Callander Associates

311 Seventh Ave.
San Mateo, CA 94401
(415) 375-1313

841 Foam St.
Monterey, CA 93940
(408) 646-1383

October 19, 1989
(415) 464-1015
89.067M

Mr. Chris Kroll
California Coastal Conservancy
1330 Broadway Suite 1100
Oakland, CA 94612

RE: **MALIBU COASTAL ACCESS** / Feasibility Report

Dear Chris:

The following is Callander Associates'(CA) opinion regarding the feasibility of constructing a pedestrian coastal access way along an existing easement among some privately owned residential parcels adjacent to the Pacific Coast Highway in Malibu California. This project is known as the Chitate-Wildman Project.

BACKGROUND

The California Coastal Conservancy (the Conservancy) is considering the development of a coastal access way along an existing ten foot easement that runs between two privately owned parcels adjacent to the Pacific Coast Highway in Malibu. There is an existing residence with developed driveways, walls, gates, fences, patios, and landscaping on the Wildman parcel to the south of the easement. There is a residence under construction on the Chitate parcel to the north.

The topography along the easement consists of a steep coastal hillside with gradients over 2:1 in several places and greater than 1:1 in some locations. The landscaping varies from developed gardens with ornamental trees and shrubs to coastal chapparal.

SITE ANALYSIS

On September 15, 1989, I walked the length of the easement with you, Ms Marsha Grim of the Conservancy, and Mr. Jonathan Horn, the attorney representing the Owner (a Mr. Wildman) of the parcel to the south of the easement. About two-thirds of the way through our site visit we were joined by Mr. Chitate, the Owner of the parcel to the north of the easement.

We started our walk from the Pacific Coast Highway end of the easement. The following was noted:

PARKING AREA: It is unclear from field observation the exact relationship of property line to roadway edge. This needs to be determined before a final decision about parking feasibility can be made. However, from field observation it appears that a substantial retaining wall would be required to develop parking off of the existing CalTrans shoulder (see Exhibit A photograph #1). A possible alternative to this solution is to obtain a encroachment form CalTrans that would allow parking within the easement.

TRAIL: In general the trail easement traverses many natural and man-made obstructions as well as some very steep slopes.The trail head will need some definition and its relationship with the existing entry gates on the Wildman parcel will have to be resolved.

A substantial upper portion of the easement runs parallel with a 2:1 slope. This will require a retaining wall for the entire length of the trial that passes through this condition. Re-grading cannot be considered as a solution because the narrow width of the easement will not allow it (see Exhibit A photograph #2).

It appears that some existing walls and walkway pavement may be encroaching into the easement at one location (see Exhibit A photograph #3). A field survey will be required to verify this. However it appears that a walkway could be constructed to negotiate these possible encroachments with some modification to the existing structures.

At one point the easement passes through a substantial grade just past the Wildman residence (see Exhibit A photograph #4). The grade change here is approximately 15 to 20 vertical feet at about a 1/2:1 slope. A stairway structure will be required at this location.

Approximately eighty feet past this major grade change, the easement starts to follow a steep ravine for the remainder of the way to the beach. The slope of the ground along the easement in this location is extremely steep (greater than and 1:1 in most places) and will require a bridge like structure to negotiate the approximately 200 to 250 linear feet of the ravine (see Exhibit "A", photograph number 5).

CONCLUSION:

Although it may be feasible to construct a pathway along this easement from an engineering standpoint, it is CA's opinion that the costs to build the required retaining walls, stairways, and bridge structure would render this project unfeasible. The bridge structure alone may cost well over half a million dollars.

We believe that consideration of an alternate easement alignment on this site or another parcel in this general location should be considered. If the Conservancy wishes to proceed with this alignment, CA recommends that a feasibility level cost estimate be prepared by an engineering firm to establish the magnitude of costs required to install the trial.

We appreciate this opportunity to assist the Conservancy in analyzing the feasibility of a trial in this location. Please call at your convenience if we can be of further assistance.

Sincerely

C. Gary Hyden, Principal
CA Registration # 1741

EXHIBIT "A" - PHOTOGRAPHS

PHOTOGRAPH #1

PHOTOGRAPH #2

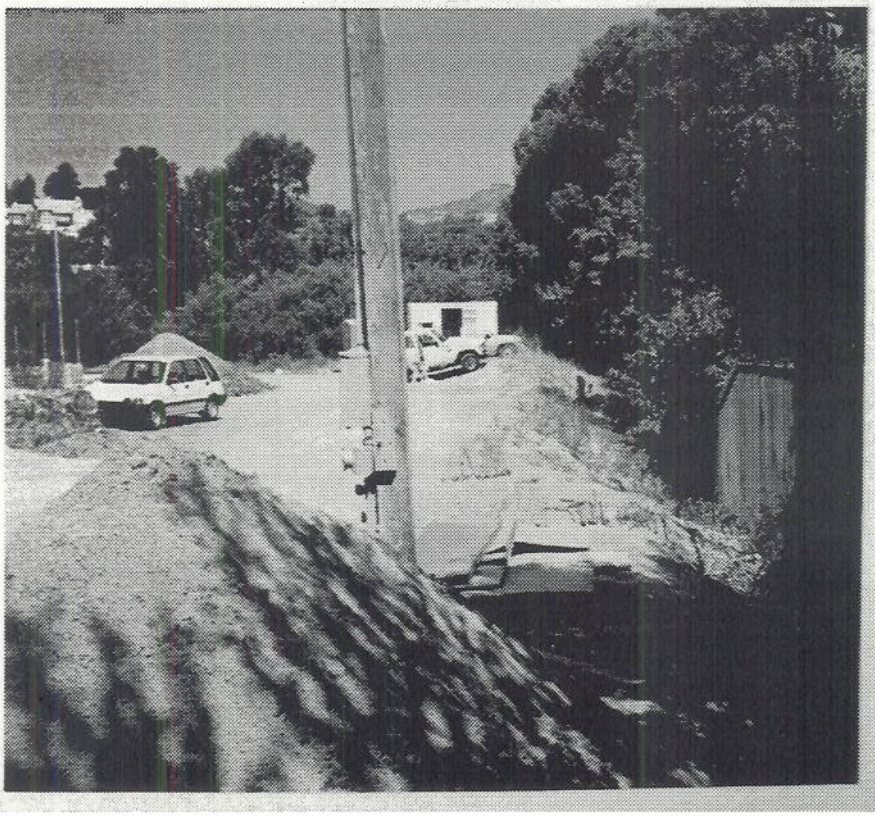

EXHIBIT "A" - PHOTOGRAPHS

PHOTOGRAPH #3

PHOTOGRAPH #4

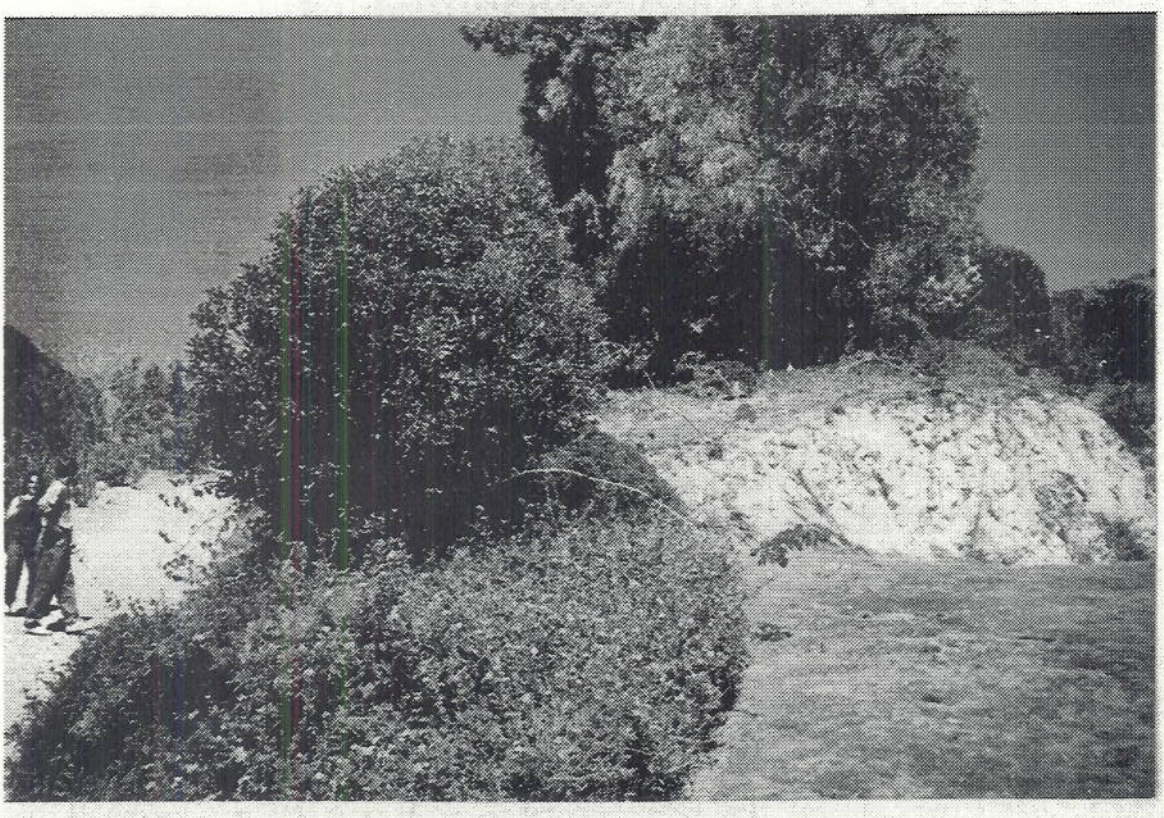

EXHIBIT "A" - PHOTOGRAPHS

PHOTOGRAPH #5