

Discussion Items for Planning Commission Jun. 18, 2020

D/Malibu Canyon Homeowners/Ridgelines

Item #2 - STORY POLES

I heartily endorse the suggestion that story poles be augmented with webbing between the poles. This webbing should be highly visible in order to achieve its purpose: namely to emphasize the bulk and mass of the proposed structure or structures. Different structures would have different colors. The current requirement for only small flags between the tip of the poles just don't convey the message.

With my aerodynamics hat on, the webbing will impose increased loads on the poles due to winds that will occur. Therefore, input from several pole installers should be solicited. These air loads will vary with the mesh density and cross-hatching spacing and additional support may be required at an additional cost to the developer(s).

However, this is a necessary evil but one which will pay off over the years regarding the information passed on the local citizenry.

Again, I strongly support this proposed update to the Story Pole Procedures.

Item #3 - RIDGELINES

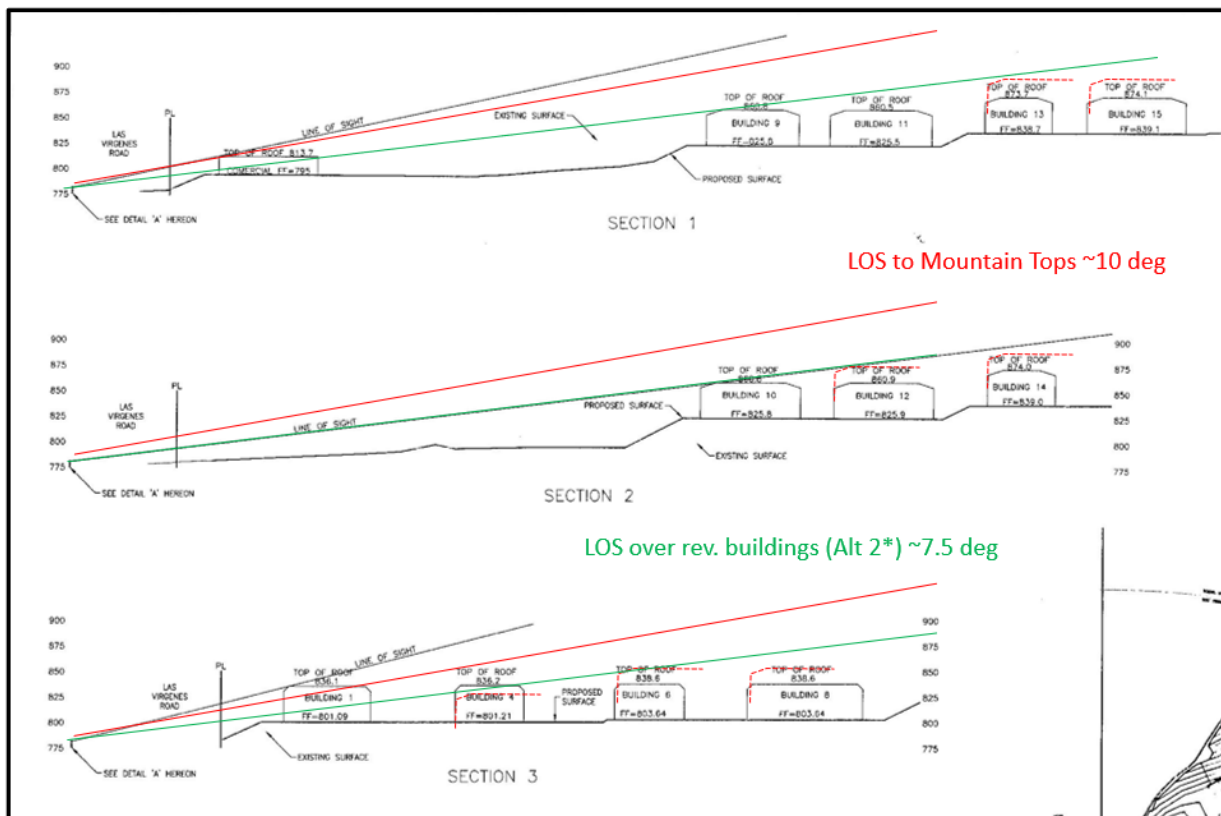
The present definition of ridgelines within the City seem to be merely carry-overs from a bygone day. They seem to have been ignored in City planning until recent years. The developers, again in years gone by, seem to have taken a bunch of bulldozers and, starting at the East end of the City worked their way west without regard to those ridgelines. The only impact seems to be if an owner of a house that happens to sit on one of those ridgelines wants to modify his property, even though the physical ridgeline no longer exists. All this seems to have been the status quo forever.

The original purpose of those was apparently to preserve the views of our beautiful hills in and around the City. Similarly, certain roadways have been designated as "Scenic Corridors." Again, this was to preserve the views in and around the City

of our beautiful hills. But these are very narrow and has been applied to a limited set of roads within the City.

I'd like to propose an entirely different conceptual approach to preserving our views. Abandon the present definitions concepts of ridgelines and scenic corridors. Replace those concepts with a much more visual approach. Namely, along any road within the City, including those in already developed areas, measure the sightlines to the tops of any hills in sight. Then limit any new construction to have heights well below those sightlines.

For example, if the sightline to the top of a hill in the background of a proposed structure is measured at, say, 10 degrees above horizontal, then limit the top of any new construction along that sightline to no more than, say, 7.5 degrees, as in the illustration below. These measurements would be made from any public ROW in the vicinity. This implies that the nearer buildings would be lower and the farther-away buildings could be taller. Note, these are arbitrary values used to illustrate this new concept.



As a matter of fact, this is just about the way that New York's Empire State Building was designed in the early 1930s.

This suggested process would be applied City-wide, with "grandfathering" applied to structures that exist at the time of adoption.