



Honorable Mayor and Members of the Hermosa Beach City Council

CAPITAL IMPROVEMENT PROJECT (CIP) 623 REGARDING MUNICIPAL PIER STRUCTURAL INSPECTION AND EVALUATION, REPAIR, AND REQUEST FOR DIRECTION REGARDING POSSIBLE REPLACEMENT

CEQA: Determine that the high priority structural repairs and removal and replacement of the Surfer’s Walk of Fame Plaques Project (“Project”) as part of CIP 623 is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines section 15301.

(Public Works Director Joe SanClemente)

Recommended Action:

Staff recommends City Council:

1. Determine that the high priority structural repairs and, removal, and replacement of the Surfer’s Walk of Fame Plaques Project (“Project”) as part of CIP 623 is exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301 (Existing Facilities);
2. Direct staff to file a Notice of Exemption within 5 business days;
3. Direct staff to complete the high priority repairs to the Municipal Pier (“Pier”) as part of CIP Project 623;
4. Direct staff to replace the Surfer’s Walk of Fame plaques with the railing-mounted option as part of CIP 623; and
5. Provide staff with direction on whether to begin the planning and environmental review process for a proposed replacement project.

Executive Summary:

Staff and the JMC2 Engineering (“JMC2”) team completed a comprehensive structural assessment of the Pier, including a cost-benefit evaluation, to guide the City in near- and long-term decision making. The assessment determined that the Pier is in poor to serious structural condition and will require reinspection and repair every 5 years for the foreseeable future as the structure continues to age in a highly corrosive marine environment.

While the City recently completed \$3.1M in repairs in 2023-2024, it is estimated that maintaining the existing structure would cost more than \$210M over the next 45 years. The cost-benefit analysis found that replacing the Pier is significantly more cost-effective than continuing long-term repairs. A new Pier is estimated to cost approximately \$58.6M

(in 2032 dollars) and would save the City more than \$100M in lifecycle costs while providing a modern, resilient facility designed to serve the public for decades to come. Due to extensive planning, environmental review, and permitting requirements, the replacement process is expected to take at least 6 to 8 years before construction could begin.

The City could choose to continue repairing the existing facility, but doing so would require funding increasingly costly repairs while deterioration accelerates as the facility approaches the end of its useful life. Staff recommends existing Pier maintenance projects cease after the 2027 repair; and that the Council direct staff to begin the planning and environmental review process for a proposed Pier replacement project to potentially start construction by 2032 (but no later than 2036, before experiencing substantial cost escalation).

To start construction by 2032, Council would need to direct staff to begin planning efforts by late 2026. If the decision is deferred to 2030, construction could begin by 2036. The timing of this decision will affect whether the City must reserve funding for the next major round of pier repairs scheduled for 2030, which would need to be budgeted in the Fiscal Year (FY) 2027–2028 budget cycle. Whether the Pier is replaced or not, careful consideration will be necessary to determine when major maintenance should cease to avoid potential pier closures, similar to those currently affecting other municipal piers throughout California.

Staff recommends the current Pier repairs project being advanced through CIP 629, which is currently in the final design and permitting phase, continue to move forward to address high priority repairs that must be completed by 2027 (regardless of a potential decision to replace the Pier in the future) to maintain structural integrity, prevent further load restrictions, and avoid potential closures of the Pier, while ensuring its continued use and enjoyment. Staff is also seeking Council direction for the replacement of the surfer plaques, which would be included as part of the current project.

Background:

Brief Pier History

The City's first Pier was built in 1904 by the Hermosa Beach Land and Water Company, constructed entirely of wood and extended approximately 500 feet into the Pacific Ocean¹. In 1913 during a storm, the wooden Pier was partially destroyed and was subsequently demolished and replaced with a new concrete pier, approximately 1,000 feet long, paved with asphalt for its entire length¹. In 1961, the Pier was demolished and replaced with the current concrete pier, which was completed in 1965 and remains today².

¹ Hermosa Beach Historical Society, <https://www.hermosabeachhistoricalsociety.org/early-hermosa>.

² Daily Breeze, January 17, 2022, <https://www.dailybreeze.com/2022/01/17/south-bay-history-former-hermosa-beach-nightspot-becomes-the-ocean-aquarium-marinelands-precursor/>

The existing Pier extends approximately 1,140 feet into the Pacific Ocean and is 20 feet in width, with a wider 50-foot by 68-foot-long turn-around at the end. Since its original construction, the existing structure has undergone a series of major repairs, with the most recent repair occurring in 2023-2024.

2023-2024 Major Repairs

In February 2024, the City completed an approximately \$3.1M structural and electrical improvements of the Pier, partially funded by \$2.3M secured by Assembly Member Al Muratsuchi through the State budget process. The completed repairs addressed priority structural needs identified in the 2017 detailed structural assessment and as updated pursuant to an emergency, supplemental inspection completed in 2022. These inspections identified the highest priority needs at the time (including repair of 29 concrete piles, 11 concrete pile caps, the lifeguard storage room beams and walls under the Pier; and replacement of wooden top rails on the existing guard rail and a fractured concrete deck panel). The project also completed major upgrades to the Pier's electrical and lighting systems, replacing deteriorated electrical conduits and fixtures that were no longer operational at the time. These upgrades restored lighting along the north side of the Pier and ensured a more reliable electrical connection to the foghorn at the end of the Pier that is used for maritime navigational purposes and had been affected by electrical outages on the Pier. Prior to these repairs, staff had identified worsening concrete spalling conditions beyond those identified in the 2017 assessment. As a result, additional repairs were incorporated into the project scope and stall closely monitored tidal conditions during construction, which resulted in several full closures of the Pier during large storm events. Although the 2023–2024 repairs addressed high-priority pile and pile cap repairs, it was anticipated that the next major repair cycle would focus on the concrete deck system.

New Comprehensive Inspection

As part of CIP 623, the City commissioned a new comprehensive structural inspection, which is required approximately every 5 years in accordance with recommendations outlined in the California Building Code for Marine Structures. The previous full inspection occurred in 2017, with limited updates completed in 2022. Shortly following the conclusion of construction for the last round of repairs, staff retained JMC2 to perform the new detailed inspection and evaluation in September 2024, with the field investigations commencing in October 2024.

The inspection of the deck top, deck soffit, pile caps, and piles was conducted over the following periods: October 15-17, 2024 (through use of a rough terrain boom lift for close visual inspections from the beach), October 29 to November 8, 2024 (use of scaffold rig for close visual underside inspection over the water), October 15 to December 17, 2024 (top deck inspection) and December 17-18, 2024 (underwater dive inspection).

In addition to close-up visual, and tactile, inspections of the entire structure, the team also utilized ambient vibration testing, on 4 deck panels (November 17, 2024) and an additional 9 bays in March of 2025. The project team worked in close coordination with staff to evaluate and compare the results to refine the overall repair recommendations.

At the May 13, 2025 CIP Study Session, staff provided Council with a preliminary update on the findings of the assessment report that indicated the need for substantial repair work with a rough order of magnitude cost of \$6.7M over the next 5 years, including \$3.7M of high priority repairs within the next 1 to 2 years to address approximately 13 deck panel replacements, deck panel strengthening, and deck panel soffit repair. An additional \$3M in repairs would be required within the next 3 to 5 years to address concrete pile cap repairs and additional concrete deck panel repairs. In May 2025, the data from the ambient vibration tests was still being analyzed for incorporation into the full assessment report. At the same time, the team was working to prepare the cost-benefit analysis of future repairs required to maintain the structure. To avoid further weight restrictions or closure(s) of the Pier, staff recommended allocation of funding in the FY 2025–2026 budget for the first phase of repairs to address the highest priority repairs within the required 1–2-year timeframe. This in turn required the design team to move very quickly to complete the design and expedite a lengthy permitting process. In August 2025, staff retained JMC2 to begin the final design and permitting efforts for the high priority improvements.

Past Council Actions

Meeting Date	Description
<u>August 22, 2017</u>	Award of Professional Service Agreement for CIP 16-629 the Assessment and Design of Structural Elements of the Municipal Pier to JMC2.
<u>January 11, 2022</u>	Award of Professional Services Agreement for CIP 629 Municipal Pier Structural Repairs to JMC2.
<u>November 29, 2022</u>	Adoption of a Resolution for Pier Grant Funds.
<u>February 27, 2023</u>	Award of construction contract for CIP 629 Municipal Pier Structural Repairs and CIP 660 Municipal Pier Electrical Repairs to Jilk Heavy Construction.
<u>November 14, 2023</u>	Adoption of a resolution approving the first amendment to the Jilk Heavy Construction, Inc. contract for CIP 629 Municipal Pier Structural Repairs and CIP 660 Municipal Pier Electrical Repairs.
<u>May 13, 2025</u>	Staff presented initial structural assessment results to City Council at the CIP Study Session detailing the substantial repair work required at approximately \$6.7M, with \$3.7M in the next 1 to 2 years and an additional \$3M in 3 to 5 years.

Discussion:

2026 Structural Assessment Findings

The Structural Condition Assessment report was completed in January 2026 following extensive coordination between City engineering staff and JMC2.

The report summarizes the detailed inspection observations, structural significance, repair and maintenance recommendations, and cost estimates for repairs. The report also details construction repair programming to establish budgets and timelines to maintain and repair the Pier for the next 45 years through the end of the Pier's serviceable lifespan.

Overall, the Pier is currently in poor to serious condition and will continue to require reinspection and repair at least, approximately every 5 years for the foreseeable future. Repairs may be combined, at the City's discretion, to realize economies of scale for design and permitting work, project management, and construction cost, but combining them may not be feasible due to funding constraints. The following summarizes the report's repair and maintenance recommendations.

1. Near-Term – High Priority (required repairs by 2026)

Required work includes:

- Replacement of 4 concrete deck panels.
- Structural strengthening of 14 deck panels.
- Crack injection and spall repair for approximately 35% of deck panel soffits.

Ambient vibration testing was used to refine the repair requirements and confirm no other major issues that could not be detected through other more conventional inspection methods.

The Pier was originally designed for 10-ton truck loads, but the allowable load rating was reduced to 5 tons in 2023 due to deterioration. Repairs to the deck panels identified as in serious condition must be conducted within the next 1 to 2 years (or by end of 2026 since inspections were completed in Fall 2024) to avoid a further reduction in the load rating, restriction of vehicle access, and partial pier closure(s).

Estimated Cost: \$3.25M (2025 dollars); the design and permitting for these improvements is well underway as part of CIP 623.

2. Near-Term – Medium Priority (required repairs in 3-5 years)

Repairs anticipated around 2030 include:

- Concrete Pile Cap crack injection and spall repairs to approximately 80% of pile caps.
- Concrete Deck Panels crack injection and spall repairs to approximately 45% of deck panel soffits and 90% of deck panel tops.

Estimated Cost: \$3.22M in 2025 dollars (or \$3.92M in 2030 dollars).

3. Mid-Term (required repairs in 6 - 10 years)

Repairs anticipated around 2035 include:

- Concrete pile spall repairs and fiberglass jacket repairs to approximately 6 piles.
- Concrete pile caps spall repairs anticipated to be identified in future inspection efforts.

Estimated Cost: \$4.38M in 2025 dollars (or \$6.49M in 2035 dollars).

4. Long-Term (required repair beyond 10 years)

The field inspection did not identify any current defects that will specifically require repairs 10 years or more in the future. However, we anticipate the need for additional rounds of pile repairs, pile cap repairs, and deck panel repairs as **deterioration continues to accelerate**. The existing Pier facility is more than 60 years old and **nearing the end of its service life**. Concrete structures in the marine environment typically require concrete corrosion repairs on an average 5-year cycle after they reach 50-years of age. **The volume and cost of these repairs accelerate until the end of the facility's useful life.**

Assuming that the high priority repairs are completed as recommended, the Pier will continue to need inspection at 5-year intervals; the next routine inspection should occur in Fall 2029. As the structure ages, and if subsequent inspections determine that the Pier has rapidly advancing deterioration, a more frequent interval may be required.

2026 Cost – Benefit Analysis

To assist in identifying the most cost-efficient timing for potential replacement of the Pier with new a new structure, a cost–benefit analysis was completed to compare long-term repair costs with full Pier replacement. The analysis compared the significant capital outlay cost of a new facility with the projected escalating cost of repairs as the Pier nears the end of its service life. The benefit of the new facility includes its very low to no maintenance costs typically for the first 15 to 20 years.

The following table provides a summary of the repair costs that are anticipated to be required to maintain the existing Pier over the next 45 years. The repairs have been grouped into reasonable projects that will typically occur in 5-year increments to reduce the number of individual construction mobilizations and minimize public impact. The budgetary cost estimates for each construction project include the costs of routine and design-level inspections, design, geotechnical investigation, environmental permitting, contract administration, and construction support efforts.

Projected Repair Costs to Existing Pier (2025 – 2070)

Repair Year	Estimated Repair Cost	Cumulative Cost
2025-2027	\$3,511,000	\$3,511,000
2030	\$3,916,000	\$7,427,000
2035	\$6,490,000	\$13,917,000
2040	\$9,459,000	\$23,376,000
2045	\$12,641,000	\$36,017,000
2050	\$17,654,000	\$53,671,000
2055	\$23,706,000	\$77,377,000
2060	\$31,676,000	\$109,053,000
2065	\$43,512,000	\$152,565,000
2070	\$57,670,000	\$210,235,000

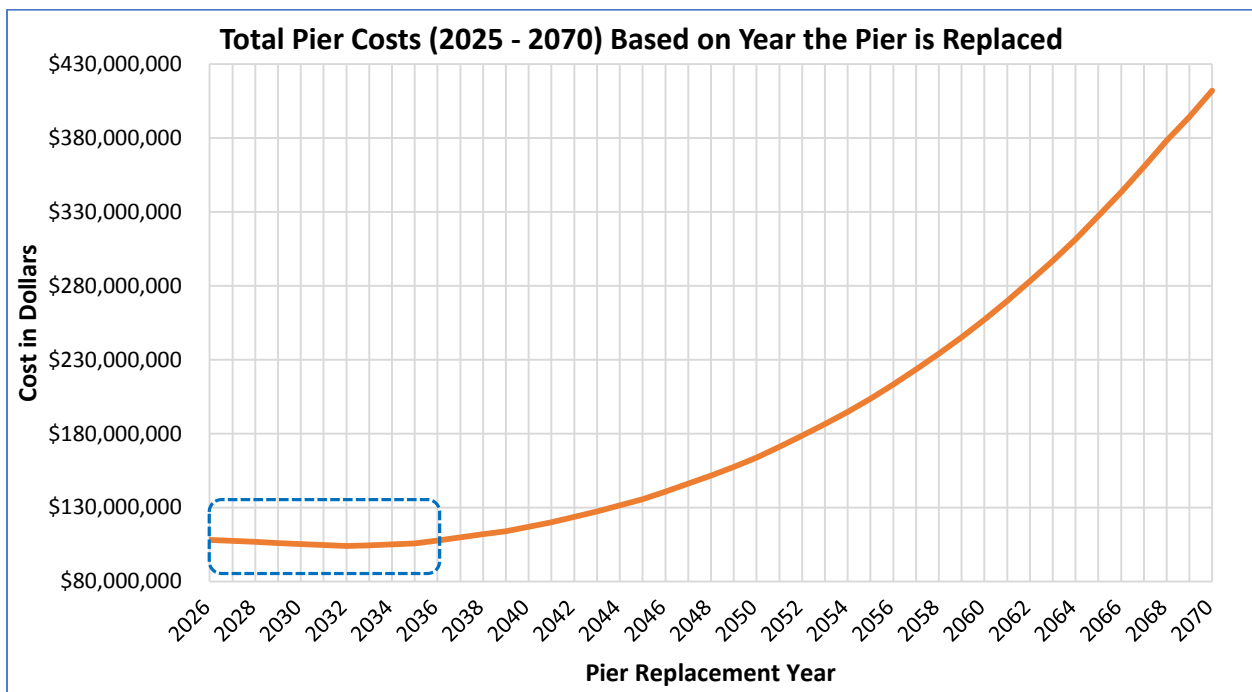
Notes:

1. 2025-2027 repair year is the current project under design (CIP 623)
2. Costs adjusted for inflation assuming 4% annual.

As detailed in the table above, the repair costs are anticipated to increase significantly for each successive 5-year repair, with a cumulative projected cost of more than \$210M over the next 44 years to maintain the existing structure. Meanwhile, the cost for a new replacement Pier is anticipated to be about \$44.5M (in 2025 dollars), assuming a structure of roughly the same size and amenities as further detailed in the assessment report. The budgetary cost estimate includes the cost for the demolition of the existing Pier and construction of a full replacement pier and the associated design and other administrative costs. It is anticipated that the replacement of the Pier will be a lengthy process and could take at least 6 to 8 years before construction could in order to complete the necessary

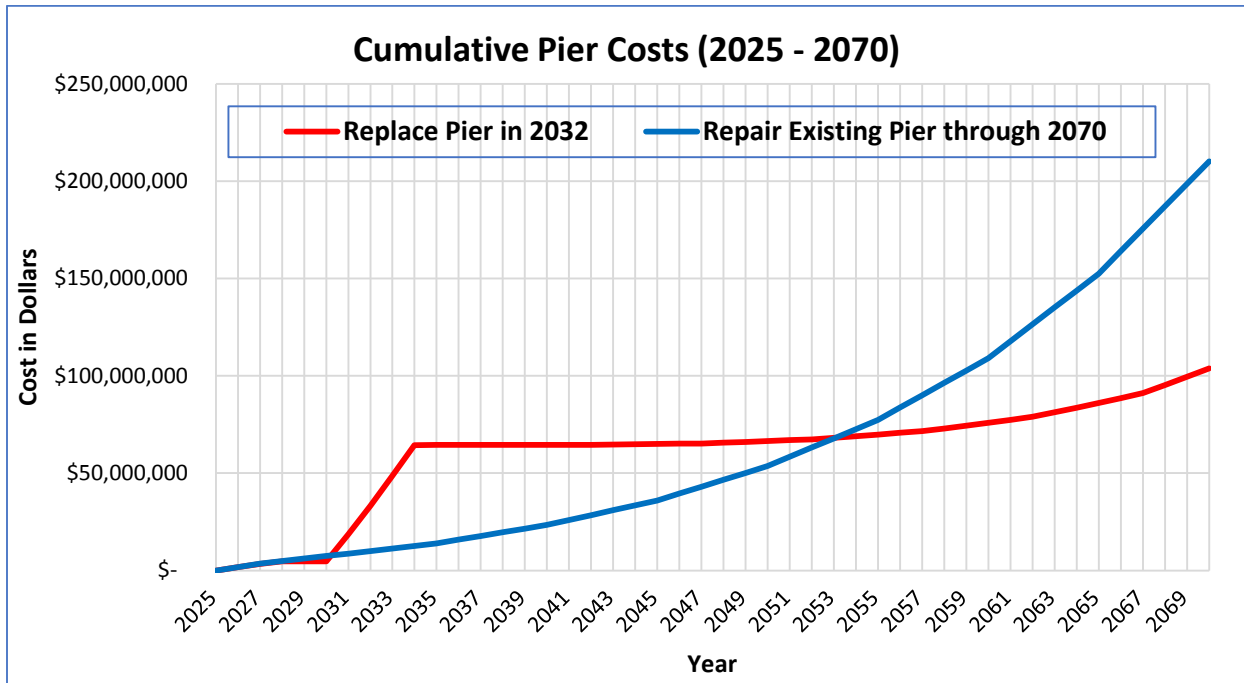
planning, public outreach, CEQA environmental assessment efforts, design, permitting, and advertisement.

To determine the most cost-efficient timing for the City to replace the Pier with a new structure, staff compared the anticipated maintenance and construction costs for the Pier based on what year the pier is replaced. The following figure details the costs for 45 different scenarios, one for each calendar year from 2026 to 2070, determining the total costs over the next 45 years if the Pier is replaced in that year. The costs include maintenance projects for the current Pier, the cost of a new facility, and the costs of maintaining the new facility (which are very low for the first 15 to 20 years following new construction).



As illustrated in the figure above, it is estimated that the scenario where the Pier is replaced in the year 2032 would result in the lowest, or optimal, replacement cost when considering costs over a 45-year period (2025-2070). The total Pier costs through 2070 are estimated to be \$103.9M if the Pier is replaced in 2032 (this cost includes the cost of replacement which is estimated at \$58.6M in 2032 dollars plus the ongoing cost of maintenance over the remainder of the 45 year period). For comparison, the total Pier cost \$107.8M if the Pier is replaced in 2036. The costs begin to rise significantly after year 2036.

The following figure compares the total costs for the Pier (over the next approximately 44 years) for the scenario where the Pier is replaced in 2032 versus the scenario where the Pier is not replaced, but received the required repairs per the projected maintenance schedule detailed in the table above.



When adjusted for inflation, the replacement of the Pier in 2032 is projected to cost approximately \$58.6M (\$44.5M in 2025 dollars). If the Pier were to be replaced in 2032, the overall savings of new construction are typically not fully seen until approximately 15 to 20 years after construction of the new facility; however, the City would realize net savings over the 45-year period of approximately \$107M by 2070. It should also be noted that in the year 2070 the existing pier will reach an age of 105 years and will likely have no remaining useful service life and would then require replacement.

2026 Structural Assessment Recommendations

It is recommended that existing Pier maintenance projects cease after the 2027 repair project is completed and that the Council direct staff to begin planning and environmental review for a proposed replacement project to start construction in the year 2032. The Near Term – High Priority 2027 repair project must be completed as planned to avoid a reduction in the current Pier load rating, restriction of vehicle weight, or localized deck area closures. To break ground for construction of a new Pier in 2032, planning studies, public outreach tasks, and environmental assessment studies will likely need to be started as early as the second half of 2026 to avoid partial Pier closures and may not be achievable on that timeline given the lengthy permitting and funding requirements. It is important to note that there is only a 4% total cost difference of Pier replacement over the next 10 years, which gives the City some flexibility in choosing to replace the pier any year before 2036 without significant additional cost over replacement in the optimal year 2032.

If the Pier is replaced in 2032, the 2030 Near Term – Medium Priority recommended repair project would not be fully implemented as outlined, but instead a revised/reduced repair

list may still be required with the goal of maintaining public safety prior to demolition; this may include some isolated repairs, restricting access to parts of the Pier, reducing the size of vehicles allowed on the pier, or temporary structural improvements. If the Pier is not replaced until 2036 or later, staff would need to continue inspections and repairs per the recommended repairs schedule until that time.

Current Project – CIP 623

For the City to ensure the continued use and operation of the Pier as detailed above, the Near Term High Priority repairs must be completed within 1 to 2 years regardless of any decision to replace the Pier in the future. The following details staff's ongoing efforts to advance these repairs as part of CIP 623:

- Final Design: The Project is currently at 75% design and staff is actively working to finalize the design package, which may be subject to special conditions following the conclusion of permitting efforts.
- Permitting: Staff concluded permitting requirements with the Army Corps of Engineers and the Water Board. However, permitting is still ongoing with the Coastal Commission, who required additional supplemental studies further detailing construction methods and impacts and a biological and environmental assessment. Preparation of the supplemental studies are underway but will take through April 2026 to complete before staff can fully respond to Coastal Commission and receive a Coastal Development Permit ("CDP"), and any potential special conditions that would need to be identified prior to advertising for construction.
- Schedule: Pending receipt of final permits, staff is anticipating advertising the project by Summer 2026, with start of construction targeted to begin as soon as October 2026.
- Funding: The FY 2025-2026 budget includes \$3.7M for the Project, with approximately \$466,000 set aside for inspection, design, and permitting; and approximately \$3.24M for construction and construction administration. As the design phase nears completion, staff will determine if additional funding is required as part of the FY 2026-2027 budget process to further supplement the construction. Current funding for the Project is primarily general funds and staff has actively pursued grant funding from a wide variety of sources:
 - *Wildlife Conservation Board* ("WCB")– Following what was initially a positive review by WCB staff, the City was invited to submit a pre-application; however, WCB staff reviewed the information provided and the Project was not selected to move on to the full application phase due to receipt of a high volume of competitive applications and limited funding availability.

- *California State Coastal Conservancy* – Conservancy staff reviewed the request in coordination with City staff and determined that the Project would not be competitive per their grant requirements.
 - *Federal Funding* – Staff submitted requests as part of the FY 2026 request process via the offices of Representative Lieu, Senator Padilla, and Senator Schiff. However, these annual federal budgetary requests were deemed oversubscribed, and the Congress also eliminated all FY 2025 requests in its last Continuing Resolution. There were also no Federal discretionary grant programs that had direct alignment with this Pier Project; the potential exception was the federal PROTECT program that was eliminated by Federal Emergency Management Agency.
 - *State Funding* – Staff submitted a request as part of the FY 2026 funding process through Assembly Member Al Muratsuchi’s office. Staff received a response that due to the state budget deficit, budget requests may not be granted during this budget cycle. Without further project-specific feedback, the project was not selected for funding.
 - *Los Angeles County Regional Park and Open Space District* – Staff submitted an application in October 2026 and was notified on March 6, 2026, that the project was not selected due to a highly competitive pool of applicants.
- Surfer’s Walk of Fame (“SWOF”) Plaques: Currently, there are 60 bronze plaques installed, each measuring 15”x12”, on the Pier deck honoring South Bay surf legends inducted into the City’s SWOF from 2003 to 2019. The plaques display the inductee, the year of induction, the category in which they were inducted, and each plaque recognizing an individual inductee includes a brief biography. The program was initiated in 2003 by community member Roger Bacon, with the City collaborating until 2007; after which it assumed full management. Each year, plaques were installed in advance of the annual April induction ceremony recognizing the year’s inductees. An overview of the current plaques on the Pier deck and their layout is provided in **(Attachment 2)**.

Plaque installation on the deck was paused in 2020 due to concerns regarding the installation method, safety concerns, and potential structural impacts to the Pier. The City has inducted additional surfing legends into the SWOF in 2020, 2023, 2024, and 2025; with more inductees anticipated in April 2026. There were no inductees in 2021 or 2022 due to impacts from COVID-19. Those inducted into the SWOF since 2020 have not yet had plaques installed on the Pier deck in recognition. 6 plaques are currently missing and have been temporarily replaced with concrete to prevent tripping hazards. Ongoing maintenance, including the repair and replacement of plaques, as well as instances of theft, has been a recurring challenge. The plaques are deteriorating and many are now illegible. Another concern is the lack of chronological order of the plaques on the Pier deck.

The original installation of the plaques required chase cutting through the concrete deck panel surface to install the plaques flush with the walking surface. Any cutting into the deck damages the concrete panels since there is no topping slab present. These modifications have compromised the protective cover over the reinforcing steel in the panels and other exposed elements and result in water ingress, which can lead to corrosion and more rapid deterioration of the structure.

Additional structural observations in February 2026 identified several plaques were depressed by about $\frac{3}{4}$ " inch in the center indicating the sonotubes (hollow tubes inside the deck panels) may have been punctured. Further investigations are needed to determine the extent of damage at these locations which will require specialized repair beyond what had been originally anticipated.

The waterproof treatment at many of the plaques has been compromised at several locations or missing all together. All polymers used for sealing have a limited lifespan when exposed to sunlight and ultraviolet radiation and even if sealed properly cracked edges may persist. Once the sealant deteriorates and cracks, water ingress becomes inevitable.

Embedded plaques on the Pier's concrete deck is no longer advisable. Furthermore, staff is recommending removal of the existing plaques and replacing them at another location so that the existing locations can be properly repaired, to reduce further deterioration of the deck panels, and minimize maintenance needs. Staff have evaluated various options for replacement:

- Option 1: Railing Mounted Plaque (staff recommended option): New stainless plaques could be installed on top of the wooden hand railings along each side of the Pier (**Attachment 3**). Based on staff research, stainless steel is more durable than the current bronze in a coastal environment, offering greater resistance to corrosion from salt air, moisture, and sun exposure, which will help ensure long-term legibility and reduce maintenance needs and can be replaced at a lower cost at approximately \$216 per plaque. Instead of installing a plaque for each individual inductee, as was done prior to 2020, plaques would be grouped to represent each induction year, with 2–3 plaques used in years with a large number of inductees, reducing the total number of plaques to about 30. This option preserves the surfers' "walk of fame" feel along the Pier, provides ample space for future plaques, and maintains proximity to the ocean (which prior inductees have demonstrated is important to them). Staff consulted the program's current judges, consisting of members of the South Bay surf community, and past inductees; all of whom agreed that this is the most practical option to quickly resume plaque installations, replace missing plaques, and install plaques for the 2020, 2023, 2024, and 2025 inductees.

- Option 2: Schumacher Plaza: In 2019, when concerns were presented to members of the surfing community regarding the potential structural impacts to the Pier, staff began considering two other options that were discussed with former inductees on Schumacher Plaza (**Attachment 3**):
 - Option 2A: Build a lighted wall for the plaques surrounding the Tim Kelly Statue, utilizing the existing cement base. The wall would be roughly 58 feet long, with a height to be determined, but positioned below average eye level to avoid obstructing the beach view. The plaques would include only the inductee's name, the category under which they were inducted, and the year; with the size to be determined but significantly smaller than the Pier deck plaques. Concerns with this option would be the limited space on such a wall to accommodate future years' inductees, and it wouldn't necessarily preserve the "walk of fame" feel.
 - Option 2B: Plaques would be placed into the ground surrounding the Tim Kelly Statue, either forming a full circle around the statue or a half circle in front. The plaques would include only the inductee's name, the category under which they were inducted, and the year, with the size to be determined but significantly smaller than the Pier deck plaques. However, there were concerns with this location. The Tim Kelly Statue was made possible through donations from friends and local lifeguards and was specifically dedicated to honoring the legacy of service through the Los Angeles County Fire Department's Lifeguard Division. Using this site for a separate surfers' recognition program could detract from the statue's original purpose and might be seen as conflating two distinct programs. Additionally, placing plaques around the statue could be considered as diminishing the "walk of fame" feel, as well.

Under either option, the plaques currently embedded in the Pier deck would be removed. The City would offer these plaques to the inductees or their families, and any plaques not claimed would be offered to the Hermosa Beach Museum for preservation.

Key Considerations:

Staff completed a comprehensive analysis of the Municipal Pier Structure including a cost-benefit assessment to guide the City in decision making in the near- and long-term and has been aggressively working to complete ongoing design and permitting efforts as part of CIP 623 to address high priority needs on the structure that need to be completed by 2027. Staff is seeking direction from Council in the following areas:

- 1. Completion of the current round of High Priority Repairs to the Pier as part of CIP 623** – Staff recommends that Council direct staff to continue to expeditiously complete the Near Term High Priority Repairs by 2027 to ensure the Pier’s continued use and enjoyment, while avoiding a further reduction in the current Pier load rating and potential for partial Pier closures.
- 2. Replacement of the Surfer’s Walk of Fame plaques as part of CIP 623** – Staff recommends Council direct staff to replace the existing Surfer’s Walk of Fame plaques with a railing mounted option as part of CIP 623 so that the program can continue and in a way that eliminates structural damage to the Pier and reduces overall maintenance needs; and
- 3. Consideration of replacement versus continued repair** – Since long-term maintenance costs are projected to increase, staff recommends existing pier maintenance projects cease after the 2027 repair; and that Council direct staff to begin the planning and environmental review process for a proposed replacement project to begin construction in the year 2032, or ideally no later than 2036, before costs are anticipated to rise substantially and project to save the City more than \$100 million in lifecycle. Council could decide to continue to repair the facility; however, the City will be required to fund increasingly more costly repairs and overall lifecycle costs will accelerate. Replacement of the Pier would be a lengthy process and could take at least 6 to 8 years to start construction while completing necessary planning, public outreach, CEQA environmental assessment efforts, design, permitting, and advertisement. Staff thus seeks direction on whether to begin the planning and environmental review process for a proposed Pier replacement Project. Council would need to provide such direction by the end of 2026 to possibly break ground by 2032, or provide direction by no later than 2030 to break ground by 2036. This decision would impact whether the City will need to start reserving funds for the next round of repairs slated in 2030 that would need to be budgeted in the FY 2027-2028 budget. Careful consideration will be needed on when to end maintenance on the Pier to avoid potential closures as is currently being experienced on other municipal pier structures such as in Ocean Beach in San Diego (which has been closed indefinitely) while replacement is being considered. The availability of outside funding remains competitive and limited for maintenance projects or replacement projects and if replacement is being considered, the City would need to begin seeking outside funding sources as it is anticipated to cost approximately \$58.6M by 2032 when adjusted for inflation.

Environmental Analysis:

For CEQA purposes, the City has evaluated the Near Term High Priority Repairs and the removal and replacement of the Surfer's Walk of Fame Plaques in the railing together as a single project.

The current Project is exempt from CEQA under the Existing Facilities Exemption identified in CEQA Guidelines section 15301. The Near Term High Priority Repairs component of the Project consists of the repair, maintenance, and rehabilitation of the existing Pier facility. The plaque removal likewise consists of repair and maintenance to the existing Pier, and replacing the plaques in the railing is a minor alteration of the existing Pier. If Council selects Option 2A or 2B with respect to the plaque replacement, the existing facilities exemption still applies because those options involve minor alterations of the existing Schumacher Plaza. In addition, the Project will not expand either the existing or former use of the Pier. The Project will complete required structural repairs to allow the continued use and enjoyment of the structure; however, the structure will still operate with a reduced load rating of 5 tons.

None of the exceptions identified in CEQA Guidelines section 15300.2 applies. The cumulative impact of the Project is not significant because the repairs, and plaque removal and replacement, improve the safety of the Pier and have no significant adverse impacts. The Project does not involve any unusual circumstances and will not result in any significant adverse impacts. The Project is not located within a highway that has been officially designated as a state scenic highway or on a hazardous waste site. And the Pier is not designated as a historical resource, so the Project will not cause a substantial adverse change in any historical resource.

Fiscal Impact:

Current Project CIP 623

Currently the City has budgeted \$3.7M for the design, permitting, and construction of CIP Project 623, using a combination of available Tyco (122), RTI Tidelands (191), and CIP (301) funds.

Should Council direct staff to replace the Surfer plaques with the railing mounted option, it is anticipated that the cost would be approximately \$12,000 for the fabrication and installation. Staff is still determining if additional funds for the larger project will be required as the design plans are being finalized and contingent on additional permitting requirements by the Coastal Commission.

Potential Pier Replacement

The most cost-efficient timing for the City to replace the Pier is 2032. A new pier is estimated to cost approximately \$58.6M (in 2032 dollars). The total estimated cost to replace and maintain a new pier from 2032 to 2070 is \$103.9M.

If the decision is deferred to 2030, the total cost increases to \$107.8M to replace and maintain a new pier for that same time period. Staff recommends a decision be made at the latest by 2030 since the costs begin to rise significantly after year 2036.

	Replace Pier by 2032	Replace Pier by 2036	Repair Existing Pier to Year 2070
Decision Deadline	2026	2030	N/A
Pier Replacement and Maintenance Cost from 2025 to 2070 *	\$103.9M	\$107.8M	\$210.2M
* Maintenance costs is up to year 2070 for projections.			

If the Pier is replaced, the City could potentially save more than \$100M in lifecycle costs.

Council would need to provide direction on whether to begin the planning and environmental review process for a proposed Pier replacement Project by the end of 2026, otherwise, if the decision is deferred, staff will need to budget approximately \$4.0M in the FY 2027-28 budget cycle for the next round of repairs.

Attachments:

1. Pier Structural Condition Assessment Report, January 2026
2. Surfer’s Walk of Fame Existing Plaque Layout
3. Surfer’s Walk of Fame Plaque Replacement Options

Respectfully Submitted by: Joe SanClemente, Public Works Director

Concur: Lisa Nichols, Parks and Recreation Director

Noted for Fiscal Impact: Henry Chao, Finance Manager

Concur: Brandon Walker, Administrative Services Director

Legal Review: Jason Baltimore, Interim City Attorney

Approved: Steve Napolitano, City Manager