

Gautho, Julia

From: Leslie Nielsen <lpbeach21@gmail.com>
Sent: Monday, August 25, 2025 7:14 PM
To: Kahn, Jessica
Cc: PLANNING COMMISSION; Herlihy, Katie (kherlihy@ci.capitola.ca.us); John M. Sobrato; Graeven, Rainey@Coastal; Laura DeVere; Breeze Kinsey
Subject: [PDF] Re: Cliff Drive and LCP
Attachments: ITEM 9E CDRP -Attachment-001-424db3b397484bb0a78772eb29fe0c95.pdf

Hi Jessica,

We appreciate the inclusion of the additional materials to Item 9E for the City Council Meeting on Thursday.

Given the phase 1 endpoints will be designed to prevent flanking erosion, and we are adjacent properties to the Phase 1 endpoint, we are available to discuss and coordinate in Phase 1 in addition to your recommendation on leveraging efforts in Phase 2.

Best regards,
Leslie

On Fri, Aug 22, 2025 at 6:06 PM Kahn, Jessica <jkahn@ci.capitola.ca.us> wrote:

Hi Leslie,

Thank you for your comments regarding the stairway and project scope. As noted in prior correspondence — including the City Manager's emails of December 4 and 10, 202 — the City is moving forward with the funded and scoped Cliff Drive Resiliency Project. The bluff section below your properties is not part of the current project scope. Please let me know if it would be helpful for us to share those prior emails.

As previously offered on December 10, if you and your neighbors are interested, the City is open to meeting to discuss the feasibility of a Phase II effort and leverage the existing work the City has already completed, or if there might still be some other opportunity to partner.

We appreciate your continued interest and will include your correspondence in the project record.

Jessica

Jessica Kahn, P.E.

Public Works Director

City of Capitola

(831) 475-7300 x 217

jkahn@ci.capitola.ca.us

From: Leslie Nielsen <lpbeach21@gmail.com>

Sent: Thursday, August 21, 2025 12:20 AM

To: PLANNING COMMISSION <planningcommission@ci.capitola.ca.us>; Herlihy, Katie (kherlihy@ci.capitola.ca.us) <kherlihy@ci.capitola.ca.us>; Kahn, Jessica <jkahn@ci.capitola.ca.us>

Cc: John M. Sobrato <johnm@sobrato.com>; Graeven, Rainey@Coastal <rainey.graeven@coastal.ca.gov>; Laura DeVere <laura@blinkcv.com>; Breeze Kinsey <breeze@civicknit.com>

Subject: Cliff Drive and LCP

Planning Commission, Director Kahn and Director Herlihy,

The Item 8A redline LCP document included in the agenda for tomorrow's meeting describes items on page 25 and 26 noting (all descriptions below as of 2025)

Under the CLIFF DRIVE section it says, " A city stairway provides access to Hooper Beach at the downcoast viewpoint"

Under the HOOPER BEACH section it says, "Access is also provided via a vertical stairway along the midpoint of Cliff Drive as noted above.

Can you please update this to properly reflect that the stairway has not been repaired or functional since damaged in 2023, and note that public access is compromised as a result.

Please also note, this stairway appears to be "out of scope" for the Cliff Drive Resiliency Project, in spite of communications that the repairs would be included in this project.

My neighbors and I (three properties adjacent to the project scope at 4920, 4930 and 4940 Cliff Dr.) restacked 18 rocks (riprap) after the 2023 storm under an emergency CDP, and our CDP Waiver has a footnote that says,

"In addition, anticipated future work to the overall revetment (i.e. the portions fronting Cliff Drive) invariably impacts the portion of the revetment fronting the subject site, and thus will require a coordinated effort.

We met with the City Manager and staff in March 2023 to discuss the future of Cliff Drive, and followed up with several e-mails and attendance at public meetings sharing our thoughts about safe transportation and public access up to and including the possibility of allowing an improved public access path on the beach side of our properties should the City consider that option.

The section of Cliff Drive between the Hooper Beach stairway and the Stockton Bridge needs to be comprehended in the full scope of the project.

Our interest in collaborating with the City has been communicated since the onset of the Cliff Drive project.

This project needs to be planned holistically and in coordination with adjacent property owners.

Best regards,

Leslie Nielsen



Public Works Department

Memo

To: City Council
From: Jessica Kahn, Public Works Director
Date: August 25, 2025
Re: 9E Cliff Drive Resiliency Project and Local Coastal Program Update

Staff wishes to note that attachments for Item 9E (Cliff Drive Resiliency Project and Local Coastal Program Update) were inadvertently left out of the published agenda packet.

The missing attachments are provided here for Council's review. No other changes have been made to the staff report.

Attachments:

1. Q&A from Community Meeting
2. Preliminary Design Drawings



CLIFF DRIVE RESILIENCY PROJECT

August 12, 2025 Community Meeting
Questions & Answers

COASTAL COMMISSION AND PERMITTING

Q1. Do our (City) policies supercede the Coastal Commission?

A1. No. Capitola's Local Coastal Program (LCP) implements the California Coastal Act and is certified by the Coastal Commission. The City issues permits under the LCP, but projects in certain areas can be appealed to the Commission.

Q2. Have we reached out to universities for research or grant support?

A2. Yes. UCSC has participated in regional adaptation planning.

Q3. When will permit applications be submitted?

A3. For the near-term stabilization work, the City is preparing to submit permit applications in the coming months. A full Coastal Development Permit (CDP) will also be required for the longer-term phased project.

Q4. Will the Coastal Commission allow a phased approach?

A4. Yes. The City is coordinating closely with Commission staff to ensure that a phased approach can move forward.

DESIGN AND ENGINEERING

Q5. What is the design of the footing and embedment?

A5. The footing is designed to be thick and deeply set into the stable rock at the base of the bluff, following geologist recommendations. Existing rock slope protection (RSP) will be restacked to provide additional support. The footing adds stability but does not support structures above it.

Q6. Does the design address earthquakes?

A6. Yes. While concrete could crack during a seismic event, anchors and wire mesh reinforcement will hold the structure in place.

Q7. Why use a cantilevered path, and how far does it extend?

A7. The cantilever is necessary to create the planned coastal trail facility. It extends up to about 30 inches.

CLIFF DRIVE RESILIENCY PROJECT

August 12, 2025 Community Meeting Questions & Answers

Q8. Will backfill be needed behind the cantilevered walkway?

A8. The old wall will be removed and the new walkway built at the cliff edge. Fill could be added if needed to extend the walkway.

Q9. Could removing the cantilever reduce costs and allow more seawall to be built?

A9. No. The cantilever cost is a small percentage of the overall budget, and eliminating it would not create additional seawall.

Q10. How will erosion at the ends of the wall be handled?

A10. The wall ends will be reinforced with additional concrete or RSP to prevent flanking erosion.

Q11. Why is the bike lane in the middle of the road?

A11. The lane runs between future perpendicular parking and the travel lane to maintain a safe and consistent facility.

Q12. How will Rock Slope Protection (RSP) be used, and can more be approved?

A12. RSP helps absorb wave energy, and the plan is to reuse the existing material. Importing new RSP is not currently allowed.

Q13. Was West Cliff (in the City of Santa Cruz) allowed RSP?

A13. Yes, but only as a temporary measure.

PHASING, SCOPE, AND FUNDING

Q14. Can private property be included in the project?

A14. No. Current funding is limited to public land. Private property would need to pursue their own projects and permits. The initial phase ends at the public parking lot, though future connections such as the staircase could be considered later. The City could potentially coordinate with private projects, but additional mitigations would be required.

Q15. How many phases are anticipated?

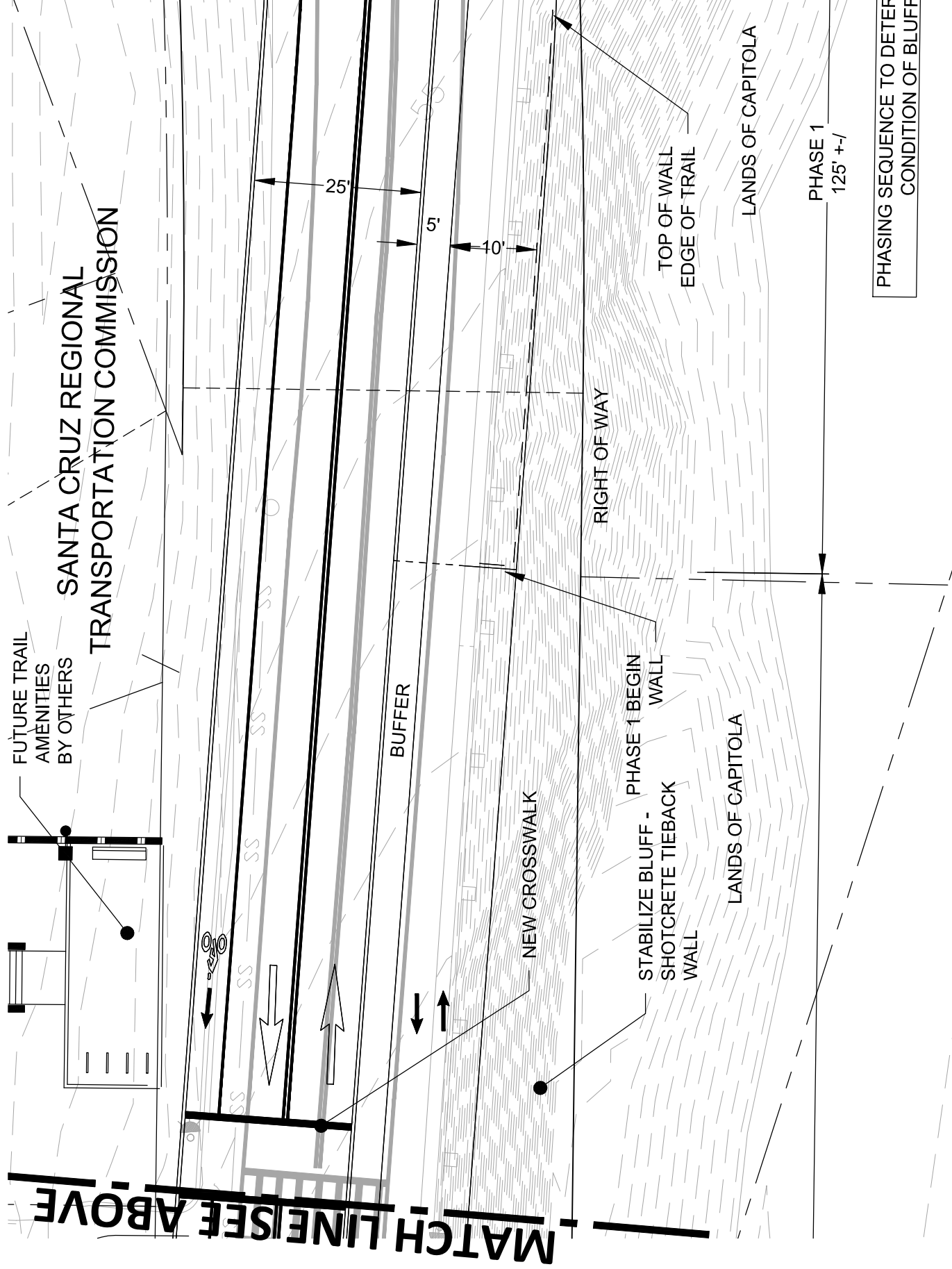
A15. At least three phases are likely, due to funding limitations and the small number of qualified contractors. The most compromised sections will be addressed first.

Q16. Is the small initial scope worthwhile given overall cost?

A16. Yes. Completing Phase I will improve the City's ability to secure future funding. Current funding is from the Federal Highway Administration.

Q17. Why was this area selected first?

A17. This section has the most critical erosion concerns, including sea caves and documented bluff loss.



PEDESTRIAN BARRIER
CONCRETE/ RAILING 48"
TALL

CANTILEVER EXTENT DEPENDS
UPON LOCATION ALONG CLIFF
DRIVE

PHASING SEQUENCE TO DETERMINE
CONDITION OF BLUFF

PLAN

1-INCH