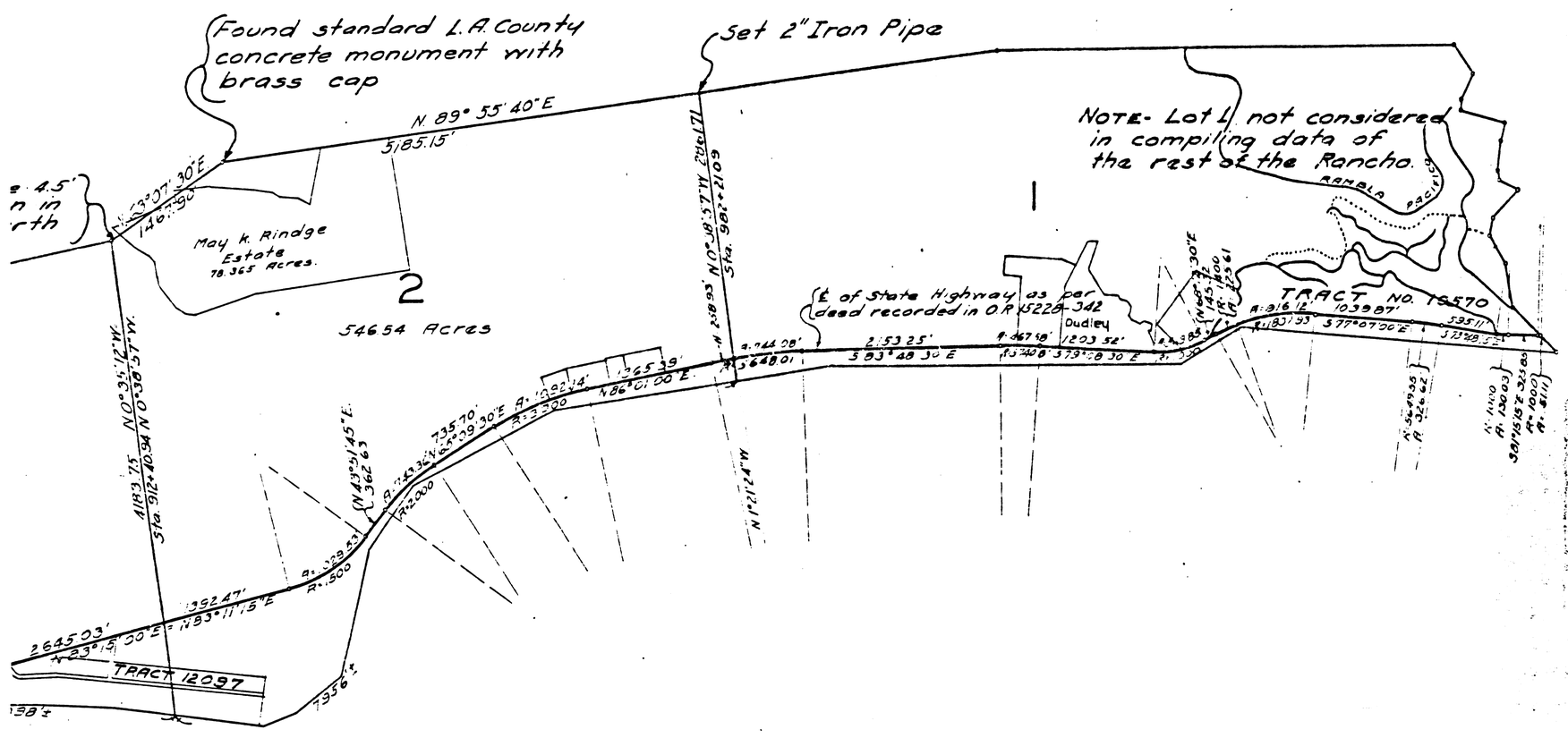

	Approx. length of Mean High Tide Line (Feet)
0	8967
0	7956
4	6098
2	6440
0	6739
0	5751
70	4287
00	4342
38	5611
48	3515
48	3174
52	4131
58	3519
15	3883
72	6870
36	4694
13	2613
36	3357
19	3293
11	2978
73	3140
35	3407
21	2843
01	107608'= 20.38 Miles.
r	only.

nterline of
corded in
on a map No.
he basis of

ged on ℄
~~260~~ Line No. 3.

RANCHO TOPANGA MALIBU SEQUIT,

Particularly that part of the Rancho between its north boundary and the centerline of the State Highway lying west of Lot 1, as compiled from data as explained below.

This map combines surveys of Lots 2, 8 and 20 with the alignment data shown on the centerline of the State Highway as per ~~C.S.B. 1260~~ F.M. 11230 and the data shown covering the north boundary and the west boundary of the Rancho as per C.S.B. 1236.

The surveys of Lots 2, 8 and 20 were used to determine the relation between the bearings of the Highway survey and the bearings in above mentioned County survey; also for making calculated closures of the several figures bounded by these lot lines, the Rancho lines and the Highway centerline.

Certain adjustments being indicated were made as follows;

1 The angle at T.M.#11 was adjusted 0°00'42" and the length of the course from T.M.#11 to T.M.#14 shortened 0.19 feet;
2 No adjustment between T.M.#11 and T.M.#10.
3 A bearing adjustment of 0°00'38" and distance adjustment of 100.034+ on C.S.1236 = 100.00 on this map from T.M.#10 to T.M.#8,
4 A distance adjustment of 100.028+ on C.S.B.1236 = 100.00 on this map from T.M.#8 to T.M.#4,
5 A bearing adjustment of 0°00'28" from T.M.#6 to T.M.#4,

The dividing lines of Lots 2 to 23 were then set along the north Rancho line by proportioning between the adjusted distances and the distances shown on a map filed as C.F. 534, Records of Los Angeles County, and said lot lines, excepting Lot 2, were produced southerly using the bearings marked on said Map C.F. 534 R.F. but with the same basis of bearings as the Highway survey.

The easterly and westerly lines of Lot 2 were R.F. arbitrarily located and set on the ground and do not conform to C.F. 534. The other lot lines as established would conform only approximately with the lot lines of C.F. 534 due to a different base of bearings and to distance adjustments. R.F.

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RANCHO TOPANGA MALIBU SEQUIT

SHOWING

EXTERIOR BOUNDARY NORTH OF STATE HIGHWAY

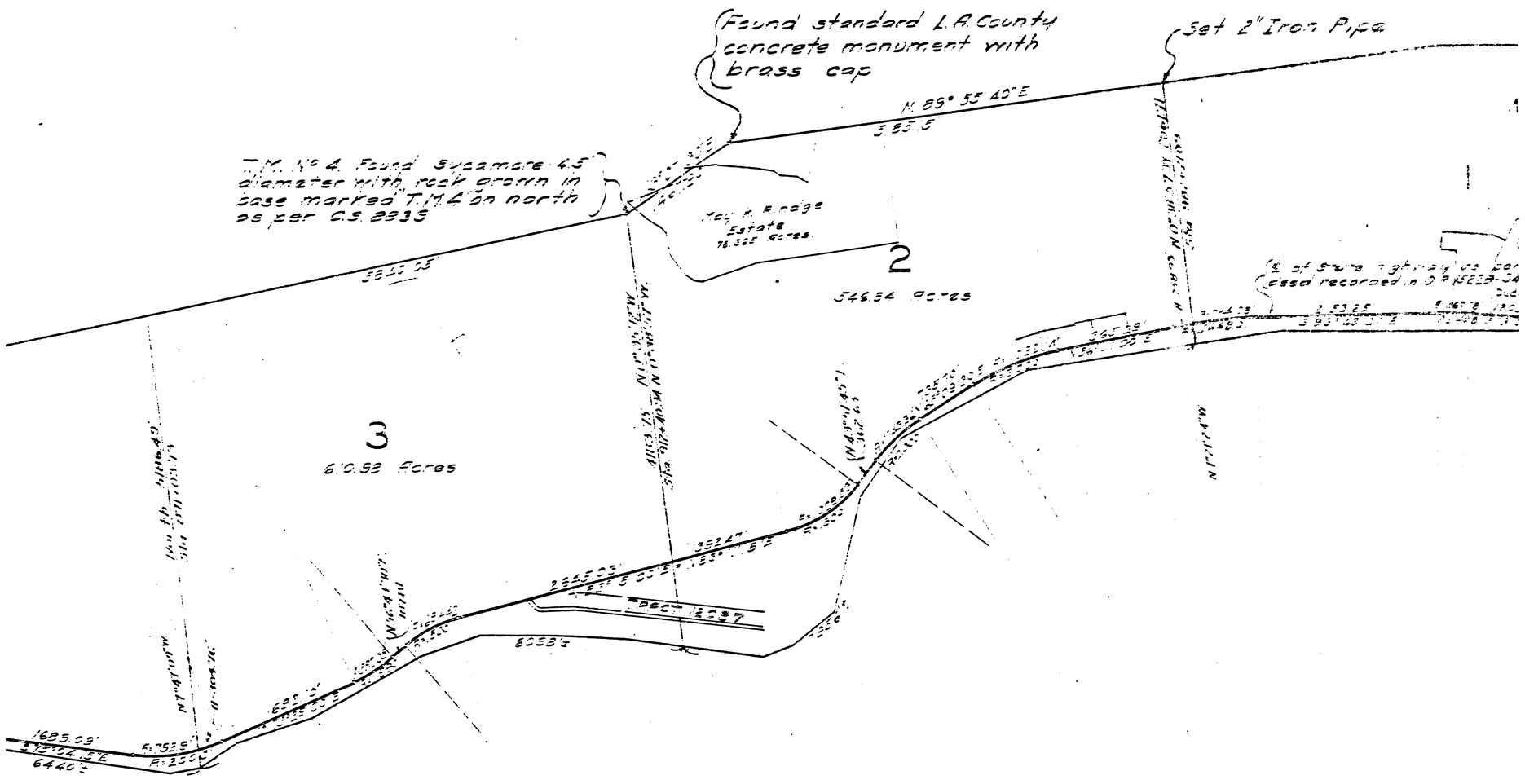
LOCATION OF LOT LINES

SCALE 1"=1000' JUNE 1939

TAYLOR & TAYLOR-ENGR'S.

NEG. 498 INDEX ~~59-19~~ 91,92,94,95,89

R.E. # 759



RANCHO TOPANGA

Particularly that part of the F
boundary and the centerline of
rest of Lot 1, as compiled from

This map combines surveys
alignment data shown on the cent
as per ~~C.S. B. 1266~~ F.M. 11260 and the data s
boundary and the west bounda
C.S.B. 1236.

The surveys of Lots 2, 3 and 2
relation between the bearings of the
in above mentioned County survey; also
of the several figures bounded by
and the Highway centerline.

Certain adjustments being indic
1 The angle at T.M.#11 was adjusted 0°0
from T.M.#11 to T.M.#4 shortened 0.9 feet;
2 No adjustment between T.M.#11 and
3 A bearing adjustment of 0°00'38" and
on C.S.1236 = 100.00 on this map from
4 A distance adjustment of 100.028+ on C.S.
5 A bearing adjustment of 0°00'28" from

The dividing lines of Lots 2 to 23 m
line by proportioning between the adj
shown on a map filed as C.F. 534, Rec
lot lines, excepting Lot 2, were prod
marked on said Map C.F. 534 out with
the Highway survey. R.F.

The easterly and westerly lines o
and set on the ground and do not
lines as established would conform
lot lines of C.F. 534 due to a differen
distance adjustments.
R.F.

SUMMARY.				
Lot Number	Acreage north of ℄ Highway (Calculated to ℄ by O.M.D. except Lot 1	Acreage south of ℄ Highway (Planimeter)	Total Acreage	Approx. length of Mean High Tide Line (Feet)
1	* 585.40	36.50	621.90	8567
2	546.54	75.76	622.30	7956
3	610.98	47.86	658.84	6058
4	651.04	19.28	670.32	6440
5	545.54	11.36	557.30	6739
6	550.70	39.60	630.30	5751
7	617.18	47.52	664.70	4237
8	542.82	119.18	662.00	4342
9	324.51	266.87	591.38	5611
10	305.47	313.01	618.48	3515
11	322.38	305.10	627.48	3174
12	513.36	130.16	643.52	4131
13	460.44	25.14	485.58	3519
14	422.01	25.14	447.15	3883
15	614.95	65.77	680.72	6870
16	492.41	81.95	574.36	4694
17	327.19	39.94	367.13	2613
18	480.99	53.37	534.36	3357
19	514.46	43.73	558.19	3293
20	529.69	44.42	574.11	2978
21	530.06	41.67	571.73	3140
22	621.65	30.30	651.95	3407
23	574.39	25.82	600.21	2843
Totals	11724.56	1889.45	13614.01	107608 = 20.38 Miles.

Note - * Area lot 1 by planimeter only.

Basis of bearings-
The bearing of the centerline of the State Highway as recorded in O.R. 15228-342 and shown on a map No. ~~C.S. B. 1266~~ F.M. 11260 was used as the basis of bearings for this map.
Lot line stations are based on ℄ stations shown on ~~C.S. B. 1266~~ F.M. 11260 Line No. 3. and distances are to ℄

FM 11658
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RANCHO TOPANGA MALIB

SHOWING

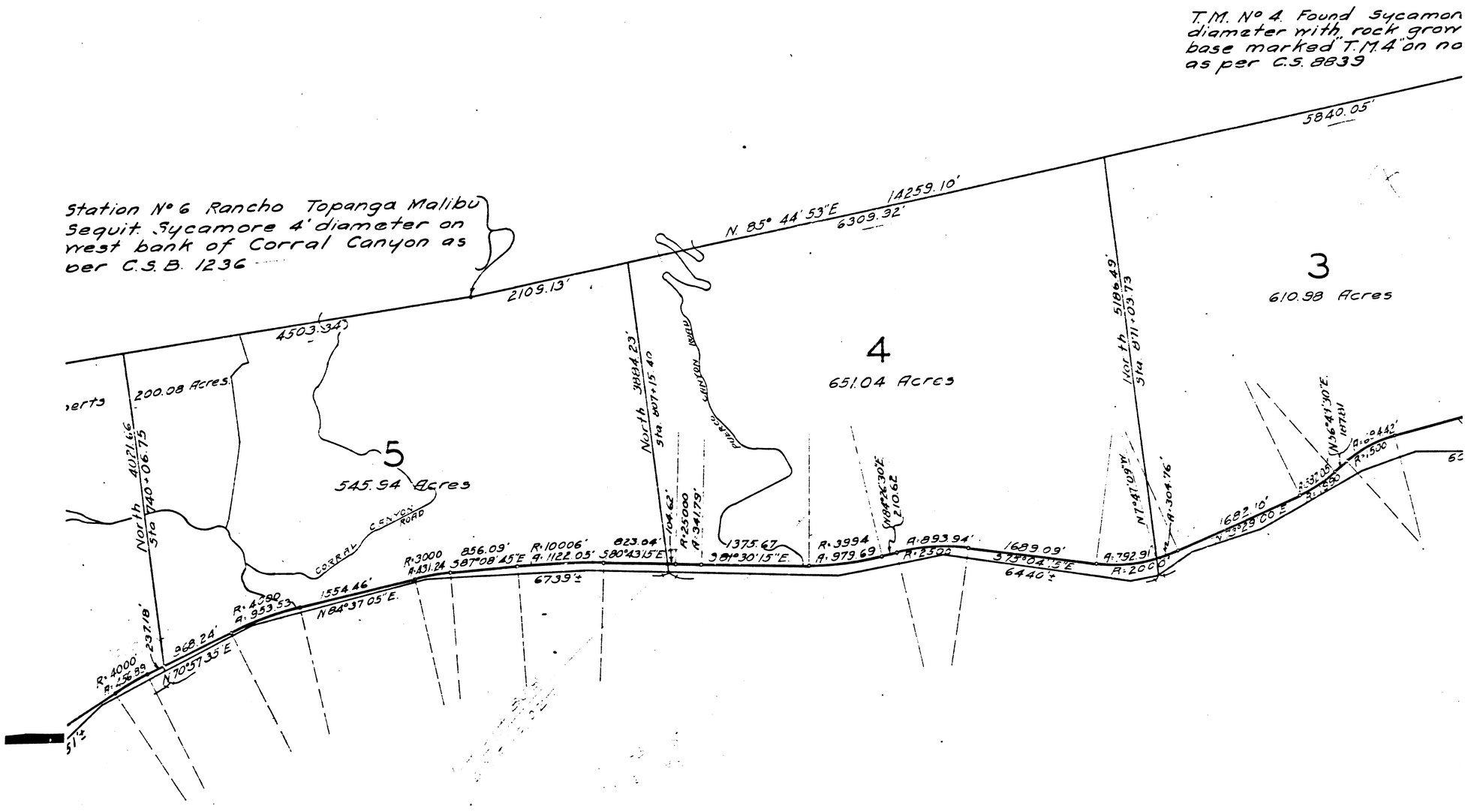
EXTERIOR BOUNDARY NORTH OF STAT

LOCATION OF LOT LINES

SCALE 1" = 1000' JUNE 19

TAYLOR & TAYLOR-ENGR'S.

NEG. 498 IN



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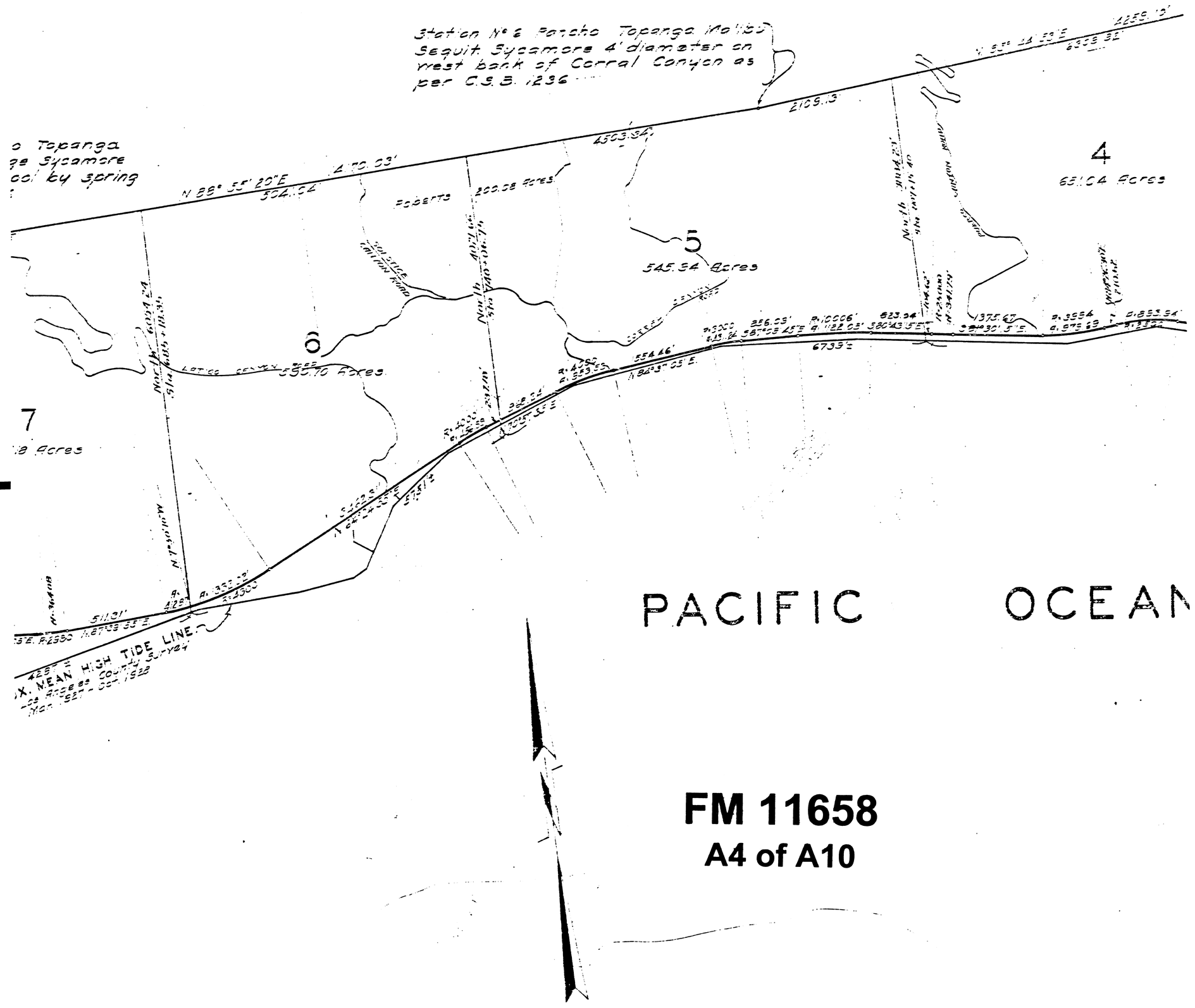
SUMMARY.			
Lot Number.	Acreage north of ℄ Highway (Calculated) to ℄ by DMD	Acreage south of ℄ Highway (Planimeter)	Tota Acrea
	except Lot 1		
1	* 585.40	36.50	621.5
2	546.54	75.76	622.3
3	610.58	47.86	658.8
4	651.04	19.28	670.3
5	545.94	11.36	557.3
6	590.70	39.60	630.3
7	617.18	47.52	664.
8	542.82	119.18	662.
9	324.51	266.87	591.
10	305.47	313.01	618.4
11	322.38	305.10	627.4
12	513.36	130.16	643.5
13	460.44	25.14	485.5
14	422.01	25.14	447.
15	614.95	65.77	680.
16	492.41	81.95	574.
17	327.19	39.94	367.
18	480.99	53.37	534.
19	514.46	43.73	558.
20	529.69	44.42	574.
21	530.06	41.67	571.
22	621.65	30.30	651.
23	574.39	25.82	600.
Totals	11724.56	1889.45	13614.

Note - * Area lot 1 by planimete

Highway Monuments.
The beginning and end of each curve is marked by a lead and tack set on ℄ or by a lead and tack each side of ℄ at right angles to the tangent and equidistant from the ℄.

Basis of bearings-
The bearing of the ce. the State Highway as re. O.R. 15228-342 and shown c ~~C.S.B. 1260~~ F.M. 1260 was used as t. bearings for this map.
Lot line stations are pa. stations shown on ~~C.S.B.~~ F.M. 1260 and distances are to ℄



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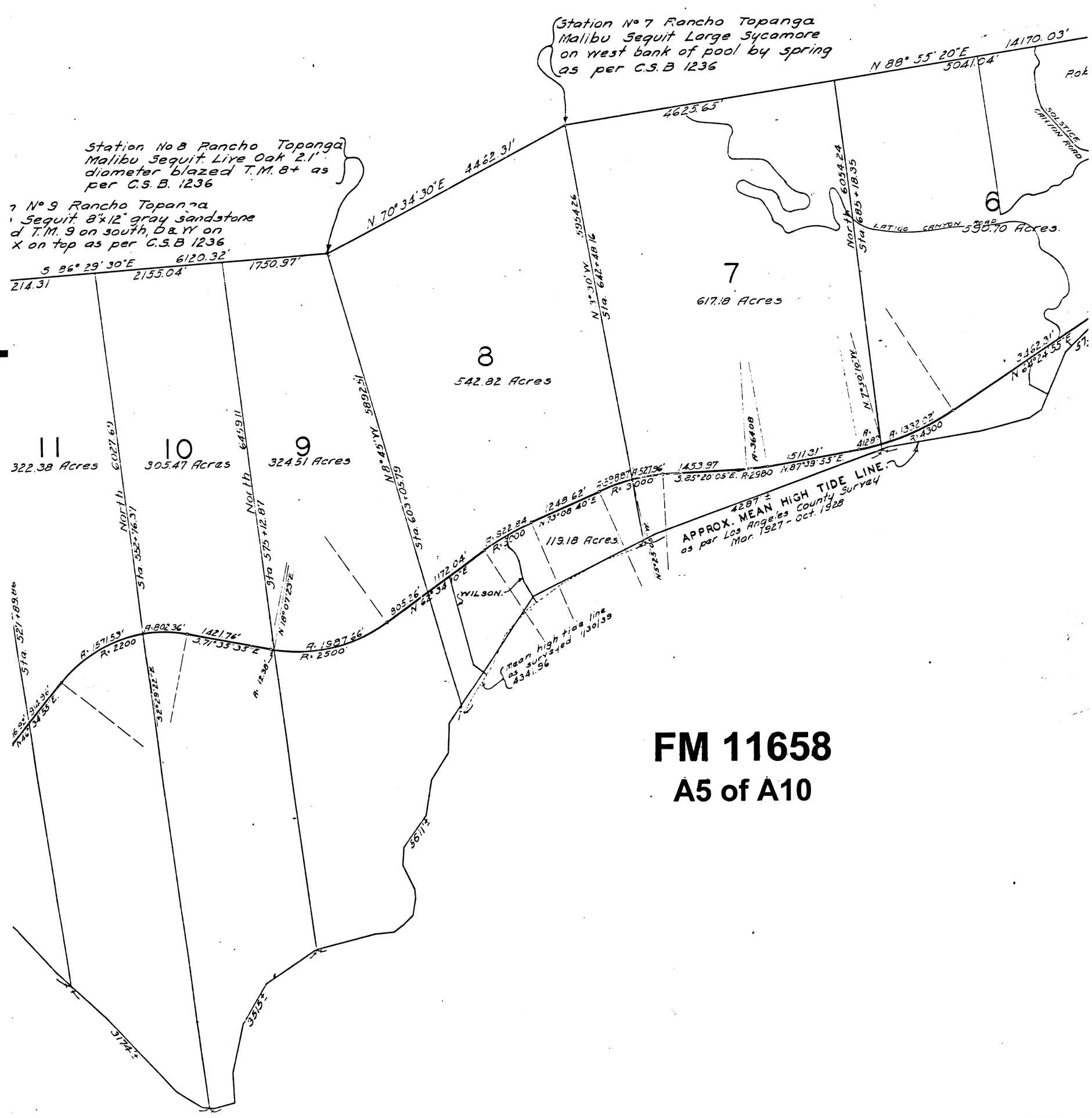
Highway Monuments.
The beginning and end of each curve is marked by a lead and tack set on ℄ or by a lead and tack each side of ℄ at right angles to the tangent and equidistant from the ℄.



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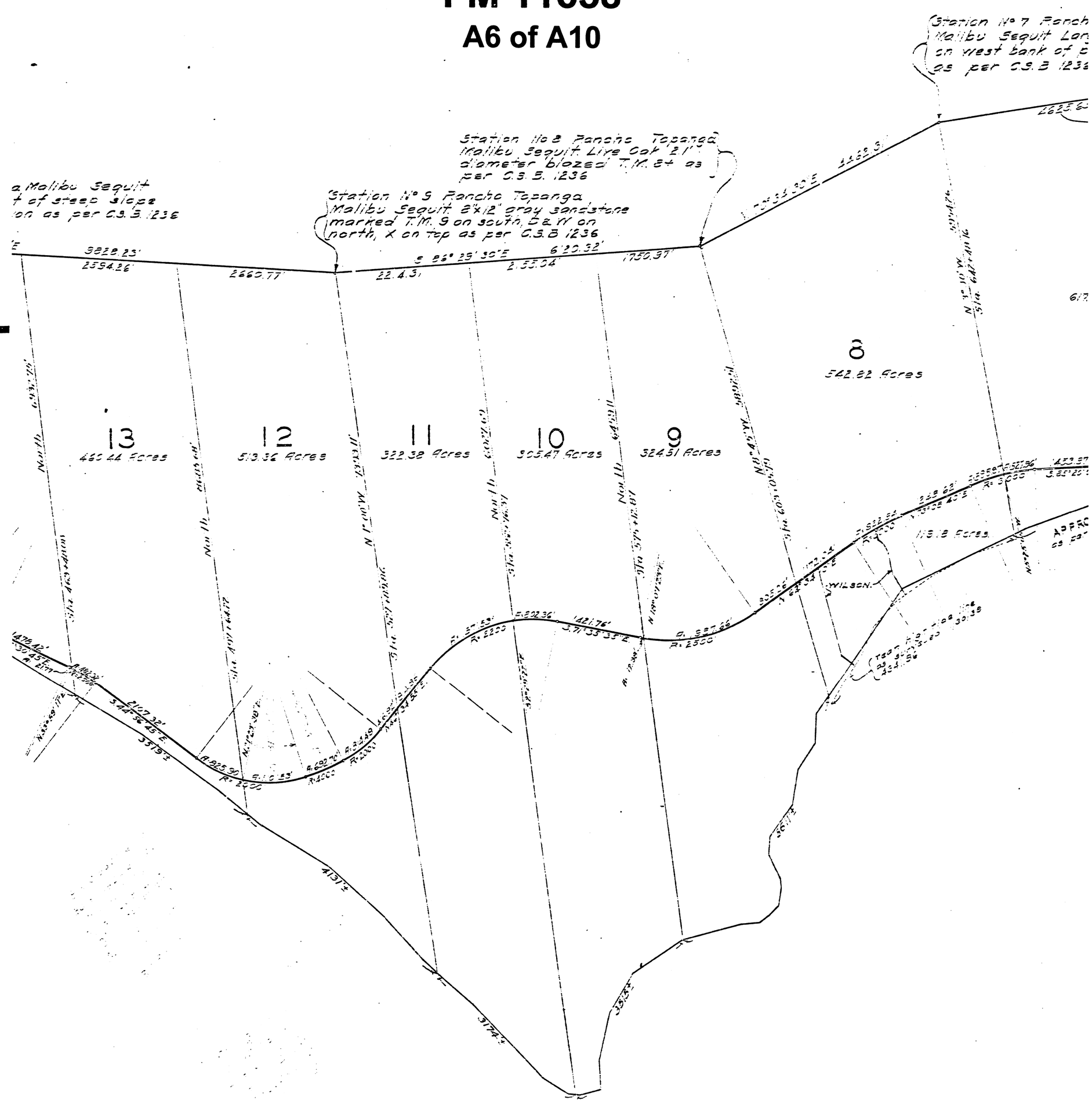

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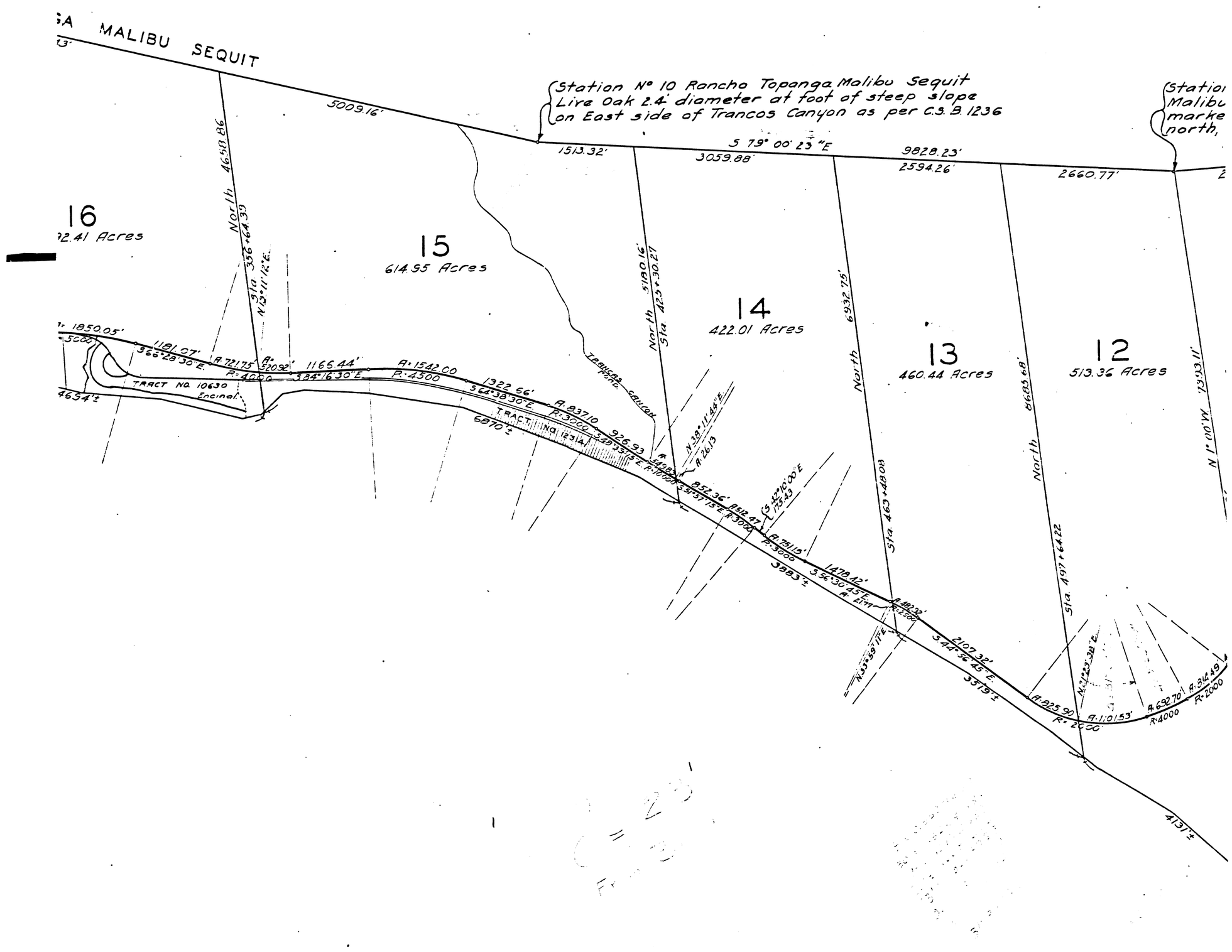

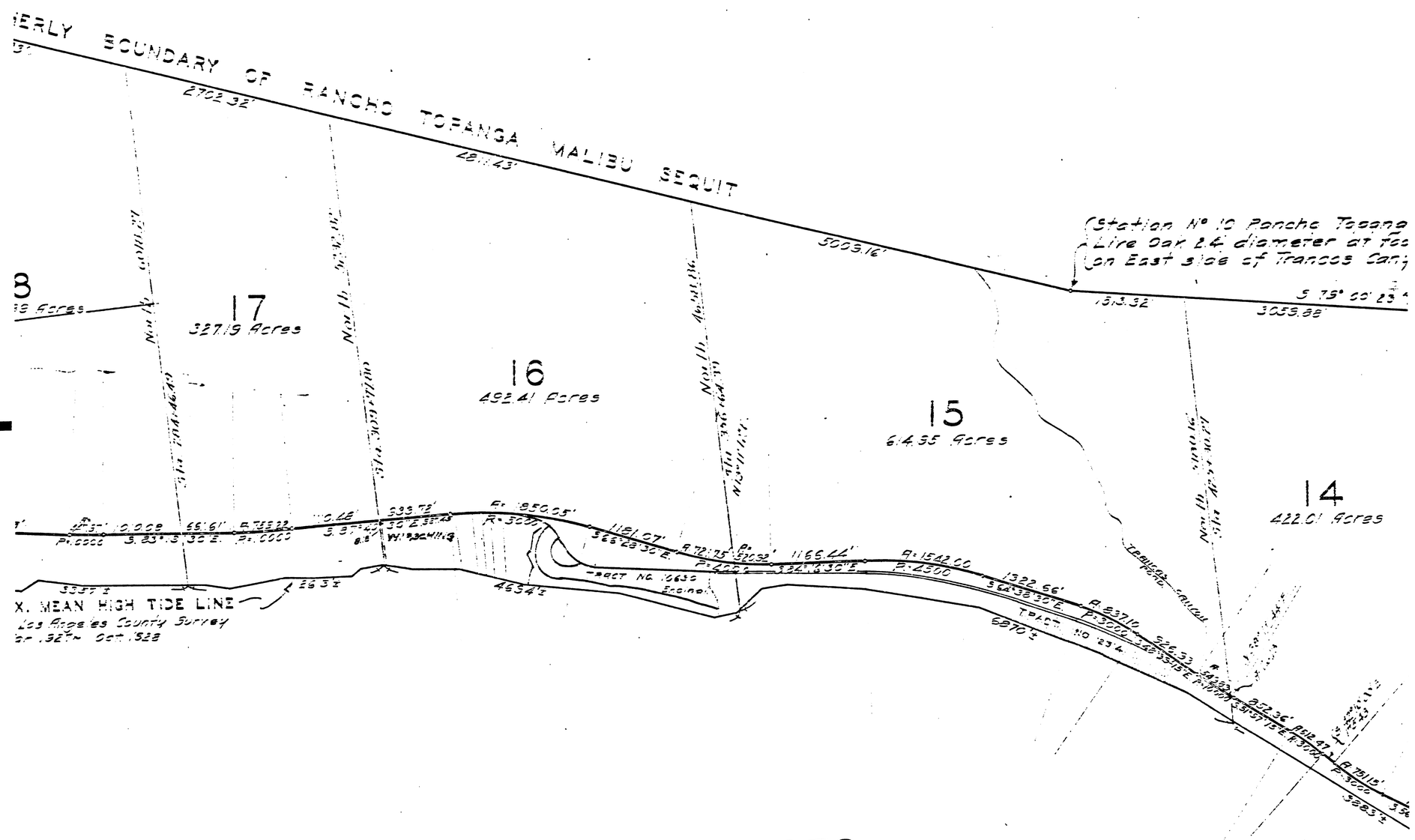

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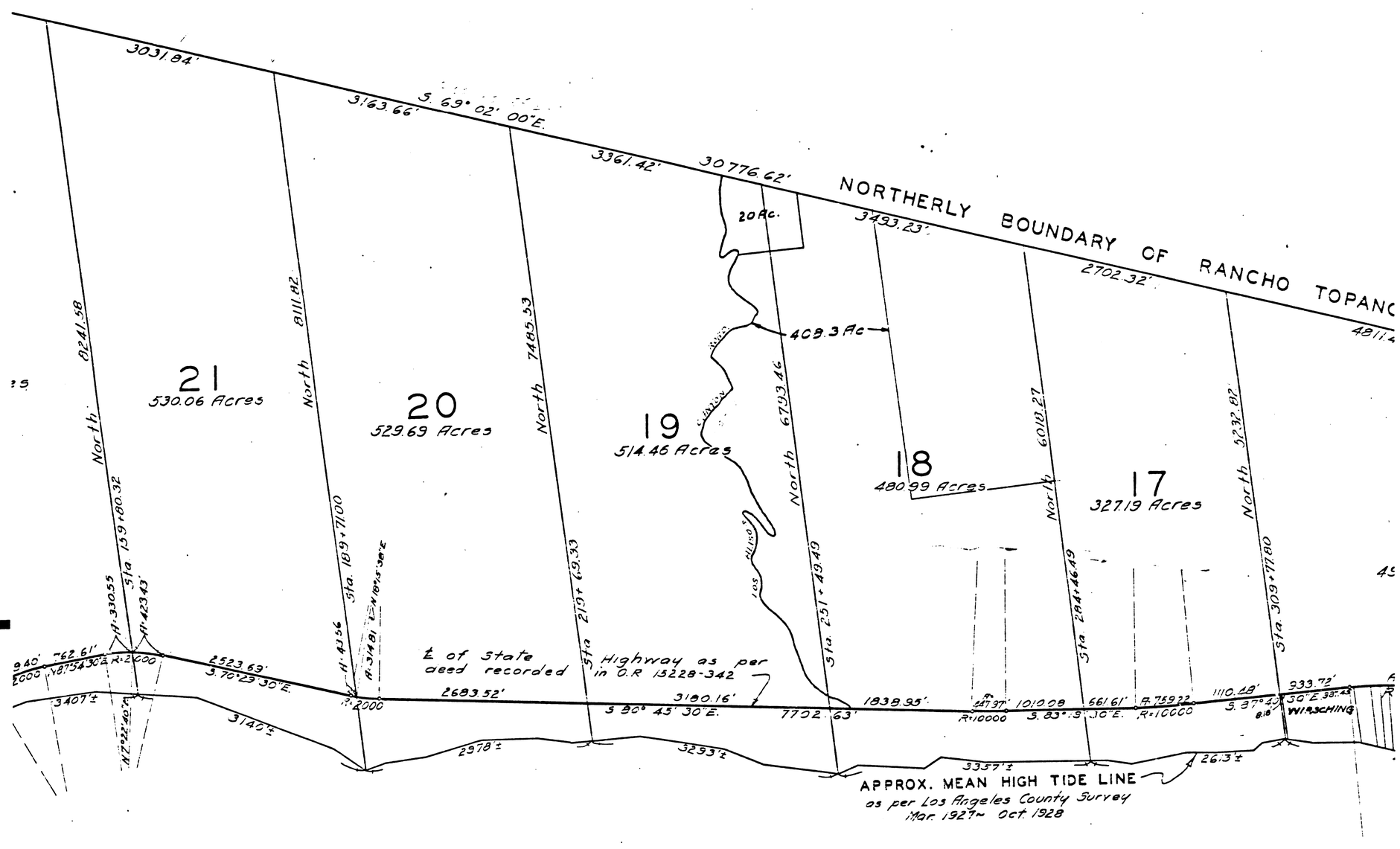

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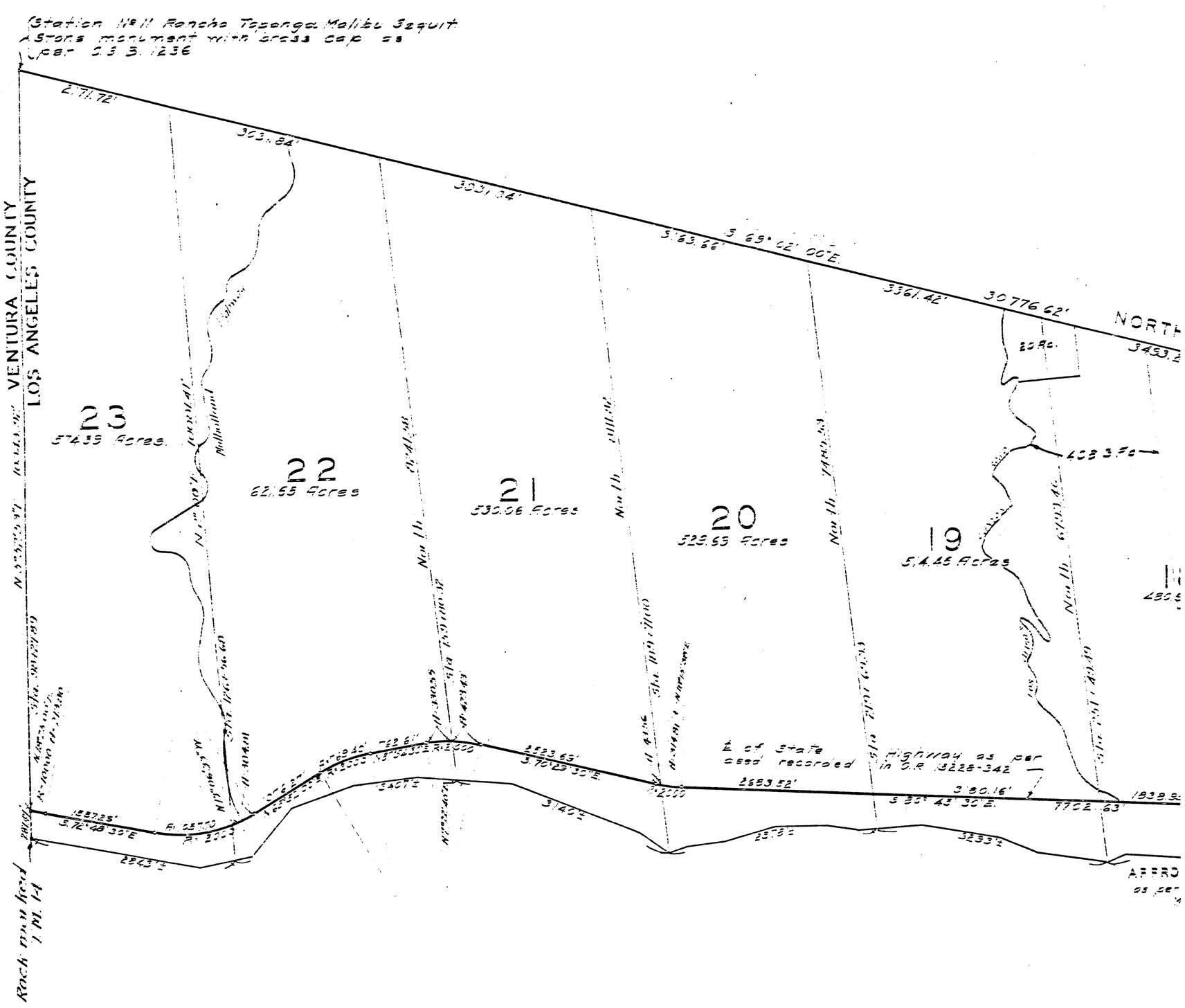

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