

**Comments**

June 26, 2006

Jack O'Neill  
 2-3610 East Cliff Drive  
 Santa Cruz, CA 95062

Santa Cruz Planning Department  
 Attention: Claudia Slater  
 701 Ocean Street, Fourth Floor  
 Santa Cruz, CA 95060

P31-1

Regarding the Pleasure Point seawall: the biggest problem with a seawall is the destruction at the down coast end. My house is immediately at the down coast end and would certainly suffer damage from the installation of the seawall as planned. Accordingly, I am concerned. I would appreciate a reply stating how these increased hazards to down coast property will be addressed. Thank you for your consideration.

Sincerely,



Jack O'Neill

**Responses**

**P31-1**

There are several design features and mitigation measures that would prevent the proposed bluff protection structures from damaging adjacent properties. First, as recommended in the geotechnical report for the project (Haro, Kasunich & Associates 1997), the east and west ends of the structures would be terminated with a tapered catenary (a type of smooth curve). This would maintain the natural geometry of the coastal bluff and prevent deflection of wave energy toward adjacent sections of the cliff. In addition, to protect the termination point next to your property, some of the existing riprap would be removed, the bluff protection structure would be installed, and the removed riprap would be replaced to arm the transition area (Mitigation 6.1.a). This work would need to be coordinated with you. Finally, the Department of Public Works would inspect the bluff protection structures annually and would maintain and repair the structures, as needed (Mitigation 6.1b).

**Comments**

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Jack O'Neill  
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P32-1

The inside Pleasure surfing spot between 36<sup>th</sup> and 37<sup>th</sup> Avenue is about the most used in the Pleasure Point area. I am wondering why they are taking out a restroom facility that has already been built and paid for when there are so many people relieving themselves on the beach and this immediate area. A thought out reply would be appreciated.

Sincerely,

Jack O'Neill



**Responses**

**P32-1**

The existing restroom is abandoned and out of service. It would be demolished under the proposed action and replaced with a small bathroom and outdoor shower at Pleasure Point Park.

**Comments**

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Jack O'Neill  
 2-3610 East Cliff Drive  
 Santa Cruz, CA 95062

Santa Cruz Planning Department  
 Attention: Claudia Slater  
 701 Ocean Street, Fourth Floor  
 Santa Cruz, CA 95060

RE: EAST CLIFF DRIVE- ONE-WAY TRAFFIC FLOW

The purpose of this letter is to call attention to the direction of traffic flow, at least, between 33<sup>rd</sup> and 41<sup>st</sup> Avenue. Logically, the current direction makes no sense as it increases congestion and contributes to inattentive and highly dangerous driving. It should be reversed because:

1. To return to point of origin it is necessary to do left hand turns on Portola Avenue. Left hand turns require crossing or tying up three lanes of traffic and considerable stopping and waiting on the Avenues to enter Portola Avenue. This is costly in time, pollution, danger and gas prices (which often goes to countries promoting terrorism).
2. The left hand turn off of Portola Avenue down the Avenues to the beach also ties up traffic on Portola and further limits access to Portola from cars making left hand turns from the Avenues.
3. A reverse of the one-way would set up a simple right-hand turn traffic pattern, which only involves one lane.
4. Also very important, is that with the present direction of traffic flow (eastward) surfers and sightseers look backward over their shoulder to check the surf, endangering pedestrians and other traffic. This situation would pose far less risk to pedestrians if

**Responses**

**P33-1**

As discussed in Section 2.4.2 of the Revised Final EIS/EIR, East Cliff Drive between 32<sup>nd</sup> and 41<sup>st</sup> avenues was converted to one-way operation in 1994. No particular safety problems associated with the eastbound traffic direction have occurred since that time. While traffic reversal along East Cliff Drive would allow easier ocean viewing, it would also alter traffic patterns in the area. A reversal of the one-way traffic would be counter to the prevailing west to east traffic pattern. Consequently, most motorists would continue to travel through the area in an easterly direction and would be required to use Portola Drive as a detour, then loop around through the residential neighborhood to East Cliff Drive. Traffic levels would increase on 30<sup>th</sup> Avenue, as motorists detoured to Portola Avenue, and would increase on 36<sup>th</sup>, 37<sup>th</sup>, and 38<sup>th</sup> avenues as motorists cut through to access East Cliff Drive. The expected traffic volume on 38<sup>th</sup> Avenue would be approximately 1,800 vehicles per day, which is normally considered the maximum desirable traffic volume for a residential street. The expected traffic volume on 30<sup>th</sup> Avenue would be about 3,000 vehicles per day. For these reasons, the project proposal does not include reversing the flow of traffic on East Cliff Drive.

P33-1

**Comments**

**Responses**

P33-1  
(cont'd)

the drivers were glancing left in a forward direction to view surf as they would if traffic were reversed.

5. At the west end (32<sup>nd</sup> Avenue) of the reverse one-way the east bound traffic on East Cliff Drive could reverse its direction and either do a u-turn and return east on East Cliff Drive; or turn left on 32<sup>nd</sup> Avenue; or turn right on Pleasure Point Drive.

The reverse one-way would give direct access to the beach from 41<sup>st</sup> Avenue (the main artery towards the beach), improve traffic flow, waiting time, exhaust pollution, dangerous traffic situations and flow of gas money to some of the countries that are involved in terrorism. Just the safety improvement alone mandates serious consideration of this proposal. If traffic continues in the present direction it is just a matter of time before a pedestrian is killed by a driver looking back over their right shoulder at surf conditions. If the traffic were reversed, deaths could be prevented.

Sincerely,

Jack O'Neill



**Comments**

June 24, 2006

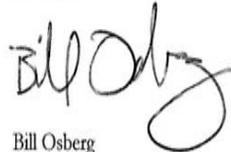
Ms. Claudia Slater  
Planning Department, County of Santa Cruz  
701 Ocean Street, Room 400  
Santa Cruz, CA 95060

Dear Ms. Slater:

I am a homeowner on Opal Cliff Drive, near the area of the proposed East Cliff Drive Bluff Protection & Parkway Project. My wife and I frequently walk along the stretch of East Cliff Drive where this project will be done.

P34-1 | We are both strongly in favor of the project. It will be a tremendous benefit to the community and improve the quality of life for everyone who uses the beach.

Sincerely,



Bill Osberg  
4362 Opal Cliff Drive  
Santa Cruz, CA 95062

**Responses**

**P34-1**

Thank you for your comment.

**Comments**

SANTA CRUZ COUNTY PLANNING DEPARTMENT  
AND REDEVELOPMENT AGENCY (as the project sponsor)

REVISED DRAFT ENVIRONMENTAL IMPACT STATEMENT/REPORT (EIS/EIR)  
FOR  
EAST CLIFF DRIVE BLUFF PROTECTION AND PARKWAY PROJECT  
SANTA CRUZ, COUNTY, CALIFORNIA

**Public Comment Card**

Please use this comment card to submit your views regarding the project alternatives and potential environmental impacts of the East Cliff Drive Bluff Protection and Parkway Project.

Name: *Bill Patterson*  
Mailing Address: *444 BAKER ST SANTA CRUZ 95062*  
Street, state, ZIP:  
Affiliation (if any): *Community Resident*  
Date:

**Comments:**

P35-1 | Appreciate your thoroughness in planning  
and involvement of our community members.  
I encourage you to do the maximum  
(practical) possible.  
*Thank you*

**Responses**

**P35-1**  
Thank you for your comment.

To submit comments, please turn in today or mail to:

County of Santa Cruz  
Planning Department  
701 Ocean Street, Room 400  
Santa Cruz, CA 95060  
Attn: Claudia Slater  
(831) 454-5175

*Comments must be received by 5:00 P.M. June 26, 2006*

**Comments**

Jay and Annette Pennock  
3000 Pleasure Point Drive  
Santa Cruz, CA 95062  
Tel: 831-479-8235  
Fax: 831-479-8240  
pennocks@pacbell.net

Planning Department, County of Santa Cruz  
701 Ocean Street, Room 400  
Santa Cruz, CA 95060

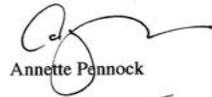
Attn: Claudia Slater or Paul Rodrigues

Dear Planning Department,

P36-1

My husband and I are writing to show our support for the proposed upgrades to the deteriorating cliff on East Cliff Drive. Attached is the version we believe would be best for our local community.

Thank you for your hard work and consideration of our comments.



Annette Pennock



Jay Pennock

cc. Jan Beutz

**Responses**

**P36-1**

Thank you for your comment.



## Comments

### Alternative 1: Full Bluff Armoring (Preferred Alternative)

Under Alternative 1, two segments of the cliff face adjacent to East Cliff Drive would be fully armored with an engineered (soil nail and shotcrete) bluff protection structure: an 1,100-linear-foot segment, between 33 rd and 36 th avenues (Project 1), and a 300-foot segment at the end of 41 st Avenue (The Hook [Project 3] ). The bluff protection structure proposed is referred to as a soil nail wall. This soil nail wall would be supplemented with mechanically stabilized earth (MSE) retaining walls on an as needed basis in areas where the terrace deposits have failed. These walls would support build-out areas needed for parkway development. Any MSE walls used in this alternative would be subsequently covered by the soil nail wall components.

Under Project 2, the travel lane on East Cliff Drive would be reconfigured to provide a 16-foot one-way vehicle lane, curb and gutter, additional parking spaces, and separate eight-foot bicycle and eight-foot pedestrian paths.

The two proposed bluff protection structures would be designed to protect the slope and to look natural. The proposed structures would be sculpted and stained to match the existing soils and rock layers and would follow closely or hug the natural cliff face. !!!

### *Soil Nail Construction*

The bluff protection structures design includes a series of horizontal metal tieback rods inserted into the vertical face of the terrace deposits (the upper 15 feet of the bluff) and the underlying Purisima Formation. The base of the soil nail structures would be founded in a formed concrete footing set three feet into the bedrock, with an apron extending four feet beyond the face of the wall. Excavation of the bedrock would be required to properly prepare for the footing and apron. The footing would extend downward to approximately 3 feet NGVD (National Geographic Vertical Datum). The tieback rods (grouted steel rebars) would be fastened at the bluff face to a wire mesh grid or other reinforcing material and covered with two layers of sprayed-on concrete. The first layer (10 to 12 inches) would be the structural component covering all the steel tiebacks and reinforcing the second layer. This second layer (6 to 12 inches) would be the sculptural element, and would be shaped and colored to replicate the natural appearance of the bluffs.

### *Mechanically Stabilized Earth*

MSE walls (like those that would be used on the bluffs along East Cliff Drive) are constructed with reinforced soil. Reinforcing elements such as steel strips, steel or polymeric grids, or geotextile sheets are placed in the soil to improve resistance. Improved resistance reinforces and strengthens the soil significantly and allows very steep slopes or even vertical walls to be constructed without support from a massive structural system at the face of the slope.

The principal purpose for using MSE is to construct an embankment, or wall at an angle steeper than could otherwise be safely constructed with plain soil. The increase in stability allows for construction of steeper slopes on firm foundations for such features as new highways and as replacements for flatter un-reinforced slopes and retaining walls .

Additionally, using MSE at the edges of a compacted fill slope provides lateral resistance during compaction. The increased resistance increases soil density and provides increased confinement for the soil at the face. Even modest amounts of reinforcement in compacted slopes have been found to prevent sloughing and reduce slope erosion.

## Responses

**Comments**

**Responses**

**Stairs and Abandoned Restroom (Projects 1 and 3)**

Access to the beach and surf area is a major concern, as expressed through public comments. The three existing stairways in the project area would be either replaced or repaired and a new stairway would be built. The abandoned restroom would be demolished and a new restroom built at Pleasure Point Park. Table ES-1 below outlines how and which stairways would be affected.

**Removal of Existing Concrete Rubble and Riprap (Project 1)**

The County has proposed removing approximately 4,000 to 6,000 cubic yards of concrete rubble from the beach. This would make more beach area available to the public and improve aesthetics. If possible, the rubble would be ground down (at another off site location) into smaller sizes and reused. If this is not possible, the rubble would be disposed of at the County landfill. The rock riprap in areas where the proposed protection structures would be erected would be either removed or relocated to the proposed stairways for protection during large storms. The riprap in the vicinity of the stairs at The Hook would remain as a protective armoring to the stair supports.

**Table ES- 1**

Stairway #1  
33rd Avenue (Pleasure Point Park)  
New stairway to be constructed.  
Concrete (for Alternative 1)

Stairway #2  
35th Avenue, near the abandoned restroom  
Stairway to be demolished and rebuilt a block from current location, near 36th Avenue.  
Concrete (for Alternative 1)

Stairway #3  
38th Avenue  
Stairway to remain in place, unaffected by project.

Stairway #4  
41st Avenue (The Hook)  
Stairway to be temporarily removed, repaired, and reinstalled.

Any riprap or other armoring located along portions of the project area in front of private parcels where no protection structure is proposed would remain.

**Road Improvements (Projects 2 and 3)**

East Cliff Drive would be configured as a single, 16-foot-wide (5-meter-wide) lane, with one-way travel in the eastbound direction from 32 nd Avenue to 41 st Avenue, similar to the existing alignment. Pedestrian and bicycle paths would be constructed and additional public parking would be added. A rolled curb (a curb with a curved top that can be driven over by vehicles) between the roadway and the paved path would allow emergency use and would meet state standards for fire access. It would also control surface drainage (see below). Traffic guardrails would be removed and a new pedestrian guardrail would be installed in some locations. Some roadside signs would be required, but there would be no overall increase in signage along the proposed project site. At each of the intersections, cross walks and access ramps through the

*only section for 1 way NOT from 17th Ave*

*additional  
We are not opposed - only this is a huge dividing issue for our neighborhood.*

**P36-2**

See response to Comment P1-1 above regarding the rationale for the proposed parking.

P36-2

**Comments**

rolled curb would be installed. The width of the road in these areas would be widened to accommodate left turn requirements onto East Cliff Drive.

**Pedestrian and Bicycle Improvements (Projects 2 and 3)**

Pedestrian and bicycle paths would be constructed on the south (ocean) side of East Cliff Drive. The pedestrian path would be eight feet wide, constructed of decomposed crushed granite (approximately two to three inches deep). The bicycle path would be eight feet wide, constructed of asphalt, and would be between the pedestrian path and the car lane. The bicycle path would be separated from the car lane by a rolled curb and elevated six inches above the car lane. Where sufficient width is available, a landscaped buffer, composed of coastal vegetation, would be installed along the pedestrian and bicycle paths. Additionally, crosswalks would be installed on East Cliff Drive at 34 th, 35 th, 36 th, 37 th, and 38 th avenues and at the parking lot at 41 st Avenue.

*? possible raised crosswalks acting as speed restrictors?*

**Parking Improvements (Project 2)**

Existing parking spaces would be relocated and reconfigured, and new parking would be added, resulting in a net gain of 10 new parking spaces, for a total of 37 on-street public parking spaces.

*NOT NECESSARY - too many people opposed.*

**Park Development (Project 2)**

Pleasure Point Park is a viewing area for the beach and the surf and is heavily used by surfers as an access point to the beach below. Proposed improvements to the park include the construction of a small restroom with an outdoor shower, landscaping, and outdoor seating and picnic tables. This would also be the location of a new beach access stairway (see Table ES-1).

*(like the Hook)*

**Storm Drainage (Projects 2 and 3)**

The park site and the road and roadside sections would be designed to drain away from the top of the bluff into new catch basins. New catch basins would be equipped with improved infiltration and water quality mechanisms, as per best management practices. The project would require capping and replacing several old storm drain outfalls, whose pipes protrude near the top of the bluff. All the new storm drain lines are designed to be embedded in the bluff and would release water at the base of the cliff through the bluff protection structures. These drains would discharge water over an energy dissipater in the base of the bluff structure to prevent erosion and to minimize turbidity. The outfall pipes would also be partially covered by the bluff and would be designed to blend with the surrounding bluff structure.

*tricky - also many surfers opposed!*

*!!! VERY IMPORTANT*

*Emphasize to gain cooperation w/ surfers - Many in the surf community are environmentally conscious too.*

*Thank you. AG.*

**Responses**

**P36-3**

The original parkway design included a raised walkway between the existing parking lot at The Hook and the proposed pedestrian and bicycle paths. However, this feature was eliminated because of community concerns about the additional noise that would be associated with vehicles slowing down before and accelerating away from the raised crosswalk.

**P36-4**

The RDA has worked closely with the local community, including surfers, to develop the plans for the parkway improvements. Over the past six years, the RDA has sponsored several community meetings and workshops to present information, answer questions, and solicit local ideas. The most recent of these meetings was held June 8, 2006. As a result of these meetings, the RDA has made several revisions to the parkway design to accommodate suggestions from surfers and other members of the community. One example is relocating a proposed new stairway from the 35th Avenue area downcoast to 36th Avenue. This was done at the recommendation of local surfers because it would be a better location for exiting the water. The improvements at Pleasure Point Park would include providing electricity to the improved restroom. The power thus provided could also be used for local events. Better trash containers would also be placed in the park.

P36-3

P36-4

*\* work w/ local groups to ensure usability needs for all surf contests.*

*electricity available for contests & events held in the park.*

*+ Better trash facilities  
+ More receptacles  
+ More attractive housing for cans  
+ More recycling.*