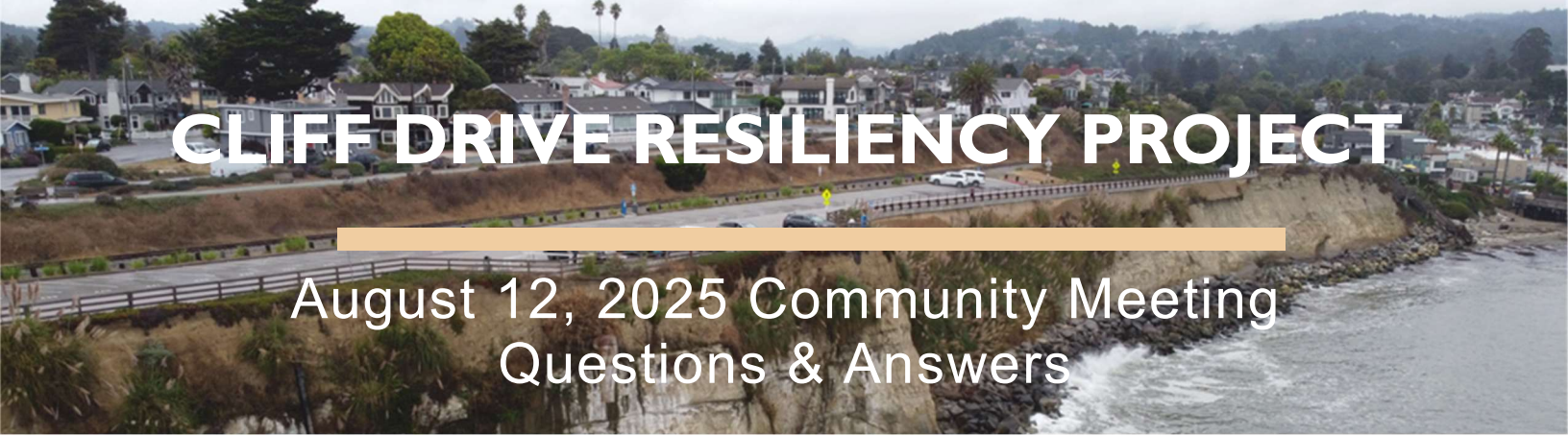




CLIFF DRIVE RESILIENCY PROJECT

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.

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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.