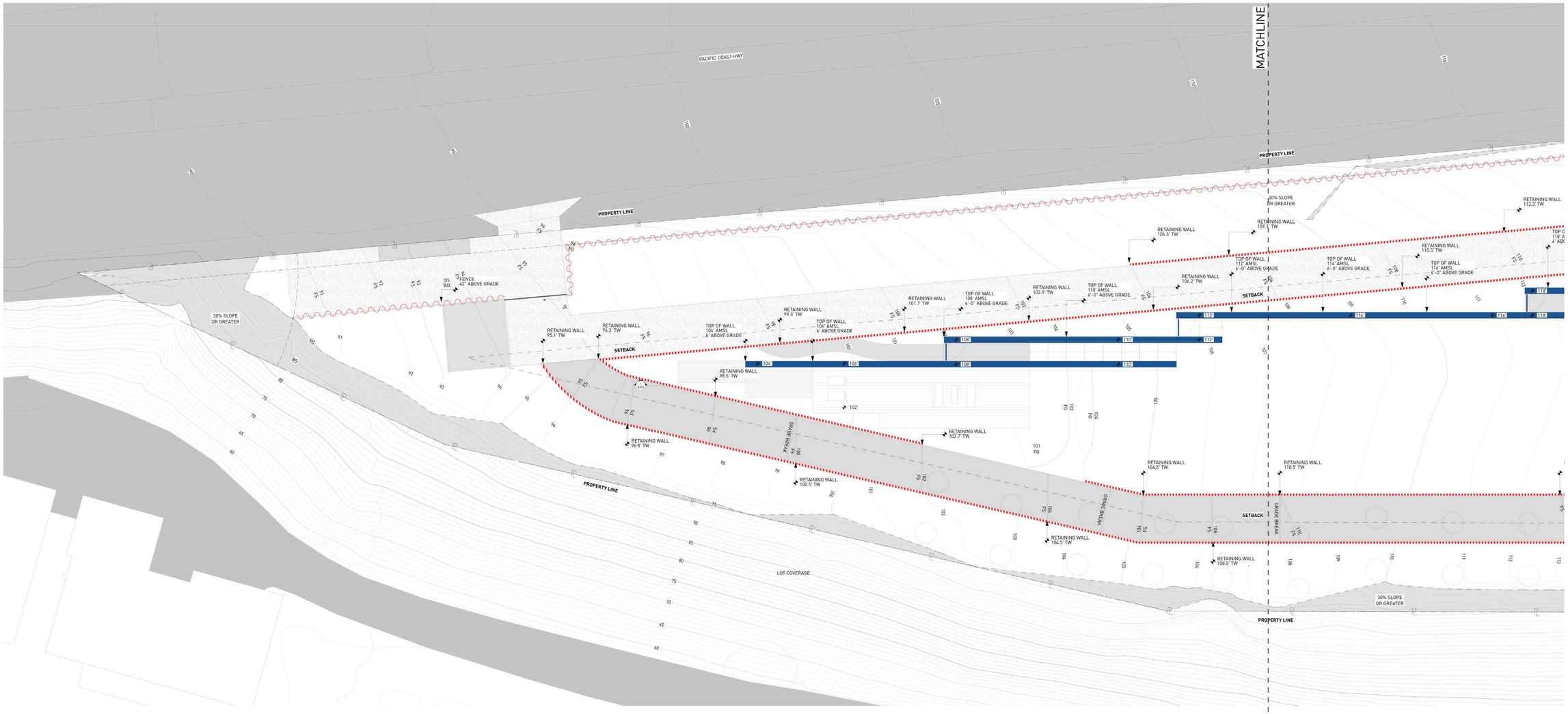
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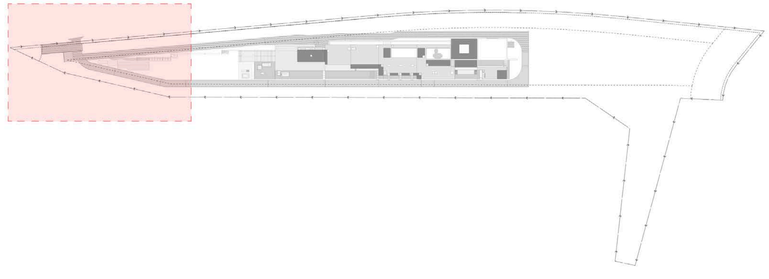
Design Development

1813
VILLA COLEAVA

Drawing Issued on 1/27/26

Z102





42" GATE- 90% PERMEABLE

RETAINING WALL

12' MAX BUILDING SOLID WALL

42" FENCE- 90% PERMEABLE

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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.

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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

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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
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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
25200 Pacific Coast Hwy.
Malibu, California, USA

Property Owner
PAR PCH, LLC
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Malibu, CA 90265

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W plac-e.com

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Thousand Oaks, CA 91360
P 805-497-1244
P 818-991-7148
W lcegroupinc.com

Revisions

Mark	Date	Description

Title
WALL AND FENCE PLAN A

1/16" = 1'-0"

N

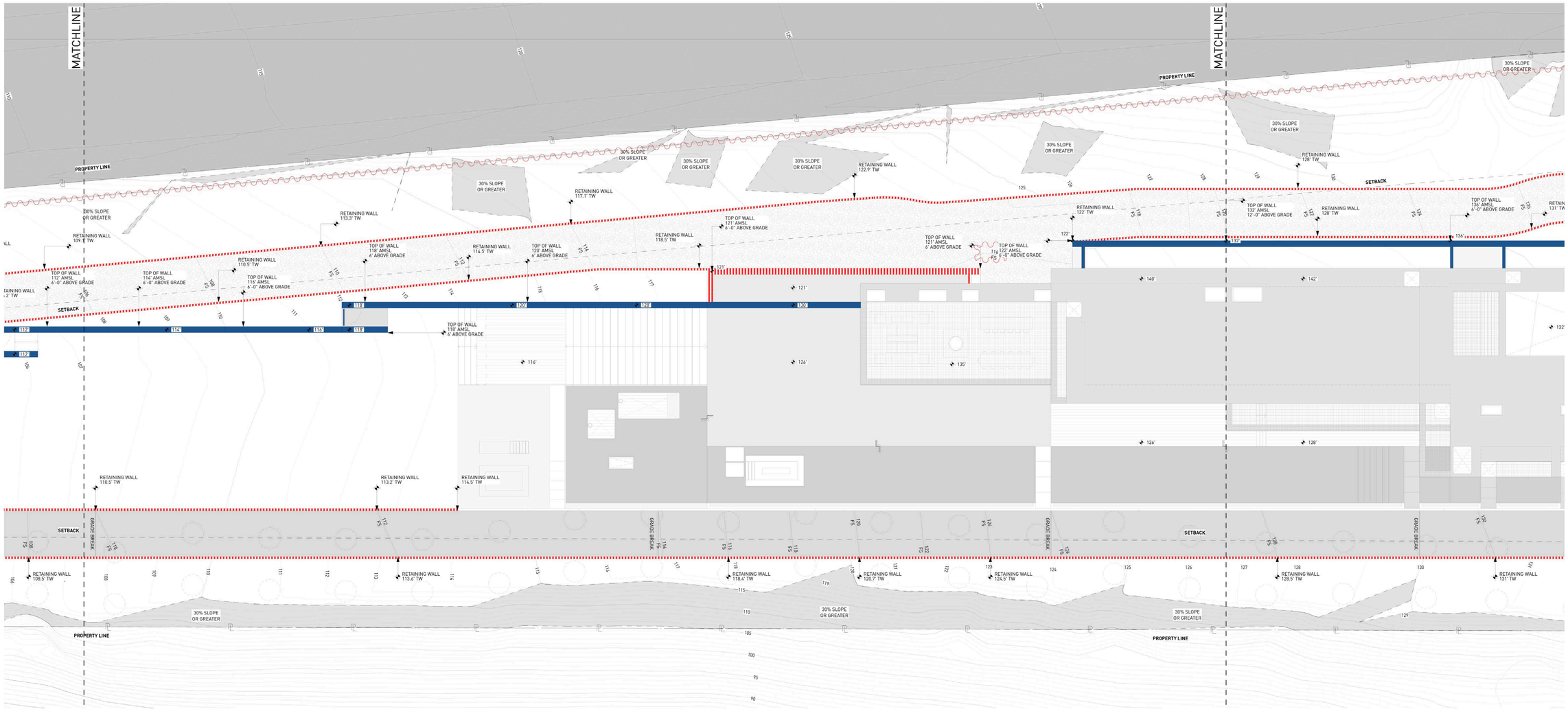
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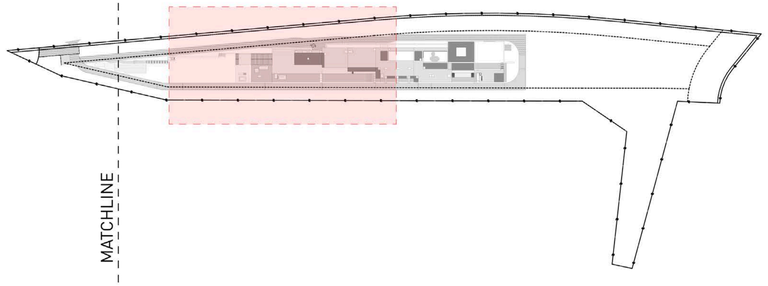
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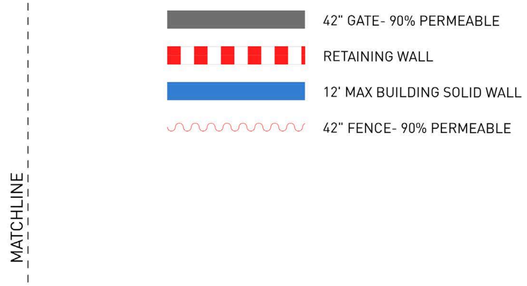
1813
VILLA COLEAVA

Drawing Issued on 1/27/26

Z106







42" GATE- 90% PERMEABLE

RETAINING WALL

12' MAX BUILDING SOLID WALL

42" FENCE- 90% PERMEABLE

KEY NOTES:

SITE

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007 UNDERGROUND DRAINAGE SYSTEM. REFER TO CIVIL DWGS.
008 INFINITY POOL EDGE.
009 OPEN PARKING, REFER TO CIVIL FOR DETAILS
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MATERIALS

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Project No

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VILLA COLEAVA

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

Property Owner
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PO Box 6528
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P 818-991-7148
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Revisions

Mark	Date	Description

Title
WALL AND FENCE PLAN B

1/16" = 1'-0"

N

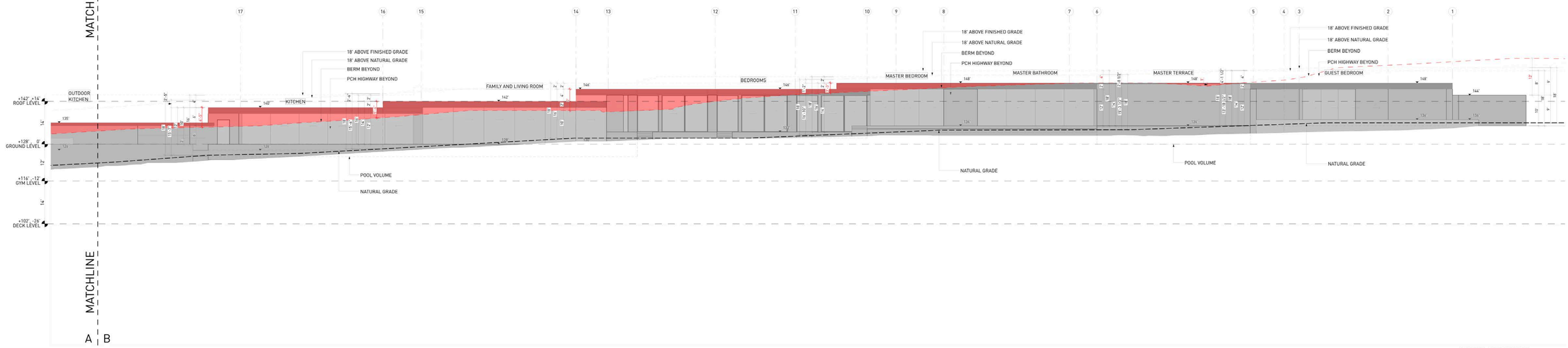
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Design Development

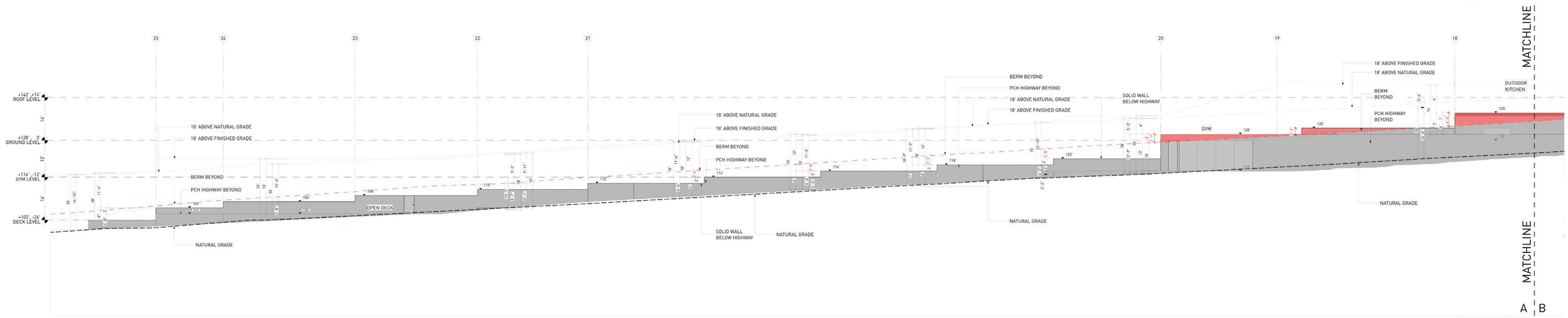
1813
VILLA COLEAVA

Drawing Issued on 1/27/26

Z107

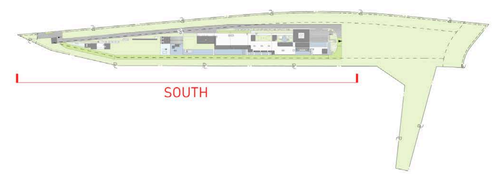


2 SOUTH ELEVATION
1/16" = 1'-0"



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

BELOW PACIFIC COAST HIGHWAY PROTRUSION ABOVE BERM



KEY NOTES:

SITE

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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
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.
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 MINIMUM 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
25200 Pacific Coast Hwy.
Malibu, California, USA

Property Owner
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Malibu, CA 90265

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Civil Engineers
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Thousand Oaks, CA 91360
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P 818-991-7148
W lcegroupinc.com

Revisions

Mark	Date	Description

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

N

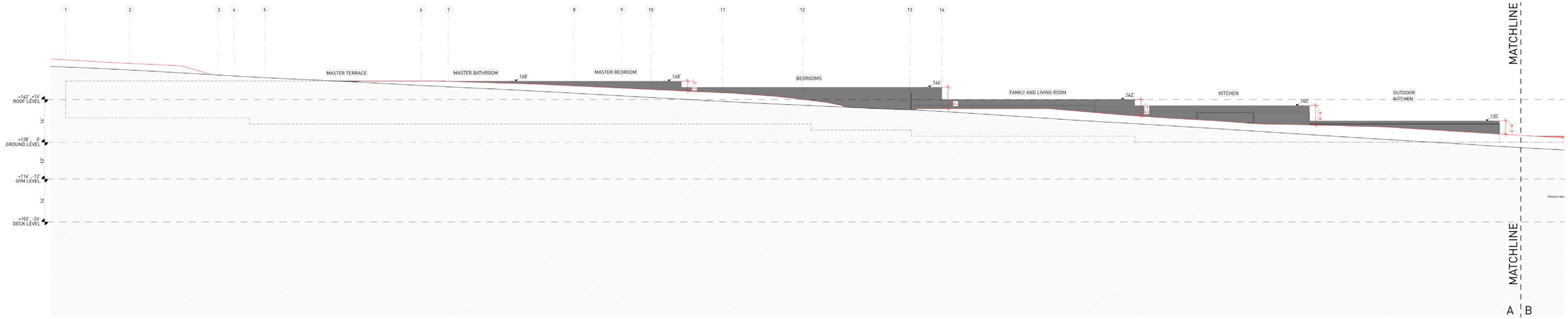
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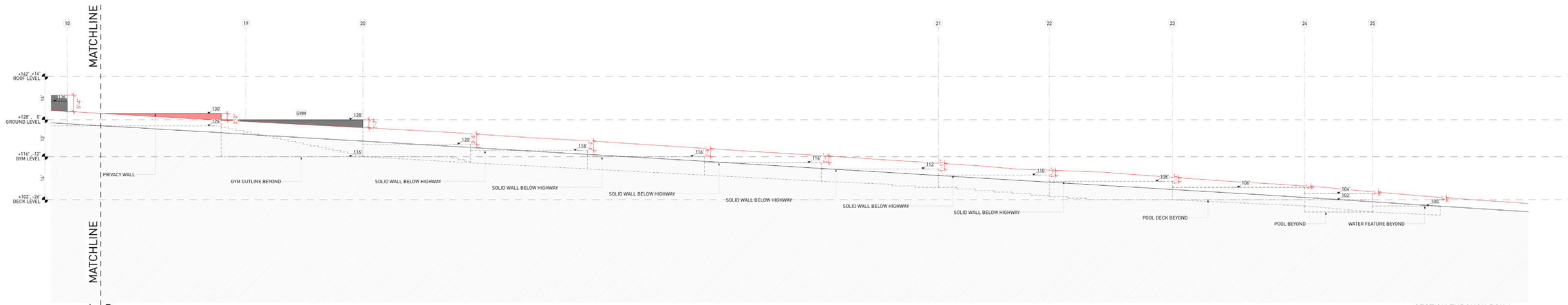
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Drawing Issued on 1/27/26

Z112



2 12 SECTION THROUGH PCH 2
SCALE: 1/16" = 1'-0"

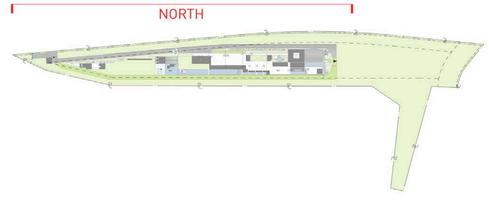


1 SECTION THROUGH PCH 1
SCALE: 1/16" = 1'-0"

BERM

ROOF STRUCTURES ABOVE BERM

WALL PROTRUSION ABOVE 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.
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006 WOOD DECK. SIZE OF PLANKS T.B.D. FINISH T.B.D.
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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.
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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.
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Project Address
25200 Pacific Coast Hwy.
Malibu, California, USA

Property Owner
PAR PCH, LLC
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Civil Engineers
LC Engineering Group
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P 805-497-1244
P 818-991-7148
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Revisions

Mark	Date	Description

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

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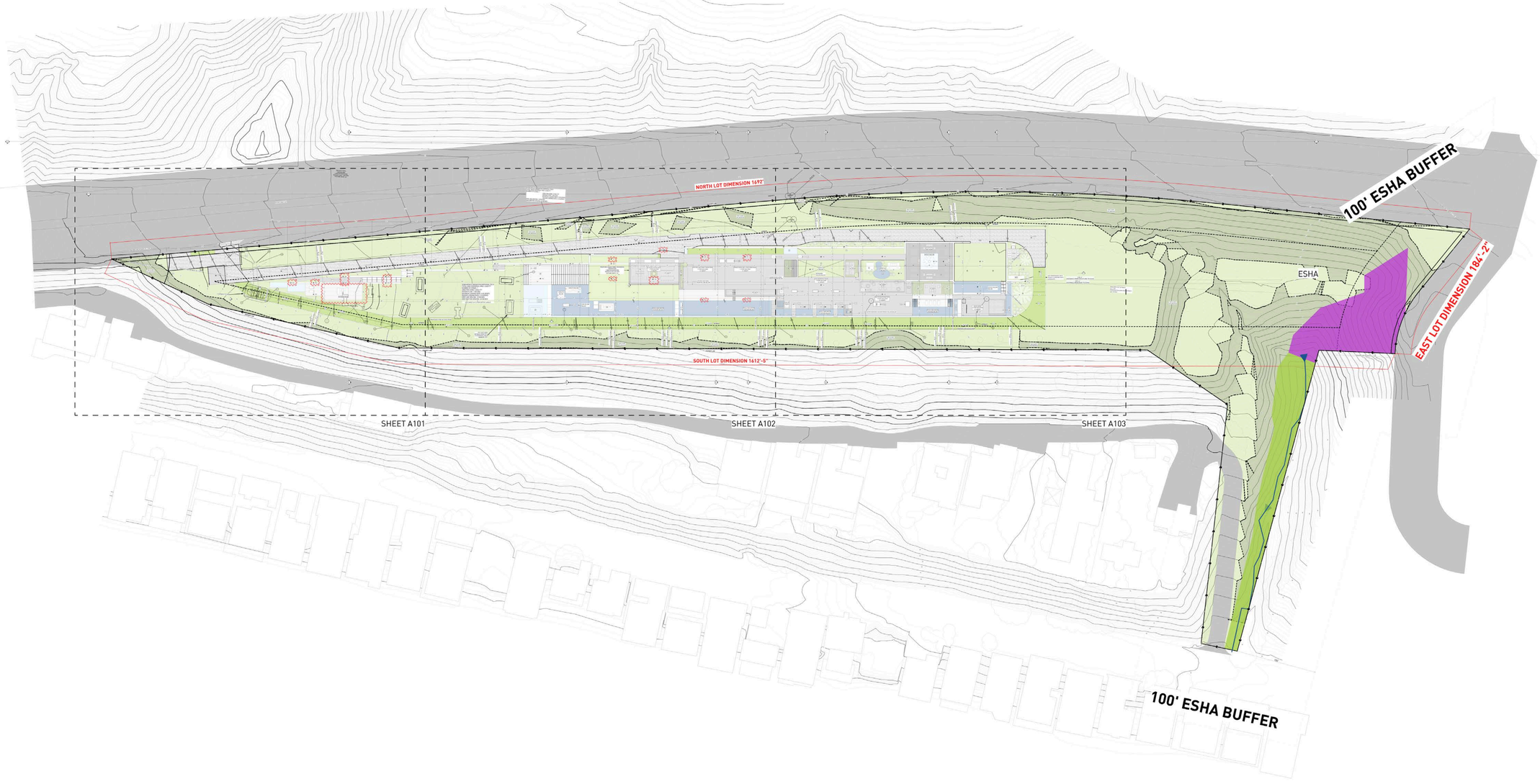
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Design Development

1813
VILLA COLEAVA

Drawing Issued on 1/27/26

Z113



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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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.
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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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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.
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Project No

1813

Project Name
VILLA COLEAVA

Project Address
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Malibu, California, USA

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LC Engineering Group
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Thousand Oaks, CA 91360
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P 818-991-7148
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Revisions

Mark	Date	Description

Title
SITE PLAN

1/64" = 1'-0"

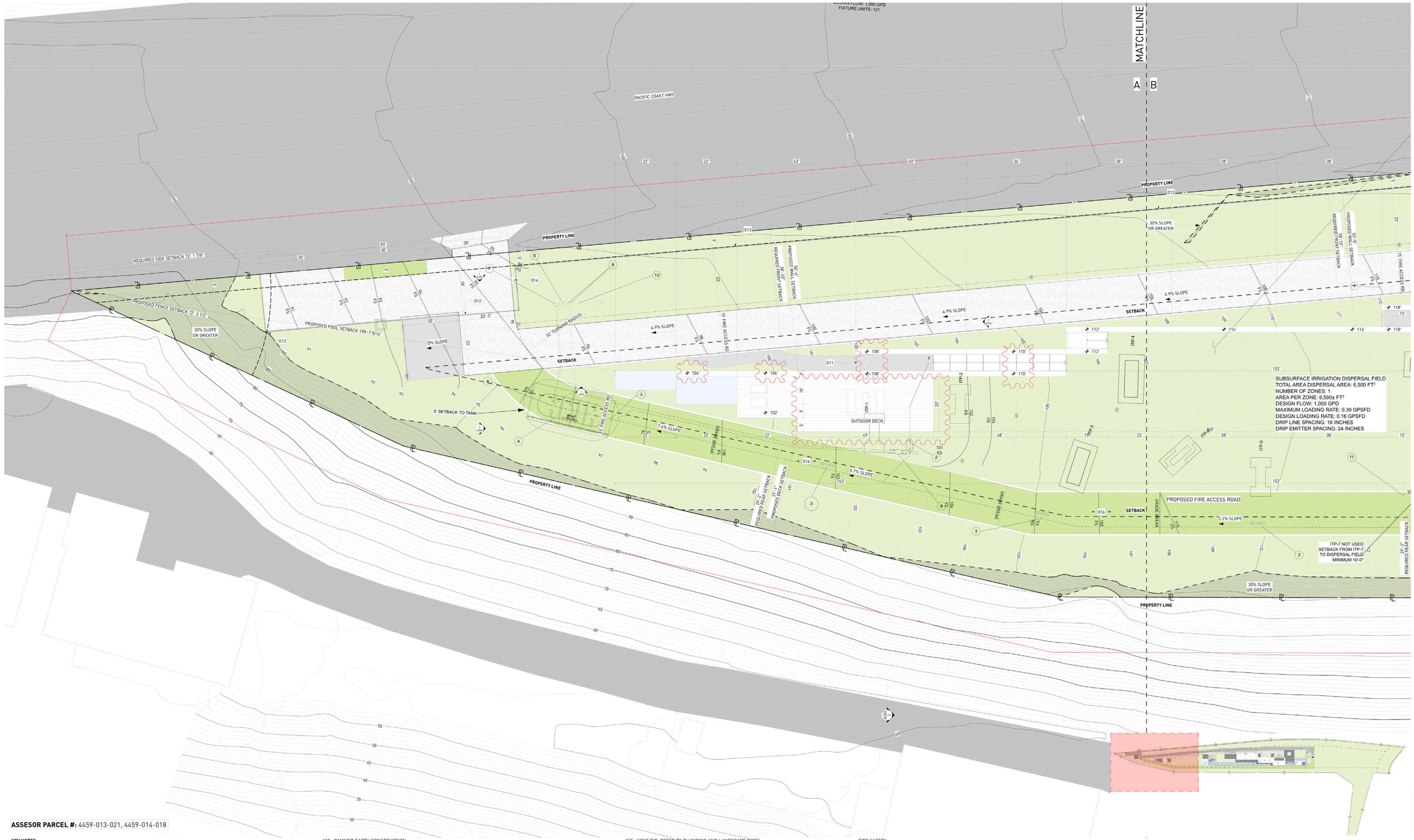
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Design Development

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Drawing Issued on 1/27/26

A100



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

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Project Address
25200 Pacific Coast Hwy.
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F 305 576 8433
W oppenoffice.com

Landscape Architect
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Civil Engineers
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889 Pierce Ct., Ste. 101
Thousand Oaks, CA 91360
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P 818-991-7148
W lcegroupinc.com

Revisions

Mark	Date	Description

Title
ENLARGED SITE PLAN A

1/16" = 1'-0"

N

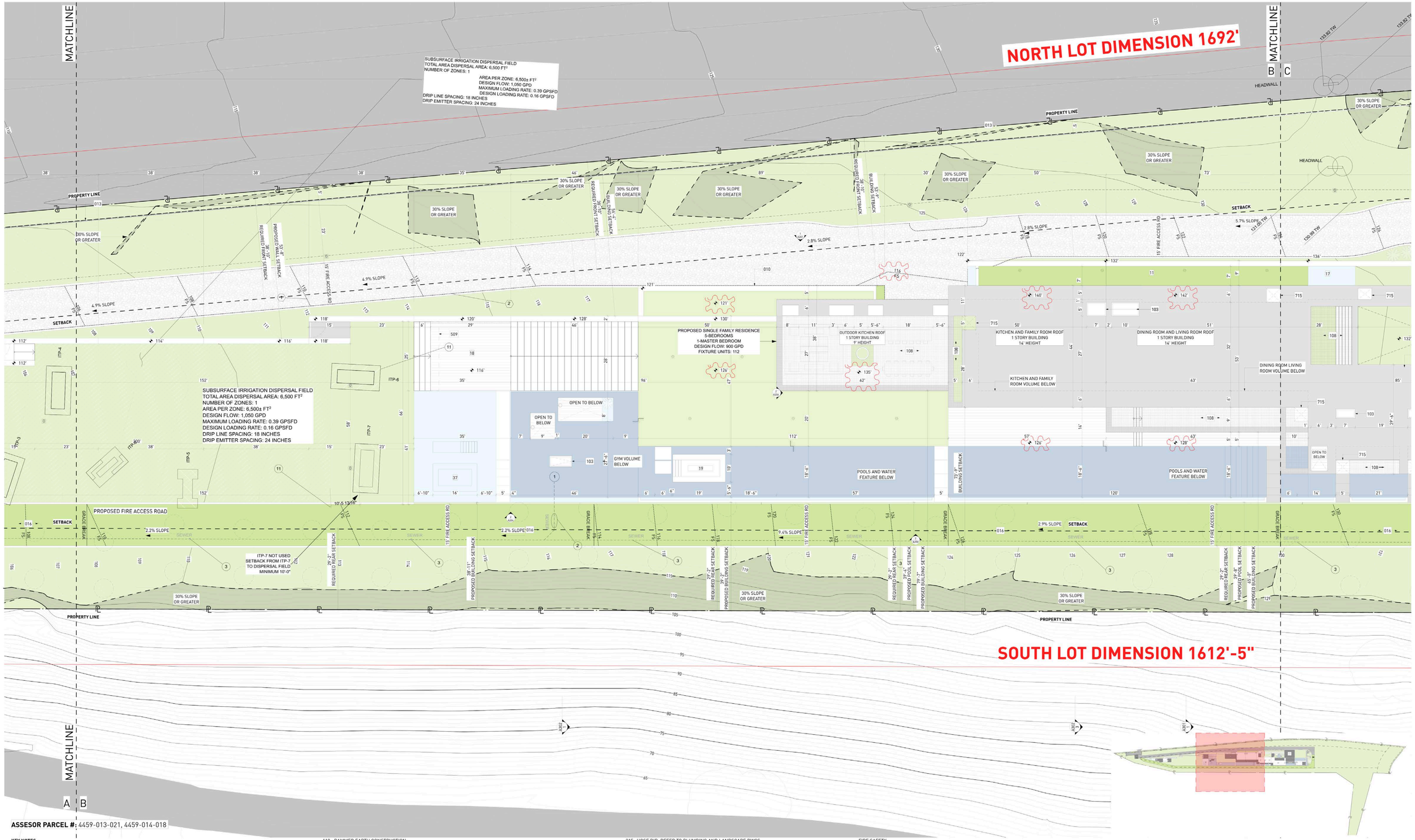
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Project No

1813

Project Name
VILLA COLEAVA

Project Address
25200 Pacific Coast Hwy.
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Malibu, CA 90265

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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
ENLARGED SITE PLAN B

1/16" = 1'-0"

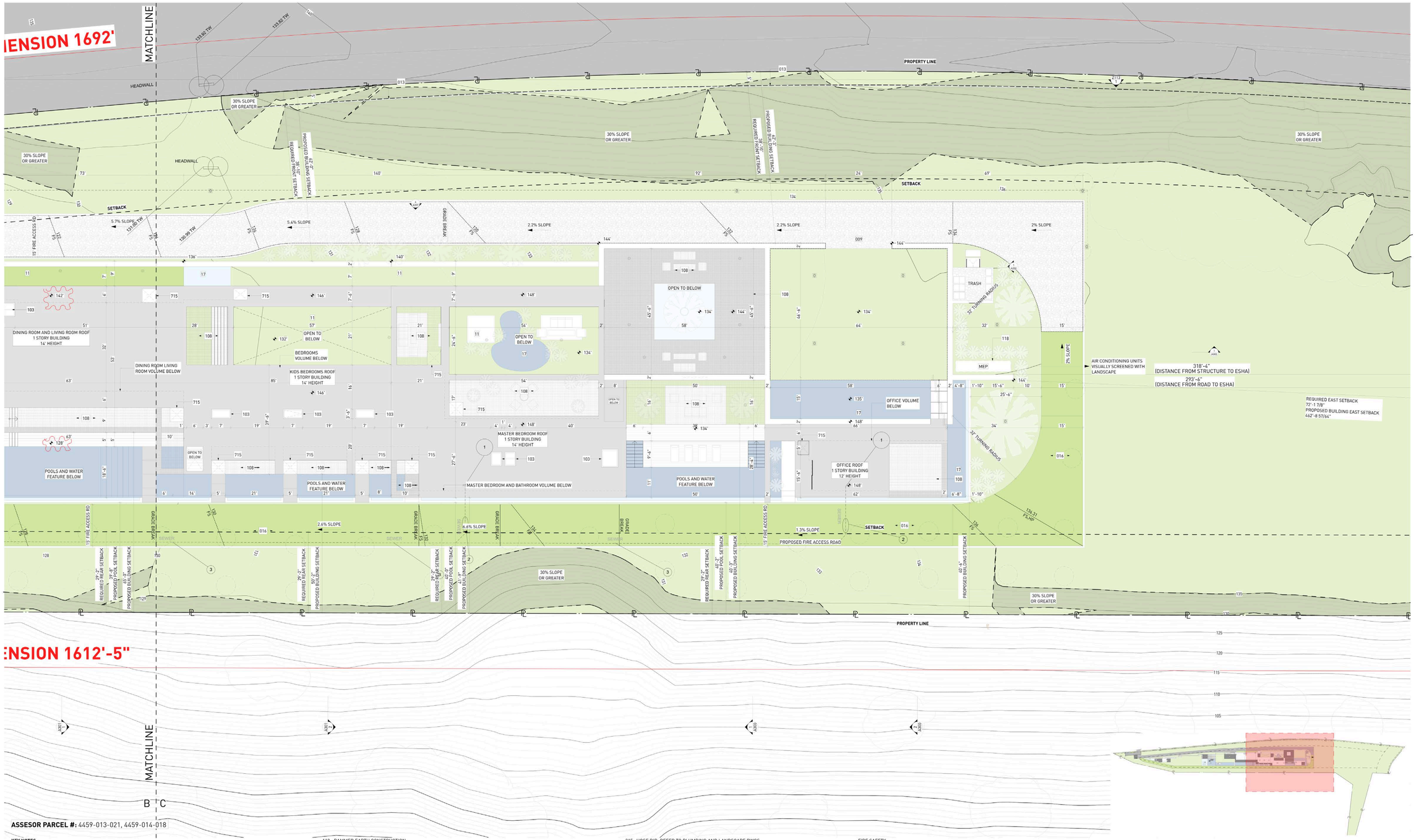
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Design Development

1813
VILLA COLEAVA

Drawing Issued on 1/27/26

A102



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

KEY NOTES:

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317 MOTORIZED VEHICULAR GATE. REFER TO ELECT. DWGS.
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319 LINEAR DRAIN
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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.
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FIRE SAFETY

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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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Thousand Oaks, CA 91360
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Revisions

Mark	Date	Description

Title
ENLARGED SITE PLAN C

1/16" = 1'-0"

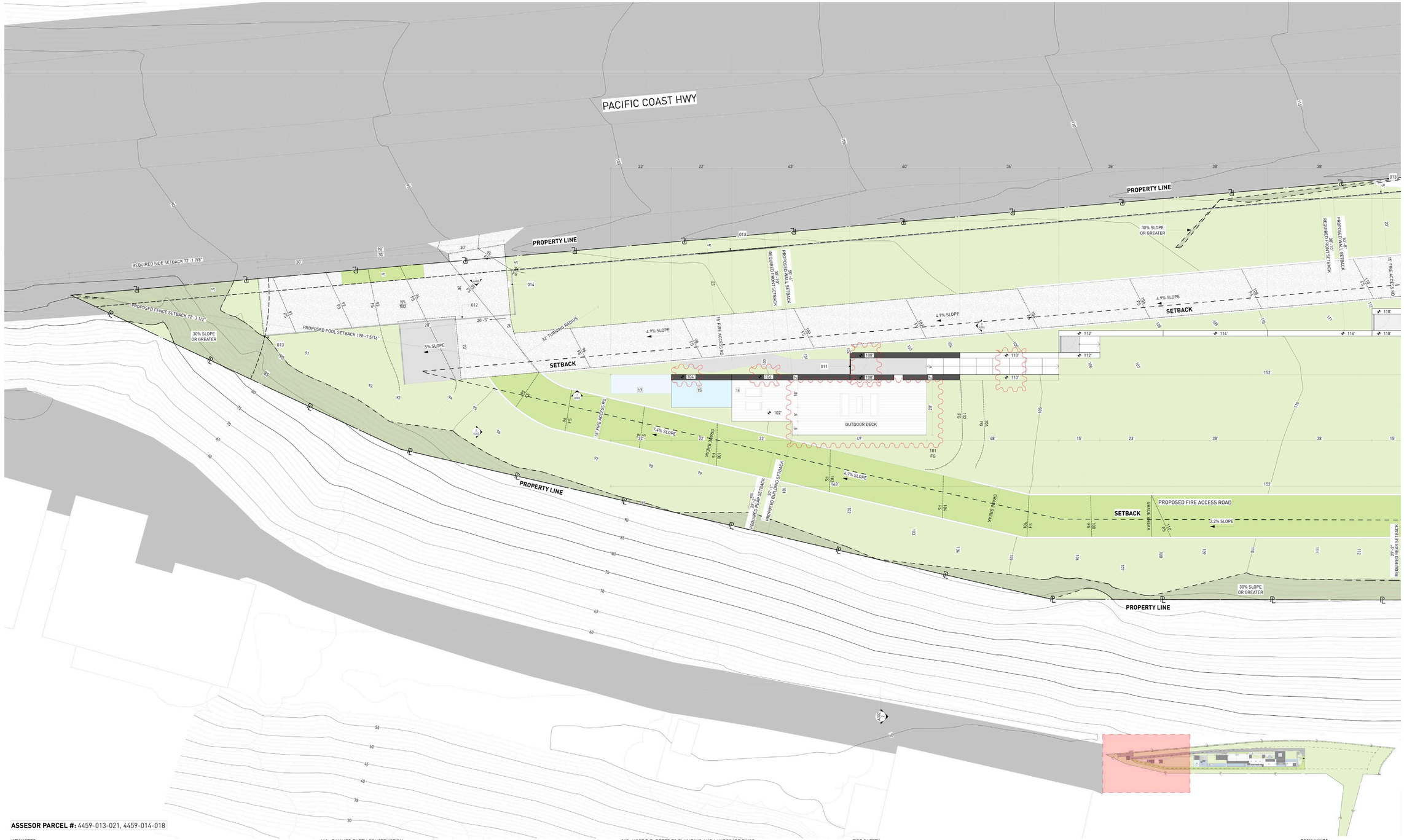
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Design Development

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Drawing Issued on 1/27/26

A103



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

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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
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35 MINI BAR
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37 HOT TUB

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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 lcegroupinc.com

Revisions

Mark	Date	Description

Title
OUTDOOR DECK LEVEL

1/16" = 1'-0"

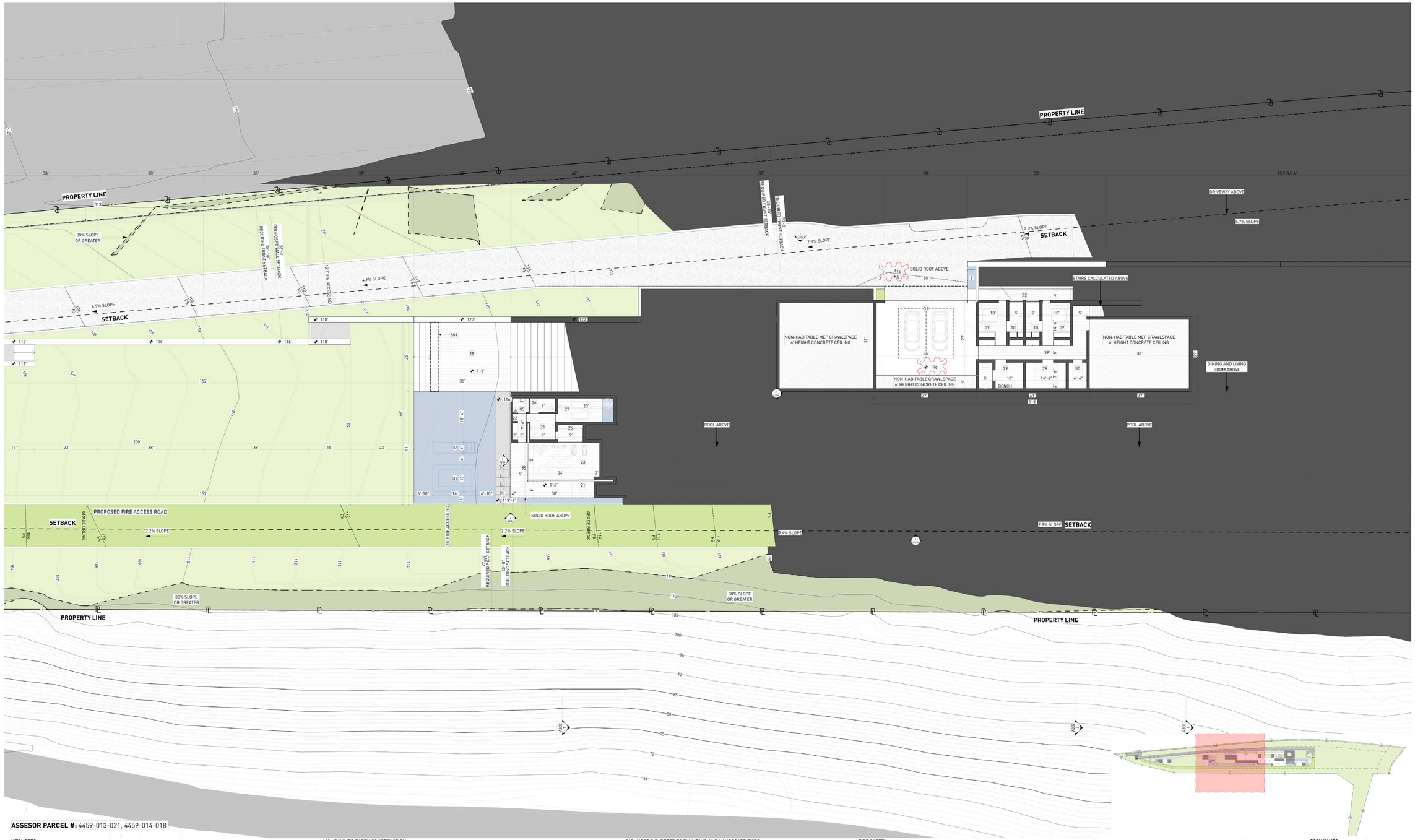
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Design Development

1813
VILLA COLEAVA

Drawing Issued on 1/27/26

A104



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

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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

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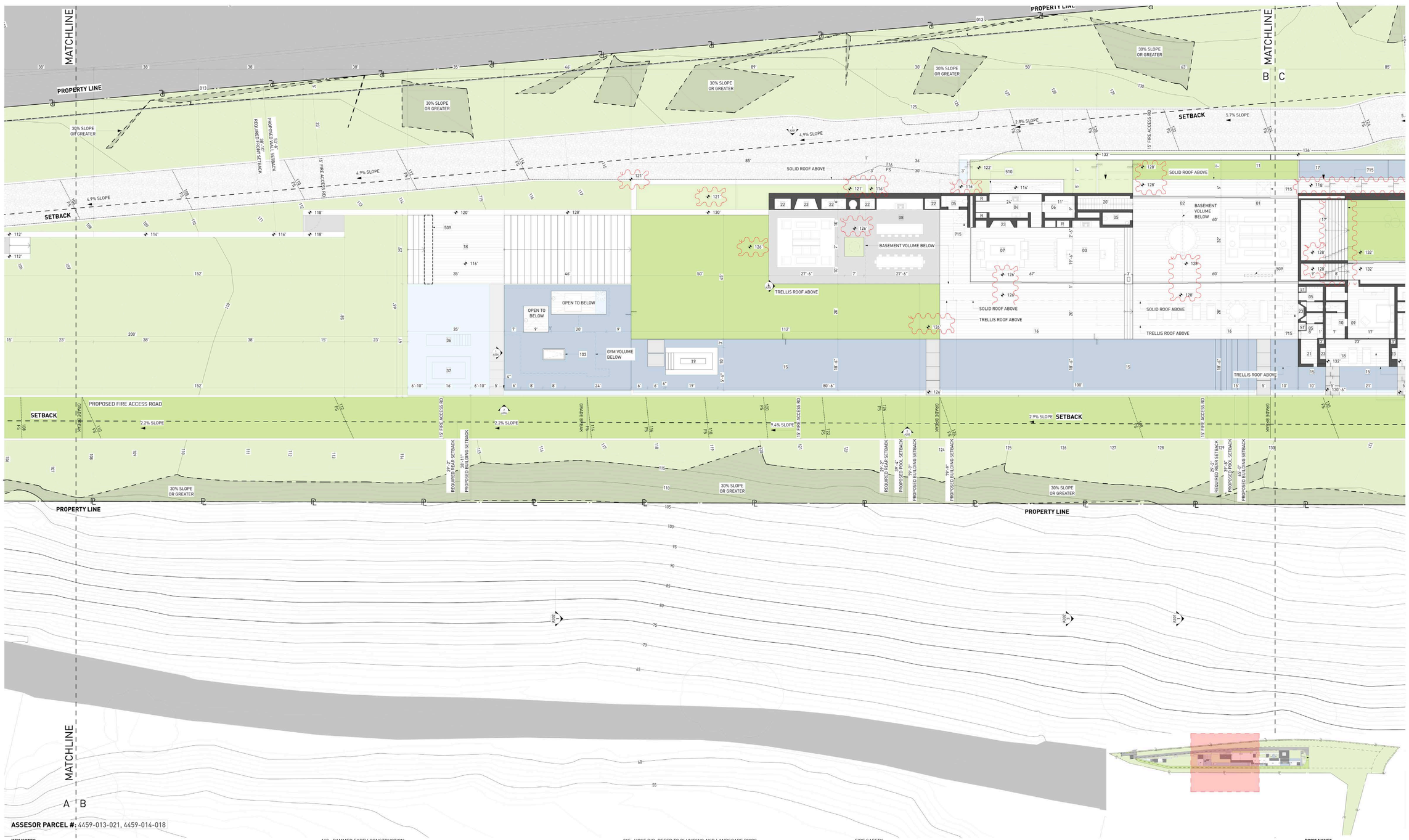
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Property Owner
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N

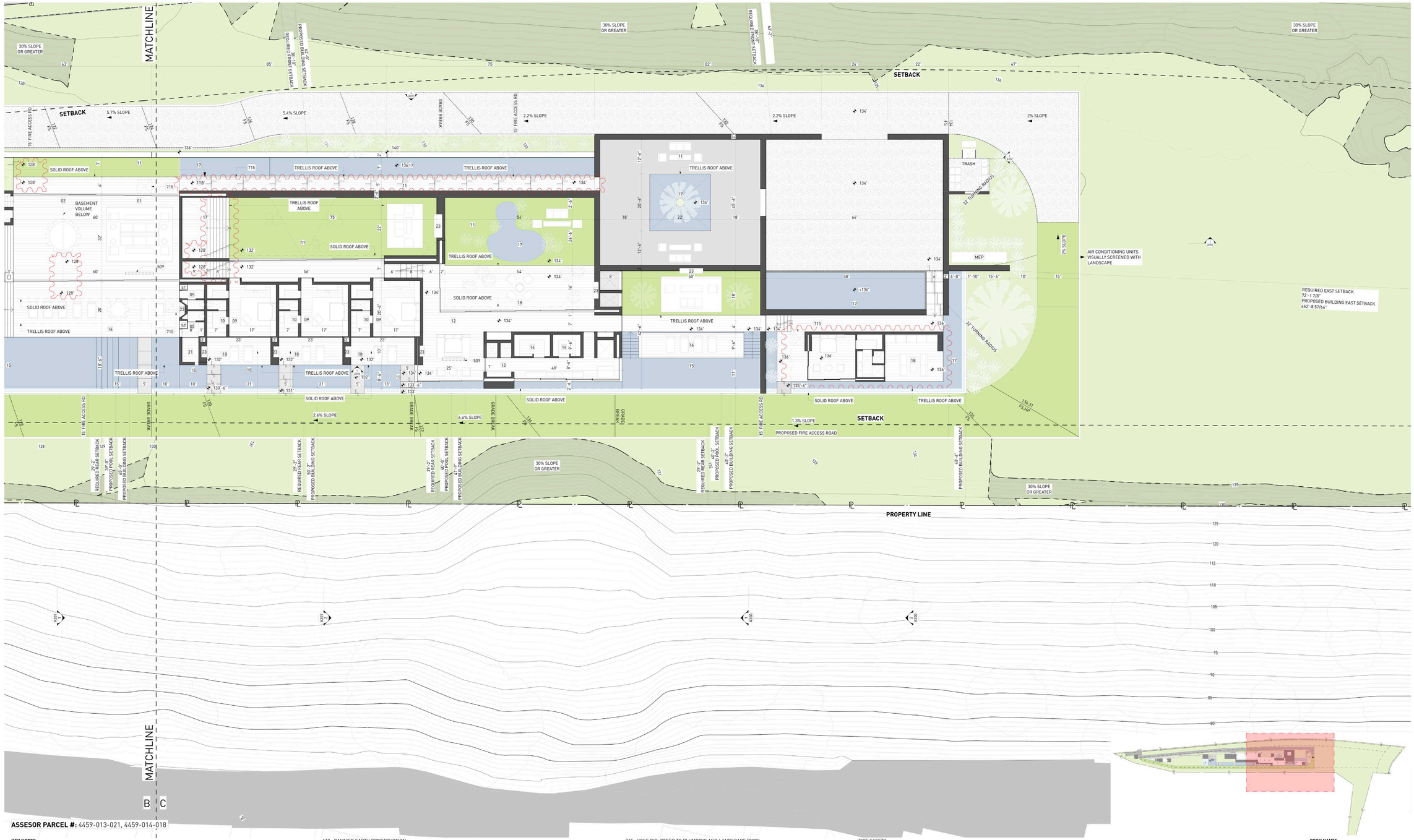
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A106



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.
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109 REFER TO INTERIOR DESIGN DRAWINGS AND FINISH SCHEDULE.
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402 POOL FINISH/ COLOR TBD.

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510 LADDER ACCESS.

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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.
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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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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
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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

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
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Malibu, CA 90265

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F 305 576 8433
W oppenoffice.com

Landscape Architect
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Los Angeles, CA 90016
P 310-450-8100
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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

GROUND LEVEL C

1/16" = 1'-0"

N

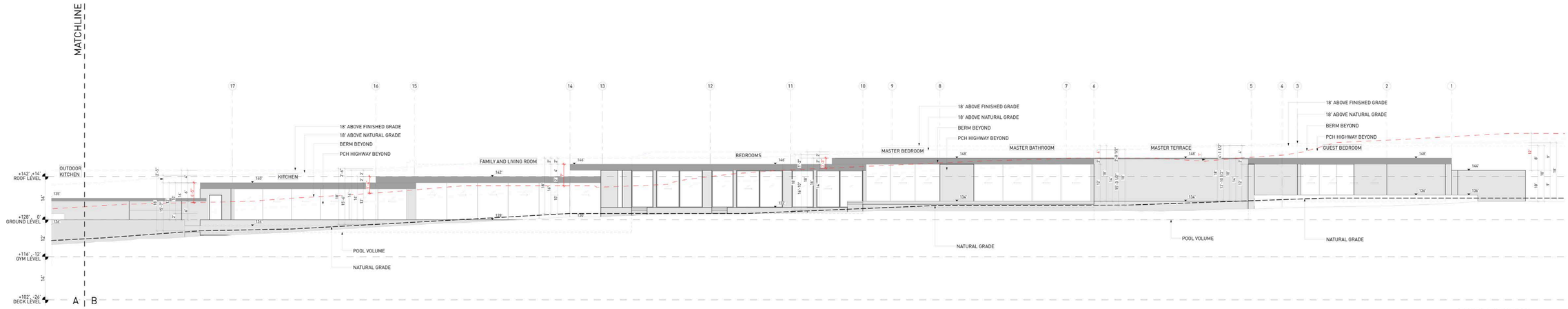
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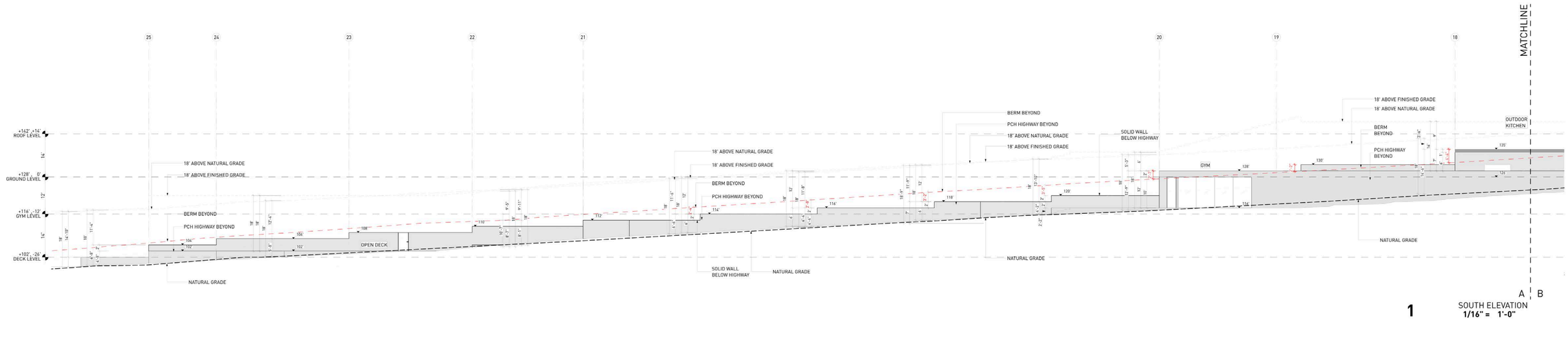
1813
VILLA COLEAVA

Drawing Issued on 1/27/26

A107

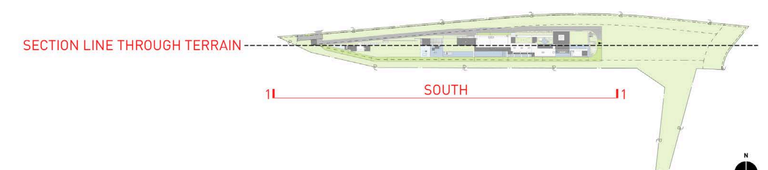


2 SOUTH ELEVATION
1/16" = 1'-0"



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



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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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PO Box 6528
Malibu, CA 90265

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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"

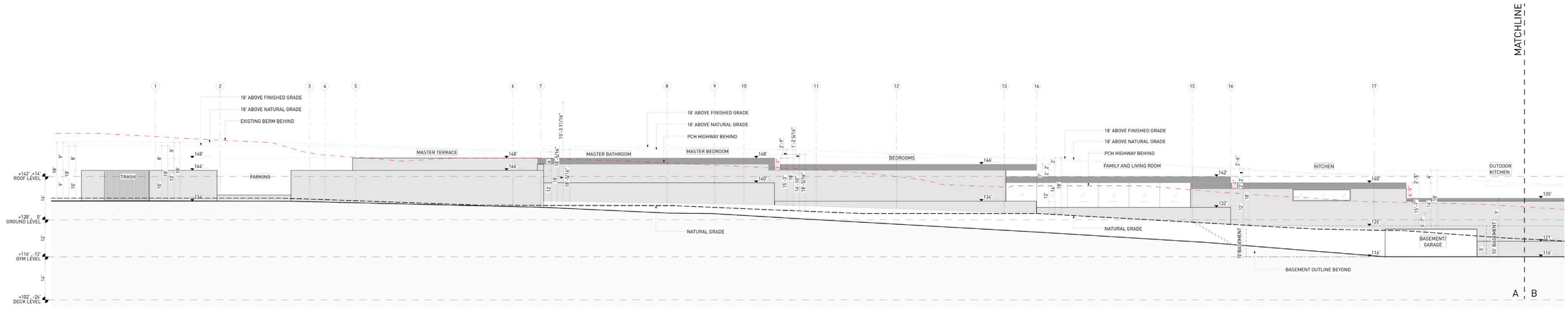
NOT FOR CONSTRUCTION

Design Development

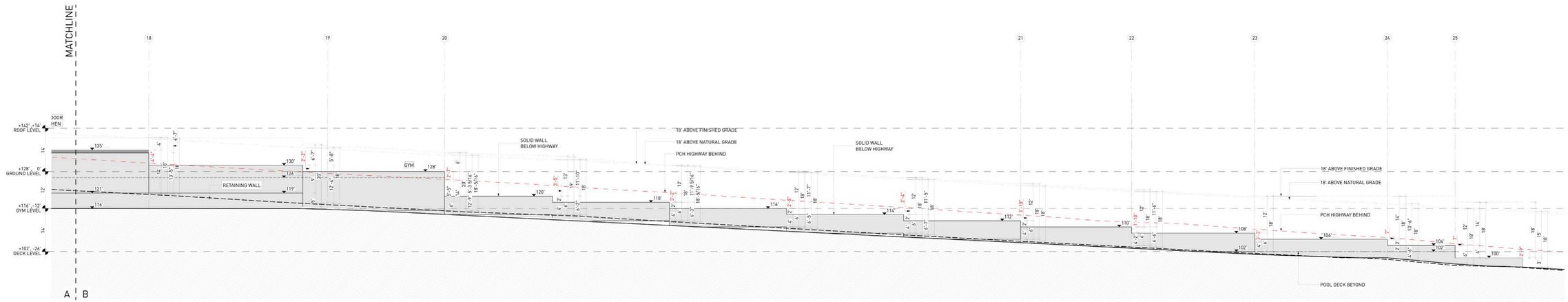
1813
VILLA COLEAVA

Drawing Issued on 03/01/19

A200

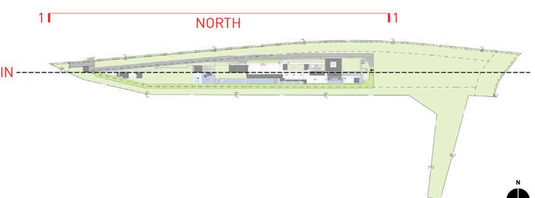


2 NORTH ELEVATION
1/16" = 1'-0"



1 NORTH ELEVATION
1/16" = 1'-0"

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



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.
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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.
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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.
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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.
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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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402 POOL FINISH/ COLOR TBD.

MISC. ARCHITECTURAL DETAILS

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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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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 MINIMUM 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 R327.53A 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
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Project No

1813

Project Name
VILLA COLEAVA

Project Address
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Landscape 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
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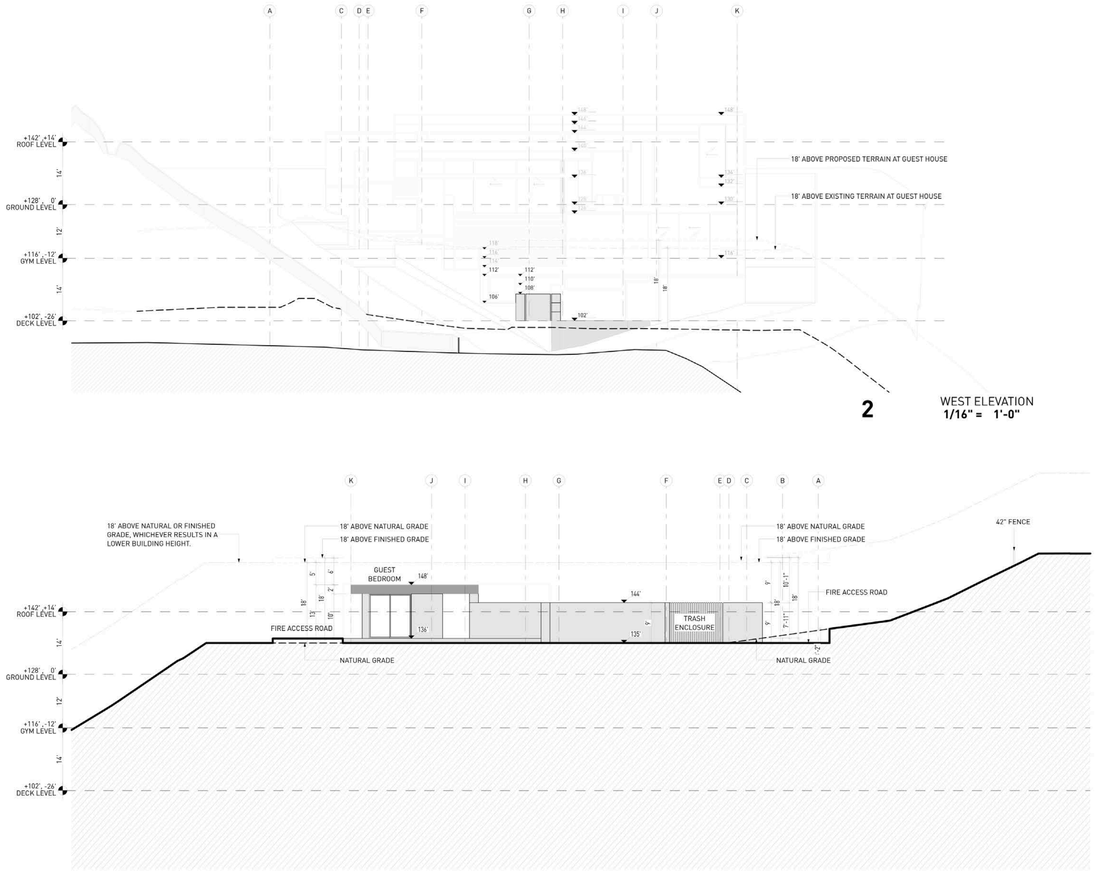
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Design Development

1813
VILLA COLEAVA

Drawing Issued on 03/01/19

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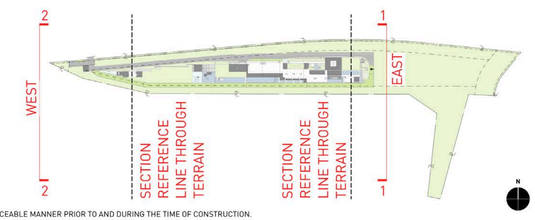
LIGHTING

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FIRE SAFETY

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EXISTING BERM
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Project Name
VILLA COLEAVA

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

Property Owner
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Malibu, CA 90265

Design Architect
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LC Engineering Group
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Thousand Oaks, CA 91360
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W lcegroupinc.com

Revisions

Mark	Date	Description

Title
OVERALL ELEVATIONS

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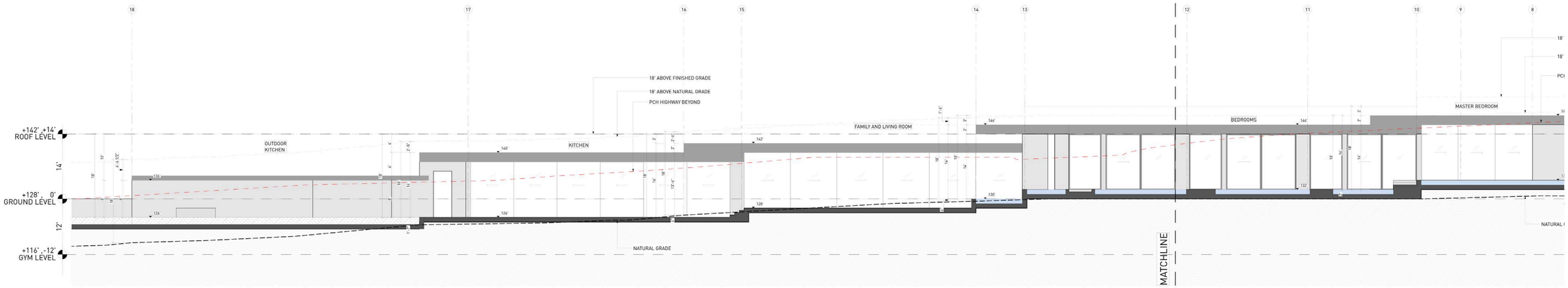
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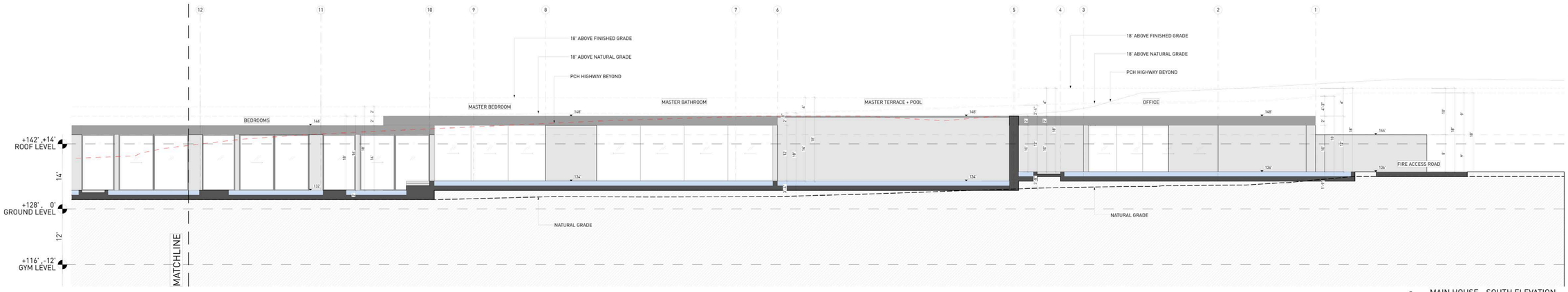
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Drawing Issued on 03/01/19

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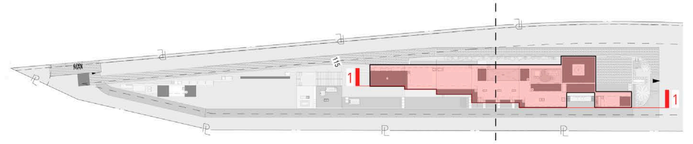


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018 A/C CONDENSER UNITS BEHIND LANDSCAPE, BOTTOM OF UNITS TO BE ABOVE BFE +1', REFER TO MECHANICAL DWGS.
019 NATURAL LAWN AREA. REFER TO LANDSCAPE DWGS.

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.
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111 STONE BENCH.

STRUCTURAL

200 FOUNDATION AND PILES. REFER TO STRUCT. DWGS.
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210 PROVIDE 2" RECESS ON SLABS ON ALL SHOWERS.
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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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317 MOTORIZED VEHICULAR GATE. REFER TO ELECT. DWGS.
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402 POOL FINISH/ COLOR TBD.

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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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604 LANDSCAPE LIGHTING. REFER TO LIGHTING DWGS.

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702 ALL REQUIRED PUBLIC FIRE HYDRANTS SHALL BE INSTALLED, TESTED AND ACCEPTED PRIOR TO BEGINNING CONSTRUCTION. FIRE CODE 501.4
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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)
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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
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Project No

1813

Project Name
VILLA COLEAVA

Project Address
25200 Pacific Coast Hwy.
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Civil Engineers
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W lcegroupinc.com

Revisions

Mark	Date	Description

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

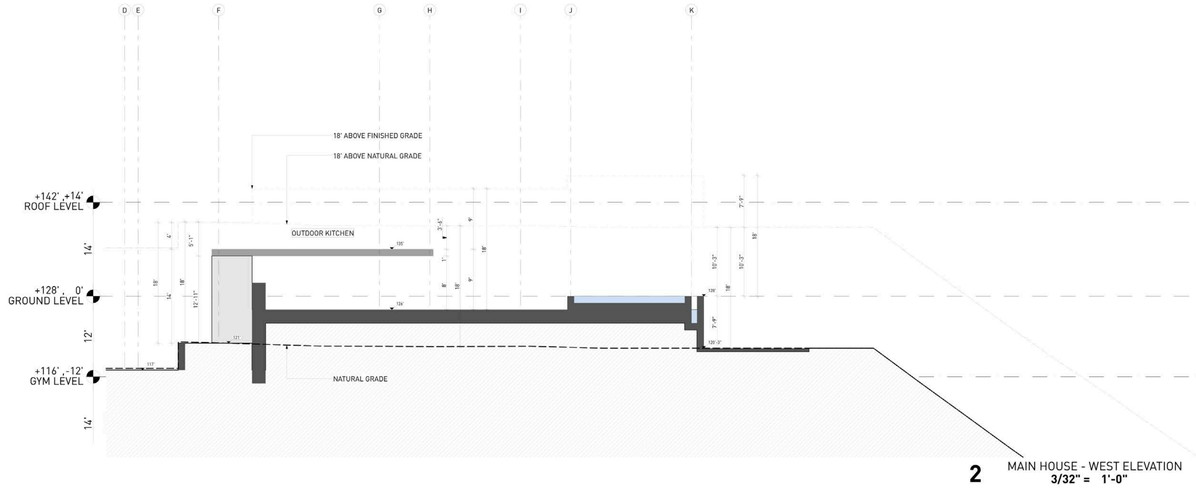
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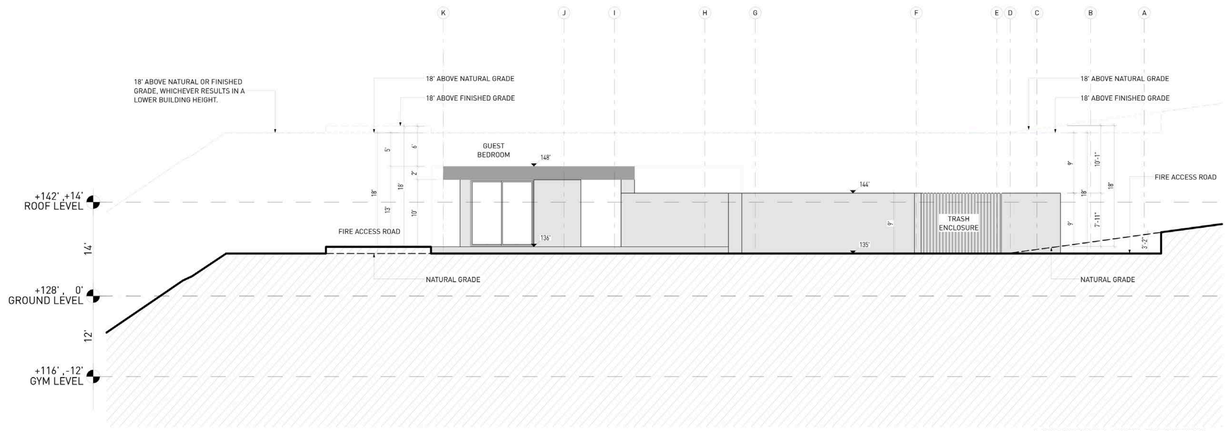
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A205

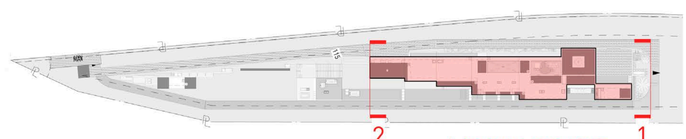


2 MAIN HOUSE - WEST ELEVATION
3/32" = 1'-0"



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

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



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.
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VILLA COLEAVA

Project Address
25200 Pacific Coast Hwy.
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P 805-497-1244
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Revisions

Mark	Date	Description

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

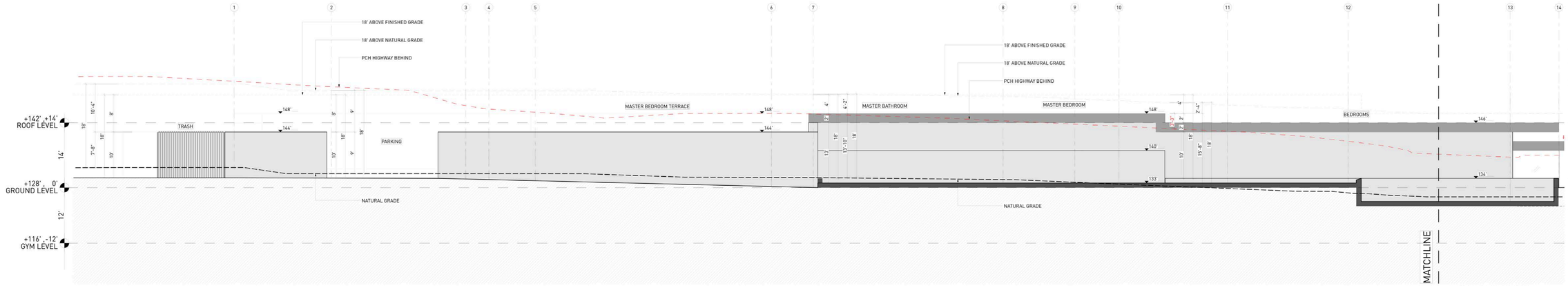
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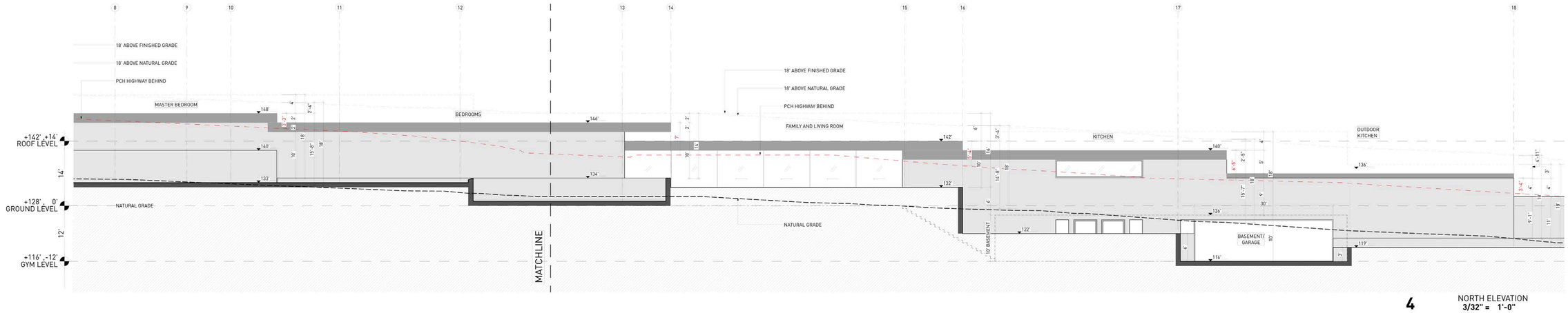
1813
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Drawing Issued on 03/01/19

A206



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



4 NORTH ELEVATION
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18' ABOVE PROPOSED GRADE
18' ABOVE NATURAL GRADE
EXISTING BERM
WALLS
ROOF



MAIN HOUSE

N

KEY NOTES:

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Project No

1813

Project Name
VILLA COLEAVA

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

Property Owner
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Malibu, CA 90265

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

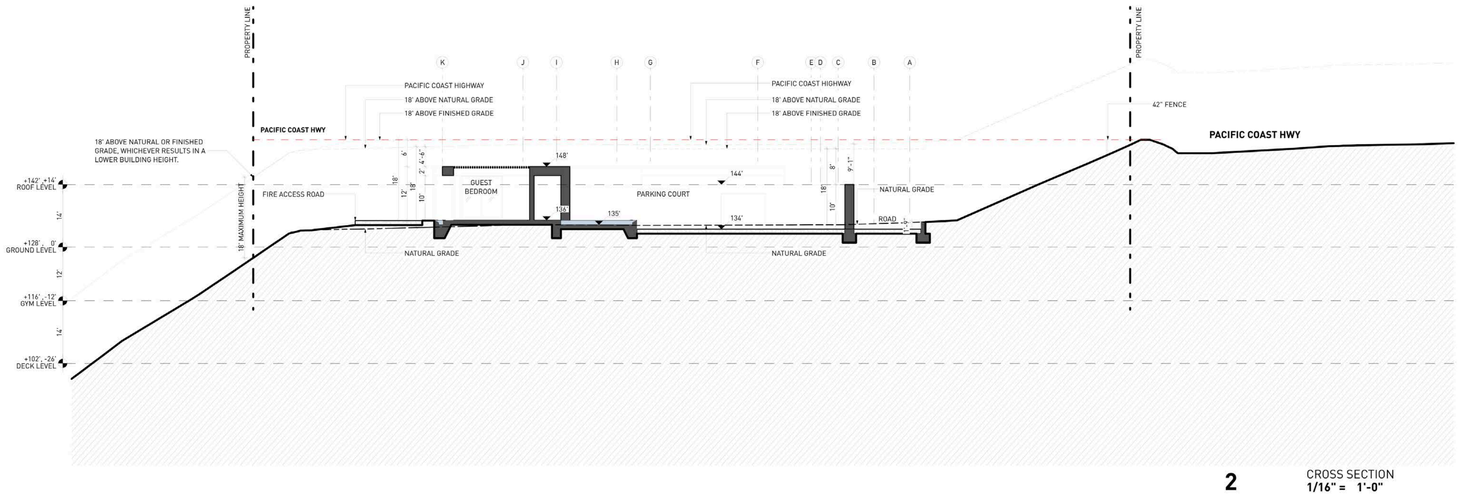
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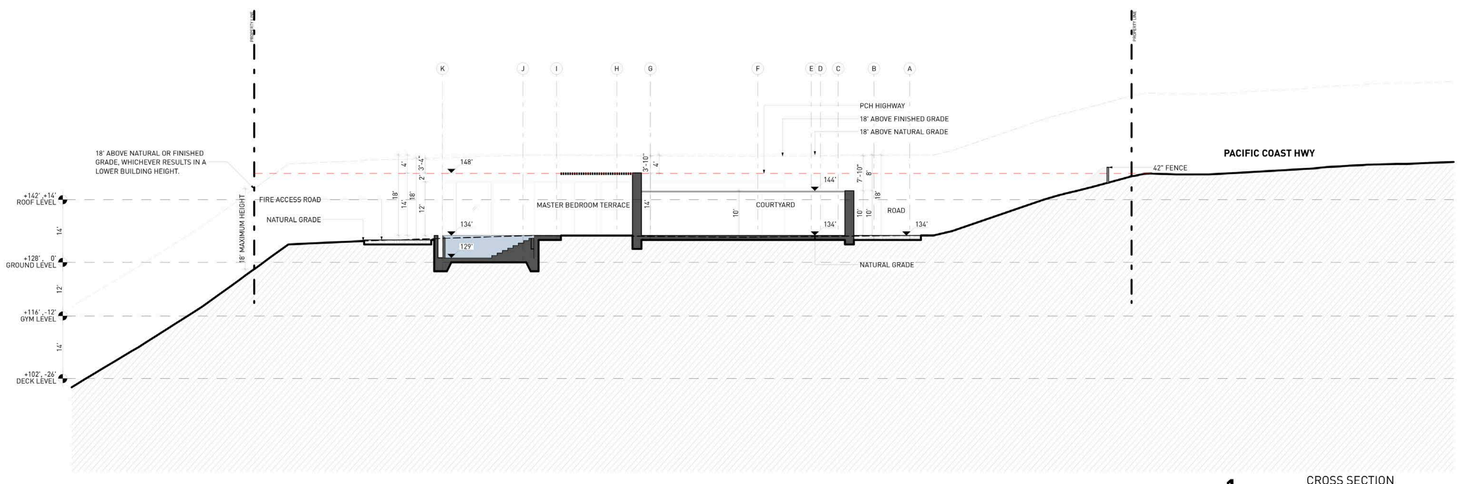
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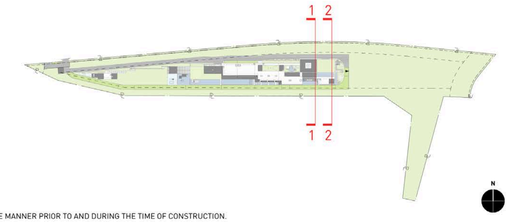


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Project No

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VILLA COLEAVA

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

Property Owner
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Thousand Oaks, CA 91360
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W lcegroupinc.com

Revisions

Mark	Date	Description

Title
CROSS SECTIONS

1/16" = 1'-0"

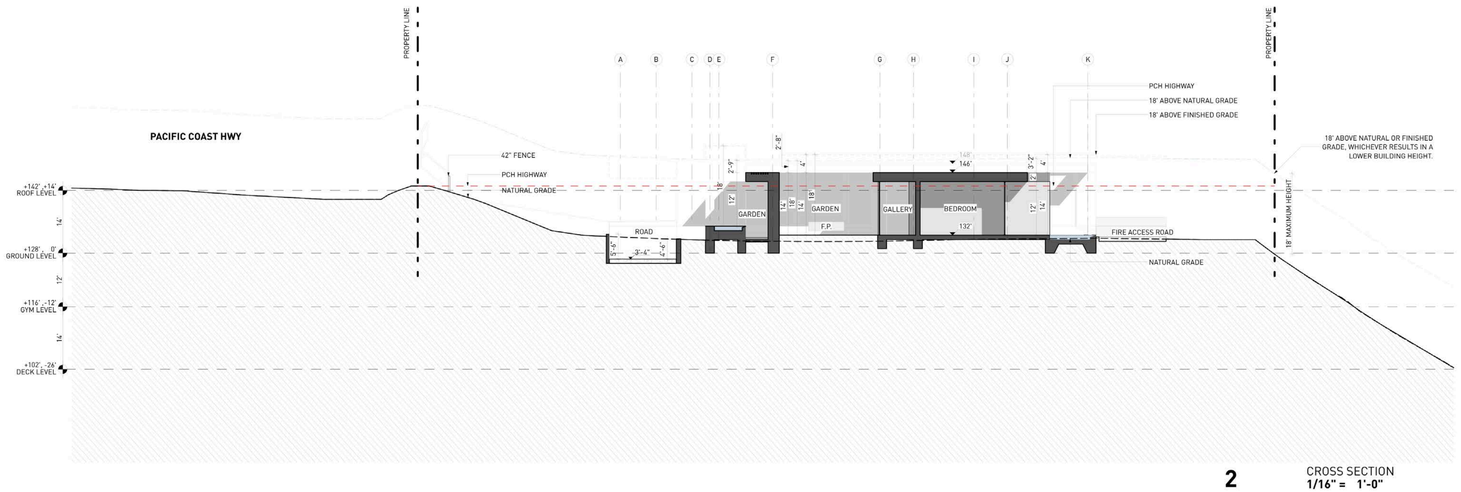
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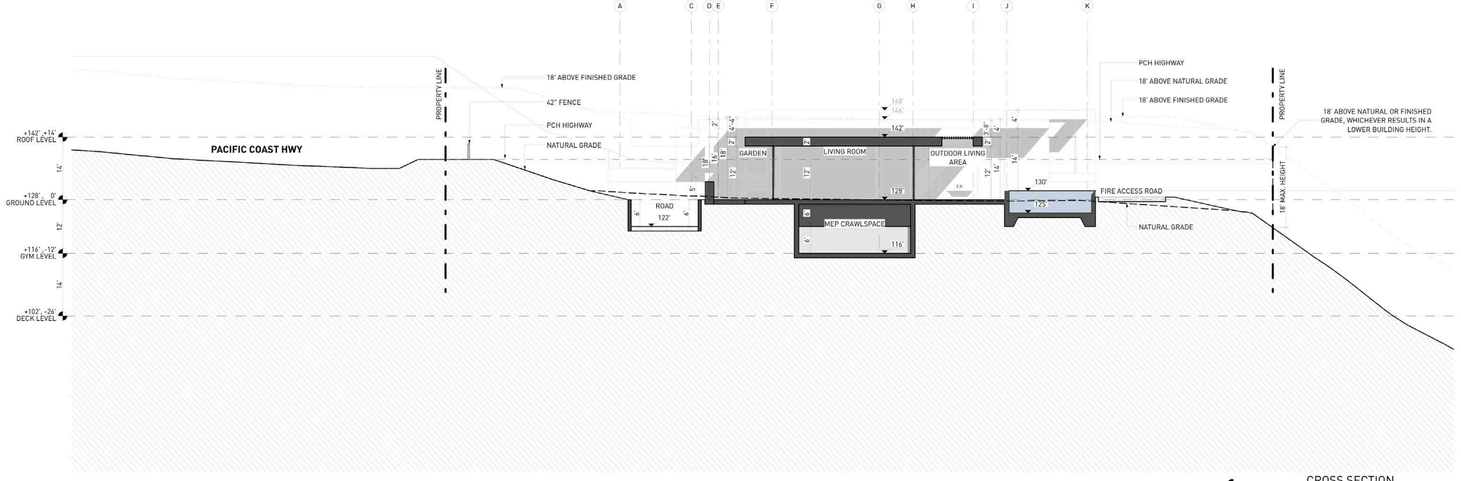
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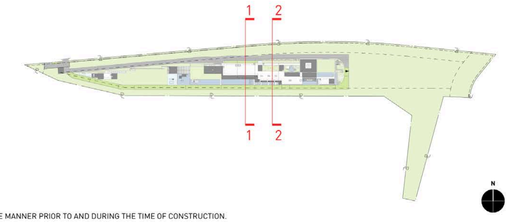


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109 REFER TO INTERIOR DESIGN DRAWINGS AND FINISH SCHEDULE.
110 RAMMED EARTH CONSTRUCTION.
111 STONE BENCH.

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316 ELECTRICITY, GAS AND WATER. REFER TO MEP DRAWINGS.
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400 CONTINUOUS VAPOR BARRIER. REFER TO ARCH AND STRUCTURAL DWGS.
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MISC. ARCHITECTURAL DETAILS

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Project No

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Project Name
VILLA COLEAVA

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

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Malibu, CA 90265

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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
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1/16" = 1'-0"

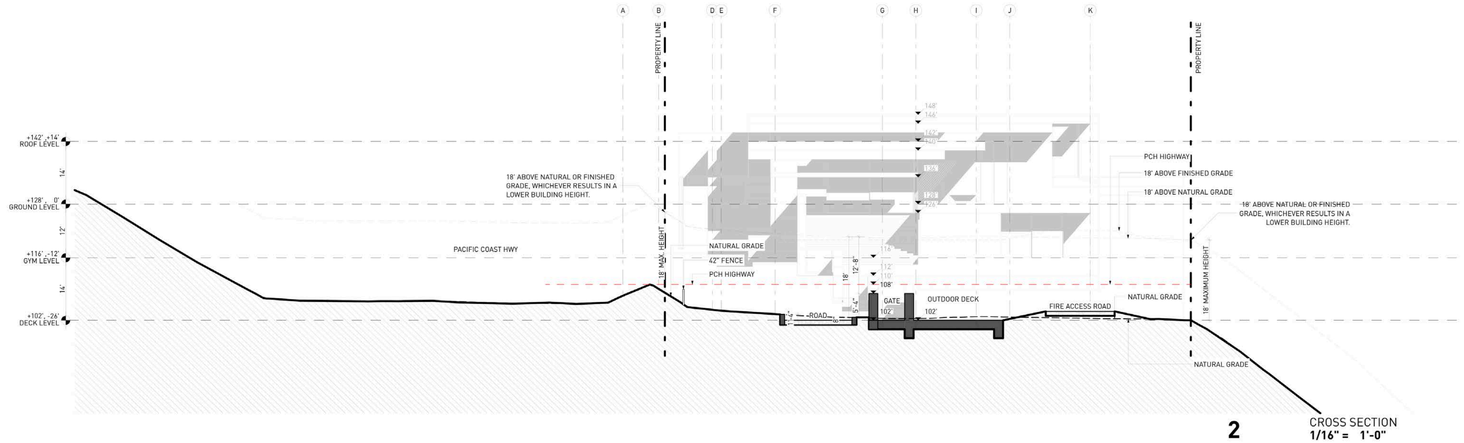
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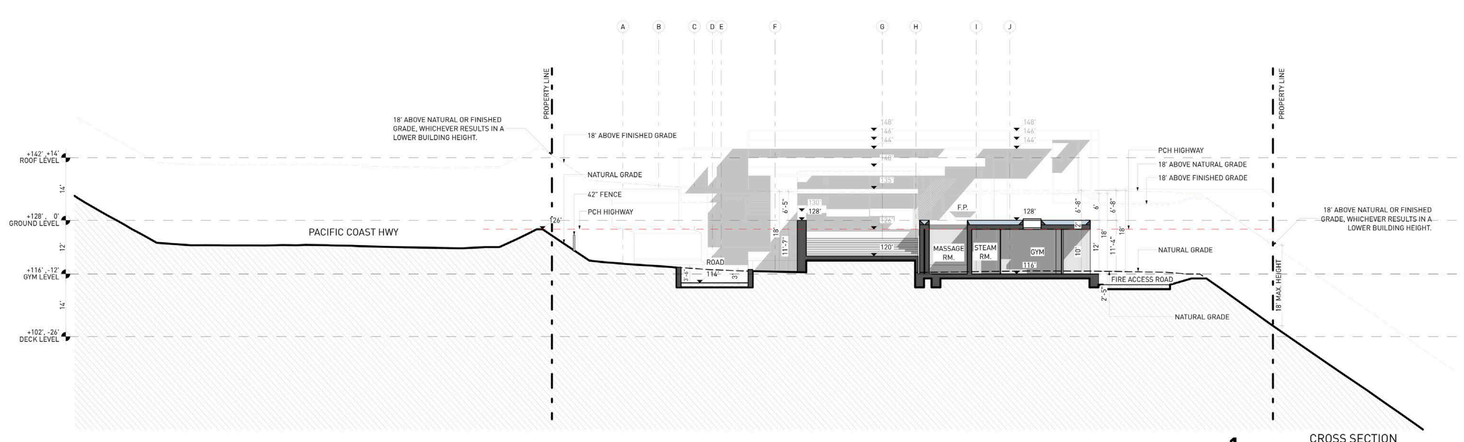
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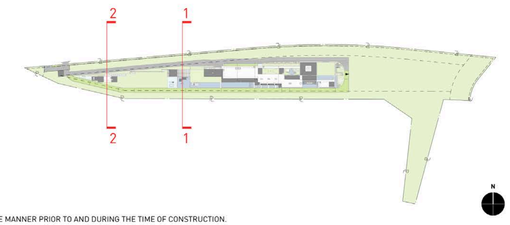


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Project Address
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Malibu, California, USA

Property Owner
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Revisions

Mark	Date	Description

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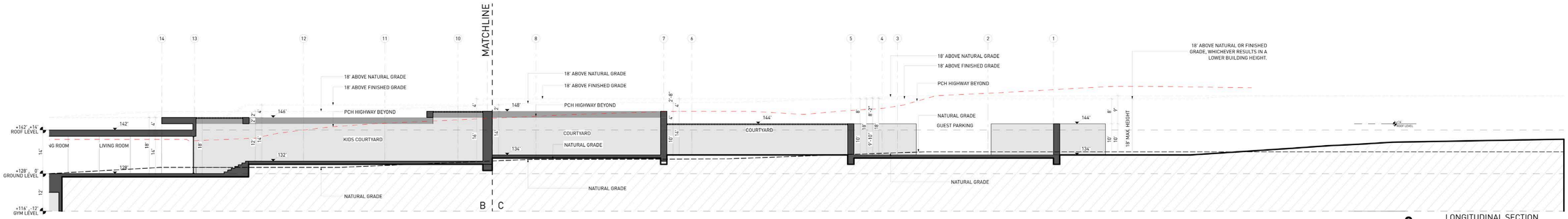
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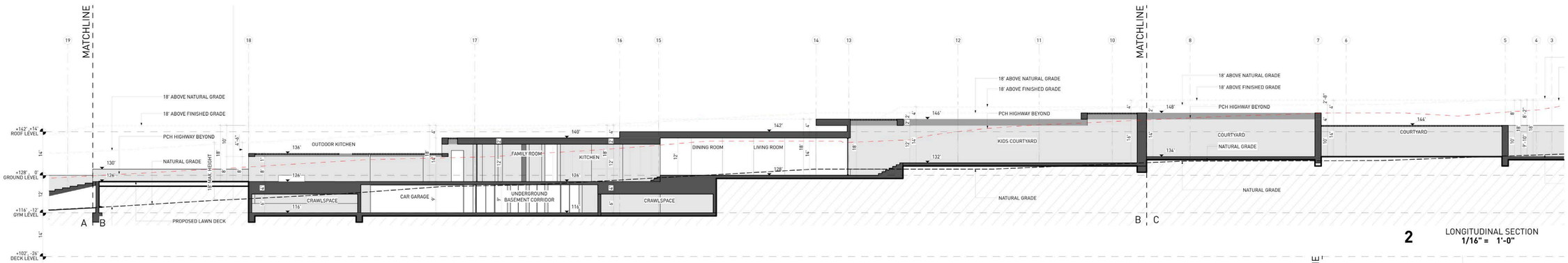
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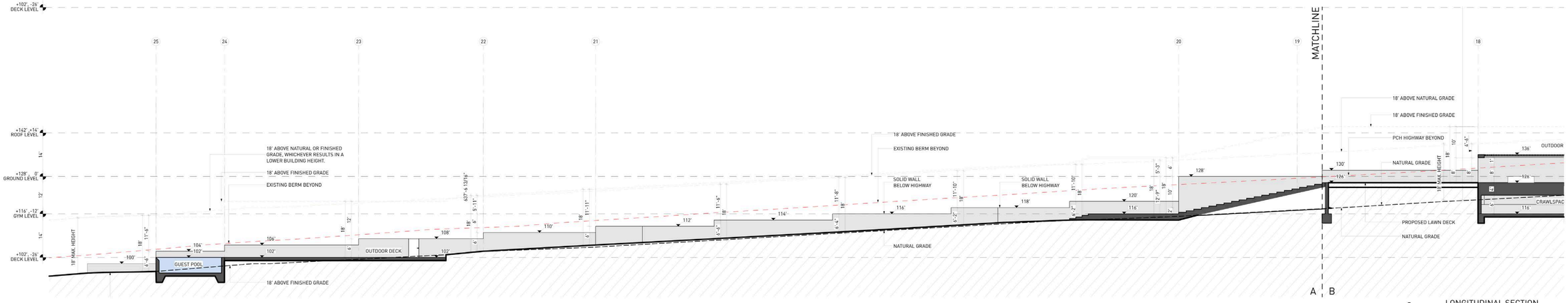
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3 LONGITUDINAL SECTION
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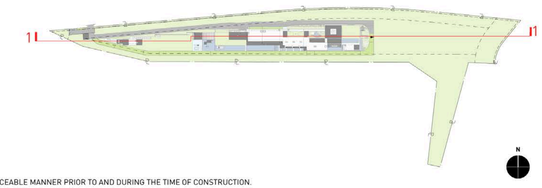


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107 3/8" THERMOCROMEX LIMESTONE PLASTER, SAND FINISH, COLOR T.B.D. 3/8" TYPICAL.
108 TRELLIS. 50 PERCENT OPEN TO THE SKY, DEPTH OF SLOTS TO BE EQUAL TO OR LESS THAN THE WIDTH OF EACH SLOT, PROVIDE SHOP DWGS.
109 REFER TO INTERIOR DESIGN DRAWINGS AND 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.
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.
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

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Revisions

Mark	Date	Description

Title
LONGITUDINAL SECTION

1/16" = 1'-0"

NOT FOR CONSTRUCTION

Design Development

1813
VILLA COLEAVA

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. [33132.4]
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. [331.8] 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". FOUNDATIONS 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

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

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.

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 ADDRESS: 25200 Pacific Coast Highway

All projects proposing land form alteration which involves more than 100 cubic yards of grading shall complete this form. The completed form must be provided at the time of Planning Division application for grading approval. All applicable cubic yardages shall be completed in the table. All calculations utilized to estimate the cubic yardages indicated shall be attached to this form. This form and the required calculations must be prepared by a State of California Licensed Civil Engineer or a Licensed Surveyor. The form and the calculations shall be stamped and wet signed by the preparing party.

	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.
Imported means soil that is brought on to the site. Exported means soil that is leaving the site. This information will be used to calculate the number of truck trips required for site preparation.

PREPARED BY: Leonard Liston, President
PRINT NAME
SIGN NAME
DATE:

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

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811 Know what's below. Call before you dig.
UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

EARTHWORK NOTE:

ESTIMATED EARTHWORK QUANTITIES ARE BASED ON DESIGN FINISH GRADES TO EXISTING GRADES AS PROVIDED ON THE SURVEY (BY OTHERS). THE ESTIMATED EARTHWORK DOES NOT ACCOUNT FOR THE THICKNESS OF PAVEMENTS, FOUNDATIONS AND STRUCTURAL PILES, OVER EXCAVATION AND RECOMPACTION, AND CONSTRUCTION MEANS AND METHODS.

SCOPE OF WORK:

PROPOSED NEW DETACHED ONE-STORY GUEST HOUSE
NEW SWIMMING POOLS/SPA
NEW LANDSCAPE AND HARDSCAPE
GRADING
RETAINING WALLS (PER SEPARATE PERMIT)

PROPOSED IMPERMEABLE COVERAGE:	
BUILDING FOOTPRINT	10,795 SQ FT
DRIVEWAY, MISC.	5,687 SQ FT
HARDSCAPE	4,812 SQ FT
TOTAL	21,294 SQ FT

SHEET INDEX

SHT. 1	COVER SHEET
SHT. 1A	TOPOGRAPHIC SURVEY
SHT. 2	OVERALL SITE PLAN
SHT. 3-6	GRADING AND DRAINAGE PLAN
SHT. 7	DETAILS
SHT. 8	CROSS SECTIONS
SHT. 8A	CROSS SECTIONS

MAXIMUM AMOUNT OF IMPERMEABLE COVERAGE

PERCENTAGES:

UP TO ¼ ACRE:	45% OF THE NET AREA
¼ ACRE TO ½ ACRE:	35% OF THE NET AREA
½ ACRE OR MORE	30% OF THE NET AREA
	UP TO A MAX. OF 25,000 SQ.FT. PER PARCEL.

OWNERS
PARPCH, LLC
P.O. BOX 6528
MALIBU, CA 90264
(310) 456-2600

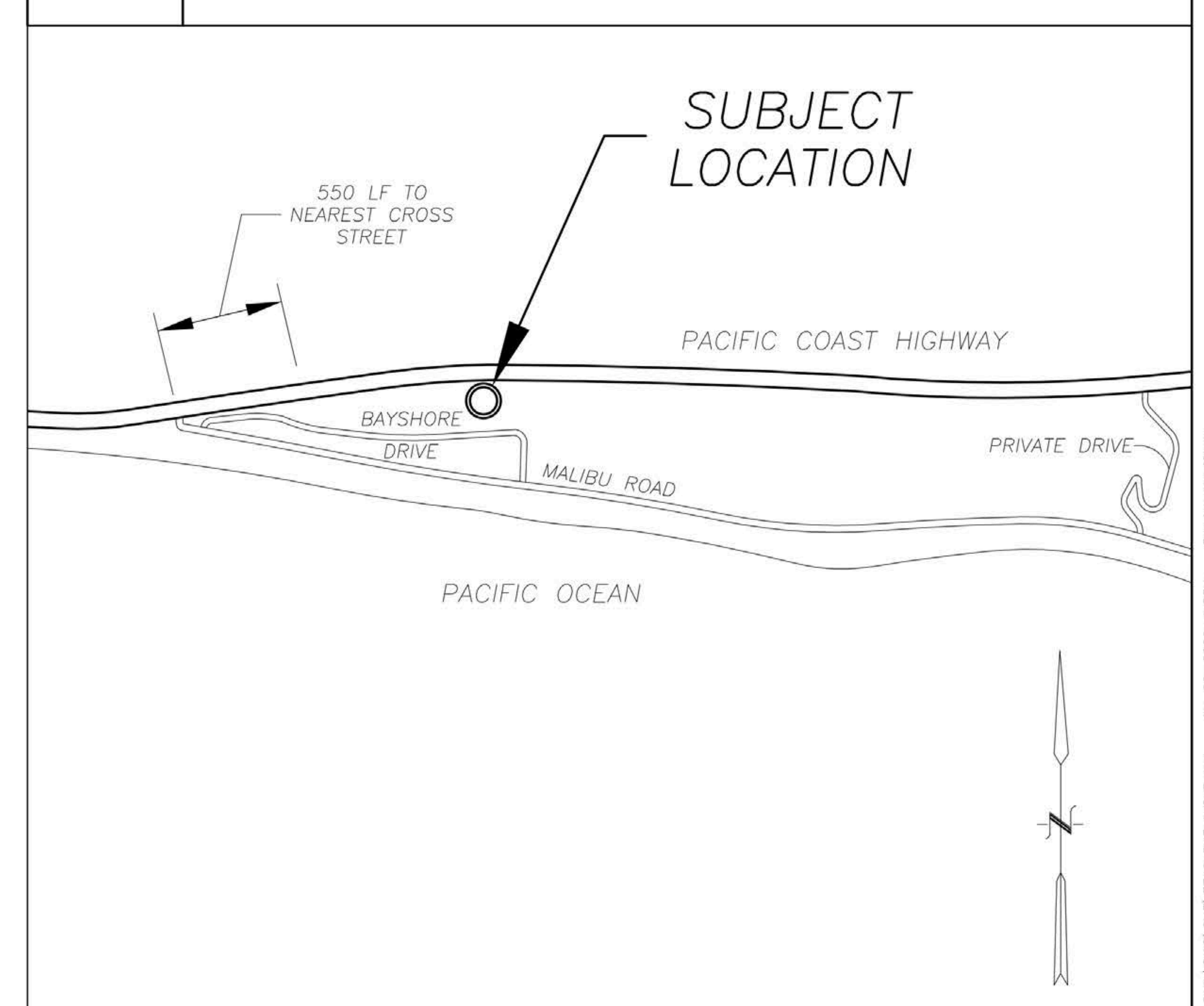
CIVIL ENGINEER
LC ENGINEERING GROUP
889 PIERCE COURT, SUITE 101
THOUSAND OAKS, CA. 91360
(805) 497-1244 (818) 991-7148

GEOTECHNICAL
FEFFER GEOTECHNICAL CONSULTING
1990 S. BUNDY DRIVE #400
LOS ANGELES, CA 90025

GEOLOGIST
FEFFER GEOTECHNICAL CONSULTING
1990 S. BUNDY DRIVE #400
LOS ANGELES, CA 90025

SURVEYOR
CHRIS NELSON & ASSOCIATES, INC
31238 VIA COLINAS, SUITE H
WESTLAKE VILLAGE, CA 91362
(818) 991-1040

APN
4459-014-018 & 4459-013-021



VICINITY MAP N.T.S.

#	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
COVER SHEET
25200 PACIFIC COAST HIGHWAY

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

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PACIFIC COAST HIGHWAY

PACIFIC

COAST

HIGHWAY

MALIBU

ROAD

PUERCO

CANYON

TOPANGA MALIBO SCOUT CAMP TRACT

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

N81°56'47"E 821.14'

N8°57'21"W 332.57'

N80°01'07"W 242.75'

S87°09'15"W 929.66'

N26°42'05"W 120.39'

R=2952.84'

Δ=10°51'24"

L=559.52'

S87°11'49"E 311.34'

S85°39'54"W 107.40'

R=150.00'

Δ=62°28'10"

L=489.52'

S89°33'41"W 184.52'

S89°37'41"E (Rad)

N03°18'43"E 268.68'

S12°11'17"W

N80°57'52"W 45.82'

POB Parcel 1

1 - 100'

50

50

5'

5' wide easement for utilities purposes in favor of Marblehead Land Company rec'd 4/7/1932 in Bk 38646 Pg 104, OR (16)

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 (19)

15' wide easement for gas purposes in favor of Southern Counties Gas Company of California rec'd 11/7/1962 as Inst No 4118 in Bk D1814 Pg 973, OR (21)

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 (18)

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 (17)

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 (10)

Portion of 80' wide easement for road purposes granted to the State of California per document rec'd 10/8/1937 in Bk 15228 Pg 342, OR (9)

2' wide easement for pole lines and electrical purposes in favor of Southern California Edison rec'd 11/12/1939 in Bk 16485 Pg 374, OR (13)

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

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°57'21"W 432.57'

N80°01'07"W 242.75'

S87°09'15"W 929.66'

R=2952.84'

Δ=10°51'24"

L=559.52'

120.24 MG

SCALE: 1"=40'

0 40 80 120

811 DIAL TOLL FREE 8 1 1 AT LEAST TWO DAYS BEFORE YOU DIG

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UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

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

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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

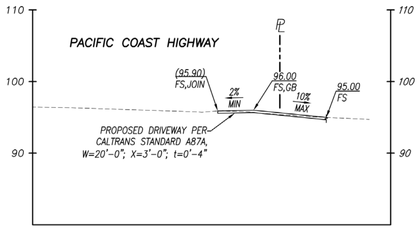
CITY OF MALIBU

OVERALL SITE PLAN

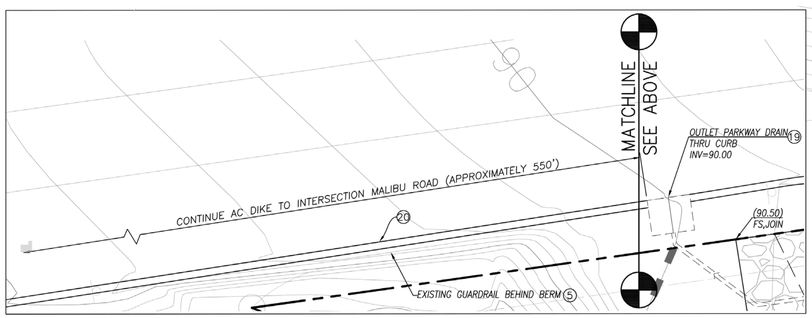
25200 PACIFIC COAST HIGHWAY

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

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

#	REVISIONS	DATE

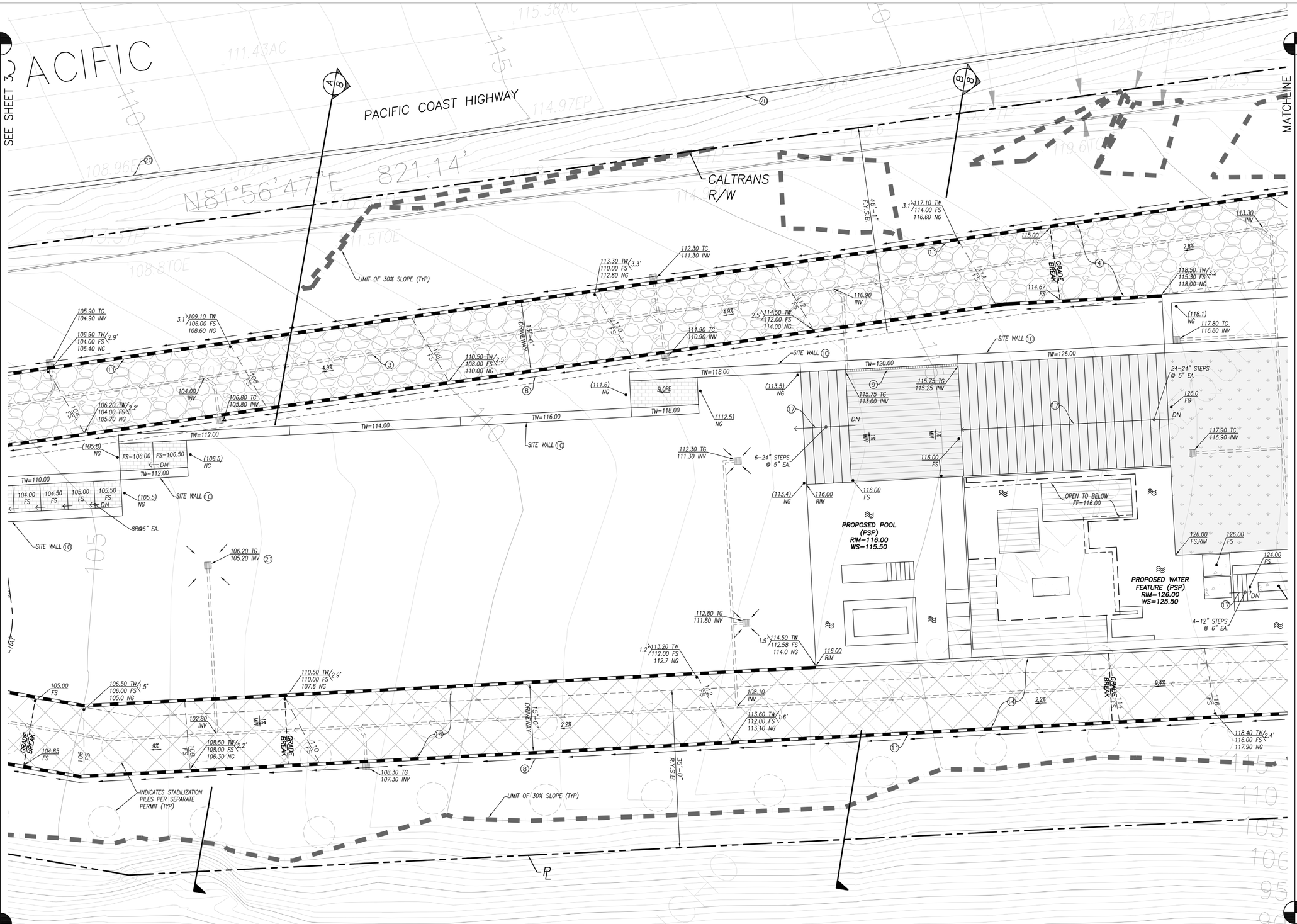
PREPARED BY:
LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
889 Pierce Court, Suite 101, Thousand Oaks, California 91360
818-991-7148 • 805-497-1244 • lcengroupinc.com • worklikes@lcengroupinc.com

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\2025\2566 PARTICH LEE\DWG\25172566 SHT 3 GP.dwg Jan 26, 2026, 1:39pm Patrick Kauffman



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.
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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
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FL	FLOW LINE
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NG	NATURAL GRADE
TC	TOP OF CURB
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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 F.L.) (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

N

SCALE: 1"=10'

0 10 20 30

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AT LEAST TWO DAYS BEFORE YOU DIG

UNDERGROUND SERVICE ALERT OF SOUTHERN CALIFORNIA

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

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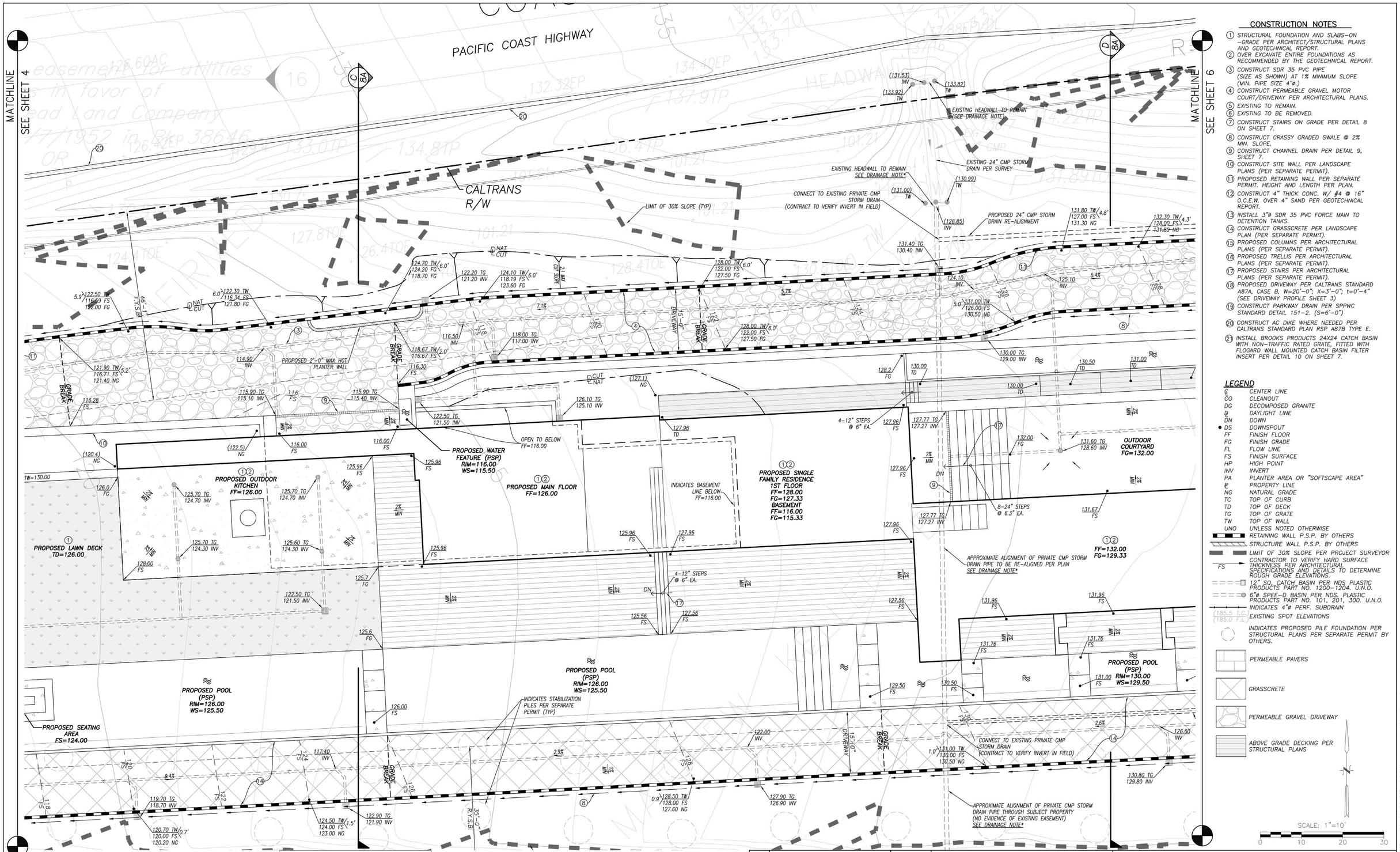
CITY OF MALIBU

ENLARGED GRADING AND DRAINAGE PLAN

25200 PACIFIC COAST HIGHWAY

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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. LISION III — No.93123 — CIVIL — STATE OF CALIFORNIA

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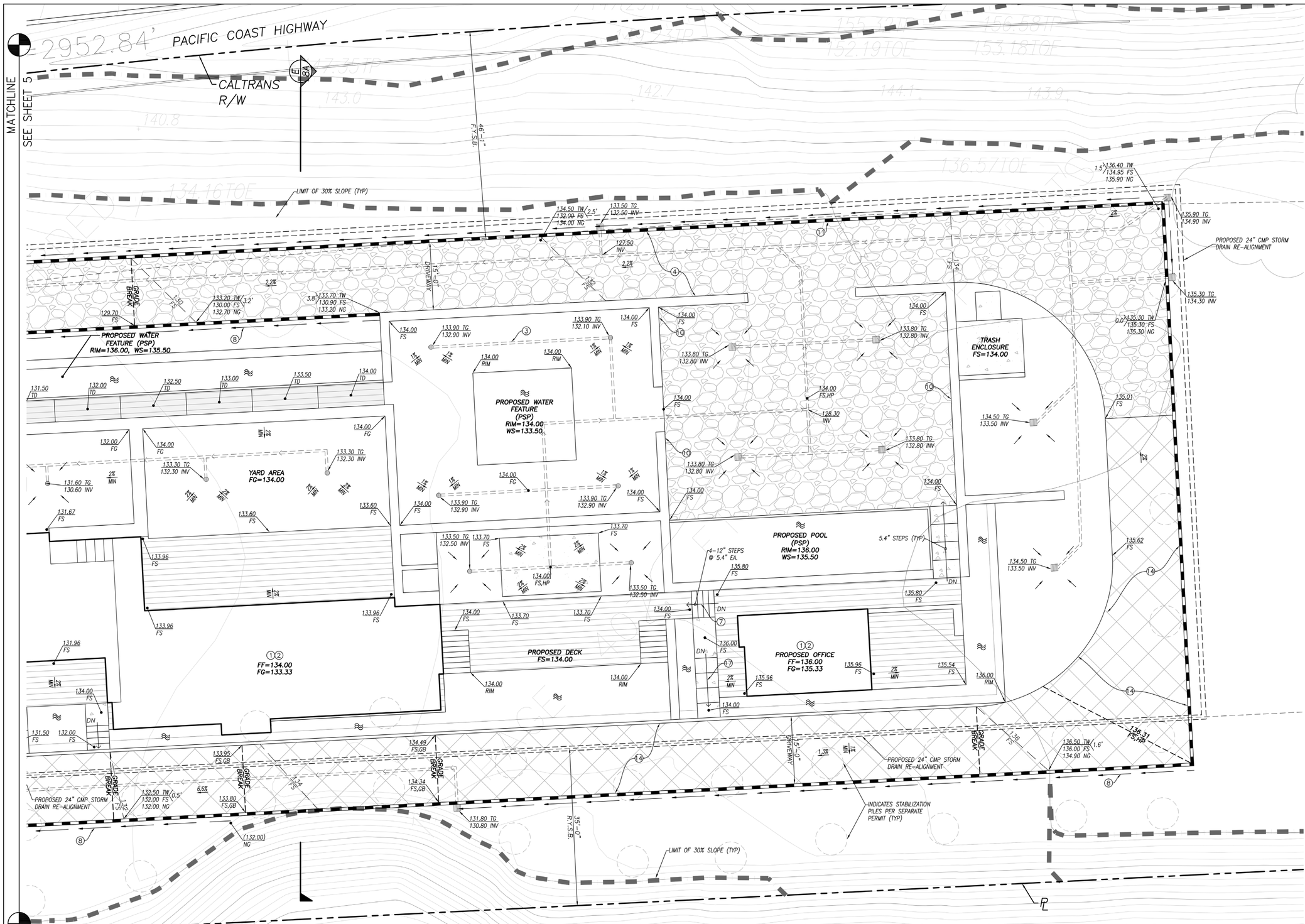
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REGISTERED PROFESSIONAL ENGINEER LEONARD T. LISOWITZ No.93123 CIVIL STATE OF CALIFORNIA

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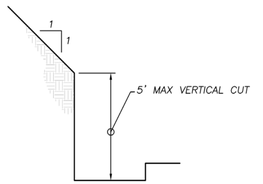
CITY OF MALIBU

ENLARGED GRADING AND DRAINAGE PLAN

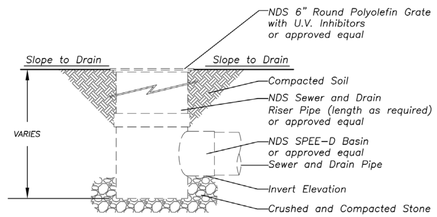
25200 PACIFIC COAST HIGHWAY

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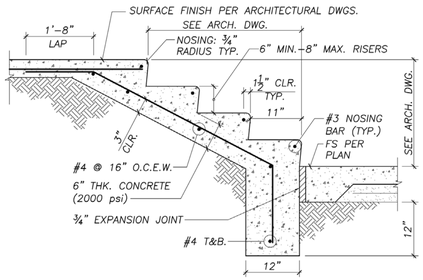
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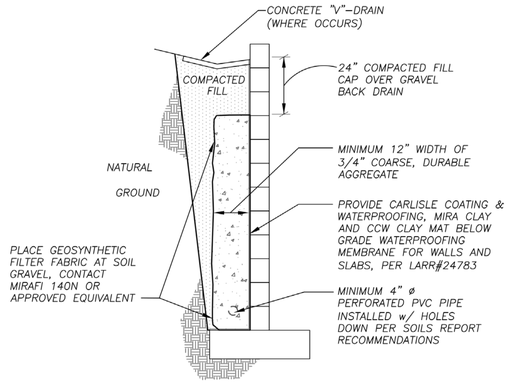
DETAIL NO. 1 TEMPORARY EXCAVATION
N.T.S.



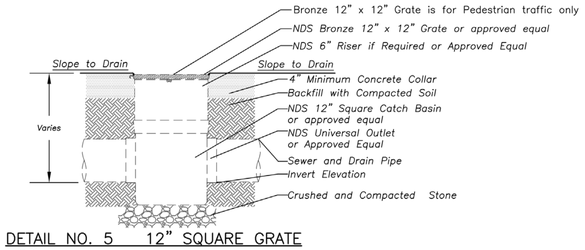
DETAIL NO. 4 6" ROUND GRATE
N.T.S.



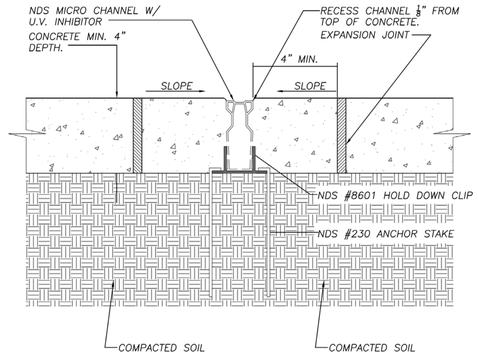
DETAIL NO. 8 CONC. STAIRS ON GRADE
N.T.S.

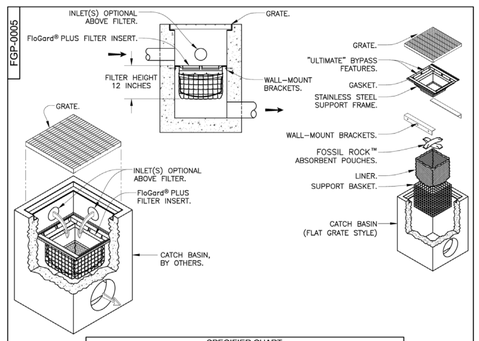


DETAIL NO. 2 BACKFILL
N.T.S.



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





SPECIFIER CHART								
MODEL NO.	STANDARD & SHALLOW DEPTH (Units 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 (W/D x H/D)	GRATE OD Outside Dimension (W/D x H/D)	TOTAL CAPACITY (Ltr. ft. / sec.)	SOLIDS STORAGE CAPACITY (Ltr. ft.)	FILTERED FLOW (Ltr. ft. / sec.)	SHALLOW DEPTH	SOLIDS STORAGE CAPACITY (Ltr. ft.)	FILTERED FLOW (Ltr. ft. / sec.)
FGP-1836W	18 X 36	18 X 40	6.6	2.3	1.8	FGP-1836WS	1.3	.9
FGP-24W	24 X 24	24 X 27	6.1	2.2	1.5	FGP-24WS	1.25	.85
FGP-2436W	24 X 36	24 X 40	8.0	3.4	2.0	FGP-2436WS	1.95	1.15
FGP-48W	48 X 48	54 X 54	18.6	8.8	4.8	FGP-48WS	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.

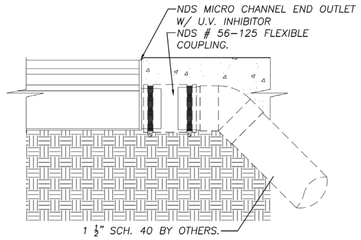
FloGard®
Catch Basin Insert Filter
Wall Mount Style
Inlet Filtration

Oldcastle® Stormwater Solutions
U.S. PATENT
7901 Southpark Plaza, Suite 200 | Littleton, CO | 80120 | Ph: 800.579.8819 | oldcastlestormwater.com
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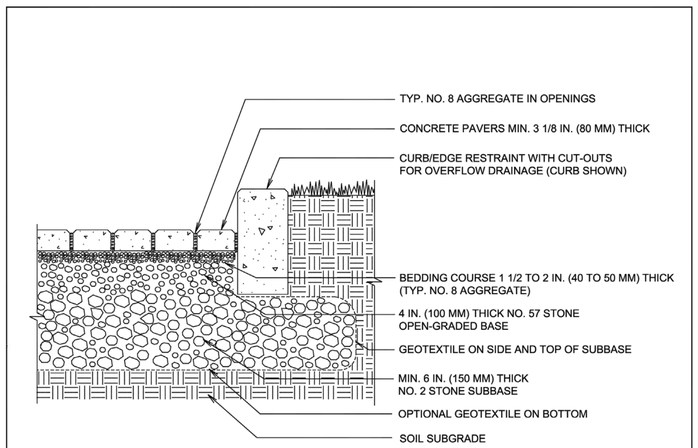
DRAWING NO.	REV.	SIZE	DATE
FGP-0005	B		JPR 1/25/13

SHEET 1 OF 1

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



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

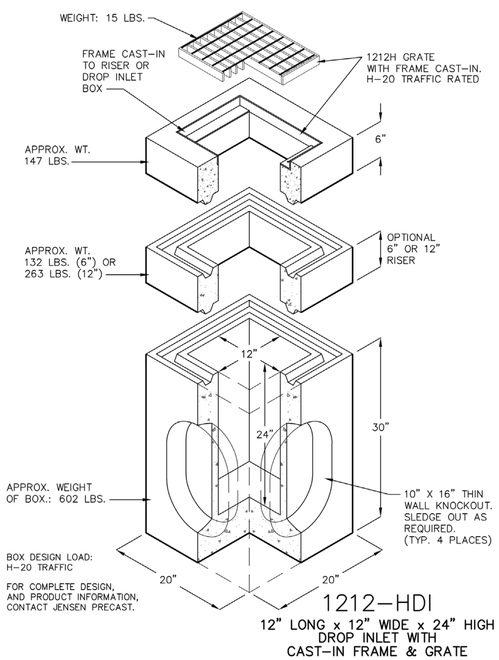


NOTES:
1. 2 3/8 IN. (60 MM) THICK PAVERS MAY BE USED IN PEDESTRIAN APPLICATIONS.
2. NO. 2 STONE SUBBASE THICKNESS VARIES WITH DESIGN.
CONSULT ICPI PERMEABLE INTERLOCKING CONCRETE PAVEMENT MANUAL.

PERMEABLE PAVEMENT WITH FULL EXFILTRATION TO SOIL SUBGRADE

DRAWING NO.	ICPI-68
SCALE	NO SCALE

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



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

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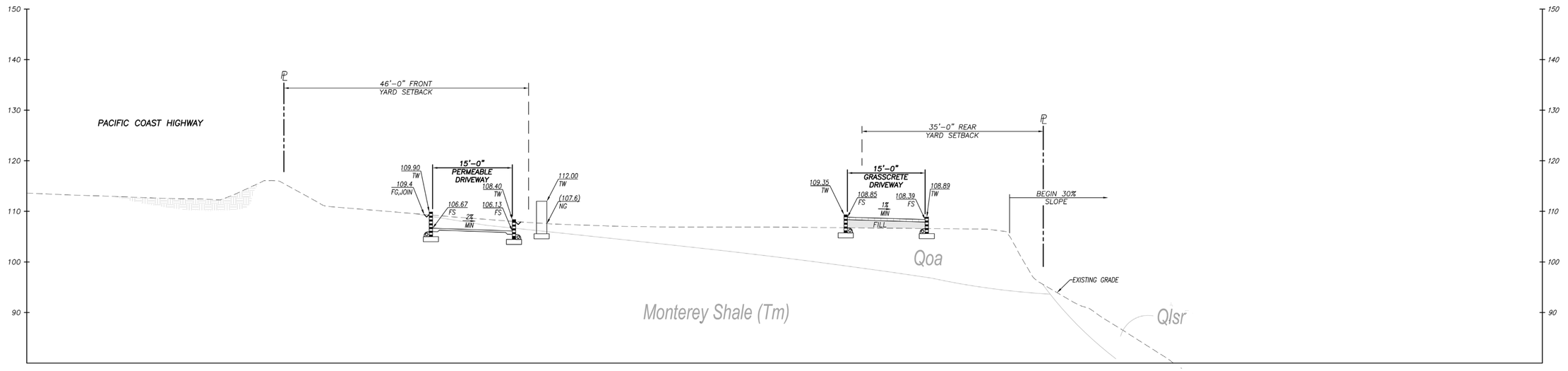
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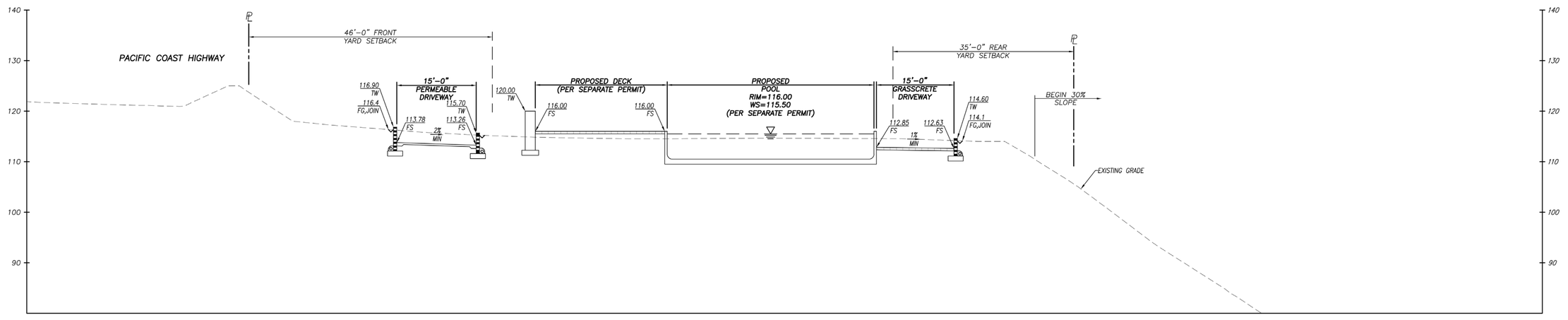
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A:\LCE GROUP\CAD\JOBS\2025\2706 PARRISH LLC\DWG\2706 SHT 5 XSEC DET.dwg Jan 26, 2026, 1:08pm Patrick Kauffman



SECTION A
1"=10'



SECTION B
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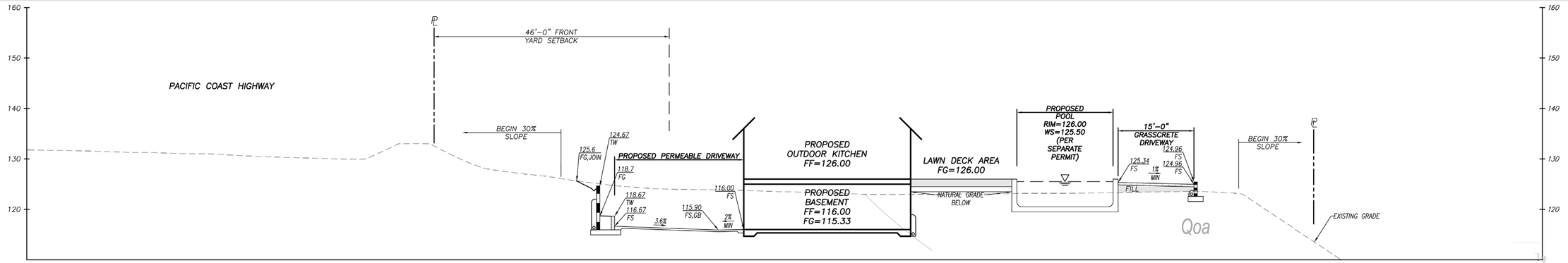
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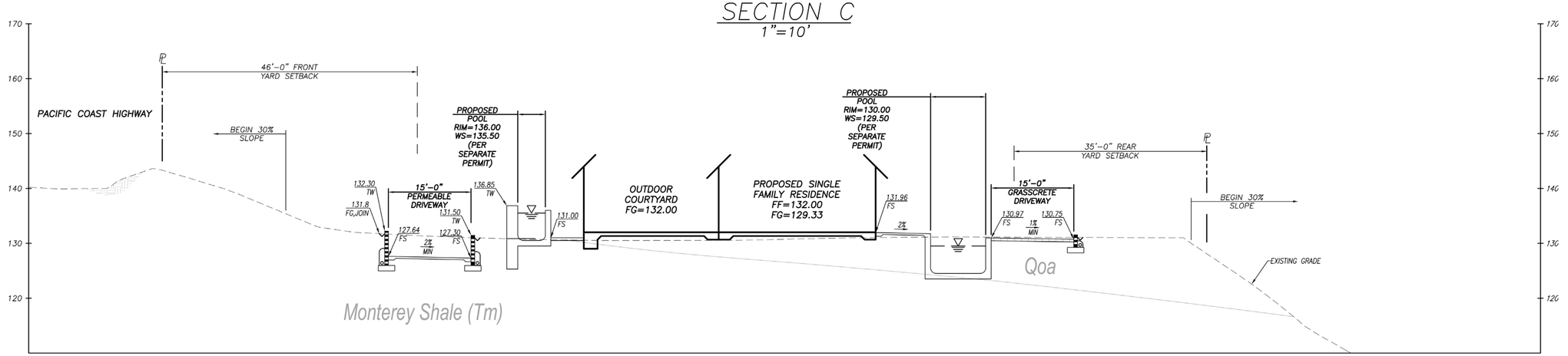
CITY OF MALIBU
CROSS SECTIONS
25200 PACIFIC COAST HIGHWAY

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

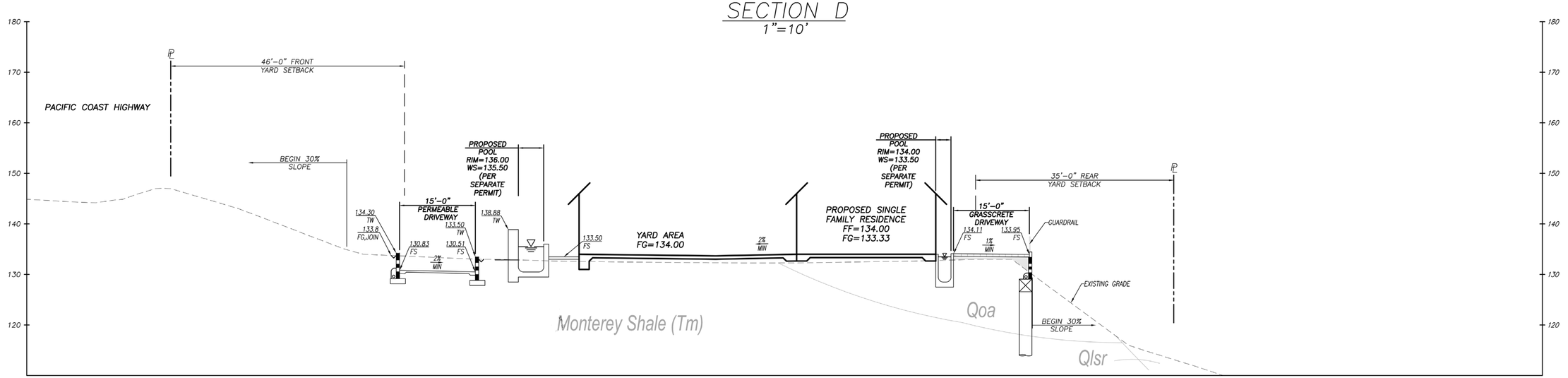
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SECTION C
1"=10'



SECTION D
1"=10'



SECTION E
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 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 • wcefiller@lcegroupinc.com

93123
REGISTERED ENGINEER RCE DATE

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

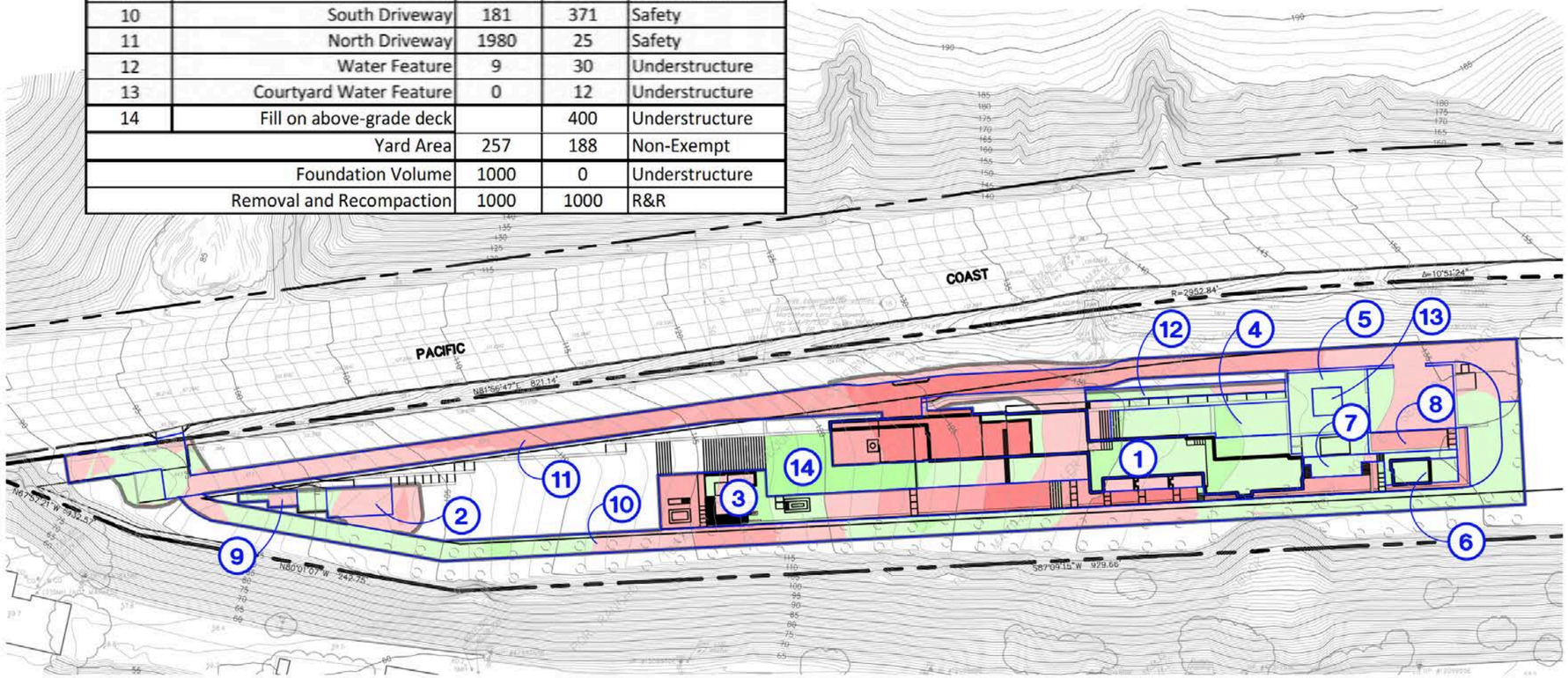
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PK/ 1/26/2026	PK/ 1/26/2026	

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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.
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CIVIL • STRUCTURAL • GEOTECHNICAL
889 Pierce Court, Suite 101, Thousand Oaks, California 91360
818-991-7148 • 805-497-1244 • lcegroupinc.com • info@lcegroupinc.com

EARTHWORK EXHIBIT

25200 PACIFIC COAST HIGHWAY MALIBU, CA

Jan 27, 2026 4:39pm Patrick Kauffman
K:\LCE GROUP\Civil JOBS\7700\7746 PARSON\CIVIL\DWGS\7746 EW EXHIBIT.dwg

June 12, 2026

Attn: Allison Cook, Contract Planner
City of Malibu
23805 Stuart Ranch Road,
Malibu, CA, 90265

Re: Applicant's Response to Appeal of CDP 19-012, 25200 Pacific Coast Highway,

Dear Allison:

On behalf of the owners of 25200 Pacific Coast Highway, PAR PCH, LLC, we provide the following response to Appeal 26-007 filed contesting the approval of Coastal Development Permit (CDP) 19-012, approved by the Malibu Planning Commission on February 17, 2026. The response to this appeal covers items raised by the appellant, Concerned Citizens of Malibu Road, Inc.

A. Scenic, Visual & Hillside Resource Protection Arguments

Appellant's Argument #1 (Nature, Location and Extent of View Blockage): The project blocks views of Catalina and significantly and adversely impacts public blue water views in violation of LIP Chapter 6.

Applicant's Response

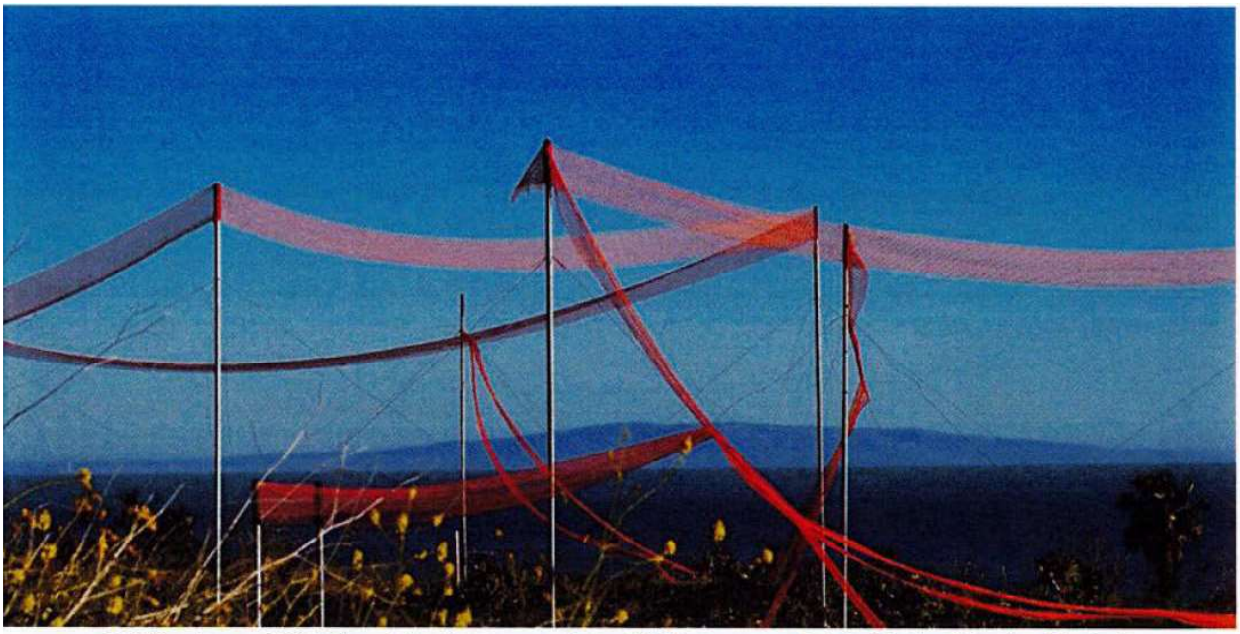
I. **The Appellant's photos are inaccurate and were not taken from the Pacific Coast Highway. Their arguments are not supported by evidence. The applicant's photos, however, demonstrate that the home will have only minor blue water view obstructions and only when vehicles are driving immediately north of the home (peek-a-boo view).**

The photos provided by the appellant in support of their position are highly inaccurate and grossly misleading. They appear to have been taken directly from the building pad adjacent to the buildings, not from PCH as is stated in the photo caption. The applicant has provided photos below from the same general area, only from a vantage point on Pacific Coast Highway at eye level. The comparison makes it immediately obvious that the appellant's photos were taken from a significantly lower elevation; several feet lower than the PCH road grade and likely from the development pad grade. The appellant's photos appear to show story poles that range from approximately 8-11' higher than the elevation of the camera eye. Provided that the prior house design as shown in these photos, was a maximum of 18' in height[1] and that the elevation of the top of the berm on PCH is at least 11' above the building pad, it becomes completely obvious that these photos were taken from a position on the building pad, possibly from a crouched position.

[1] Note that the story poles in this picture also show the home prior to the 2' height reduction required and approved by the Planning Commission

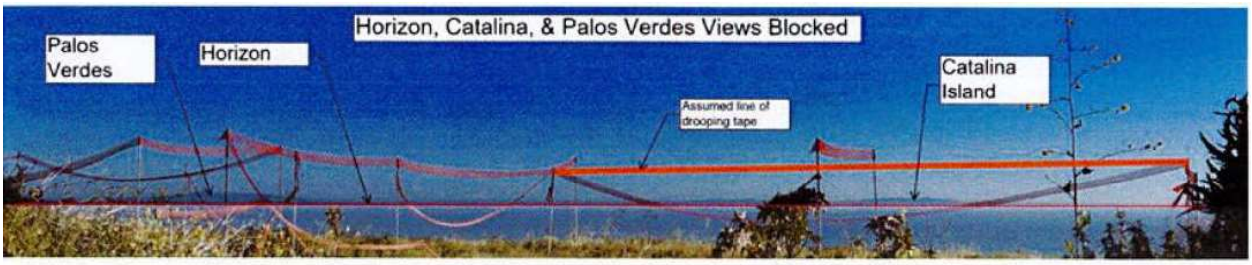
Of course, the exact location of the photo cannot be confirmed as the shot was so zoomed in. This is not the correct way to assess potential public view impacts. The correct way is to take photos at eye level from PCH; this was not done. The appellant is clearly trying to mislead the City Council with photos misrepresented as being taken 'from PCH' when they are not.

APPELLANT PHOTOS



Public views of Catalina Island, as seen from PCH, are completely blocked by the Project.

Applicant Note: The above photo (pad level**) shows the **Palos Verdes Peninsula**, not Catalina as the appellant states.*

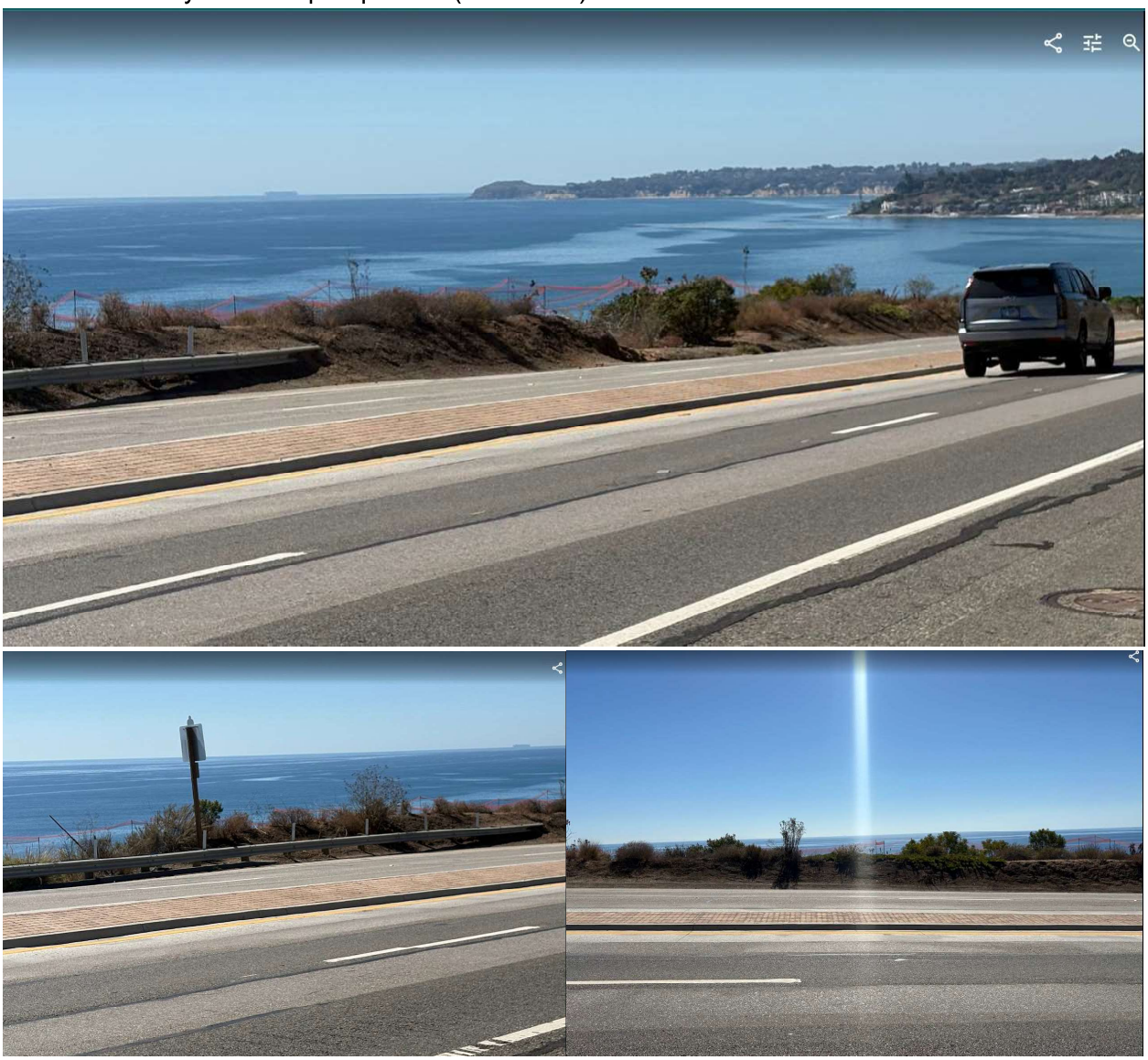


Public views of the Palos Verdes Peninsula, Catalina Island, and the Pacific horizon line are completely blocked by the Project.

***Figures 7 & 8:** Appellant's photos which are clearly taken from the applicant's property and not from PCH, as is claimed in figure 8.*

Again, the applicant's photos accurately show the relevant elevations of the story poles vis a vis the PCH roadway and berm. The applicant's photos below and the project rendering provide a clear picture of the minimal view blockage of the house design. Planning staff viewed the poles from PCH, photo documented the same and reviewed the applicant's renderings and have found them reliable and accurate as verified by staff's visits to the property. The appellants assertion

that the house blocks all views of Catalina and Palos Verdes is a contrivance supported by photos taken +-11' below PCH. The photos immediately below, taken by the applicant's representatives, show an entirely different perspective (from PCH).



Figures 1, 2 and 3: *Applicant's photos of the residence from just east of the home (looking southwest) and looking directly south towards the ocean show very minor view blockage. Note that the applicant's photos shown depict the story poles* ***before*** *the 2' reduction in height which was required by the Planning Commission to approve the project. The photos above were taken prior to the Planning Commission approval; most of the home is now 2' lower than depicted in these photographs.*



Figures 4, 5 & 6: *Additional Photos of the residence from the north side of PCH looking southwest.*

Conclusion

The photos below were taken by the appellant **while standing on the applicant's property** near the proposed residence (Trespassing). The use of the appellant's photos is inappropriate, as it is not taken from PCH where public view impacts are legally assessed. It is taken several feet below the elevation of PCH, when the photo should have been taken at eye level on PCH. The photo is also highly zoomed-in to further exaggerate the appearance of blue water view blockage.

On the other hand, the photos taken by the applicant from PCH (shown above) demonstrate that when viewed from PCH, the proposed residence would only result in minor blockage of blue water views at very few locations/perspectives. It is important to note that 75% of the lot frontage will

be an established view corridor and only 25% of the frontage will be developed. This significantly reduces the visibility of the residence when viewed from PCH.

Appellant Argument #2 (Criteria for Significant Adverse View Impact): The project poses significant adverse visual impacts from PCH towards the ocean.

Applicant Response: The project does <u>not</u> pose any *significant adverse* impacts to public views & the LCP Chapter 6 required findings support the Planning Commission's approval of the project.

LIP sec. 6.4(A) (Findings), provides the required findings that must be made to determine compliance with the view impact policies of the LCP. This section provides in pertinent part as follows,

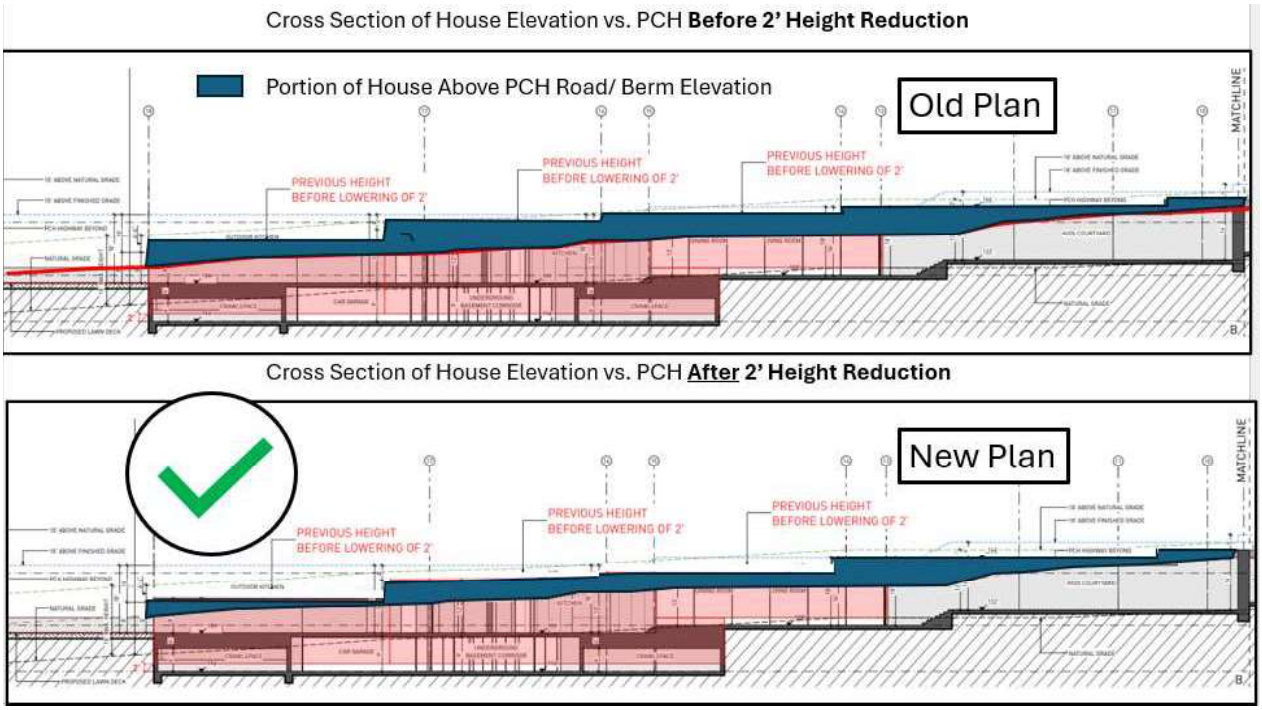
> *A Coastal Development Permit for the proposed development shall only be granted if the City's decision-making body is able to find that:*
>
> 1. *The project, as proposed, will have no significant adverse scenic or visual impacts due to project design, location on the site or other reasons.*
>
> 2. *The project, as conditioned, will not have significant adverse scenic or visual impacts due to required project modifications, landscaping, or other conditions.*

The use of the words "significant adverse...impact" in LIP 6.4 is of significance (Pun intended). Were the LCP to intend that "<u>any</u>" impact to scenic views be considered "significant" and "adverse," the LCP would have omitted the words 'significant' and 'adverse,' or the findings language above would have stated that the project , as conditioned, will not have 'any impact' to views. The finding, however, uses the modifiers 'significant' and 'adverse' to distinguish between that which is significant and adverse and that which is not. The Term "Significant Adverse Impact" is a term of art found in the California Environmental Quality Act (CEQA) and the LCP[2]. In land use, environmental law, and in practice, this term has a well-defined and consistently applied meaning. The term is defined as follows, "[A] Significant effect on the environment" means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance." LIP section 13.6.4(M) contains this exact language, taken from CEQA, and directs the applicant to prepare an alternatives analysis that assesses whether any such impact might occur, as per this definition, and if so, what measures might be employed to avoid or mitigate these impacts. As illustrated in the graphic below, the residence has been stepped into the grade below PCH and limited in height, with broken massing, to eliminate the potential for significant adverse visual impacts **(See Figures 7,8 & 9 below)**. In addition to

[2] LIP 13.6.4(M) defines the terms "Significant adverse impact" and provides citation to the CEQA Guidelines.

stepping downward in [pad] elevation towards the west to mimic the changes in the elevation of PCH, the mass of the buildings becomes smaller as the design moves west to further minimize the project's visibility from PCH (See Figure 6 Below). The residence and accessory structures have been limited to one story in height and range between 9' and 16'10" in height to minimize visibility from PCH. Only very small portions of the residence will be visible from PCH looking South towards the Ocean. Along the majority of the easterly and westerly approaches on PCH, the house will not cause any blue water view impacts whatsoever.

The house has been sensitively designed to preserve blue water views from PCH. The project, as designed, does not materially alter the viewshed or the character of the area. The low-profile flat roofs and stepped design ensure that the house blends into the natural terrain and is not viewed as "prominent" against the backdrop of the ocean. The existing Cal Trans earth berm further screens the house from view along PCH. As discussed further below, the house also meets the development standards in 6.5(E)(2), by providing a **75% view corridor (rather than the required 20%)** For these reasons, and those below, the project will not have a significant and adverse impact upon public views, and the Chapter 6 required findings can and should be made.



Figures 7&8. *Updated cross-sections of the residence from the ocean side of PCH looking directly north towards PCH. These cross sections depict the home before (Figure 7) after the 2' reduction in height (Figure 8) required and approved by the Planning Commission. The blue area above represents that portion of the house that will protrude above the elevation of PCH/ Berm.*



Figure 9. *Rendering of the Applicant's Project as Approved by the Planning Commission on February 17, 2026*

<u>Appellant's argument #3</u>: The Project is not the least environmentally damaging alternative.

Applicant's Response: The project applicant has gone above and beyond what the code requires to meet the development standards in LIP Chapter 6, and the project is the least environmentally damaging alternative.

The applicant notes that the purpose of an Alternatives Analysis is to assess alternatives that would either serve to "Substantially" avoid or lessen any "Significant Adverse Impact[3]." As discussed above, the residence has been sensitively designed to avoid any such ***Significant Adverse*** Impacts in the first instance. The residence has been organically designed to complement the natural landscape and topography, not to overwhelm it. Obstructions to blue water views have been minimized to the maximum extent necessary to avoid a "Significant adverse impact" to blue water views. While the lack of impacts moots the need for such an alternatives analysis, we nonetheless evaluated several alternatives to demonstrate that the

[3] See LIP 6.4(A)(4) which required findings states, *"There are no feasible alternatives to development that would avoid or* ***substantially lessen*** *any significant adverse impacts on scenic and visual resources."*

project, as designed, is the environmentally superior Alternative, with the least amount of blue water obstruction.

a. Site Constraints:

Before an applicant or political body can entertain any alternatives analysis, the physical, regulatory, and legal constraints of a project must be analyzed. Physical constraints are geographic or environmental in nature. Regulatory constraints are constraints imposed by rules, and legal constraints relate to the applicant's property rights or those who have rights which may constraint the applicant's use of its property. Land Use Planners generally define site constraints as those constraints which are considered to be immovable forces or factors, things that cannot simply be (reasonably) eliminated or substantially altered; they are hard and fast and must be forefront in the mind of any architect or planner.

For example, you cannot get Cal Trans to change the elevation of PCH or reposition its line of site to the Ocean across the applicant's property and you cannot lower the existing pad elevation on the property. These and other constraints are discussed further below and were closely considered and analyzed by the applicant, the city staff, and the city Planning Commissioners.

i. Constraint #1: The elevation of the property relative to the elevation of PCH (Scenic Highway):

Given the nominal difference in elevation between Pacific Coast Hwy and building site (physical constraint), and in light of the other site constraints discussed further herein, it is not feasible to site the project entirely below PCH road grade; therefore, any residence design on this property must keep maintain a 20% view corridor to mitigate the impacts to blue water views from those portions of the residence that are taller than adjacent road grade (regulatory constraint). mitigation strategy required by the code. The elevation of the development pad vis a vis the elevation of PCH simply does not allow for any home, however well designed, however small, tall, or wide, to be sited below the elevation of PCH. One way or the other, the project will be at least partially visible along PCH.

The development standards in LIP 6.5(E) require an applicant to provide a continuous view corridor leaving 20 percent of the lot frontage unobstructed by development or landscaping where it is infeasible to locate the entire residence below adjacent road grade. This is the most significant constraint to development siting on the applicant's property and must be considered first and foremost both during design and while assessing feasible alternatives.

Alternatives Considered & Implemented to address this constraint: The applicant agreed to cluster development to the east where the elevation differential between PCH and the pad is the greatest and reduce the development footprint along the entire length of the property frontage. Rather than leaving only 20% of the property frontage undeveloped, the applicant revised its project to eliminate the guest house, restrict landscaping heights and locations, reduce wall and fence

heights, and reduce structure heights in order leave **75% of the property frontage undeveloped with unobstructed ocean views**. While the grade elevations of the pad and the highway are unchangeable, the house has been designed as far east as possible and 'stepped' down into the grade as much as feasible to shield most of the home from view as one drives along PCH. The garage was also made completely subterranean to further minimize view impacts.

ii. Constraint #2: Environmentally Sensitive Habitat Area (ESHA)

The project site has a stream running from north to south along its eastern side. All development has been setback 100' from the stream as required by the LCP. ESHA is prioritized over visual resources and all other considerations.

Alternatives Considered: While it might be physically feasible to shift the house further to the east (note that there are also geological constraints), the stream ESHA protections do not allow it, and variance findings cannot be supported as preventing ESHA impacts is prioritized by the Coastal Act and LCP over Visual Impacts. Moving the house further east was considered but was rejected as not feasible due to regulatory and environmental constraints.

iii. Constraint #3: Geology

The property is surrounded by a series of landslides which impact the stability of the site. The easternmost portion of the existing pad is adjacent to one of the landslides and has been deemed to be a no build area by the project geologist with concurrence from the city geologist. This area is also an ESHA buffer area.

Alternatives Considered: Siting the house further to the east and closer to the landslide was considered and rejected as infeasible as it was unsafe to do. While locating the house closer to this landslide would minimize view impacts, the safety and ESHA constraints preclude it from being a viable alternative. Moving development further to the south (ocean) or towards the west would increase visual impacts; moreover, it was not feasible due to the area taken up by the Fire Department access road. For these reasons, shifting the house footprint was considered but rejected as an inferior or otherwise infeasible project alternative.

iv. Constraint #4: Steep Slopes

Between PCH and the existing flat pad are steep slopes. Moving the house closer to PCH and locating the driveway on those slopes would precipitate large retaining walls and increased grading. This would precipitate variances for development on steep slopes; amount of grading; wall heights, yard setbacks (walls) and would not reduce the projects visibility from PCH. Development on these slopes was not considered for these reasons.

v. Constraint #5: Fire Department Access, Narrow Lot Width, & Yard Setbacks

Another significant site constraint was the long and narrow shape of the lot. Because the house needed to be sited as eastward as possible to minimize visual impacts, this constraint resulted in

the need for a relatively long and circular access road. The access road takes up a very large portion of the narrow property, leaving an extremely narrow pad area upon which to design a home. Yard setbacks also reduce pad area and limit the design of the home to a longer narrower home. These constraints, in addition to those described above, provided very little 'wiggle room' to relocate or restructure building location and massing. The house could not be shifted further to the north or south due to these constraints, shifting the house west was not an option as this would increase visual impacts and the residence could not be further clustered on the eastern side due to the aforementioned ESHA and Geologic constraints. Altogether, the five constraints discussed above created a 'box' withing which to design the home. Following the consideration of these constraints, the applicant's architects developed a plan for the home which was submitted. After the project was submitted on March 7, 2019, significant further analysis of alternatives followed, and additional changes were made to the home's design as discussed below. The alternatives considered were guided by the city's LCP policies and development standards referenced below.

I. Specific Alternative Design Measures Considered & Implemented

The applicant, Planning Department and the Planning Commission followed the guidelines in LIP 6.5(B) – "Development Design" – to 'avoid' significant adverse visual impacts through use of the following avoidance and mitigation strategies:

1. **Limiting the number of stories to 1**
2. **Lowering originally planned building heights to a maximum of 16'10**". **Most of the home and accessory development has been materially lowered to less than 16'10"' in height.** The applicant modified the height of the residence and accessory structures several times at the request of the Planning Department and the Commission.
3. **Reducing the size of walls and fences near PCH by 50%.** The applicant voluntarily modified its project to reduce its proposed 12' tall freestanding walls to 6' in height. These walls were designed for sound attenuation from the highway as well as for privacy and security. The taller walls were located outside of yard setbacks and were consistent with code; however, the applicant agreed to reduce their heights.
4. **Breaking up the massing of the residence** and accessory structures and staggering the development closer to PCH to minimize project visibility and reduce blue water view blockage to a nominal amount.
5. **Modifying the landscape plans** to eliminate landscaping taller than the PCH road grade and creating project conditions to limit the mature growth/ height of all vegetation to an elevation below PCH road grade (Requirement to run with the property).
6. **Reducing the Total Development Square Footage (TDSF) of the project by eliminating the 465 sq. Ft. Guest House entirely.** Previously the Planning Department directed that the guest house be lowered two separate times; the applicant complied. The project went to hearing, and the Commission requested the house be lowered 2 feet in height; the applicant complied.

7. **Leaving 75% of the lot frontage undeveloped** with direct views towards the ocean completely unobstructed. Note that the code only requires that 20% of the lot frontage remains undeveloped.
8. **Agreeing to Work with Cal Trans to remove a portion of the Cal Trans berm within the PCH right of way** to remove *existing* impediments to blue water views across the site. The applicant did not construct the berm or create the obstruction but has been conditioned to remove it all the same.
9. **Lowering the Outdoor Kitchen Roof Height from its original 11.5' in height to 9' in height above finished grade.**
10. **Using earth tone colors and non-glare glass** for the home and all project development.

II. Specific Alternatives Considered & Rejected

Alternative #1: Develop the two lots separately with two homes rather than one. The original lot was subdivided into two lots long ago. While the Subdivision Map Act would allow these lots to be legalized with two conditional certificates of compliance allowing for two new homes to be located on each lot, the applicant considered and rejected this alternative as it would have greater view impacts by far than the proposed single lot development.

Alternative #2: Lower the Building Pad Elevation to locate the entire development below road grade. It is not feasible to further lower the pad elevation on the property due to the site topography and narrowness of the lot. The southerly property boundary is situated just below the top of a large steep downslope. Were the pad elevation to be graded lower than is proposed, this would precipitate a variance for development on steep slopes. Additionally, the volume of grading that would be required to lower the existing pad and adjacent access road by several feet, would precipitate a variance for grading well in excess of 1000 CY. All this excess cut would then need to be trucked to a nearby landfill. **Perhaps most importantly, the existing pad grade is largely flat from the north side of the house towards the southerly property line. Any lowering of the building pad would require grading on the adjacent property to the south (offsite) and the property of the neighbors and is therefore not feasible. The proposed pad has been lowered as much as is feasible.** (See Figure 10 below).

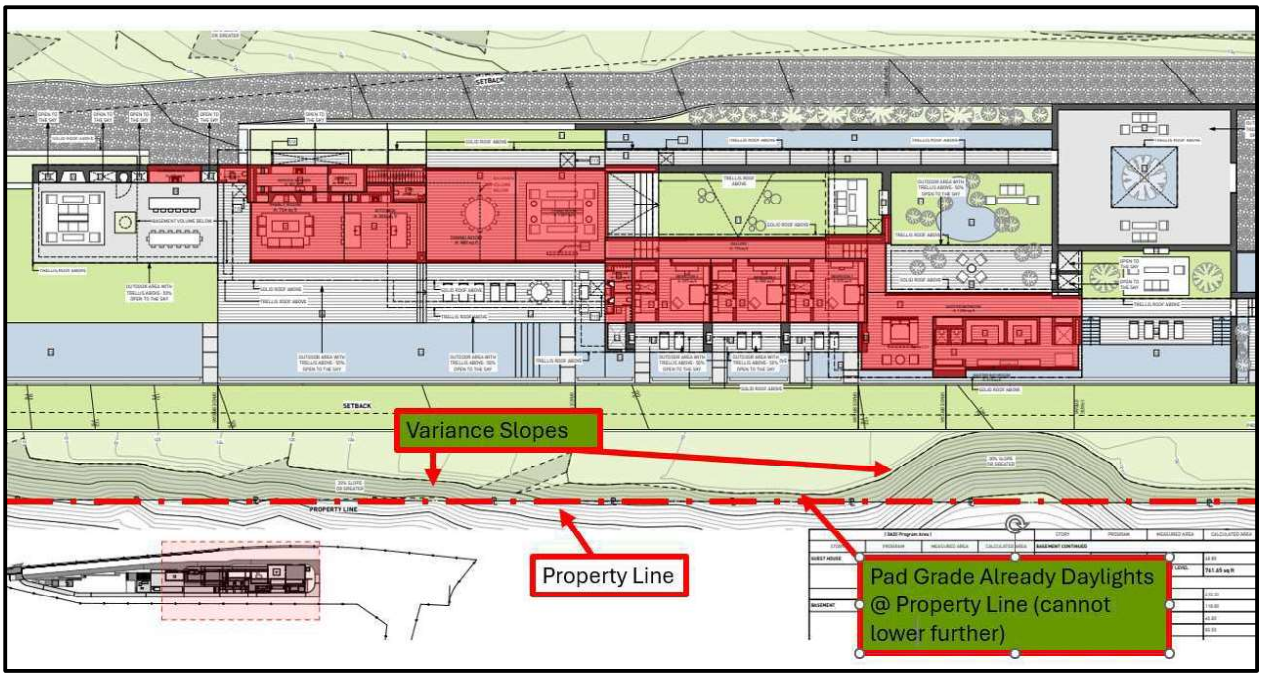


Figure 10: Plan Graphic Depicting Site Constraints Preventing the Further Lowering of the Grade or the Further Clustering of the Development Footprint.

III. Conclusion

In sum, the original plan for the residence was respectful of the policies and provisions of the city's LCP and MMC. Notwithstanding this, the applicant voluntarily agreed to make numerous significant revisions, over a period of years, to address city and neighbor concerns. The applicant restricted its development rights and reduced the size, height, footprint, and square footage of its development. The appellant claims that the applicant has not reduced TDSF in accordance with 6.4(B) of the LIP; this is not true. The applicant reduced the project TDSF by eliminating the guest house which was the structure most prominently visible on the property when viewed from PCH. While not required by code to do so, the applicant has in fact applied every single avoidance and mitigation strategy provided for in LIP 6.4(B) to maximize view protection.

<u>Appellant's argument #4</u>: The Project is not safe from a geological perspective, would require a Variance to allow for a factor of safety less than 1.1 (Pseudostatic) and 1.5 (Static)

Applicant's response: The project complies with the LIP Chapter 9 requirements and meets the minimum required factors of safety as designed; no Variance is required. The appellant's arguments related to safety are unsubstantiated and have been decisively refuted by the project geologist and city geologist. The applicant's geologist, Feffer Geotechnical, has previously addressed these arguments in a written response to comments from the appellant's geologic consultant. That response is attached **(Attachment 1: Feffer Response to Ralph Geoffrey comments).** It should also be noted that the core matter of confusion here seems to be that the appellant is under the impression that the code required geologic factors of safety

(FOS) apply to the *'existing'* property conditions prior to development. The FOS standards, rather, are calculated based upon post development conditions with all recommendations and engineering specifications having been implemented. With the implementation of the geologist's conditions and recommendations during and after construction, the project site will meet the code-required FOS.

Appellant's argument #5: The project does not meet the blufftop setback requirements in LIP Chapter 10.

Applicant's response: The Chapter 10 blufftop setback requirements do not apply to the project. Chapter 10 of the LIP only applies to properties located on the beach or atop a coastal bluff. The property is not located on the beach or on a coastal bluff; therefore, the appellant's arguments do not have merit.

Appellant's argument #6: Two smaller homes on two separate lots would have less impact on blue water views.

Applicant's response: Two smaller homes would most assuredly have more significant impacts upon blue water views and is an environmentally inferior alternative. The existing 2 lot configuration, if developed on both lots, would push development and massing from the easternmost part of the property, significantly further west towards Point Dume. The western portion of the property is the most visually exposed to PCH since the elevation differential on the western portion is at or just below PCH road grade. This alternative was evaluated by the applicant and city staff and was determined to be far more impactful to ocean views and thus an inferior alternative. By siting a single home as far east as possible on the property, the majority of the house is allowed to be placed below Pacific Coast Hwy. with far less visibility.

Appellant's argument #7: The project is not exempt from CEQA; an EIR must be processed.

Applicant's response: The project is categorically exempt from CEQA and the exception to the exclusion for unusual circumstances does not apply; the Planning Commission properly approved the CEQA exemption for the project. This argument was considered and rejected by the Planning Commission. The appellant's legal arguments are inaccurate and misleading. The applicant's attorney, Fred Gaines, has previously addressed this argument in writing to the Commission. That correspondence is **attached as Exhibit 2.**

Conclusion

The applicant's project was submitted in 2019, seven years ago. Since submittal, the applicant has worked extensively with all city departments to address the project's consistency with code. Numerous plan revisions were made to reduce the height, size, and location of the residence; to reduce the visibility of the house to a point where staff and the Planning Commission both agreed

that the house would not have any significant adverse impacts upon scenic resources. The applicant has worked long and hard with the city staff to present a project that was worthy of approval. The applicant has worked with his neighbors to assuage all their concerns and has garnered support from a significant number of them. The stability of the slope above Bayshore Drive will be substantially improved after the construction of the residence than it currently is as it sits vacant. The applicant has agreed to spend hundreds of thousands of dollars to replace existing stormwater pipes leading across the property and off site down through Bayshore Dr. and all the way to Malibu Rd. The applicant has further agreed to install other significant infrastructure to garner the support of his neighbors. The project that was before the Planning Commission, and which is before the Council now, is a well thought out and well planned residence; a residence that took 7 years to get to the Planning Commission for approval. The appellant's arguments have no merit. We respectfully request that the Council uphold the decision of the Planning Commission, Deny the appeal, and approve the project.

Sincerely,

Schmitz & Associates, Inc.

Christopher M. Deleau, JD, AICP

Principal Planner

Received
2/17/26
Planning Div.

From: Alex Hall
To: Planning Commission
Subject: 25200 PCH Comments
Date: Tuesday, February 17, 2026 11:18:25 AM
Attachments: 20260213_letter final.pdf
SHIFT PILES (002)ra_.pdf

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 2/17/26 Time 11:18 a.m.
Planning Commission meeting of 2/17/26
Agenda Item No. 4A
Total No. of Pages 21

Exhibit F

Title: Approval is premature with Geotechnical Issues, Inaccuracy of exhibits, Unlimited irrigation in a known slide, causing instability to adjacent properties and creating landslide risk

February 13, 2026

Malibu City Planning Commission
City of Malibu

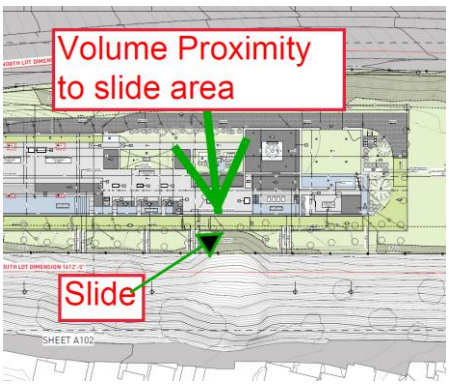
Re: PERMIT NO. 19-012, CERTIFICATE OF COMPLIANCE NO. 21-004, LOT MERGER NO. 24-002
25200 Pacific Coast Highway(revised)

Dear Malibu City Planning Commission,

It is well known that a development on a known slide is a risk, and increased water increases this risk. Currently the Assessment District actively pumps water out and with this project will add irrigation water and soil pressure. On September 18, 2025, City of Rancho Palos Verdes amended its municipal code to prohibit all new residential construction in landslide areas. **While some site improvements may provide benefits, those improvements are being traded for new and significant risks. <u>This is a trade of reducing a set of risks but adding on other risks</u>. There is no way to show that the net effect is net positive.**

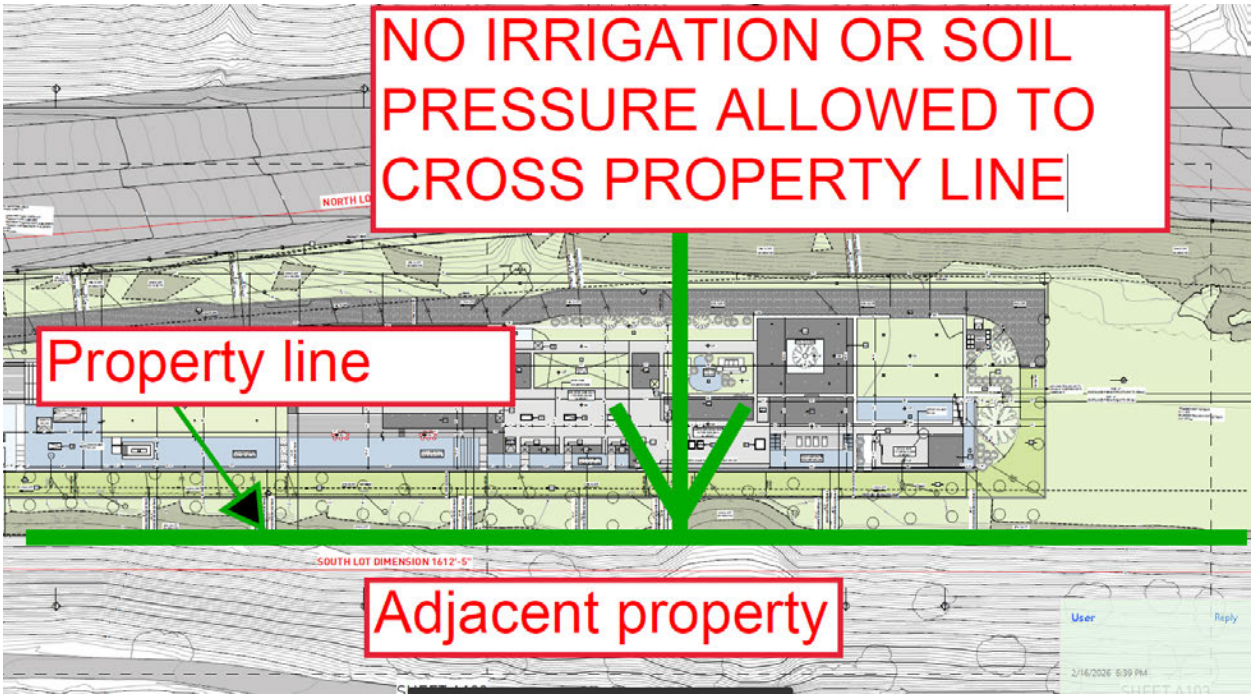
1. Soldier Piles relocated North no longer providing Safety Factor due to the shift of Soldier Piles
When the soldier piles were moved uphill, according to Pacific Coast Land Consulting's peer review, the revised configuration may no longer meet the required factor of safety, since there is no support for this area of soil. The soil in this strip remains native and untouched. See Pacific Coast Land Consulting memo.

2. Master Bedroom Massing and Qlsr Slide Area, Stay away from slide area
State's Policy on Coastal Erosion Planning and Response states **avoidance of geologic hazards**….should be the primary means of safeguarding new development. The building mass of the master bedroom should be kept away from the mapped Qlsr landslide area. Placing a mass in close proximity to the slide boundary increases risk and may exacerbate instability in an already sensitive geologic condition. The building must be wood framed and not solid concrete to keep weight of structure at a minimum.



3. Property Line Soldier Piles, Breakaway Conditions, and Containment of Impacts, NEW RISKS
If soldier piles are placed along the property line, a breakaway weak point is now created that did not exist before. Landslides and water do not follow property lines. If Richard is introducing irrigation water into a known slide area, no irrigation water or soil pressure may cross the property line.

Again, if instability caused by the project must be fully contained, no irrigation, lateral soil loads from the development, or slope pressures from the development should be allowed to transfer beyond Richard's property boundaries onto adjacent properties. All irrigation, drainage, and soil forces must be entirely self-contained within Richard's property, with no adverse transfer of risk to neighboring homes.



4. Instability to Adjacent Properties and Onsite Wastewater Systems, NEW RISKS
Adding irrigation water and altering slope geometry in a mapped slide zone directly contradicts the requirement to avoid increased instability to neighboring properties.

In addition, no instability may be created that could cause harm to leach fields or onsite wastewater disposal systems located on adjacent properties. Water, soil, soil pressure may not cross the property line. Damage or movement affecting these systems would create serious public health, safety, and habitability impacts for neighboring residences. All irrigation, drainage, and soil forces must be entirely self-contained within Richard's property, with no adverse transfer of risk to neighboring homes.

5. Injecting Irrigation Water into the water table in a known landslide. NEW RISKS The site has high water tables, the City has installed pumps to pump out water and the new project will be

adding irrigation water. This water may cross the property line and there is no discussion on how the water table is being controlled. Again, new risks are being introduced.

The extremely large capacity pool is also a NEW RISK, pools often leak or are drained improperly.

6. Other projects had requirements to mitigate/evaluate instability caused to adjacent properties but was not required for this development NEW RISKS

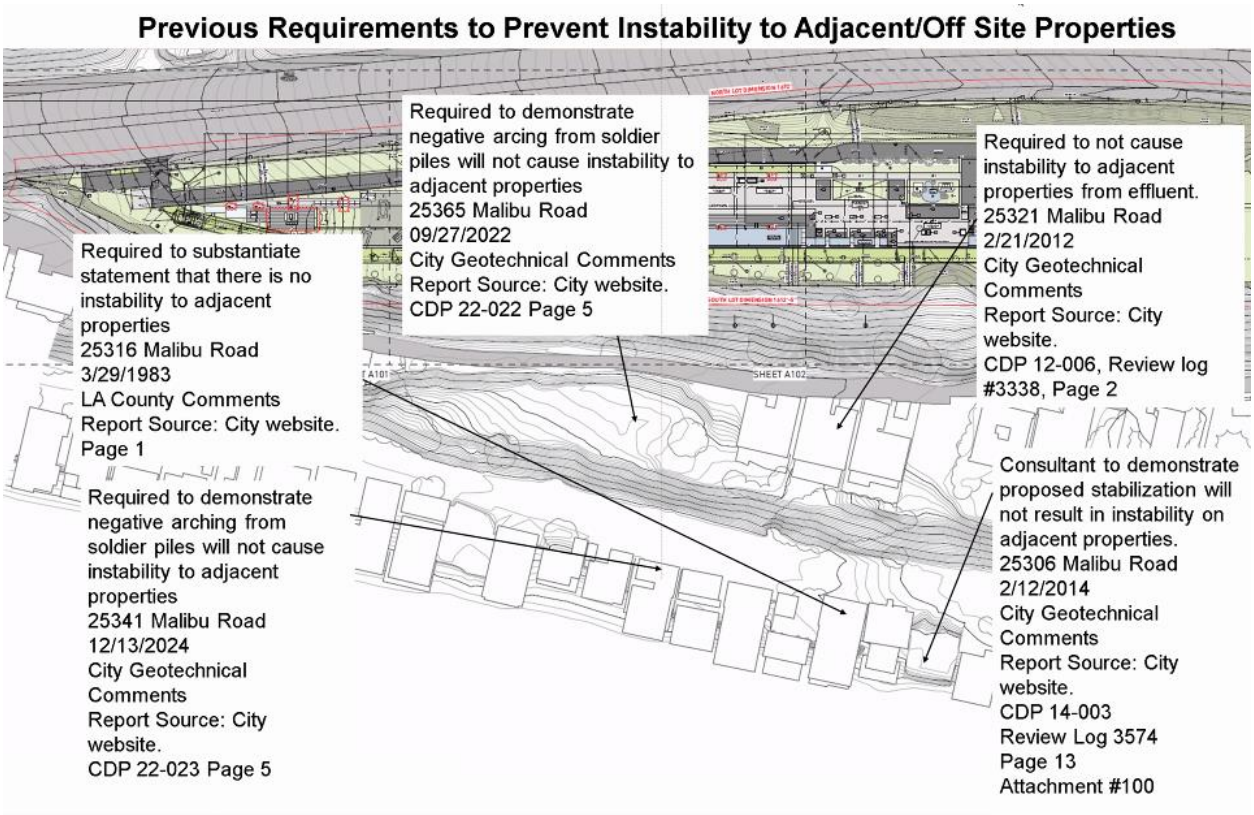
(Malibu LIP § 9.3(A)(1) — requires that a project "will neither be subject to nor increase instability of the site or structural integrity from geologic hazards due to project design, location, or other reasons." And must consider "worst case" analysis per Malibu LIP § 9.3(D), and omitting specific data such as SI 5 and SI 6 does not achieve "worst case analysis".

These houses have Geotech comments requiring that they have no adverse effect on adjacent properties:

25341 Malibu Road – Mitigating measures/evaluation of increased driving forces from soldier piles onto adjacent properties

25365 Malibu Road - Mitigating measure5s/evaluation of increased driving forces from soldier piles onto adjacent properties

25316 Malibu Road – Required to show that the project will not affect off site property



City of Malibu

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GEOTECHNICAL REVIEW SHEET

Project Information

Date:	February 12, 2014	**Review Log #:**	3574
Site Address:	25306 Malibu Road		
Lot/Tract/PM #:		**Planning #:**	CDP 14-003
Applicant/Contact:	Lester Tobias, lester@tobiasarchitecture.com	**BPC/GPC #:**	
Contact Phone #:	310-317-0507 **Fax#:**	**Planner:**	Amanda Lafond
Project Type:	New single-family residential development		

Submittal Information

Consultant(s) / Report Date(s): *(Current submittal(s) in Bold.)*	Land Phases, Inc. (Holt, CEG 2282, CHG 816): **8-8-13** Mountain Geology, Inc. (Holt, CEG 2282, CHG 816): **7-12-12 (revised 4-24-13)** Calwest Geotechnical (Liston, RCE 31902): **12-9-13** **Building plans prepared by Unvarnished, Inc. dated October 21, 2013.**
Previous Reviews:	Geotechnical Review Referral Sheet dated 1-27-14

Review Findings

Coastal Development Permit Review

☐ The project is **APPROVED** from a geotechnical perspective.

☒ The project is **NOT APPROVED** from a geotechnical perspective. The listed 'Review Comments' shall be addressed prior to approval.

Building/Grading Plan-Check Stage Review

☒ Awaiting Building plan check submittal. Please respond to the listed 'Building Plan-Check Stage Review Comments' AND review and incorporate the attached 'Geotechnical Notes for Building Plan Check' into the plans.

☐ **APPROVED** from a geotechnical perspective. Please review the attached 'Geotechnical Notes for Building Plan Check' and incorporate into Building Plan-Check submittals.

☐ **NOT APPROVED** from a geotechnical perspective. The listed 'Building Plan-Check Stage Review Comments' shall be addressed prior to Building Plan-Check Stage approval.

6. The Project Engineering Geologist has assumed a basal rupture surface for the Qlsa under the property on Cross-Section A, as boring B-3 did not penetrate the base of the Qlsa due to groundwater and severe caving. Is the geometry of the Qlsa under Malibu Road and the beach as presented on the Cross-Section the most conservative with regard to the stability of the landslide and factors of safety? Are there other reasonable toe geometries of the Qlsa that could be less stable, requiring a re-evaluation of the design of the proposed stabilization system?

7. The Consultant needs to state that the proposed stabilization measures will not result in adverse effects on adjacent properties. If movements occur in the low-factor-of-safety areas outside of the 'stabilized' area on this property, new lateral landslide margins could develop between the stabilized portion of the landslide and the un-stabilized portions to the east and west. As a result, new landslide margins may develop and pass through adjacent properties that have heretofore been located within relatively intact internal landslide blocks, and those new landslide boundaries may induce damaging shear displacements on lots that were previously riding passively on intact landslide blocks. The Consultant needs to demonstrate that the proposed stabilization extends far enough laterally across the landslide mass so that static and seismic factors of safety in the un-stabilized landslide areas east and west of the stabilization are adequate to preclude future movement.

8. No information regarding the onsite wastewater treatment system (OWTS) has been provided. The Project

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GEOTECHNICAL REVIEW SHEET

Project Information

Date:	December 13, 2024	**Review Log #:**	**4922**
Site Address:	25341 Malibu Road		
Lot/Tract/PM #:	n/a	**Planning #:**	**CDP 22-023 P2**
Applicant/Contact:	Larry Lachner, dynamobuild@yahoo.com	**BPC/GPC #**	
Contact Phone #:	626-391-1259 **Fax #:**	**Planner:**	**Gina Paolini**
Project Type:	New single-family residence, Onsite Wastewater Treatment System (OWTS)		

Submittal Information

Consultant(s)/Report Date(s): *(Current submittal(s) in Bold.)*	Helfrich Associates (Helfrich, GE 389; George, CEG 2516): **2-7-2024**, 5-10-2021. Ensitu Engineering, Inc. (Yaroslaski, RCE 60149): 11-10-2021 **2nd Planning Submittal** **Architectural Plans prepared by Dynamo Constructors, Inc. dated November 14, 2024.** **Total Grading Yardage Verification Certificate by Richard Doss dated 11-6-2024.** **Civil Plans prepared by Pacific Coast Civil, Inc. dated November 6, 2024, 4 sheets.** OWTS Conformance Review Design plan prepared by Ensitu Engineering, Inc. dated November 7, 2021. Landscape and Irrigation plans prepared by Manuel Garcia Landscape Architect dated May 16, 2022, 3 sheets.
Previous Reviews:	7-29-2022; Ref: Environmental Health Review Sheets dated 12-5-2024 and 7-28-2022

INCREASED DRIVING FORCES ON ADJACENT PROPERTIES FROM SOLDIER PILES

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.

    Note: The Project Geotechnical Consultant indicates in response to the above comment that, "*Our analyses show that there will be no impact on adjacent properties from landslide movement.*" The consultant needs to provide data and analyses in support of this conclusion.

13. Please provide a site plan that depicts the Project Geotechnical Consultant's recommendations for grading the descending slope below the residence to 2:1 or shallower and the installation of the ARMORMAX 75 slope stabilization and B2 anchors for review. Will this system be installed on the slope above Bayshore Drive, where the drip field for the OWTS is located? How will the trimming of the slope below the residence affect the stability of the landslide? Please update the cross-section(s) to show the slope trimming and slope stabilization systems. While native plants are recommended, the reviewers are concerned that irrigating these slopes may contribute to temporary slope instability. Please discuss the depth and schedule of irrigation across the slopes and the absorption capacity of the vegetation. It must be demonstrated that the planting and irrigation of the slopes, even considering the slope stabilization system, does not contribute to slope instability and increases in groundwater levels under the site.

14. Based on the revisions to the map and sections in response to the comments above, static and seismic slope stability analyses may need to be re-run. Provide the results of the analyses and a discussion, as well as additional mitigation measures, as appropriate.

    Note: The response to the above comment will be further reviewed when revised geotechnical map and sections are provided for review.

15. Please provide a supporting geologic report for the proposed OWTS for review. Cross-sections need to be constructed across the dispersal fields to the toe of the descending slopes showing the depth of the fields, live staking and planting program, anticipated paths of effluent, and highest anticipated groundwater levels. The slope stability analyses need to be updated considering the dispersal field on the slopes.

16. Please provide copies of all responses to the referenced Environmental Health Review Sheet dated 12-5-2024 to the City's geotechnical consultants for review.

17. The Site Location Map, A-1, Geotechnical Site Plan, cross-sections, Dibblee map, Hazards zones map, are drafts. Please finalize and re-submit these figures for review.

18. As previously requested in Comment 13-a of the last review letter dated July 29, 2022, seismic slope stability analyses need to be performed in accordance with Section 6.5 of the City of Malibu 2013 Geotechnical Guidelines (that is, the consultant needs also to perform pseudo-static slope stability analyses using a calibrated seismic coefficient of 0.35 and a factor of safety that equals or exceeds 1.0 is demonstrated.)

19. As previously requested in Comment 13-c of the last review letter dated July 29, 2022, the Project Geotechnical Consultant needs to perform slope stability analyses for potential sliding along **the upper and lower landslide planes** using a substantiated residual shear strength for sliding along the landslide base. Different scenarios of potential sliding should be considered. Mitigation measures should be recommended, as necessary.

20. The Project Geotechnical Consultant indicates in response to Comment 13-e of the last review letter dated July 29, 2022 that "*Our stability analyses were performed to address the stability of the property that will be affected by the proposed structures (Bayshore Drive to Malibu Road).*" The stability of all slopes that would affect or be affected by the proposed development shall be evaluated irrespective of boundaries.

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GEOTECHNICAL REVIEW SHEET

Project Information

Date:	September 27, 2022	**Review Log #:**	4967
Site Address:	25365 Malibu Road		
Lot/Tract/PM #:	n/a	**Planning #:**	CDP 22-022
Applicant/Contact:	Larry Lachner, dynamobuild@yahoo.com	**BPC/GPC #**	
Contact Phone #:	626-391-1259 **Fax #:**	**Planner:**	Tyler Eaton
Project Type:	New single-family residence and Onsite Wastewater Treatment System (OWTS)		

Submittal Information

Consultant(s)/Report Date(s):	Helfrich Associates (Helfrich, GE 389; George, CEG 2516): **5-10-2021** EnSitu Engineering, Inc. (Yaroslaski, RCE 60149): **11-15-2021**
*(Current submittal(s) in **Bold**.)*	**Architectural Plans prepared by Dynamo Constructors, Inc. dated April 17, 2022.** **Grading & Drainage Plans, 4 sheets, prepared by Pacific Coast Civil, Inc. dated March 26, 2022.** **Landscape and Irrigation plans prepared by Manuel Garcia dated 1-28-2022, revised 8-2-2022.** **Landscape Plans prepared by Manuel Garcia dated August 2, 2022, 3 Sheets.** **OWTS Conformance Review plans prepared by EnSitu Engineering, Inc. dated November 7, 2021.**
Previous Reviews:	None; Ref: Environmental Health Review Sheet dated 9-15-2022

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.
13. The Project Geotechnical Consultant needs to discuss whether or not a fault rupture hazard investigation is required for the residential development in accordance with Chapter 5.3.1 of the City's 2013 Geotechnical Guidelines.
14. The Project Geotechnical Consultant states that groundwater was encountered at eight to nine feet below the ground surface and states that the water, *"...appears to have resulted from heavy seasonal precipitation in preceding months."* Seasonal rainfall at the Big Rock Mesa Station since October 30, 2021 is 12.48 inches, with over 10 inches falling between 12-14-21 and 1-1-22. Rainfall is below average this rainfall year to date. Is the water encountered static groundwater or perched water? Are there springs in this area? Please discuss. It may be prudent to review the latest Malibu Road Landslide Assessment District Monitoring report by Yeh and Associates, Inc. dated 6-22-2022 for the Fiscal Year 2020-2021 available on the City's website for the latest data regarding groundwater levels, landslide movement, and dewatering well and hydrauger production. Shallow groundwater under the site could adversely affect the proposed improvements and OWTS.
15. The undersigned reviewers acknowledge the Project Geotechnical Consultant's discussions of the landslide movement in the assessment district. The landslide has been intermittently active since incorporation of the City in 1991, notably after the 1995 and 1998 El Nino rainfall years, when the western margin of the landslide across Malibu Road created a side scarp that required mitigation by the City's Public Works Department (re-grading of the road in that area). Please utilize the Malibu Road Landslide Assessment District Monitoring Instrumentation and Dewatering Facilities Map as a reference/base map for the Geologic Map and Boring Locations that shows the proposed development, including the proposed OWTS, dewatering and slope indicator facilities, limits of the active landslide, and subsurface exploration. Update the cross-sections to show the depth of the landslide based on the boring and slope indicator data, as well as hydraugers under the site and slope indicators, dewatering wells, highest anticipated groundwater levels, proposed development, foundations and tie-back system, and proposed grading (existing and proposed grades). It should be noted that the basal rupture surface of the landslides was not encountered in borings B-7 and B-8, based on the logs. The Project Geotechnical Consultant needs to provide an interpretation of the subsurface conditions on the site (model of the geometry of the landslide) based on site-specific and the assessment district data. Provide additional/revised recommendations, as appropriate.
16. The Project Geotechnical Consultant needs to delineate the limits of Qls_2 in Cross-Section D-D'.
17. The Project Geotechnical Consultant recommends live staking and planting with deep-rooted vegetation and deep-irrigation until well established to increase the surficial stability of the descending slopes. Please provide a plan that depicts this staking and planting program on the descending slopes. While native plants are recommended, the reviewers are concerned that irrigating these slopes may contribute to temporary slope instability. Please discuss the depth and schedule of irrigation across the slopes and the absorption capacity of the vegetation. It must be demonstrated that the planting and irrigation of the slopes does not contribute to slope instability and increases in groundwater levels under the site.
18. The Project Geotechnical Consultant needs to review the City's geotechnical file for 25200 Pacific Coast Highway, the property north of the subject site, in the OnBase database on the City's website, www.malibucity.org. The applicant is proposing a single-family residential development and OWTS on the property. Data from the geotechnical reports for this development needs to be included on the



ENGINEERING GEOLOGY SECTION
(213) 738-2161

Dist. Office 9.2
F_____ NF_____
SHEET 1 OF 1

GEOLOGIC REVIEW SHEET

COUNTY OF LOS ANGELES
DEPARTMENT OF ENGINEER–FACILITIES
550 SO. VERMONT AVE., LOS ANGELES, CA 90020

DISTRIBUTION:
_ Dist. Engineer
_ Geologist
_ Soils Engineer
_ Geol. Sect. File
_ Grading Section
_ _____

Tract/PM _____
Site Address 2553 Malibu Rd.
Location Malibu
Geologist Leighton & Assoc. Developer/owner D. Smith
Soils Engineer _____ Engineer _____

PLAN CHECK NO. OR DATE OF REPORT(S)

Review of:
☐ Grading P.C. No. _____
☐ Building P.C. No. _____
☐ Geologic Site Inspection Only P.C. No. _____
☐ Geologic Report Dated _____
☐ Soils Report Dated _____
☒ Geology & Soils Report Dated 3-29-83 (PM 11301(2-01)

Action:
☐ Plan is geologically approved
☐ Plan is not approved for reasons below
☐ Plan approved geologically subject to conditions below
☐ Submit plans for recheck
☒ Sec. 309 Code requirements met (not met)
☐ Sec. 308(b) 3c & e code requirements met (not met)

Remarks:
1. ☐ A consulting ☐ engineering geology, ☐ soils engineering, ☐ report(s) is required
2. ☐ All recommendations of the consulting ☐ geologist, ☐ soils engineer must be incorporated in the design or shown as notes on the plans.
3. ☐ The plan must be specifically approved by the ☐ consultant geologist, ☐ consultant soils engineer by ☐ letter-report and/or ☐ manual signature(s) with date(s) prior to approval by the Geology Section.
4. ☐ In-grading inspections must be made by the consulting ☐ geologist, ☐ soils engineer. ☐ Inspection reports must be submitted to the Geology Section for review monthly.
5. ☐ Rough grading must be approved by a ☐ final geology report, ☐ final soils engineering report prior to approval by the Geology Section. ☐ An As-Built Geologic Map must be included in the final geology report.
6. ☐ Foundation and/or wall excavations must be inspected and approved by the consulting ☐ geologist, ☐ soils engineer, prior to the placing of steel or concrete.
7. ☐ The County Engineer Soils Engineering Section's ☐ approval is required ☐ requirements attached ☐ conditions of approval are attached ☐ approval attached (dated _____)
8. ☐ Show all proposed tentative corrective devices (e.g. buttress, stability fills, subdrains, etc) on the plan.
9. Add items _____ and _____, above, as notes to the plan.

Site is within a currently active landslide. Consultants' report does not contain substantiating data to support their opinions. Based on equivocal opinions in above report, the site would not affect offsite property. Landslide parameters are poorly defined. Movement rates vary considerably within this landslide. Movements of 5+ feet have recently occurred. This structure is near the landslide boundary. Thus, structures east of remedial repair may be affected by modifying the nature of the landslide movement. Deflections immediatly adjacent to piles may be only 3 diameters but other characteristics of the landslide may be modified which are not evaluated in above report. There is little or no available data in the profession upon which to evaluate the effect of such a system on the surrounding landslide movement.

Prepared by D. Knudsen Reviewed by _____ Date 3-30-83

76G30 – PS 3-82

7. Means of Egress, NEW RISK no means of escape in an emergency event

Currently residents may run up the hill to escape an emergency event, but an unusually long

structure would block egress. Two structures would allow a gap that would allow residents to escape between the two. Consider resident safety in consideration of the lot tie.

8. New Geotechnical Information Submitted

We have transmitted new geotechnical information from Don Kowalewsky to Josh Feffer. Don Kowalewsky stated this would typically be used as data in the design. The design may change as a result of this new data. Any revised conclusions or recommendations should be formally incorporated into the public record and fully analyzed prior to any approvals. Josh Feffer should advise if the design will change as a result of this new information.

9. Pacific Coast Land Consulting Peer Review(PCLC) and Alternative Soldier Pile Design

Pacific Coast Land Consulting (PCLC) has provided a peer review and additional comments suggesting that soldier piles may instead be added farther down the hill through easements. Such an alternative design would involve shorter piles, reduced construction complexity, and potentially lower cost, while providing more effective stabilization and protection for adjacent properties.

This proposal is not intended to provide free structural support to weak soils on neighboring properties. Rather, it is a practical engineering alternative that would allow Richard to construct shorter piles — but still to the embedment depth recommended by PCLC — thereby achieving appropriate stabilization while reducing unnecessary construction costs and impacts.

PCLC's peer review comments on Feffer reports have not been fully reviewed or addressed.

Geotechnical reviews from 25341 Malibu Road direct the applicant to refer to this development data, if there are deficiencies in this project it will be reflected in other projects:



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GEOTECHNICAL REVIEW SHEET

Project Information

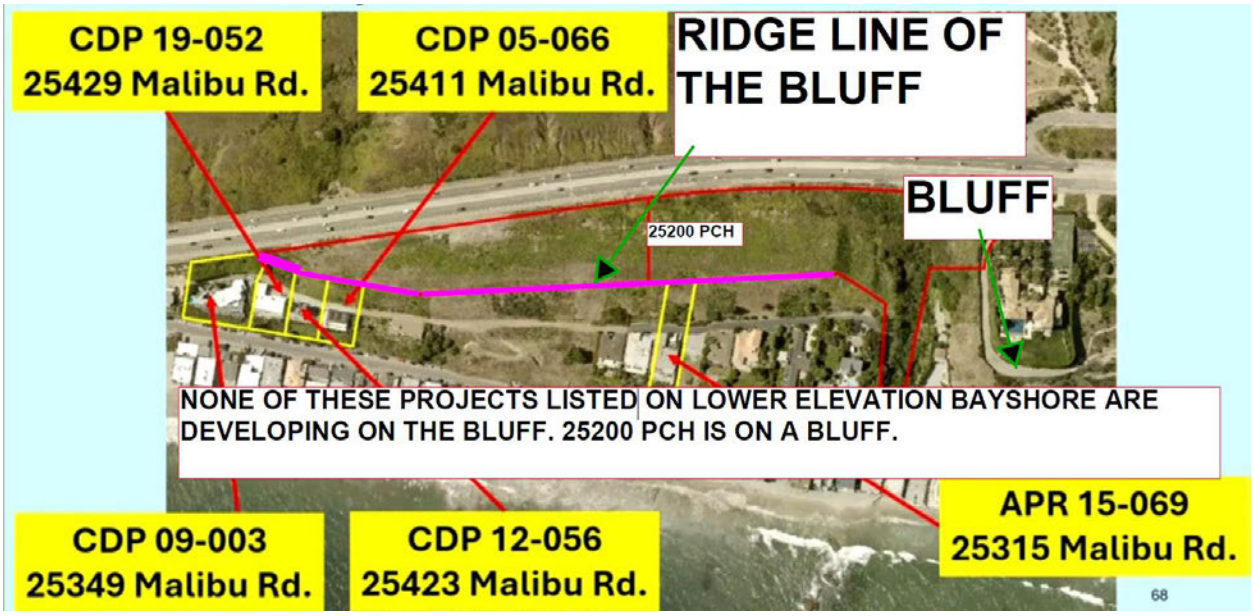
Date:	December 13, 2024	**Review Log #:**	**4922**
Site Address:	25341 Malibu Road		
Lot/Tract/PM #:	n/a	**Planning #:**	**CDP 22-023 P2**
Applicant/Contact:	Larry Lachner, dynamobuild@yahoo.com	**BPC/GPC #**	
Contact Phone #:	626-391-1259 **Fax #:**	**Planner:**	**Gina Paolini**
Project Type:	New single-family residence, Onsite Wastewater Treatment System (OWTS)		

Submittal Information

Consultant(s)/Report Date(s): *(Current submittal(s) in Bold.)*	Helfrich Associates (Helfrich, GE 389; George, CEG 2516): **2-7-2024**, 5-10-2021. Ensitu Engineering, Inc. (Yaroslaski, RCE 60149): 11-10-2021 **2nd Planning Submittal** **Architectural Plans prepared by Dynamo Constructors, Inc. dated November 14, 2024.** **Total Grading Yardage Verification Certificate by Richard Doss dated 11-6-2024.** **Civil Plans prepared by Pacific Coast Civil, Inc. dated November 6, 2024, 4 sheets.** OWTS Conformance Review Design plan prepared by Ensitu Engineering, Inc. dated November 7, 2021. Landscape and Irrigation plans prepared by Manuel Garcia Landscape Architect dated May 16, 2022, 3 sheets.
Previous Reviews:	7-29-2022; Ref: Environmental Health Review Sheets dated 12-5-2024 and 7-28-2022

10. Opportunity to View Impacts Through Easements
Residents have indicated that Richard could remove approximately five to ten feet from the top of the hill to allow grading for more views and a compliant fire truck turnaround. In order to facilitate this alternative, the residents may be willing to give easements or dedications allowing the applicant to remove up to six to ten feet of soil where necessary. This option does not appear to have been examined.

11. Project is on a Bluff and requires Bluff setbacks. The projects the applicant listed are lower elevation, this project is actively eroding, unstable and is very steep and is on the seaward side of PCH and is subject to the Bluff setback. All of these projects are on Bayshore at a lower elevation and none of these projects are developing on the bluff. 25200 PCH is on a bluff and is subject to the setback required.



12. Lot Tie creates NEW RISKS with a larger structure rather than two smaller structures. The applicant has a Land Use Attorney that is able to put together legal description for two lots if he wanted to have two lots. If he wants one lot he would draft up a lot tie with the same attorney. The joining of the two lots is at the discretion of the City. Please consider what it means to the City and the residents when the two lots are joined in terms of life safety as well as to the expansive iconic views that will be lost forever into private hands.

13. Least environmentally damaging feasible alternative would be two smaller structures one on each lot that are set back closer to PCH.

14. Incomplete and Inaccurate Renderings and Story Poles, what are we getting exactly?
The renderings provided are not accurate representations of the project, site plans, plans and many exhibits(letters of support) remain outdated. In addition, the story poles have not been

updated to reflect the current proposed design. As a result, neither the City nor the public is receiving an accurate representation of what is being presented or evaluated. The City cannot properly assess visual massing, grading impacts, or structural relationships to the slope without accurate and comprehensive materials.

For example the two renderings from the last staff report to this one, the roof heights are identical:







15. Here is an alternate plan that is moved back North from the landslide areas with less water features. Pushing closer to the berm would allow for more public views.



For these reasons, we respectfully request that the City require:

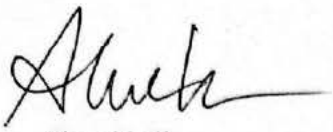
- No instability caused by the project onto adjoining properties via irrigation or soil pressure
- Complete and accurate up to date representation of the project, including plans, elevations, renderings, site plans, and all documentation presented in the staff report.
- Variance is required as a result of shifting the soldier piles

This project is located within a known landslide area and sensitive coastal environment. Any approval must ensure long-term stability, protection of views, proper stormwater management, and safeguarding of neighboring homes consistent with Malibu Development requirements and fundamental life-safety standards. Currently we are trading one risk for another, no risk in the form of irrigation water or instability caused by the development should be allowed to cross the property line.

We appreciate the City's careful attention to these matters and respectfully request thorough review before any further approvals are granted.

Sincerely,

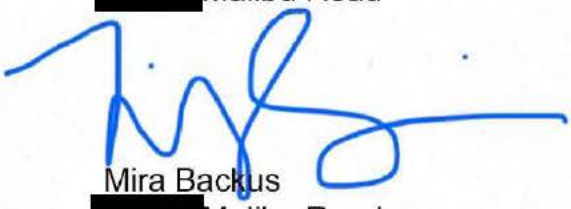
Concerned Citizens of Malibu Road, Inc.



Alex Hall
[redacted] Malibu Road



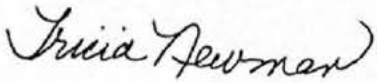
Beatta Skulski
[redacted] Malibu Road



Mira Backus
[redacted] Malibu Road



Jun Fujita Hall
[redacted] Malibu Road



Tricia Newman
[redacted] Malibu Road



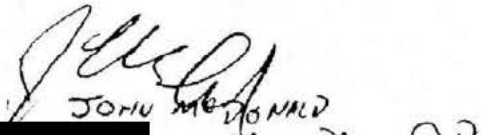
Christopher Backus
[redacted] Malibu Road



Alma Bilujus
[redacted] Malibu Road



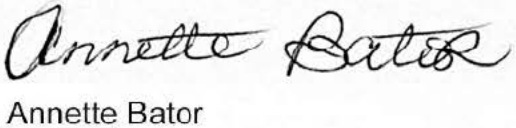
Andrew Grombiner
[redacted] Malibu Road



John McDonald
[redacted] Malibu Rd



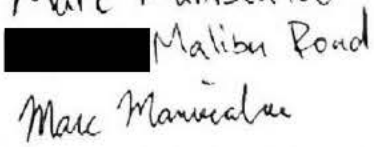
Sharone Karsh
[redacted] Malibu Road



Annette Bator
[redacted] Malibu Road



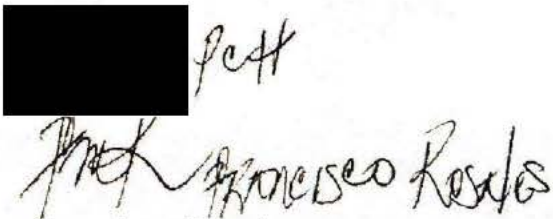
Chase Morgan
[redacted] Malibu Rd



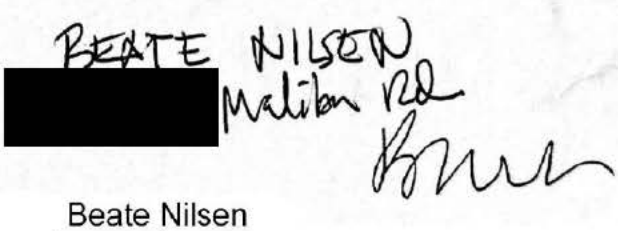
Mark Maniscalo
[redacted] Malibu Road



Janice Burns
[redacted] Malibu Road



Francisco Rosales
[redacted] Pacific Coast Highway



Beate Nilsen
[redacted] Malibu Road

Alan Martin.
[redacted] Malibu Rd

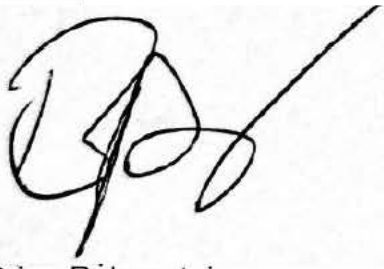
Alan Martin
[redacted] Malibu Road

Alfredo Trento
[redacted] PCH Malibu

Alfredo Trento
[redacted] Pacific Coast Highway

Graham Casden
[redacted] Malibu Rd

Graham Casden
[redacted] Malibu Road



Brian Rubenstein
[redacted] Malibu Road

Paulie Boyle
[redacted] Malibu Rd.

Paulie Boyle
[redacted] Malibu Road

Jeremiah Pearson

Jeremiah Pearson
[redacted] Valmere Dr

Stacey Karp

Stacey Karp
[redacted] Malibu Rd

Amanda Goldberg
[redacted] Malibu Rd

Amanda Goldberg
[redacted] Malibu Road

Charlotte Quinn
[redacted] Malibu Rd [redacted]

Charlotte Quinn
[redacted] Malibu Road #3

Mia Hall

Mia Hall
[redacted] Malibu Road

[redacted] Malibu Rd Trust
[redacted] Malibu Rd

Goldberg Family/[redacted] Malibu Road Trust
[redacted] Malibu Road

Robin Trento
[redacted] PCH. Malibu

Robin Trento
[redacted] Pacific Coast Highway

Chuck Phillips
[redacted] Malibu Rd

David Isackson

David Isackson
[redacted] Malibu Rd

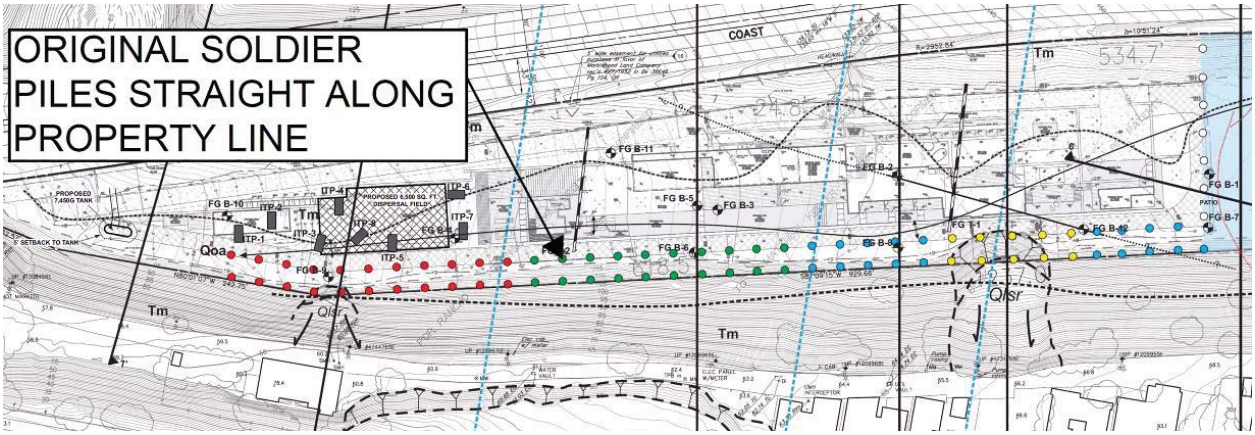
Pacific Coast Land Consulting
Engineering Geologic Services

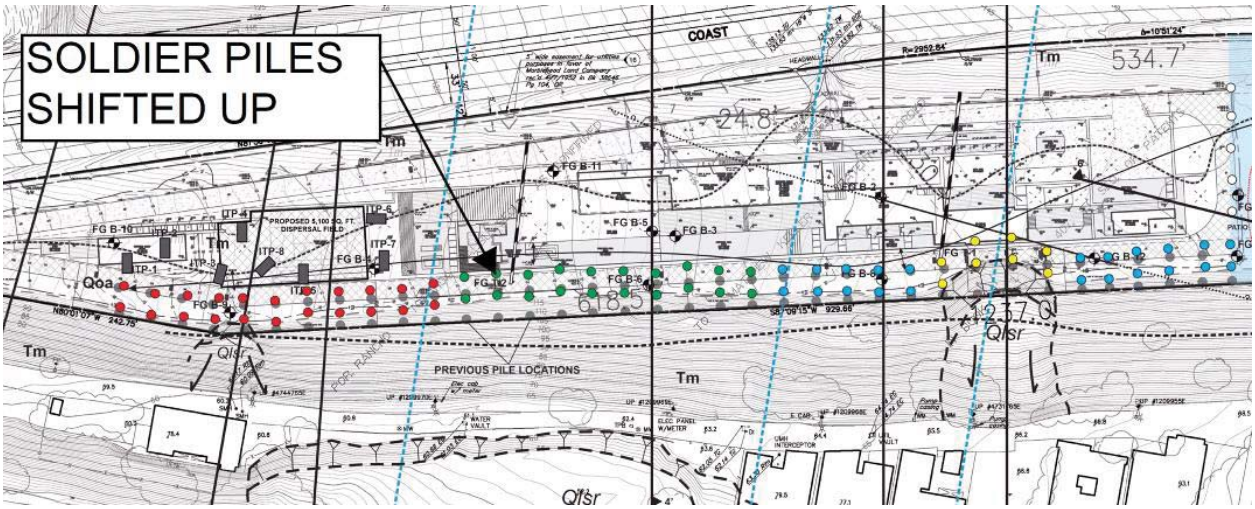
City of Malibu **February 16, 2026**

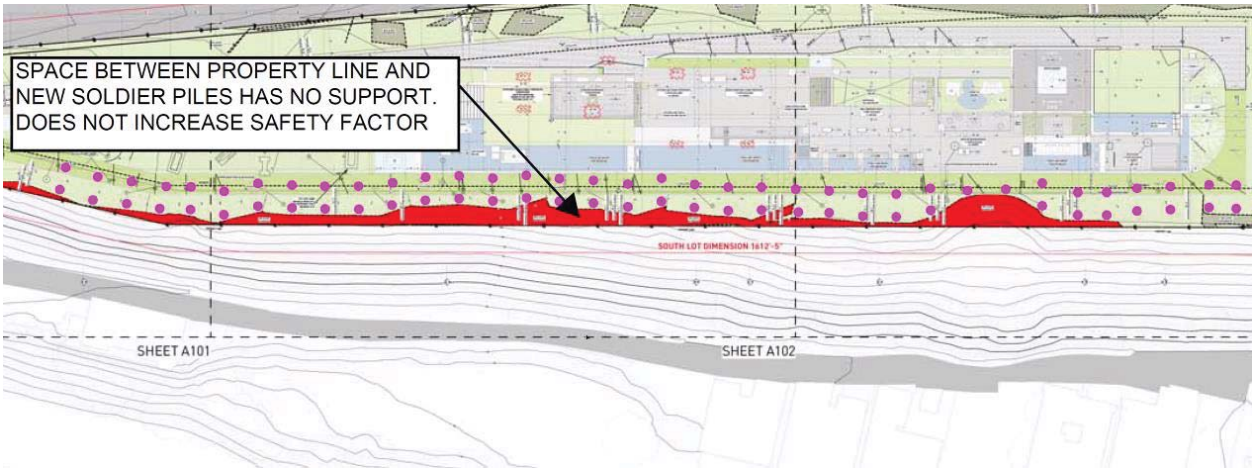
Subject: Slope Stabilization and Protection of Residents

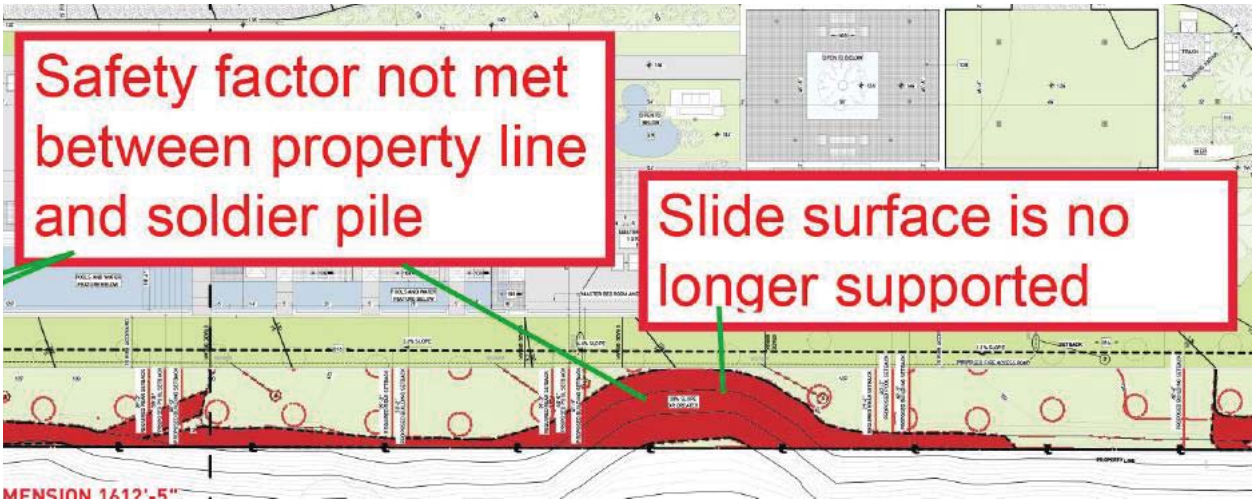
25200PCH Soldier Piles relocated North no longer providing Safety Factor due to the shift

When the soldier piles were moved uphill per January 6, 2023,Feffer report, they were shifted uphill from the property line without a new analysis of the unsupported area. The shift created an area between the property line and soldier piles that does not add any stabilization to meet the required safety factor. Moreover, by relocating the piles outside of the two recent landslides slide Qlsr, the piles no longer function to stabilize the identified slide mass north of the property line within the property 25200 PCH. **<u>This will changes the stability analysis and will now require a variance.</u>**









There are already 2 failures on the slope that originate from the subject property. That are not addressed nor stabilized.

The lack of stabilization withing the subject property coupled with the future infiltration of water presents an elevated risk of failure and a threat to property and life for residents below the proposed development.



Ralph Jeffery

Pacific Coast Land Consulting

CEG 1183 RG 3815

FEFFER
GEOLOGICAL CONSULTING

January 6, 2023 File No. 1992-75

Weintraub Real Estate Group
[redacted]
Malibu, CA 90264

Subject: **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

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

Dear Mr. Weintraub:

As requested, Feffer Geological Consulting is providing this addendum letter to address the proposed soldier pile and tieback stabilization system required for site development. This firm previously prepared slope stability analyses to evaluate the overall gross static and seismic stability of the descending slope. Based on multiple iterations of the slope stability analyses under worst-case scenarios and evaluation by the City reviewers, we determined that the site could be stabilized by utilizing two rows of soldier piles and tieback anchors.

Originally, the soldier piles and tieback anchors were planned to be located along the southern property line, and therefore some of the piles would be located on a small portion of the descending slope. It is our understanding that the construction of the stabilization system on the descending slope would require a variance from the City of Malibu.

In order to remove the need for a variance and allow development to move forward, the proposed stabilization system will be shifted slightly north and to the top of the slope. Based on a detailed review of the updated plans and discussions with the project structural engineer, it is our opinion that the minor shift in location for the proposed stabilization system will not impact the proposed development and will not negatively impact or reduce the integrity of the stabilization system. The slight adjustment in pile locations will not negatively affect the overall gross stability of the site.

The proposed stabilization system has been conservatively designed for worst-case scenarios under both static and seismic conditions. The depths and widths of the proposed stabilization piles are not expected to change substantially. However, the final design details will be thoroughly reviewed by this firm and the structural engineer during plan

check. Therefore, the proposed location for the stabilization system is acceptable from a geotechnical perspective.

The site map illustrating the location of the previous pile locations, and the new pile locations is attached. A copy of the updated plans showing the location of the soldier piles and tieback anchors is attached at the back of this letter for reference.

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



Dan Daneshfar
Principal Engineer
P.E. 68377



Distribution: Addressee– (1)

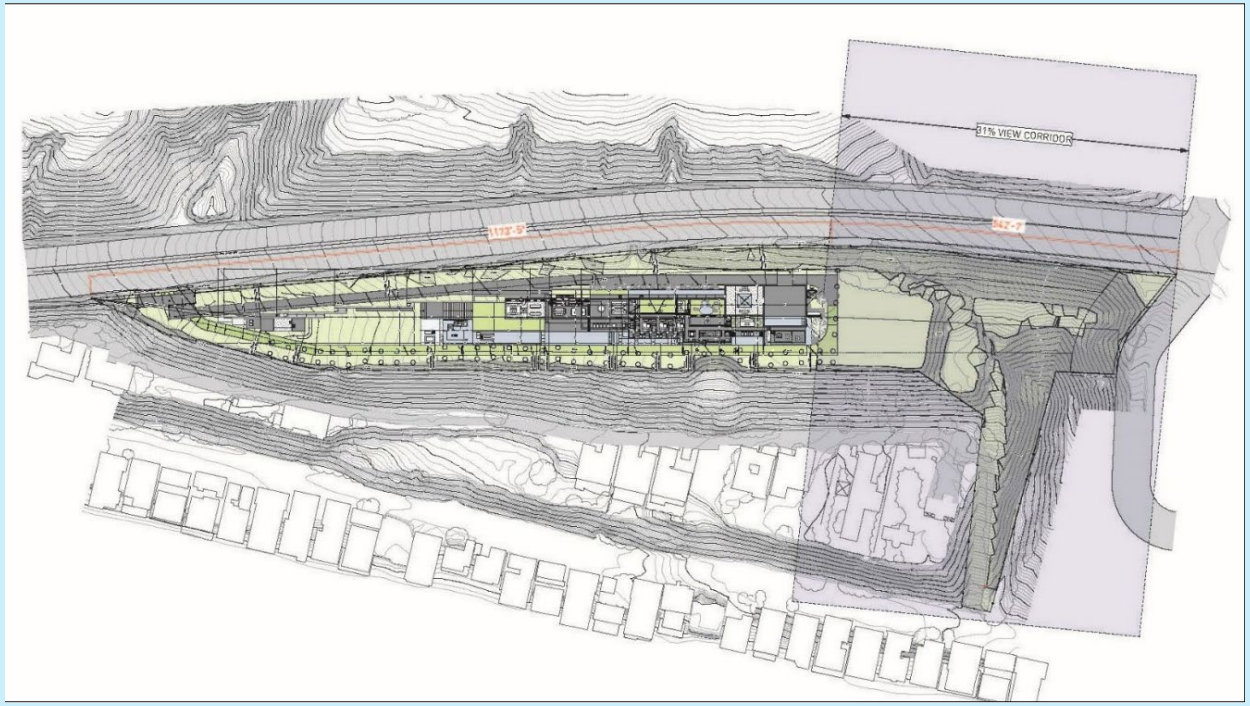
Item 4A - CDP 19-012 - 25200 Pacific Coast Hwy.



Presentation before the
Malibu Planning Commission
February 17, 2026

SCHMITZ & ASSOCIATES INC.

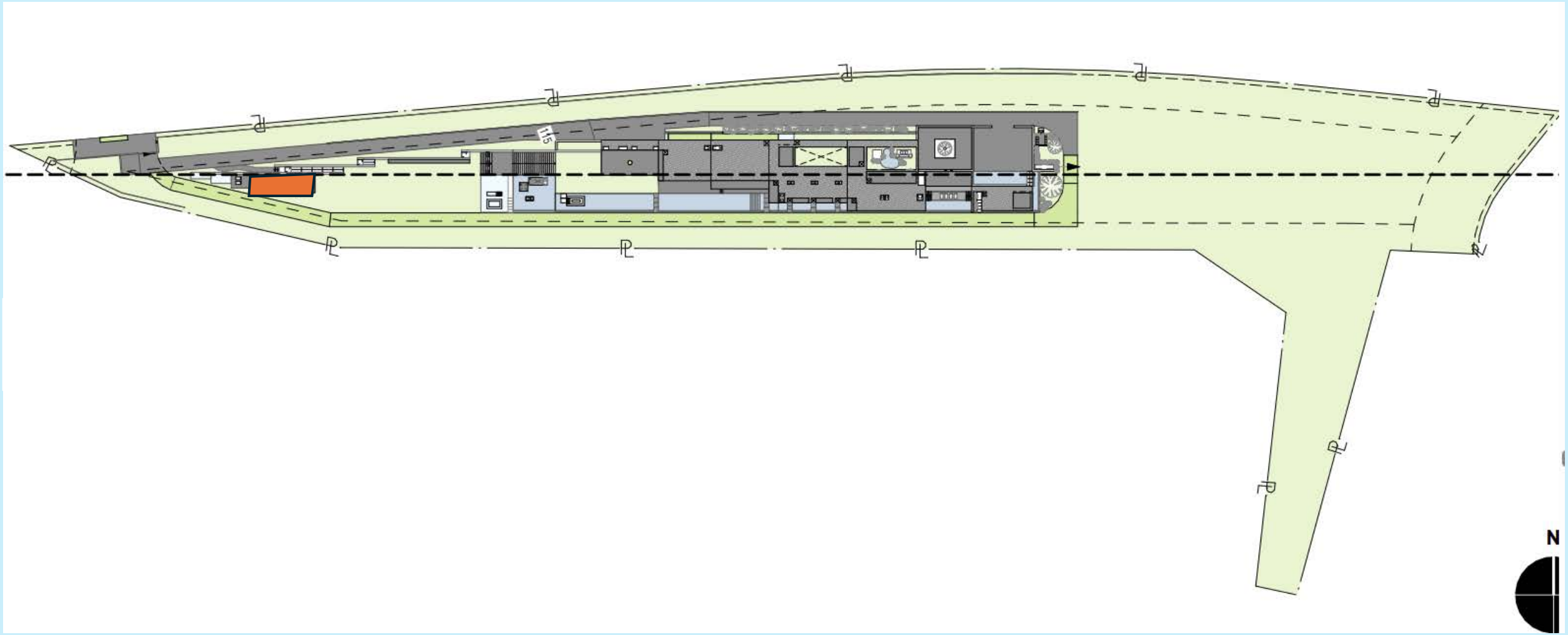
Revised CDP Application



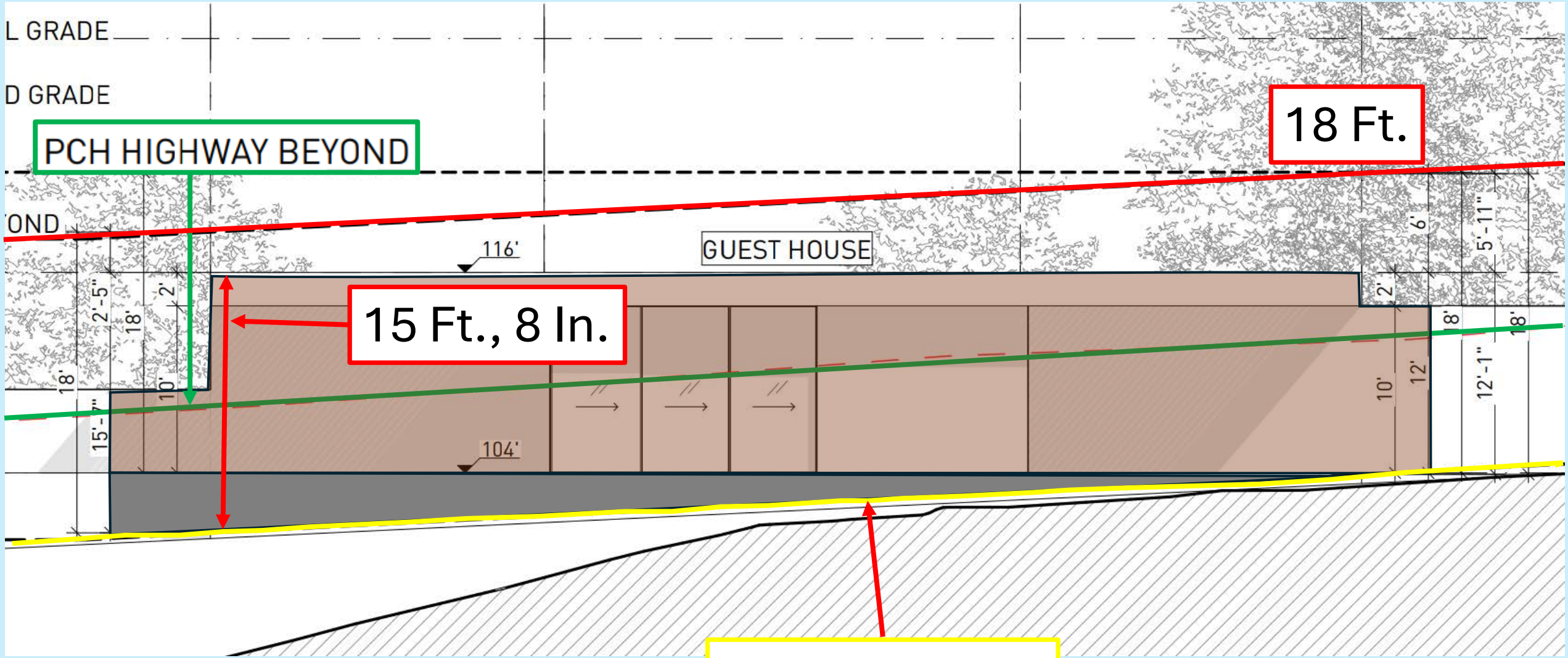
Project revised in January 2026 to:

- Lower Pad and Structure Height by 2 Feet
- Lower Height of Structure Protruding Above The Berm
- Eliminate Guest House from Proposed Development Scope
- Reduce TDSF by 465 square Feet

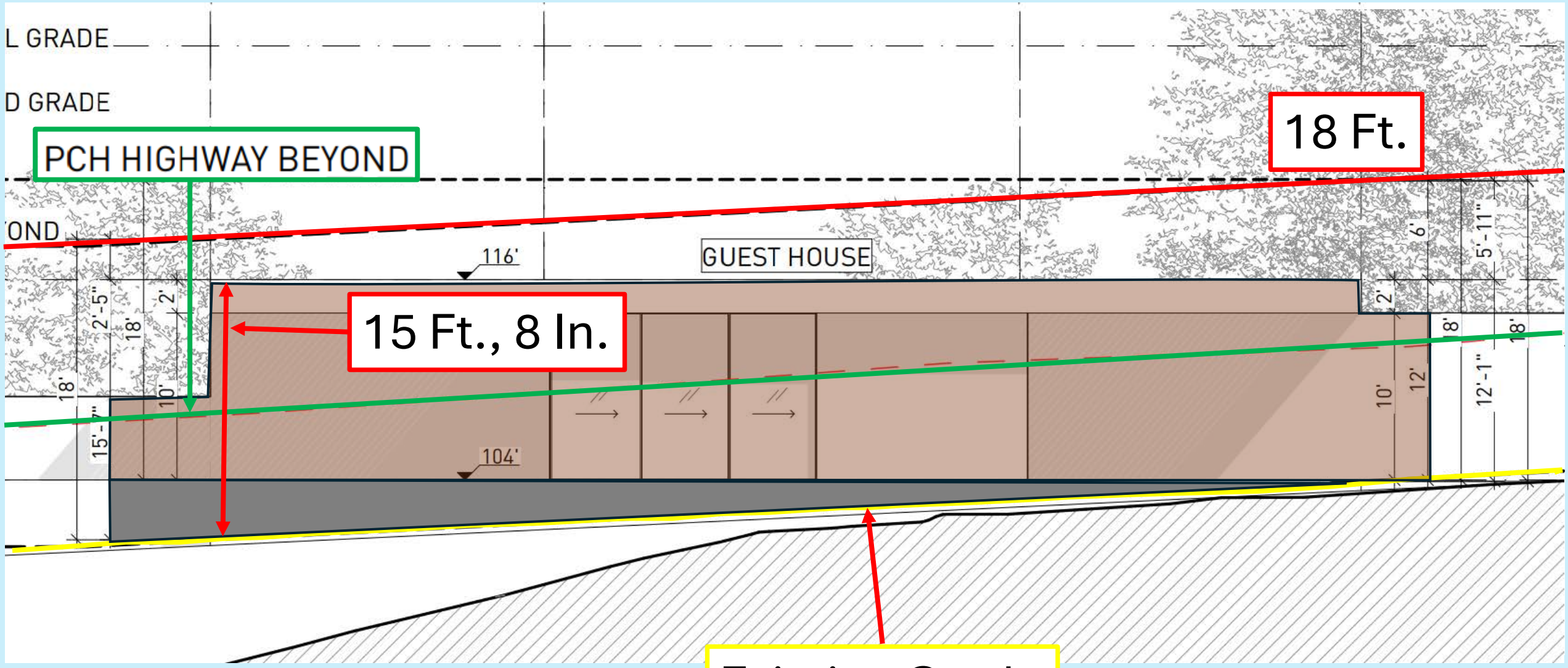
Proposed Guest House



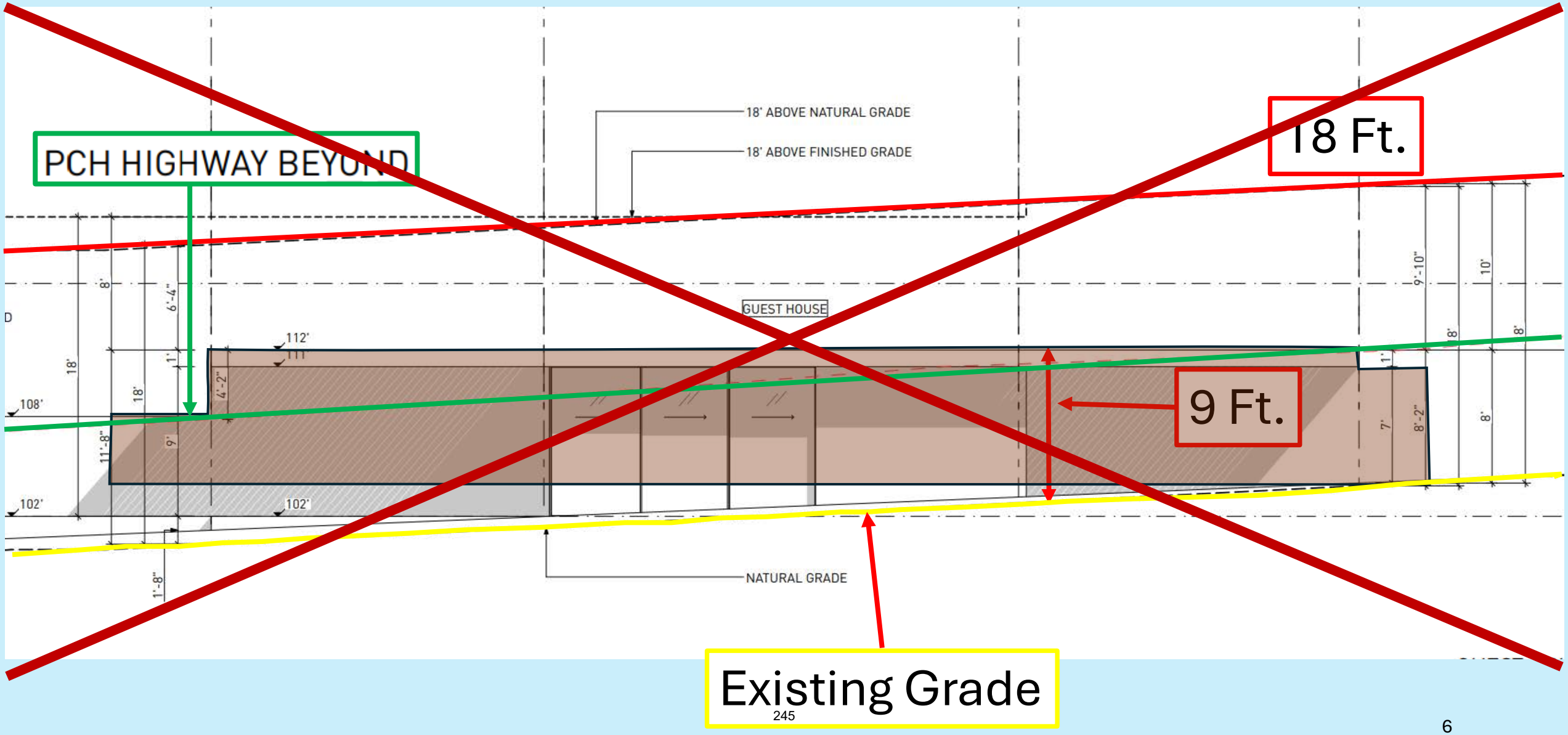
Guest House Height Originally 15 Feet, 8 Inches



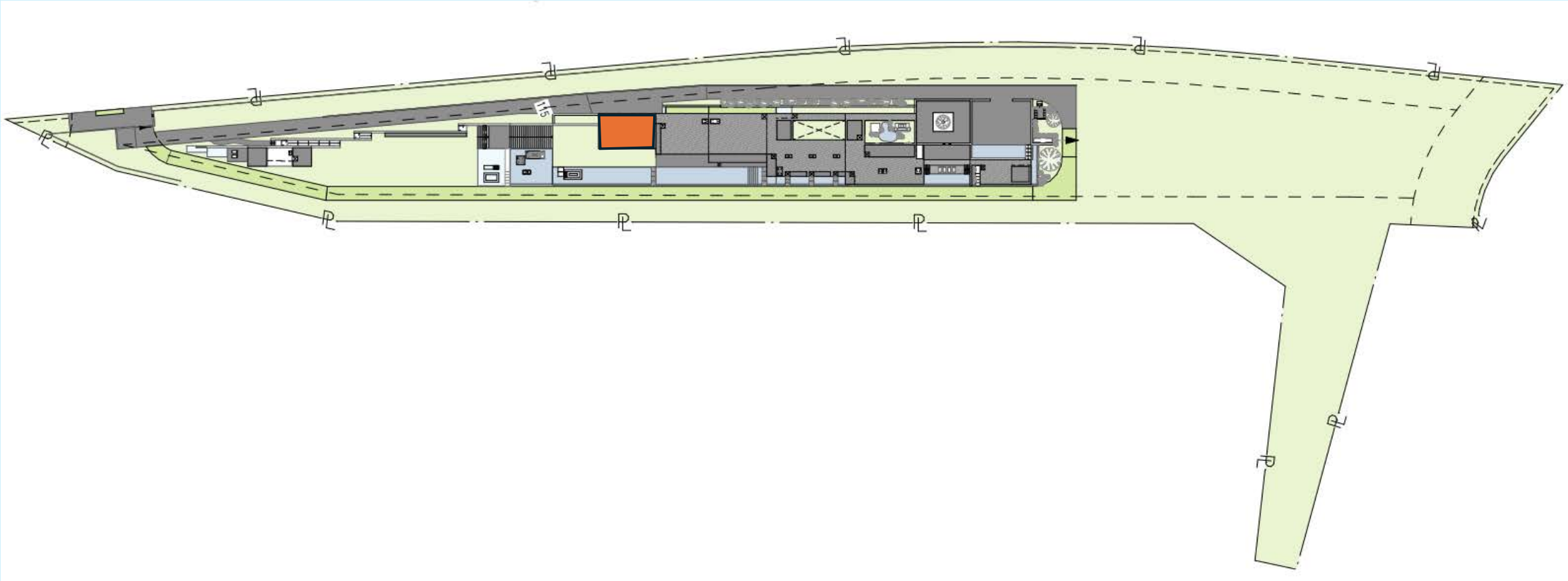
Guest House Height Originally 15 Feet, 8 Inches



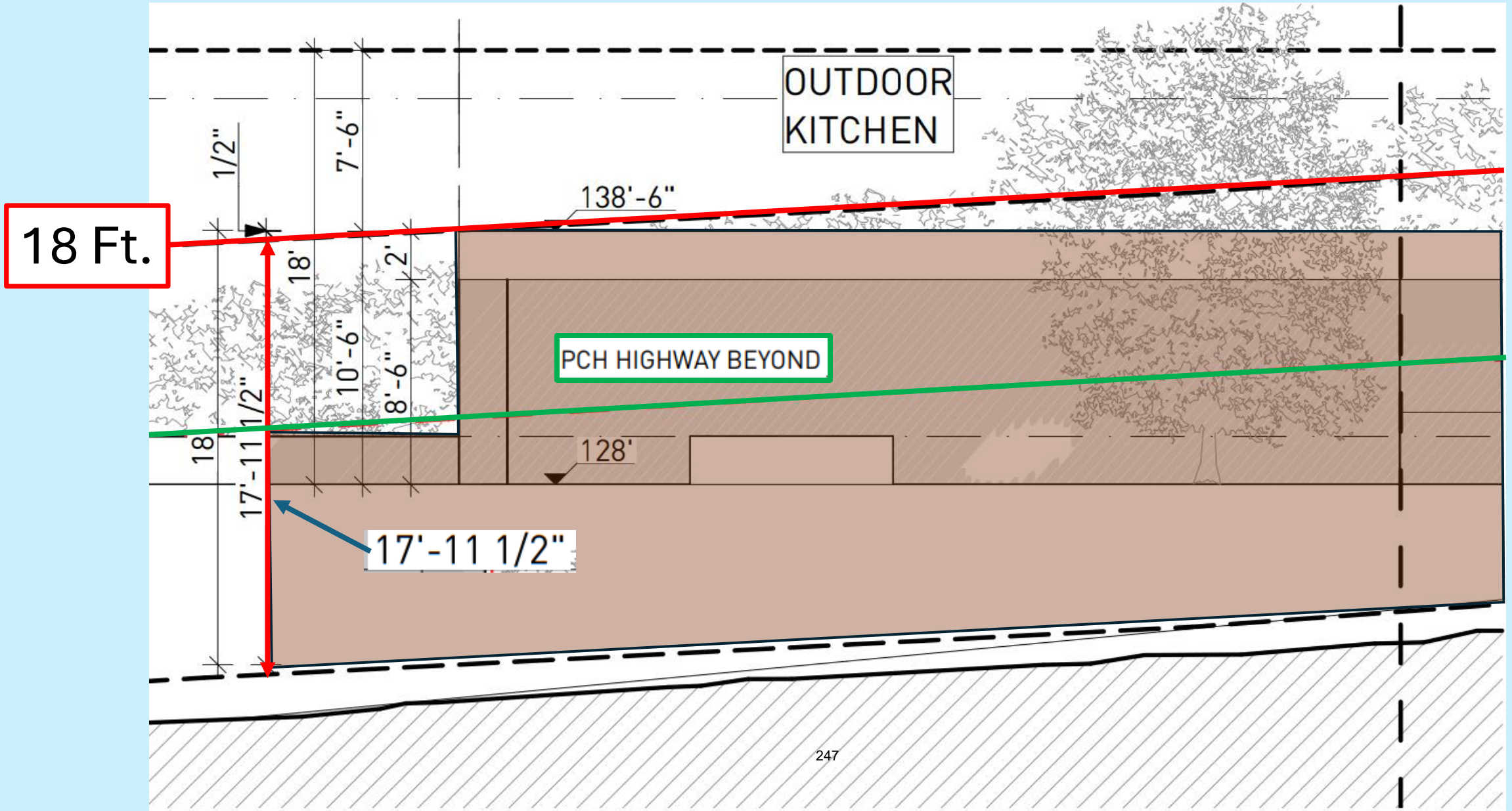
Guest House No Longer Part of Application



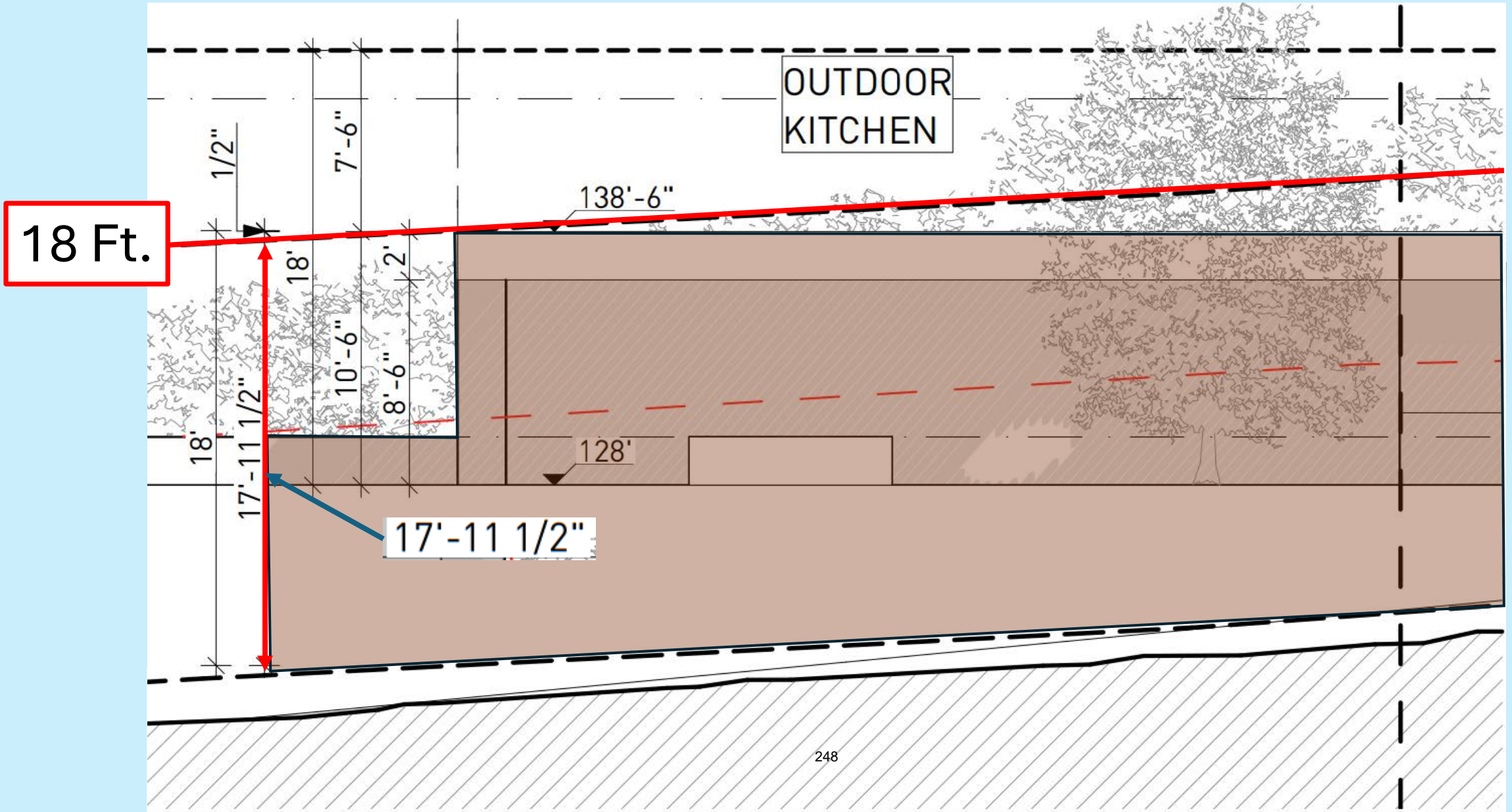
Proposed Outdoor Kitchen



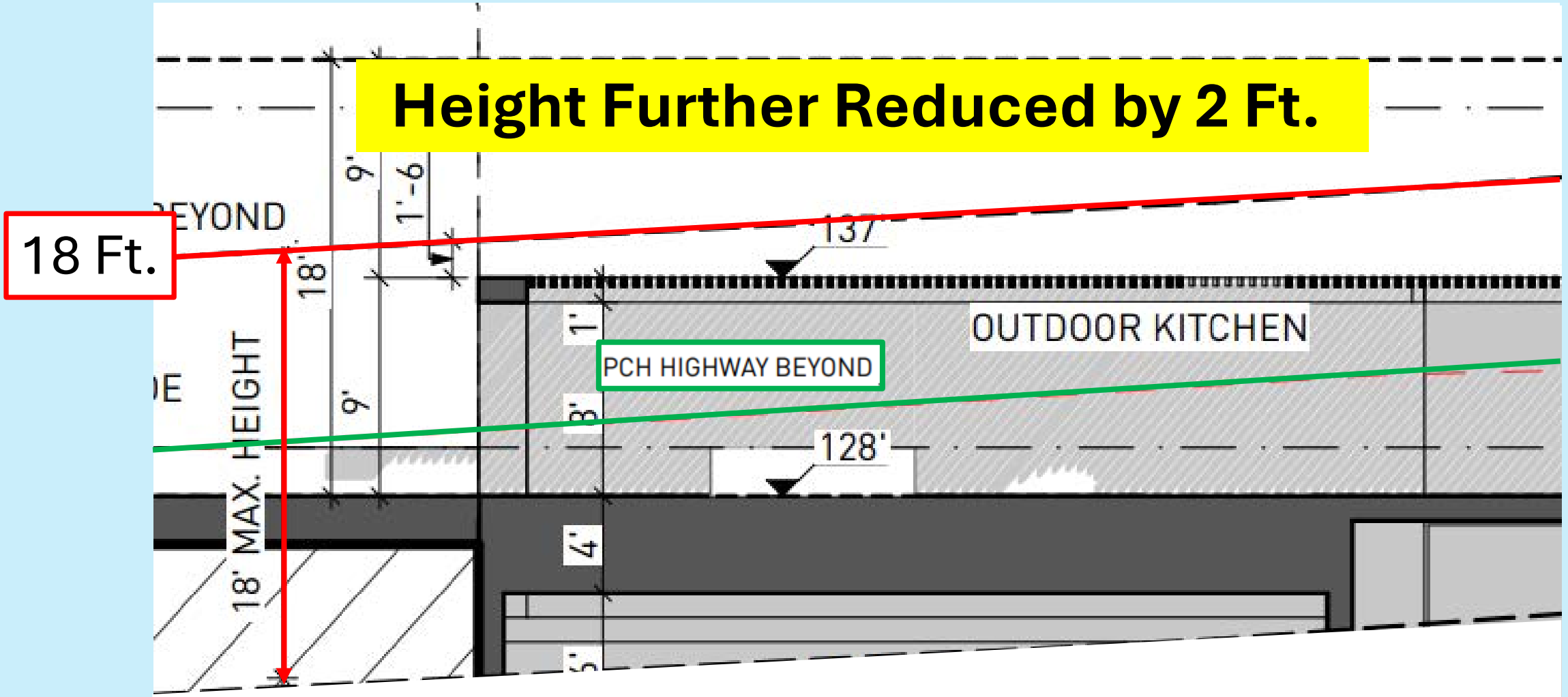
Outdoor Kitchen Originally 17ft., 11 in. Tall



Outdoor Kitchen Reduced to 16ft., 5.5 in. Tall



Outdoor Kitchen Reduced to 14ft., 6 in. Tall



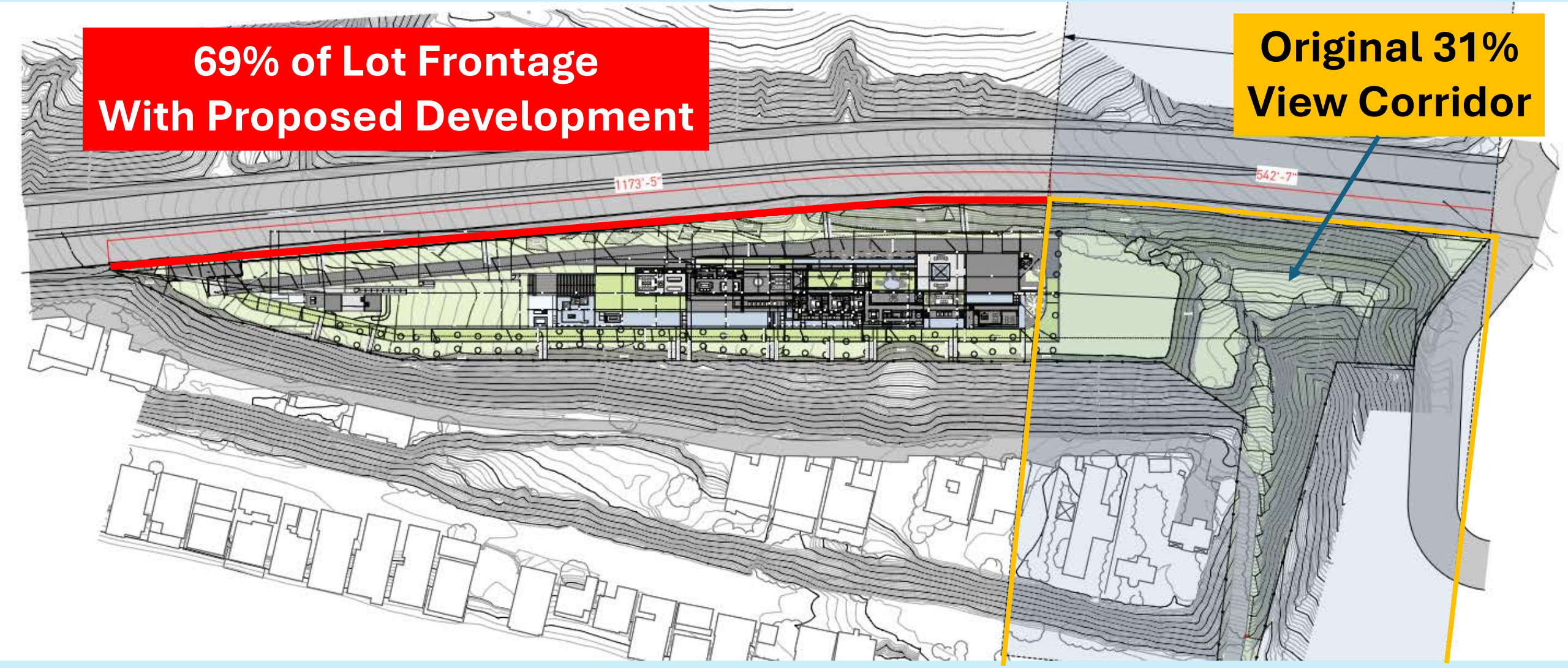
Public View Protection



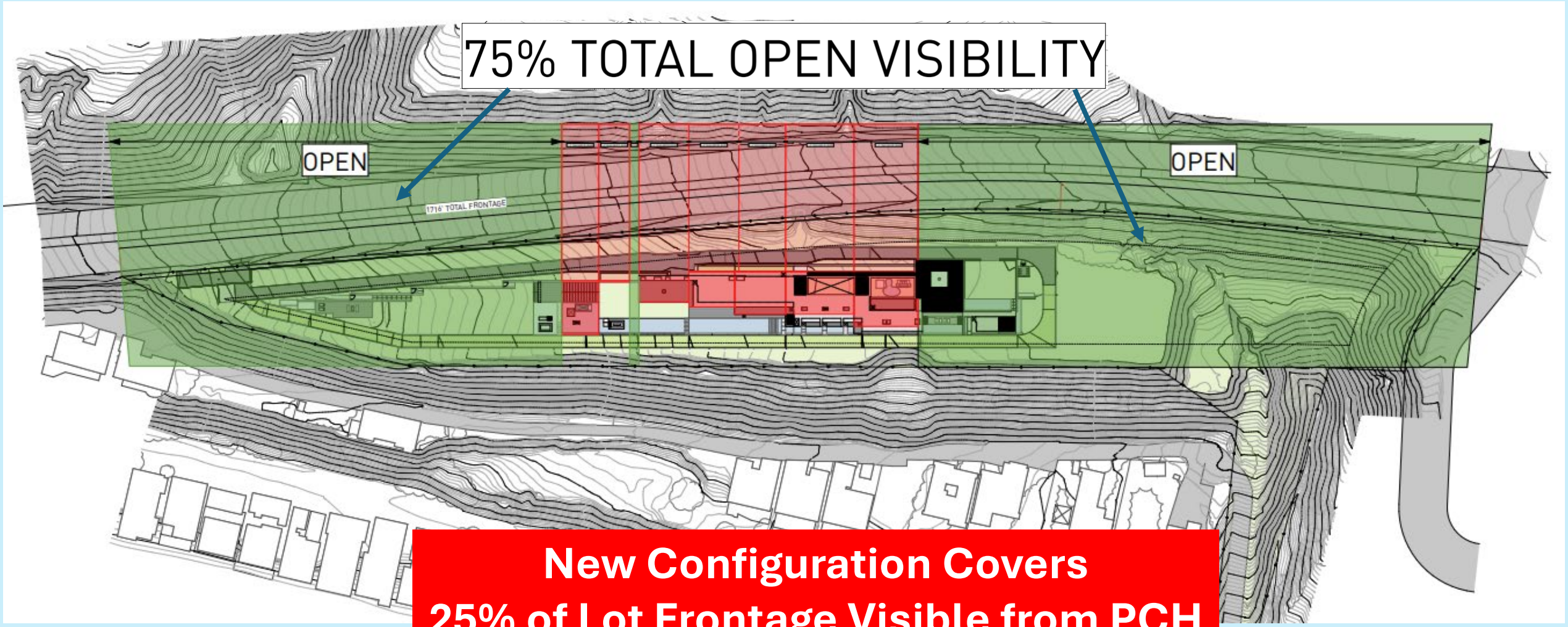
Original View Corridor Added to Protect Public View



Proposed Development Consisted of 69% of Lot Frontage

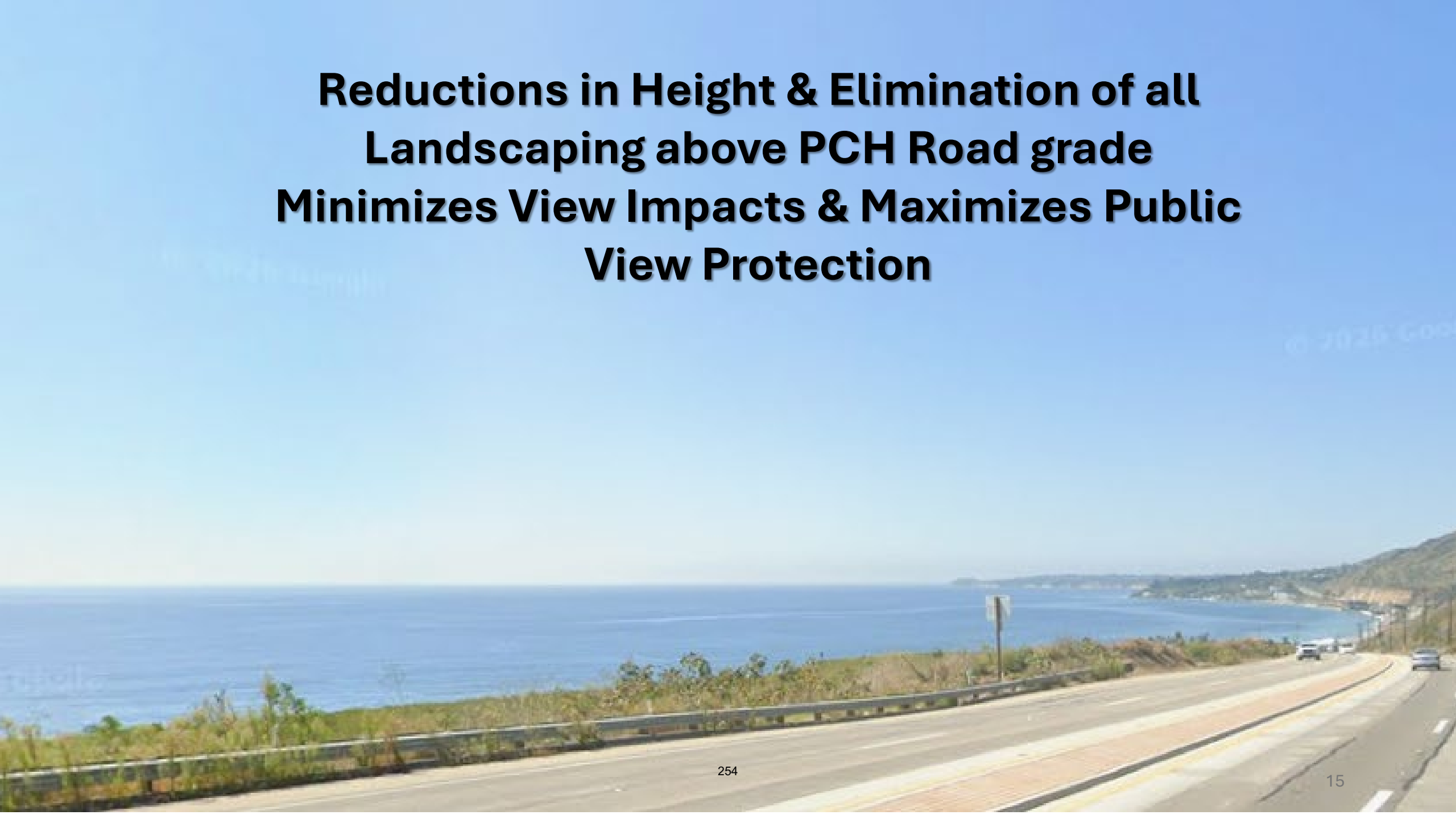


Proposed Development Consisted of 69% of Lot Frontage



New Configuration Covers
25% of Lot Frontage Visible from PCH

Reductions in Height & Elimination of all Landscaping above PCH Road grade Minimizes View Impacts & Maximizes Public View Protection



THANK YOU

Project Application

Commission Agenda Report

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

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).

lot consisting of two Assessor Parcel Numbers (APNs) (4459-013-021 and 4459-014-

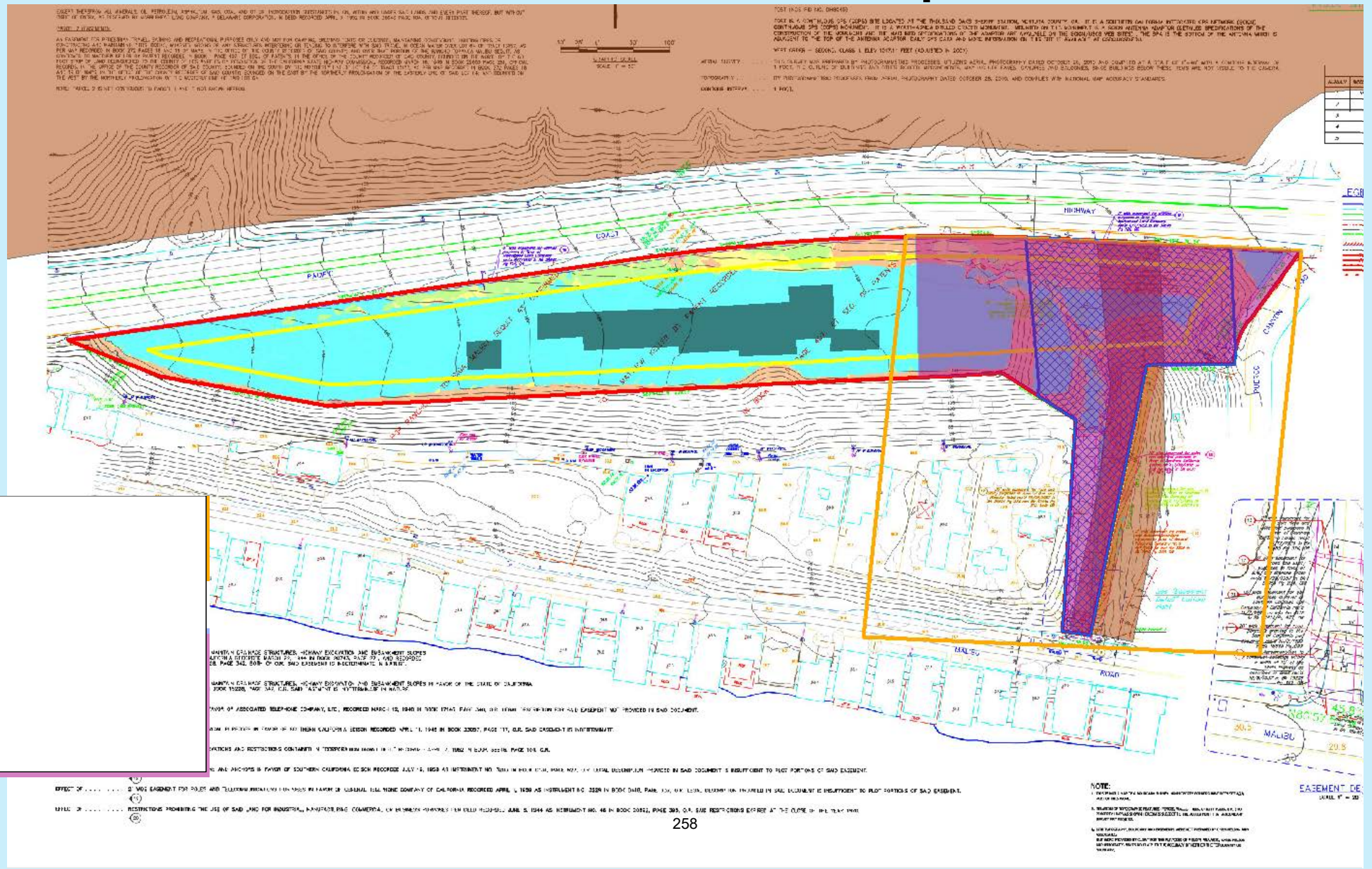
NO DISCRETIONARY REQUESTS

February 2026 Zoning Conformance Table

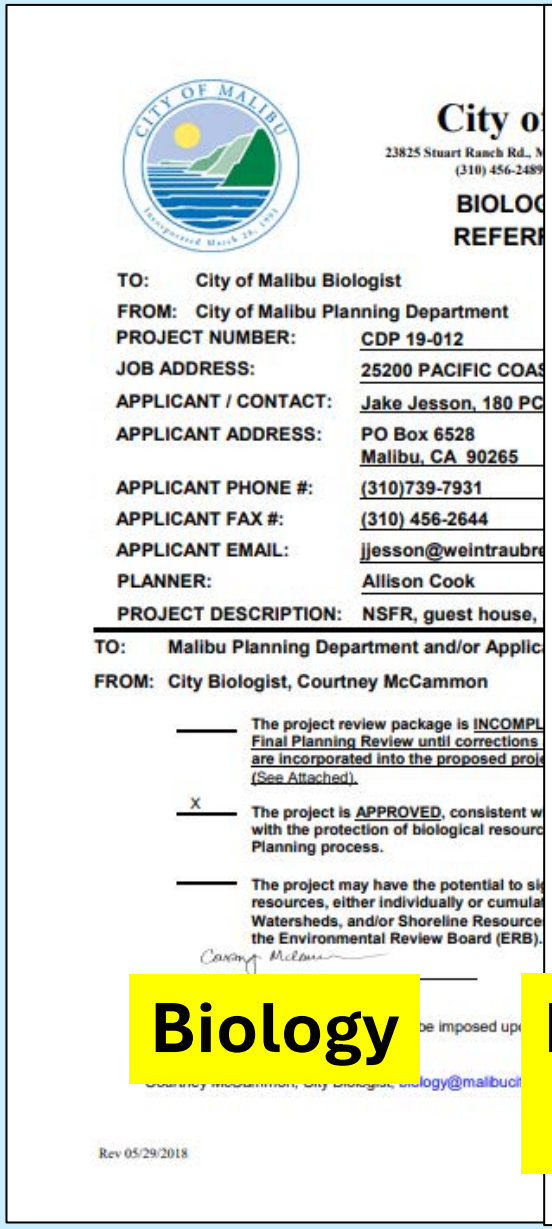
Table 2 – Zoning Conformance			
Development Requirement	**Allowed/ Required**	**Proposed**	**Comments**
SETBACKS			
Front Yard	38 ft., 10 in. (min.)	53 ft., 8 in.	Complies
Rear Yard	29 ft., 2 in. (min.)	37 ft., 1 in.	Complies
Side Yard (Minimum 10%) East	57 ft., 7 in. (min.)	462 ft., 8 in.	Complies
Side 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
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

PROJECT COMPLIES WITH ALL DEVELOPMENT STANDARDS; IT'S A **CLEAN SHEETS** PROJECT

Constraints Map



Project Received Requisite Departmental Approvals



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/or Applic
FROM: City Biologist, Courtney McCammon

___ The project review package is INCOMPL Final Planning Review until corrections are incorporated into the proposed proj (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 cumula Watersheds, and/or Shoreline Resource the Environmental Review Board (ERB).

Courtney McCam

be imposed up

Courtney McCammon, City Biologist, biology@malibuci

Rev 05/29/2018

Biology

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

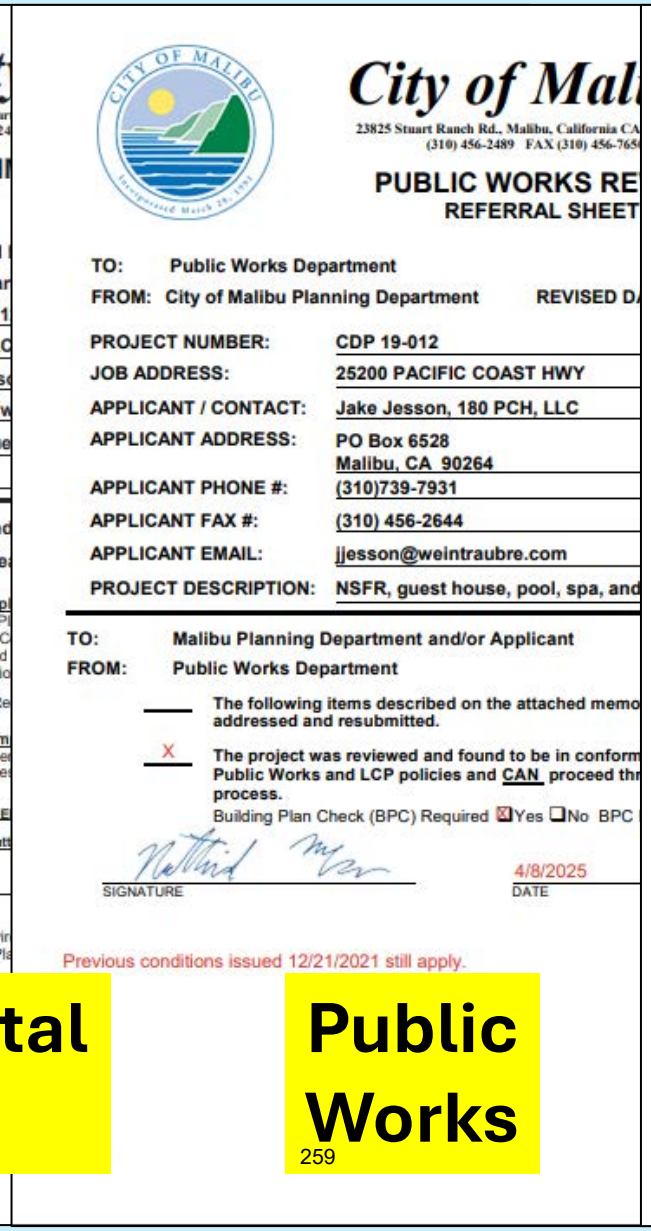
___ Conformance Review Incom
Planning stage review comme
review sheet(s) shall be addre

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

Environmental Health



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.

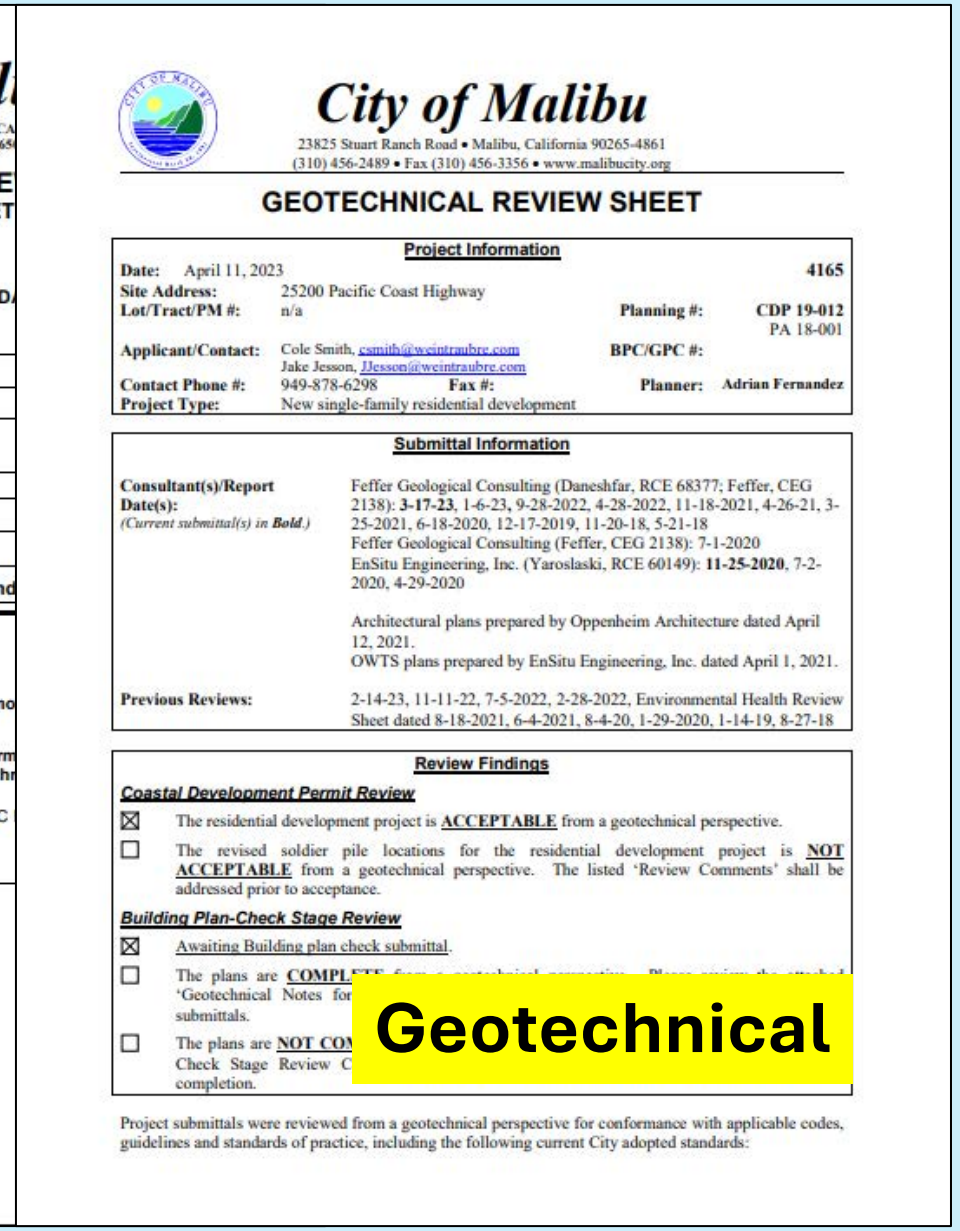
Building Plan Check (BPC) Required ☒Yes ☐No BPC

SIGNATURE

4/8/2025
DATE

Previous conditions issued 12/21/2021 still apply.

Public Works



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:

Geotechnical

No Site Plan Review and No Minor Modification, Therefore, Neighborhood Character Findings are Not Required.

NEVERTHELESS…..

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

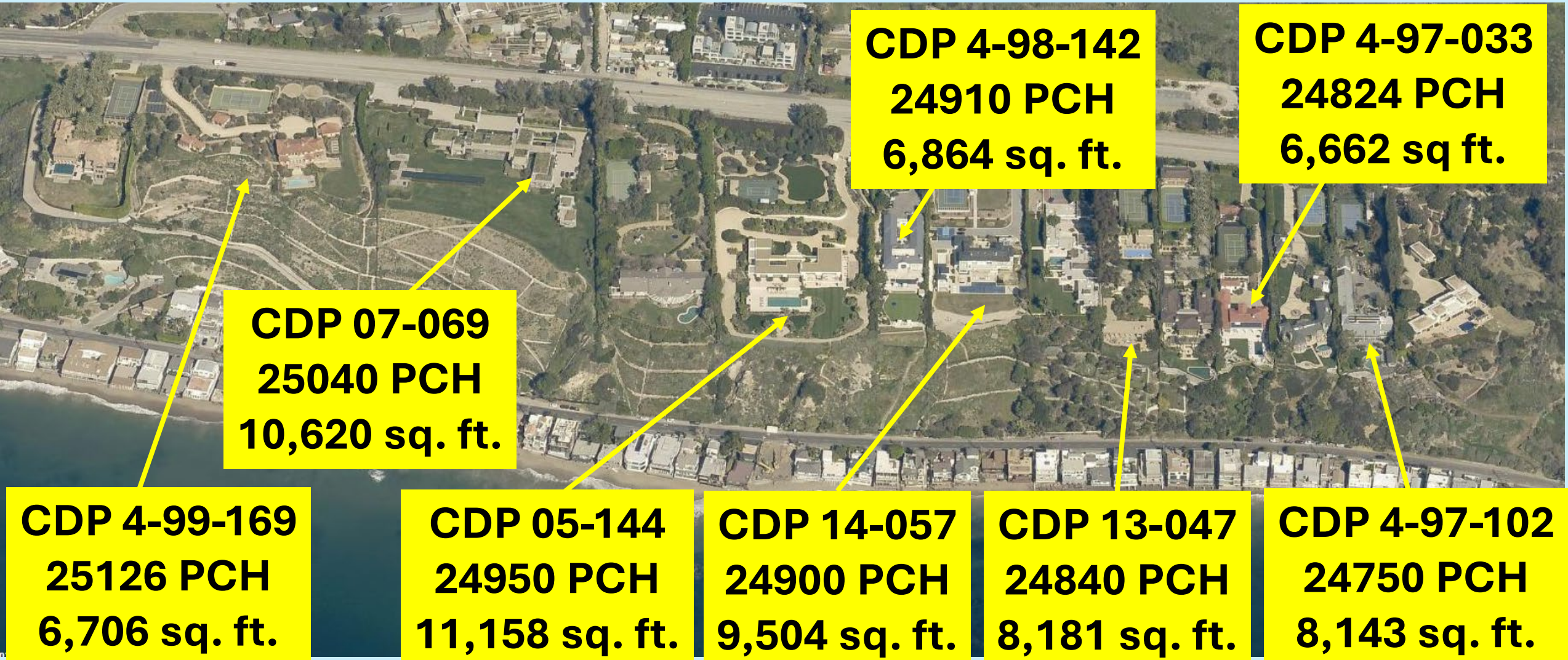
13 Properties with CDPs Approved Since Coastal Act Implemented in 1976

262

5 Projects Approved Pre-Cityhood



8 Projects Approved Post-Cityhood

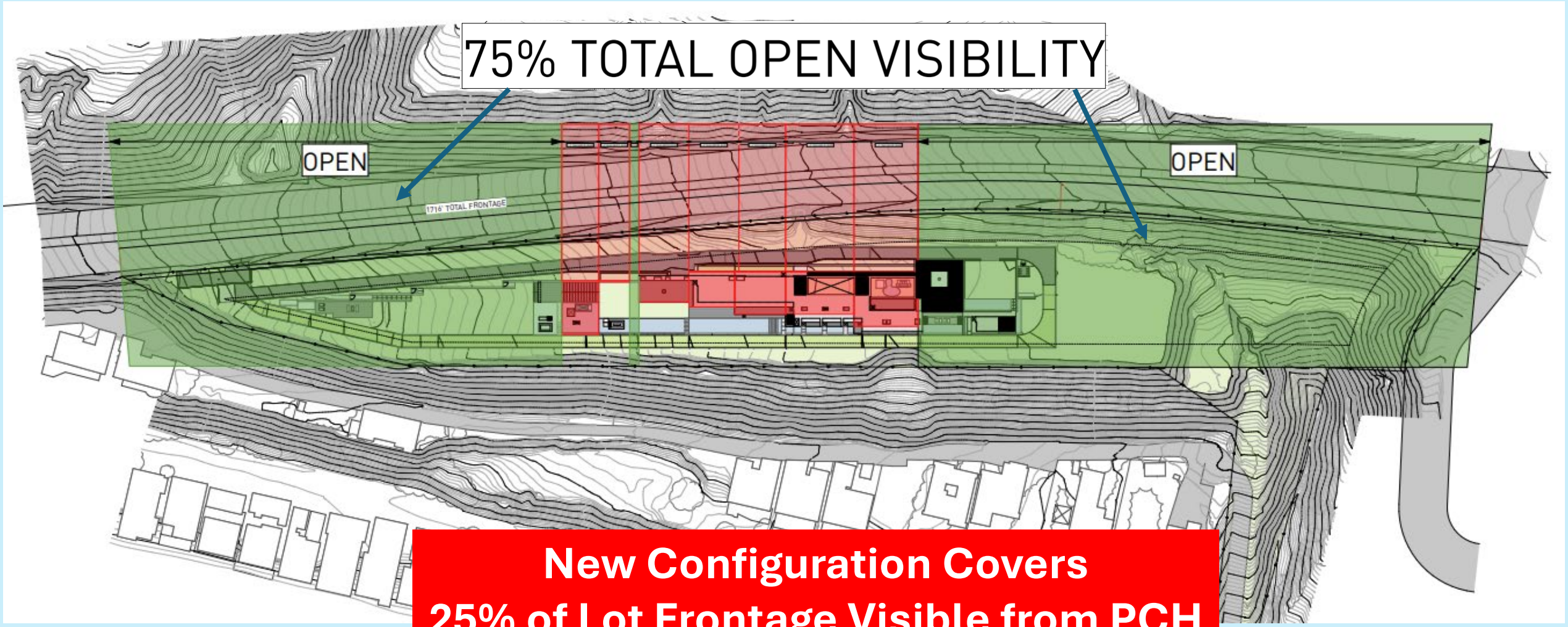


LIP 6.5(E)2 states "Where the topography of the project site does not permit the siting or design of a structure that is located below road grade, new development shall provide an ocean view corridor on the project site by incorporating the following measures."

LIP 6.5(E)2(a) states "Buildings shall not occupy more than 80 percent maximum of the lineal frontage of the site.."

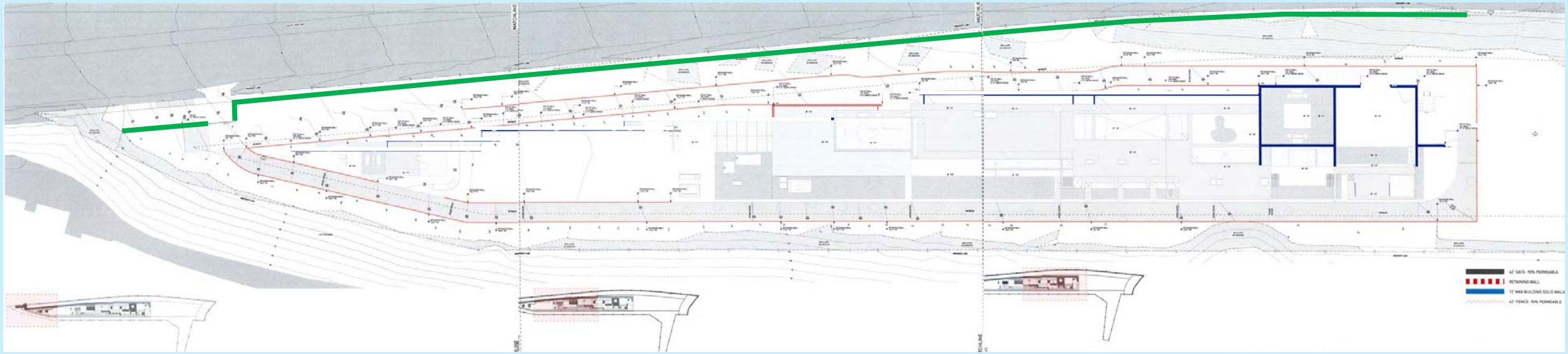
View Corridors Occupy 75% of the Lineal Frontage

Proposed Development Consisted of 31% of Lot Frontage



New Configuration Covers
25% of Lot Frontage Visible from PCH

Proposed Fencing Along PCH is 90% Visually Permeable



42" GATE- 90% PERMEABLE

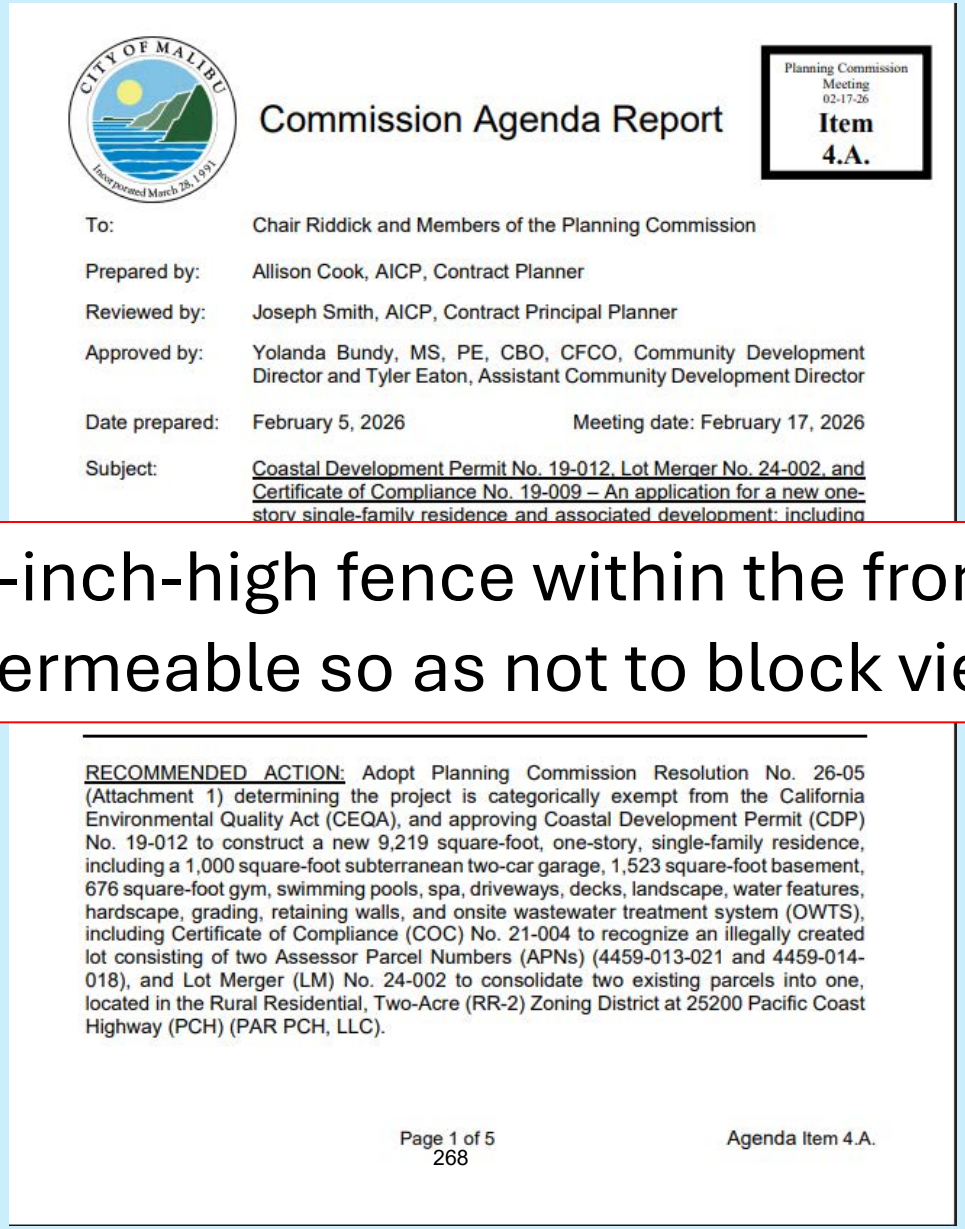
RETAINING WALL

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



CITY OF MALIBU
Incorporated March 28, 1991

Commission Agenda Report

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

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, MS, PE, CBO, CFCO, Community Development Director and Tyler Eaton, Assistant Community Development Director

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

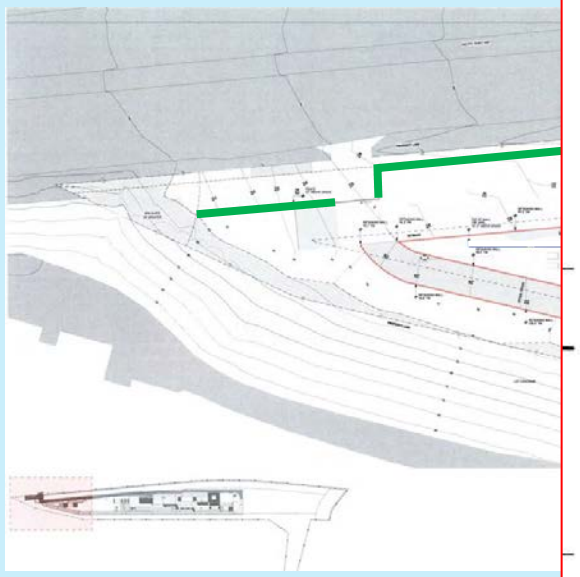
Subject: Coastal Development Permit No. 19-012, Lot Merger No. 24-002, and Certificate of Compliance No. 19-009 – An application for a new one-story single-family residence and associated development; including

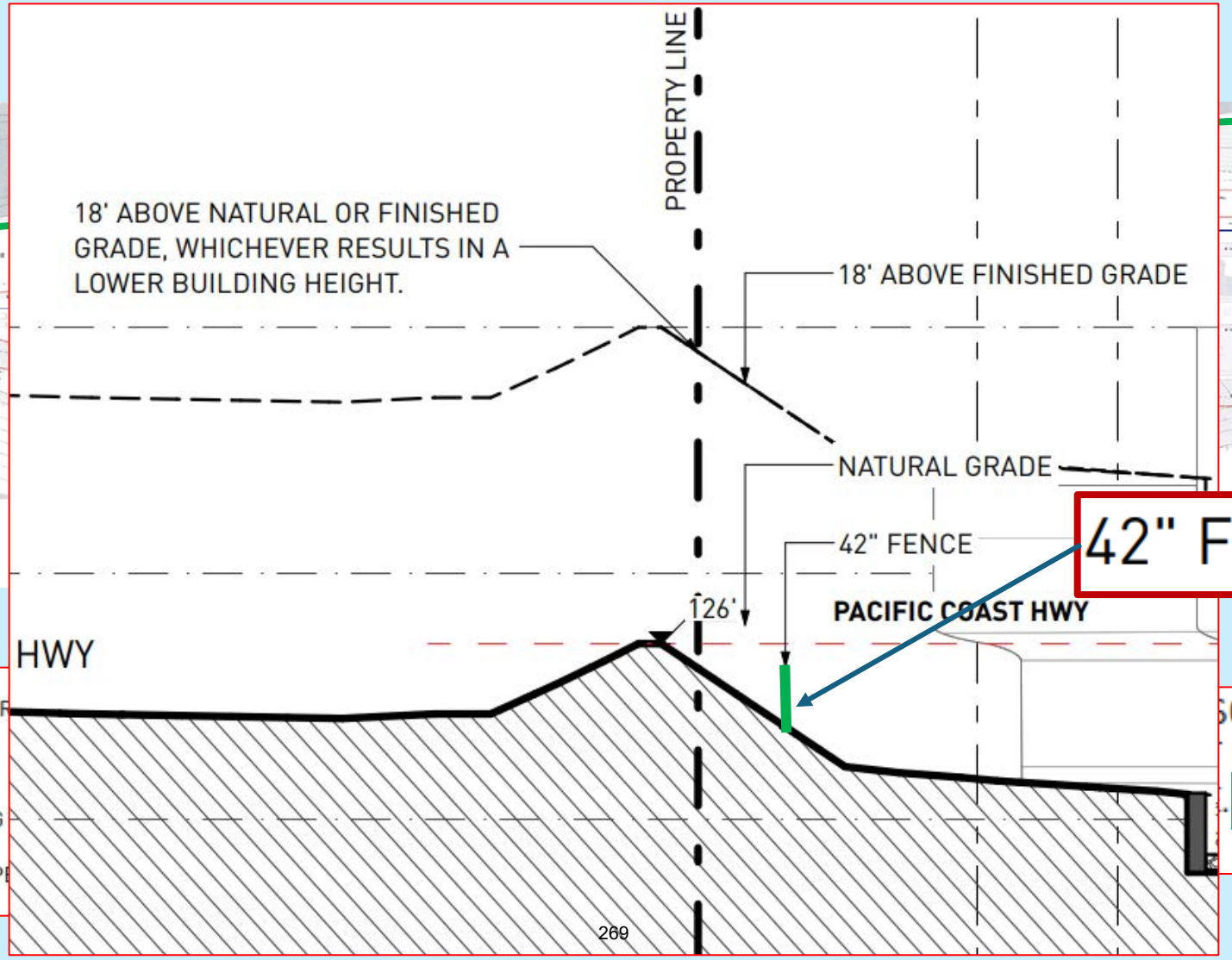
The proposed 42-inch-high fence within the front yard setback would be visually permeable so as not to block views to the ocean.

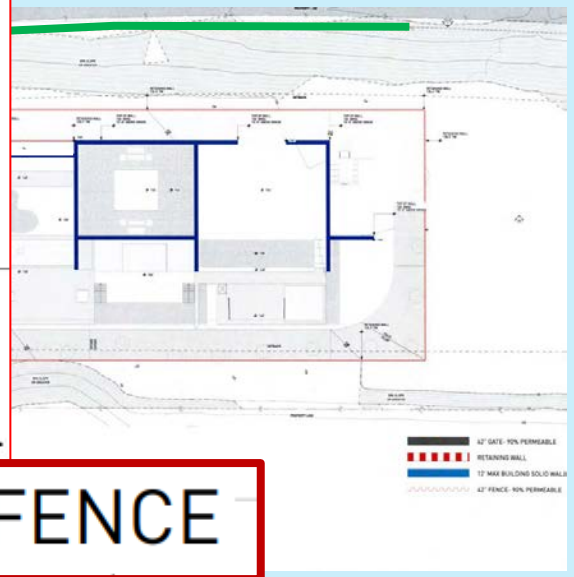
RECOMMENDED ACTION: Adopt Planning Commission Resolution No. 26-05 (Attachment 1) determining the project is categorically exempt from the California Environmental Quality Act (CEQA), and approving Coastal Development Permit (CDP) No. 19-012 to construct a new 9,219 square-foot, one-story, single-family 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).

Page 1 of 5 Agenda Item 4.A.
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Proposed Fencing Along PCH is 90% Visually Permeable







42" FENCE

42" GATE- 90% PER

RETAINING WALL

12' MAX BUILDING

42" FENCE- 90% PE

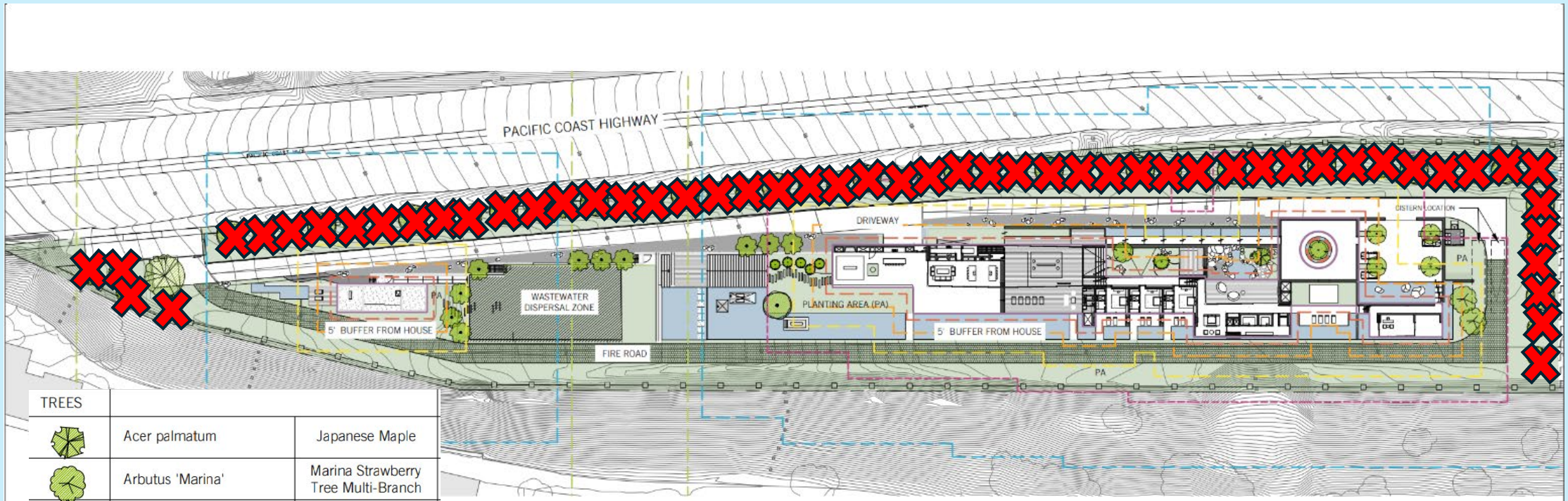
SCAPE DWGS.

REVIEW.

90% VISUALLY PERMEABLE

269

Landscaping Plan Revised to Reduce Vegetation Heights



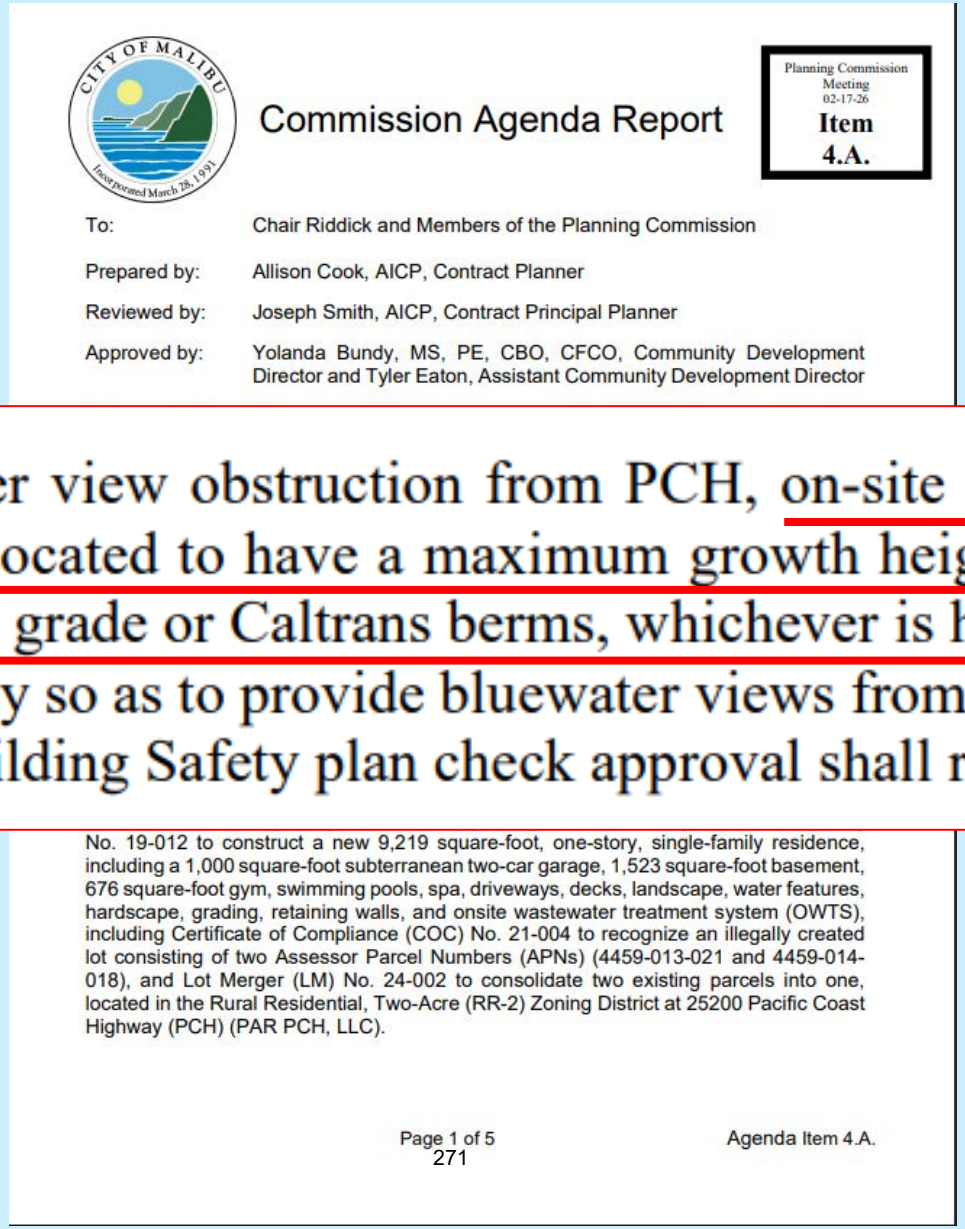
TREES		
	Acer palmatum	Japanese Maple
	Arbutus 'Marina'	Marina Strawberry Tree Multi-Branch
	Dracaena draco	Dragon Tree
	Dwarf Citrus	-
	Melaleuca nesophila	Pink Melaleuca
	Olea europaea 'Majestic Beauty'	Olive Tree
	Olea europaea 'Majestic Beauty'- field grown	Olive Tree
	Plumeria rubra 'White'	Plumeria
	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 02-17-26 Item 4.A.

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, MS, PE, CBO, CFCO, Community Development Director and Tyler Eaton, Assistant Community Development Director

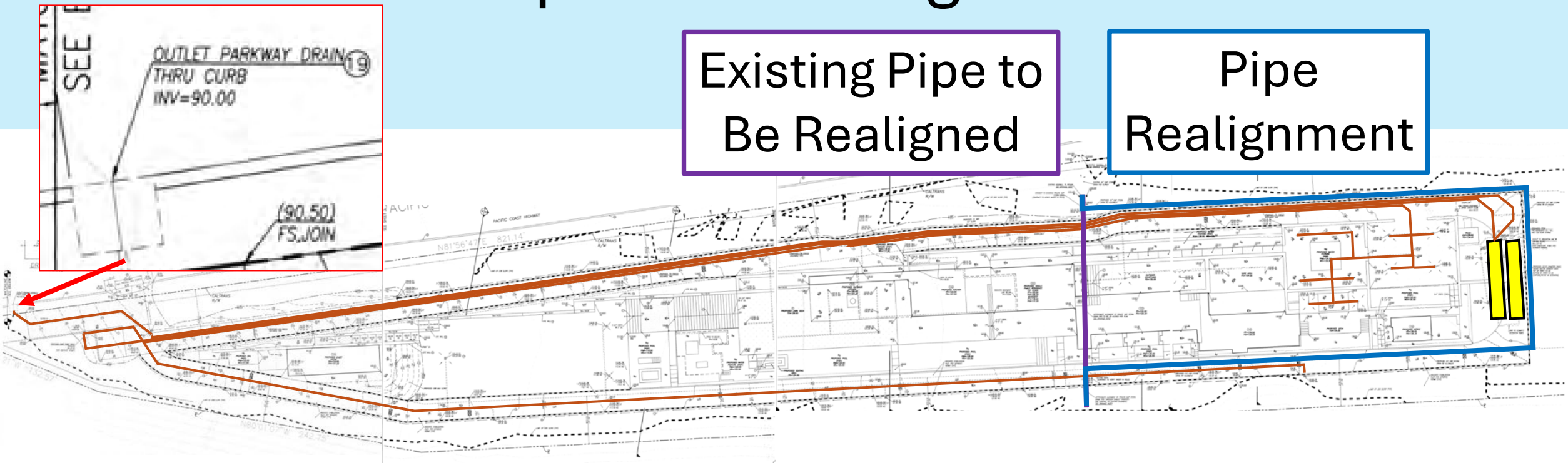
31. To minimize bluewater view obstruction from PCH, on-site vegetation, including trees, shall be selected and located to have a maximum growth height at maturity that will not extend above the PCH grade or Caltrans berms, whichever is higher, and be maintained at this height in perpetuity so as to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

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).

Page 1 of 5 Agenda Item 4.A.

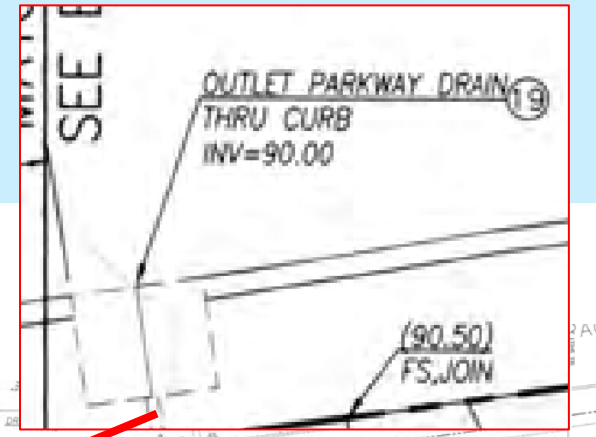
271

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.

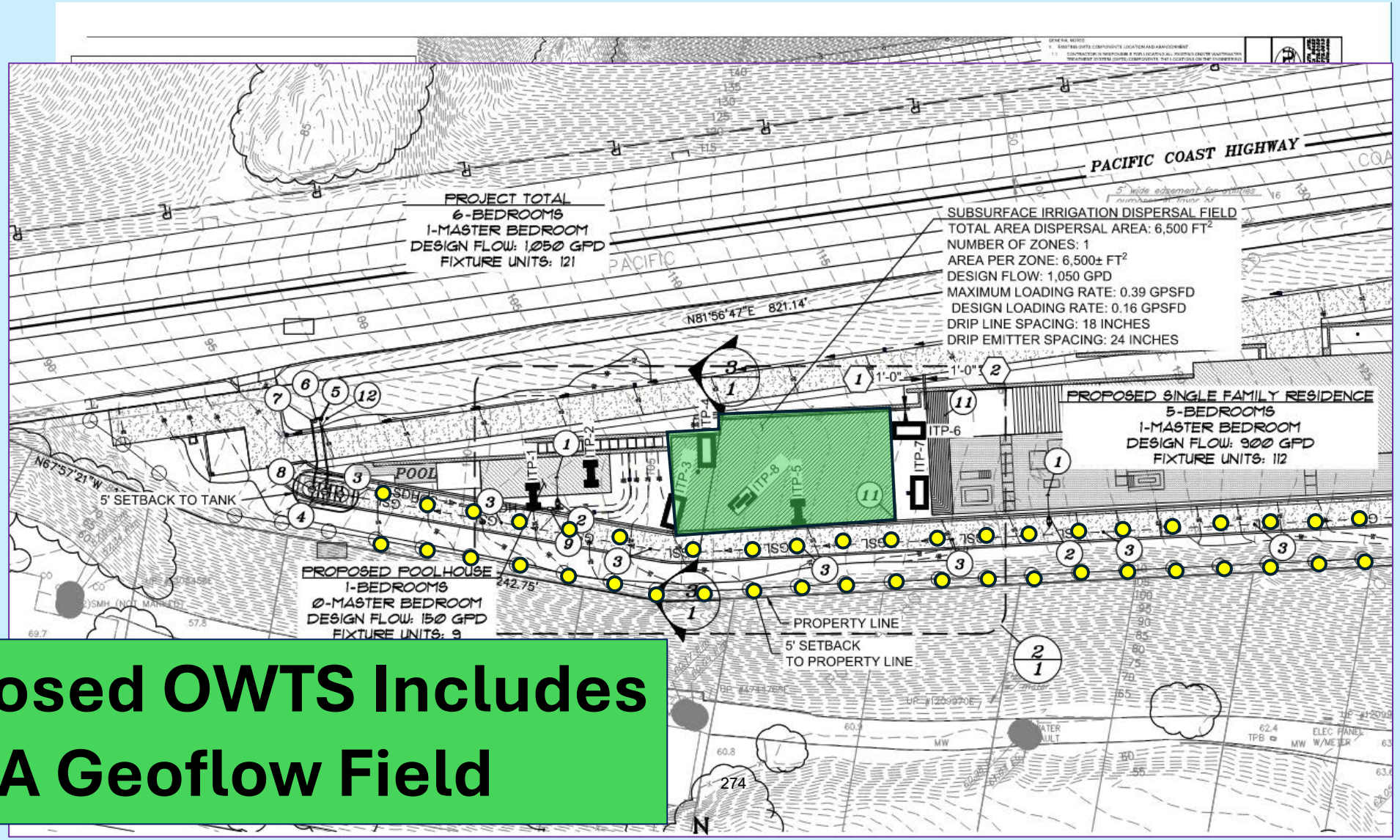
Building Plan Check (BPC) Required ☒ Yes ☐ No BPC Fees Req'd $ 2,540

SIGNATURE

10/28/2025
DATE

Rev 120910 273 ATTACHMENT C

OWTS Located Outside of Landslides, Sited Behind Caissons, & *Microdoses* Effluent to Maximize Site Stability



Proposed OWTS Includes A Geoflow Field

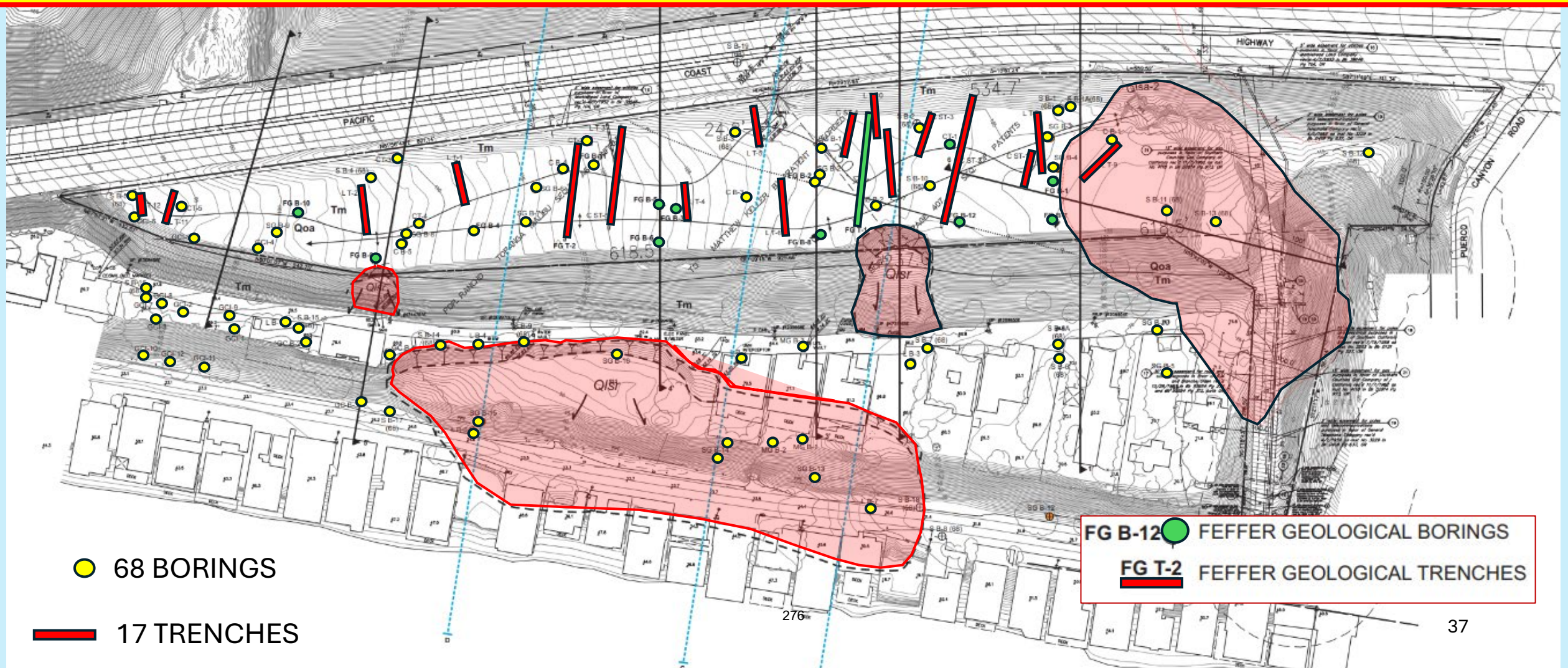
The proposed OWTS utilizes a subsurface drip dispersal system to Maximize Evapotranspiration



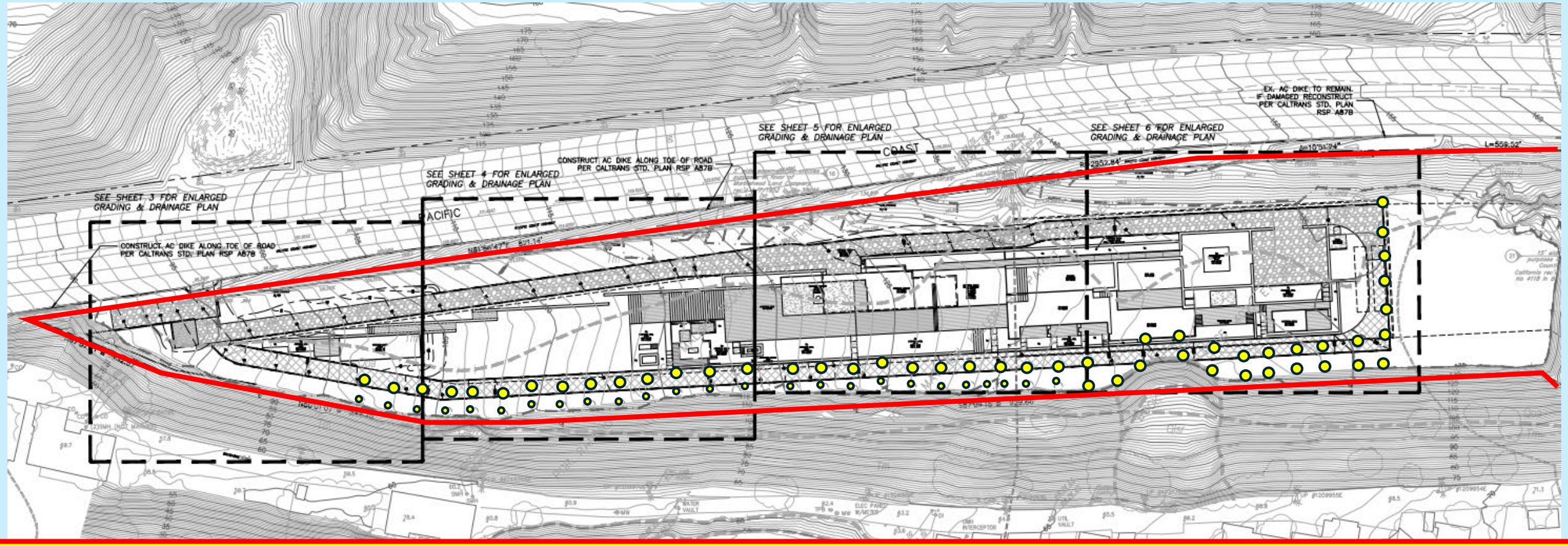


25200 PCH Geology Map

HAVE CONDUCTED HALF MILLION DOLLARS WORTH OF INVESTIGATIONS



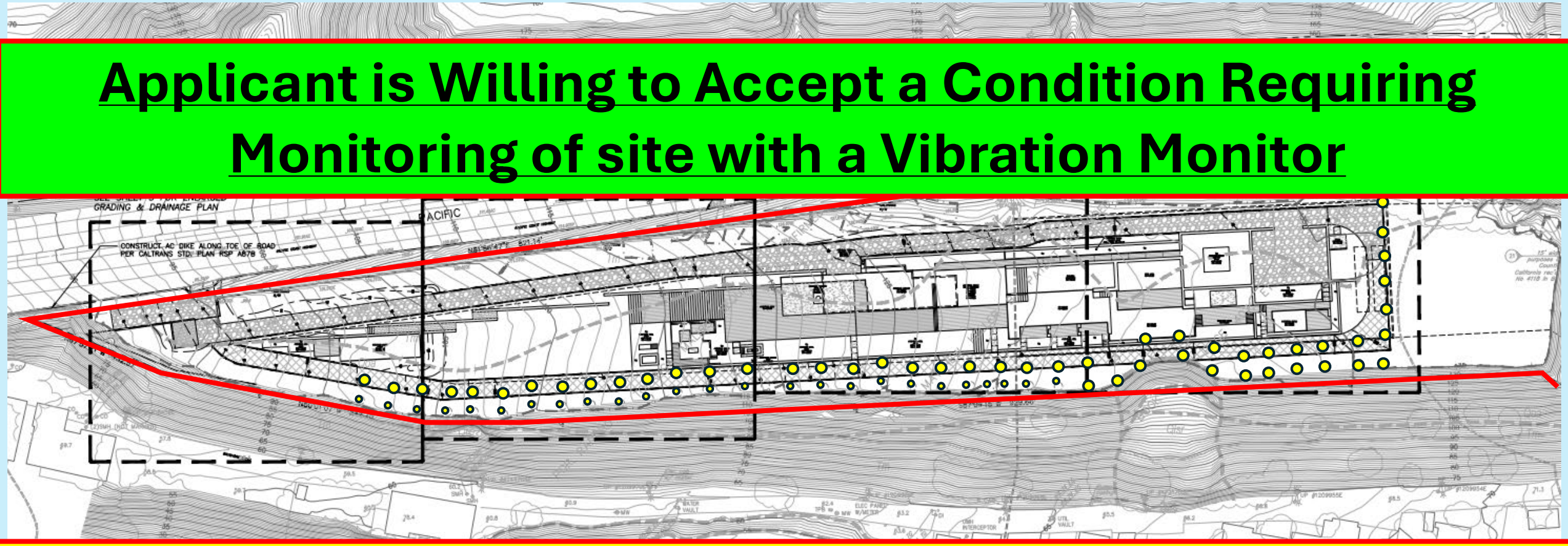
77 Caissons With Tiebacks



Proposed Caissons & Tiebacks Will Stabilize Building Site, Hillside to Bayshore Drive, and Pacific Coast Highway

77 Caissons With Tiebacks

Applicant is Willing to Accept a Condition Requiring Monitoring of site with a Vibration Monitor



Proposed Caissons & Tiebacks Will Stabilize Building Site, Hillside to Bayshore Drive, and Pacific Coast Highway

$10 Million Worth of Caissons



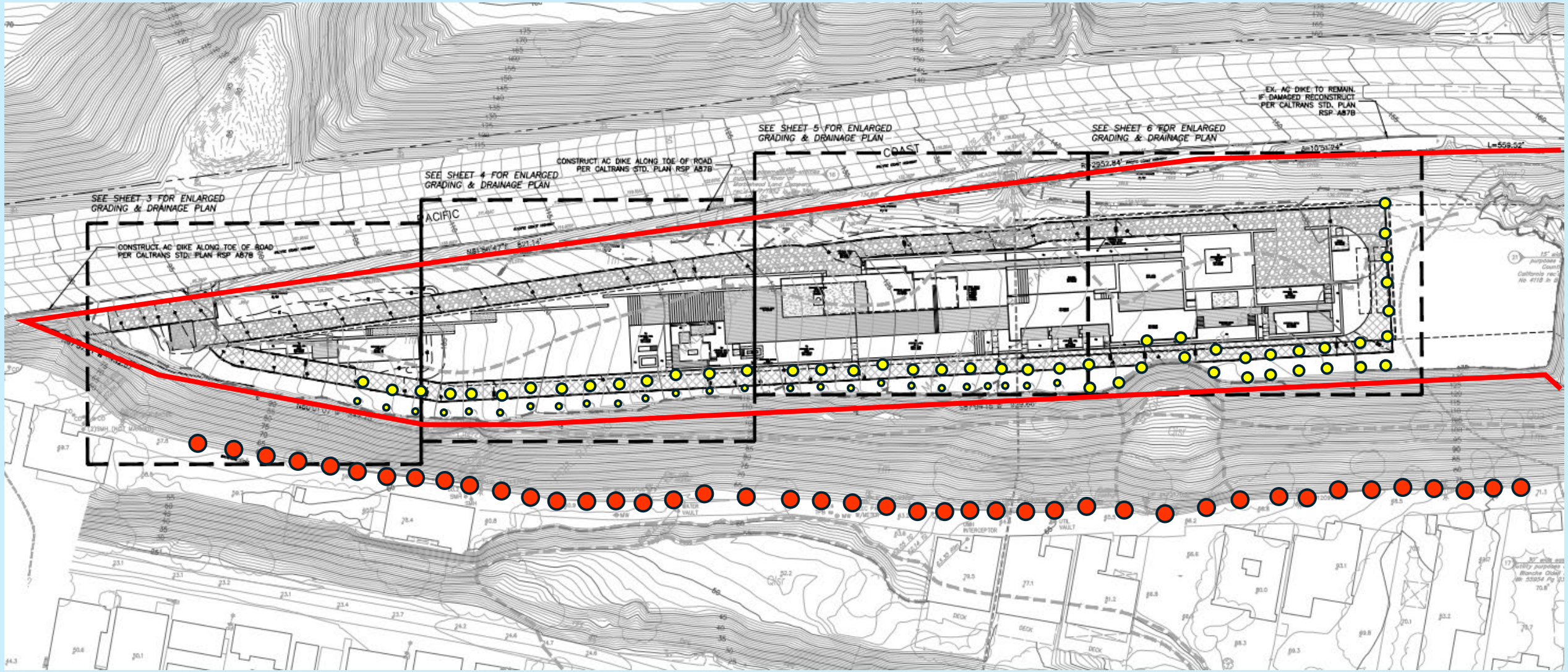
$10 Million Worth of Caissons



Ralph Jeffery Recommended on January 20th:

- Consider placing a row of caissons along the toe of the slope on Bayshore drive

Add More Caissons Along Bayshore Road...



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)

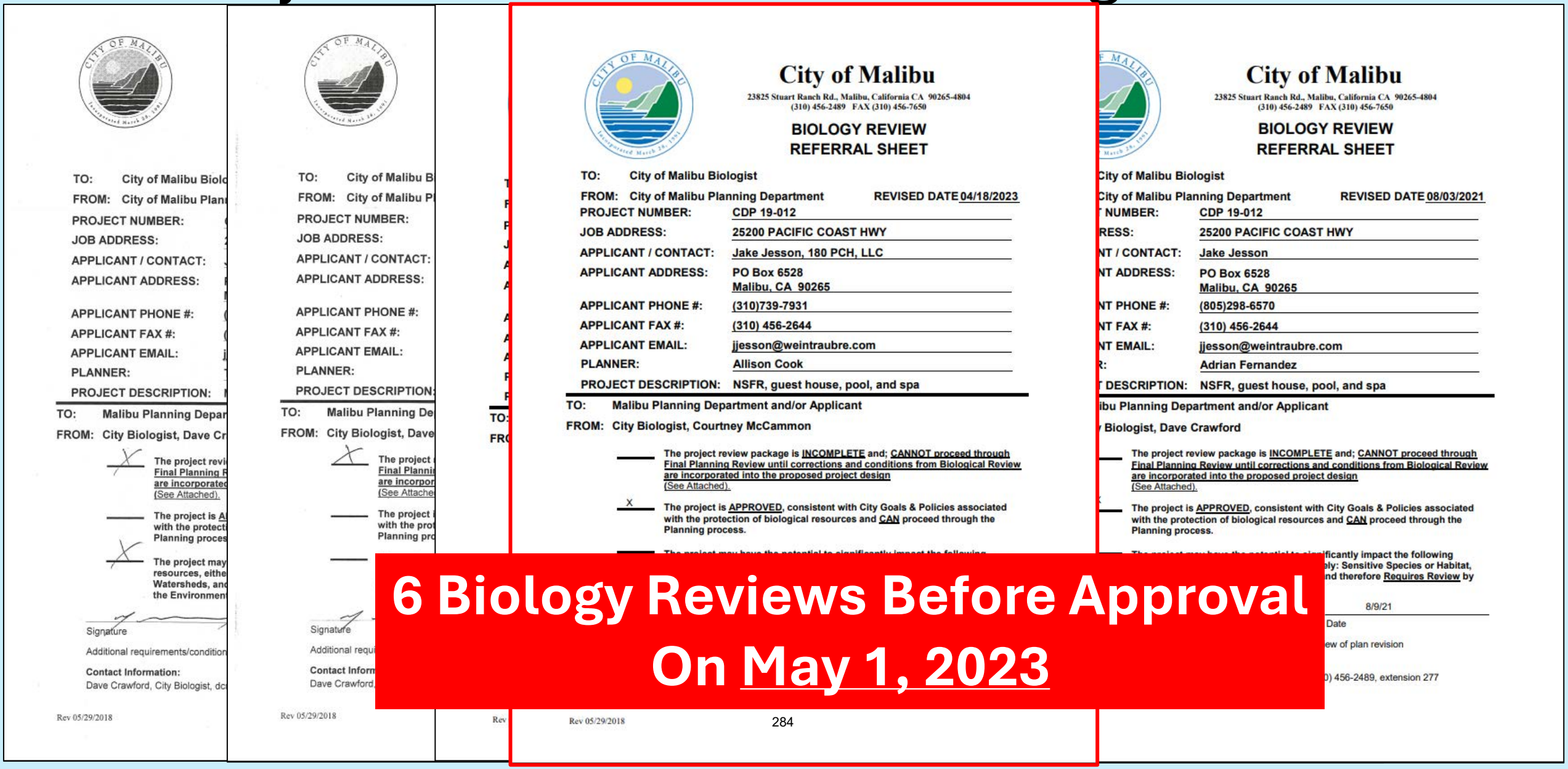
1. Based on review of the project plans and associated project geotechnical and other reports by the City geotechnical consultant reviewers, LACFD, City Environmental Health Administrator, and Public Works Department, these specialists determined that adverse impacts to the project site related to the 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.

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
T 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).

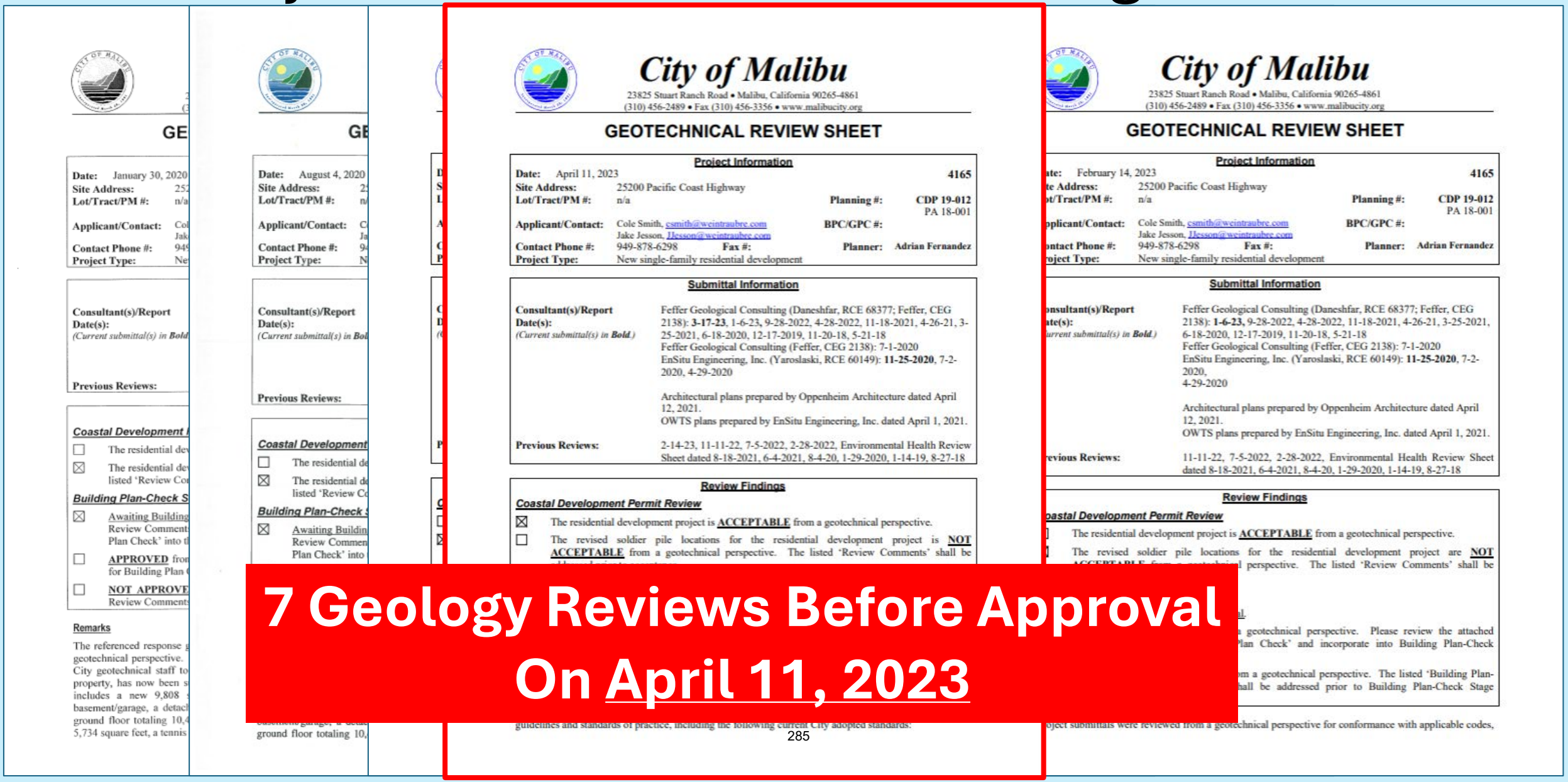
___ The project is APPROVED, consistent with City Goals & Policies associated with the protection of biological resources and CAN proceed through the Planning process.

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, Jlesson@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, Jlesson@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**.)*
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EnSitu Engineering, Inc. (Yaroslaski, RCE 60149): **11-25-2020**, 7-2-2020,
4-29-2020

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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** perspective. The listed 'Review Comments' shall be

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 Plan approval is required.

The Environmental Health Specialist is available for consultation by calling (310) 456-2489, extension 286 Monday through Thursday from 8:00 am to 11:00 am, or by

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
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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
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To continue processing

1. Please provi
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Certificate

2. Pursuant t
Section 6.
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November 12, 2019

Jake Jesson
P.O. Box 6528
Malibu, CA 90265

Reference: Coastal D
25200 Pa
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walls

Dear Mr. Jesson:

On **March 7, 2019**, th
Planning Department
Residential - Two Acre
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partially mapped Enviro
a lot merger or the pro
Appeal Jurisdiction or
ESHA requirements ap

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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:

287

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.

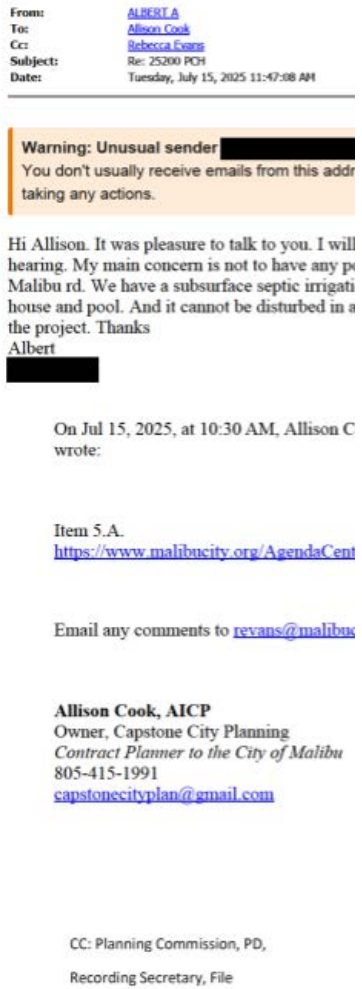
llowing items:

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:

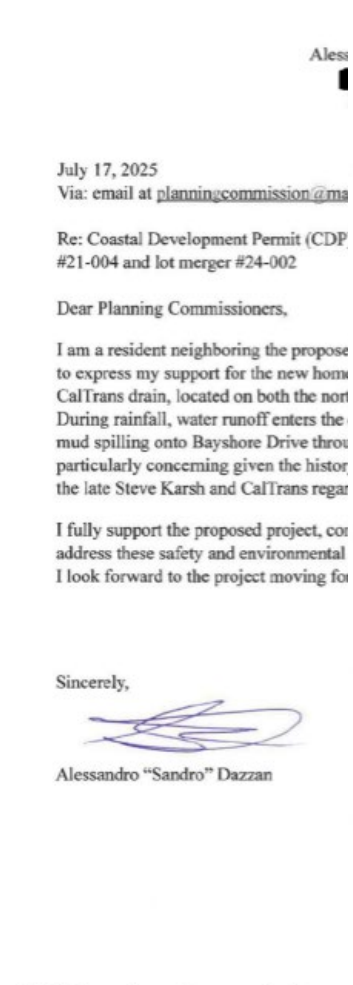
Item 5.A.
https://www.malibucity.org/AgendaCent

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

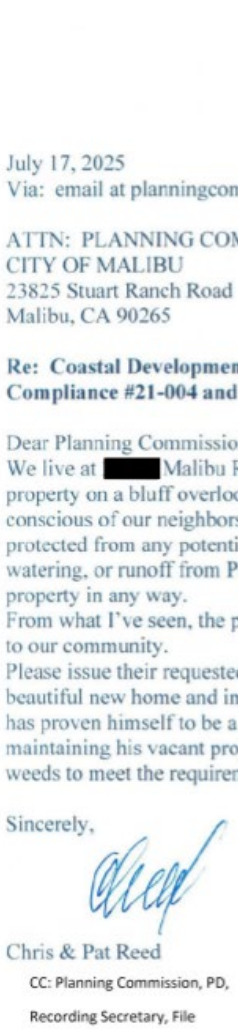
I fully support the proposed project, co
address these safety and environmental
I look forward to the project moving fo

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**

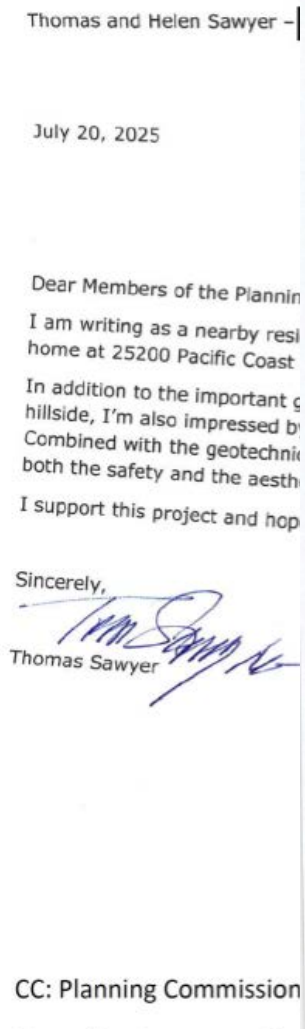
Dear Planning Commissio
We live at [redacted] Malibu
property on a bluff overloo
conscious of our neighbors
protected from any potenti
watering, or runoff from P
property in any way.
From what I've seen, the p
to our community.
Please issue their requeste
beautiful new home and in
has proven himself 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

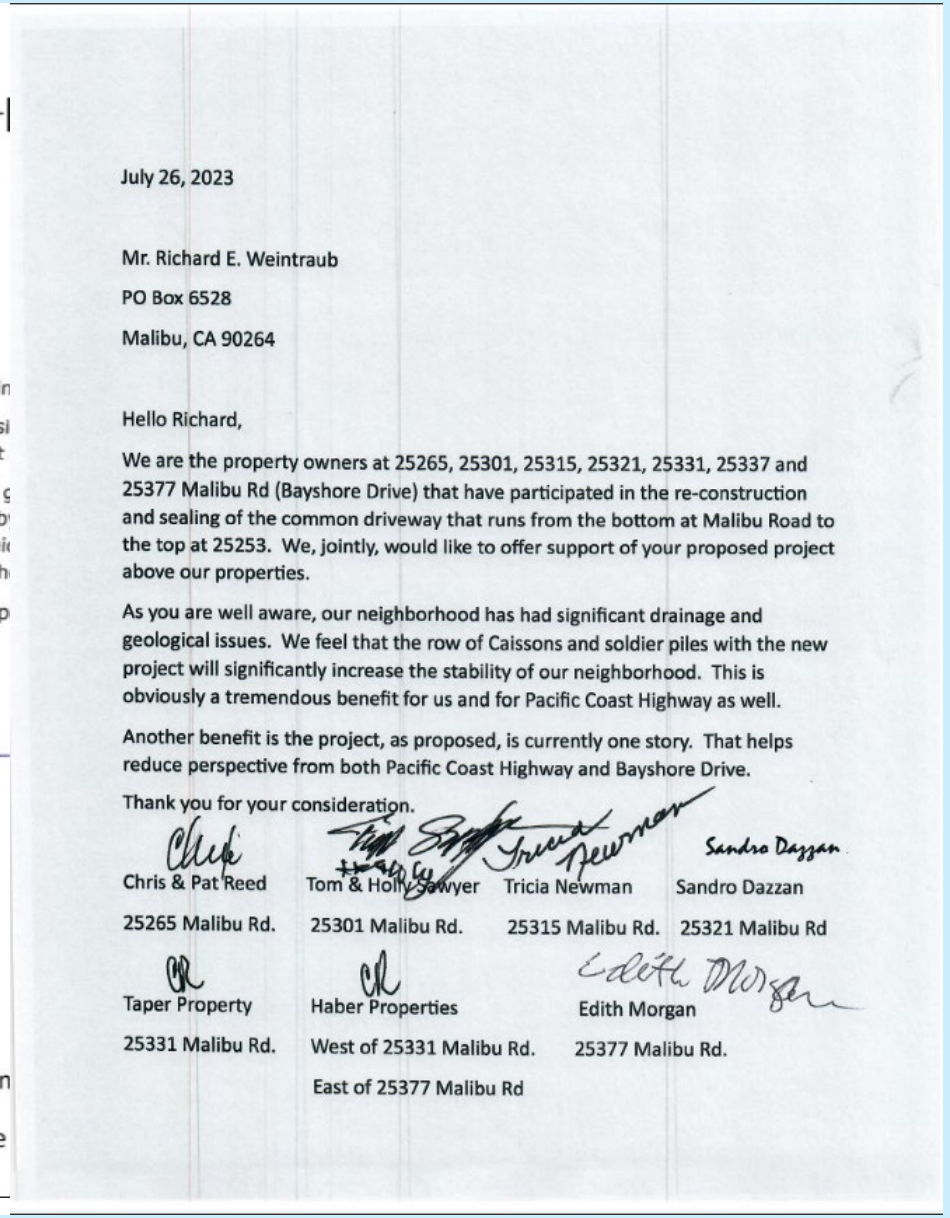
I support this project and hop

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



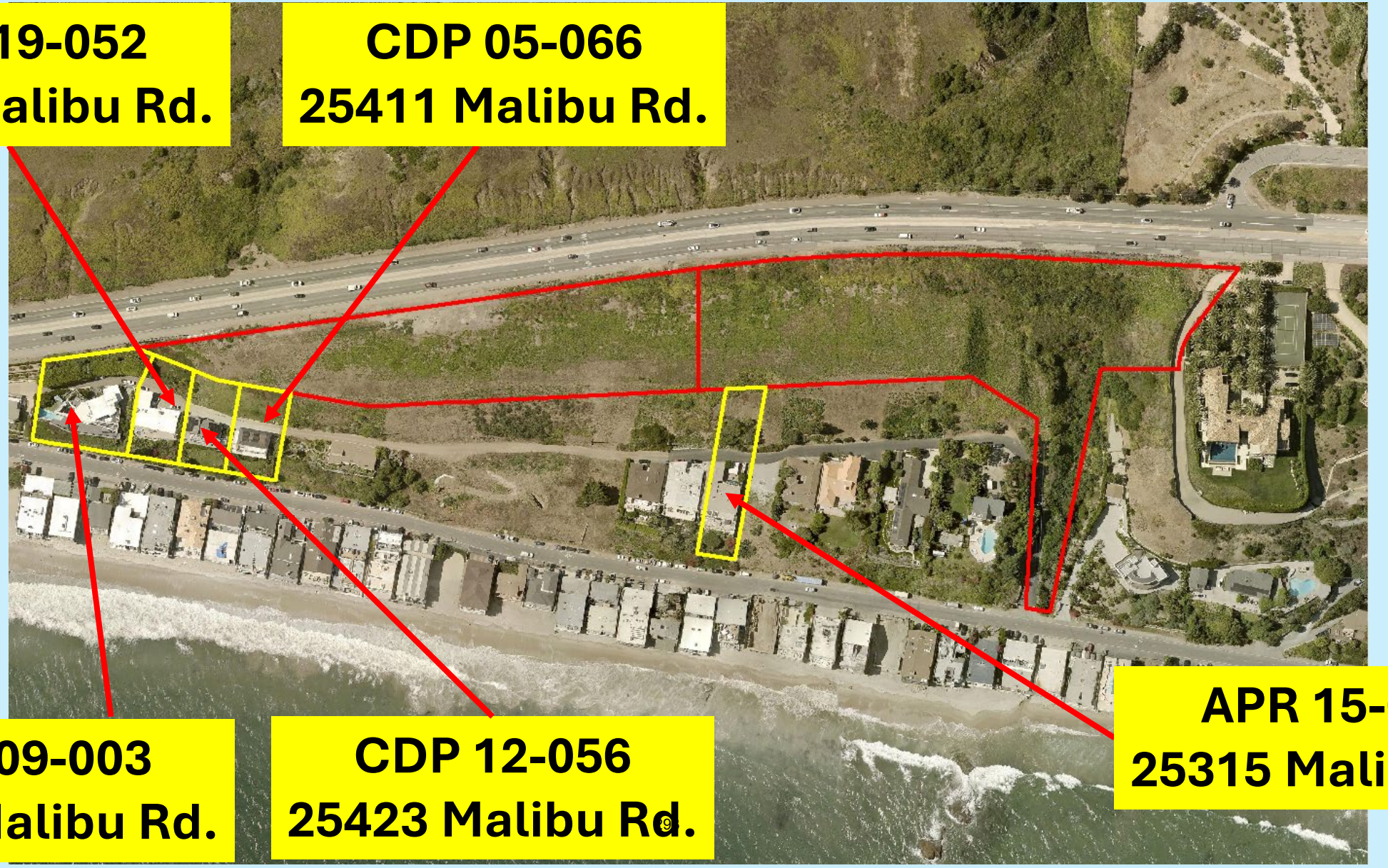
CONCLUSION

- 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
- We Accept a Condition to Record a Deed Restriction Prohibiting the Use of the Residence as a Rehab Facility

THANK YOU

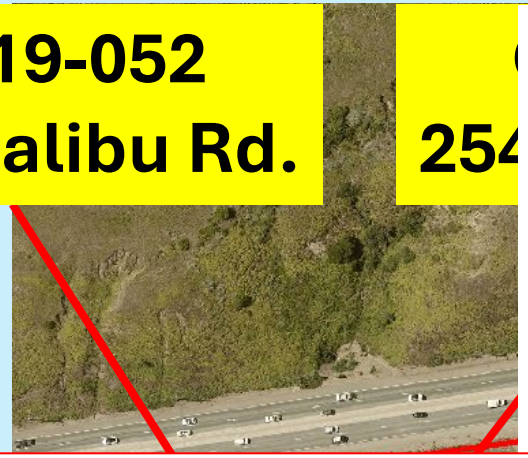
POCKET SLIDES

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.

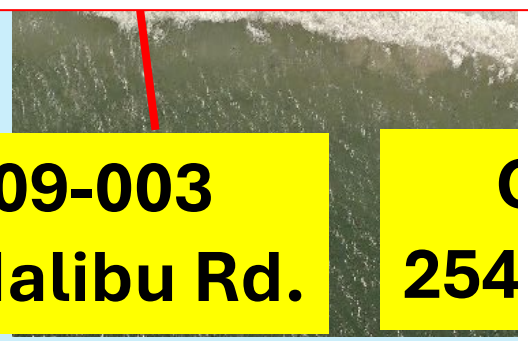
No. 19-048 for the reduction of the required side yard setbacks and cumulative side yard setbacks, and VAR No. 19-060 from the City's geotechnical standards for factor of safety located in the Rural Residential-Two Acre (RR-2) zoning district at 25429 Malibu Road (The Celestial Trust).

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.

294

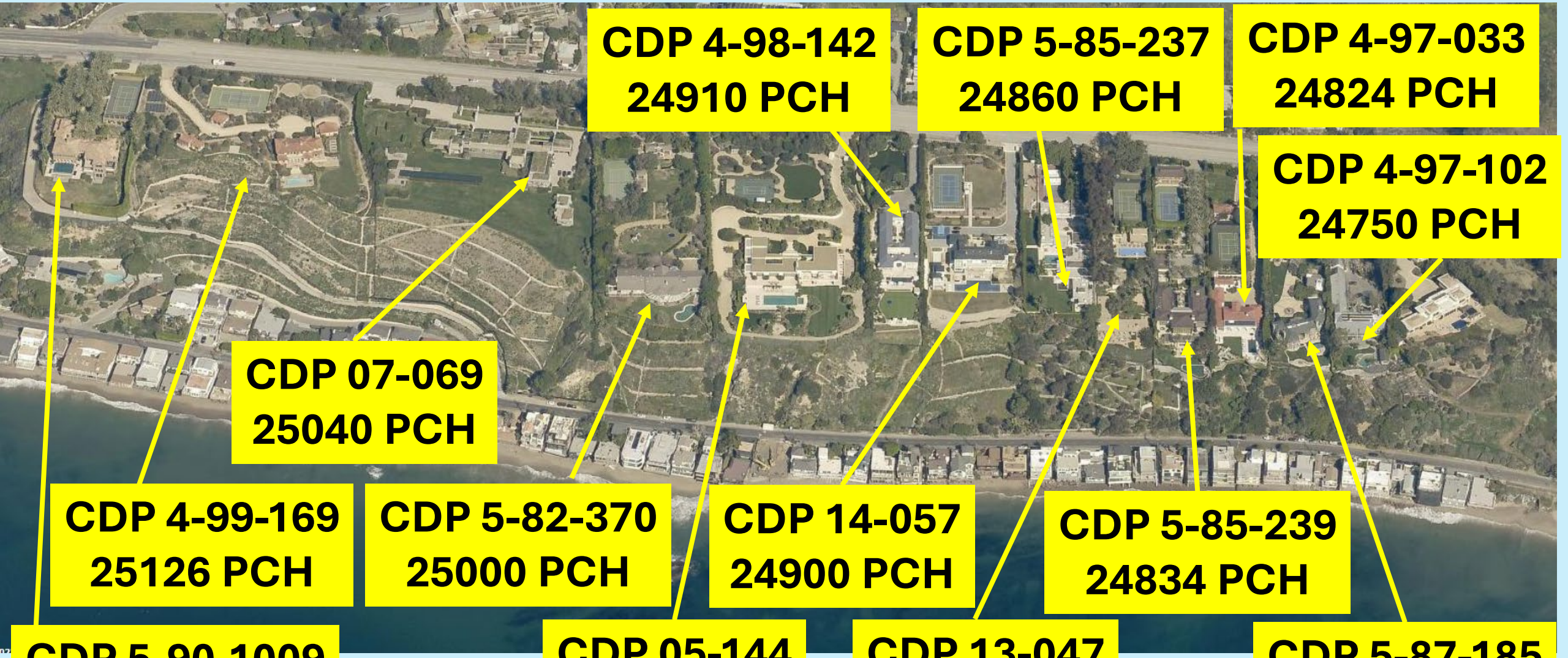
CDP 09-003
25349 Malibu Rd.





APR 15-069
25315 Malibu Rd.

13 Projects Approved with Class 3 Cat. Exemption



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

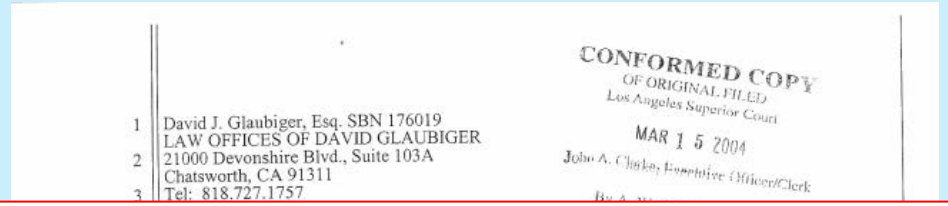
Reviewed by: Joseph Smith, AICP, Contract Principal Planner

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.

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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."

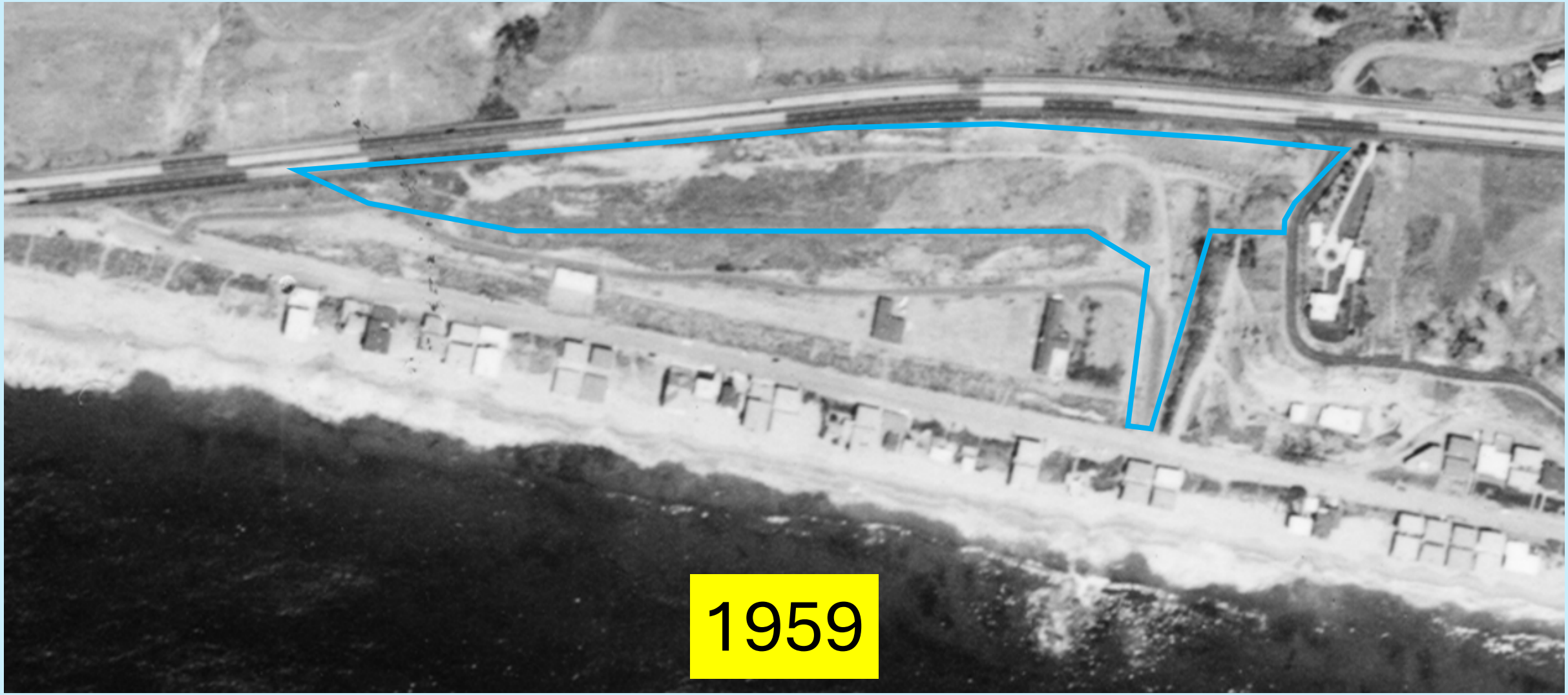
3775 Puerco Canyon Road



3945 Puerco Canyon Road



Property Historically Cleared



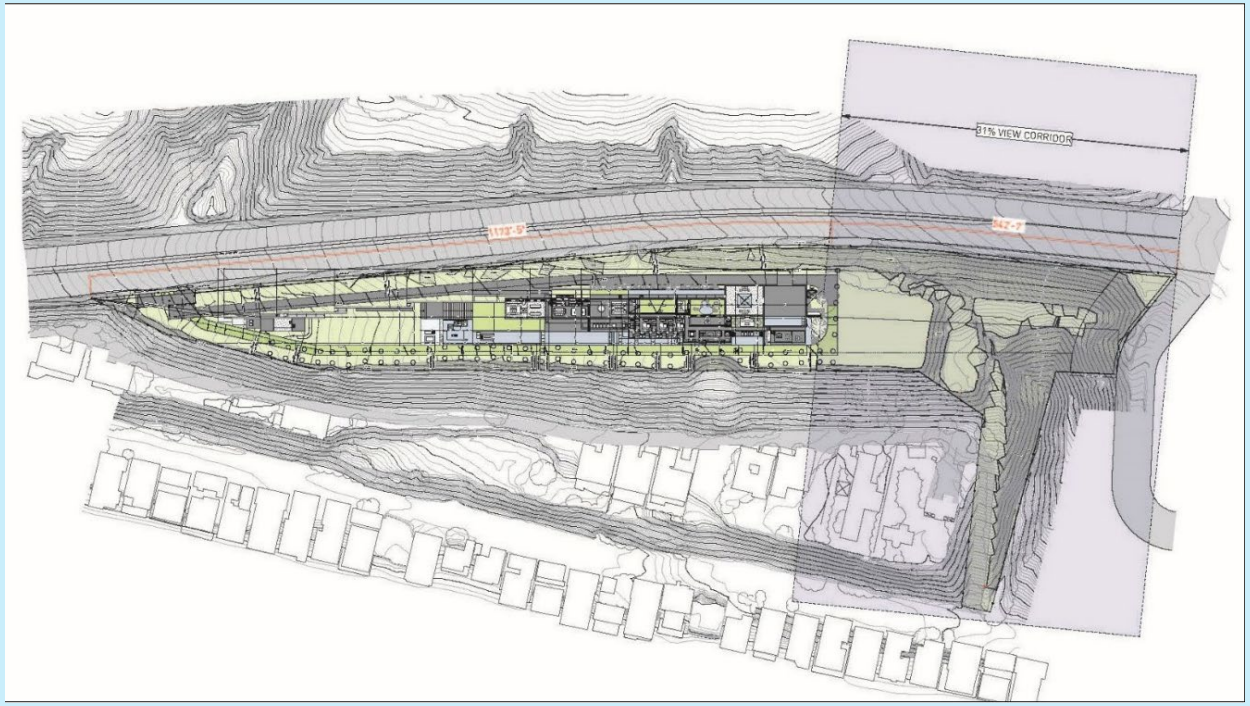
Property Historically Cleared



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

Constraints Map



Constraints Map



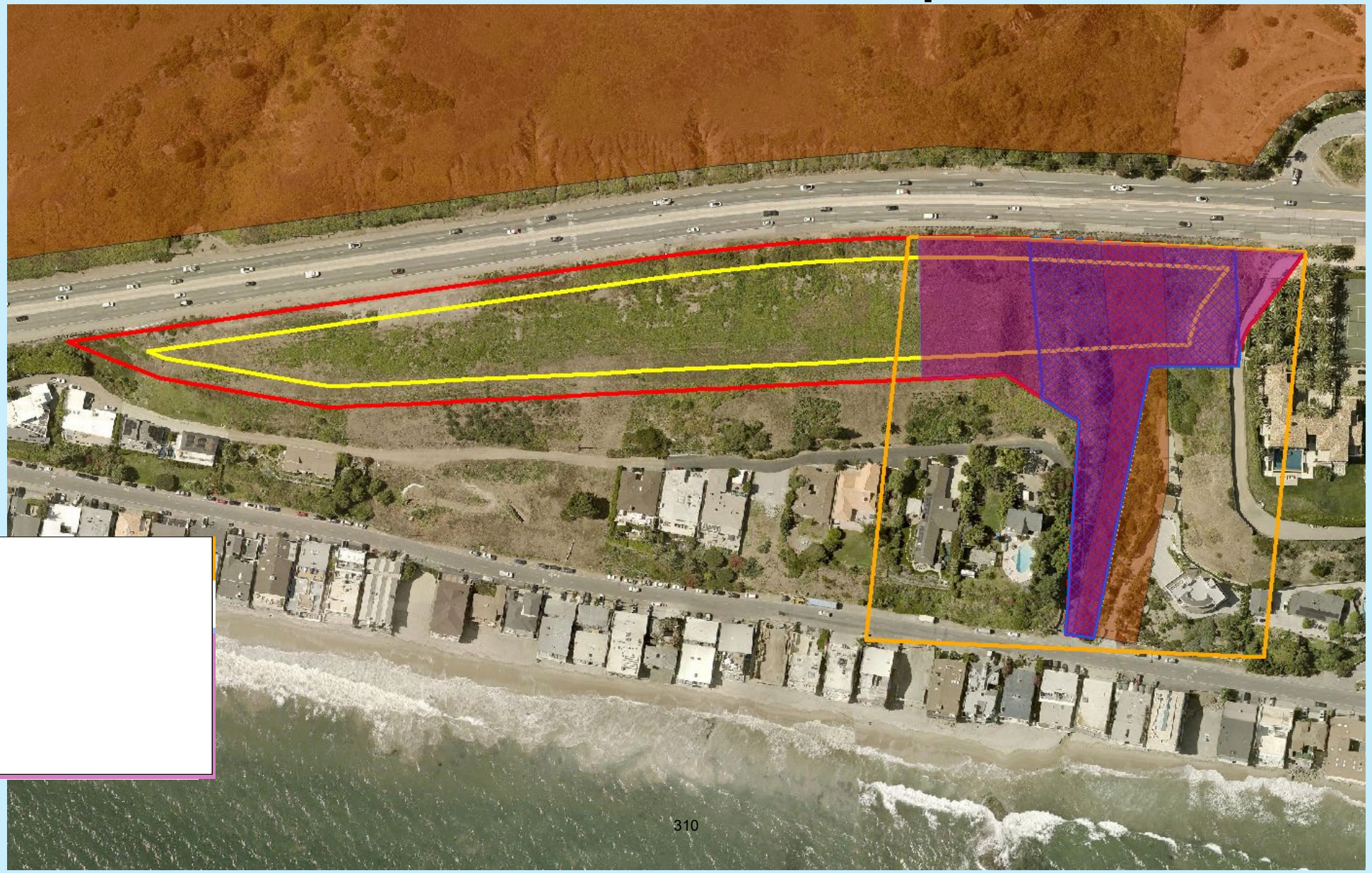
Constraints Map



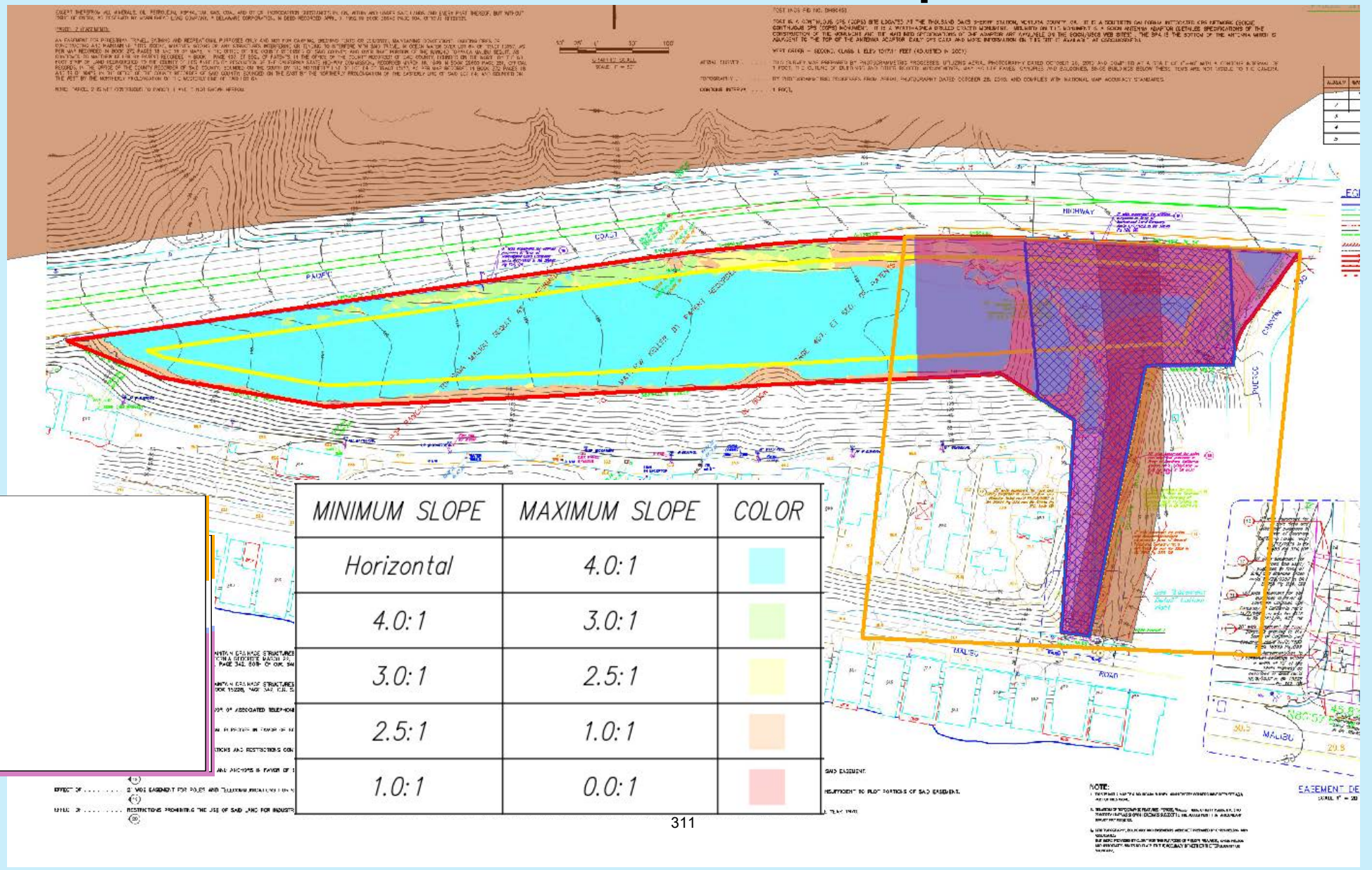
Constraints Map



Constraints Map

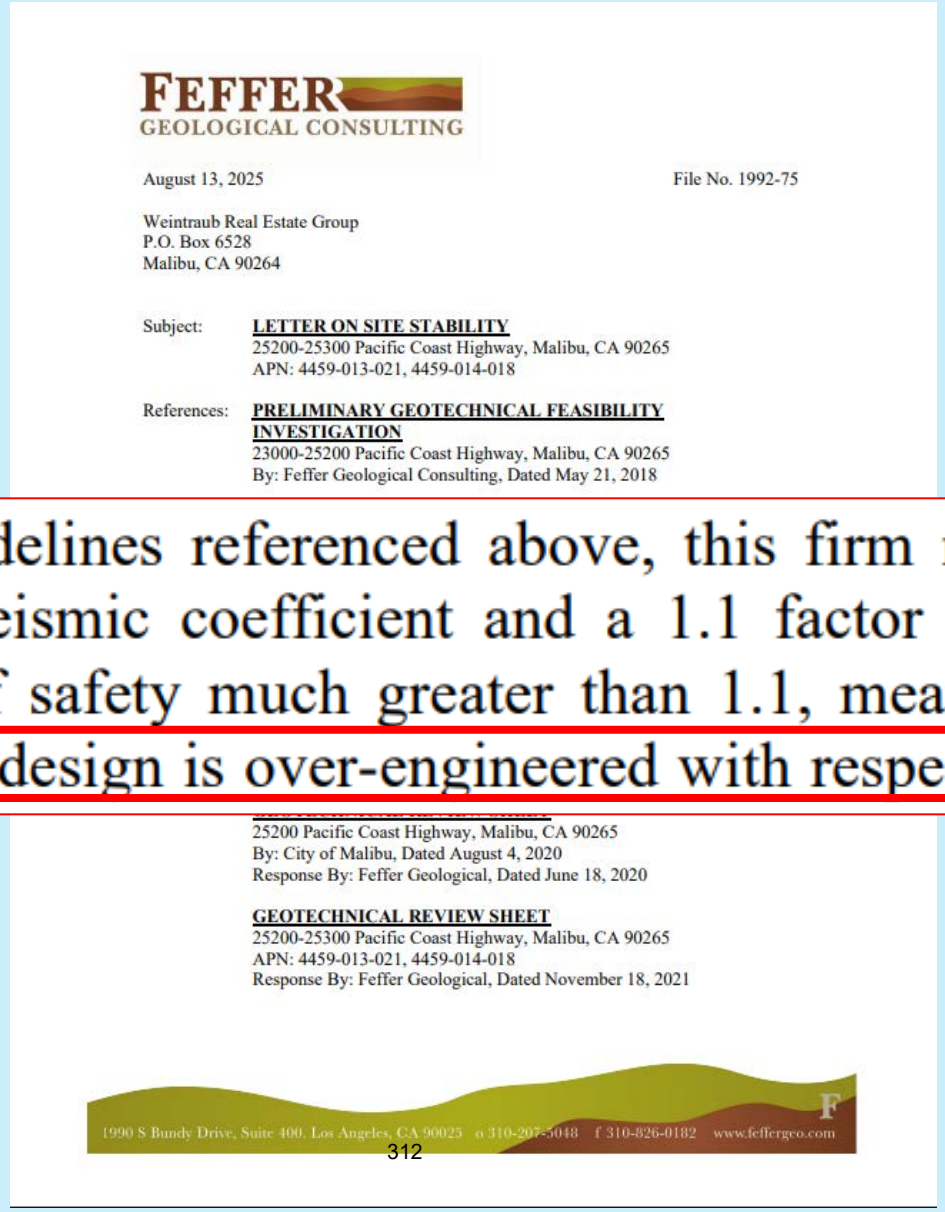


Constraints Map



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	

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

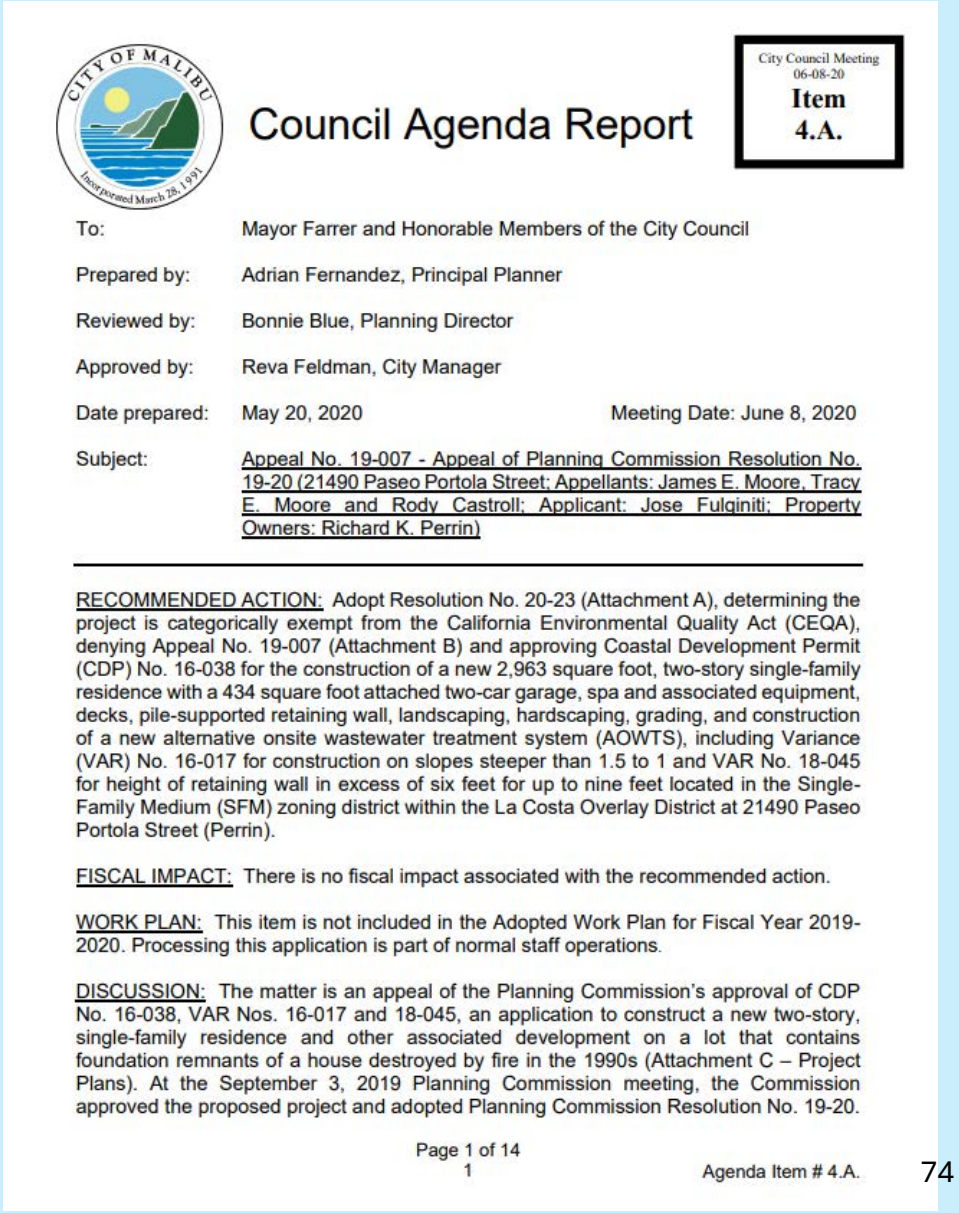
1990 S Bundy Drive, Suite 400, Los Angeles, CA 90025 o 310-207-5048 f 310-826-0182 www.feffergeo.com

312

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.

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.

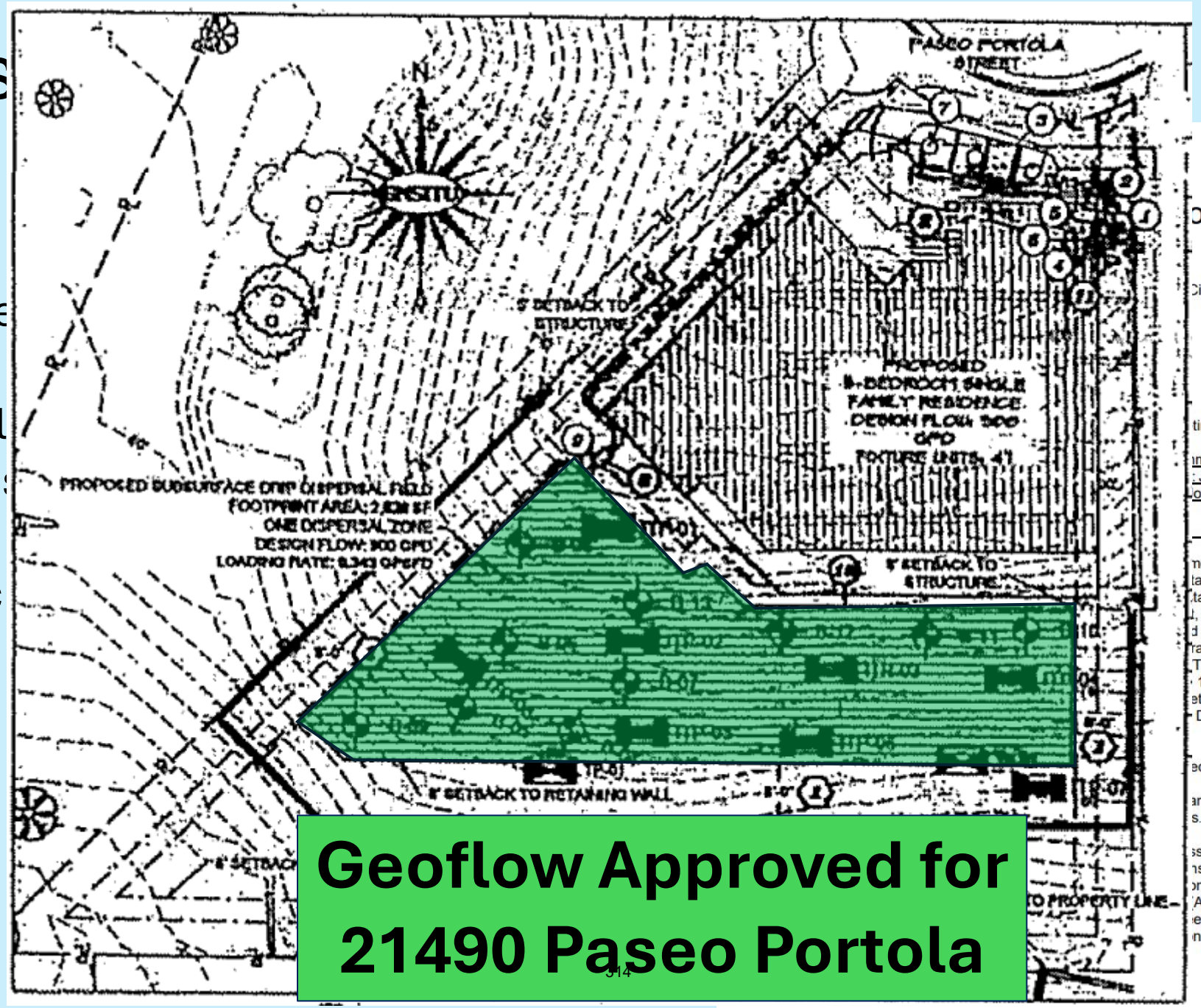
DISCUSSION: The matter is an appeal of the Planning Commission's approval of CDP No. 16-038, VAR Nos. 16-017 and 18-045, an application to construct a new two-story, single-family residence and other associated development on a lot that contains foundation remnants of a house destroyed by fire in the 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



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

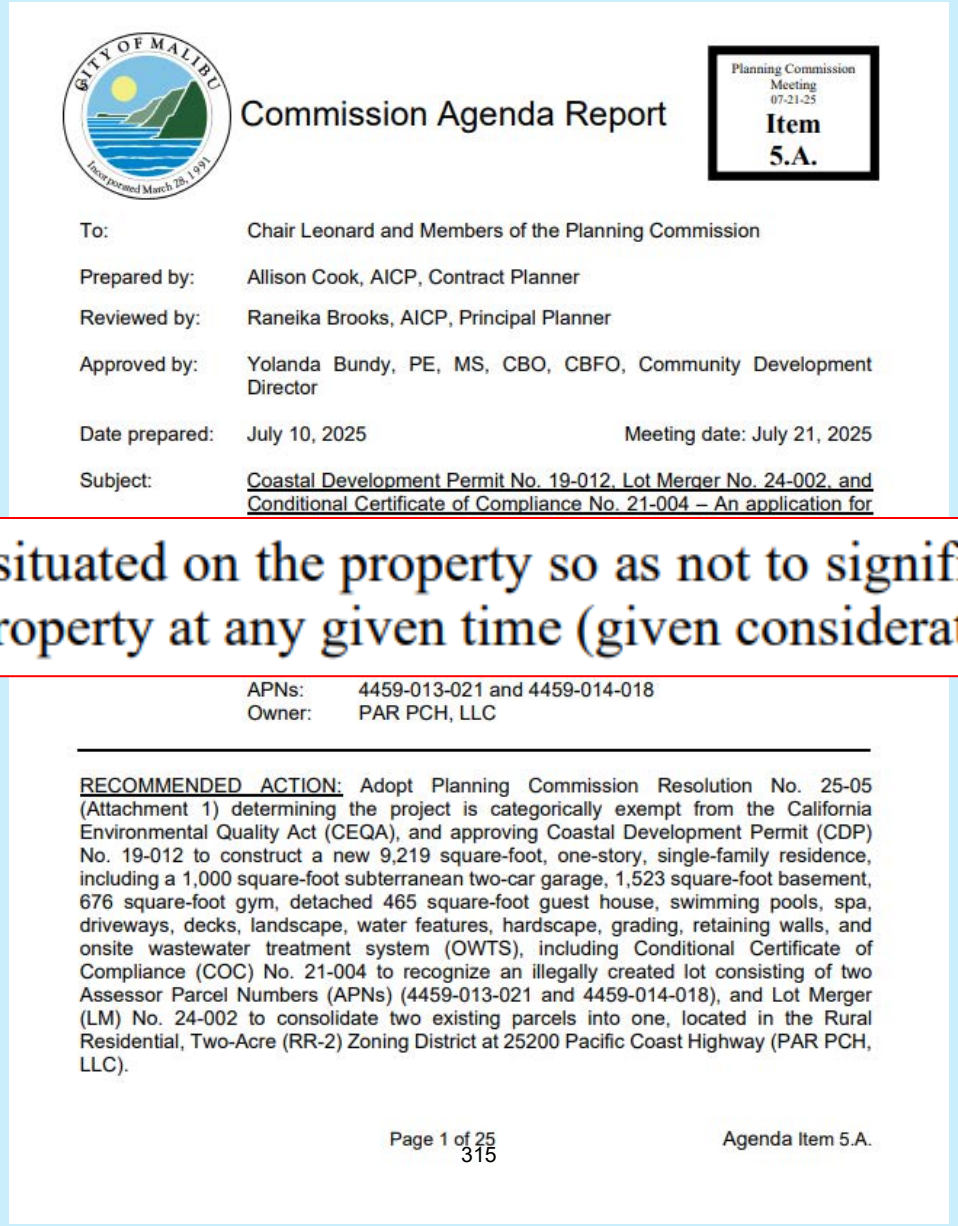
ment A), determining the
tal Quality Act (CEQA),
tal Development Permit
, two-story single-family
d associated equipment,
rading, and construction
TS), including Variance
1 and VAR No. 18-045
et located in the Single-
District at 21490 Paseo

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).

Page 1 of 25 Agenda Item 5.A.

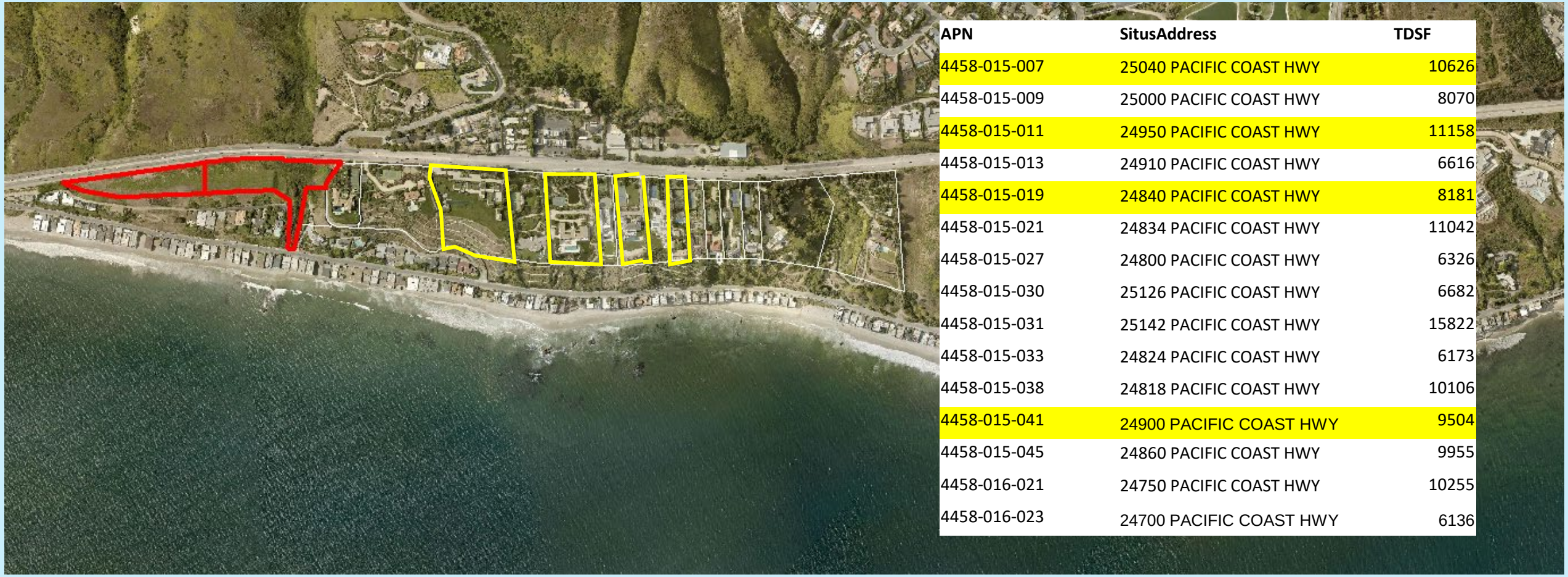
Proposed View from PCH



6. View southwesterly toward site from furthest edge of PCH (further west from Photo 5).

t. By Right SFR
e Bluewater
tructions

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

318

Received
2/17/26
Planning Div.

From: Jyoti Drummond
To: Malibu Township Council; Barbara@Coastal Carey
Cc: Gabriella@Coastal Gough; southcentralcoast@coastal.ca.gov; Bill Sampson; Patt Healy; R Y A N; Bruce Silverstein; Rob Duboux; Tyler Eaton; Yolanda Bundy; Frank Angel; Planning Commission; Rebecca Evans; Trevor Rusin; Kellan Martz
Subject: Re: One more chance to remove Item 4B (25200PCH) off the PC agenda for Jan 20
Date: Friday, February 13, 2026 5:28:28 PM
Attachments: 2021-04-26 Ltr to City Council re Appeal No. 19-010; 20238 Piedra Chica Road.pdf
variancerequired.pdf

Hello Barbara...

Just letting you know that the hearing is set for next Tuesday, Feb 17 at 6:30p and if the PC approves the project we will be appealing it straight to the Coastal Commission due to the LACK of the required variance and we hope you can have it then sent back to the CDD for this addition to the application.

Quote from latest staff report on 25200 PCH from a letter dated Jan 5, 2026, by the geotechnical consultant, Feffer on p. 86.
https://www.malibucity.org/AgendaCenter/ViewFile/Item/7879?fileID=85696

"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."

Thus, because the pad at the proposed site at worse case conditions cannot meet the factor of safety a VARIANCE to the factor of safety is REQUIRED and our city has yet to enforce this LCP code for this particular huge potential project in a known landslide area so this risk can be properly evaluated.

For 14 pages from pps 103 in the staff report the applicant's geotechnical consultant attempts to explain how they can "stabilize" all the slopes so that they meet the required factors of safety - so they ADMIT that the slopes where this build is taking place cannot meet this WITHOUT a stabilization system in place, which is NOT worse case conditions.

See p 110 - "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."

I am greatly aware that none of us are geologists but we can READ - and the code states again that slope stability analysis must be taken from "worse case condition" scenarios and if it CAN NOT meet the factor of safety then it MUST apply for a variance. Why the applicant refuses to meet this code requirement is baffling - the project I have referred to in the past at 20238 Piedra Chica Rd could only meet the factor of safety AFTER designing and installing 30 ft deep caissons for the foundation for an Inland lot YET was sent back to apply for the REQUIRED variance because it could not meet the code without this - so it IS a comparable project. Except this project wants to dig 100 + ft caissons into essentially a coastal bluff in order to secure the slope, a much more risky endeavor that needs further investigation through the Variance process. There is NO WAY that the City would have approved that project on Piedra Chica Rd unless it could be stabilized to build WITH the variance for the factor of

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 2/17/26 Time 7:30 a.m.
Planning Commission meeting of 2/17/26
Agenda Item No. 4A
Total No. of Pages 54

safety.

I am attaching the letter from April 2021, from our attorney re: 20238 Piedra Chica Rd (which for some reason is missing in the current staff report) which caused this project to go back to the Planning Dept and apply for the required variance (see p 3). 5 years later the owners are finally starting to build after satisfying all the variance requirements. This is EXACTLY what needs to happen for this project or there is no point of even having the Variance option in the LCP if post construction can satisfy the Factor of Safety requirement of 9.4 D.

If there is any way to review this and inform the City before the hearing on Tuesday that a variance must be applied for before proceeding further that would save the applicant much headache in the future with an appeal and being sent back in a year or so.

This is a contentious project already as it will be blocking an iconic ocean view and has much public opposition so should be scrutinized to the fullest.

Thank you,

Jo Drummond

On Sun, Jan 25, 2026 at 11:32 PM Malibu Township Council [redacted] wrote:

> **Barbara,**
>
> Thank you for your response — I appreciate your engagement on this matter.
>
> Based on the City's existing staff report, it should be straightforward for your team to confirm the deficiencies I have raised, as all citations are taken directly from the City's own record. Under the *Hazards* section, the staff report (p 10/11) does not meaningfully identify that the site lies within a mapped landslide area, nor does it analyze compliance with the factor-of-safety requirements under **LIP §9.4(D)**. That omission alone is significant.
>
> The attached presentation highlights, within the first nine slides, the specific geotechnical requirements that have not been met. Each slide cites relevant page numbers from the staff report (linked here for reference: https://www.malibucity.org/AgendaCenter/ViewFile/Item/7832?fileID=85371, to facilitate efficient review by your staff.
>
> This situation is fundamentally different from like-for-like fire rebuilds of up to 10%, on historically stable parcels that are consistently testing above required factor-of-safety thresholds in their existing condition, that regardless, do not require a variance. Instead, this proposal involves **brand-new construction on an untested landslide site where stability has not been demonstrated**.
>
> In May 2022, the Coastal Commission advised the City of Malibu that it could not lawfully process Fire Rebuild Option 4, which relied on hypothetical future construction to justify new or expanded development entitlements—up to 70% larger than a like-for-like plus 10% replacement of a structure that had not yet been rebuilt. That approach was rejected. The

same flawed framework is being applied here. This project similarly attempts to justify compliance with **LIP §9.4(D)** by deferring critical safety analysis until after post-construction stabilization is assumed, rather than evaluating whether the site meets required standards in its existing, worst-case condition or through the legally required variance process.

Allowing this project to proceed without first requiring a variance would establish a dangerous and legally unsupportable precedent. It would effectively allow any new large development project in landslide assessment districts—such as Big Rock, Calle del Barco, Las Flores, Malibu Road, and others—to bypass the Local Coastal Program by proposing extreme post-construction mitigation measures **without subjecting those measures to the variance findings mandated under LIP §13.26, including whether the proposed development would endanger adjacent properties or public safety, a determination that cannot be made outside the variance process**. This would undermine the enforceability of **LIP §9.4(D)** and the LCP's core public-safety protections.

For these reasons, the application cannot lawfully proceed as currently processed. A variance must be applied for and evaluated **before** any further discretionary review occurs. Perhaps you can ask the City to postpone the hearing until your staff can complete this due diligence that the City has neglected to perform. The hearing is currently set for the Feb 17 Planning Commission date.

Thank you again for your attention to this issue.

Warm regards,
Jo Drummond
Malibu Township Council

On Jan 23, 2026, at 12:08 AM, Carey, Barbara@Coastal <Barbara.Carey@coastal.ca.gov> wrote:

Hi Jo—

Thank you for the update. We are aware of this project but have not yet had the staff time to review the City staff recommendation in detail or provide any comments to the City staff.

Gabriella Gough (copied here) is our analyst that covers the City of Malibu. I will be supervising that jurisdiction while Denise is out on leave.

Barbara

From: Malibu Township Council [redacted]
Sent: Wednesday, January 21, 2026 1:45 AM
To: Carey, Barbara@Coastal <Barbara.Carey@coastal.ca.gov>; SouthCentralCoast@Coastal <SouthCentralCoast@coastal.ca.gov>
Cc: Bill Sampson [redacted]; Patt Healy [redacted]; R Y A N [redacted]; Jyoti Drummond [redacted]
Subject: Fwd: One more chance to remove Item 4B (25200PCH) off the PC agenda for Jan 20

Hello Barbara and South Central Coastal Commission,

The Planning Commission did not make a final decision on this project tonight. While the Commission stated that the geology was "satisfactory," that conclusion was reached **without evaluating factor-of-safety values under worst-case conditions**, as required for development in mapped landslide areas. Instead, the analysis relied on the assumption of **future construction of approximately 100-foot piles**, even though those piles themselves have not yet been fully evaluated in light of the site's known landslide conditions.

This sequencing is precisely why a **variance under Malibu's Local Implementation Plan (LIP) Section 9.4.D** is required **before** construction plans can be approved.

Under the **California Coastal Act**, new development must be sited and designed to minimize risks from geologic hazards and must not create conditions that endanger life or property (Public Resources Code §§30253 and 30254). Malibu's LIP implements these mandates by prohibiting development in landslide areas unless strict factor-of-safety standards are met — or, where they cannot be met, unless a variance is granted through a formal, discretionary process.

A variance is the **only lawful mechanism** that allows an applicant to propose extraordinary engineering measures, complete additional studies, and prepare construction plans intended to demonstrate whether those measures can raise the factor of safety to a level that Building & Safety could approve. **The variance must therefore come first**, so the adequacy of the proposed engineering can be evaluated transparently and against Coastal Act standards — **not assumed in advance and justified later through unchecked construction**.

This practice has gone on far too long in this City, with projects approved on previously unbuildable lots without sufficient due diligence prior to construction, leading to damage and ongoing issues for adjacent properties and costing the City millions of dollars in mitigation and corrective measures. It must not continue.

Proceeding without a variance effectively asks the City to accept speculative future

construction as a substitute for required safety findings. This approach conflicts with the Coastal Act's hazard-avoidance policies, places neighboring homeowners and the traveling public along PCH at risk, and exposes the City to potentially significant liability.

The project is expected to return on February 17 as a reduced proposal — now over 7,000 square feet and without the guest house — which may lessen visual impacts. However, **the underlying geologic conditions and factor-of-safety issues remain unchanged**. For these reasons, we respectfully request that Coastal Commission staff closely review the geologic record and **LIP Section 9.4.D**, and recognize that a variance is required before construction plans may proceed.

Thank you for your careful attention to this matter and for ensuring that Coastal Act hazard policies are applied as intended. Please advise as soon as possible.

Jo Drummond

Malibu Township Council

Begin forwarded message:

From: Malibu Township Council [redacted]
Date: January 21, 2026 at 10:49:46 AM GMT+5:30
To: Tyler Eaton <teaton@malibucity.org>
Cc: Jyoti Drummond [redacted], Trevor Rusin <trevor.rusin@bbklaw.com>, Bill Sampson [redacted], Patt Healy [redacted], R Y A N [redacted], barbara.carey@coastal.ca.gov, southcentralcoast@coastal.ca.gov, Yolanda Bundy <ybundy@malibucity.org>, Kellan Martz <Kellan.Martz@bbklaw.com>, Rebecca Evans <revans@malibucity.org>, Frank Angel [redacted], Jun [redacted], Jyoti Drummond [redacted], Bruce Silverstein <bsilverstein@malibucity.org>
Subject: Re: One more chance to remove Item 4B (25200PCH) off the PC agenda for Jan 20

The applicant did not even ADDRESS the requirement of a variance using slope stability at worst case conditions which is obviously pre construction or piles. These MUST be evaluated through a variance.

Pls refer to 20238 Piedra Chica rd. **There is already PRECEDENT in Big Rock that went through multiple planning commission hearings and then on to City Council and it ended up getting sent back to PC for a variance. 5 years later it was finally approved and 10 years later they are attempting to build finally - why would the applicant want to take such a risk without obtaining the REQUIRED variance - it doesn't make sense and LEGALLY cannot proceed regardless of what THEIR consulting geologist says NOW - look at all their original reports that could NOT meet the factor of safety - these were not even completed at the very worst case conditions. This is WHY they've had so many geotechnical reviews. So you cannot make the finding that it meets the factor of safety along with the extreme ocean view open space blockage that will come**

from this project that the applicant has maxxed out in size STRICTLY for financial gain which goes against EVERYTHING in Malibu's vision & Mission statement.

They also need permission from Caltrans to take over that broken continuously leaking pipe into their lot (that was not taken into consideration by the applicant's geologist in his reports) or whomever is responsible and if it's been over 10 years that no one has claimed responsibility how can this ever get done - this needs to be resolved before ANY approval.

I hope staff will be addressing this as you stated. Tyyy…Jo Drummond

On Jan 20, 2026, at 9:45 PM, Tyler Eaton <teaton@malibucity.org> wrote:

Jo,

Thank you. We have received your comments and they will be shared with the Planning Commission. The geology concerns will be discussed in greater detail tonight. We will have staff available to answer any questions. The typo regarding septic tank size will be addressed for the record during staff presentation.

Although we have not received any significant correspondence from the Coastal Commission staff to date, this project is appealable to the CCC as stated in the staff report.

Regards,

Tyler Eaton

Assistant Community Development Director

Community Development Department

Office: (310) 456-2489 ext. 273

23825 Stuart Ranch Road | Malibu, CA 90265

From: Jyoti Drummond [redacted]
Sent: Monday, January 19, 2026 1:14 PM
To: Tyler Eaton <teaton@malibucity.org>
Cc: Trevor Rusin <trevor.rusin@bbklaw.com>; Bill Sampson [redacted]; Patt Healy [redacted]; R Y A N [redacted]; barbara.carey@coastal.ca.gov; southcentralcoast@coastal.ca.gov; Yolanda Bundy <ybundy@malibucity.org>; Malibu Township Council [redacted] Kellan Martz <Kellan.Martz@bbklaw.com>; Rebecca Evans <revans@malibucity.org>
Subject: One more chance to remove Item 4B (25200PCH) off the PC agenda for Jan 20

Hello Tyler - hope all is well..

I am writing from India after preparing a 9 minute presentation for Malibu Township Council to present into the record at tomorrow night's hearing that I hope can and will be continued -

#1 - Denise at Coastal is on maternity leave and no one has yet to get back to us with regards to clarifying what is OBVIOUS - that the project requires a variance to the factor of safety at the very least before being able to proceed as it fails to demonstrate compliance with LCP §9.4(D), which requires a **minimum static factor of safety of 1.5** under existing, **worst-case conditions** for development on landslides.

Since we have unfortunately had to try and spell this out over and over again to the City since August I'll include this graph below straight from the applicant's geotechnical consultant in the staff report on p. 596 -

*Labeling part of a landslide "no-build" does **not** make the rest of the area stable.*

*This cross-section shows the **landslide mass extends beneath the entire site**.*

*Where the factor of safety for the landslide mass is **well below code**, instability is **site-wide**, not selective. **Buildability cannot be created by drawing lines on a plan. Also note: on page 592 (attached), Cross Section 2'-2' is located within the landslide area, which has active faults, fractures, and active water seepage. Fabricating pile depths exceeding 100 ft without accurate safety analysis to achieve a required static factor of safety of 1.5 POST***

construction MUST be analyzed under worst-case conditions, which have consistently shown unstable conditions below 1.0 admitted by their own geologist. With their less conservative "pre construction" latest "preliminary findings" they varied from 1.076-1.234 - nowhere NEAR 1.5. See all of this on p 1137 of the staff agenda report also attached below. These are consistent within an active landslide area as well as the lot is classified as a landslide under the California Geological Survey maps since 2001 and part of the Malibu Road Landslide Assessment District 98-3.

That is why a variance is required for the entire unstable lot.







#2 - You'll see on p 12 of your staff's report that the Resolution is also written incorrectly - see below attached:

This is not a clerical error. Resolution 26-05 materially misrepresents the project by stating **the septic tank is 1,500 gallons,** when the plans show a **7,540-gallon** system. Septic capacity directly affects groundwater and slope stability in a landslide area, and the Commission cannot act on a record that contains misinformation—especially where required variances have not been applied for.

#3 - The project is also sited on a narrow strip of a ridgeline/coastal bluff and does not satisfy the LIP setback requirements from the top of the unstable bluff. Crummer Estates (Case) were required to setback from the top of the bluff 100 ft even though Malibu Road is in between the ocean as precedent if you need (attached). Yeh and Associates documented the slope failure and erosion happening on the bluffside at 25200 PCH in their Nov/2022 Geotechnical Report for 98-3.

So please let us know as soon as possible if you are finally able to continue or send back this item for any of the above reasons.

Thank you, Jo Drummond

On behalf of MTC

ELKINS KALT

Monica R. Briseno
D: 310.746.4479
MBriseno@elkinskalt.com

Elkins Kalt Weintraub Reuben Gartside LLP

April 26, 2021

VIA E-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 (the "Property")
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 (the "**Project**")

Dear Mayor and City Council Members:

Our office represents Colin and Joanne Drummond ("**Appellants**") in connection with the above-referenced appeal. On April 21, 2021, Appellants' requested a continuance of the hearing of the appeal.

We have yet to receive confirmation of a continuance. As such, and in the event the City Council decides to hear the appeal today, Monday, April 26, 2021, which, as previously explained, Appellants view as premature, we detail below how the Project does not conform to the LCP, requires a variance, does not comply with applicable building code sections, and is not exempt from CEQA. The record does not support the findings necessary to approve the requested coastal development permit, and you must nullify the Project approvals.

T: 310.746.4400 F: 310.746.4499
10345 W. Olympic Blvd, Los Angeles, CA 90064 | elkinskalt.com

I. 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.

On June 22, 2020, the City Council authorized the City Manager to execute a Professional Services Agreement with Yeh and Associates, Inc. ("**Y&A**") for maintenance and monitoring services for the Big Rock Mesa Landslide Assessment District. Importantly, a slope stability study was not included in Y&A's scope of work.

On November 9, 2020, Y&A presented its findings and recommendations to the City Council. Based on its review of the system, Y&A made several recommendations, including for capital improvements and slope stability modeling. Hearing community concerns concerning continued development in this area without a proper slope stability analysis, the City Council directed staff to bring back a review of the safety factor and development impacts in the Big Rock area.

On February 24, 2021, the City's geotechnical consultants presented a report addressing the City Council's November 9, 2020 question. Community questions regarding the report and future development remained unanswered at the meeting. To address this, Mayor Pierson proposed a follow-up meeting with Big Rock Mesa residents, geologists, and City staff to discuss the next steps. The matter was to be brought back to the City Council after the community meeting. This meeting has yet to occur.

The City Council understood the need to respond to community concerns and correctly requested that additional meetings with the community occur before continuing with development decisions. The Appeal should not be heard until that happens.

II. Appeal Summary and Response to Staff Report

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. Despite this fact, the Staff Report goes to great lengths to state that no need exists for a slope stability study to approve the Project and continues to recommend approval for a Project that does not meet either the City's Local Coastal Program ("**LCP**") or Building Code.

A. The Project Does Not Conform To LCP Policies Concerning Hazards And Requires a Variance

The City acknowledges that the Project does not meet the LCP standards for new development on landslides. However, it fails to explain why the City can approve a coastal development permit without addressing such conflicts through a variance, the mechanism created by the LCP for instances where a Project requires deviation from LCP standards or requirements.

LCP, Local Implementation Plan ("**LIP**") Section 9.2.B states that development on any parcel "located on or near any area subject to hazards" is governed by LIP Chapter 9. The Project is within a known geologic hazard, an active landslide. As such, LIP Chapter 9 applies to the Project.

LCP, LIP Section 9.4.D provides that "[n]ew development proposed on landslides . . . 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.."[1] The staff report acknowledges that the Property cannot provide a 1.5 factor of safety because the "Big Rock Mesa Landslide, on which the property is situated, has a static factor of safety below 1.5." Staff Report, pg. 6.

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." Evidence in the record proves existing effluent overflow originates from the Property to affect adjoining properties. We attach copies of photos of such overflow issue as **Exhibit A.** These issues will increase with the approval of additional water fixtures proposed by the Project. We attach a copy of the Property's current water

[1] 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

usage, showing existing elevated water levels (which averages almost three times the capacity of the existing septic system flow) as **Exhibit B**.[2]

The above provisions taken together prohibit the approval of the Project absent a variance. The Project does not seek the required variance. Such an attempt to sidestep the LCP is improper, and the Council must deny the Project for its failure to conform with the LCP.

B. The City's Building Code Does Not Supersede The City's LCP

The Project's Staff Report does not explain the Project's sidestepping the variance requirements in the LCP. However, we understand that an incorrect assumption may exist that complying with the Building Code is enough to satisfy the LCP. This is incorrect. The City's LCP takes precedence over the City-adopted County and State Building Codes. The Project must comply with the LCP, specifically the provisions regarding hazards.

LCP, LIP Section 9.2.B states that "[w]here any policy or standards provided in this chapter [LIP Chapter 9] conflicts with any other policy or standards contained in . . . City-adopted plan, resolution or ordinance not included in the LCP, and it is not possible . . . to comply with both the Malibu LCP and other plan . . . the policies, standards or provisions contained herein [LIP Chapter 9] shall take precedence."

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.

C. The Project Is Not The Least Environmentally Damaging Alternative

The City cannot make the required finding that the Project is the least environmentally damaging alternative when it failed to consider an alternative that eliminates the additional water

[2] Public water usage records show approximately 902 to 2248 gallons per day (gpd) for the Property the last two years, which is substantially higher than the City wastewater design flows that provide for 600 gpd for a home with three bedrooms or 750 gpd for a home with four bedrooms. Malibu Municipal Code § 15.42.050. The Property's current water consumption is closer to a 6+ bedroom home. This can only increase with the Project's proposed increase in water fixtures.

fixtures, which would reduce the potential significant Project adverse impacts on the environment i.e., the existing landslide.

Geologists for the City, Project, and Appellant agree that water consumption is one of the primary factors influencing the safety factor for the Big Rock Mesa District. Yet, the Staff Report fails to analyze a Project alternative that eliminates additional water consumption. Such analysis is incomplete.

Donald B. Kowalewsky, the Project's geologist, when evaluating a project on 20272 Inland Lane in 2018, concluded that the introduction of additional mass and water into the ground in Big Rock Mesa "will result in a lower safety factor," thereby adversely affecting offsite properties. We attach a copy of Mr. Kowalewsky Report as **Exhibit C**. Specifically, Mr. Kowalewsky concluded that "[i]ncreasing the mass of a structure and increasing the water that enters the ground (wastewater) will decrease the stability of a landslide." See Ex. B, g. 2.

The Project proposes to increase water fixtures without increasing the size of the onsite wastewater treatment system ("**OWTS**"). This is a problem because of the increase in water use and because the existing OWTS is insufficient for the current development. The OWTS has experienced failures, which will only worsen with additional water fixtures.

The Project applicant has argued that water usage will not increase with the new development because the same number of occupants, namely his family, will continue to reside at the Property. However, land use approvals run with the land and planning must account for the increased water use caused by an overall increase in water fixtures.

An increase in water fixtures will result in increased water use in an area where the Project applicant's geologist previously found that an increase in water entering the ground will decrease the stability.[3] The Project is clearly not the least environmentally damaging alternative.

D. <u>The Project Does Not Meet County Building Code Requirements</u>

The Staff Report incorrectly claims that this Project is subject to County Building Code Section 110.2.3.4 as an addition to a structure in an existing landslide area.

[3] Water usage data for the Property enclosed as part of Exhibit A shows incredibly high water usage for the Property, which is concerning given the previous failures and impact of effluent on adjoining properties.

County Building Code Section 110.2.3.4 requires that:

> When the proposed work involves an addition . . . to an existing structure but is not a change in use or occupancy and such work does not increase the gross floor area of the structure by more than 25 percent of the area of the structure as it existed on July 6, 1968, **and the Building Official determines that the proposed work will not impact a historically active landslide** (emphasis added).

Here, the Building Official has not, and cannot, determine that the Project will not impact the historically active landslide because no studies opine on the current stability of the area. The Building Official cannot make this finding until completion of a stability assessment of the Big Rock Mesa Landslide District. The continued approval of development in an active landslide area without proper analysis of its stability supports only the conclusion that the cumulative impact of such approvals will impact the historically active landslide.

Importantly, analysis from both Appellant and Applicant's geologists supports the conclusion that the Project's approval will impact the landslide. As stated above, Mr. Kowalewsky previously concluded that "[i]ncreasing the mass of a structure and increasing the water that enters the ground (wastewater) will decrease the stability of a landslide." See Ex. B, g. 2. As detailed above, the Project will increase the mass and water fixtures, which decreases the landslide's stability.

Additionally, before a permit may be issued, an owner must:

> Submit an engineering geology and/or soils engineering report or reports that contain(s), at a minimum, a qualitative and/or conditional finding that the proposed work complies with the provisions of Section 110.2.1.
>
> Section 110.2.1 provides that "[n]o building or grading permit shall be issued under the provisions of this section when the Building Official finds that property outside the site of the proposed work could be damaged by activation or acceleration of a geotechnically hazardous condition and such activation or acceleration could be attributed to the proposed work on, or change in use of, the site for which the permit is requested."

Again, as noted above, no reports have been submitted because no one has completed an adequate assessment of the stability of the landslide . As such, the Project cannot show that it will not damage adjacent properties. On the contrary, the Applicant's geologist previously found that the introduction of water and mass to the area decreases the stability of the landslide, making the approval of the Project contrary to County Building Code requirements.

E. <u>The Project Is Not Exempt From CEQA</u>

The Planning Commission incorrectly found the Project categorically exempt from the California Environmental Quality Act ("CEQA"). The Planning Commission relied on inapplicable categorical exemptions – Section 15301(a) for interior and exterior alterations, Section 15301(2) for additions to existing structures, and Section 15303(d) for new construction. The Planning Commission, without analysis, found that no exemptions applied to these exceptions. The Planning Commission's analysis is incorrect.

"All exemptions . . . are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant." 14 CCR § 15300.2(b). Moreover, "[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." 14 CCR § 15300.2(c).

Here, the approval of additional development on an existing landslide without studying the overall stability of the area will create significant environmental impacts over time. There have been approximately one-hundred twenty-five (125) new additions to the landslide district since 1992, the last available stability assessment. All approved without additional study of the stability of the landslide. The continued approval of new additions in Big Rock constitutes a significant cumulative impact. The cumulative impact exception to the categorical exemption is meant to address situations such as this one.

Relatedly, the existing landslide creates unusual circumstances. Multiple signs of cracks exist in the periphery of the landslide, indicating movement of the mass as a whole. We attach copies of photos of such peripheral cracks as **Exhibit D**. The unusual circumstances of the active landslide create a possibility of a significant environmental impact from the Project as it will increase water consumption, which is one of the primary factors influencing the safety factor of the landslide.

Categorical exemptions do not apply to the Project.

III. Conclusion

As detailed above, the Project does not conform to the City's LCP or building code, and the City improperly found the Project categorically exempt from CEQA. The City must nullify the Planning Commission Approvals and work to implement the work needed to understand the stability of the landslide district and the impact of future development.

Concerned residents understand the existing threat and have sought your leadership to address it. Continuing to approve new development without heeding the community's concerns is irresponsible planning, putting the property and health of residents at risk.

We appreciate your consideration of the above request. Please contact our office with questions or comments.

Very truly yours,



MONICA R. BRISENO
Elkins Kalt Weintraub Reuben Gartside LLP

MRB

cc: Kenneth A. Ehrlich (via e-mail kehrlich@elkinskalt.com)
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4132471v4

EXHIBIT A


20235 Piedra Chica Rd
Lot 13
Perched
conditions
Lot 9
2D















EXHIBIT B

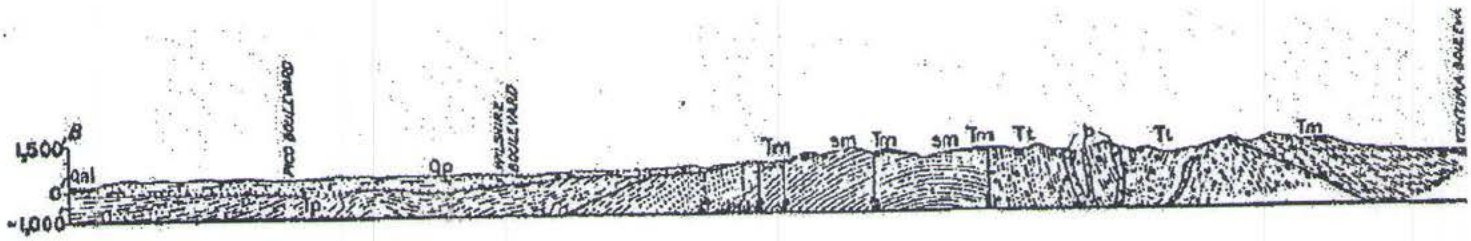
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WATER USAGE FOR 20238 PIEDRA CHICA RD

Service	Read Date	Meter	Read Type	Read Status	Previous Reading	Current Reading	Days	Consumption	Average	Bill Number	Bill Date	AVERAGE USAGE PER DAY
Water	4/13/2021	53641782	Water	Actual Read	3874.00000	3956.00000	62	82.00000	1.32	5351804	4/13/2021	989 gpd
Water	2/10/2021	53641782	Water	Actual Read	3705.00000	3874.00000	62	169.00000	2.73	5276963	2/12/2021	2039 gpd
Water	12/10/2020	53641782	Water	Actual Read	3600.00000	3705.00000	57	105.00000	1.84	5202996	12/14/2020	1378 gpd
Water	10/14/2020	53641782	Water	Actual Read	3377.00000	3600.00000	63	223.00000	3.54	5130620	10/16/2020	2648 gpd
Water	8/12/2020	53641782	Water	Actual Read	3203.00000	3377.00000	62	174.00000	2.81	5053587	8/14/2020	2099 gpd
Water	6/11/2020	53641782	Water	Actual Read	3032.00000	3203.00000	58	171.00000	2.95	4979299	6/15/2020	2205 gpd
Water	4/14/2020	53641782	Water	Actual Read	2955.00000	3032.00000	63	77.00000	1.22	4908376	4/15/2020	914 gpd
Water	2/11/2020	53641782	Water	Actual Read	2860.00000	2955.00000	63	95.00000	1.51	4836066	2/12/2020	1128 gpd
Water	12/10/2019	53641782	Water	Actual Read	2717.00000	2860.00000	61	143.00000	2.34	4758317	12/11/2019	1754 gpd
Water	10/10/2019	53641782	Water	Actual Read	2568.00000	2717.00000	58	149.00000	2.57	4685339	10/11/2019	1922 gpd
Water	8/13/2019	53641782	Water	Actual Read	2394.00000	2568.00000	61	174.00000	2.85	4612320	8/13/2019	2133 gpd
Water	6/13/2019	53641782	Water	Actual Read	2283.00000	2394.00000	59	111.00000	1.88	4542307	6/17/2019	1407 gpd
Water	4/15/2019	53641782	Water	Actual Read	2207.00000	2283.00000	63	76.00000	1.21	4470536	4/16/2019	902 gpd
Water	2/11/2019	53641782	Water	Actual Read	2145.00000	2207.00000	62	62.00000	1.00	4389807	2/13/2019	748 gpd
Water	12/11/2018	53641782	Water	Actual Read	2025.00000	2145.00000	56	120.00000	2.14	4318391	12/12/2018	1603 gpd
Water	10/16/2018	53641782	Water	Actual Read	1795.00000	2025.00000	62	230.00000	3.71	4249495	10/17/2018	2775 gpd
Water	8/15/2018	53641782	Water	Actual Read	1677.00000	1795.00000	63	118.00000	1.87	4176600	8/17/2018	1401 gpd
Water	6/13/2018	53641782	Water	Actual Read	1586.00000	1677.00000	63	91.00000	1.44	4104197	6/15/2018	1080 gpd
Water	4/11/2018	53641782	Water	Actual Read	1535.00000	1586.00000	58	51.00000	0.88	4028069	4/13/2018	658 gpd
Water	2/12/2018	53641782	Water	Actual Read	1440.00000	1535.00000	62	95.00000	1.53	3955023	2/13/2018	1146 gpd
Water	12/12/2017	53641782	Water	Actual Read	1330.00000	1440.00000	61	110.00000	1.80	3882380	12/13/2017	1348 gpd
Water	10/12/2017	53641782	Water	Actual Read	1157.00000	1330.00000	63	173.00000	2.75	3810591	10/16/2017	2054 gpd
Water	8/10/2017	53641782	Water	Actual Read	1022.00000	1157.00000	58	135.00000	2.33	3738565	8/14/2017	1741 gpd
Water	6/13/2017	53641782	Water	Actual Read	831.00000	1022.00000	62	191.00000	3.08	3668646	6/14/2017	2304 gpd
Water	4/12/2017	53641782	Water	Actual Read	726.00000	831.00000	58	105.00000	1.81	3598057	4/14/2017	1354 gpd

AVERAGE WATER USAGE OVER 4 YEARS - 1589 GPD
AVERAGE WATER USAGE THE PAST YEAR - 1753 GPD

EXHIBIT C



Donald B. Kowalewsky
ENVIRONMENTAL &.
ENGINEERING GEOLOGY

March 25, 2018
Job # 16629J6.001

Hak P. Wong
[redacted]
Malibu, California 90265

SUBJECT: Geologic memorandum regarding proposed construction of a single family residence at 20272 Inland Lane, Malibu, California. Coastal Development Permit Amendment No. 15-005, Site Plan Review No. 15-039, Variance No. 11-018, Minor Modification No. 12-007.

This office has reviewed available documents related to this project, the Building Code, and the City's LUP and LIP relative to the proposed development. Appendix A includes a list of geotechnical documents reviewed in order to prepare this memorandum. It is anticipated that this memorandum will be provided to the City Planning Department and Planning Commissioners to provide justification for rejection of the currently proposed project on the basis of unsafe geologic conditions, failure to conform with current City policy and codes, failure to conform with State Law regarding earthquake induced hazards, and misrepresentation of the project.

I. Violation of City Building Codes

The code sections referred to in the following paragraphs are included in Appendix B.

In the past, the City allowed reconstruction of single family dwellings in geologically sensitive areas following damage or loss due to conditions other than landslide, settlement, or slippage. Because the house on this property was destroyed by fire, the building code allows the owner of the property at the time of the loss, their immediate heir(s), or their authorized representative to rebuild the residence. (Section 110.2.3.6).

[redacted]
Malibu, California 90265

☎ [redacted]
Email: [redacted]

The proposed project is in violation of the conditions in Section 110.2.3.6 of the building code.

1. The applicant is not the owner, their heir, nor authorized representative.
2. The proposed project exceeds the area, number of stories, load, and number of fixtures of the structure that was destroyed. In 1968 documents indicate the house had a total square footage of 2184 square feet. The proposed structure has a total square footage of 3939 square feet.

Because the building is larger and will introduce more water into the ground, it is in violation of Section 110.2.1 of the building code. The additional mass and introduction of water into the ground will result in a lower safety factor for this portion of the Big Rock Mesa landslide, thereby adversely affecting offsite properties.

The proposed project is in violation of Section 110.2.2 of the building code because it does not have the minimum required safety factor relative to slope stability required by the City Guidelines for geotechnical reports (Appendix D)

II. Violation of City Planning Codes

The City's Land Use Plan and Local Implementation Plans contain sections requiring certain findings. The following are a list of those findings and questions suggesting that the findings have not been properly made.

LUP B. Coastal Act Policies Section 30253

(1) Minimize risks to life and property in areas of high geologic, flood, and fire hazard.

Would any increase in risk (regardless of how small) be the same as minimizing risk? Increasing the mass of a structure and increasing the water that enters the ground (wastewater) will decrease the stability of a landslide. This may be mathematically a small amount but it is a decrease in stability and therefore does not minimize risks.

(2) Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.

The proposed project would substantially alter the existing landform along bluff.

LUP C. Land Use Plan Policies

4.1 The City of Malibu and the Santa Monica Mountains coastal zone contains areas subject to hazards that present substantial risks to life and property. These areas require additional development controls to minimize risks, and include, but shall not be limited to, the following:
a. Low Slope Stability & Landslide/Rockfall Potential: hillside areas that have the potential to slide, fail, or collapse.

No development controls are being implemented to minimize risks.

LUP 1. General Development

4.2 All new development shall be sized, designed and sited to minimize risks to life and property from geologic, flood, and fire hazard.

It is not being sized or sited to minimize risks

4.3 Information should be provided to the public concerning hazards and appropriate means of minimizing the harmful effects of natural disasters upon persons and property relative to siting, design and construction.

The geotechnical reports did not evaluate earthquake risks relative to slope stability as required by State Law (Appendix C).

4.4 On ancient landslides, unstable slopes and other geologic hazard areas, new development shall only be permitted where an adequate factor of safety can be provided, consistent with the applicable provisions of Chapter 9 of the certified Local Implementation Plan.

In the past, the City has designated a minimum adequate static safety factor for new dwellings as 1.5. This site has 1.37. No seismic safety factors were provided (in violation of State Law). This is a new dwelling because it is not in the same footprint as the pre-existing dwelling, is larger in volume, has a new foundation system, and new septic system.

4.5 Applications for new development, where applicable, shall include a geologic/soils/ geotechnical study that identifies any geologic hazards affecting the proposed project site, any necessary mitigation measures, and contains a statement that the project site is suitable for the proposed development and that the development will be safe from geologic hazard. Such reports shall be signed by a licensed Certified Engineering Geologist (CEG) or Geotechnical Engineer (GE) and subject to review and approval by the City Geologist.

The report does not state the site will be safe from geologic hazards, in fact it contains numerous disclaimers because the site is within an active landslide.

4.6 The remediation or stabilization of landslides that affect existing structures or that threaten public health or safety may be permitted. Alternative remediation or stabilization techniques shall be analyzed to determine the least environmentally damaging alternative. Maximum feasible mitigation shall be incorporated into the project in order to minimize adverse impacts to resources.

No mitigation is proposed

4.7 Hillside Management Program requirements shall be applicable to proposed development on steep slopes.

The proposed project will extend out over what is a steep slope by removing the upper portion of the slope to create a semi-subterranean area.

4.8 Grading and/or development-related vegetation clearance shall be prohibited where the slope exceeds 40 percent (2.5:1), except that driveways and/or utilities may be located on such slopes, where there is no less environmentally damaging feasible alternative means of providing access to a building site, provided that the building site is determined to be the preferred alternative and consistent with all other policies of the LCP.

Is grading over the existing slope the least environmentally damaging?

4.9 Buildings within flood prone areas subject to inundation or erosion shall be prohibited unless no alternative building site exists on the property and proper mitigation measures are provided to minimize or eliminate risks to life and property from flood hazard.

4.10 New development shall provide adequate drainage and erosion control facilities that convey site drainage in a non-erosive manner in order to minimize hazards resulting from increased runoff, erosion and other hydrologic impacts to streams.

4.11 New development involving a structure dependent on a wastewater disposal system shall utilize secondary treatment, at a minimum, and evapotranspiration waste disposal systems or other innovative measures, where feasible.

This project is not using evapotranspiration waste disposal systems.

4.12 Land divisions, including lot line adjustments, shall be prohibited unless all proposed parcels can be demonstrated to be safe from flooding, erosion, and geologic hazards and will provide a safe, legal, all weather access road(s), which can be constructed consistent with all policies of the LCP.

4.13 Land Divisions including lot line adjustments shall be prohibited unless all proposed parcels and access roads are found to comply with all applicable fire safety regulations and all required approvals are obtained.

4.14 New development shall be prohibited 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.

If this were a fire rebuild it would not be new development. However, as planned, it is clearly new development and should be prohibited because it is in a recognized active landslide and does not have the required safety factors as stipulated in the City guidelines for Geotechnical reports, 2013 version. (Appendix D).

4.15 Existing, lawfully established structures, which do not conform to the provisions of the L.P., may be maintained and/or repaired provided that such repair and maintenance do not increase the extent of nonconformity of the structure. Except as provided below, additions and improvements to such structures may be permitted provided that such additions or improvements comply with the current standards and policies of the L.P. and do not increase the extent of nonconformity of the structure. Substantial additions, demolition and reconstruction, that result in demolition and/or replacement of more than 50% of the exterior walls shall not be permitted unless such structures are brought into conformance with the policies and standards of the L.P.

The proposed structure is a new building and should be required to comply with all policies and standards of the L. P.

III. Comments on Geotechnical reports

Numerous geotechnical reports were prepared by GeoConcepts, Inc. (Appendix A). Their reports were based on review of existing documents, and excavation of four test pits and four borings extending to a maximum depth of 81 feet. Based on available geologic reports Bing Yen & Associates, 1992), the landslide in this area extends to an approximate depth of 130 feet. Therefore, none of the GeoConcepts exploratory excavations observed or were able to sample all

of the earth materials underlying the site. It is probable that weak layers were missed. GeoConcepts recognized that not all data was known and provides numerous disclaimers because conditions are not well known in the site vicinity. However, in spite of their disclaimers, they repeatedly state the project will not adversely affect offsite properties. They do not have the data to justify those statements. As required by City policy, the findings regarding site safety and the potential effect on offsite properties must be based on data and analyses.

Examples of the lack of data, or interpretation of data in a manner not justified by the data are provided below.

A. GeoConcepts reports dated 3/6/12 & 5/12/15: Reports indicate groundwater (standing water) exists in boring B-2 at 48 feet. Yet in borings B-1 and B-3 no groundwater was observed to depths of 81 and 60 feet, respectively. They never attempt to explain why the differences in the depth to groundwater. It is apparent that there is a ground water barrier preventing lateral migration of the groundwater. They state sewage effluent disposal will have a "near vertical to vertical" effluent path from the seepage pits which will have a depth of 38 feet. They then state it is not anticipated to create groundwater mounding or daylight onsite or offsite. Because there is standing water at 48 feet, there would have to be either groundwater mounding or lateral migration. Lateral migration could cause daylighting of effluent because the proposed seepage pit is less than 30 feet from the steep slope. They make unsubstantiated opinions based on inadequate data. Their cross-section showing the path of anticipated effluent migration does not extend to the base of the slope. At a minimum, they should have depicted the entire slope to demonstrate their opinion.

B. One GeoConcepts opinion actually suggests that the proposed work will increase the area's instability. Page 3 of their 5/12/15 report, states "Therefore, it is the opinion of this corporation, based upon the subsurface data that the proposed anticipated effluent and septic system, if properly installed will not increase a measurable gross instability of the Big Rock Mesa Landslide relative to the proposed site development and will not adversely affect adjacent properties, ..."

"Will not increase a measurable" appears to be a way of saying it will increase but to a relatively small amount. Yet there are no calculations to back up that statement. It is simply an unsubstantiated statement, not a finding based on data and calculations. It completely ignores the differences in the depth to groundwater found in their own borings.

C. Their original report, dated 1/14/11, contained the following statement "Stability analyses of the subject site is beyond the scope of this investigation". In a subsequent report, dated 12/20/11, they provided static slope stability analyses. Their analyses did not consider earthquake forces. The calculated safety factor using rock strengths obtained from their borings yielded a static safety factor of 1.373 (the minimum normally required by the City is 1.50).

For the following reasons, their evaluation of the stability of the site is flawed:

1. The rock strengths used in their analyses were relatively high compared to those used by Bing Yen & Associates for overall analysis of the Big Rock Mesa Landslide in 1992. They used a cohesion of 800 psf and a friction angle of 32°. Strengths used in 1992 were cohesion 0 and a friction angle of 18°. In fact, the 1992 report performed eleven tests of rock strengths of the Sespe Formation rock and the range in strengths was Cohesion 0 psf to 3200 psf and friction angle 11° to 29°. Rock with the higher cohesion were unfractured rock samples taken from the cliff face and should not be representative of the overall fractured landslide mass. As a consequence, the safety factor derived by GeoConcepts may not be representative and is higher than would have been derived if they had used values presented in the Bing Yen report.

2. Review of the geologic logs of the borings indicated that there is no discussion regarding the degree of fracturing of the rock and there are no measurements of the orientation of the fractures in the rock. However, a log of a 1968 seepage pit on this property described "very broken sandstone rock" at a depth of 28 feet. In the text of the GeoConcepts reports they state "no dominant patterns of adversely oriented fractures or joints were observed during the subsurface investigation". This statement suggest that fractures and joints do exist, however, their boring logs neither describe nor measure the orientation of any fractures or joints, therefore their statement appears to be based on no real data.

3. The geologic cross-section used to perform the stability analyses shows a groundwater table higher than the groundwater table actually used in their analyses. (Higher groundwater always means lower safety factors).

4. Their analyses used an assumed circular failure surface, however their own cross-sections show adversely oriented bedding, therefore, a planar analysis should also have provided.

5. As previously stated no earthquake forces were applied to their analyses.

D. The site is within an earthquake induced landslide hazard zone, as mapped by the State Geologist. Reports for proposed development in a mapped hazard zone are required by State law to evaluate the risk from earthquake induced landslide and provide recommendations to mitigate the risk. (Appendix C). The 2013 version of the City of Malibu "Guidelines for the preparation of engineering geologic and geotechnical engineering reports" also requires seismic (pseudostatic) slope stability analyses. (Appendix D). No analyses of the stability of the site were performed considering earthquake forces. Therefore, the project is in violation of both State Law and City Codes.

E. The actual ongoing movement of the Big Rock Mesa landslide has been inadequately addressed. The data used by GeoConcepts taken from the City Assessment District Reports (reports currently provided annually by Fugro West) is out dated and does not represent current conditions.

1. Groundwater has risen 19 feet between 2011 and 2015. GeoConcepts stated in their 12/2/15 report ground water levels were falling.

2. They reported in their 12/2/15 report that slope inclinometer SP-33 showed 0.2 inches of movement but they failed to state that Fugro recorded 0.2 inches of movement each year from 2011 through 2015 and slightly less than 0.2 inches in the 2015/2016 year. It is peculiar that movement prior to 2006 was less than 0.06 inches per year and often nothing. It appears that ongoing landslide movement is occurring under this site since SP-33 is located on this property.

The increase in movement has occurred during a drought. Most likely the increase in the rate of movement is the result of water introduced by man. One must question the logic in allowing a new structure that will add additional water into the ground when we already see an acceleration in the rate of landslide movement with a rise in groundwater.

IV. Conclusions

The project can not be legally permitted under current Building Codes for the following reasons:
1. There are sufficient reasons to require the proposed development of this property to conform with current Building Codes and Planning Codes for new habitable dwellings. Codes require new habitable structures to be safe and the work can not adversely affect offsite properties.

2. This is clearly not a "fire rebuild".

3. There is insufficient geotechnical information to accurately determine the actual risk of development on this property and to the neighboring properties.

4. The City would be in violation of State law if they were to approve a new dwelling in a mapped earthquake induced landslide hazard zone without requiring evaluation and mitigation in accordance with the State's requirements as well as their own Codes.

Donald B. Kowalewsky
Certified Engineering Geologist 1025

PROFESSIONAL GEOLOGIST
DONALD B. KOWALEWSKY
No. 1025
CERTIFIED ENGINEERING GEOLOGIST
STATE OF CALIFORNIA

APPENDIX A

REFERENCES

1. GeoConcepts reports dated 1/14/11, 3/3/11, 10/6/11, 10/31/11, 12/20/11, 2/13/12, 2/23/12 , 3/6/12, 4/4/12, 1/14/15, 5/12/15, 12/1/15, 12/2/15 (2 documents same date), 3/8/16, 3/9/16, and 4/12/16, 9/19/17.

2. Reports concerning the Big Rock Mesa Landslide prepared by Dennis Evans, 12/30/83, 8/20/84.

3. Geotechnical engineering evaluation of the Big Rock Mesa landslide by Bing Yen & Associates, 2/92 and annual monitoring and maintenance reports prepared through 1996.

4. Annual monitoring and maintenance reports prepared Fugro West, Inc., between 2004 and November, 2016.

APPENDIX B

BUILDING CODE SECTIONS 110 AND 111

SECTION 110 - PROHIBITED USES OF BUILDING SITES

110.1.1
Buildings are not permitted in an area determined by the Building Official to be subject to flood hazard by reason of inundation, overflow or erosion.

The placement of the building and other structures (including walls and fences) on the building site shall be such that water or mud flow will not be a hazard to the building or adjacent property. Subject to the conditions of Section 110.1.2, this prohibition shall not apply when provision is made to eliminate such hazard to the satisfaction of the Building Official by providing adequate drainage facilities by protective walls, suitable fill, raising the floor level of the building, a combination of these methods, or by other means. The Building Official, in the application of this Section for buildings, structures, and grading located in whole or in part in flood hazard areas, shall enforce, as a minimum, the current Federal Flood Plain Management Regulations defined in Title 44, Code of Federal Regulations, Section 60.3, and may require the applicant or property owner to provide the following information and/or comply with the following provisions:

1. Delineation of flood hazard areas, floodway boundaries and flood zones, and the design flood elevation, as appropriate; 2. The elevation of the proposed lowest floor, including basement, in flood hazard areas (A Zones), and the height of the proposed lowest floor, including basement, above the highest adjacent grade; 3. The elevation of the bottom of the lowest horizontal structural member in coastal high hazard areas (V Zone); 4. If the design flood elevations are not included on the community's Flood Insurance Rate Map (FIRM), then the applicant shall obtain and reasonably utilize any design flood elevation and floodway data available from other sources, as approved by the Building Official; and 5. During construction, upon placement of the lowest floor, including basement, and prior to further vertical construction, the permittee shall provide to the Building Official documentation, prepared and sealed by a registered design professional, certifying the elevation of the lowest floor, including basement.

110.1.2
Portions of the unincorporated territory of the County of Los Angeles subject to severe flood hazard by reason of inundation, overflow, erosion or deposition of debris are established as floodways by Chapter 11.60 of Title 11 of the Los Angeles County Code. Whenever, in such ordinance establishing floodways, reference is made to any floodway, it shall be construed to mean a floodway referred to in this Section. A person shall not perform work for which a building or grading permit is required within the boundaries of an established floodway if such work increases the flood hazard to adjacent properties by either increasing the capital flood water surface elevation, deflecting flows or increasing bank erosion. Such work may be performed within an established floodway, and a building or grading permit therefor may be issued, where provisions are made to the satisfaction of the Building Official to avoid such an increase in the flood hazard.

110.2 - Geotechnical Hazards.

110.2.1
No building or grading permit shall be issued under the provisions of this section when the Building Official finds that property outside the site of the proposed work could be damaged by activation or acceleration of a geotechnically hazardous condition and such activation or acceleration could be attributed to the proposed work on, or change in use of, the site for which the permit is requested. For the purpose of this section, a geotechnically hazardous condition does not include surface displacement due to earthquake faults.

110.2.2
Except as provided in Section 110.2.3, work requiring a building or grading permit by this Code is not permitted in an area determined by the Building Official to be subject to hazard from landslide, settlement, or slippage. For the purpose of this Section, landslide, settlement, or slippage does not include surface displacement due to earthquake faults.

110.2.3
Subject to the conditions of Subsection 110.2.1, permits may be issued in the following cases.

110.2.3.1
When the applicant has submitted an engineering geology and/or soils engineering report or reports complying with the provisions of Section 111 such that said reports show to the satisfaction of the Building Official that the hazard will be eliminated prior to the use or occupancy of the land or structures.

110.2.3.2
When the applicant has submitted an engineering geology and/or soils engineering report or reports that comply with the provisions of Section 111, and they demonstrate, to the satisfaction of the Building Official, that the site is safe for the intended use.

110.2.3.3
When the proposed work involves the alteration or repair of existing structures and the cost of such alteration or repair does not exceed 25 percent of the current market value of the existing structure, such value to be based on assumed continuation of the established legal use. Before a permit may be issued pursuant to this section, the owner shall do all of the following:

1. If required by the Building Official, submit an engineering geology and/or soils engineering report or reports that contain(s), at a minimum, a qualitative and/or conditional finding that the proposed work complies with the provisions of Section 110.2.1. 2. Record in the office of the Department of Registrar-Recorder, a statement that the owner is aware that the records of the Building Official indicate that the property is potentially subject to hazard from landslide, settlement, or slippage. 3. Record in the office of the Department of Registrar-Recorder, an agreement relieving the County and all officers and employees thereof of any liability for any damage or loss which may result from issuance of such a permit. This agreement shall provide that it is binding on all successors in interest of the owner and shall continue in effect until the Building Official records in the office of the Department of Registrar-Recorder a statement that

the Building Official has determined that such hazard from landslide, settlement or slippage no longer exists. The repair work shall consist of restoring the original construction. The Building Official may require that provisions be made in anticipation of future settlement. For the purposes of this Section 110.2.3.3, "alteration" does not include an addition or additions.

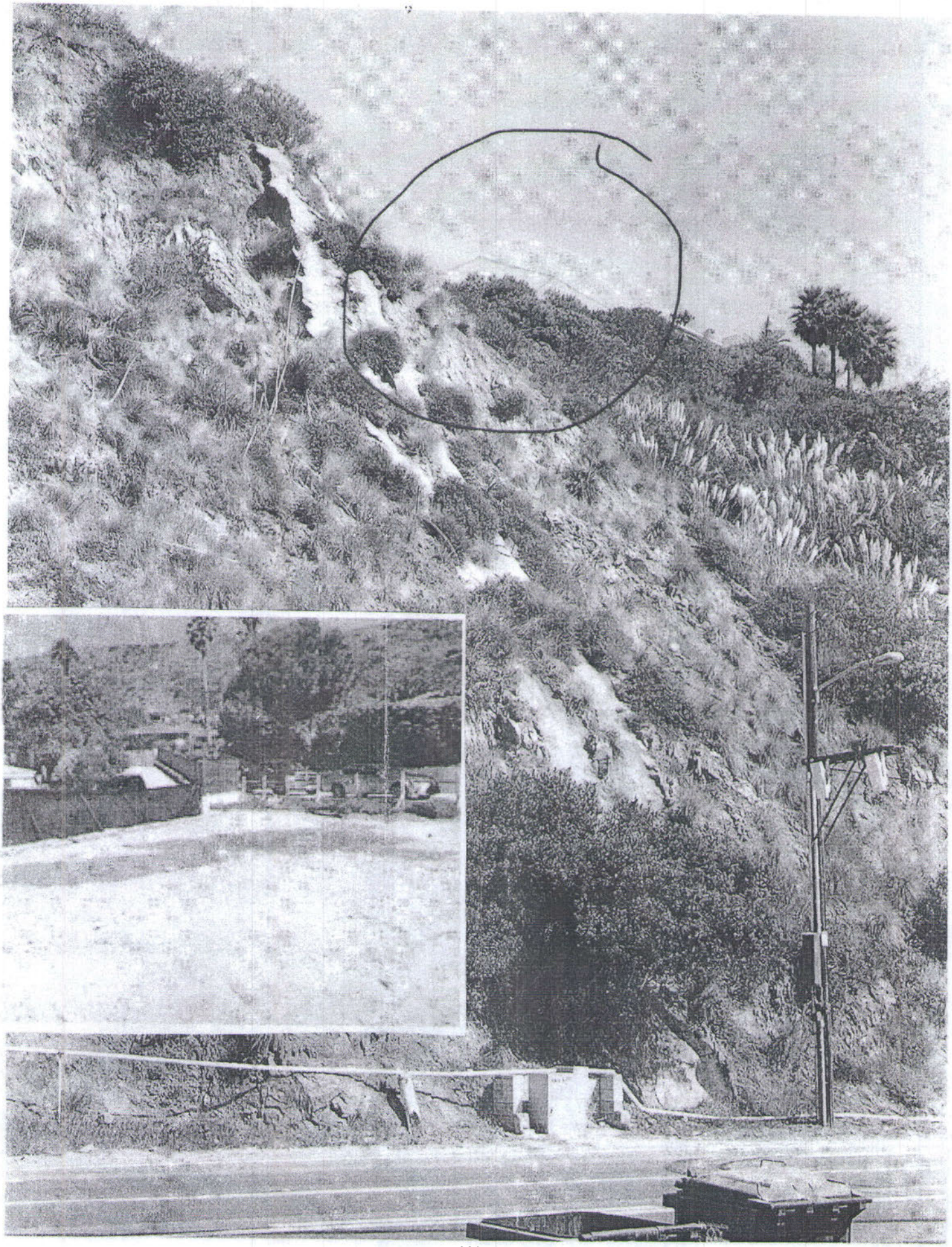
110.2.3.4
When the proposed work involves an addition or additions to an existing structure but is not a change in use or occupancy and such work does not increase the gross floor area of the structure by more than 25 percent of the area of the structure as it existed on July 6, 1968, and the Building Official determines that the proposed work will not impact a historically active landslide. Before a permit may be issued pursuant to this Section, the owner shall do all of the following:

1. Submit an engineering geology and/or soils engineering report or reports that contain(s), at a minimum, a qualitative and/or a conditional finding that the proposed work complies with the provisions of Section 110.2.1. 2. Record in the office of the Department of Registrar-Recorder the finding of such report or reports. 3. Record in the office of the Department of Registrar-Recorder an agreement relieving the County and all officers and employees thereof of any liability for any damage or loss which may result from the issuance of such a permit. This agreement shall provide that it is binding on all successors in interest of the owner and shall continue in effect until the Building Official records in the office of the Department of Registrar-Recorder a statement that the Building Official has determined that a hazard from landslide, settlement, or slippage no longer exists.
This Section shall not apply to structures constructed after July 6, 1968.

110.2.3.5
When the proposed work involves the repair of a single-family residence or accessory structures where the cost of such repair exceeds 25 percent of the current market value of the existing building.

The scope of the repair work shall be subject to the approval of the Building Official. Before a permit may be issued pursuant to this Section, the owner shall do all of the following:

1. Submit an engineering geology and/or soils engineering report or reports that contain(s), at a minimum, a qualitative and/or conditional finding that the proposed work complies with the provisions of Section 110.2.1 of this Code. 2. Record in the office of the Department of Registrar-Recorder a statement by the owner acknowledging that the records of the Building Official indicate that the property is potentially subject to hazard from landslide, settlement, or slippage. 3. Record in the office of the Department of Registrar-Recorder an agreement relieving the County and all officers and employees thereof of any liability for any damage or loss which may result from issuance of such a permit. This agreement shall provide that it is binding on all successors in interest of the owner and shall continue in effect until the Building Official records in the office of the Department of Registrar-Recorder a statement that the Building Official has determined that such hazard from landslide, settlement, or slippage no longer exists.



November 2020
Dear Neighbors:

I'd like you to be aware of this picture taken near your backdoor on PCH. A concrete water channel with its surrounding support eroded, looking like it's going to crumple down anytime. The owner next door, 20272 Inland Ln., is going to hasten that process. In stead of rebuilding on an existing concrete slab set back 15 feet, Jon wants it right at the edge of the cliff, with a 2 storied floor to ceiling view! He needs a variance for the 2 story house, a variance for the extra height, and variance for excessive size for the small flat lot, 34% bigger than the old house. Big Rock needs a safety factor of 1.5 or above for new buildings, this is way below near 1.0, so, another variance.

As an MD, I work late often after midnight. Through the 24 years, Caltrans schedules temporary closure of PCH at night, for workers to remove boulders from the top of cliffs that they deemed risky. If I'm unlucky, I'd wait for 20 min or more before they let me through. Now are they going to close PCH so Jon can remove 10,000 cu yards of rocks!! Boulders will fall, and we'll need more than a prayer that they won't land on someone's garage. I asked the city geologist how far down he has to dig to anchor on bedrock. He said there is no bedrock, just earthquake rubbles! But he said Jon is going to bury utility lines at the edge, to make it more stable!! THEN digging into it to repair failed or leaky utility will make the hillside stronger, according to this Alternative Physics!!?

We can not accept the cavalier attitude ignoring rules and recommendations that are based on scientific studies and inspections. The picture insert is another intended plan to build on land with no drainage, where next door's unfiltered sewer is seeping down the curb on Inland to the beach. The entire Big Rock Mesa is unstable from excessive water and overdevelopment. Caltrans has told me that the city is responsible for safe support of the hillside, not to endanger their property, PCH. We must stop this disaster waiting to happen. Residents of Malibu collectively should not have to pay for the frivolous fantasy mansions of a few, and their consequences. Please contact the city planning department, and Caltrans engineering to voice your public safety concerns.

Contract Planner Lilly: lrudolph@malibucity.org
Ass. Director rmollica@malibucity.org
Caltrans engineering Paul Shin: paul.shin@dot.ca.gov
Caltrans attorney Andy Cho: andy.cho@dot.ca.gov

Sincerely,

Hak Wong M.D. [redacted]

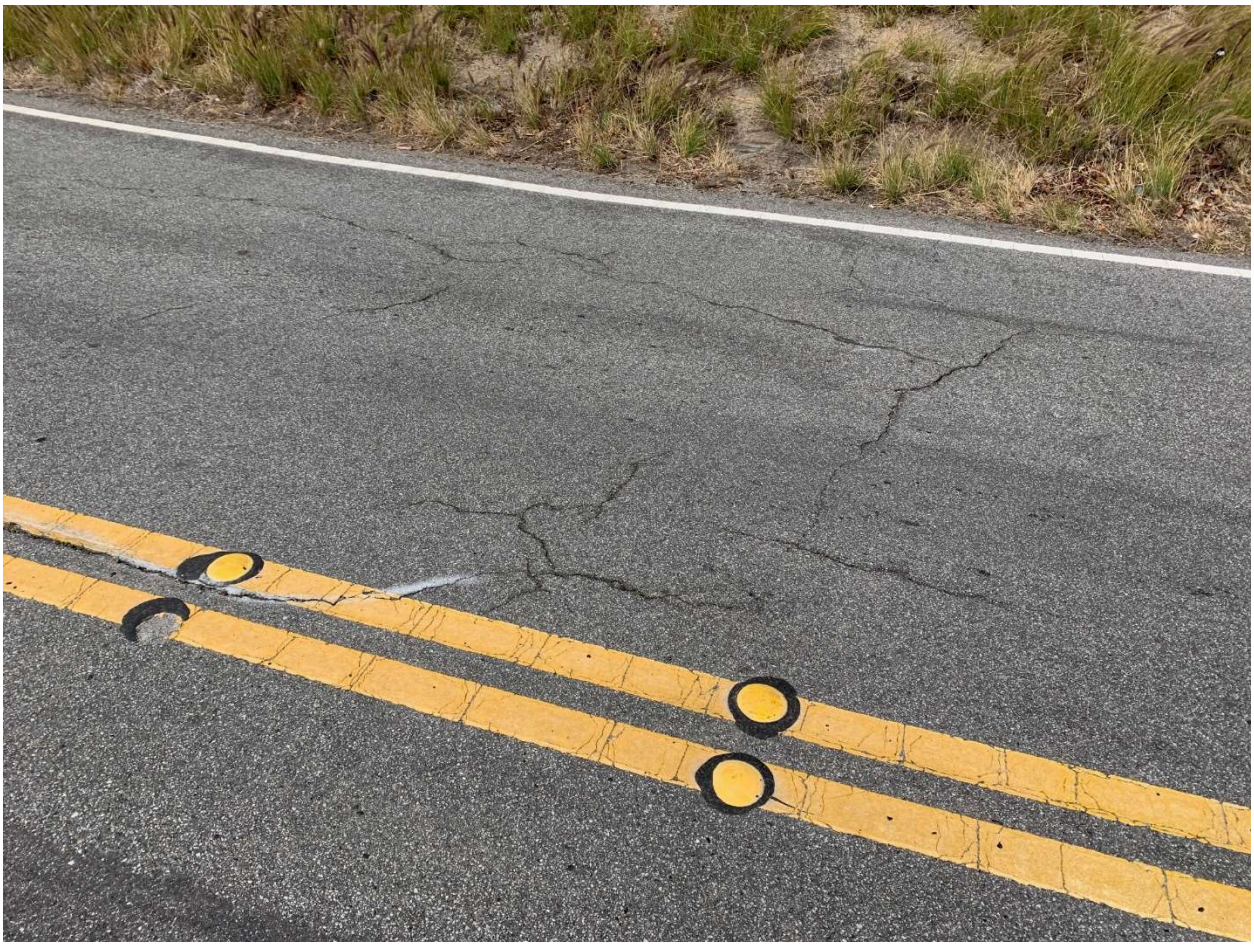
p.s. The following is a partial email that my neighbor, homeowner, Jo Drummond sent to Planning Committee to deny the building permit.

EXHIBIT D


















House next door is already sloping down
towards the proposed build's lot

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.

Received
2/13/26
Planning Div.

From: Jake Jesson
To: Planning Commission
Cc: Rebecca Evans; Allison Cook
Subject: PARPCH: Community Correspondence
Date: Friday, February 13, 2026 1:17:02 PM
Attachments: RE Jun meet Jake.msg
RE Jun meet Jake.msg
RE Jun meet Jake.msg
RE Jun meet Jake.msg
RE access.msg
RE access.msg
RE meeting geo tech engineer.msg
RE meeting geo tech engineer for 25200 PCH.msg
RE RESCHEDULE MEETING.msg
WEINTRAUB MEETING.msg
RE meeting geo tech engineer for 25200 PCH.msg
RE RESCHEDULE MEETING.msg
RE RESCHEDULE MEETING.msg
PARPCH Meeting.msg

Dear Commissioners,

My name is Jake Jesson and I'm reaching out to you on behalf of PARPCH, LLC in regards to the project proposed at 25200 PCH, item 4A on your upcoming agenda.

It's been brought to my attention that a below neighbor of ours, Jun Fujita has expressed to some of you that she has attempted to meet with us previously to discuss the project but that we declined that offer. Unfortunately this is not correct and I've provided a below summary of my correspondence with Jun dating back to July of 2025 where I continuously have tried to meet with her either in person or over the phone but she has declined each offer. I even reached out to her as recently as yesterday along with a number of the other neighbors but still that email was not responded to.

Over the past few months, Jun has been very vocal in her opposition of the project, however for reasons unknown to me she continuously declined to participate in meetings with us and our Consultants to discuss the project and answer any questions. Along with the below timeline summary are the corresponding emails for each outreach attempt.

If you have any questions in regards to the below / attached, please do not hesitate to reach out.

25200 PCH
Community Outreach Timeline

Date	Basis of Email	Jun's Response
7/18/2025	Introductory email and offer to arrange for a time to speak about the project.	Declined to speak and asked for plans instead.
7/18/2025	Jesson sending plans to Jun and offering to be available to speak.	No reply
7/21/2025	Jake following up with Jun to see if she reviewed the plans and seeing if she'd like to schedule a call.	Rather than scheduling a call, Jun requested that we voluntarily continue the hearing until she can review furhter.
7/21/2025	Jake explaining that we the hearing has long been pending and again offering to speak.	Jun responding that she doesn't have any availability to speak.
8/13/2025	Jun and Jake coordinate a zoom meeting for 8/15 to discuss the project.	N/A
8/15/2025	Jun cancels the zoom meeting 30 mins prior to when it was scheduled for.	N/A
10/7/2025	Jake invites Jun to attend a community meeting that is being scheduled for 10/22 where the Project Geologist, Josh Feffer will be present and avaialbe to anwer any questions.	Jun declines acceptance and instead asks if we can instead perform additional borings on our property.
10/9/2025	Jake responds to Jun explaining that we cannot allow third party drilling but encourages Jun to be present on 10/22	No reply.
	Jake reaches out to community (including Jun) to arrange for a group meeting with our Geologist present to discuss the Pacific Coast Land	

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 2/13/26 Time 1:17pm
Planning Commission meeting of 2/17/26
Agenda Item No. 4.A.
Total No. of Pages 83

10/21/2025	**Consulting report which was commissioned by Jun.**	**Jun replies by saying that she's unable to attend.**
12/4/2026	**Chris Reed (neighbor) reaches out to Jun to see when she would be available for a community meeting prior to the 12/16 hearing.**	**Jun declined to attend.**
1/7/2026	**Jake writing to Jun informing her that we would be arranging for another community meeting and encouraging her to attend.**	**Jun responded saying that she declined to attend.**
1/9/2026	**Jake reaching out to the neighborhood offering to organize a community meeting on 1/14**	**No reply by Jun**
1/12/2026	**Jake following up on the previous email in regards to trying to schedule a community meeting on 1/14. Also specifically mentioning that we hope that Jun is able to attend.**	**Jun replies more or less saying that she will only attend if we agree in advance that her Geologist will be granted authority to redesign our pile system and disregarding what the City has approved.**
1/14/2026	**Neighborhood zoom was held but only one neighbor, Holly Sawyer chose to attend.**	**N/A**
2/11/2026	**Email to neighborhood (including Jun) offering to again arrange for a community meeting to discuss the project.**	**No reply from any neighbors.**

Best Regards,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
jjesson@weintraubre.com
O: (310) 456-2600 ext. 4
C: (310) 739-7931

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Planning Commission

From: Jake Jesson <jjesson@weintraubre.com>
Sent: Friday, July 18, 2025 2:20 PM
To: Tony Canzoneri; Jun Fujita Hall
Subject: RE: Jun meet Jake

Thank you for the introduction Tony.

Jun – Pleasure to meet you here via email. I'd be happy to discuss the project with you so please let me know when would be a good time to speak.

Thanks,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
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---

From: Tony Canzoneri [redacted]
Sent: Friday, July 18, 2025 2:15 PM
To: Jake Jesson <jjesson@weintraubre.com>; Jun Fujita Hall [redacted]
Subject: Jun meet Jake

Jun, Jake is prepared to go over the plans with you and hear about any concerns you have. Please let him know when you are available and your contact info.

Just to confirm that our firm will not be involved in representing any parties related to the 25200 PCH project as we have attorney client relationships with both parties.

Have a great week-end!

Tony Canzoneri
Strategic Solutions for Business and Government
[redacted]

Planning Commission

From: Jake Jesson <jjesson@weintraubre.com>
Sent: Friday, July 18, 2025 4:45 PM
To: Jun Fujita
Subject: RE: Jun meet Jake

Hi Jun,

Thanks for reaching out. The plan set is pretty robust and makes it hard to filter through due to file size but I've pulled the high level sheets into a smaller set here for you to review.

Tony referenced that you had concerns with privacy which I completely understand. I can assure you that the development intends to fully screen visibility to and from all lower properties. Please flip through these and give me a call when you have a chance to discuss.

https://www.dropbox.com/scl/fo/nizcp3bpr6xjb9gm8kxr6/AMH-GGgTaICyTbt6n5wpbLc?rlkey=ezgx11y6tlo6hf2rqnt4gn4ci&st=qiur6k1b&dl=0

Thanks,

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From: Jun Fujita [redacted]
Sent: Friday, July 18, 2025 3:43 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Jake,
Thank you for your quick response, could you send us a pdf of the plans so I may review and then give you a call to discuss?
Thanks,
Jun

On Fri, Jul 18, 2025 at 2:20 PM Jake Jesson <jjesson@weintraubre.com> wrote:

Thank you for the introduction Tony.

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Thanks,

Jake Jesson

Sr. Project Manager

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From: Tony Canzoneri <[redacted]
Sent: Friday, July 18, 2025 2:15 PM
To: Jake Jesson <jjesson@weintraubre.com>; Jun Fujita Hall [redacted]
Subject: Jun meet Jake

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Just to confirm that our firm will not be involved in representing any parties related to the 25200 PCH project as we have attorney client relationships with both parties.

Have a great week-end!

Tony Canzoneri

Strategic Solutions for Business and Government

[redacted]

Planning Commission

From: Jake Jesson <jjesson@weintraubre.com>
Sent: Monday, July 21, 2025 11:13 AM
To: Jun Fujita
Subject: RE: Jun meet Jake

Hi Jun,

Are you able to speak at all today?

As I understand it, your concerns center around privacy which I firmly believe won't be an issue given that this will be a focal point for us as well during working drawings as we won't visibility from below into our site as well. Please let me know if you have a few minutes to discuss today and on that call we can speak about concerns as well as the idea of a continuance.

Thanks,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
jjesson@weintraubre.com
O: (310) 456-2600 ext. 4
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From: Jun Fujita [redacted]
Sent: Monday, July 21, 2025 10:51 AM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Hi Jake,

Thank you for checking in, I would like to request a mutual 30 day continuance so that we can discuss further.
Let me know if that sounds ok.

Thanks,
Jun

On Mon, Jul 21, 2025 at 10:35 AM Jake Jesson <jjesson@weintraubre.com> wrote:

Hi Jun,

I hope that you enjoyed a nice weekend and just wanted to check in to see if you've had a chance to review the plans for 25200 PCH.

Best Regards,

Jake Jesson

Sr. Project Manager

Weintraub Real Estate Group

P.O. Box 6528, Malibu, CA 90264

jjesson@weintraubre.com

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---

From: Jake Jesson
Sent: Saturday, July 19, 2025 6:54 AM
To: Jun Fujita [redacted]
Subject: RE: Jun meet Jake

Hi Jun,

Below is a link to the full set. As mentioned, the file size is pretty large so it can be slow to flip through but this will include anything that you're looking for.

https://www.dropbox.com/scl/fo/whnr0515hgtntoy20rnw8/AA7J4Ru2m1fSZVfpUoz4070?rlkey=jifh3ps9rztjw00pmhuiqlq0t&st=uuv5b1ev&dl=0

Best Regards,

Jake Jesson

Sr. Project Manager

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From: Jun Fujita [redacted]
Sent: Friday, July 18, 2025 8:47 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Jake,

More specifically, could you send over sheet A108,A109, A110, A111, A 200, A201, A202, A203, A204, A205, A206, A207, A300, A 301, A302, and A303.

Thank you.

Kind regards,

Jun

On Fri, Jul 18, 2025 at 8:27 PM Jun Fujita <[redacted]> wrote:

> Jake,
>
> Thanks for sending this over, could you send over all the elevations drawing sheets.
>
> Thank you,
>
> Jun
>
> On Fri, Jul 18, 2025 at 4:44 PM Jake Jesson <jjesson@weintraubre.com> wrote:
>
> > Hi Jun,
> >
> > Thanks for reaching out. The plan set is pretty robust and makes it hard to filter through due to file size but I've pulled the high level sheets into a smaller set here for you to review.
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Thanks,

Jake Jesson

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> Jun – Pleasure to meet you here via email. I'd be happy to discuss the project with you so please let me know when would be a good time to speak.
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> Thanks,
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> Jake Jesson
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> Sr. Project Manager
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>
> **From:** Tony Canzoneri [redacted]
> **Sent:** Friday, July 18, 2025 2:15 PM
> **To:** Jake Jesson <jjesson@weintraubre.com>; Jun Fujita Hall [redacted]
> **Subject:** Jun meet Jake

Jun, Jake is prepared to go over the plans with you and hear about any concerns you have. Please let him know when you are available and your contact info.

Just to confirm that our firm will not be involved in representing any parties related to the 25200 PCH project as we have attorney client relationships with both parties.

Have a great week-end!

Tony Canzoneri

Strategic Solutions for Business and Government

[redacted]

From: Jake Jesson <jjesson@weintraubre.com>
Sent: Monday, July 21, 2025 1:42 PM
To: Jun Fujita
Subject: RE: Jun meet Jake

Hi Jun,

We received notice that a few of the commissioners weren't able to attend due to personal matters. As a result of this, tonight's hearing is being postponed.

Please let me know what your availability looks like this week.

Thanks,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
jjesson@weintraubre.com
O: (310) 456-2600 ext. 4
C: (310) 739-7931

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---

From: Jun Fujita [redacted]
Sent: Monday, July 21, 2025 12:44 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Hi Jake,

Unfortunately I do not, which is why I would like a mutual continuance, let me know if this is possible.

Thank you
Jun

On Mon, Jul 21, 2025 at 11:13 AM Jake Jesson <jjesson@weintraubre.com> wrote:

> Hi Jun,

Are you able to speak at all today?

As I understand it, your concerns center around privacy which I firmly believe won't be an issue given that this will be a focal point for us as well during working drawings as we won't visibility from below into our site as well. Please let me know if you have a few minutes to discuss today and on that call we can speak about concerns as well as the idea of a continuance.

Thanks,

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Let me know if that sounds ok.

Thanks,

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Sent: Saturday, July 19, 2025 6:54 AM
To: Jun Fujita [redacted]
Subject: RE: Jun meet Jake

Hi Jun,

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https://www.dropbox.com/scl/fo/whnr0515hgtntoy20rnw8/AA7J4Ru2m1fSZVfpUoz4070?rlkey=jifh3ps9rztjw00pmhuiqlq0t&st=uuv5b1ev&dl=0

Best Regards,

Jake Jesson

Sr. Project Manager

Weintraub Real Estate Group

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Subject: Re: Jun meet Jake

Jake,

More specifically, could you send over sheet A108,A109, A110, A111, A 200, A201, A202, A203, A204, A205, A206, A207, A300, A 301, A302, and A303.

Thank you.

Kind regards,

Jun

On Fri, Jul 18, 2025 at 8:27 PM Jun Fujita <[redacted] wrote:

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Tony referenced that you had concerns with privacy which I completely understand. I can assure you that the development intends to fully screen visibility to and from all lower properties. Please flip through these and give me a call when you have a chance to discuss.

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Thanks,

Jake Jesson

Sr. Project Manager

Weintraub Real Estate Group

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From: Jun Fujita [redacted]
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To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Jake,

Thank you for your quick response, could you send us a pdf of the plans so I may review and then give you a call to discuss?

Thanks,

Jun

On Fri, Jul 18, 2025 at 2:20 PM Jake Jesson <jjesson@weintraubre.com> wrote:

> Thank you for the introduction Tony.
>
> Jun – Pleasure to meet you here via email. I'd be happy to discuss the project with you so please let me know when would be a good time to speak.
>
> Thanks,
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Have a great week-end!

Tony Canzoneri

Strategic Solutions for Business and Government

[redacted]

Planning Commission

From: Jake Jesson <jjesson@weintraubre.com>
Sent: Wednesday, August 13, 2025 2:47 PM
To: Jun Fujita
Subject: RE: access

Hi Jun,

I have a conflict on Thursday but I am available to meet via zoom on Friday at 2:00. Below is a zoom link for us to use.

Weintraub Zoom is inviting you to a scheduled Zoom meeting.

Topic: My Meeting
Time: Aug 15, 2025 02:00 PM Pacific Time (US and Canada)
Join Zoom Meeting
https://us02web.zoom.us/j/86188788314?pwd=342GmAzRHfvRZo7dzv28UMNp5yua5e.1

Meeting ID: 861 8878 8314
Passcode: 803619

One tap mobile
+16694449171,,86188788314#,,,,*803619# US
+16699009128,,86188788314#,,,,*803619# US (San Jose)

Join instructions
https://us02web.zoom.us/meetings/86188788314/invitations?signature=N5qLfoqa_PGYqUoMQC2NqE0HwvNOhqNRw3PCC53dDlY

Best Regards,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
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From: Jun Fujita [redacted]
Sent: Tuesday, August 12, 2025 1:52 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: access

Hi Jake,

I would also like to set up a meeting with you, let me know what time works for you on zoom.
Thursday, August 14: 11 am or
Friday, August 15: 2 pm, 4 pm

Thanks,
Jun

On Mon, Aug 11, 2025 at 11:00 AM Jun Fujita [redacted] wrote:

> Hi Jake,
> Could we have access to the site to do some of our own geotech studies?
> See attached, please use this one.
> Thanks,
> Jun
>
> On Mon, Aug 11, 2025 at 10:57 AM Jun Fujita [redacted]> wrote:
>
> > Hi Jake,
> > Could we have access to the site to do some of our own geotech studies?
> > See attached
> > Thanks,
> > Jun
> >
> > On Wed, Jul 23, 2025 at 2:20 PM Jake Jesson <jjesson@weintraubre.com> wrote:
> >
> > > Sounds good Jun.
> > >
> > > Jake Jesson
> > >
> > > Sr. Project Manager
> > >
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From: Jun Fujita [redacted]
Sent: Wednesday, July 23, 2025 1:35 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Jake,

Yes I understand.

Let me take a closer look at the drawings you have sent to me and I will get back to you.

Thanks,

Jun

On Wed, Jul 23, 2025 at 11:53 AM Jake Jesson <jjesson@weintraubre.com> wrote:

> Hi Jun,
>
> I'm unfortunately not authorized to share the Architect's revit model with parties outside of the internal design team. This is something that Oppenheim takes very seriously and as an architect I'm sure that you can understand.
>
> I remain open to speak and would even welcome Tony to be part of that conversation if you think that would be helpful. Please let me know.

Best Regards,

Jake Jesson

Sr. Project Manager

Weintraub Real Estate Group

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---

From: Jun Fujita <[redacted]
Sent: Wednesday, July 23, 2025 11:21 AM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Hi Jake,

Unfortunately I am booked solid the rest of this week but I would also like to take a closer look at the plans.

The plans appear to have been prepared in revit, could you send me the native file?

Thank you,

Jun

On Mon, Jul 21, 2025 at 2:39 PM Jun Fujita [redacted] wrote:

> Hi Jake,
>
> Great, let me find a time and get back to you.
>
> Thanks,
>
> Jun
>
> On Mon, Jul 21, 2025 at 1:41 PM Jake Jesson <jjesson@weintraubre.com> wrote:
>
> > Hi Jun,
> >
> > We received notice that a few of the commissioners weren't able to attend due to personal matters. As a result of this, tonight's hearing is being postponed.
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> > Please let me know what your availability looks like this week.
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> > Thanks,
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Sent: Monday, July 21, 2025 12:44 PM
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Hi Jake,

Unfortunately I do not, which is why I would like a mutual continuance, let me know if this is possible.

Thank you

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Let me know if that sounds ok.

Thanks,

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Subject: RE: Jun meet Jake

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Jake Jesson

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Have a great week-end!

Tony Canzoneri

Strategic Solutions for Business and Government

[redacted]

Planning Commission

From: Jake Jesson <jjesson@weintraubre.com>
Sent: Friday, August 15, 2025 1:28 PM
To: Jun Fujita
Subject: RE: access

No problem Jun. Hope you enjoy a nice weekend.

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
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From: Jun Fujita [redacted]
Sent: Friday, August 15, 2025 1:24 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: access

Hi Jake,

I apologize, I need to cancel our meeting for today at 2pm.

Thanks,
Jun

On Wed, Aug 13, 2025 at 5:00 PM Jake Jesson <jjesson@weintraubre.com> wrote:

> Sounds good Jun and look forward to speaking then.
>
> Jake Jesson
>
> Sr. Project Manager
>
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From: Jun Fujita [redacted]
Sent: Wednesday, August 13, 2025 4:48 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: access

Hi Jake,

I am available Friday at 2pm, my attorney will join the call also.

Thank you,

Jun

On Wed, Aug 13, 2025 at 2:47 PM Jake Jesson <jjesson@weintraubre.com> wrote:

> Hi Jun,
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> I have a conflict on Thursday but I am available to meet via zoom on Friday at 2:00. Below is a zoom link for us to use.

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Topic: My Meeting

Time: Aug 15, 2025 02:00 PM Pacific Time (US and Canada)

Join Zoom Meeting

https://us02web.zoom.us/j/86188788314?pwd=342GmAzRHfvRZo7dzv28UMNp5yua5e.1

Meeting ID: 861 8878 8314

Passcode: 803619

One tap mobile

+16694449171,,86188788314#,,,,*803619# US

+16699009128,,86188788314#,,,,*803619# US (San Jose)

Join instructions

https://us02web.zoom.us/meetings/86188788314/invitations?signature=N5qLfoqa_PGYqUoMQC2NqE0HwvNOhqNRw3PCC53dDlY

Best Regards,

Jake Jesson

Sr. Project Manager

Weintraub Real Estate Group

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>
> Could we have access to the site to do some of our own geotech studies?

See attached, please use this one.

Thanks,
Jun

On Mon, Aug 11, 2025 at 10:57 AM Jun Fujita [redacted]> wrote:

> Hi Jake,
>
> Could we have access to the site to do some of our own geotech studies?
>
> See attached
>
> Thanks,
> Jun

On Wed, Jul 23, 2025 at 2:20 PM Jake Jesson <jjesson@weintraubre.com> wrote:

> Sounds good Jun.

Jake Jesson

Sr. Project Manager

Weintraub Real Estate Group

P.O. Box 6528, Malibu, CA 90264

jjesson@weintraubre.com

O: (310) 456-2600 ext. 4

C: (310) 739-7931

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From: Jun Fujita [redacted]
Sent: Wednesday, July 23, 2025 1:35 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Jake,

Yes I understand.

Let me take a closer look at the drawings you have sent to me and I will get back to you.

Thanks,

Jun

On Wed, Jul 23, 2025 at 11:53 AM Jake Jesson <jjesson@weintraubre.com> wrote:

> Hi Jun,
>
> I'm unfortunately not authorized to share the Architect's revit model with parties outside of the internal design team. This is something that Oppenheim takes very seriously and as an architect I'm sure that you can understand.
>
> I remain open to speak and would even welcome Tony to be part of that conversation if you think that would be helpful. Please let me know.
>
> Best Regards,
>
> Jake Jesson
>
> Sr. Project Manager
>
> **Weintraub Real Estate Group**

P.O. Box 6528, Malibu, CA 90264

jjesson@weintraubre.com

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From: Jun Fujita [redacted]
Sent: Wednesday, July 23, 2025 11:21 AM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Hi Jake,

Unfortunately I am booked solid the rest of this week but I would also like to take a closer look at the plans.

The plans appear to have been prepared in revit, could you send me the native file?

Thank you,

Jun

On Mon, Jul 21, 2025 at 2:39 PM Jun Fujita [redacted] > wrote:

> Hi Jake,
>
> Great, let me find a time and get back to you.

Thanks,

Jun

On Mon, Jul 21, 2025 at 1:41 PM Jake Jesson <jjesson@weintraubre.com> wrote:

> Hi Jun,
>
> We received notice that a few of the commissioners weren't able to attend due to personal matters. As a result of this, tonight's hearing is being postponed.
>
> Please let me know what your availability looks like this week.
>
> Thanks,
>
> Jake Jesson
>
> Sr. Project Manager
>
> **Weintraub Real Estate Group**
>
> P.O. Box 6528, Malibu, CA 90264
>
> jjesson@weintraubre.com
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From: Jun Fujita [redacted]
Sent: Monday, July 21, 2025 12:44 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Hi Jake,

Unfortunately I do not, which is why I would like a mutual continuance, let me know if this is possible.

Thank you

Jun

On Mon, Jul 21, 2025 at 11:13 AM Jake Jesson <jjesson@weintraubre.com> wrote:

> Hi Jun,
>
> Are you able to speak at all today?
>
> As I understand it, your concerns center around privacy which I firmly believe won't be an issue given that this will be a focal point for us as well during working drawings as we won't visibility from below into our site as well. Please let me know if you have a few minutes to discuss today and on that call we can speak about concerns as well as the idea of a continuance.
>
> Thanks,
>
> Jake Jesson
>
> Sr. Project Manager

Weintraub Real Estate Group

P.O. Box 6528, Malibu, CA 90264

jjesson@weintraubre.com

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From: Jun Fujita <[redacted]
Sent: Monday, July 21, 2025 10:51 AM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Hi Jake,

Thank you for checking in, I would like to request a mutual 30 day continuance so that we can discuss further.

Let me know if that sounds ok.

Thanks,

Jun

On Mon, Jul 21, 2025 at 10:35 AM Jake Jesson <jjesson@weintraubre.com> wrote:

> Hi Jun,

I hope that you enjoyed a nice weekend and just wanted to check in to see if you've had a chance to review the plans for 25200 PCH.

Best Regards,

Jake Jesson

Sr. Project Manager

Weintraub Real Estate Group

P.O. Box 6528, Malibu, CA 90264

jjesson@weintraubre.com

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---

From: Jake Jesson
Sent: Saturday, July 19, 2025 6:54 AM
To: Jun Fujita <[redacted]
Subject: RE: Jun meet Jake

Hi Jun,

Below is a link to the full set. As mentioned, the file size is pretty large so it can be slow to flip through but this will include anything that you're looking for.

https://www.dropbox.com/scl/fo/whnr0515hgtntoy20rnw8/AA7J4Ru2m1fSZVfpUoz4070?rlkey=jifh3ps9rztjw00pmhuiqlq0t&st=uuv5b1ev&dl=0

Best Regards,

Jake Jesson

Sr. Project Manager

Weintraub Real Estate Group

P.O. Box 6528, Malibu, CA 90264

jjesson@weintraubre.com

O: (310) 456-2600 ext. 4

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From: Jun Fujita <[redacted]
Sent: Friday, July 18, 2025 8:47 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Jake,

More specifically, could you send over sheet A108,A109, A110, A111, A 200, A201, A202, A203, A204, A205, A206, A207, A300, A 301, A302, and A303.

Thank you.

Kind regards,

Jun

On Fri, Jul 18, 2025 at 8:27 PM Jun Fujita [redacted]> wrote:

> Jake,
>
> Thanks for sending this over, could you send over all the elevations drawing sheets.
>
> Thank you,
>
> Jun
>
> On Fri, Jul 18, 2025 at 4:44 PM Jake Jesson <jjesson@weintraubre.com> wrote:
>
> > Hi Jun,
> >
> > Thanks for reaching out. The plan set is pretty robust and makes it hard to filter through due to file size but I've pulled the high level sheets into a smaller set here for you to review.
> >
> > Tony referenced that you had concerns with privacy which I completely understand. I can assure you that the development intends to fully screen visibility to and from all lower properties. Please flip through these and give me a call when you have a chance to discuss.

https://www.dropbox.com/scl/fo/nizcp3bpr6xjb9gm8kxr6/AMH-GGgTalCyTbt6n5wpbLc?rlkey=ezgx11y6tlo6hf2rqnt4gn4ci&st=qiur6k1b&dl=0

Thanks,

Jake Jesson

Sr. Project Manager

Weintraub Real Estate Group

P.O. Box 6528, Malibu, CA 90264

jjesson@weintraubre.com

O: (310) 456-2600 ext. 4

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---

From: Jun Fujita <[redacted]
Sent: Friday, July 18, 2025 3:43 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: Jun meet Jake

Jake,

Thank you for your quick response, could you send us a pdf of the plans so I may review and then give you a call to discuss?

Thanks,

Jun

On Fri, Jul 18, 2025 at 2:20 PM Jake Jesson <jjesson@weintraubre.com> wrote:

> Thank you for the introduction Tony.
>
> Jun – Pleasure to meet you here via email. I'd be happy to discuss the project with you so please let me know when would be a good time to speak.
>
> Thanks,
>
> Jake Jesson
>
> Sr. Project Manager
>
> **Weintraub Real Estate Group**
>
> P.O. Box 6528, Malibu, CA 90264
>
> jjesson@weintraubre.com
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> O: (310) 456-2600 ext. 4
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>
> **From:** Tony Canzoneri [redacted]
> **Sent:** Friday, July 18, 2025 2:15 PM
> **To:** Jake Jesson <jjesson@weintraubre.com>; Jun Fujita Hall [redacted]
> **Subject:** Jun meet Jake

Jun, Jake is prepared to go over the plans with you and hear about any concerns you have. Please let him know when you are available and your contact info.

Just to confirm that our firm will not be involved in representing any parties related to the 25200 PCH project as we have attorney client relationships with both parties.

Have a great week-end!

Tony Canzoneri

Strategic Solutions for Business and Government



From: Jake Jesson <jjesson@weintraubre.com>
Sent: Tuesday, October 7, 2025 4:50 PM
To: Jun Fujita
Subject: RE: meeting geo tech engineer

Hi Jun,

Thanks for reaching out.

We along with our Geologist will be meeting with some of the other neighbors at 4:00 on 10/22. I believe that Chris Reed has extended an invite for you to attend this meeting and would be great if you could be present along with your Geologist so that we can all discuss together. Please let me know if that works for you.

Best Regards,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
jjesson@weintraubre.com
O: (310) 456-2600 ext. 4
C: (310) 739-7931

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---

From: Jun Fujita [redacted]
Sent: Tuesday, October 7, 2025 2:31 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: meeting geo tech engineer

Jake,

Could we set up a meeting with Josh and our geotech engineer
Please send me some times that would work

Thanks,
Jun

Planning Commission

From: Jake Jesson <jjesson@weintraubre.com>
Sent: Thursday, October 9, 2025 1:47 PM
To: Jun Fujita
Subject: RE: meeting geo tech engineer for 25200 PCH

Hi Jun,

For a number of reasons, we unfortunately cannot allow a third party consultant perform work on our property. We hope to see you at the meeting on the 22nd.

Best Regards,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
jjesson@weintraubre.com
O: (310) 456-2600 ext. 4
C: (310) 739-7931

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---

From: Jun Fujita [redacted]
Sent: Thursday, October 9, 2025 12:31 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: meeting geo tech engineer for 25200 PCH

Hi Jake,
We have not gotten a response from you on the access agreement, please allow us to do our own borings and place inclinometers on the property. We would like to do these borings prior to meeting with your engineer.
Thanks,
Jun

On Tue, Oct 7, 2025 at 4:49 PM Jake Jesson <jjesson@weintraubre.com> wrote:

> Hi Jun,
>
> Thanks for reaching out.

We along with our Geologist will be meeting with some of the other neighbors at 4:00 on 10/22. I believe that Chris Reed has extended an invite for you to attend this meeting and would be great if you could be present along with your Geologist so that we can all discuss together. Please let me know if that works for you.

Best Regards,

Jake Jesson

Sr. Project Manager

Weintraub Real Estate Group

P.O. Box 6528, Malibu, CA 90264

jjesson@weintraubre.com

O: (310) 456-2600 ext. 4

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---

From: Jun Fujita [redacted]
Sent: Tuesday, October 7, 2025 2:31 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: meeting geo tech engineer

Jake,

Could we set up a meeting with Josh and our geotech engineer

Please send me some times that would work

Thanks,

Jun

Planning Commission

From: Jake Jesson <jjesson@weintraubre.com>
Sent: Tuesday, October 21, 2025 4:20 PM
To: Chris Reed; TOM & HOLLY; ALEX & JUN HALL; RICHARD & BEATA; TRICIA; Sandro Dazzan; Wendy Carroll Eskan; Matt Eskan; NANETTE & PETER; SHARONE KARSH
Cc: PAT SCHONE
Subject: RE: RESCHEDULE MEETING
Attachments: 2025.08.20 Feffer Response to Pacific Coast Land Consulting Report re PARPCH.pdf

Hi All,

If we haven't yet spoken, my name is Jake Jesson and I work with Richard Weintraub. We are looking forward to meeting with you tomorrow at the Reed's residence and in advance I wanted to send you a copy the attached report which addresses the comments made by Pacific Coast Land Consulting.

Our Geologist will be present at the meeting tomorrow and ready to address any questions that you may have.

Best Regards,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
jjesson@weintraubre.com
O: (310) 456-2600 ext. 4
C: (310) 739-7931

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From: Chris Reed [redacted]
Sent: Monday, September 29, 2025 3:34 PM
To: TOM & HOLLY [redacted]; ALEX & JUN HALL [redacted]; RICHARD & BEATA [redacted]; TRICIA [redacted]; Sandro Dazzan [redacted]; Wendy Carroll Eskan [redacted]; Matt Eskan [redacted]; NANETTE & PETER [redacted]; SHARONE KARSH [redacted]
Cc: PAT SCHONE [redacted]
Subject: RESCHEDULE MEETING

Hello Neighbors.
Richard Weintraub and I have rescheduled the meeting at my house for Wednesday, October 22 @ 4:00 pm. I hope all of you can arrange your schedules to include this important meeting. Bring your questions and concerns and they will be addressed and answered.

P.S. Jun, Richard particularly asked if you would please attend so he and his geologist could address your concerns. Please come.

Chris Reed

[redacted]

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 subsurface conditions. Any material previously identified as part of an ancient landslide 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.

Planning Commission

From: Chris Reed [redacted]
Sent: Thursday, December 4, 2025 10:29 AM
To: ALEX & JUN HALL
Cc: Jake Jesson; Lisa Strickland; cc: Josh Feffer; Richard Weintraub; PAT SCHONE
Subject: WEINTRAUB MEETING

Hi Jun. We have reached out to you for a convenient date for you to meet with your neighbors re: the Weintraub proposed construction of a house directly above many of us. The hearing at city hall is scheduled for Dec 16th so we would like to meet on an afternoon around 4:00pm between now and then. Surely you can come up with a day in that time frame.
Please let me know of the date of your choice asap so I can set it up with the other neighbors and the Weintraub team.

--

Chris Reed
[redacted]

Planning Commission

From: Jake Jesson <jjesson@weintraubre.com>
Sent: Wednesday, January 7, 2026 3:15 PM
To: Jun Fujita
Subject: RE: meeting geo tech engineer for 25200 PCH

Hi Jun,

Thank you for reaching out. As you know, we've tried to organize multiple community meetings with our consultants present to address any questions that you or other community members may have about our project. I'm not sure why but the Reed's who have been trying to schedule these meetings say that they've never heard back from you as to your availability to attend.

We will be reaching out to try for another meeting and really hope that you can come.

Best Regards,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
jjesson@weintraubre.com
O: (310) 456-2600 ext. 4
C: (310) 739-7931

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From: Jun Fujita [redacted]
Sent: Monday, January 5, 2026 1:08 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: meeting geo tech engineer for 25200 PCH

Hi Jake,

Following up, on 25200 PCH we are very concerned that 25200 PCH is going to cause instability and the soil is going to come down the slope to the homes below, this has happened before if you didn't know, residents remember a house being washed away right below 25200 PCH. Residents familiar with landslides in the city say putting water in a known slide is a bad idea, the city is pumping out water and 25200 PCH is putting water in.

Thanks,
Jun

On Mon, Dec 15, 2025 at 1:53 PM Jun Fujita [redacted] wrote:

> Hi Jake,
>
> Hope all is well.
> We still have the same concerns, could you have Josh Feffer respond to alleviate our concerns, with water is being introduced to a known slide assessment area where water is actively being removed from it, he did not address that in his response…it seems like only your site was studied and not the impact to our properties down below and causing instability. You guys are putting water into our slide plane…and is very concerning.
>
> Thanks,
> Jun
>
> On Wed, Oct 22, 2025 at 10:22 AM Jun Fujita [redacted] wrote:
>
> > Hi Jake,
> > Unfortunately I am not able to attend.
> > Thanks,
> > Jun
> >
> > On Thu, Oct 9, 2025 at 1:47 PM Jake Jesson <jjesson@weintraubre.com> wrote:
> >
> > > Hi Jun,
> > >
> > > For a number of reasons, we unfortunately cannot allow a third party consultant perform work on our property. We hope to see you at the meeting on the 22nd.
> > >
> > > Best Regards,
> > >
> > > Jake Jesson
> > >
> > > Sr. Project Manager
> > >
> > > **Weintraub Real Estate Group**
> > >
> > > P.O. Box 6528, Malibu, CA 90264
> > >
> > > jjesson@weintraubre.com
> > >
> > > O: (310) 456-2600 ext. 4
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From: Jun Fujita [redacted]
Sent: Thursday, October 9, 2025 12:31 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: Re: meeting geo tech engineer for 25200 PCH

Hi Jake,

We have not gotten a response from you on the access agreement, please allow us to do our own borings and place inclinometers on the property. We would like to do these borings prior to meeting with your engineer.

Thanks,

Jun

On Tue, Oct 7, 2025 at 4:49 PM Jake Jesson <jjesson@weintraubre.com> wrote:

> Hi Jun,
>
> Thanks for reaching out.
>
> We along with our Geologist will be meeting with some of the other neighbors at 4:00 on 10/22. I believe that Chris Reed has extended an invite for you to attend this meeting and would be great if you could be present along with your Geologist so that we can all discuss together. Please let me know if that works for you.
>
> Best Regards,

Jake Jesson

Sr. Project Manager

Weintraub Real Estate Group

P.O. Box 6528, Malibu, CA 90264

jjesson@weintraubre.com

O: (310) 456-2600 ext. 4

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From: Jun Fujita [redacted]
Sent: Tuesday, October 7, 2025 2:31 PM
To: Jake Jesson <jjesson@weintraubre.com>
Subject: meeting geo tech engineer

Jake,

Could we set up a meeting with Josh and our geotech engineer

Please send me some times that would work

Thanks,

Jun

Planning Commission

From: Jake Jesson <jjesson@weintraubre.com>
Sent: Friday, January 9, 2026 7:56 AM
To: Chris Reed; TOM & HOLLY; ALEX & JUN HALL; RICHARD & BEATA; TRICIA; Sandro Dazzan; Wendy Carroll Eskan; Matt Eskan; NANETTE & PETER; SHARONE KARSH
Cc: PAT SCHONE
Subject: RE: RESCHEDULE MEETING

Hello All,

My name is Jake Jesson reaching out to you on behalf of the Weintraub Real Estate Group in connection to the proposed house at 25200 Pacific Coast Highway.

We've attempted to arrange for a community meeting to discuss the project in the past but for a variety of reasons have not yet gotten something scheduled. Our project was on calendar for the December 16th Planning Commission hearing but unfortunately the item ahead of us ran long so we were continued to the next hearing on January 20th.

In the past, Chris Reed has graciously offered to host this meeting but he will be out of town this coming week and therefore I'm reaching out to see if anyone would be interested in a zoom meeting to learn more about the project and ask questions. There is some flexibility in regards to scheduling but as of now I'm thinking Wednesday afternoon, 1/14.

Please let me know if you would be interested in participating in this meeting and also if that time frame works for you.

Best Regards,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
jjesson@weintraubre.com
O: (310) 456-2600 ext. 4
C: (310) 739-7931

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From: Chris Reed [redacted]
Sent: Monday, September 29, 2025 3:34 PM
To: TOM & HOLLY <[redacted]; ALEX & JUN HALL [redacted]>; RICHARD & BEATA [redacted]; TRICIA [redacted]; Sandro Dazzan [redacted]>; Wendy Carroll Eskan [redacted]>; Matt Eskan [redacted]; NANETTE & PETER [redacted]

SHARONE KARSH [redacted]
Cc: PAT SCHONE [redacted]
Subject: RESCHEDULE MEETING

Hello Neighbors.
Richard Weintraub and I have rescheduled the meeting at my house for Wednesday, October 22 @ 4:00 pm. I hope all of you can arrange your schedules to include this important meeting. Bring your questions and concerns and they will be addressed and answered.

P.S. Jun, Richard particularly asked if you would please attend so he and his geologist could address your concerns. Please come.

Chris Reed
[redacted]

Planning Commission

From: Jake Jesson <jjesson@weintraubre.com>
Sent: Monday, January 12, 2026 9:10 AM
To: Chris Reed; TOM & HOLLY; ALEX & JUN HALL; RICHARD & BEATA; TRICIA; Sandro Dazzan; Wendy Carroll Eskan; Matt Eskan; NANETTE & PETER; SHARONE KARSH
Cc: PAT SCHONE; Richard Weintraub; Lisa Strickland; Joshua R. Feffer [redacted]
Subject: RE: RESCHEDULE MEETING

Circling back on the below.

I've heard back from Patricia and Holly and sounds like 4:00 on the 14th works for them via zoom. Would anyone else like to participate and if so would that time also work for you?

Jun – You've been very vocal about the project and it's unfortunate that you don't want to attend any of these meetings. If your intention truly is to learn more about the project then this would be the perfect scenario to do so and we very much encourage both yourself as well as your Geologist to attend so that we can all speak openly together.

Best Regards,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
jjesson@weintraubre.com
O: (310) 456-2600 ext. 4
C: (310) 739-7931

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From: Jake Jesson
Sent: Friday, January 9, 2026 7:57 AM
To: 'Chris Reed' [redacted]; TOM & HOLLY [redacted]; ALEX & JUN HALL [redacted]; RICHARD & BEATA [redacted]; TRICIA [redacted]; Sandro Dazzan [redacted]; Wendy Carroll Eskan [redacted]; Matt Eskan [redacted]; NANETTE & PETER [redacted]; SHARONE KARSH [redacted]
Cc: PAT SCHONE [redacted]
Subject: RE: RESCHEDULE MEETING

Hello All,

My name is Jake Jesson reaching out to you on behalf of the Weintraub Real Estate Group in connection to the proposed house at 25200 Pacific Coast Highway.

We've attempted to arrange for a community meeting to discuss the project in the past but for a variety of reasons have not yet gotten something scheduled. Our project was on calendar for the December 16th Planning Commission hearing but unfortunately the item ahead of us ran long so we were continued to the next hearing on January 20th.

In the past, Chris Reed has graciously offered to host this meeting but he will be out of town this coming week and therefore I'm reaching out to see if anyone would be interested in a zoom meeting to learn more about the project and ask questions. There is some flexibility in regards to scheduling but as of now I'm thinking Wednesday afternoon, 1/14.

Please let me know if you would be interested in participating in this meeting and also if that time frame works for you.

Best Regards,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
jjesson@weintraubre.com
O: (310) 456-2600 ext. 4
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From: Chris Reed [redacted]
Sent: Monday, September 29, 2025 3:34 PM
To: TOM & HOLLY <[redacted]>; ALEX & JUN HALL [redacted] RICHARD & BEATA [redacted]; TRICIA [redacted]>; Sandro Dazzan <[redacted] Wendy Carroll Eskan <[redacted]; Matt Eskan [redacted]; NANETTE & PETER <[redacted]; SHARONE KARSH [redacted]
Cc: PAT SCHONE [redacted]
Subject: RESCHEDULE MEETING

Hello Neighbors.
Richard Weintraub and I have rescheduled the meeting at my house for Wednesday, October 22 @ 4:00 pm. I hope all of you can arrange your schedules to include this important meeting. Bring your questions and concerns and they will be addressed and answered.

P.S. Jun, Richard particularly asked if you would please attend so he and his geologist could address your concerns. Please come.

Chris Reed



From:	Jake Jesson
To:	Chris Reed; TOM & HOLLY; ALEX & JUN HALL; RICHARD & BEATA; TRICIA; Sandro Dazzan; Wendy Carroll Eskan; Matt Eskan; NANETTE & PETER; SHARONE KARSH
Cc:	PAT SCHONE; Richard Weintraub; Don Schmitz - Schmitz & Associates, Inc. (dons@schmitzandassociates.net); Chris Deleau - Schmitz & Associates, Inc. (cdeleau@schmitzandassociates.net)
Subject:	PARPCH: Meeting

Hi All,

It's been a few weeks since we last communicated and hope that everyone has been well.

As you may know, we have our follow up hearing with the Planning Commission for 25200 PCH coming up in one week on 2/17. Similar to before, we want to extend the availability of ourselves along with our consultants so please let me know if there is a desire to meet prior to the hearing.

We hope to hear from you and will remain open to answer any questions or discuss project concerns that anyone may have so please do reach out if you'd like to discuss.

Best Regards,

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
jjesson@weintraubre.com
O: (310) 456-2600 ext. 4
C: (310) 739-7931

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Received
2/13/26
Planning Div.

From: Jake Jesson
To: Planning Commission
Cc: Rebecca Evans; Allison Cook
Subject: PARPCH: Voluntary Conditions
Date: Friday, February 13, 2026 1:18:55 PM

Dear Commissioners,

My name is Jake Jesson and I'm reaching out to you as a member of the Applicant's team regarding 25200 Pacific Coast Highway, Item 4.A on your upcoming agenda.

Pursuant to concerns raised by some members of the public, we are proposing to voluntarily add the two below conditions of approval for the subject property.

1. Applicant shall record a deed restriction on the property noting that the home can never be used for operations of a residential rehab facility.
2. Applicant to voluntarily incorporate vibration monitoring during construction of the proposed home as directed by the City Geologist.

Best Regards

Jake Jesson
Sr. Project Manager
Weintraub Real Estate Group
P.O. Box 6528, Malibu, CA 90264
jjesson@weintraubre.com
O: (310) 456-2600 ext. 4
C: (310) 739-7931

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CC: Planning Commission, PD,

Recording Secretary, File

Date Received 2/13/26 Time 1:19pm
Planning Commission meeting of 2/17/26
Agenda Item No. 4.A.
Total No. of Pages 1

Received
2/17/26
Planning Div.

From: Jan Ravlich
To: Planning Commission
Subject: 25200 Pacific Coast Highway
Date: Tuesday, February 17, 2026 10:49:04 AM

Honorable Chair and Members of the Planning Commission,

We respectfully oppose the proposed development at 25200 Pacific Coast Highway due to unresolved geologic risks and permanent scenic impacts.

The property lies within a mapped landslide hazard area and the Malibu Road Landslide Assessment District. The record reflects that stabilization elements relied upon have been altered, and the applicant's own calculations show the required 1.5 factor of safety is not met without extraordinary structural measures.

Under these conditions, a variance is required before any discretionary approval. It has not been applied for.

There is also documented evidence of water-related slope instability in this area. Water is a primary landslide trigger, and the proposed irrigation plan introduces additional unknown loading into an already unstable slope. Slope failure would affect not only this parcel, but downslope homes, Malibu Road, and Pacific Coast Highway.

In addition, Pacific Coast Highway is a designated scenic corridor. The scale of this project and proposed lot merger would permanently block iconic public views toward Paradise Cove, Point Dume, Catalina Island, Palos Verdes, and the open Pacific horizon. Once blocked, these views are lost forever.

Because the required findings cannot be made and a variance has not been secured, this project should not proceed.

Separately, Item 5A at 33008 PCH should not move forward until the potential burial site is properly evaluated and confirmed by the Chumash Tribe's designated cultural resource manager.

Malibu's safety, heritage, and coastline deserve careful protection.

Respectfully,
Jan Ravlich
Lived in Malibu 15 years

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 2/17/26 Time 10:50 a.m.
Planning Commission meeting of 2/17/26
Agenda Item No. 4A
Total No. of Pages 1

Received
2/17/26
Planning Div.

From: Leticia Aloi
To: Planning Commission
Cc: [redacted]
Subject: Item 4A and 5A Planning commission
Date: Tuesday, February 17, 2026 8:35:05 AM

- **25200 Pacific Coast Highway**

  Honorable Chair and Members of the Planning Commission,

  We respectfully oppose the proposed development at 25200 Pacific Coast Highway due to unresolved geologic risks and permanent scenic impacts.

  The property lies within a mapped landslide hazard area and the Malibu Road Landslide Assessment District. The record reflects that stabilization elements relied upon have been altered, and the applicant's own calculations show the required 1.5 factor of safety is not met without extraordinary structural measures.

  Under these conditions, a variance is required before any discretionary approval. It has not been applied for.

  There is also documented evidence of water-related slope instability in this area. Water is a primary landslide trigger, and the proposed irrigation plan introduces additional unknown loading into an already unstable slope. Slope failure would affect not only this parcel, but downslope homes, Malibu Road, and Pacific Coast Highway.

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  Because the required findings cannot be made and a variance has not been secured, this project should not proceed.

  Separately, Item 5A at 33008 PCH should not move forward until the potential burial site is properly evaluated and confirmed by the Chumash Tribe's designated cultural resource manager.

  Malibu's safety, heritage, and coastline deserve careful protection.

  Respectfully,
  Leticia Aloi
  Lived in Malibu 26__ years

-

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 2/17/26 Time 8:35 a.m.
Planning Commission meeting of 2/17/26
Agenda Item No. 4A
Total No. of Pages 1

Received
2/17/26
Planning Div.

From:	Malibu Township Council
To:	Planning Commission; Skylar Peak; Elizabeth Riddick; John Mazza; Marni Kamins; Drew Leonard; Rebecca Evans
Cc:	Barbara@Coastal Carey; Gabriella@Coastal Gough; Patt Healy; Jun; Bill Sampson; Charlotte Frieze; Peter Jones; Mariela Guastavino; Dru Jacobson; Rosemarie Ihde; Tyler Eaton; Yolanda Bundy; Tiffany Murray; Jan Ravlich
Subject:	Fw: 25200 PCH -
Date:	Monday, February 16, 2026 8:56:29 PM
Attachments:	unnamed-5.png unnamed-4.png 2" 2".png 3" 3".png 5" 5".png viewcatalina.png viewpalos verdecatalina-3.png SHIFT PILES (002)ra .pdf 21 25200 GEO REVIEW LETTER Rep 20230106.pdf

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25200 Pacific Coast Highway
Coastal Development Permit No. 19-012

Honorable Chair Riddick and Members of the Planning Commission,

The Malibu Township Council has advocated for responsible development since 1947. Our mission has always been to protect public safety, preserve Malibu's scenic resources, and ensure development complies fully with the City's certified Local Coastal Program.

We raise a threshold legal and safety issue:

This project cannot lawfully be approved as proposed. And it should be IMMEDIATELY WITHDRAWN from tomorrow's agenda due to the recent changes made to the plans that now, for certain, require a variance to the factor of safety.

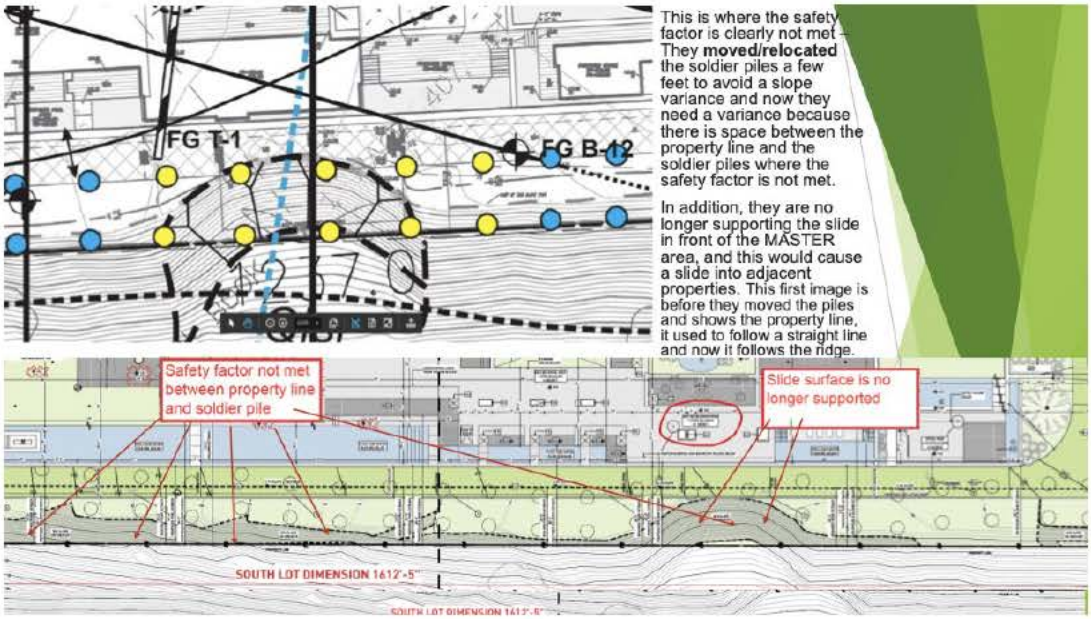
1. The Deep Stabilization Piles Were Moved — Leaving the Landslide Unsupported

The original geotechnical analysis (dated March 25 and November 18, 2021) relied on deep soldier piles along the lower slope to stabilize the mapped and historic landslide mass within the property lines.

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 2/17/26 Time 7:30 a.m.
Planning Commission meeting of 2/17/26
Agenda Item No. 4A
Total No. of Pages 27



Those piles have now been shifted upslope and away from the unstable face of the slope. (see Geotechnical Report attached excerpt p 2. below Jan 6, 2023)

In order to remove the need for a variance and allow development to move forward, the proposed stabilization system will be shifted slightly north and to the top of the slope. Based on a detailed review of the updated plans and discussions with the project structural engineer, it is our opinion that the minor shift in location for the proposed stabilization system will not impact the proposed development and will not negatively impact or reduce the integrity of the stabilization system. The slight adjustment in pile locations will not negatively affect the overall gross stability of the site.

Previous
Replace w

FEFFER
GEOLOGICAL CONSULTING

January 6, 2023 File No. 1992-75

Weintraub Real Estate Group
[redacted]
Malibu, CA 90264

Subject: **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

As a result:

- The landslide mass below the proposed master bedroom is especially no longer being buttressed along with every cross section from 2'2 - 5'5'.
- The area between the property line and the relocated piles does not meet the required factor of safety.

The most vulnerable portion of the slope is now unsupported.

If that slope fails, the movement does not stop at the property line.

It moves downslope — toward existing homes below and toward Malibu Road.

Ralph Jeffery of Pacific Coast Land Consulting, Registered State California Geologist, CEG 1183 RG 3815, confirmed all this in the attached memo dated today - Feb 16, 2026.

2. The Site Fails the Required Factor of Safety

LIP §9.4(D) requires that development on landslides demonstrate a **1.5 static factor of safety under worst-case geologic conditions.**

The applicant's own analyses show static factors between **1.076 and 1.234** — well below the required minimum.

Those calculations already fail the code.

More importantly, those numbers were inflated by assuming stabilization that has now been materially altered. Without piles supporting the lower slope face in front of the primary bedroom/residence, etc. the factor of safety can no longer be met.

The site fails today.

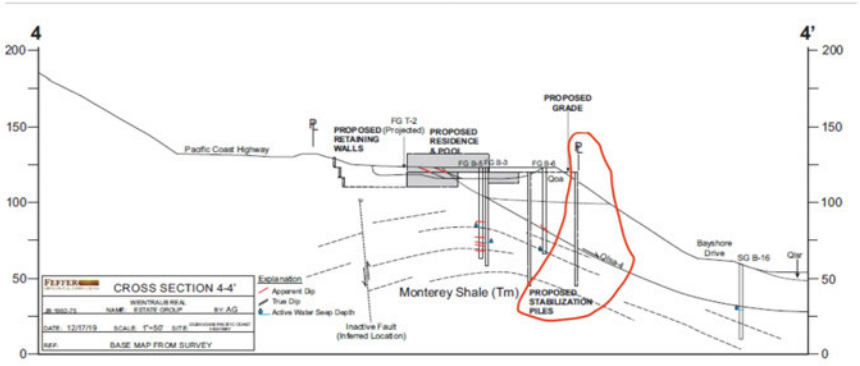
If deep piles are required to pass the test, then the site has already failed it.

Regardless, because the site cannot meet the required factor of safety under existing conditions, **a variance is mandatory** before any discretionary approval. **If the applicant does NOT move the piles as stated on p 158 of the latest staff report (attached below) in the geotechnical consultant's updated report dated Jan. 14, 2026 where it still shows the piles in the slope in front of the main residence then they MUST apply for a variance building in steep slopes which has not yet been applied for.**

EITHER WAY A VARIANCE IS REQUIRED.

In this cross section below it also shows the ancient landslide extending below the proposed residence. This should be at the VERY least addressed under HAZARDS in the findings for the CDP and the variance for the factor of safety recognized and evaluated properly.

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.



158

416

3. This Is a Deep-Seated Landslide — Movement Travels Downslope

Cross-sections confirm that this is not a localized instability. The landslide mass extends across the site.

Water intrusion, erosion, and prior infrastructure failures further weaken the slope.

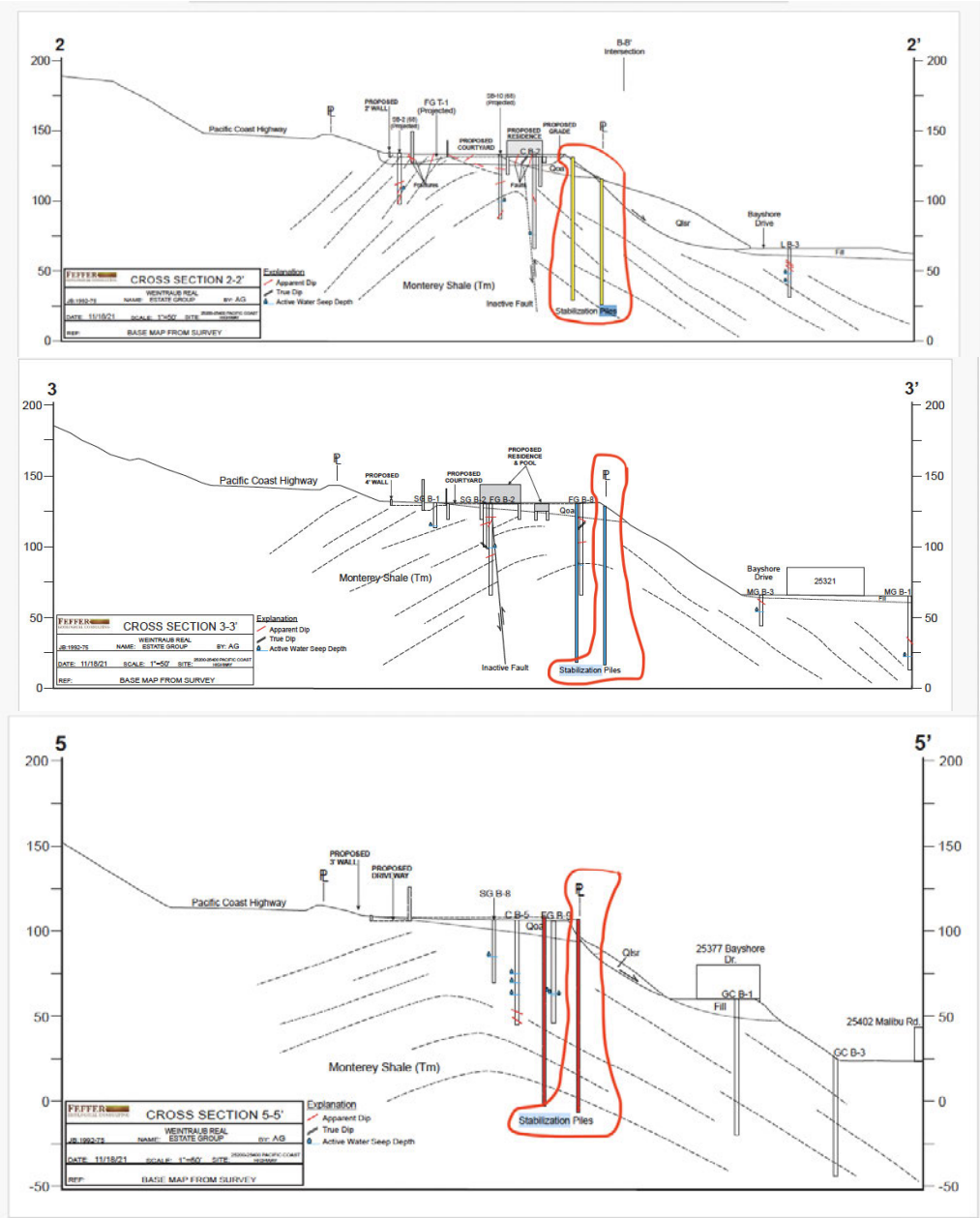
When upslope material loses structural support, it loads the slope below.

That is how downslope homes are damaged.

Approving development under these conditions exposes neighboring properties and the traveling public on Pacific Coast Highway to real risk.

We have already seen the consequences of approving large projects in unstable coastal terrain such as 25040 PCH which caused damage to downslope neighbors upon construction.

The LCP exists to prevent repeat failures. **If all the cross sections (below) described in detail in Feffer's Nov. 18, 2021 report on pps 17-22 (including 4' 4' above)**
- https://drive.google.com/file/d/19FUSy7YI0qoR1q2m90WYfTSiE20DACJZ/view?usp=sharing **- can no longer have piles within the 3:1 plus slope then they CANNOT meet the factor of safety and thus require a VARIANCE.**



17

694

19

694

21

694

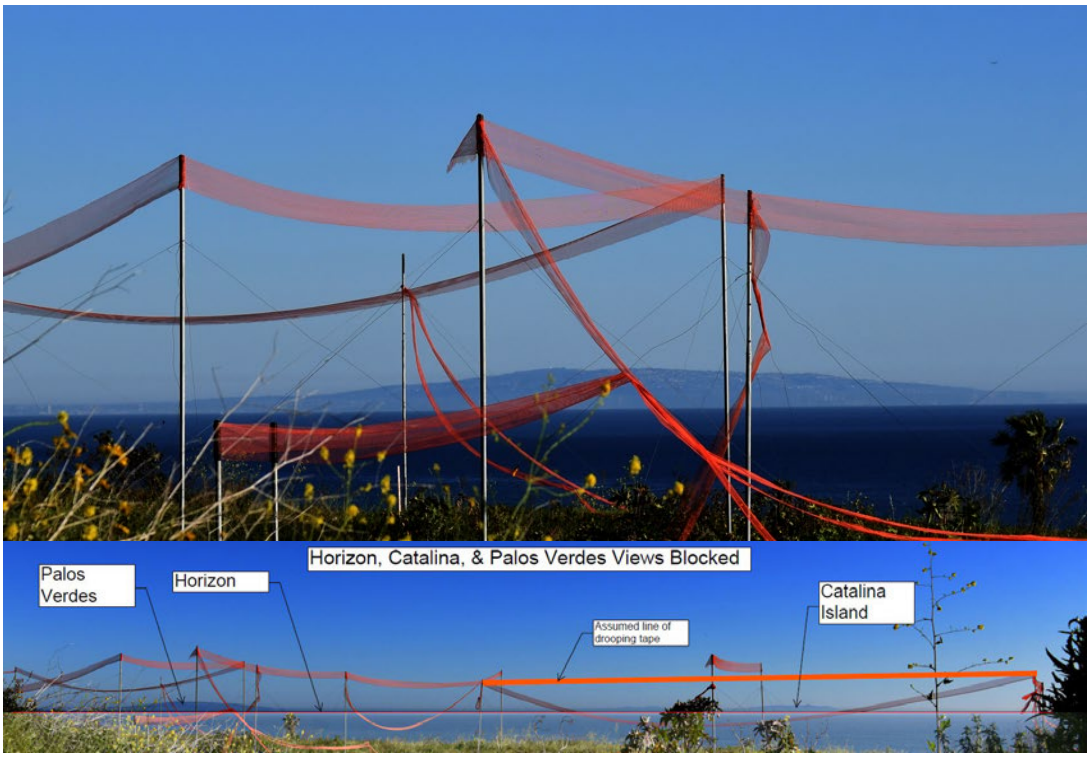
4. Scenic Corridor Impacts — Iconic Malibu Views at Risk

Pacific Coast Highway is a designated scenic corridor.

This project introduces permanent mass that blocks established public views toward:

- Paradise Cove
- Point Dume
- Catalina
- Palos Verdes

The open Pacific horizon



The opposition materials show substantial blockage of public views along PCH and from Puerco Canyon.

The elevated berm and proposed walls further obstruct ocean vistas.

Malibu has historically preserved these open coastal views. Other coastal cities allowed canyon-like oceanside development. Malibu chose differently.

Once these views are blocked, they are lost permanently.

This dangerous project not only threatens public safety — it diminishes one of Malibu's most iconic public assets.

It should not even be under consideration in its current form.

5. Scale and Character — A Speculative Compound on Unstable Land

The proposed development exceeds 11,000 square feet and includes:

- 7 bedrooms
- 11 bathrooms
- Five pools and water features
- Extensive basement and underground structures and grading

- Irrigation

It is more than six times the neighborhood average.

This is not the least environmentally damaging alternative.

It is a speculative compound designed to maximize financial return on land long understood to be unstable.

The property was purchased in 2011 for approximately $270,000 because it was widely known to be unbuildable due to geologic instability and kept as open space.

Nothing about that geologic condition has changed.

6. **The Lots Should Remain Separate**

Finally, the proposed lot merger is central to the scale of this project.

The two lots should remain separated to ensure:

- A smaller, safer home on each parcel
- Reduced grading and stabilization demand
- Greater open space retention
- Preservation of public ocean views across both lots

The staff report describes only the joined configuration. It does not adequately analyze the alternative of maintaining two separate lots and evaluating development potential accordingly.

Maintaining two separate lots provides a materially different development envelope — one that reduces mass, protects views, and better aligns with Malibu's General Plan and Coastal Program policies. This needs to be presented to the Planning Commission to be able to evaluate this reasonable alternative.

The Commission must evaluate not only what is proposed, but what is legally and environmentally preferable. The lot merger enables the oversized compound now before you.

Without the merger, the scale, intensity, and scenic blockage would be significantly reduced.

For that reason alone, the merger should not be approved.

Conclusion

This project:

- Relocates deep stabilization piles, leaving a known landslide unsupported
- Fails to demonstrate the required factor of safety

- Threatens downslope homes and public safety
- Blocks iconic public coastal views
- Proposes massive development on unstable terrain by joining two lots

Under the Local Coastal Program, a variance is required before any discretionary approval.

Without that variance, the Planning Commission lacks legal authority to proceed.

The only lawful and responsible action is denial or continuance pending a properly filed and evaluated variance.

Once these views are blocked, they are gone forever.
Once this slope moves, it cannot be undone.

Thank you for your careful consideration.

Jo Drummond
Malibu Township Council

Pacific Coast Land Consulting

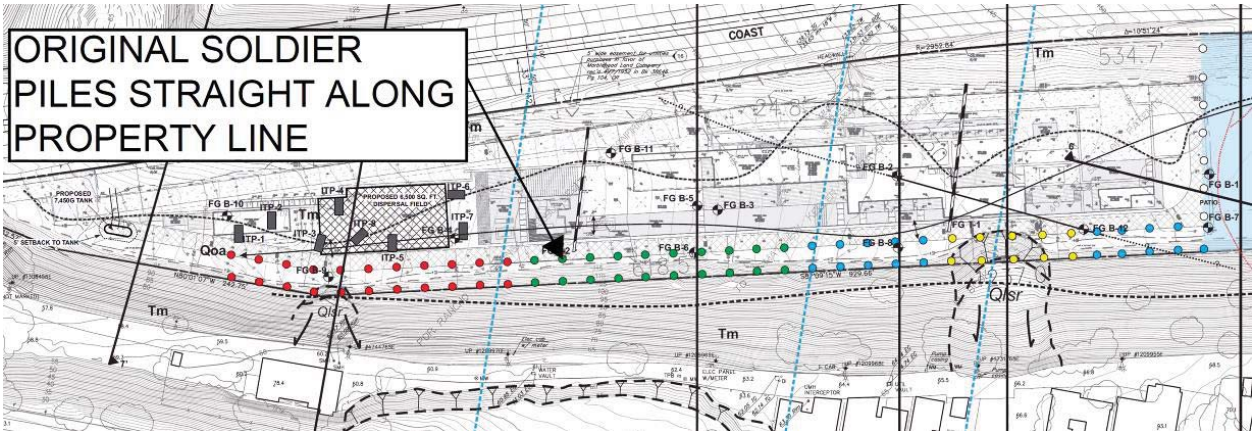
Engineering Geologic Services

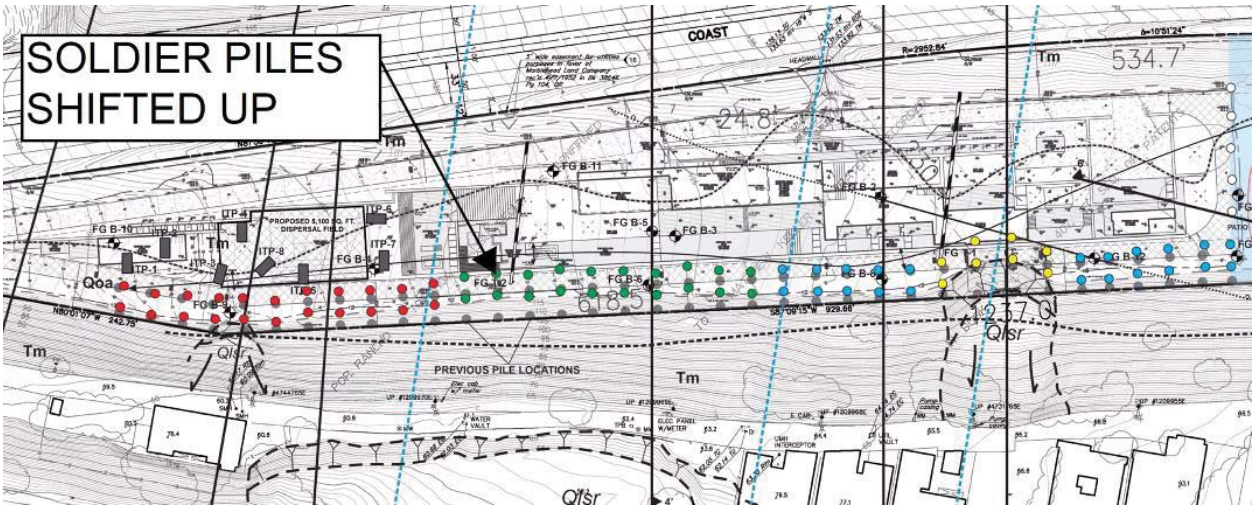
City of Malibu **February 16, 2026**

Subject: Slope Stabilization and Protection of Residents

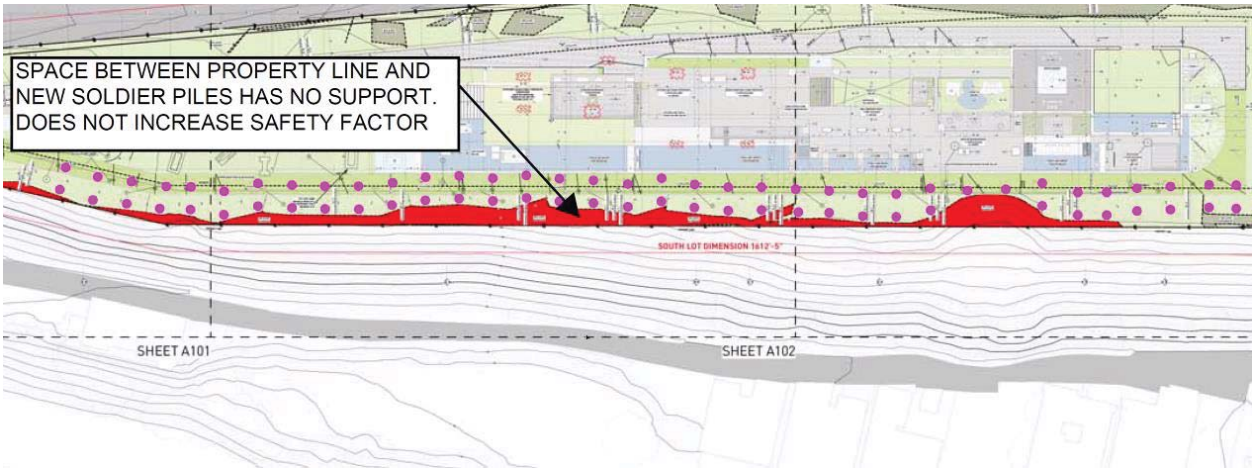
25200PCH Soldier Piles relocated North no longer providing Safety Factor due to the shift

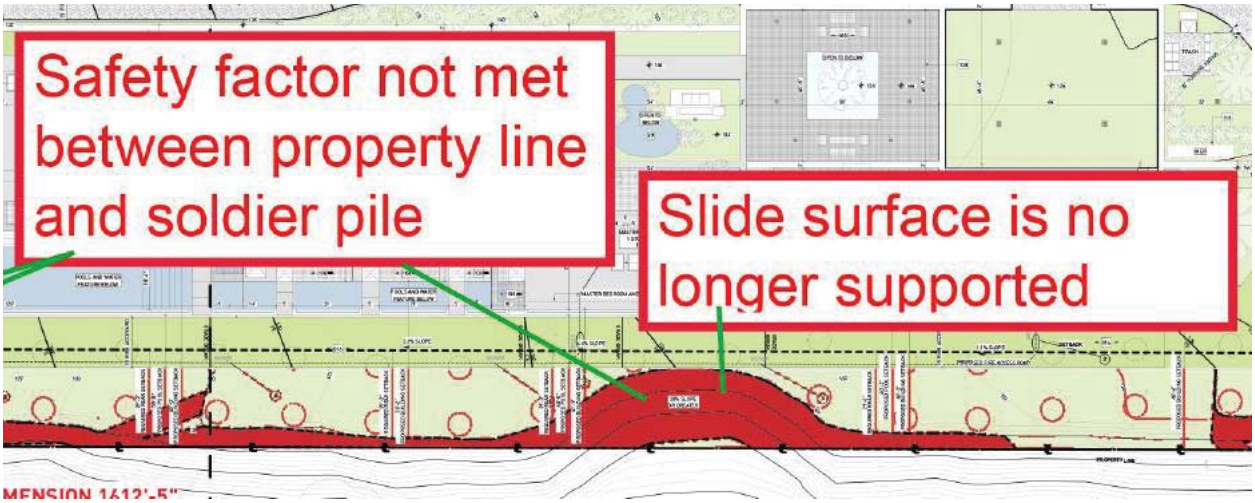
When the soldier piles were moved uphill per January 6, 2023,Feffer report, they were shifted uphill from the property line without a new analysis of the unsupported area. The shift created an area between the property line and soldier piles that does not add any stabilization to meet the required safety factor. Moreover, by relocating the piles outside of the two recent landslides slide Qlsr, the piles no longer function to stabilize the identified slide mass north of the property line within the property 25200 PCH. **<u>This will changes the stability analysis and will now require a variance.</u>**





1525 Pepper Tree Place-Fallbrook CA
TEL (760) 473-4117-Email Rnkjeffery@SBCGlobal.net





There are already 2 failures on the slope that originate from the subject property. That are not addressed nor stabilized.

The lack of stabilization withing the subject property coupled with the future infiltration of water presents an elevated risk of failure and a threat to property and life for residents below the proposed development.



Ralph Jeffery

Pacific Coast Land Consulting

CEG 1183 RG 3815

FEFFER
GEOLOGICAL CONSULTING

January 6, 2023 File No. 1992-75

Weintraub Real Estate Group
[redacted]
Malibu, CA 90264

Subject: **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

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

Dear Mr. Weintraub:

As requested, Feffer Geological Consulting is providing this addendum letter to address the proposed soldier pile and tieback stabilization system required for site development. This firm previously prepared slope stability analyses to evaluate the overall gross static and seismic stability of the descending slope. Based on multiple iterations of the slope stability analyses under worst-case scenarios and evaluation by the City reviewers, we determined that the site could be stabilized by utilizing two rows of soldier piles and tieback anchors.

Originally, the soldier piles and tieback anchors were planned to be located along the southern property line, and therefore some of the piles would be located on a small portion of the descending slope. It is our understanding that the construction of the stabilization system on the descending slope would require a variance from the City of Malibu.

In order to remove the need for a variance and allow development to move forward, the proposed stabilization system will be shifted slightly north and to the top of the slope. Based on a detailed review of the updated plans and discussions with the project structural engineer, it is our opinion that the minor shift in location for the proposed stabilization system will not impact the proposed development and will not negatively impact or reduce the integrity of the stabilization system. The slight adjustment in pile locations will not negatively affect the overall gross stability of the site.

The proposed stabilization system has been conservatively designed for worst-case scenarios under both static and seismic conditions. The depths and widths of the proposed stabilization piles are not expected to change substantially. However, the final design details will be thoroughly reviewed by this firm and the structural engineer during plan

check. Therefore, the proposed location for the stabilization system is acceptable from a geotechnical perspective.

The site map illustrating the location of the previous pile locations, and the new pile locations is attached. A copy of the updated plans showing the location of the soldier piles and tieback anchors is attached at the back of this letter for reference.

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



Dan Daneshfar
Principal Engineer
P.E. 68377



Distribution: Addressee– (1)

FEFFER
GEOLOGICAL CONSULTING

January 6, 2023 File No. 1992-75

Weintraub Real Estate Group
[redacted]
Malibu, CA 90264

Subject: **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

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

Dear Mr. Weintraub:

As requested, Feffer Geological Consulting is providing this addendum letter to address the proposed soldier pile and tieback stabilization system required for site development. This firm previously prepared slope stability analyses to evaluate the overall gross static and seismic stability of the descending slope. Based on multiple iterations of the slope stability analyses under worst-case scenarios and evaluation by the City reviewers, we determined that the site could be stabilized by utilizing two rows of soldier piles and tieback anchors.

Originally, the soldier piles and tieback anchors were planned to be located along the southern property line, and therefore some of the piles would be located on a small portion of the descending slope. It is our understanding that the construction of the stabilization system on the descending slope would require a variance from the City of Malibu.

In order to remove the need for a variance and allow development to move forward, the proposed stabilization system will be shifted slightly north and to the top of the slope. Based on a detailed review of the updated plans and discussions with the project structural engineer, it is our opinion that the minor shift in location for the proposed stabilization system will not impact the proposed development and will not negatively impact or reduce the integrity of the stabilization system. The slight adjustment in pile locations will not negatively affect the overall gross stability of the site.

The proposed stabilization system has been conservatively designed for worst-case scenarios under both static and seismic conditions. The depths and widths of the proposed stabilization piles are not expected to change substantially. However, the final design details will be thoroughly reviewed by this firm and the structural engineer during plan

check. Therefore, the proposed location for the stabilization system is acceptable from a geotechnical perspective.

The site map illustrating the location of the previous pile locations, and the new pile locations is attached. A copy of the updated plans showing the location of the soldier piles and tieback anchors is attached at the back of this letter for reference.

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



Dan Daneshfar
Principal Engineer
P.E. 68377



Distribution: Addressee– (1)

FEFFER GEOLOGICAL BORING MEASUREMENTS

FG B-1: 20 @12°; 23 @15°; 49 @22°; Seep @44°

FG B-2: 51 @10.5°; 65 @14°; Seep @32°; 25 @36°

FG B-3: 39 @19.5°

FG B-4: 19 @18.5°; 30 @23°; Seep @27°; 15 @35°

FG B-5: 08 @8°; 24 @24°; 16 @35.2°; Seep @39.6°; 03 @45.8°; 28 @49°; 51°; 23 @54.5°

FG B-6: 10 @14°; 50 @30°; 47 @40°; Seep @55°

FG B-7: 15 @24.4°; 37 @33°; 35 @40°; 36 @55°; 18 @55.5°; Seep @56°

FG B-8: 43 @12°; 44 @16.5°; 16 @28°; Seep @44°

FG B-9: 37 @10°; 44 @30°; 71 @32°; Seep @42.5°

FG B-10: 36 @19°; Seep @37°; 27 @44.4°; 49 @49°

FG B-11: 57 @11°; 45 @11°; 38 @21.3°; 16 @22.6°; Seep @23.5°; 28 @25.2°

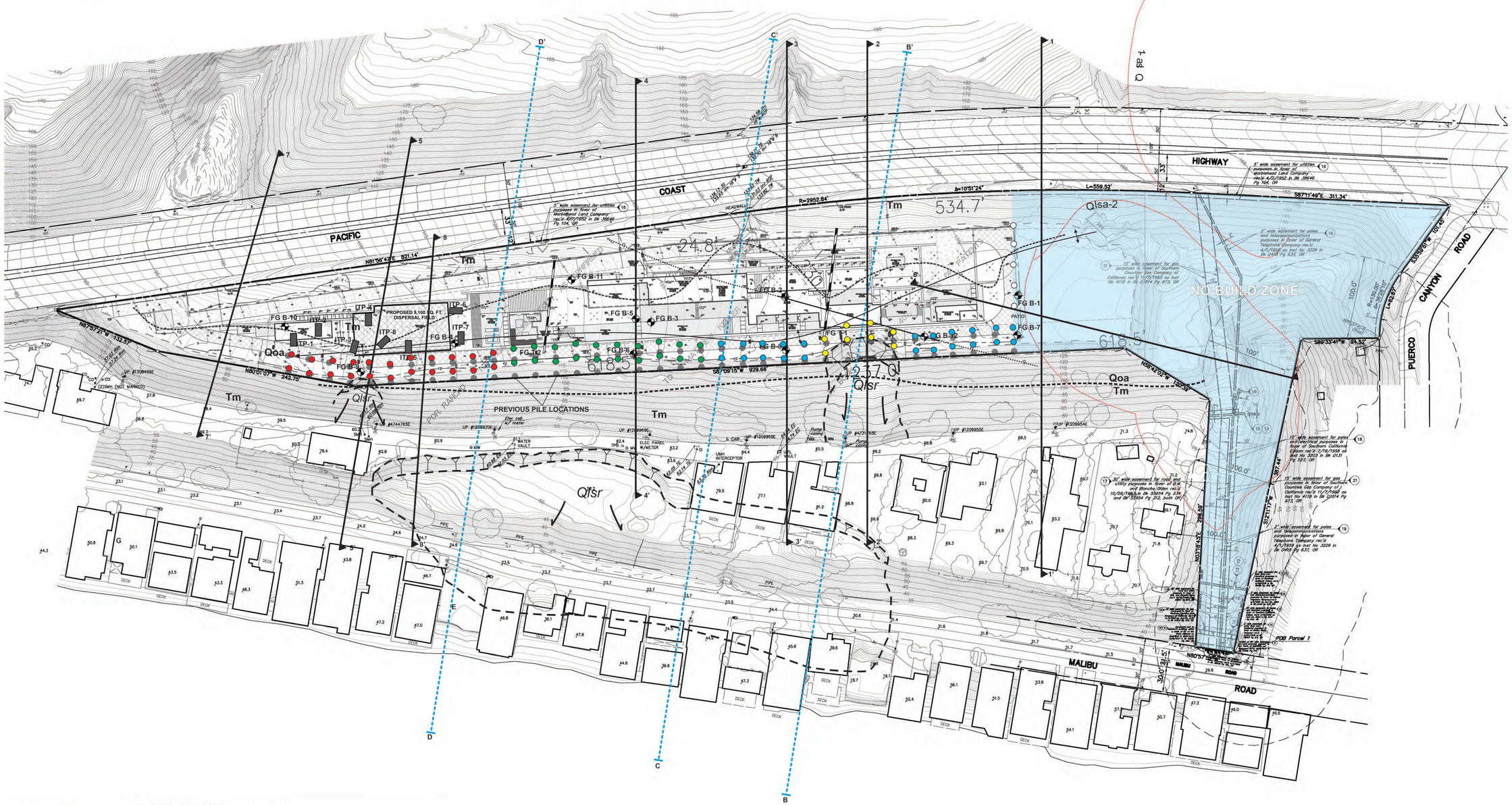
FG B-12: 33 @5.4°; 41 @7.3°; 09 @8.4°; 57 @18.5°; 32 @22.4°

FEFFER GEOLOGICAL TRENCH MEASUREMENTS

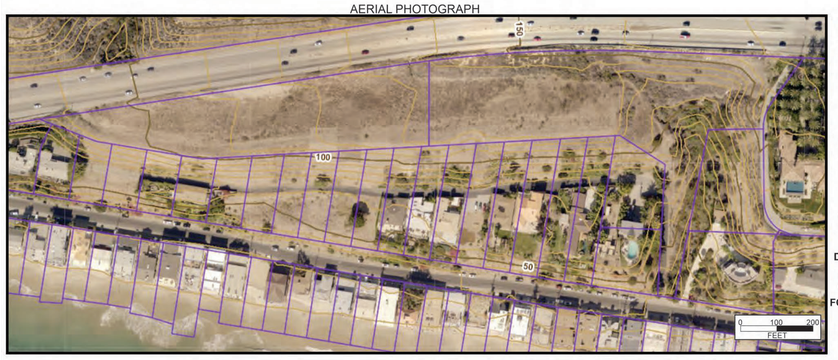
FG T-1: 71 @23°; 38 @23°; 80 @39°; 19 @54°; 76 @64°; 19 @75°; @96°; 69 @99°; 8-50 @105°; 74 @109°

FG T-2: 32 @36°; 24 @46°; 04 @53°

*Length given in feet from the northernmost portion of each trench



AERIAL PHOTOGRAPH



FEFFER GEOLOGICAL CONSULTING	GEOTECHNICAL MAP
JB: 1992-75 NAME:	WEINTRAUB REALESTATE GROUP BY: AG
DATE: 1/06/23 SCALE:	1"=50' SITE: 23000-25200 PACIFIC COAST HWY
REF:	BASE MAP FROM SURVEY

EXPLANATION

- GEOLOGIC CONTACT
- SHEAR PLANE
- STRIKE AND DIP OF BEDDING
- JOINT/FRACTURE
- FAULT: SOLID WHERE OBSERVED, DASHED WHERE INFERRED
- FEFFER GEOLOGICAL CROSS SECTION LINE (ADOPTED FROM LEIGHTON, 1979)
- FEFFER GEOLOGICAL CROSS SECTION
- FEFFER GEOLOGICAL BORINGS
- FEFFER GEOLOGICAL TRENCHES
- RECENT LANDSLIDE (LEIGHTON, 1979)
- PLUNGING FOLD AXIS
- INFERRED ANCIENT LANDSLIDE (LEIGHTON, 1979)
- LIMITS OF NO BUILD ZONE
- STABILIZATION PILE (SEE SECTION 6-6')
- STABILIZATION PILE (SEE SECTION 3-3'; TABLE 1)
- STABILIZATION PILE (SEE SECTION 2-2'; TABLE 1)
- STABILIZATION PILE (SEE SECTION 4-4'; TABLE 1)
- STABILIZATION PILE (SEE SECTION 5-5'; TABLE 1)

N

50' 25' 0' 50' 100'

GRAPHIC SCALE
SCALE: 1" = 50'

PRELIMINARY CONSTRAINTS & RESTRICTIONS EXHIBIT

PSOMAS

DATE: 12-06-10 REVISED ON: 12-09-10
JOB No:1WEI050900

SHEET 1 OF 1

Plotted - 12/9/2010 6:06:23 PM :: Saved - 12/9/2010 6:05:45 PM :: W:\WEI050900\DOR\LXHIB\Constrains Exhibit.dwg :: ion.cretu

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. [33132.4]
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. [331.8] 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". FOUNDATIONS 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: 4,633 CU. YDS. FILL: 1,798 CU. YDS.
    EXPORT: 2,835 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: 66,970 SQ. FT.
    MAXIMUM ALLOWABLE IMPERMEABLE COVERAGE: 25,000 SQ. FT.
    TOTAL DISTURBED AREA: 122,155 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 ,2022

COMPLETION DATE 90 DAYS AFTER PERMIT ISSUANCE ,2022

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

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.

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 ADDRESS: 25200 Pacific Coast Highway

All projects proposing land form alteration which involves more than 100 cubic yards of grading shall complete this form. The completed form must be provided at the time of Planning Division application for grading approval. All applicable cubic yardages shall be completed in the table. All calculations utilized to estimate the cubic yardages indicated shall be attached to this form. This form and the required calculations must be prepared by a State of California Licensed Civil Engineer or a Licensed Surveyor. The form and the calculations shall be stamped and wet signed by the preparing party.

	Exempt			Non-Exempt	Remedial	Total
	R&R	Understructure	Safety			
Cut	0	2,532	1,951	150	0	4,633
Fill	0	765	509	524	0	1,798
Total	0	3,297	2,460	674	0	6,431
Import	0	0	0	374	0	0
Export	0	1,767	1,442	0	0	2,835

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.
Imported means soil that is brought on to the site. Exported means soil that is leaving the site. This information will be used to calculate the number of truck trips required for site preparation.

PREPARED BY: Leonard Liston, PE 93123
PRINT NAME
SIGN NAME

DATE:

STAMP: REGISTERED PROFESSIONAL ENGINEER LEONARD I. LISTON III No.93123 CIVIL STATE OF CALIFORNIA

O:\COUNTER FORMS\GradingVerification_revised-CURRENT08.doc/5/2/8

Recycled Paper

EARTHWORK NOTE:

ESTIMATED EARTHWORK QUANTITIES ARE BASED ON DESIGN FINISH GRADES TO EXISTING GRADES AS PROVIDED ON THE SURVEY (BY OTHERS). THE ESTIMATED EARTHWORK DOES NOT ACCOUNT FOR THE THICKNESS OF PAVEMENTS, FOUNDATIONS AND STRUCTURAL PILES, OVER EXCAVATION AND RECOMPACTION, AND CONSTRUCTION MEANS AND METHODS.

SCOPE OF WORK:

PROPOSED NEW DETACHED ONE-STORY GUEST HOUSE
NEW SWIMMING POOLS/SPA
NEW TENNIS COURT
NEW LANDSCAPE AND HARDSCAPE
GRADING
RETAINING WALLS (PER SEPARATE PERMIT)

PROPOSED IMPERMEABLE COVERAGE:

BUILDING FOOTPRINT	10,795 SQ FT
DRIVEWAY, MISC.	30,194 SQ FT
HARDSCAPE	46,159 SQ FT
TOTAL	87,148 SQ FT

MAXIMUM AMOUNT OF IMPERMEABLE COVERAGE

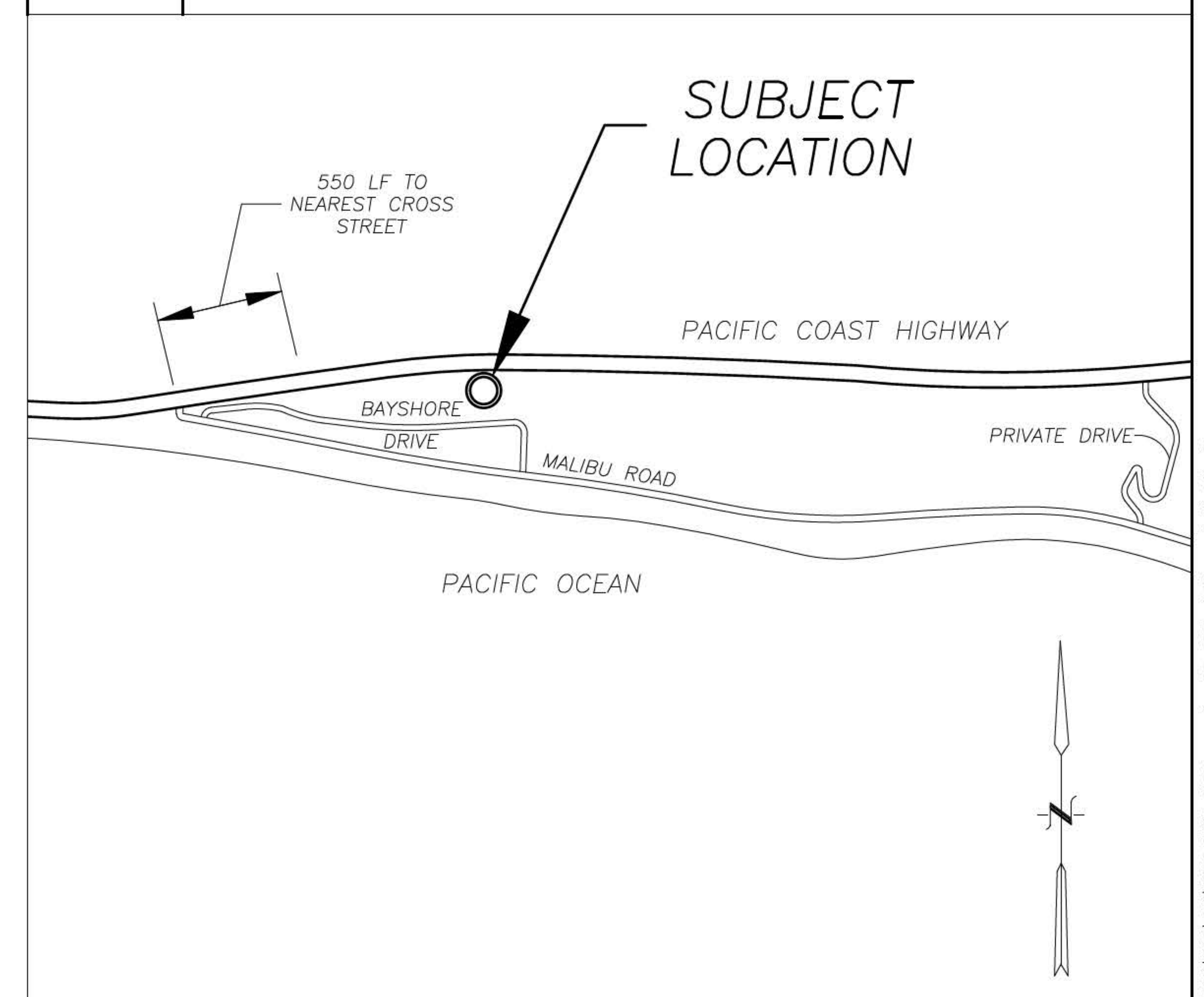
PERCENTAGES:

UP TO ¼ ACRE:	45% OF THE NET AREA
¼ ACRE TO ½ ACRE:	35% OF THE NET AREA
½ ACRE OR MORE	30% OF THE NET AREA
	UP TO A MAX. OF 25,000 SQ.FT. PER PARCEL.

OWNERS	PARPCH, LLC P.O. BOX 6528 MALIBU, CA 90264 (310) 456-2600
CIVIL ENGINEER	LC ENGINEERING GROUP 889 PIERCE COURT, SUITE 101 THOUSAND OAKS, CA. 91360 (805) 497-1244 (818) 991-7148
GEOTECHNICAL	FEFFER GEOTECHNICAL CONSULTING 1990 S. BUNDY DRIVE #400 LOS ANGELES, CA 90025
GEOLOGIST	FEFFER GEOTECHNICAL CONSULTING 1990 S. BUNDY DRIVE #400 LOS ANGELES, CA 90025
SURVEYOR	CHRIS NELSON & ASSOCIATES, INC 31238 VIA COLINAS, SUITE H WESTLAKE VILLAGE, CA 91362 (818) 991-1040

SHEET INDEX

SHT. 1	COVER SHEET
SHT. 1A	TOPOGRAPHIC SURVEY
SHT. 2	OVERALL SITE PLAN
SHT. 3-6	GRADING AND DRAINAGE PLAN
SHT. 7	DETAILS
SHT. 8	CROSS SECTIONS



VICINITY MAP N.T.S.

#	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

REGISTERED ENGINEER | 93123 RCE | DATE

CITY OF MALIBU
COVER SHEET
25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE PK/ 12/2/2022 | CHECKED BY / DATE PK/ 12/2/2022 | SHEET 1 OF 8

X:\LCE GROUP\Civil\JOBS\7700\7746 PARPCH LLC\CIVIL\DWG\SHT\7746 SHT 1 CVR.dwg Dec 02, 2022, 4:49pm Patrick Kauffman

PACIFIC COAST HIGHWAY

N81°56'47"E 821.14'

N80°01'07"W 242.75'

N81°57'21"W 332.07'

S87°09'15"W 929.66

R=2952.84'

Δ=10°51'24"

L=559.52'

S87°11'49"E 311.34'

N26°42'07"W 120.39'

S89°33'41"W 34.52'

R=150.00'

Δ=56°28'10"

L=493.92'

S55°59'51"W 107.40'

S21°17'27"W 288.83'

N23°18'45"E 45.82'

N80°57'52"W

POB Parcel 1

POR. RANCHO TOPANGA MALIBO SEQUIT AS CONFIRMED TO MATTHEW KELLER BY PATENT RECORDED IN BOOK 1 PAGE 407 ET SEQ. OF PATENTS

PUERCO CANYON

MALIBU ROAD

MALIBU ROAD

(16) 5' wide easement for utilities purposes in favor of Marblehead Land Company rec'd 4/7/1952 in Bk 38646 Pg 104, OR

(19) 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

(21) 15' wide easement for gas purposes in favor of Southern Counties Gas Company of California rec'd 11/2/1962 as Inst No 4118 in Bk D1814 Pg 973, OR

(18) 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

(17) 30' wide easement for road and utility purposes in favor of B.M. and Blanche Olden rec'd 10/29/1957 in Bk 55954 Pg 234 and Bk 55954 Pg 312, both OR

(9) Portion of 80' wide easement for road purposes granted to the State of California per document rec'd 10/8/1937 in Bk 15228 Pg 342, OR

(10) 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

(13) 2' wide easement for pole lines and electrical purposes in favor of Southern California Edison rec'd 4/12/1939 in Bk 16485 Pg 374, 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/ 12/2/2022	PK/ 12/2/2022	

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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 HIGHWAY

N81°56'47"E 821.14'

N67°57'21"W 332.57'

N80°01'07"W 242.75'

S87°09'15"W 929.66'

R=2952.84' Δ=10°51'24" L=559.52'

Tm Qoa Qlsr Qlsa-2

MALIBU

SCALE: 1"=40'
0 40 80 120

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

#	REVISIONS	DATE

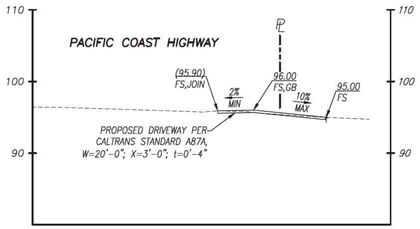
PREPARED BY:
LC ENGINEERING GROUP, INC.
CONSULTING ENGINEERS
889 Pierce Court, Suite 101, Thousand Oaks, California 91360
818-991-7148 • 805-497-1244 • lcengroupinc.com • workfiles@lcengroupinc.com

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/ 1/11/2023	PK/ 1/11/2023	

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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 MOTOR COURT/DRIVEWAY PER DETAIL 3 ON SHEET 7.
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

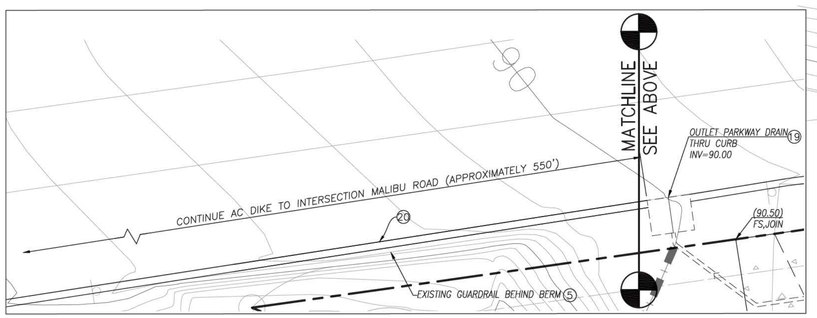
(185.5 T.C.) (185.0 F.L.) EXISTING SPOT ELEVATIONS

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

PAVING AND/OR CONC. SURFACE

GRASSCRETE PER SEPARATE PERMIT BY OTHERS

ABOVE-GRADE DRIVEWAY PER SEPARATE PERMIT



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

#	REVISIONS	DATE

PREPARED BY:
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93123
REGISTERED ENGINEER RCE DATE

CITY OF MALIBU

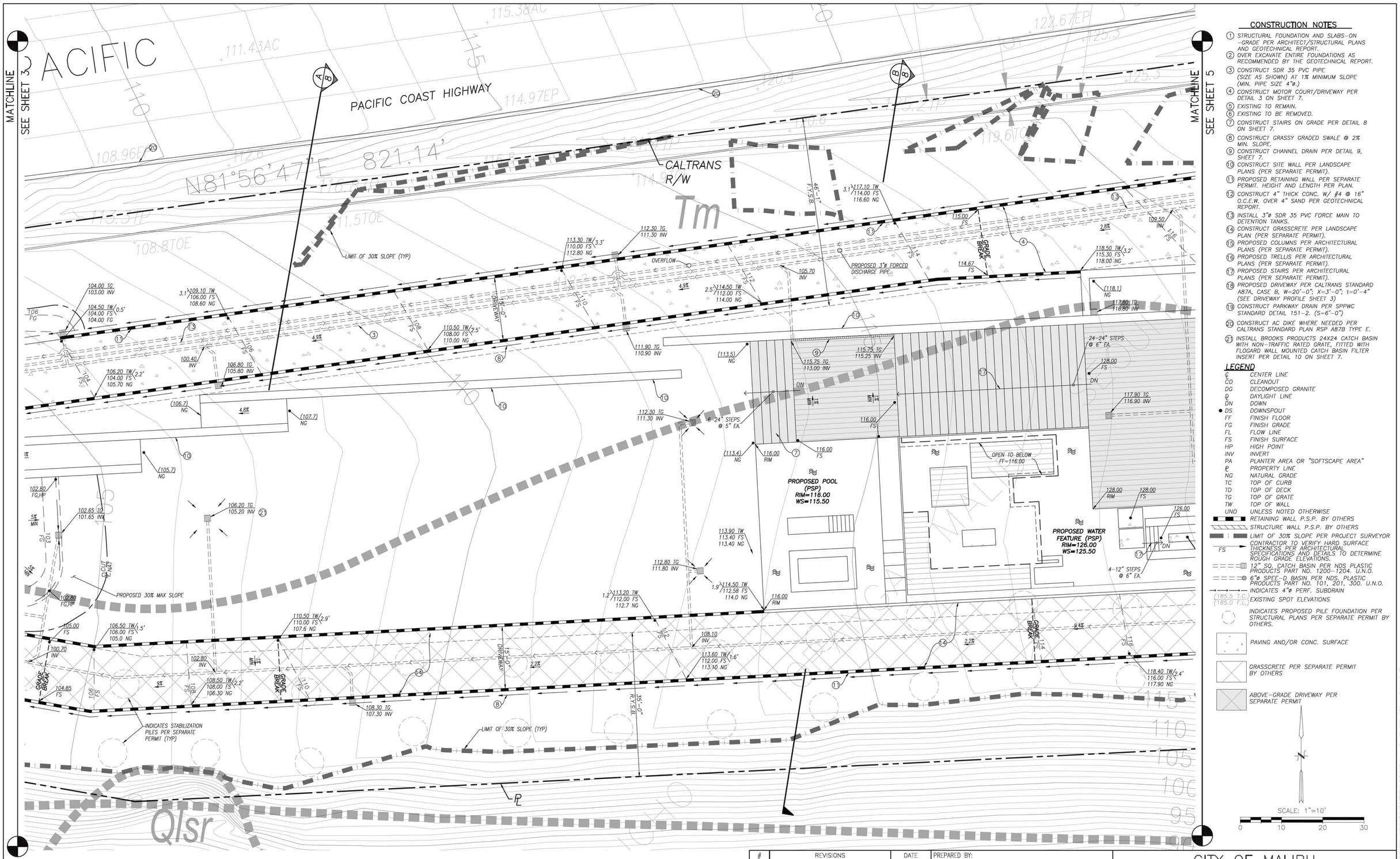
ENLARGED GRADING AND DRAINAGE PLAN

25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE	CHECKED BY / DATE	SHEET 3 OF 8
PK/ 12/8/2022	PK/ 12/8/2022	

SCALE: 1"=10'
0 10 20 30

X:\LCE GROUP\Civil\JOBS\7700\7746 PARISH LLC\CIVIL\DWG\SHT\7746 SHT 3 GP.dwg Dec 08, 2022, 4:48pm Patrick Kauffman



CONSTRUCTION NOTES

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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.

PAVING AND/OR CONC. SURFACE

GRASSCRETE PER SEPARATE PERMIT BY OTHERS

ABOVE-GRADE DRIVEWAY PER SEPARATE PERMIT

SCALE: 1"=10'

0 10 20 30

REGISTERED PROFESSIONAL ENGINEER
LEONARD I. LISOWITZ
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 • logroupinc.com • workflow@logroupinc.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 4 OF 8
PK/ 12/8/2022	PK/ 12/8/2022	

X:\LCE GROUP\Civil\JOBS\7700\7746 PARRICH LLC\CIVIL\DWG\SHT\7746 SHT 7 GP.dwg Dec 08, 2022, 4:58pm Patrick Kauffman

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

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

PROPOSED 24" CMP STORM DRAIN RE-ALIGNMENT

PROPOSED WATER FEATURE (PSP) RIM=118.00 WS=117.50

PROPOSED 3"ø FORCED DISCHARGE PIPE

OPEN TO BELOW FF=118.00

PROPOSED OUTDOOR KITCHEN FF=128.00 FG=127.33

PROPOSED DECK TD=128.00

PROPOSED KITCHEN FF=128.00 FG=127.33

PROPOSED SINGLE FAMILY RESIDENCE 1ST FLOOR FF=130.00 FG=129.33 BASEMENT FF=118.00 FG=117.33

INDICATES BASEMENT LINE BELOW FF=118.00

OUTDOOR COURTYARD FG=132.00

FF=132.00 FG=129.33

5-24" STEPS @ 5.4" EA.

4-12" STEPS @ 6" EA.

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

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=130.00 WS=129.50

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

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

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 MOTOR COURT/DRIVEWAY PER DETAIL 3 ON SHEET 7.
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.
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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.
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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.

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GRASSCRETE PER SEPARATE PERMIT BY OTHERS

ABOVE-GRADE DRIVEWAY PER SEPARATE PERMIT

SCALE: 1"=10'

0 10 20 30

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 IV 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 • worklike@lcengroupinc.com

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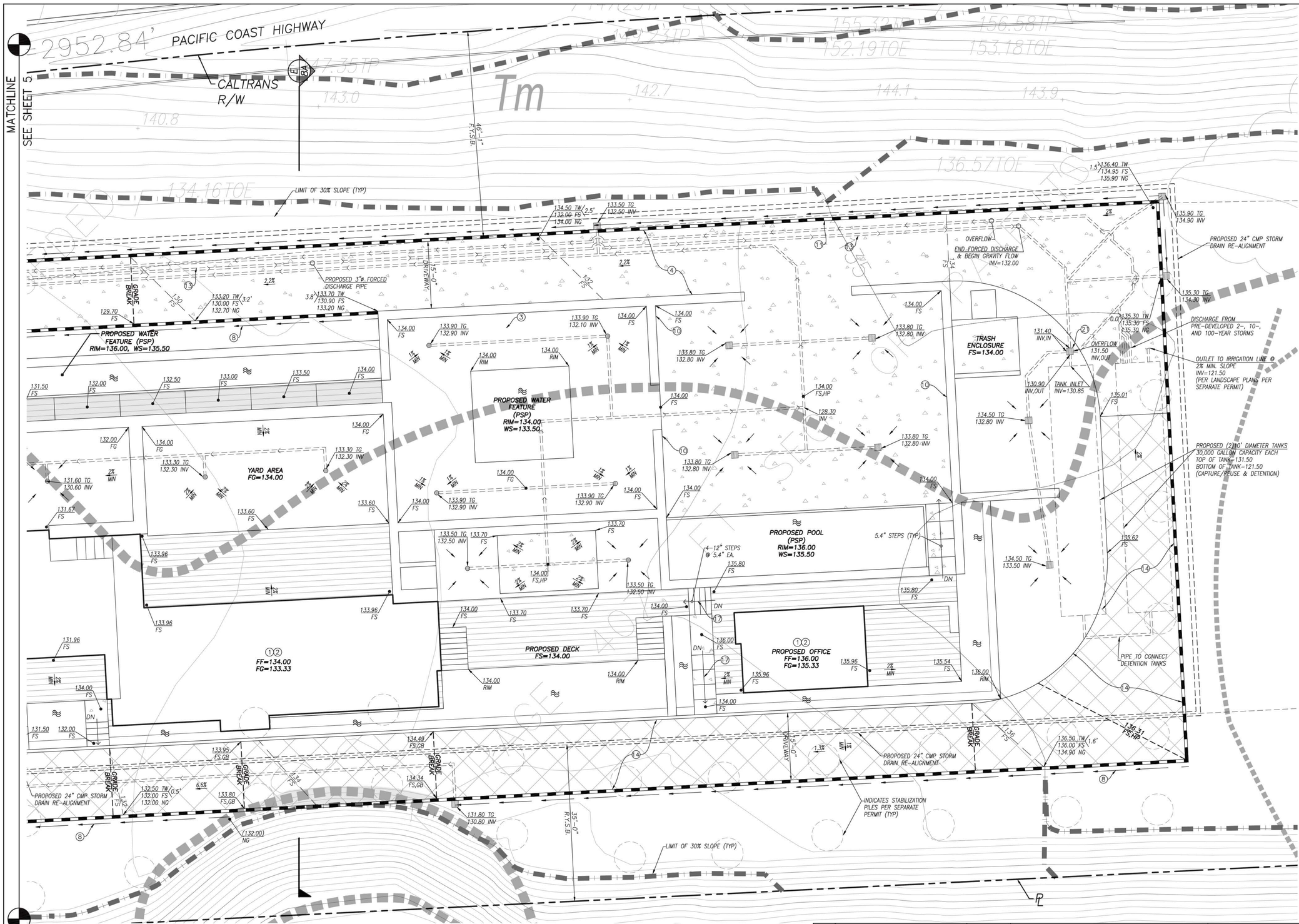
CITY OF MALIBU

ENLARGED GRADING AND DRAINAGE PLAN

25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE	CHECKED BY / DATE	SHEET 5 OF 8
PK/ 12/8/2022	PK/ 12/8/2022	

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SCALE: 1"=10'

0 10 20 30

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

#	REVISIONS	DATE

PREPARED BY:
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CONSULTING ENGINEERS
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93123
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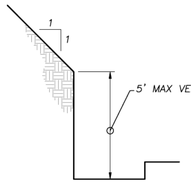
CITY OF MALIBU

ENLARGED GRADING AND DRAINAGE PLAN

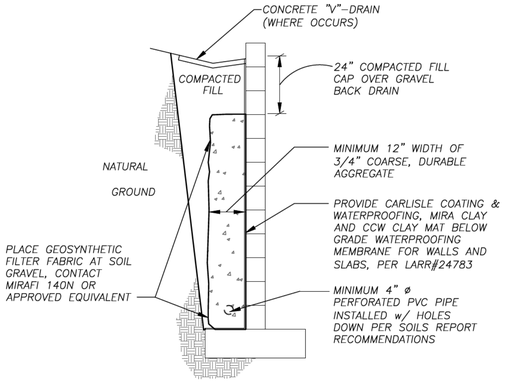
25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE	CHECKED BY / DATE	SHEET 6 OF 8
PK/ 1/11/2023	PK/ 1/11/2023	

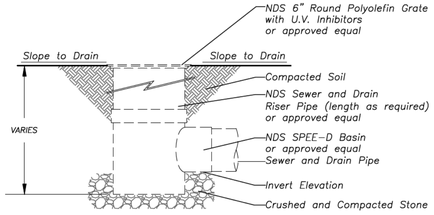
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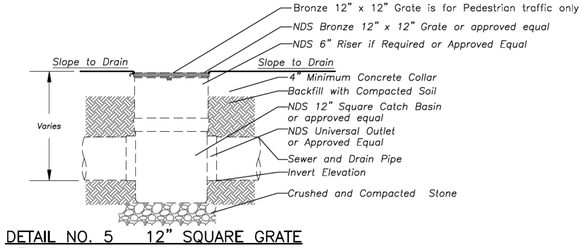
DETAIL NO. 1 TEMPORARY EXCAVATION
N.T.S.



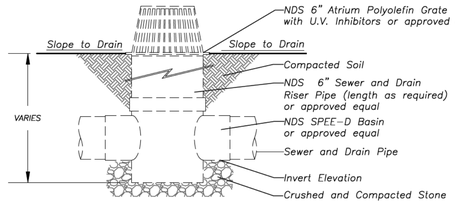
DETAIL NO. 2 BACKFILL
N.T.S.



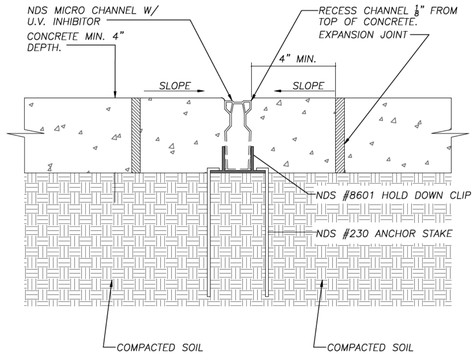
DETAIL NO. 4 6" ROUND GRATE
N.T.S.

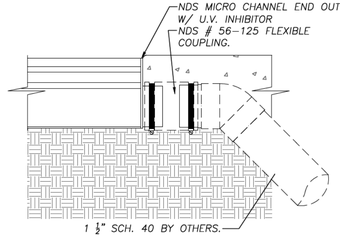


DETAIL NO. 5 12" SQUARE GRATE
N.T.S.

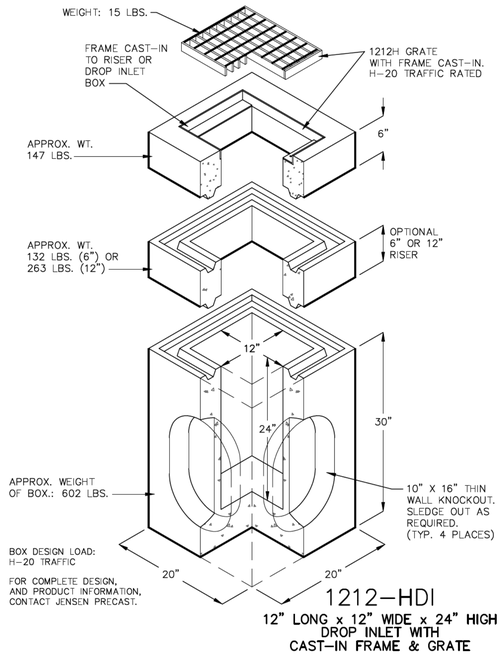


DETAIL NO. 6 6" ATRIUM GRATE
N.T.S.



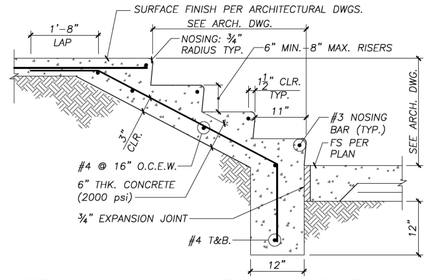


DETAIL NO. 9 CHANNEL DRAIN
N.T.S.

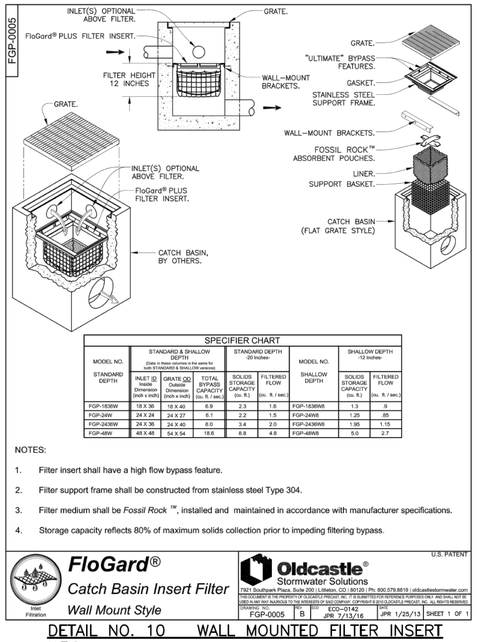


1212-HDI
12" LONG x 12" WIDE x 24" HIGH DROP INLET WITH CAST-IN FRAME & GRATE

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



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



SPECIFIER CHART

MODEL NO. STANDARD DEPTH	STANDARD & SHALLOW DEPTH (Data in this row is the same for both STANDARD & SHALLOW versions) INLET ID Nominal Dimension (inch x inch)	GRATE OD Outside Dimension (inch x inch)	TOTAL BYPASS CAPACITY (cu. ft. / sec.)	STANDARD DEPTH -20 Inches- SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)	MODEL NO. SHALLOW DEPTH	SHALLOW DEPTH -12 Inches- SOLIDS STORAGE CAPACITY (cu. ft.)	FILTERED FLOW (cu. ft. / sec.)
FGP-1836W	18 X 36	18 X 40	6.9	2.3	1.6	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.

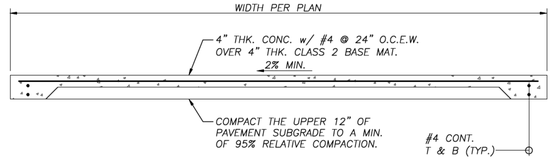
U.S. PATENT

FloGard®
Catch Basin Insert Filter
Wall Mount Style

Oldcastle® Stormwater Solutions
7821 Southpark Plaza, Suite 200 | Littleton, CO | 80120 | Ph: 800.579.8819 | oldcastlestormwater.com
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DRAWING NO.	REV.	ECO	DRAWN BY / DATE	SHEET
FGP-0005	B	ECO-01421 JPR 7/13/16	JPR 1/25/13	SHEET 1 OF 1

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



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

REGISTERED PROFESSIONAL ENGINEER
LEONARD T. LISTON III
No.93123
CIVIL
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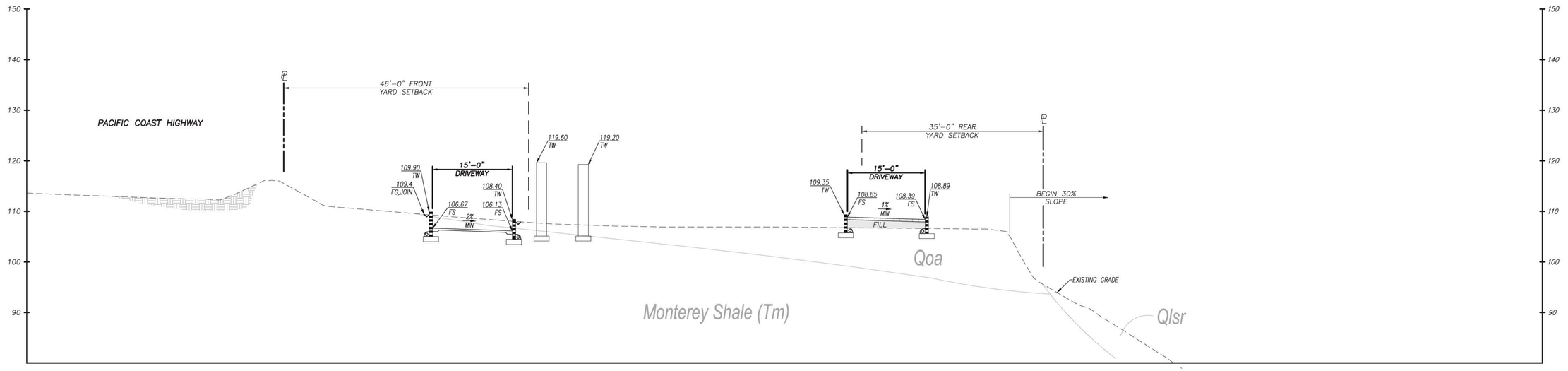
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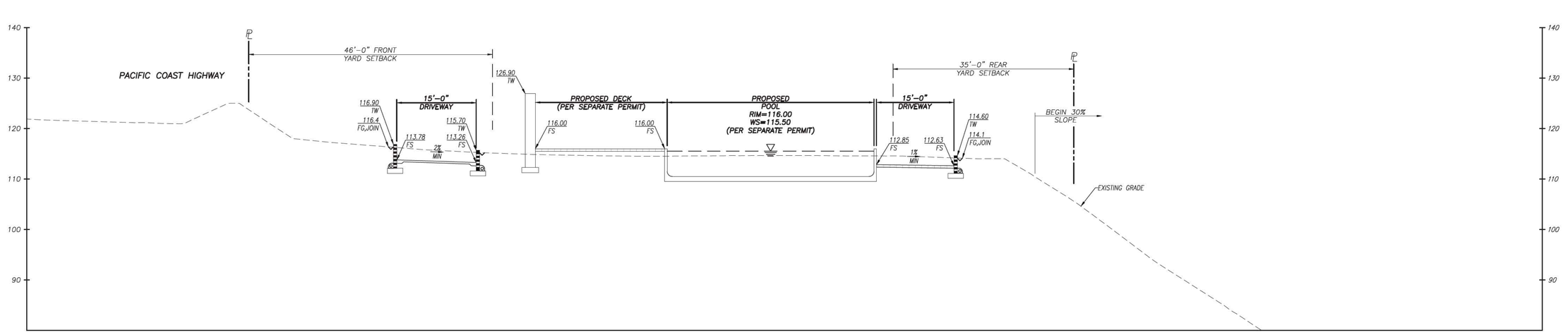
CITY OF MALIBU
DETAILS
25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE	CHECKED BY / DATE	SHEET
PK/ 12/2/2022	PK/ 12/2/2022	SHEET 7 OF 8

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SECTION A
1"=10'



SECTION B
1"=10'

#	REVISIONS	DATE

PREPARED BY:

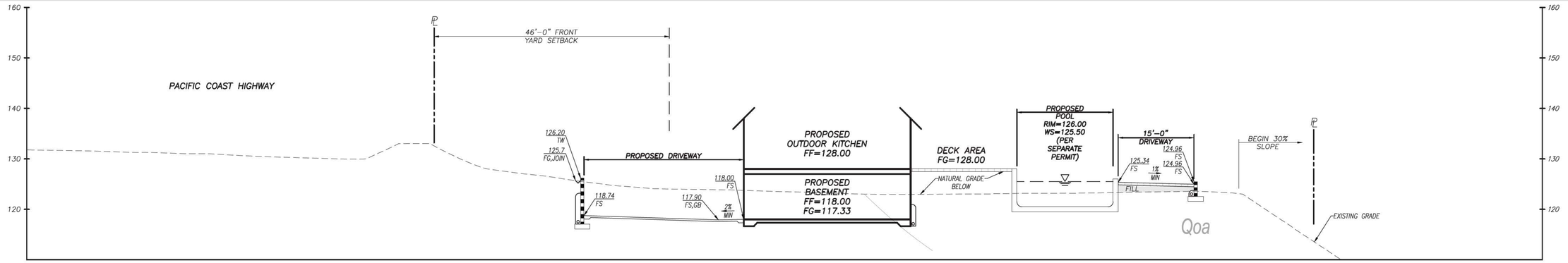
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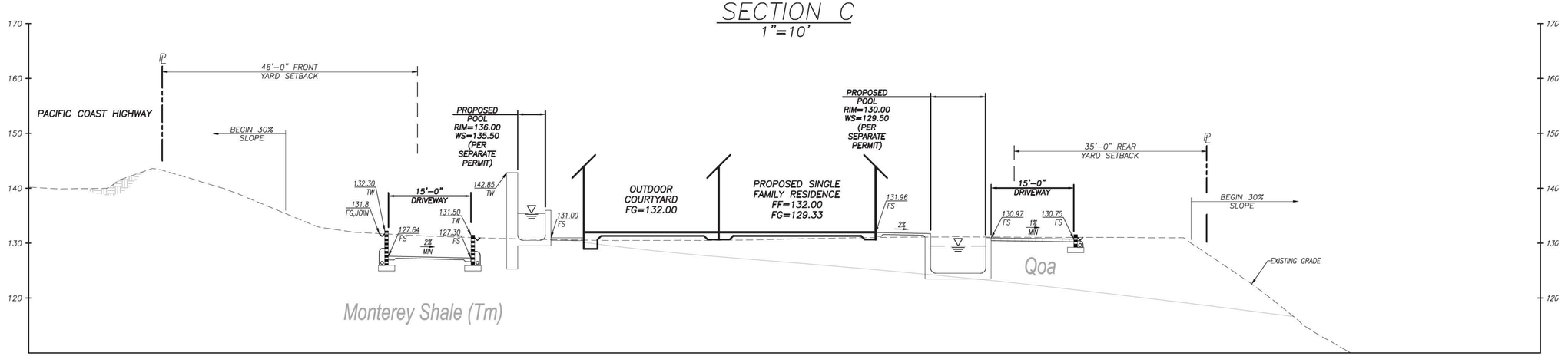
CITY OF MALIBU
CROSS SECTIONS
25200 PACIFIC COAST HIGHWAY

DRAWN BY / DATE	CHECKED BY / DATE	SHEET 8 OF 8
PK/ 12/2/2022	PK/ 12/2/2022	

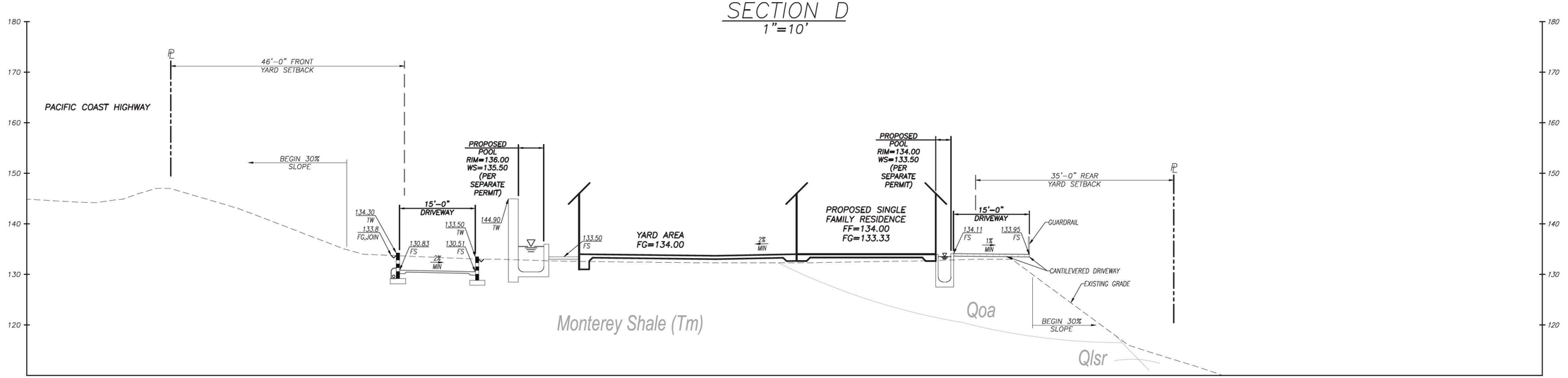
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SECTION C
1"=10'



SECTION D
1"=10'



SECTION E
1"=10'

#	REVISIONS	DATE

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

DRAWN BY / DATE	CHECKED BY / DATE	SHEET 8A OF 8
PK/ 12/2/2022	PK/ 12/2/2022	

X: \LCE GROUP\Civil\JOBS\17000\17748 PARPICH LLC\CIVIL\DWG\SHT\17748 SHT 5 XSEC DET.dwg Dec 02, 2022, 5:18pm Patrick Kaufman

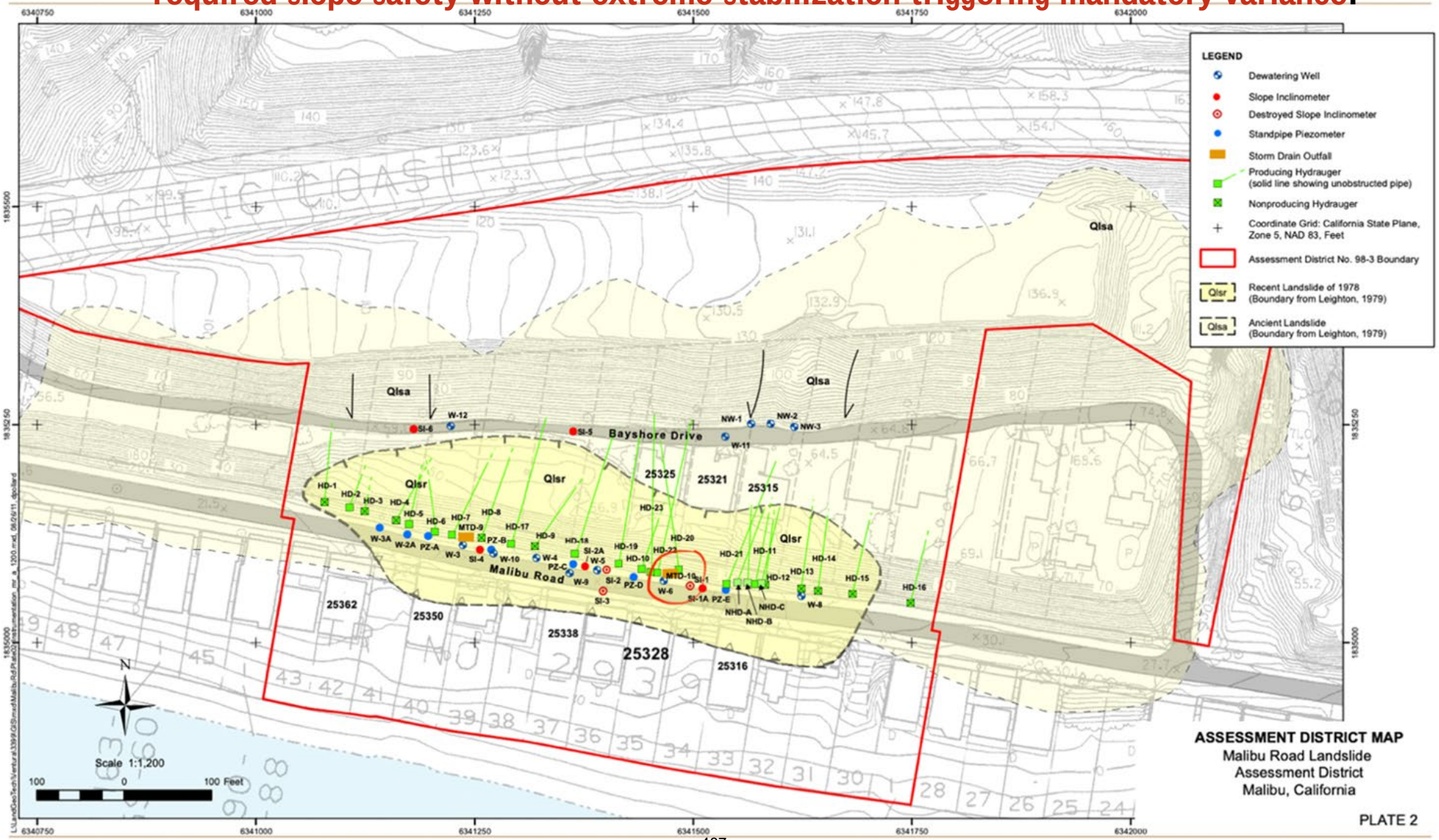
25200 Pacific Coast Highway

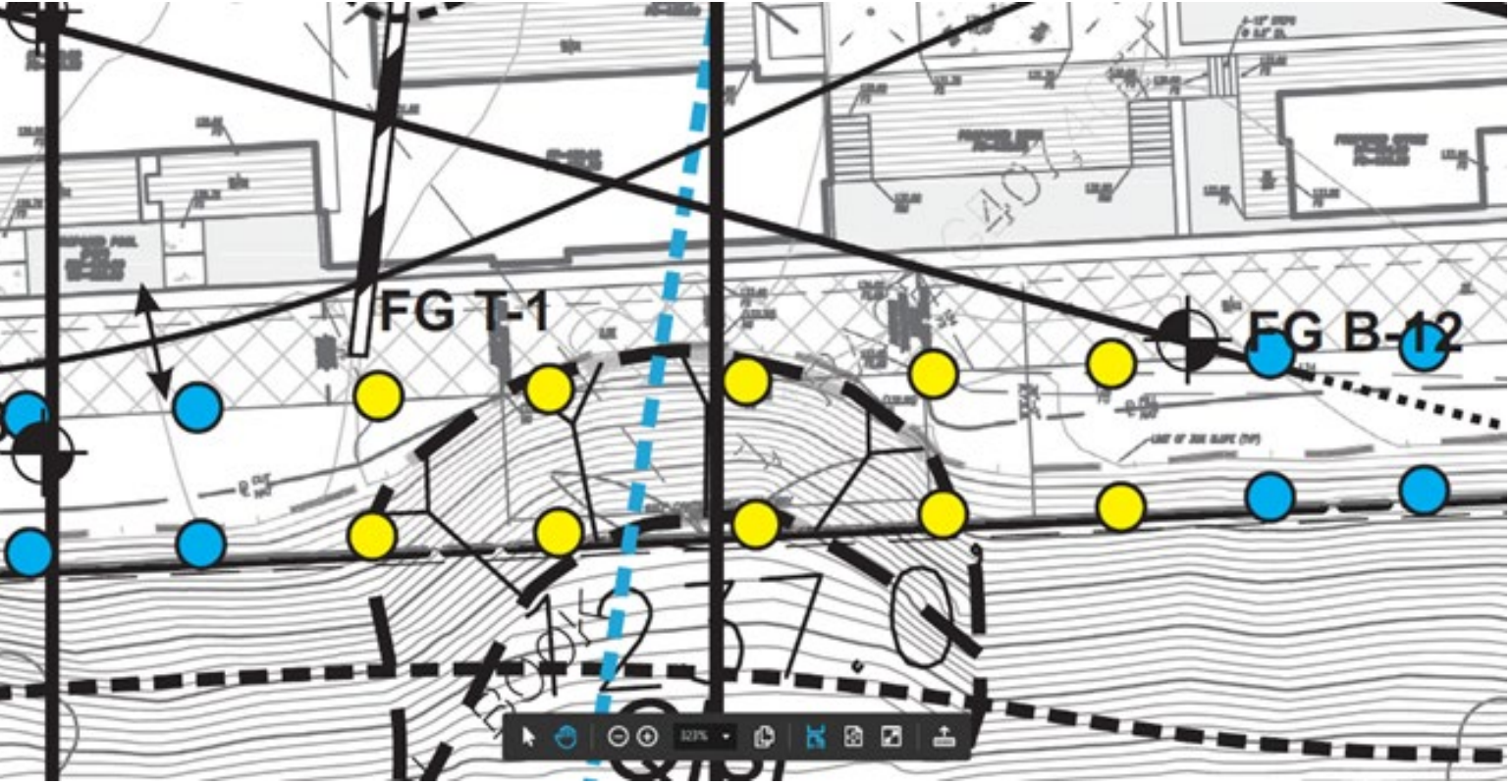
MALIBU TOWNSHIP COUNCIL

Opposition to Coastal Development Permit No. 19-012

Landslide + Variance Required +
Scenic Views Maintained

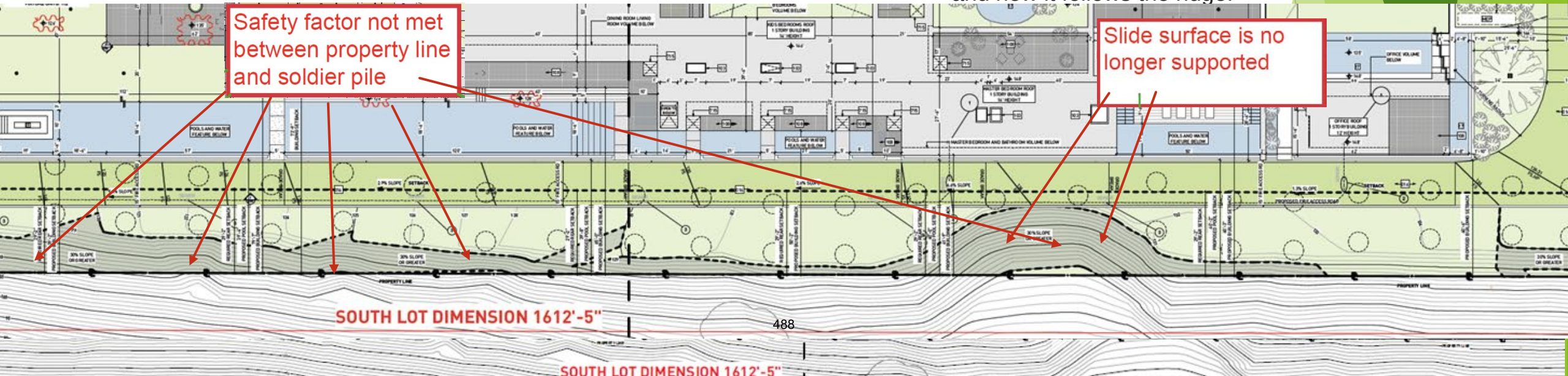
This project is proposed on a mapped, deep-seated landslide and cannot meet required slope safety without extreme stabilization triggering mandatory variance.





This is where the safety factor is clearly not met – They **moved/relocated** the soldier piles a few feet to avoid a slope variance and now they need a variance because there is space between the property line and the soldier piles where the safety factor is not met.

In addition, they are no longer supporting the slide in front of the MASTER area, and this would cause a slide into adjacent properties. This first image is before they moved the piles and shows the property line, it used to follow a straight line and now it follows the ridge.



On p 2 of this report – it states that the piles will be shifted north and to the top of the slope thus NO LONGER stabilizing the slope below and no longer meeting the factor of safety on the property site.

FEFFER
GEOLOGICAL CONSULTING

January 6, 2023

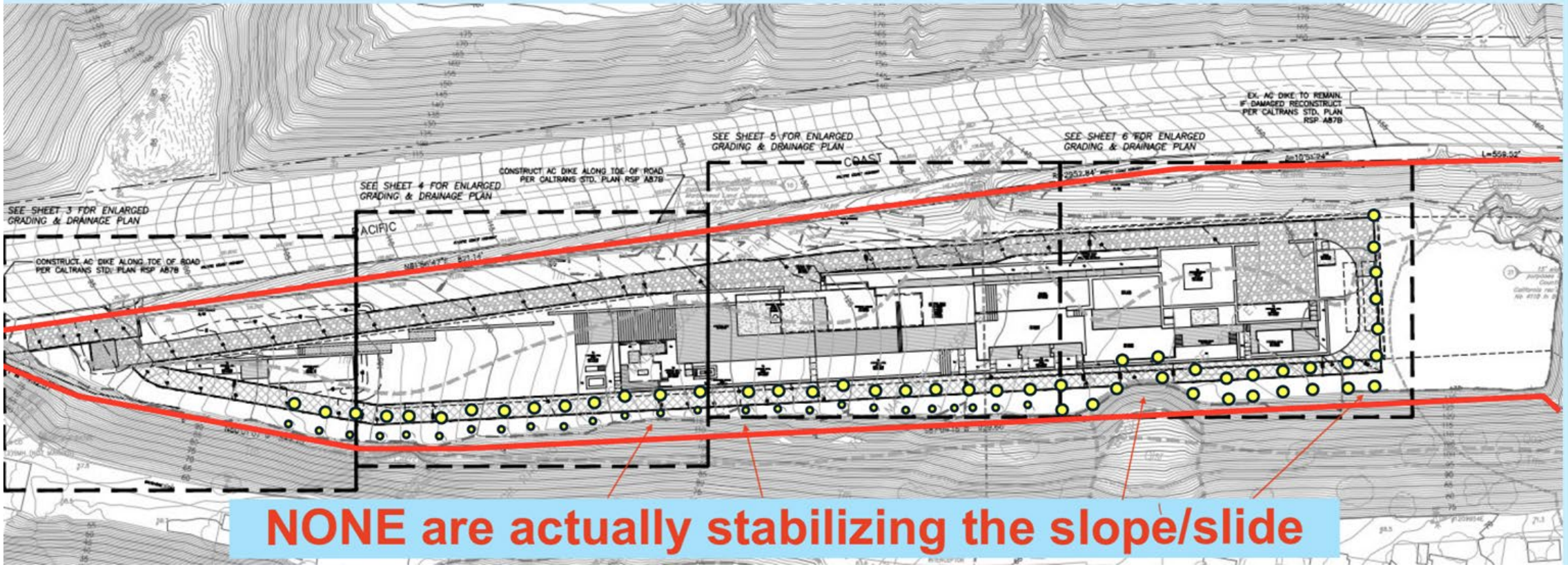
File No. 1992-75

Weintraub Real Estate Group
P.O. Box 6528
Malibu, CA 90264

Subject: **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

In order to remove the need for a variance and allow development to move forward, the proposed stabilization system will be shifted slightly north and to the top of the slope. Based on a detailed review of the updated plans and discussions with the project structural engineer, it is our opinion that the minor shift in location for the proposed stabilization system will not impact the proposed development and will not negatively impact or reduce the integrity of the stabilization system. The slight adjustment in pile locations will not negatively affect the overall gross stability of the site.

77 Caissons With Tiebacks



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

Revised Draft Addendum Report to PC... 1137 / 1358 − 116% +

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

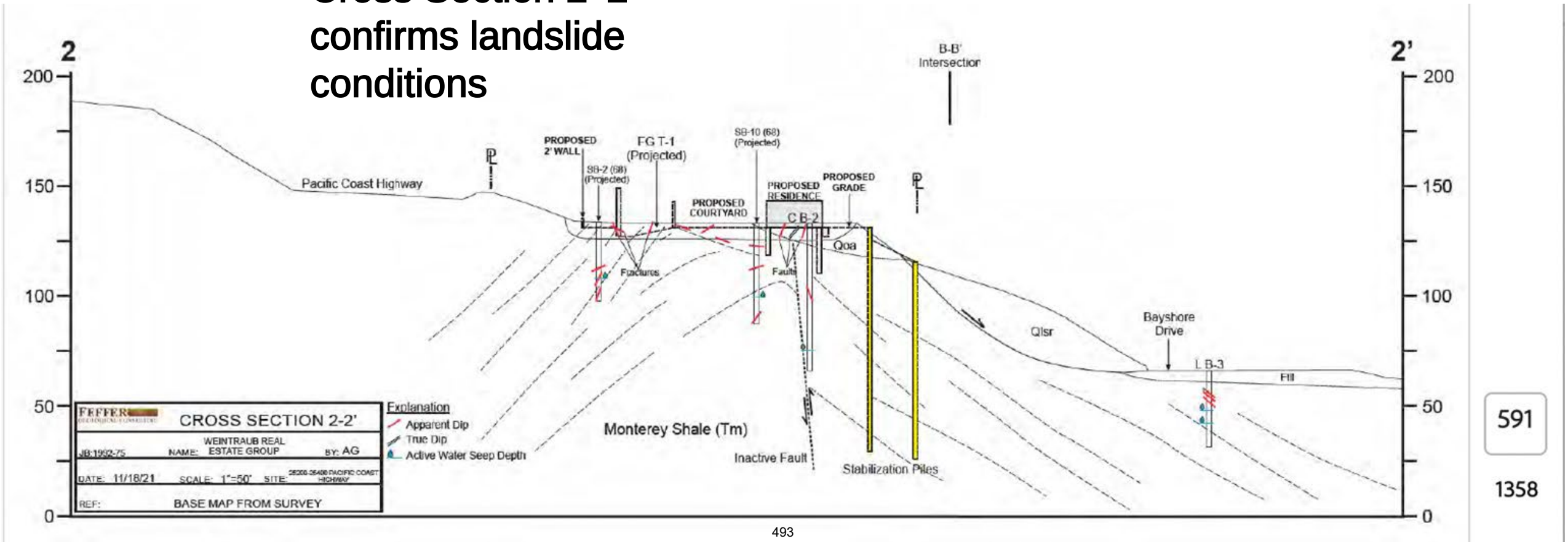
- Required minimum (LIP §9.4(D)): **1.5 static**
- Calculated results: **1.076 - 1.234**
- Values near **1.0 = marginal equilibrium / instability**

These results alone require a variance

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

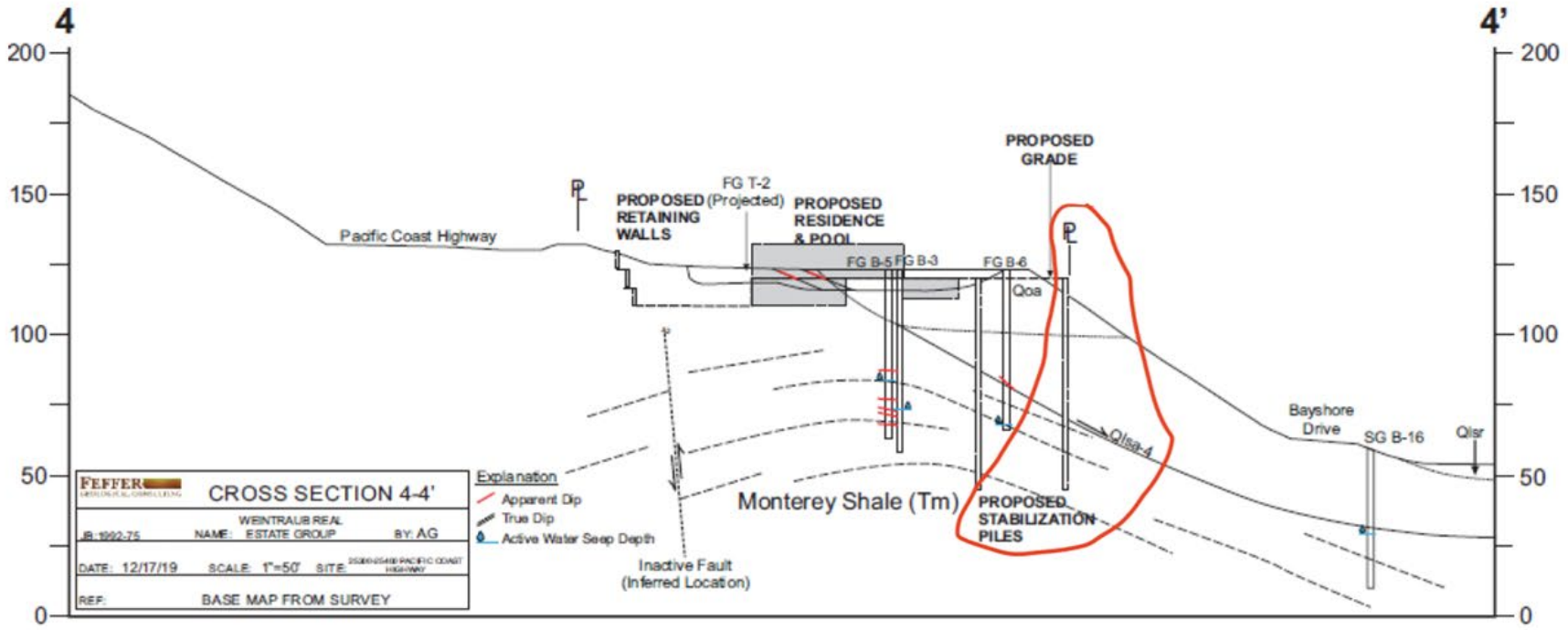


591

1358

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.

From geo report dated Jan 14, 2026, in latest staff report



158

416

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

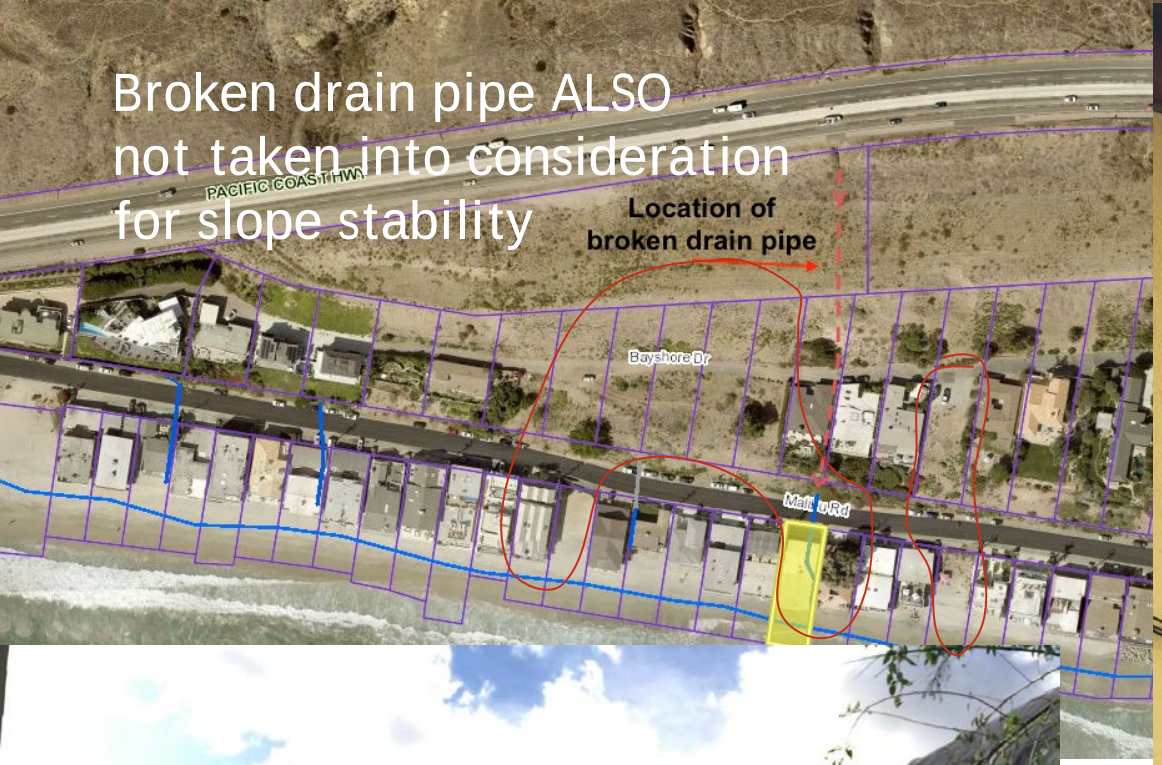
observe shear type movement. Yeh personnel noted that several district facilities were damaged or buried and after the event, maintained communication with the City and Water District to confirm repairs and recovery of the impacted assessment district facilities were completed. It should be noted that 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.







Broken drain pipe ALSO not taken into consideration for slope stability









Destruction caused by slide below 25040 PCH – at least $15 million in damage – the City would be LIABLE if any damage occurred to adjacent properties





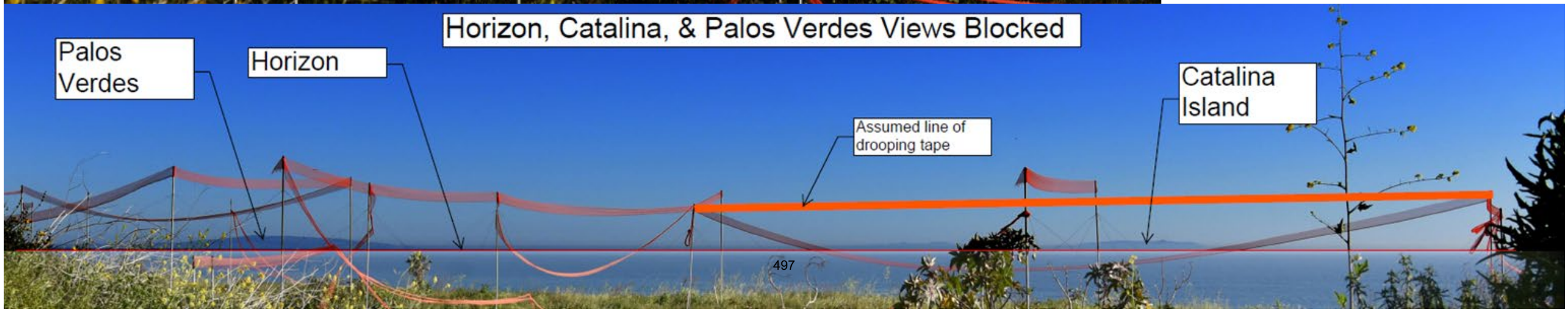
Also, these views were not considered:

Palos Verdes blocked 100%

Catalina and Palos Verdes view blocked 100%

Horizon blocked 100%

These photos were taken from the far side of PCH where the berm breaks




Mansionization is ruining
neighborhoods all over Malibu
NO
MANSIONIZATION
IN MALIBU



Conclusion

This project: Relocates deep stabilization piles, leaving a known landslide unsupported
Fails to demonstrate the required factor of safety
Threatens downslope homes and public safety
Blocks iconic public coastal views
Proposes massive development on unstable terrain
Under the Local Coastal Program, a variance is required before any discretionary approval.
Without that variance, the Planning Commission lacks legal authority to proceed.
The only lawful and responsible action is denial or continuance pending a properly filed and evaluated variance.

Previous consultant's conclusions as reported by Feffer

- **Stone – 1962**
  - "Downhole logging of the borings indicated that the subject property was underlain by Monterey Formation bedrock, ancient landslides, Quaternary terrace deposits, and artificial fill."
  - "Stone Geological determined that the subject property was underlain by multiple intersecting ancient landslides that affected the south side of the subject pad and continued beneath neighboring properties below the south-facing descending slope."

- **Pacific Soils 1965**
  - "Pacific Soils Engineering concluded that the subject property was underlain by a series of ancient landslides and determined that the ancient slides could be stabilized."

Previous consultants conclusions as reported by Feffer

Leighton 1968

- “Leighton concluded that over 50% of the subject property was free of ancient landsliding”
- The remaining 50 % is underlain by ancient slides

- Stone 1968
- “building could occur on the area that is not underlain by ancient slide material”

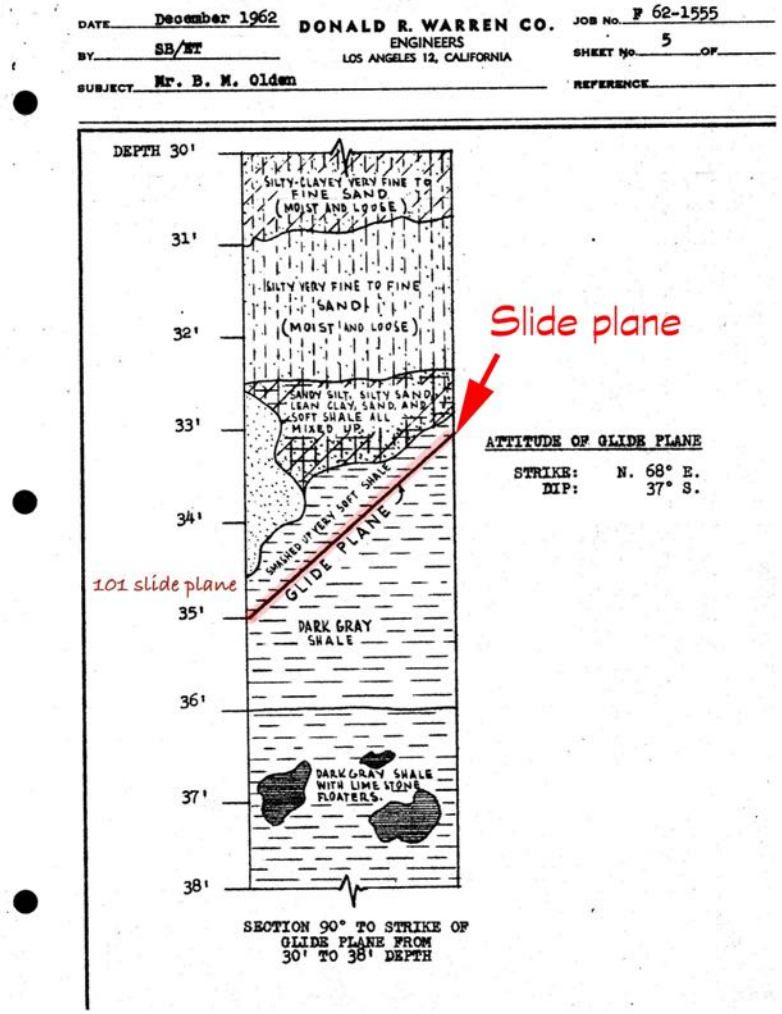
Previous consultant's conclusions as reported by Feffer

- Leighton 1979
- "Leighton and Associated concluded that approximately 65% of the study area was affected by three types of landsliding, which included ancient landsliding, recent landsliding, and superficial slope failures."

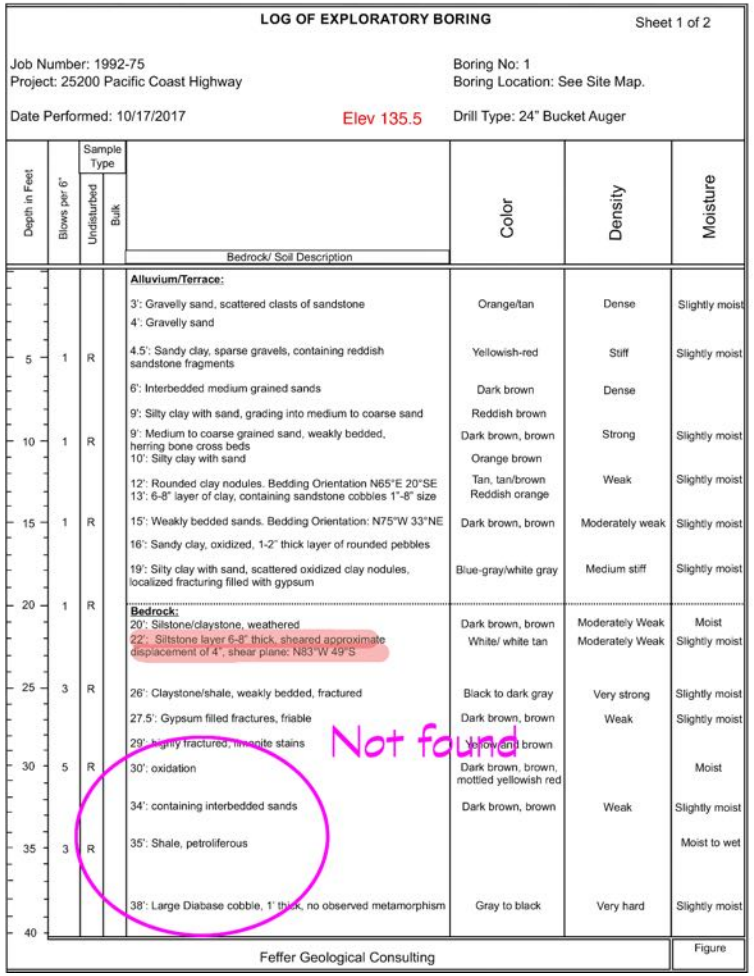
- "A significant risk in attempting partial stabilization work (particularly on an active slide), whether by buttresses, retaining walls or soldier piles, could be that while the corrective work may stabilize on individual lot, it may result in relatively greater damage occurring on on adjoining property than would otherwise have occurred had the work not been done."

Boring log Comparison

- Stone B-4 1962

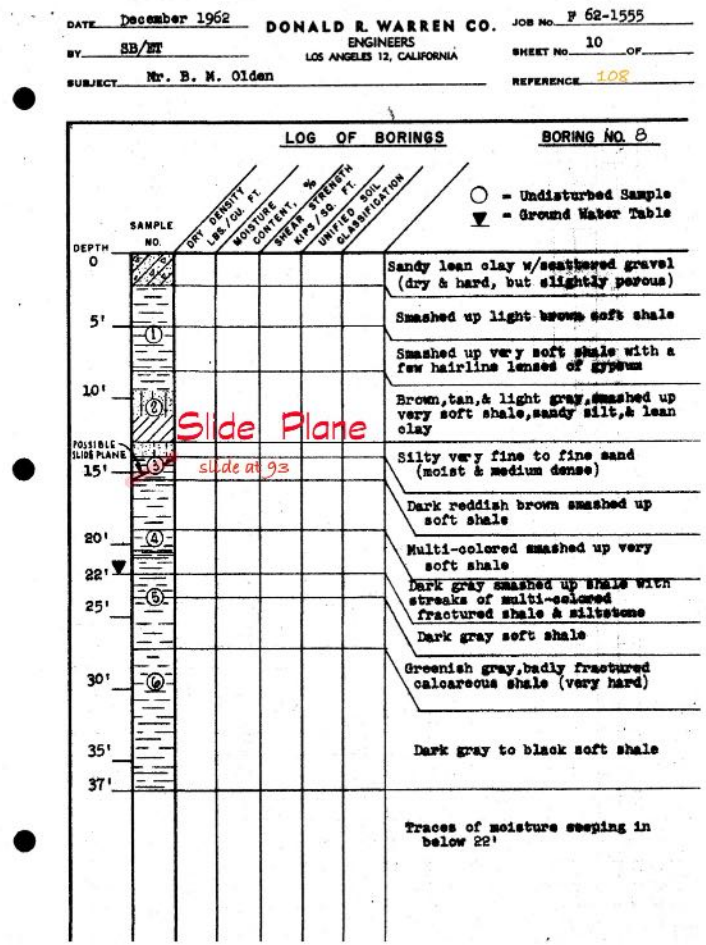


- Feffer B-1



Boring log Comparison

- Stone B-8 1962



DATE December 1962 — DONALD R. WARREN CO. ENGINEERS, LOS ANGELES 12, CALIFORNIA — JOB NO. F 62-1555

BY SB/ET — SHEET NO. 10 OF

SUBJECT Mr. B. M. Olden — REFERENCE 108

LOG OF BORINGS — BORING NO. 8

○ = Undisturbed Sample ▼ = Ground Water Table

DEPTH	SAMPLE NO.	DRY DENSITY LBS./CU. FT.	MOISTURE CONTENT, %	SHEAR STRENGTH KIPS/SQ. FT.	UNIFIED SOIL CLASSIFICATION	
0						Sandy lean clay w/scattered gravel (dry & hard, but slightly porous)
5'	①					Smashed up light brown soft shale
10'	②					Smashed up very soft shale with a few hairline lenses of gypsum
POSSIBLE SLIDE PLANE 15'	③					Brown,tan,& light gray,smashed up very soft shale,sandy silt,& lean clay
						Silty very fine to fine sand (moist & medium dense)
						Dark reddish brown smashed up soft shale
20'	④					Multi-colored smashed up very soft shale
22' ▼						Dark gray smashed up shale with streaks of multi-colored fractured shale & siltstone
25'	⑤					Dark gray soft shale
30'	⑥					Greenish gray,badly fractured calcareous shale (very hard)
35'						Dark gray to black soft shale
37'						Traces of moisture seeping in below 22'

Slide Plane

slide at 93

- Feffer B-9

LOG OF EXPLORATORY BORING — Sheet 1 of 2

Job Number: 1992-75
Project: 25200 Pacific Coast Highway
Date Performed: 11/2/2017

Boring No: 9
Boring Location: See Site Map.
Drill Type: 24" Bucket Auger 106

Depth in Feet	Blows per 6"	Sample Type: Undisturbed	Sample Type: Bulk	Bedrock/ Soil Description	Color	Density	Moisture
				Alluvium/Terrace:			
				2': Silty sand, fine to medium grained, scattered angular gravels	Brown	Dense	Slightly moist
				4': Silty clay with sand, angular to rounded gravles	Brown	Stiff	Slightly moist
5							
				8': Clayey sand, angular to rounded gravles	Orange brown	Dense	Slightly moist
10	1	R		Bedrock:			
				10': Siltstone/claystone, closely spaced gypsum, filled fractures, Bedding: N35°W 37°SW	Brownish yellow, yellowish red	Weak	Slightly moist
				13': Siltstone, abundant gypsum filled fractures, short discontinuous fractures randomly oriented	Reddish Brown	Very weak	Slightly moist
15				15': Siltstone, thinly bedded, highly deformed	Mottled white/brown	Very weak	Slightly moist
				18': Claystone, closely spaced fractures	Reddish Brown	Weak	Slightly moist
20	2	R		20': Claystone, few gypsum filled fractures obeserved	Reddish brown	Moderately weak	Slightly moist
				22': Gypsum filled fractures becoming more abundant, closely spaced and randomly oriented			
25							
				27.4': Micaceous medium grained sandstone, oxidized, fractured, extending to ~29', irregular conact	Whitish tan	Hard	Slightly moist
30	5	R		30': Very fine grained siltstone, gypsum filled fractures, Shear plane: N12°E 44°E, clay with siltstone fragments	Mottled black and tan, olive gray	Very weak	Moist
				32': Claystone, closely spaced gypsum filled fractures, Fracture: N33°E 71°SE	Reddish brown	Moderately weak	Slightly moist
				33.5': Claystone/shale, randomly oriented polished shear surfaces, petroliferous	Black	Moderately weak	Slightly moist
35							
				39': Shale, petroliferous	Black	Hard	
40	11	R		40': Shale, highly fractured, polished shear surfaces	Black		Slightly moist

Feffer Geological Consulting — Figure

Wrong classification

Pile Base Elevation vs Slide Base Elevation

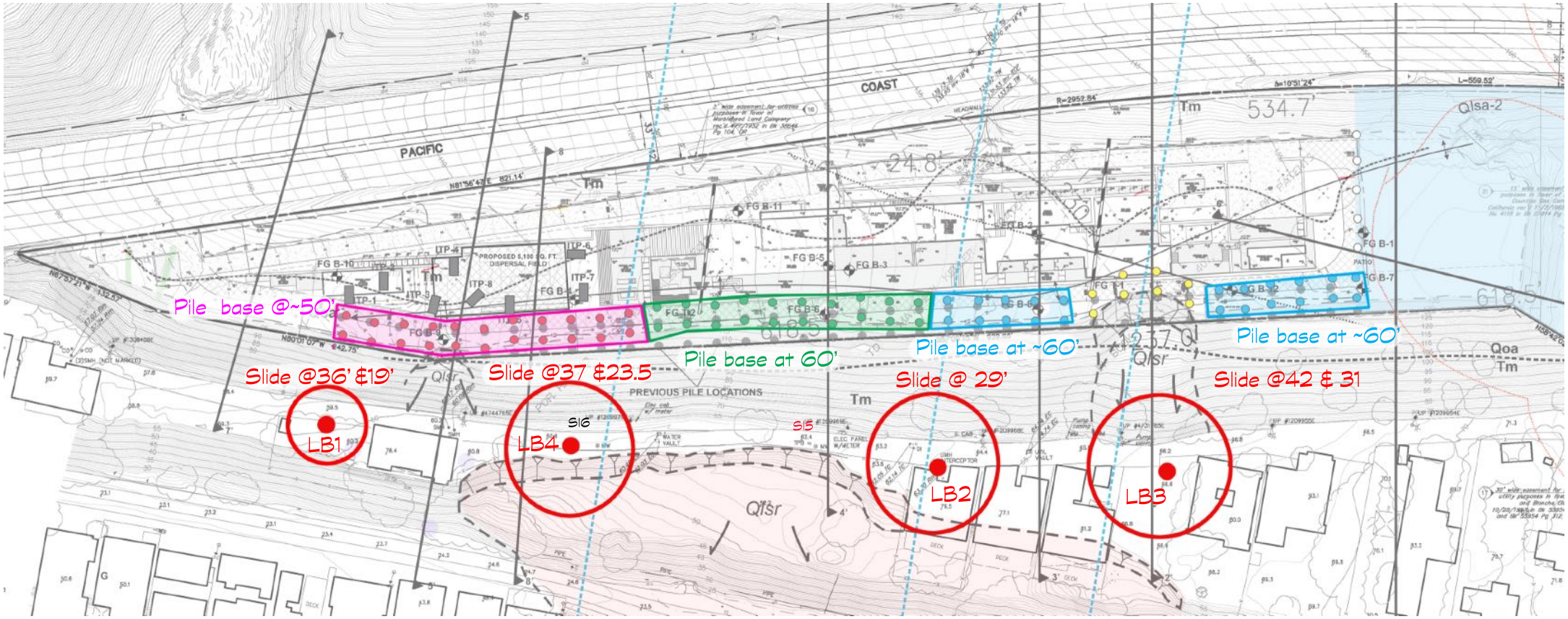
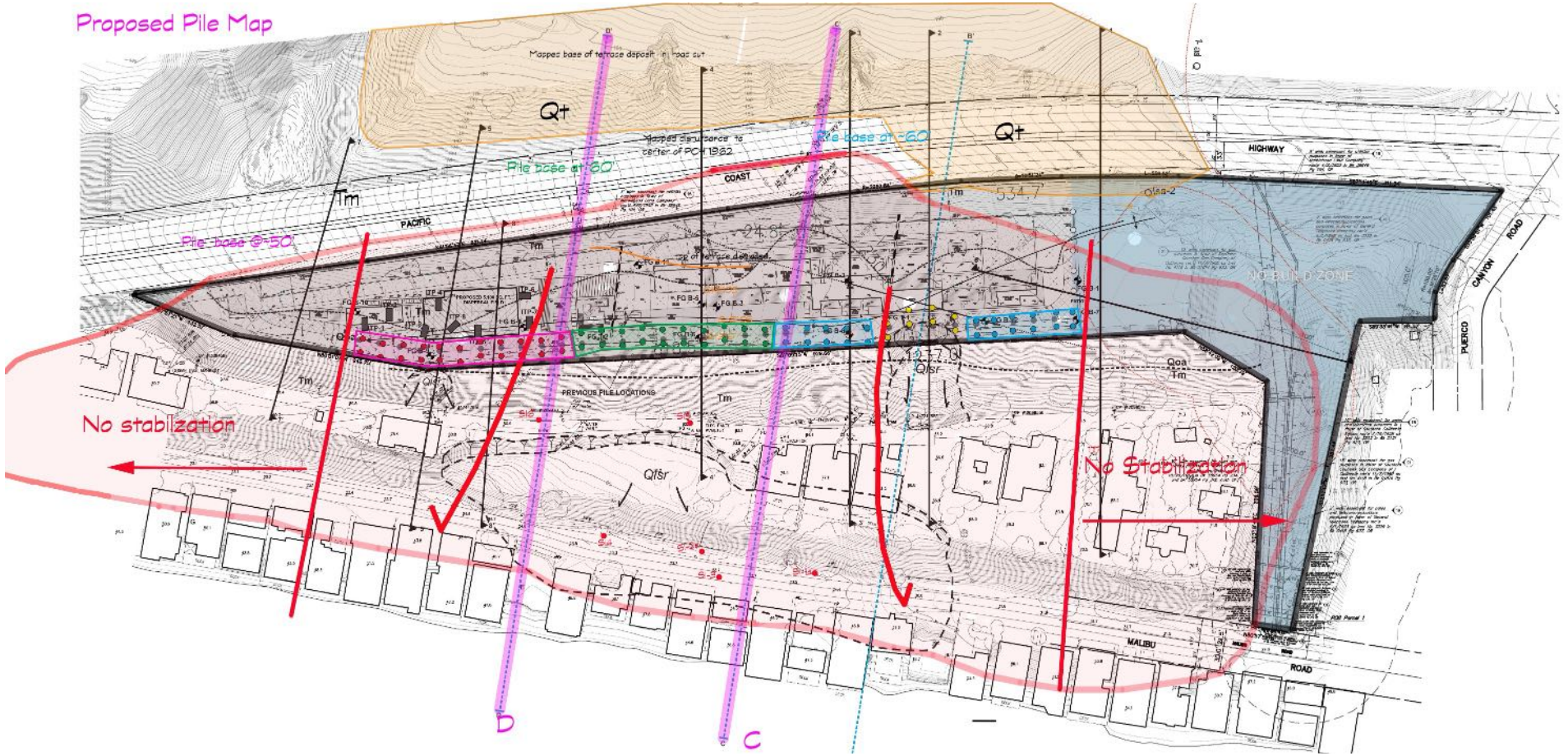


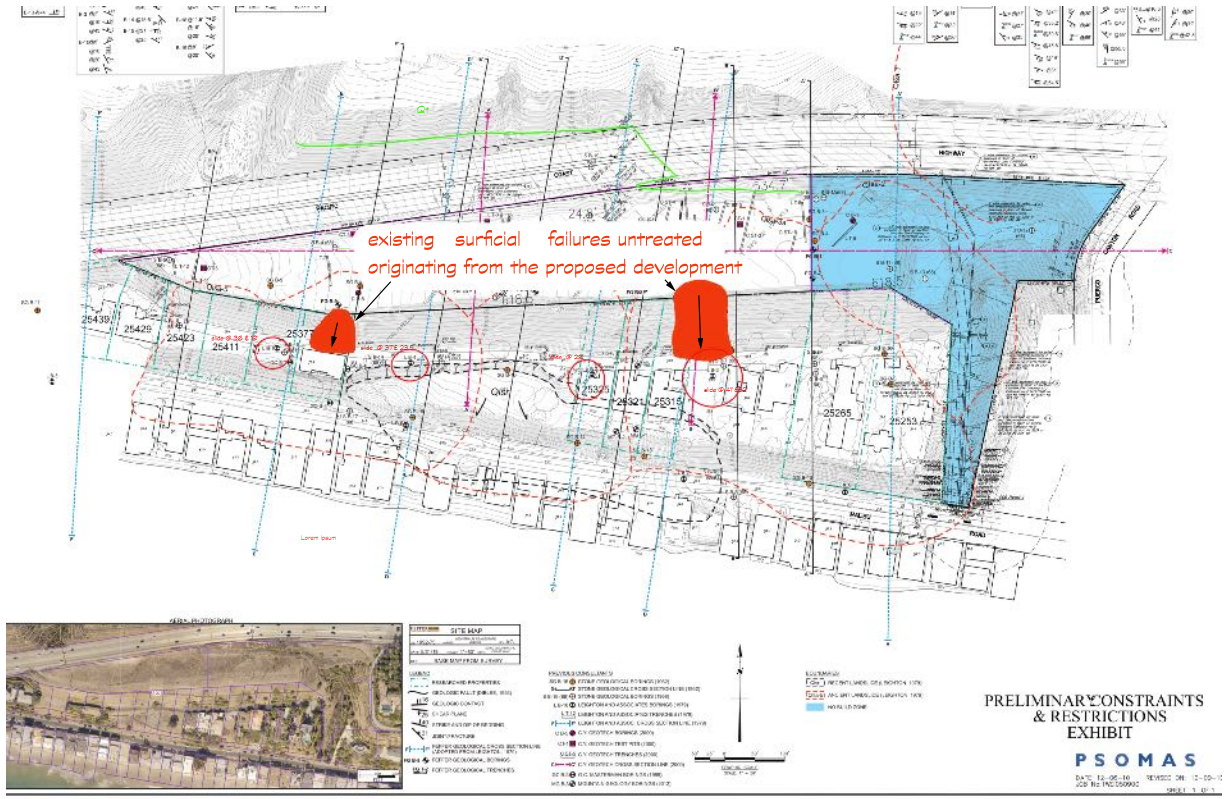
Table of pile depth vs. slide depth

Pile color from map	Red	Green	Blue and Yellow
Depth/pile length	50’	60’	60’
Bottom elevation of pile	50’	60’	60’
Slide Plane Elevation	36’& 19’/37’23.5	37’-29’	29’-31’
Deficit	14’ to 31’	36.5’-31’	31’-29’

Untreated slide conditions map



Untreated conditions surficial and slope



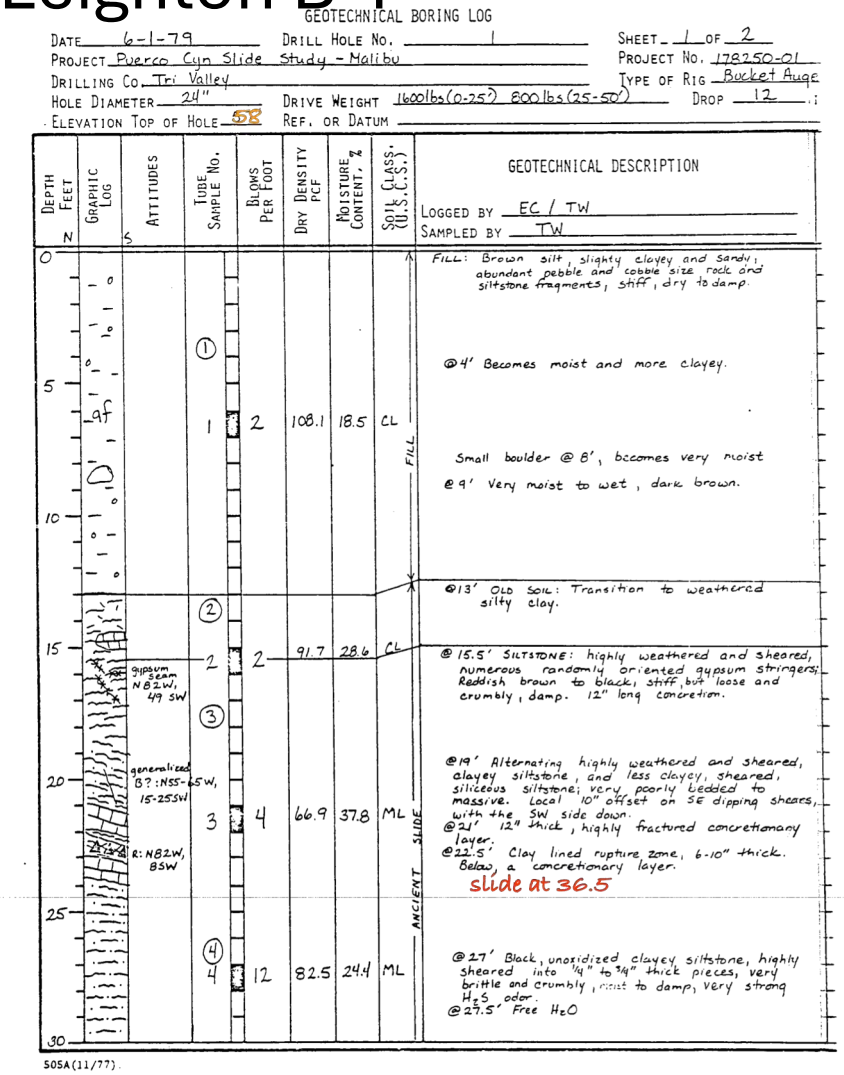
Conclusions

- This is a known landslide with a history of failures that resulted in loss of homes and this fact was not adequately addressed in the Feffer report. Reports of slide movement include 1962, 1967, 1978-9, 1995, 1998. There is no discussion or analysis of the history of slide movement in the Feffer report
- This is a very sensitive site in terms of stability and injecting water into a slide is major destabilizing factor.
- In the history of landslides in Malibu injection of ground water through **any** means has always been a factor in the subsequent failure. This site is no different.
- The investigation did not address the presence of deeper sliding as identified by Stone, Leighton and Pacific Soils
- There are untreated surficial slides that originate from this property and will impact the residents below. This is a life safety issue.
- The piles as designed are too shallow with average lengths being only **50 -60** ft.
- The piles are NOT deeper than the slide planes as identified by Leighton along Bayshore. These slide planes **extend into and under the subject property**.
- Water originating from any and all sources on this property will negatively impact the stability of the site, including surfical stability, the slope above Bayshore, and the deeper seated landslide.
- This. conclusion was alos contained in the Leighton report
- The pile plan does not treat the entire slide because Feffer could not identify the slide limits.
- The development as proposed presents a hazard to the residents below the site.
- Since the site will transmit water and into an active slide it should be **encapsulated** so that NO water and **NO additional risk** is transmitted to the people and properties below the proposed development.

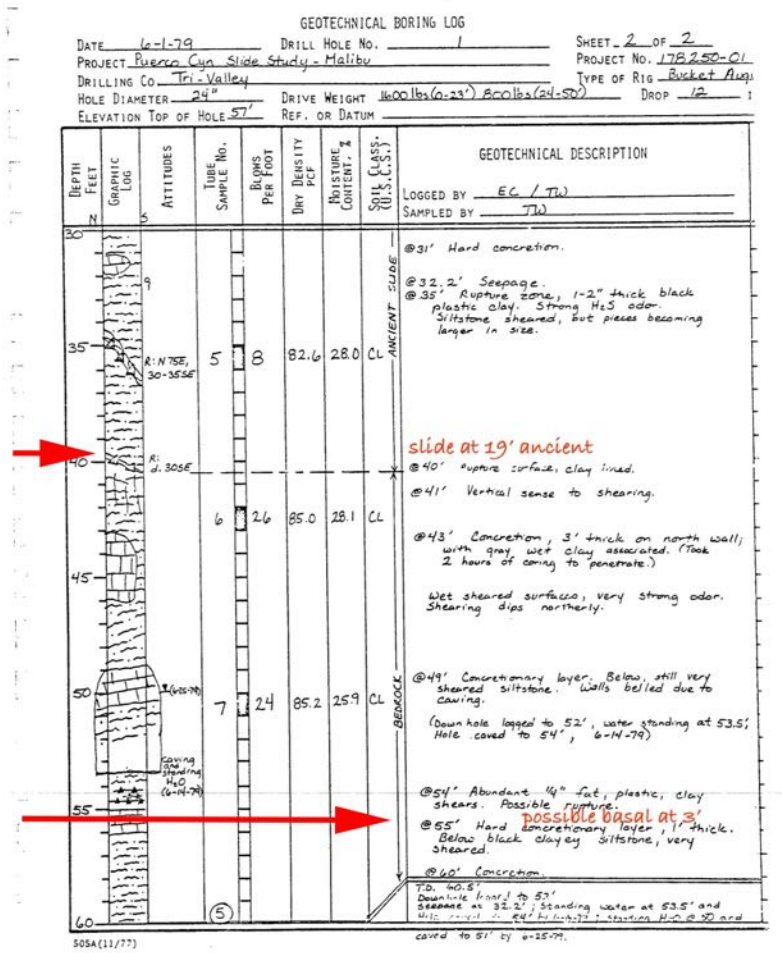
Depth of slide on Bayshore outside of active marked slide not analyzed by Feffer

Slide at 36.5’ elev. and 19’elev

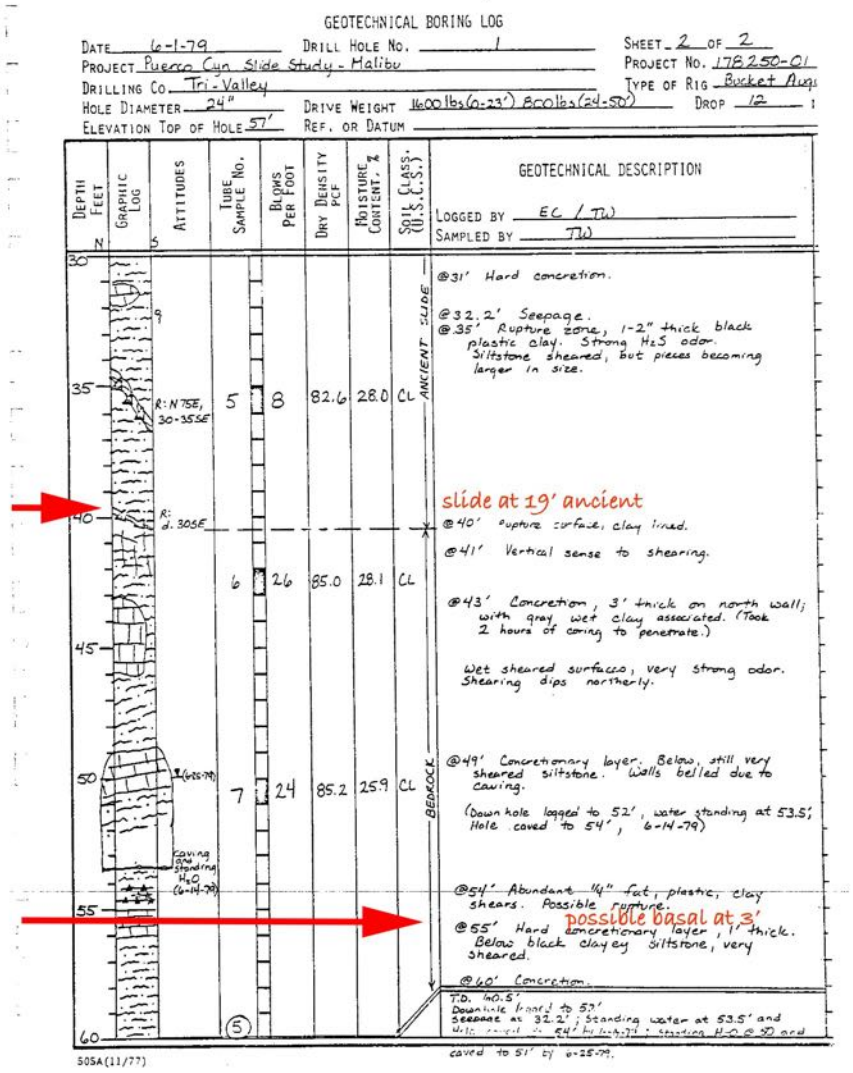
- Leighton B-1



Leighton B-1 pg 2



Leighton LB-2. slide at 19' elev.



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.)
30		N 5					
		9					
35		R: N75E, 30-35SE	5	8	82.6	28.0	CL
40		R: d. 30SE					
			6	26	85.0	28.1	CL
45							
50		(6-13-79)	7	24	85.2	25.9	CL
		caving and standing H_2O (6-14-79)					
55							
60			(5)				

ANCIENT SLIDE

BEDROCK

GEOTECHNICAL DESCRIPTION

@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.

slide at 19' ancient

@40' Rupture surface, clay lined.

@41' Vertical sense to shearing.

@43' Concretion, 3' thick on north wall; with gray wet clay associated. (Took 2 hours of coring to penetrate.)

Wet sheared surface, very strong odor. Shearing dips northerly.

@49' Concretionary layer. Below, still very sheared siltstone. Walls belled due to caving.

(Down hole logged to 52', water standing at 53.5'; Hole caved to 54', 6-14-79)

@54' Abundant 1/4" fat, plastic, clay shears. Possible rupture.

possible basal at 3'

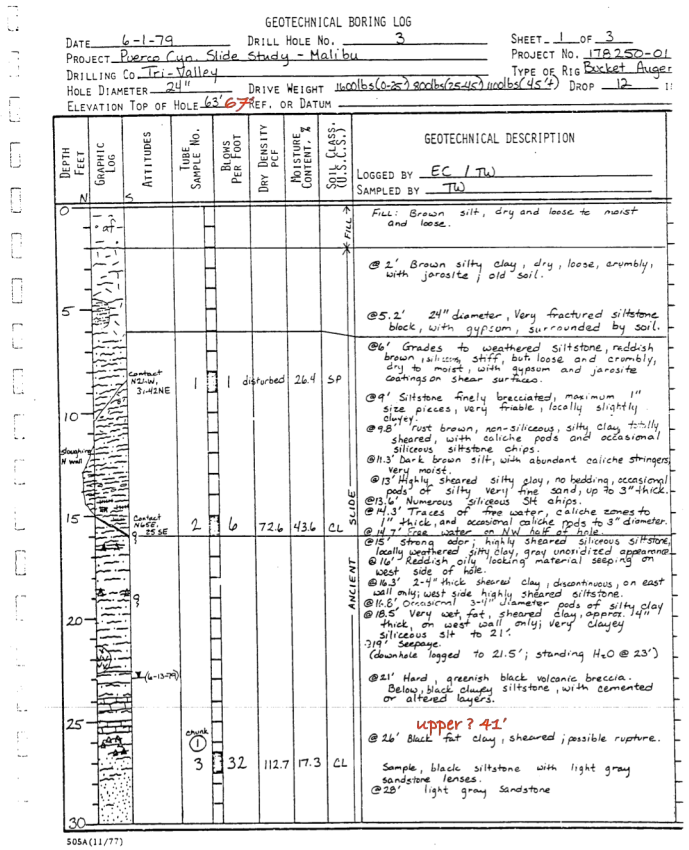
@55' Hard concretionary layer, 1' thick. Below black clayey siltstone, very sheared.

@60' Concretion.

T.D. 60.5'
Downhole logged to 52'
Seepage at 32.2'; standing water at 53.5' and
[illegible] 54' [illegible]; standing H_2O @ 52' and
caved to 51' by 6-25-79.

505A (11/77)

Leighton B-3 slide at 32’



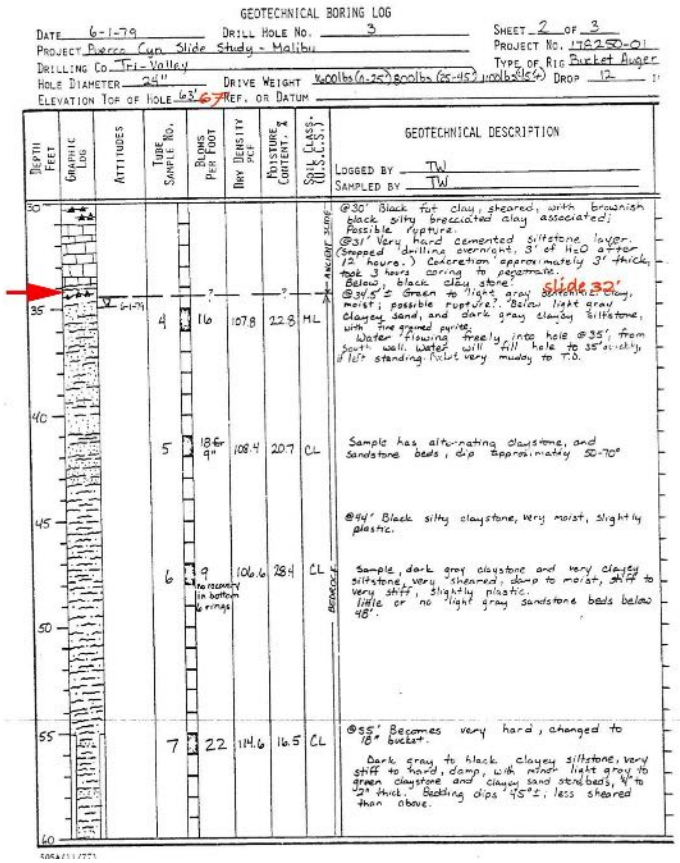
GEOTECHNICAL BORING LOG

DATE 6-1-79 DRILL HOLE No. 3 SHEET 1 OF 3
PROJECT Pierce Cyn. Slide Study - Malibu PROJECT No. 178250-01
DRILLING CO. Tri-Valley TYPE OF RIG Bucket Auger
HOLE DIAMETER 24" DRIVE WEIGHT 140lbs(0-25') 800lbs(25-45') 1100lbs(45'+) DROP 12
ELEVATION TOP OF HOLE 6367 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
0	af	N S					FILL	Fill: Brown silt, dry and loose to moist and loose.
								@ 1' Brown silty clay, dry, loose, crumbly, with jarosite / old soil.
5								@5.2' 24" diameter, very fractured siltstone block, with gypsum, surrounded by soil.
								@6' Grades to weathered siltstone, reddish brown, slightly stiff, but loose and crumbly, dry to moist; with gypsum and jarosite coatings on shear surfaces.
10		Contact N21W, 31 42NE	1	1	disturbed	26.4	SP	@9' Siltstone finely brecciated; maximum 1" size pieces; very friable, locally slightly clayey.
	sloughing N wall							@9.8' rust brown, non-siliceous, silty clay to silty sheared, with caliche pods and occasional siliceous siltstone chips.
								@11.3' Dark brown silt, with abundant caliche stringers; very moist.
								@13' Highly sheared silty clay, no bedding, occasional pods of silty very fine sand, up to 3" thick.
								@13.6' Numerous siliceous Slt chips.
15		Contact N68E, 9 35 SE	2	6	72.6	43.6	CL	@14.3' Traces of free water, caliche zones to 1" thick, and occasional caliche pods to 3" diameter.
								@ 14.7' free water on NW half of hole.
							ANCIENT SLIDE	@15' Strong odor; highly sheared siliceous siltstone, locally weathered silty clay, gray unoxidized appearance.
								@16' Reddish oily looking material seeping on west side of hole.
								@16.3' 2-4" thick sheared clay; discontinuous, on east wall only; west side highly sheared siltstone.
								@16.8' Occasional 3-1" diameter pods of silty clay
								@18.5' Very wet, fat, sheared clay, approx. 14" thick, on west wall only; Very clayey siliceous slt to 21'.
20		(6-13-79)						19' Seepage. (downhole logged to 21.5'; standing H_2O @ 23')
								@21' Hard, greenish black volcanic breccia. Below, black clayey siltstone, with cemented or altered layers.
								upper ? 41'
25			chunk 1 3	32	112.7	17.3	CL	@26' Black fat clay, sheared; possible rupture.
								Sample, black siltstone with light gray sandstone lenses.
								@28' light gray sandstone
30								

505A(11/77)



GEOTECHNICAL BORING LOG

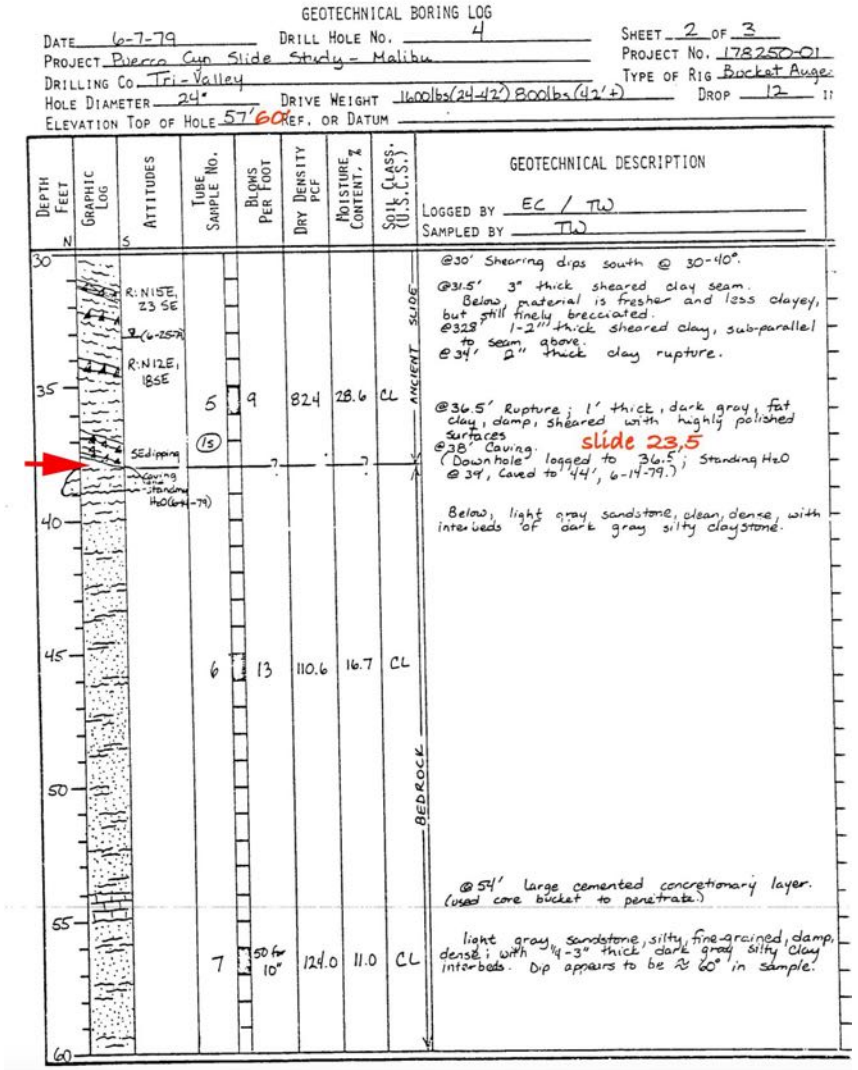
DATE 6-1-79 DRILL HOLE No. 3 SHEET 2 OF 3
PROJECT Pierce Cyn. Slide Study - Malibu PROJECT No. 178250-01
DRILLING CO. Tri-Valley TYPE OF RIG Bucket Auger
HOLE DIAMETER 24" DRIVE WEIGHT 140lbs(0-25') 800lbs(25-45') 1100lbs(45'+) DROP 12
ELEVATION TOP OF HOLE 6367 REF. OR DATUM

LOGGED BY 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							ANCIENT SLIDE	@30' Black fat clay, sheared, with brownish black silty brecciated clay associated; Possible rupture.
								@31' Very hard cemented siltstone layer. (Stopped drilling overnight, 3' of H_2O after 12 hours.) Concretion approximately 3' thick, took 3 hours coring to penetrate.
								Below, black clay stone? slide 32'
								@34.5'± Green to light gray siltstone, clayey, moist; possible rupture? Below light gray clayey sand, and dark gray clayey siltstone, with fine grained pyrite.
								Water flowing freely into hole @35', from south wall. Water will fill hole to 35' slightly, & left standing but very muddy to T.D.
35		(6-1-79)	4	16	107.8	22.8	ML	
40			5	18 for 9"	108.4	20.7	CL	Sample has alternating claystone, and sandstone beds, dip approximately 50-70°
45							BEDROCK	@44' Black silty claystone, very moist, slightly plastic.
			6	9 No recovery in bottom 6 rings	106.6	28.4	CL	Sample, dark gray claystone and very clayey siltstone, very sheared, damp to moist, stiff to very stiff, slightly plastic. little or no light gray sandstone beds below 48'.
50								
55			7	22	114.6	16.5	CL	@55' Becomes very hard, changed to 18" bucket.
								Dark gray to black, clayey siltstone, very stiff to hard, damp, with minor light gray to green claystone and clayey sand stringers, ¼" to ½" thick. Bedding dips 45°±, less sheared than above.
60								

505A(11/77)

Leighton B-4



GEOTECHNICAL BORING LOG

DATE 6-7-79 DRILL HOLE NO. 4 SHEET 2 OF 3
PROJECT Pierce Cyn Slide Study - Malibu PROJECT NO. 178250-01
DRILLING CO. Tri-Valley TYPE OF RIG Bucket Auger
HOLE DIAMETER 24" DRIVE WEIGHT 1600lbs(24-42') 800lbs(42'+) DROP 12 "
ELEVATION TOP OF HOLE 5760 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								@30' Shearing dips south @ 30-40°.
		R: N15E, 23 SE						@31.5' 3" thick sheared clay seam. Below, material is fresher and less clayey, but still finely brecciated.
		(6-25-79)						@32.8' 1-2" thick sheared clay, sub-parallel to seam above.
		R: N12E, 18SE						@34' 2" thick clay rupture.
35			5	9	82.4	28.6	CL	ANCIENT SLIDE
			(15)					@36.5' Rupture; 1' thick, dark gray, fat clay, damp, sheared with highly polished surfaces
		SE dipping						@38' Caving. slide 23,5
		caving later standing H2O (6-14-79)						(Downhole logged to 36.5'; Standing H2O @ 34', Caved to 44', 6-14-79.)
40								Below, light gray sandstone, clean, dense, with interbeds of dark gray silty claystone.
45			6	13	110.6	16.7	CL	
50								BEDROCK
								@54' large cemented concretionary layer. (used core bucket to penetrate.)
55			7	50 for 10"	124.0	11.0	CL	light gray sandstone, silty, fine-grained, damp, dense; with ¼-3" thick dark gray silty clay interbeds. Dip appears to be ≈ 60° in sample.
60								

Received
2/17/26
Planning Div.

From: Steve Rucker
To: Planning Commission
Subject: Maintaining PCH Ocean Views
Date: Saturday, February 14, 2026 2:02:45 PM

Dear Commission,
The planned development at 25200 PCH
is an insult to the beauty and magic of our stunning coastline. To see those story poles and the height of the planned structure is heartbreaking. PLEASE reconsider and limit the dimensions of this project. You have the power.
You have our trust. Please do the right thing for us all.
Sincerely,
Steve and Robbi Rucker
Sent from my iPhone

CC: Planning Commission, PD,

Recording Secretary, File

Date Received 2/17/26 Time 7:30 a.m.
Planning Commission meeting of 2/17/26
Agenda Item No. 4A
Total No. of Pages 1

NOTICE OF PUBLIC HEARING
CITY OF MALIBU
CITY COUNCIL

The Malibu City Council will hold public a public hearing on **WEDNESDAY, August 19, 2026, at 2:00 p.m. in the Multi-Purpose Room, Malibu City Hall**, **23825 Stuart Ranch Road, Malibu, CA on the project identified below.**

APPEAL NO. 26-007 - An appeal of Planning Commission Resolution No 26-05 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)

Location:	25200 Pacific Coast Highway
APN:	4459-013-021
Zoning:	Rural Residential, Two-Acre (RR-2)
Applicant:	Jake Jesson
Owner:	PAR PCH LLC
Appellant:	Jun Hall for Concerned Citizens of Malibu Road, Inc.
Application Filed:	March 7, 2019
Appeal Filed:	February 27, 2026
Case Planner:	Allison Cook, Contract Planner (805) 415-1991 acook@malibucity.org

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Pursuant to the authority and criteria contained in CEQA, the Community Development Department has analyzed the proposed project. The Community Development Department 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 Sections 15303(a) and (e) – New Construction. The Community Development Department 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).

PROCEDURE: A written staff report will be available 30 days prior to the hearing for the project. Any written comments or audiovisual materials from the applicant, appellant, and/or their representatives, including any that they intend to present at the hearing, must be submitted ten (10) business days in advance, by 5:00 p.m. on August 5, 2026. Any written comments or audiovisual materials from members of the public, including any that they intend to present at the hearing, must be submitted three (3) business days in advance, by 4:00 p.m. on August 14, 2026. No additional materials from any party or the public will be accepted after these deadlines. All materials should be emailed to citycouncil@malibucity.org

To view and participate during the public hearing, please review the meeting agenda posted at MalibuCity.org/AgendaCenter and follow the directions for public participation. All persons wishing to address the Council regarding this matter will be afforded an opportunity in

accordance with the Council's procedures.

Copies of all related documents can be reviewed by any interested person at City Hall during regular business hours.

COASTAL COMMISSION APPEAL – An aggrieved person may appeal the City Council'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 in person at the Coastal Commission South Central Coast District office located at 89 South California Street in Ventura, or by calling 805-585-1800. Such an appeal must be filed with the Coastal Commission, not the City.

IF YOU CHALLENGE THE CITY COUNCIL'S ACTION IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR OTHERWISE HELD BY THE CITY, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE CITY, EITHER AT OR PRIOR TO THE PUBLIC HEARING.

If there are any questions regarding this notice, please contact the assigned case planner.

Yolanda Bundy, Community Development Director

Publish Date: July 16, 2026