

5. Environmental Analysis

5.1 AESTHETICS

The term “aesthetics” usually implies a subjective effect or a personal opinion. To the extent possible, this section attempts to evaluate the project objectively, using such criteria as: a structure’s visibility from its surrounding area; the visual similarity of structures with each other and with their surrounding environment; the scale, height, and massing of structures compared to other structures in the area; the articulation of surfaces compared to other developments in the area; and so on. For example, a building considered “beautiful” individually may intrude in an area because it is much larger than any surrounding building, or it may interrupt a panoramic view. A building considered “ugly” individually may be compatible with its neighbors of the same scale, color, materials, setbacks, and architectural style. The natural landscape, topography, and introduced landscaping also contribute to the aesthetic environment. Together, the built and the natural environments combine to create an overall visual image of a project.

The analysis in this section is based in part on the following document(s):

- *Malibu Coast Estate View Simulations*, Scott A. Johnson, November 29, 2012

Complete copies of these documents are included in Appendix E this Draft EIR.



5.1.1 Environmental Setting

Surrounding Locale

Views in the City of Malibu range from coastal views of tide pools, bluffs, and beaches to inland views of creeks, canyons, hills, mountains, and ridges covered with native vegetation. The narrow coastal terraces and lowlands of the City, backed by the steeply ascending slopes of the Santa Monica Mountains, create a highly visible tiered array of private and public properties. Figure 5.1-1, *Scenic Resources*, illustrates the designated scenic resources, vistas, and corridors of the City of Malibu, discussed below.

Scenic Resources

Scenic resources are natural features of the landscape that exhibit a high scenic value. These are generally 1) landscape and habitat preservation projects, 2) open areas offering significant landforms, vegetation, or other natural features, 3) open areas that are attractive transitions between natural and urbanized areas, and 4) other scenic or historical areas designated by the City and/or county. The project site is not a listed scenic resource. The closest scenic resource identified in the City’s General Plan is Malibu Canyon, approximately one mile to the north, behind the Malibu ridgeline and accessed via Malibu Canyon Road, which is itself identified as a scenic corridor in the EIR for the City’s General Plan. The project site is visible from portions of Malibu Canyon Road.

According to the Local Coastal Program (LCP) Local Implementation Program (LIP), scenic areas are “places on, along, within, or visible from scenic public roads, trails, beaches, and parklands that offer scenic vistas of the beach and ocean, coastline, mountains, canyons, and other unique natural features or areas.” Per the Malibu General Plan EIR, the closest scenic areas are Malibu Bluffs Park, immediately west of the project site, Pepperdine University, the

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property of which extends to immediately northwest of the project site, and Malibu Lagoon, approximately one-half mile to the east. Other scenic areas in the vicinity of the project area include Amarillo Beach, approximately 300 feet south of the project site, and Legacy Park, approximately one-half mile east of the project site.

Scenic Vistas

Vista points are areas that provide highly scenic and panoramic views of several miles with little or no sense of boundary restriction. Such views are typically available from a high vantage point. The closest vista point identified in either the City's General Plan or the Malibu LCP Land Use Plan (LUP) is Kellers Shelter Vista Point, approximately one-half mile east of the project site. Kellers Shelter Vista Point is an undeveloped blufftop directly north of Pacific Coast Highway (PCH) near Malibu Lagoon State Beach, offering a significant view of Malibu Point and the small bay east of the point, known as Kellers Shelter. Components of this view include the Malibu Pier, the waves breaking along the point, and the half-moon shaped bay. Malibu Lagoon, currently under renovation, is also clearly discernible.

The project site is elevated, and bluffs on the eastern and southern boundaries of the site provide uninterrupted views of the City of Malibu to the east, the Pacific Ocean to the south and the Santa Monica Mountains to the north; however, the project site is not an officially designated scenic vista point.

Scenic Roads and Highways

LUP Chapter 6 identifies scenic roads as "roadways traversing or providing views of areas with outstanding scenic qualities, containing striking views of natural vegetation, geology, and other unique natural features, including the." Many roads in Malibu are considered scenic, including Pacific Coast Highway and Malibu Canyon Road, which travels through Malibu Canyon, a designated scenic resource, and becomes Winter Mesa Road at the project site. However, only PCH has been officially designated an eligible scenic highway by the California Department of Transportation. PCH affords public views of all of the natural landform features of the City as it traverses the lowland plain and climbs to higher elevations of the coastal foothills and terraces west of the project site. Both coastal and mountain views are possible from the segment of PCH adjoining the project site. Segments of Malibu Road also afford coastal and mountain views; however, in the near vicinity of the project, the public views on Malibu Road are obstructed by beachfront homes to the south and the natural features north of this street.

Light and Glare

Nighttime lighting conditions vary substantially throughout the City, from moderately high levels in areas of commercial development along PCH to areas with little to no night lighting. The differences observed result both from variation in levels of development and the light-dampening effects of mountainous terrain. The majority of light and glare near the project site comes from illuminated outdoor commercial signage, traffic signals, and streetlights in the area northeast of the site, near the intersection of PCH and Webb Way. Light and glare in the project area is also generated by traffic on nearby streets, street lighting, and lighting associated with residential uses along Malibu Road.

Project Site

The northern boundary of the 24-acre project site adjoins PCH. The parcel immediately east of the project site contains a former towing yard and several structures, including a residence and a vacant building formerly used as an animal hospital. An EIR evaluating the subdivision and redevelopment of this adjacent parcel with four single-family residences has been approved. South of the project site are residences, which abut Malibu Road. West of the project site is Malibu Bluffs Park, which includes two baseball fields, soccer field, playground, and the Michael Landon Center visitor center. Winter Mesa Road, a road that provides access to Malibu Bluffs Park from PCH, adjoins portions of the site on the west.

The project site is atop a bluff and is currently vacant. The site consists of exposed soil and is generally flat with the exception of slopes descending to the south, north and east. The slopes along the boundary to the south drop approximately 120 feet toward private properties on Malibu Road. The slopes along the boundary to the east drop approximately 65 feet toward the adjacent property. The northern property line of the project site runs parallel to PCH. At the northwest corner, the project site is at the same grade as PCH. The grade between PCH and the project site quickly changes when traveling east along the northern property line and the project site is approximately 60 feet above PCH. The site has never been developed with structures, but has been disturbed in the past by the construction and removal of baseball fields in the northwestern portion of the project site. More recently, the flat portions of the site have been disturbed by weed-abatement activities. The flat portions of the site contain very little vegetation. Figure 5.1-2, *Site Photographs*, depicts the current condition of the project site

The project site affords vista views of the ocean and beaches to the south and the Santa Monica Mountains to the north. Portions of the site are visible from PCH, and due to the site's topography and proximity to the Pacific Ocean, the site affords views of the ocean to the south. Portions of the site are also visible from Malibu Road to the south and many locations at higher elevations to the north.

Regulatory Setting

Federal

Federal Coastal Act

The Federal Coastal Zone Management Act of 1972 established a federal coastal management zone policy, which promotes the effective management, beneficial use, protection, and development of the nation's coastal zones in order to balance the natural, environmental, and aesthetic resource needs with commercial and economic growth. This policy provided encouragement and assistance to coastal states for enactment of coastal programs that achieved wise use of the land and water resources of the coastal zone.

State

California Coastal Act

The Coastal Act of 1976, enacted by the state legislature, established a coastal protection program and permanently created the California Coastal Commission (CCC). The CCC, in partnership with local and county coastal jurisdictions, plans and regulates the use of land and water in the coastal zone through the application of the Public Resources Code (PRC). The CCC is mandated with: 1) making coastal development decisions; 2) reviewing and approving local coastal development plans, also known as LCPs; and 3) reviewing federal activities that affect the coastal zone of the state. The intent of the PRC is to prevent environmental damage resulting from the activities of the general public or private entities by providing state agencies with preventive regulatory authority. The CCC is responsible for assuring that the Coastal Act provisions of the PRC are contained within an LCP at the time of certification.

California Public Resources Code

Section 30251 of the PRC provides that scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas, such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government, shall be subordinate to the character of the setting.



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Local

City of Malibu General Plan

The City of Malibu General Plan was adopted in 1996. The general plan is primarily a policy document that sets goals and policies concerning the community and gives direction to growth and development. In addition, it outlines the programs that were developed to accomplish the goals and policies of the general plan.

- **Conservation Element.** The Conservation Element of the Malibu General Plan identifies numerous scenic resources in or near the City of Malibu. These include vista points, ridgelines, scenic highways, and viewsheds. As previously discussed, there are no scenic resources on the project site, but the Malibu General Plan identifies several scenic resources in the vicinity of the project site. An objective of the General Plan is the preservation and protection of scenic resources, and it includes the following policies related to that objective:

CON Policy 1.4.1 The City shall identify, designate and protect distinct natural landform features as scenic resources.

CON Policy 1.4.2 The City shall protect viewsheds of the ocean and surrounding mountains and hillsides.

CON Policy 1.4.3 The City shall protect Pacific Coast Highway as a significant viewshed.

- **Land Use Element.** The Land Use Element of the City's General Plan designates the distribution, location, and extent of various land uses throughout the City. The pattern of land use can influence the aesthetic character of a development and the City. The element identifies the following policy:

LU Policy 1.1.4 The City shall preserve the City's rural residential character.

Malibu Municipal Code

M.M.C. Title 17 (Zoning) regulates land use and development throughout the City. It is intended to be the means by which the land use policies in the General Plan are implemented. The M.M.C. identifies the uses that are allowed on parcels within the City, and it is required by California law to be consistent with the Land Use Element of the City's General Plan. M.M.C. Title 17 protects private views while the Malibu LCP protects public views.

The project site is designated Planned Development (PD) per the M.M.C. Zoning Map, which "provides for a mix of residential and recreational development on the Crummer Trust property located east of Malibu Bluffs State Park and south of Pacific Coast Highway." The five single-family residences proposed on the project site are designed at 28 feet in height. Per M.M.C. Section 17.62.060, a site plan review (SPR) is required for all non-beachfront construction in excess of 18 feet up to a maximum height of 28 feet with a pitched roof. Two SPR findings of the M.M.C. are required for coastal development permit applications pursuant to this section.

Finding 1. That the project is consistent with the City's General Plan and Local Coastal Program.

Finding 2. That the portion of the project that is greater than 18 feet in height does not obstruct visually impressive scenes of the Pacific Ocean, offshore islands, Santa Monica Mountains, canyons, valleys, or ravines from the main viewing area of any affected principal residence as defined in Section 17.40.040(A)(17) of this code.

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Scenic Resources



Pepperdine University

Keller's Shelter Vista Point

Pacific Ocean

NOT TO SCALE



Source: Google Earth Pro 2008

— Site Boundary

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Site Photographs



View looking south across Pacific Coast Highway at proposed project site.



View looking east at proposed project site.

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M.M.C. Section 17.40.040(A)(17) defines and protects “primary views.” It states:

Visually impressive scenes of the Pacific Ocean, offshore islands, the Santa Monica Mountains, canyons, valleys, or ravines shall be protected. The planning manager/director shall assess the “primary view corridor” of any principal residence located within 1,000 feet of a proposed structure or addition.

The affected property owner shall be entitled to one primary view corridor; and once finally determined for a particular application, the main viewing area and primary view corridor may not be changed for any subsequent application.

The width of the primary view corridor shall extend the entire width of the protected primary view not to exceed a maximum of 180 degrees in width from the selected fixed location and direction. 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. No view obstruction within blue-water ocean, mountain or canyon-view elements per project shall be permitted. Existing foliage shall be considered to have no visual impact to the primary view corridor. New foliage shall not be placed in a manner that creates visual impacts to the primary view corridor and shall meet all landscaping requirements as outlined in this section.

A SPR cannot be granted for a structure unless the two findings set forth in the M.M.C. and the four findings set forth in LIP Section 13.27.5 can be made.

City of Malibu Local Coastal Program

The City of Malibu lies entirely within with the California Coastal Zone, as defined by the California Coastal Act. The Coastal Act requires that its goals and policies be implemented by local government through the LCP process. The LCP is composed of two parts: the LUP and the LIP; both were adopted by the California Coastal Commission on September 13, 2002.

City of Malibu Local Coastal Program Land Use Plan. Chapter 6, Scenic and Visual Resources, of the LUP provides a framework to accommodate new development, taking into consideration the protection of environmentally sensitive habitat areas, visual resources, public access, and avoidance or mitigation of hazards. The LUP provides for the protection of scenic resources, including views of the beach and ocean, mountains and canyons, and natural habitat areas. Land Use Policies 6.1 through 6.36 address viewshed protection, visual compatibility, visually prominent elements, siting of structures, and the architectural character of visual resource areas; address design/visual elements; and identify scenic roadways and public viewing areas within the City. Land Use Policies 6.17 and 6.18 include specific policies for construction on the ocean side of and fronting PCH.

City of Malibu Local Coastal Program Local Implementation Plan. Chapter 6, Scenic, Visual, and Hillside Resources, of the LIP carries out the mandates of the California Coastal Act of 1976 and the policies set forth in the LUP. LIP Chapter 6 requires that the project:

- Maximize feasible protection of public views of visual resources;
- Design construction that reflects the visual and environmental character of the Malibu Coastal Zone;
- Conform to the natural topography;



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- Minimize landform alteration;
- Respect prevailing massing and visual character of existing structures in the area;
- Limit building height;
- Signs conform with artificial and natural features;
- Underground utilities to the extent possible
- Limit height and materials of that fencing and walls on the property to allow for view retention from scenic roadways;
- Provide view corridors where required.

Development along scenic roadways shall be placed to protect scenic canyon and ocean views to the extent possible. Section 6.5(g) of the LIP restricts lighting to a maximum strength of 60 watts for most outdoor lights. Section 6.5(g)(6) requires that “Prior to issuance of coastal development permit, the applicant shall be required to execute and record a deed restriction reflecting the above restrictions.”

Standard Conditions of Approval

Projects in the City of Malibu must meet standard conditions of approval. These include conditions that regulate the landscaping of sites in the City. Prior to the issuance of a Certificate of Occupancy, the City Biologist will inspect the project site to determine that all planning conditions to protect natural resources are in compliance with the approved plans. The project will also include a standard condition of approval requiring vegetation to be situated on the project site as to not significantly obstruct a primary view as defined by M.M.C. Section 17.40.040(A)(17).

The City also includes standard conditions that govern the use of building materials visible from scenic roads or public viewing areas. Because the project site is visible from scenic roads, including the adjacent PCH, the proposed project would be subject to these conditions, which state:

- New development in scenic areas visible from scenic roads or public viewing areas shall incorporate colors and exterior materials that are compatible with the surrounding landscape.
 - a. Colors shall be compatible with the surrounding environment (earth tones) including shades of green, brown, and gray, with no white or light shades and no bright tones.
 - 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.
- All driveways shall be a neutral color that blends with the surrounding landforms and vegetation. The color shall be reviewed and approved by the Planning Director and clearly indicated on all grading, improvement and/or building plans.
- Retaining walls shall incorporate veneers, texturing and/or colors that blend with the surrounding earth materials or landscape. The color and material of all retaining walls shall be

reviewed and approved by the Planning Director and clearly indicated on all grading, improvement, and/or building plans.

5.1.2 Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project would:

- AE-1 Have a substantial adverse effect on a scenic vista.
- AE-2 Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- AE-3 Substantially degrade the existing visual character or quality of the site and its surroundings.
- AE-4 Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The Federal Highway Administration prepared the guidance document “Visual Impact Assessment for Highway Projects.” This document is not directly applicable to the proposed project, but is a useful reference, with guidelines for evaluating visual and aesthetic impacts. This document suggests that the magnitude of a visual impact is dependent on six factors: existing visual character, existing visual quality, proposed resource change, viewer exposure, viewer sensitivity, and viewer response.



5.1.3 Environmental Impacts

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

Impact 5.1-1: The proposed project would alter scenic resources. [Thresholds AE-1 and AE-2]

Impact Analysis: The proposed project would develop five homes, a private road, and gatehouse throughout the site, and would dedicate land for the expansion of Malibu Bluffs Park on the northwestern portion of the project site, near Winter Mesa Drive. Each home would be a new 2-story structure with a maximum height of 28 feet. Drawings of the proposed residence on Parcel 1 can be seen in Figure 5.1-3, *Design of Residence*. The other proposed residences would be similar in appearance.

The project would also install new water lines beneath Malibu Canyon Road, which is identified as a scenic corridor in the EIR for the City’s General Plan and is a scenic road as defined by the LIP. After installation of these water lines, the roadway would be similar in appearance to its current state. No scenic views would be obstructed, and no scenic resources would be altered. The installation of water lines beneath Malibu Canyon Road would not change the aesthetic character of the area or have any substantial aesthetic effects.

The project site would be landscaped. Vegetation, including trees, would be planted throughout the site, in accordance with a landscape plan prepared for the proposed project, contained in Appendix F Landscape Plans. Tree species

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would include fern pine, New Zealand Christmas tree, dragon tree, camphor tree, coast live oak, and Mediterranean fan palm. The landscape plan also proposes other native vegetation, such as crimson bottlebrush and dwarf yaupon holly.

The proposed project would build homes on top of the bluff which can be seen from several vantage points in the City of Malibu.

View Simulations

View simulations were created to illustrate how the proposed project would alter the appearance of the project site. On August 14, 2012, multiple photographs were taken from locations specified by the City of Malibu. Story poles had been erected on the project site showing the location and dimensions of the proposed single-family residential development. The story poles are placed on the project site in order to depict the precise outlines of the specific residences designed by the project architect. A professional land surveyor verified the accuracy of the location and height of the story poles and their conformance to the exhibit prepared by the architect and approved by the City. Care was taken to use equipment that would recreate a realistic “normal” view of the project site and its surroundings. “Normal” lens refers to a lens that most closely approximates the correct perspective and a field of view to a human observer under normal viewing conditions and that looks natural compared with more telephoto or wide-angle lenses. Due to the physical features and location of the project site and the surrounding areas, significant variations in elevations, distance between the project site and surrounding areas, and proximity to designated scenic highways, panoramic imagery was used at several locations to provide a sense of context to any potential view impacts. The panoramic views reflect how the project would look and be experienced by the human eye, although with a somewhat wider field of view.

During the August 14, 2012 project site visit, multiple photographs were taken from 10 areas specified by the City’s Planning Department. The location where each photograph was taken was established by a GPS data logger. Once the photographs and locations were reviewed, 14 were chosen to provide a broad sample of views from areas surrounding the project site. An aerial image with plotted photograph locations is provided as Figure 5.1-4, *Photo Location Map*. Using 3D Studio Max, the CAD drawings, the project structures, roadways, curbing, fencing, and other details were placed, lofted, and otherwise turned into dimensionally accurate, detailed 3D models. The model was created to provide an illustrative view of the intended scope and style of the final project. The accuracy of the simulations is based on the accuracy of the plans and topography, and matching the camera’s location, elevation, bearing and azimuth, as well as focal length, field-of-view, and aspect ratio. The presence of story poles on the project site provided a confirmation of the accuracy of all the elements in the simulation. The story poles in the photographs verified that the size, scale, and orientation of the proposed buildings were accurately depicted in the visual simulations.

Figures 5.1-5 to 5.1-7 show how the project site would appear from the site of the proposed Rancho Malibu Hotel, adjacent to the project site. Figure 5.1-5, *View 1*, is a panorama view from the Rancho Malibu Hotel site looking south to southeast across PCH to the project site. Panorama view was chosen from this location because it provided the clearest (non-obstructed) view (due to existing vegetation) of both the project site and ocean views to the south and southeast toward downtown Malibu and beyond. This is also the proposed site of a gazebo in the proposed Rancho Malibu hotel project.

Figure 5.1-6, *View 2*, is a standard view from the Rancho Malibu hotel site (future casita placement, 2nd floor estimated by standing on a 8-foot ladder) looking south across PCH to the project site. Figure 5.1-7, *View 3*, is another standard view from the Rancho Malibu site (future casita placement, 2nd floor) looking south-east across PCH to the project site.

Design of Residence



Front view of proposed residence on Parcel 1.



Front view of proposed residence on Parcel 2.

Source: Landry Design Group 2009

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Photo Location Map



--- Site Boundary ① Photo Location and Direction

0 1,000
Scale (Feet)



Source: Google Earth Pro 2012

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View 1



Existing view from Rancho Malibu site looking south to southeast across Pacific Coast Highway towards project site (Lots 1, 2, and 3).



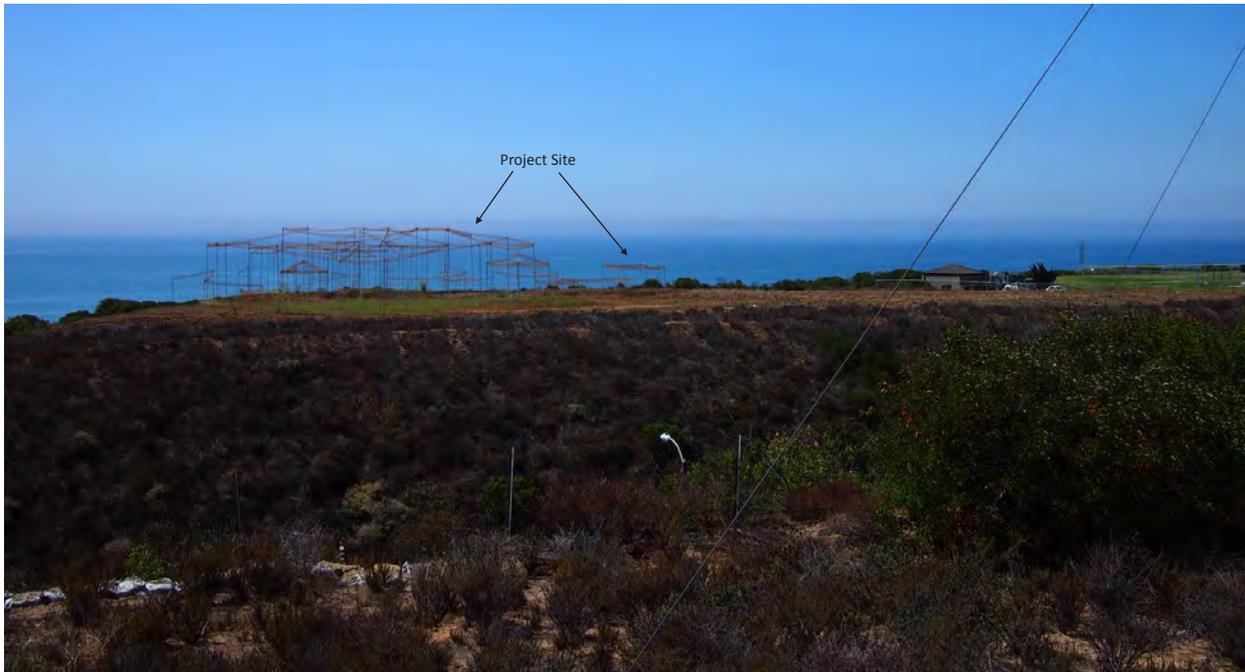
Simulated view from Rancho Malibu site looking south to southeast across Pacific Coast Highway to proposed 2-story project site (Lots 1, 2, and 3).

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View 2



Existing view from Rancho Malibu site (future casita placement) looking south across Pacific Coast Highway towards project site (Lot 1).



Simulated view from Rancho Malibu site (future casita placement) looking south across Pacific Coast Highway towards proposed 2-story project site (Lot 1).

Source: S.A. Johnson, 2012

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View 3



Existing view from Rancho Malibu (future casita placement, 2nd floor) looking southeast across Pacific Coast Highway towards project site (Lots 1, 2, 3, and 4).



Simulated view from Rancho Malibu (future casita placement, 2nd floor) looking southeast across Pacific Coast Highway towards proposed 2-story project site (Lots 1, 2, 3, and 4).

Source: S.A. Johnson, 2012

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Figures 5.1-8 and 5.1-9 illustrate the proposed project as viewed from higher elevation residential areas (Malibu Country Estates) to the north. Figure 5.1-8, *View 4*, is a standard view from Blue Dane Lane (Malibu Country Estates) looking southeast toward the project site. This view was chosen from this location as requested by the public at the EIR scoping meeting because the project was in the center of this view and though the nearby housing blocked ocean views to the east and the west, the significant distance between the project site, the ocean, and this location, the otherwise unobstructed and significantly higher elevation at this location from the project site and ocean enabled a standard view to capture what would be perceived as a wide field of vision. Figure 5.1-9, *View 5*, is a view from Vantage Point Terrace (Malibu Country Estates) looking southeast toward the project site. The view was chosen from this location because the project was in the center of this view, and nearby housing and topography blocked extensive ocean views to the east and west.

Figures 5.1-10 to 5.1-13 illustrate the proposed project from areas east of the site. Figure 5.1-10, *View 6*, is from PCH & Cross Creek Road looking west towards the project site. Standard view was chosen from this location because the project was in this view, and nearby structures and trees framed this view. This view also approximates the view from an automobile moving along or across PCH. Figure 5.1-11, *View 7*, is a view from the beach looking west towards the project site. This view was chosen from this location because the project was in this view, and it approximates the view one would have walking west along the beach. Figure 5.1-12, *View 8*, is a standard view from Malibu Legacy Park looking west towards the project site. Standard view was chosen from this location because the project was in this view, and expansive ocean views are blocked by existing vegetation and topography. Figure 5.1-13, *View 9*, is the view from PCH and Webb Way looking west towards the project site. Standard view was chosen from this location because the project was in this view, and nearby structures and trees framed this view. This view also approximates the view from an automobile moving along or across PCH. Figure 5.1-14, *View 10*, is a panorama view from Coast View Drive (Malibu Knolls) looking south toward the project site. A panorama view was chosen from this location because it provided the clearest, non-obstructed view (due to existing vegetation) of both the project site and expansive ocean views to the south.

Figure 5.1-15, *View 11*, is a panorama view from Malibu Canyon Road looking south toward the project site. A panorama view was chosen from this location because it provided the clearest, non-obstructed view (due to existing vegetation) of both the project site and expansive ocean views to the south. This view also approximates the view from an automobile traveling toward the ocean on Malibu Canyon Road.

Figures 5.1-16 and 5.1-17 illustrate the proposed project from areas south of the site. Figure 5.1-16, *View 12*, is a standard view from Malibu Road looking northeast toward the project site. Standard view was chosen from this location because only parts of the project are visible from Malibu Road, and this location appeared to show the largest portion of the project. Expansive ocean views, or views other than existing roadway and structures, were not available from this location. Figure 5.1-17, *View 13*, is a standard view from Bluffs Park (Santa Monica Mountains Conservancy) looking east toward the project site. Standard view was chosen from this location because the project was contained in this view.

Finally, Figure 5.1-18, *View 14*, is a panorama view from the adjacent baseball outfield looking east toward the project site. Panorama view was chosen from this location because both the project and expansive ocean views were available from this location, and it approximates the view one would have standing in center field of the existing baseball field at Bluffs Park.



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Potential to Impact Identified Scenic Resources

Scenic Roads

Malibu Canyon Road is listed as a scenic road in LUP Section 6(c)(6.3). The project site is visible from portions of Malibu Canyon Road. Portions of Malibu Canyon Road provide a view of the project site from a higher elevation. The existing and simulated proposed view from Malibu Canyon Road, between the Malibu Knolls Road and Harbor Vista Drive, can be seen in Figure 5.1-15. As seen in the figure, the proposed project would not appear prominent from this vantage point. The proposed structures would not obscure a noticeable portion of the ocean view, and would not otherwise significantly alter the view from Malibu Canyon Road.

Malibu Road, approximately 200 feet south of the project site, is not a scenic road listed in LUP Section 6(c)(6.3). Views from portions of Malibu Road immediately south of the project site would likely be unchanged, since the project site is not visible from the portions of Malibu Road immediately south of the site. However, views from Malibu Road both east and west of the project site would be affected. Figure 5.1-16 is a view from Malibu Road looking northeast toward the project site and a simulated view of the proposed project from the same location. As the simulation shows, home located on Lot 4 and the roofline of the home on Lot 5 would be visible. The simulated view of the home on Lot 4 is shown without any landscaping. As this simulation shows, the proposed project would alter views from Malibu Road. However, views from Malibu Road are characterized by residences, and the proposed residences would be compatible in size and design with existing residences in the area. The proposed residences would have a maximum height of 28 feet. While visible above the bluff, the proposed project would not block views of mountains to the north. The proposed project would not have a significant impact on views from Malibu Road.

The project site is adjacent to PCH, a road officially designated an eligible scenic highway by the California Department of Transportation. However, PCH is mostly below the grade of the project site so the proposed development would generally not be visible from the portions of PCH adjacent to the project site; it would be obscured by the existing hill on the project site. The LUP does not consider commercial areas along PCH east of Malibu Canyon as Scenic Areas LUP 6(c)6.4. Furthermore, the existing topography of the project site prevents views of the ocean from the portions of PCH adjacent to the site. Vehicle passengers on PCH west of the project site may glimpse the sight briefly while travelling east. However, due to the topography of the area and the presence of roadside vegetation, the project site is generally not visible from portions of PCH west of the project site.

Due to the topography of the project site and surrounding area, the project site is prominently visible from portions of PCH east of the project site. PCH is relatively flat between Serra Road and Webb Way. Between these roads, PCH is below the elevation of the project site's bluff, which is visible and prominent to vehicle passengers traveling west. Figures 5.1-10 and 5.1-13 illustrate the existing and proposed views of the project from areas east of the site along PCH. Figure 5.1-10 shows the project site as viewed from the intersection of PCH and Cross Creek Road. Figure 5.1-13 is a view from the intersection of PCH and Webb Way. As shown in these figures, the proposed project would alter the skyline of the bluff and would create buildings prominent from this vantage in an area where no buildings currently exist. However, the proposed buildings would not block views of the ocean or mountains. Although PCH has been officially designated an eligible scenic highway by the California Department of Transportation, it is considered scenic for its views of the ocean and mountains. The proposed project would be visible from PCH and may alter the skyline of project site's bluff from certain portions of PCH, but it would not affect the primary visual resources of PCH, namely the views of the oceans to the south and mountains to the north. Furthermore, due to the site's existing topography which is higher than road grade, there are no public views of the ocean. Several of the plant species included in the landscape plan are capable of growing to a height of 10 feet or more, and would be visible. However, the proposed landscaping would not be particularly prominent. The simulated views in Figures 5.1-4 through 5.1-18 include simulations of the proposed landscaping at maturity from 5 to 20 years for slower growing species. As shown in the view simulations, the project would not block any significant scenic resources from public viewsheds or from protected private view corridors.

View 4



Existing view from Blue Dane Lane (Malibu Country Estates) looking southeast towards project site (Lots 1, 4, and 5).



Simulated view from Blue Dane Lane (Malibu Country Estates) looking southeast towards proposed 2-story project site (Lots 1, 4, and 5).

Source: S.A. Johnson, 2012

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Existing view from Vantage Point Terrace (Malibu Country Estates) looking southeast towards project site (Lot 4).



Simulated view from Vantage Point Terrace (Malibu Country Estates) looking southeast towards proposed 2-story project site (Lot 4).

Source: S.A. Johnson, 2012

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View 6



Existing view from Pacific Coast Highway and Cross Creek Road looking west towards project site (Lots 1 and 2).



Simulated view from Pacific Coast Highway and Cross Creek Road looking west towards proposed 2-story proposed project site (Lots 1 and 2).

Source: S.A. Johnson, 2012

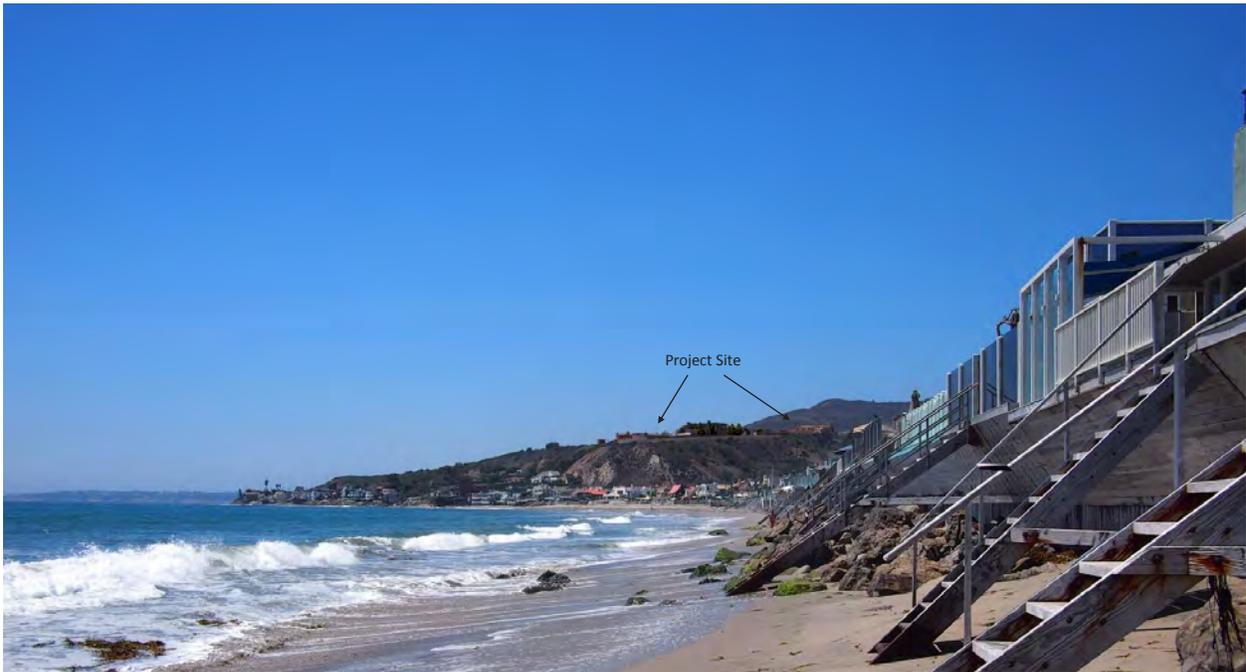
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Existing view from beach looking west towards project site (Lots 1, 2, and 3).



Simulated view from beach looking west towards proposed 2-story project site (Lots 1, 2, and 3).

Source: S.A. Johnson, 2012

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View 8



Existing view from Malibu Luna Park looking west towards project site (Lots 1 and 2).



Simulated view existing view from Malibu Luna Park looking west towards proposed 2-story project site (Lots 1 and 2).

Source: S.A. Johnson, 2012

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Existing view from Pacific Coast Highway and Webb Way looking west towards project site (Lots 1 and 2).



Simulated view from Pacific Coast Highway and Webb Way looking west towards proposed 2-story project site (Lots 1 and 2).

Source: S.A. Johnson, 2012

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Existing view from Coast View Drive (Malibu Knolls) looking south towards project site (Lots 1, 2, and 4).



Simulated view from Coast View Drive (Malibu Knolls) looking south towards proposed 2-story project site (Lots 1, 2, and 4).

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View 11



Existing view from Malibu Canyon Road looking south towards project site (Lots 1, 2, and 4).



Simulated view from Malibu Canyon Road looking south towards proposed 2-story project site (Lots 1, 2, and 4).

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View 12



Existing view from Malibu Road looking northeast towards project site (Lots 2 and 5).



Simulated view from Malibu Road looking northeast towards proposed 2-story project site (Lots 2 and 5).

Source: S.A. Johnson, 2012

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Existing view from Bluff's Park (Santa Monica Mountains Conservancy) looking east towards project site (Lots 4 and 5).



Simulated view from Bluff's Park (Santa Monica Mountains Conservancy) looking east towards proposed 2-story project site (Lots 4 and 5).

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View 14



View from adjacent baseball outfield looking towards project site (Lots 4 and 5).



Simulated view from adjacent baseball outfield looking towards proposed 2-story project site (Lots 4 and 5).

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Scenic Resources

The proposed project would develop the project site with several structures and would landscape the project site. Figures 5.1-8 and 5.1-9 illustrate the proposed project as viewed from higher elevation residential areas of Malibu Country Estates, north of the site. As shown in these figures, the proposed project would alter the horizon of the bluff, and would create buildings visible from these vantage points where no buildings currently exist. The proposed structures would obscure a slightly noticeable portion of the ocean view, and would not otherwise significantly alter the view from these residential areas. However, due to the distance of the project site from nearby structures, the proposed project would not obstruct any primary views, as defined in M.M.C. Section 17.40.040(A)(17). The nearest residence in Malibu Country Estates is approximately 2,000 feet away from the project site. These views are not “primary views” within 1,000 feet of a proposed structure as defined and protected by M.M.C. Section 17.40.040(A)(17). Views of ocean and mountains from nearby residences would not be obstructed. The project site is on a bluff, elevated above the ocean, and there are no structures adjacent to the project site; therefore, there are very few structures from which the proposed project could conceivably obstruct views of the ocean. Any such locations would necessarily be a substantial distance from the project site, and the proposed project would therefore not constitute a substantial obstruction to primary views.

Likewise, the nearest parcel within the Malibu Knolls neighborhood is located approximately 2,000 feet away from the proposed project. While the proposed project will be visible; the project would not block any primary views as defined in M.M.C. Section 17.40.040(A)(17). A condominium development is located approximately 400 feet northeast of the project site on De Ville Way. Due to both the condominium development’s and project site’s existing topography, there are no ocean views and thus no primary views as defined by the M.M.C. Some views of the skyline from the condominium development would be obscured by the proposed project. However, sky views are not protected. Therefore, impacts would remain less than significant.

Figures 5.1-5 to 5.1-7 show how the project site would appear from proposed Rancho Malibu Hotel site adjacent to the project site. From vantage points on the Rancho Malibu Hotels site primarily view are of the undeveloped flat portions of the bluff, ocean, PCH, Malibu Bluffs Park, and native vegetation. The proposed structures and landscaping would obscure a noticeable portion of the ocean view. However, these are private views that are not protected by M.M.C. Section 17.40.040(A)(17) which only applies “affected principal residences.”

Several of the plant species included in the landscape plan are capable of growing to a height of 10 feet or more. However, due to the site’s existing topography which is higher than road grade, there are no public views of the ocean. Therefore, landscaping would not block any public view of the ocean from PCH. The proposed project would not cause a major obstruction to the views of the ocean or mountains from any primary residences. Because the proposed project would not substantially alter views of the primary scenic resources of the area, i.e., the ocean to the south and the mountains to the north, the proposed project would not result in a significant impact to scenic resources or views.

Impact 5.1-2: The proposed project would alter the visual appearance of the site. [Threshold AE-3]

Impact Analysis: The project site is currently vacant. It contains some vegetation on the southern and eastern slopes, but the majority of the project site has been disced and contains minimal vegetation. The proposed project would develop the project site with five residences, new recreational facilities (either a ball field or skate park with parking lot) and associated improvements such as a new road, a gatehouse, fencing, and landscaping.

The proposed baseball field or skate park would serve as an expansion of the existing Malibu Bluffs Park, which includes two existing baseball fields; therefore, the proposed baseball field or skate park would not appear out of place.



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The project area is characterized by a mix of uses, including residential, recreational, commercial, and institutional, and the proposed project would be compatible with the project site and its surroundings.

The proposed project would alter the visual appearance of the project site, but would not substantially degrade visual character of the site or introduce any aesthetic elements incompatible with the project area. The site has been previously zoned for commercial uses however, is currently zoned for a mix of residential and recreational uses, a use that is more compatible with surrounding areas.

However, the proposed buildings would appear very prominent when viewed from the low-lying portions of the City to the east, as shown in Figures 5.1-10 to 5.1-14. From these angles, the proposed buildings would appear above the skyline of the bluff. No structures are currently visible on the bluff from these vantage points, and the proposed project would result in a noticeable change. However, in addition to the project site, a variety of other residential, commercial, institutional and office uses are also visible from various portions of PCH and the low-lying portions of the City. The project vicinity contains structures prominent in design and appearance, such as HRL Laboratories, Pepperdine University, condominiums, hillside homes, as well as a variety commercial uses along PCH. As a result, the proposed residential structures would not be aesthetically incompatible with the area's built surroundings. Once landscaping is planted, the structures on the bluff would blend in with the bluff. Therefore, the addition of the proposed development would not significantly alter or conflict with the aesthetic character of the area.

Because the proposed project would not result in any aesthetic conflicts with site surroundings is only prominently visible from select vantage points, and does not significantly obscure scenic resources, the proposed alterations to the visual appearance of the project site would have a less than significant impact.

Impact 5.1-3: The proposed project would not generate substantial light or glare. [Threshold AE-4]

Impact Analysis: The project site is currently vacant and therefore generates no light or glare. The ambient nighttime lighting is generally from street and vehicle lights along PCH and Malibu Road, residential lighting from the residences along Malibu Road, and lighting from the Malibu Colony Plaza retail center to the east.

Construction materials for the proposed project would include textured clay tile, cement plasters, wood trellises, and decorative walls and arches and colonnades. Building roofs would be constructed from metal. In accordance with the City's standard conditions regarding building materials, the exterior of the proposed buildings would be constructed of nonreflective building materials. Although the roofs would be metal, they would not be reflective. The proposed project would therefore not create a significant amount of glare.

Although no unusual lighting devices are proposed, the project would introduce more lighting and glare than currently exists. The proposed residential subdivision would introduce exterior lighting in the form of low intensity, downward facing road and security lighting, headlights of motor vehicles accessing the site, and interior lighting at each of the five new dwellings. Some elements of the proposed project, such as building materials (e.g., windows, aluminum window frames), automobile windshields, and swimming pools, also represent potential sources of daytime glare. The proposed project would comply with light and glare requirements set forth in the M.M.C. and the LIP. Outdoor lighting would incorporate low-level lighting fixtures and would be designed and installed with directional shields so that the light source would not be seen from adjacent land uses and roadways. In accordance with the LIP, a deed restriction reflecting the lighting restrictions of the LIP would be executed and recorded. Lighting associated with the proposed project would be typical of single-family residences and similar to that of the residential uses immediately south of the project site. Any future recreational use on Lot 7 such as baseball field or skate park would not include nighttime

lighting. The parking lot would include the minimum required security lighting. Due to the near proximity similar sources of light and glare, compliance with the M.M.C. and LIP would ensure that light and glare associated with the proposed project would not cause a significant impact.

5.1.4 Cumulative Impacts

As described in Chapter 4, *Environmental Setting*, several related projects have the potential to alter the aesthetic character of the project area, including the Rancho Malibu Hotel. Development of the proposed project in conjunction with these related projects would result in an intensification of existing, prevailing land uses in the City. Development of the related projects is expected to occur in accordance with adopted plans and regulations. While many of the related projects and the proposed project would be visible from public and private properties, the related projects and proposed project in combination would not obstruct existing public scenic views or create a substantial amount of glare and nighttime light.

5.1.5 Existing Regulations and Standard Conditions

- Federal Coastal Management Act of 1972
- California Coastal Act of 1976
- California Public Resources Code
- City of Malibu General Plan
- City of Malibu Municipal Code
- City of Malibu Local Coastal Program Land Use Plan
- City of Malibu Local Coastal Program Local Implementation Plan
- City of Malibu Standard Conditions of Approval



5.1.6 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant:

- Impact 5.1-1 The proposed project would be visible from several view points, including designated scenic vista points; however the proposed project would not obstruct or otherwise substantially impact scenic views or resources.
- Impact 5.1-2 The proposed project would not degrade the visual appearance of the project site or its surroundings.
- Impact 5.1-3 The proposed project would not create a new source of substantial light or glare.
- Cumulative Impacts The proposed project in combination with other proposed projects throughout the area would not cause a considerable cumulative effect on aesthetic resources and light and glare pollution.

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5.1.7 Mitigation Measures

No mitigation measures are necessary.

5.1.8 Level of Significance After Mitigation

All impacts associated with aesthetics would be less than significant.