

Technical Memorandum



To: Long Beach Public Utilities Department

From: HDR Engineering, Inc.

Date: June 12, 2026

Subject: **Cultural Resource Technical Study, Sewer Lift Station S-7 Reconstruction Project**

1. Introduction

HDR conducted a cultural resource technical study in support of the proposed Long Beach Public Utilities Department's (LBUD) proposed Sewer Lift Station S-7 Reconstruction Project (Project). The Project would consist of reconstructing LBUD's existing Sewer Lift Station S-7 and constructing a new sewer force main to connect to the LBUD's existing gravity sewer main. The cultural resources assessed by the report include both historic and archaeological resources.

2. Project Location and Study Area

LBUD's existing Sewer Lift Station S-7 is located at 349 Lakeview Avenue in the Belmont Village/Belmont Park community in the City of Long Beach, California (**Figure 1**). The Project extends from the existing Sewer Lift Station S-7 site north along Lakeview Avenue and Marine Stadium Entrance Road, ultimately terminating at the existing sewer main point of connection (**Figure 2**). For the purposes of assessing Project-related impacts, this document references a "Project Footprint" and a "Project Study Area" (Study Area). The Project Footprint, which spans approximately 5.2 acres, encompasses the limits of construction and includes both permanent and temporary impacts resulting from the Project. The Study Area, which spans approximately 46.3 acres, was defined for resource mapping purposes and includes the Project Footprint and adjacent, surrounding properties and rights-of-way (ROWs) based on an applied buffer of 500 feet. The Study Area and Project Footprint are shown on **Figure 3**.

The Study Area overlaps with the Belmont Park neighborhood within the City of Long Beach. Land uses within the Study Area includes residences, public roadways, schools, parking lots, parks and open space, and public facilities. Northeast of the Study Area is the Marine Stadium, a manmade rowing course that is part of the Alamitos Bay. Roadways in the Study Area include Monrovia Avenue, Lakeview Avenue, and Appian Way.

3. Archival Research

To support environmental review for the project, HDR carried out archival research and a desktop review to identify historic built environment resources that may be impacted by the project.

Archival research included a record search at the South Central Coastal Information Center (SCCIC) of the California Historical Resources Information System and a review of available historical aerial photographs and maps to identify potential cultural resources that may be present within the Project Study Area (**Appendix A**).

On June 30, 2025, HDR archaeologist Daniel Leonard conducted a record search at the SCCIC, housed at California State University, Fullerton, to identify known cultural resources within 1/4 mile of the Project Footprint (**Figure 3**). Six previous cultural resource studies have been conducted between 1974 and 2014 within the record search area (**Table 1**). Two cultural resources (one archaeological site and one built environment structure) have been identified within the record search area (**Table 2**). No previously recorded cultural resources are present in the Project Footprint.

Table 1. Previous Cultural Resource Studies within 1/4 Mile of the Project Footprint

Report No.	Year	Author(s)	Title
LA-00503	1974	Dixon, Keith A.	Archaeological Resources and Policy Recommendations of Long Beach
LA-02399	1978	Winman, Lois J., and E. Gary Stickel	Los Angeles-Long Beach Harbor Areas Cultural Resource Survey
LA-09567	2008	Bonner, Wayne H.	Cultural Resources Records Search and Site Visit Results for T-Mobile Candidate LA03567D (Greek Orthodox), 5761 East Colorado Street, Long Beach, Los Angeles County, California
LA-10483	2009	Fulton, Terri	Cultural Resources Assessment for the Alamitos Bay Marina Rehabilitation Project, City of Long Beach, Los Angeles County, California
LA-10527	1978	Weinman, Lois J.	Los Angeles-Long Beach Harbor Areas Regional Cultural History, Los Angeles County, California
LA-12808	2014	Chasteen, Carrie, Tiffany Clark, Richard Hanes, and Michael Mirro	Cultural Resources Study of the Wilmington Oil and Gas Field, Los Angeles County, California in Support of Analysis of Oil and Gas Well Stimulation Treatments in California Environmental Impact Report

Table 2. Previously Recorded Cultural Resources within 1/4 Mile of the Project Footprint

Primary No.	Resource Description	Year / Recorder	Eligibility
P-19-000231	Precontact archaeological site	1961 / Dixon	Unevaluated
P-19-186115	Long Beach Marine Stadium	1992 / City of Long Beach 2009 / LSA Associates	Long Beach Historic Landmark California Historical Landmark Not eligible for National Register

P-19-000231 (CA-LAN-231) is a precontact archaeological site consisting of shell midden on a section of bluff overlooking the former Alamitos Lagoon, outside of the Study Area. The site was recorded in 1961 and is likely to have been destroyed during subsequent development of the location.

P-19-186115 is the Long Beach Marine Stadium, an engineered and constructed tidal water body that was built in the former Alamitos Bay starting in 1930 for use in the 1932 Olympics. The Marine

Stadium was designated California Historical Landmark No. 1014 in 1995 and therefore is automatically listed in the California Register of Historical Resources (CRHR). It is also designated as a Historic Landmark Site by the City (City of Long Beach 1992). The resource was determined to be not eligible for listing in the National Register of Historic Places (NRHP) by the U.S. Army Corps of Engineers in 1960 due to a lack of historic integrity. The Marine Stadium is significant as the first body of water engineered and constructed for the Olympic Games and for its specific association with the 1932 Olympics. The boundaries of the resource are contiguous with the waterway, which is located within the Study Area but outside of the Project Footprint. The Project Footprint extends into a parking lot bordering the resource and the force main would be installed approximately 50 feet from the riprap shoreline. No impacts to this resource are expected from use of the parking lot as a staging and laydown area.

A search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed with positive results (**Appendix B**). This is likely due to proximity to the historically known Native American village of Puvunga, which is located near the modern-day California State University, Long Beach campus, approximately 1 mile from the Study Area.

4. Field Survey

On July 24, 2025, HDR Senior Architectural Historian Shoshana Jones and Senior Archaeologist James Whitaker conducted an intensive-level field survey of the Project Footprint (**Figure 3**).

Built Environment Resources

One historic-age (45 years and older) built environment resource was identified as a result of the survey: the Sewer Lift Station S-7 (known historically as the Belmont Park Pump Station). The resource is evaluated for NRHP and CRHR eligibility below. Based on the results of research and survey, the Sewer Lift Station S-7 is recommended not eligible for listing in the NRHP or CRHR. California Department of Parks and Recreation 523 Series forms documenting and evaluating the resource are provided in **Appendix C**.

Archaeological Sensitivity of the Project Footprint

During the pedestrian survey of the Project Footprint, all areas of exposed soil were inspected for evidence of cultural resources such as artifacts, features, and midden soil indicative of prehistoric or historic occupation of the area. No evidence of archaeological cultural resources was observed. No previously recorded archaeological resources were identified within the Project Footprint as a result of the record search, with P-19-000231 (CA-LAN-231) being located outside the Study Area approximately 1,500 feet (450 meters) from the Project Footprint. Based on a review of historical maps and aerial imagery (**Figure 4** through **Figure 9**), at the end of the twentieth century the Study Area was located in the Alamitos Bay. The area was reclaimed from the bay and underwent successive episodes of development in the early twentieth century. Given the original environmental setting and extent of historic disturbance in the Study Area, the potential for encountering buried archaeological materials within the Project Footprint during construction is considered low.

5. Historic Context

City of Long Beach

The City of Long Beach (City) in Los Angeles County is located approximately 20 miles south of downtown Los Angeles. Non-Native settlement in the Long Beach area appears to have started in 1875, when Jotham Bixby began selling lots along the Los Angeles River on the city's west side. The settlement was enlarged in 1881 with the establishment of the 4,000-acre American Colony, including the 350-acre Willmore City townsite, founded by William Erwin Willmore on land acquired from Bixby. The growing settlement prompted construction of what became Long Beach Boulevard to connect Long Beach with Los Angeles. An early Southern California booster, Willmore promoted Willmore City as a "healthful seaside resort" in newspapers nationwide; however, by May 1884, only 12 homes had been constructed in the American Colony, and Willmore abandoned his unsold lots (Sapphos 2009:34-35).

In June 1884, the Willmore City townsite and greater American Colony were purchased by the San Francisco real estate firm Pomeroy and Mills, which reorganized as the Long Beach Land and Water Company and renamed the city "Long Beach" to reflect the area's long, wide beaches. By 1885, Long Beach had over 50 homes, a church, and numerous businesses. The Atchison, Topeka, and Santa Fe Railroad completed its transcontinental line to Los Angeles in 1887, connecting the area to nationwide commercial markets and the region's increasing tourism. The railroad also intensified land speculation and, between 1887 and 1889, more than 60 new towns were established in Southern California. In Long Beach, the sudden population increase led to several new settlements (Sapphos 2009:36).

In 1887, the San Francisco-based Long Beach Development Company purchased the American Colony's unsold lots, and the City of Long Beach was incorporated that year. By 1888, the city had a population of 800, and development had spread north to Fifth Street and east to Linden Avenue. By 1900, substantial development along the waterfront supported a thriving tourism industry and, by 1902, Long Beach had approximately 4,000 residents. During this period, Henry Huntington established the Pacific Electric Streetcar Company, and streetcar rail lines began operating across the city. The company's Interurban Red Cars connected Long Beach to towns throughout Southern California; the Yellow Cars transported residents to downtown Long Beach and local beaches; and the Big Red Cars traveled between Long Beach and Los Angeles (Sapphos 2009:36-39).

Most of Long Beach's residential development between 1902 and 1920 was associated with the development of streetcar lines. Residential tracts developed near streetcar stops and commercial businesses and apartments were built along the streetcar routes. In 1902, Huntington's trolley line from Long Beach to Los Angeles was completed, providing thousands of day-trippers with beach access and bringing significant growth and prosperity to the city as many of those tourists decided to stay. Between 1902 and 1910, Pacific Electric laid down 30 miles of track for 17 lines throughout Long Beach (Sapphos 2009:94). The City also annexed multiple coastal areas surrounding the original townsite, including Alamitos Beach (1905), Belmont Heights (1909), harbor lands to the west, and the eastern half of Terminal Island (1907). By 1910, the population

of Long Beach had increased to 17,809, and 10.8 square miles had been added to the original townsite, bringing the city's size to 13.18 square miles. At that time, most new residents were living in newly annexed areas of the city (Sapphos 2009:142). Infrastructure development lagged behind population growth, especially in the Alamitos Beach town site, Belmont Heights, Alamitos Heights, and Belmont Shore. As of 1912, only about 15 percent of city streets had been paved (Sapphos 2009:42).

To accommodate Long Beach's accelerating physical and population growth, the City worked to expand its municipal government and infrastructure. In 1911, the City acquired two private water suppliers, the Long Beach Water Company and the Alamitos Water Company, with funds from an \$850,000 voter-approved bond issue. The new Long Beach Water Department, which was self-funded, paid the City an annual reimbursement in lieu of taxes, donated department-owned land for city purposes, and paid for city services (Long Beach Water Department n.d.). A decade later, in 1921, the first Planning Commission was established by the City Charter. That same year, after Shell Oil Company discovered oil in Signal Hill, a newly enacted municipal ordinance required that revenue generated by the City's oil profits be used for City improvements. Between 1921 and 1929, the ordinance enabled the City to raise more than the \$6 million for parks, community hospitals, recreation facilities, fire and police stations, libraries, and sewer system improvements (Sapphos 2009:145).

Belmont Park and the City Beautiful Movement

During the early twentieth century, the City Beautiful movement, an urban planning and architectural reform movement, greatly influenced the development and appearance of Long Beach. The movement sought to enhance urban living conditions and promote civic virtue through beautification of cities, particularly through Beaux Arts classicism, monumental civic centers with wide boulevards and park-like settings, and comprehensive city planning (Sapphos 2009:44). Long Beach's Belmont Park neighborhood, a planned residential subdivision initiated in the 1920s, reflected the influence of the City Beautiful movement through its proximity to the shoreline, curving residential streets, revival architectural styles, and lush landscaping. By the mid-1920s, dredging had begun in the Recreation Park Marine Basin to create a shoreline park and deepen Alamitos Bay to provide fill for construction of Belmont Park. Belmont Park's planned boundary was Toledo Drive to the southwest, a new school campus to the north, Recreation Park to the east, and Alamitos Channel (the link between Park Lagoon and Alamitos Bay) to the south. The Belmont Shore Company laid out approximately 530 lots, nearly all for single-family dwellings, and promoted the neighborhood as a haven for water sports and recreation (*Long Beach Press* 1924; *Long Beach Press-Telegram* 1929a, 1929b).

As early as 1926, large crews of workers and teams of horses were working to level, grade and build Belmont Park's concrete sewer system, concrete storm drains, sidewalks, and curbs (*Long Beach Press-Telegram* 1926a). Planned transportation facilities included the Pacific Electric Railway extending along the east side of Appian Way, with 44-minute service to Los Angeles, and bus lines running along Broadway (*Long Beach Press-Telegram* 1926b; *Long Beach Sun* 1929a). In numerous newspaper advertisements, developers and real estate agents emphasized the

neighborhood’s “unmatchable recreational advantages” such as swimming, sunbathing, boating, fishing, and golfing (*Long Beach Sun* 1929a).

Further developer efforts to incorporate pleasing aesthetics into the neighborhood plan included restrictions on oil development (*Long Beach Press-Telegram* 1926b) and the placement of all sewers, light poles, and “other unsightly utilities” into 15-foot (ft) paved alleys (*Long Beach Sun* 1929a). The Spanish Revival style was incorporated into several Belmont Park dwellings as well as Belmont Park’s municipal facilities (*Long Beach Sun* 1931).

Beautification efforts extended to Belmont Park’s landscaping, with a massive tree planting effort financed by the developers. In 1930, the year in which the Belmont Park Pump Station was completed, the Belmont Shore Association invited City officials for a ceremonial kickoff for the largest group planting of the tropical Cocos Plumosa trees in Southern California – 800 trees to compliment Belmont Park’s curved streets. The tree planting ceremony, shown in Figure 3 4, underscored efforts to showcase the natural beauty that many Long Beach residents considered lacking in the city’s industrial areas (*Long Beach Sun* 1930a).

In 1931, residents voted to amend the City Charter to establish the Board of Water Commissioners (Board), composed of five citizens appointed by the city manager and approved by the city council. Establishment of the Board greatly enhanced the Water Department’s ability to satisfy the city’s growing water demands. Also in 1931, Long Beach became one of the 13 original cities to join the Metropolitan Water District of Southern California (MWD). The MWD was created by state law in 1928 to build and operate the Colorado River Aqueduct, thereby facilitating the supply of water to public water agencies in Southern California (Long Beach Water Department n.d.; MWD 2025).

During the 1930s, Long Beach, like most of California and the nation, saw its growing prosperity stalled by the Great Depression. The city’s oil-driven economy suffered from the nationwide drop in demand for petroleum products. The local tourism industry faced hotel and entertainment center closures, while automobile and home sales dramatically declined. A bright spot was the 1932 Olympic Games hosted by the City of Los Angeles when the City of Long Beach opened its new Marine Stadium for rowing races. Some civic buildings continued to be constructed or remodeled, including, the Public Utilities Building; however, an earthquake in 1933 caused city-wide damage to buildings and infrastructure. Federal grants and loans helped rebuild and revitalize the city, and the earthquake’s devastation led to changes in municipal building codes. Funding and assistance from the Works Progress Administration improved parks, transportation facilities, and civic and recreational buildings. The city experienced another boost in 1936 when oil was located at the Wilmington Oil Field near Long Beach Harbor (Sapphos 2009:47-48, 145).

In 1937, as the nation anticipated entering World War II, Reeves Field on Terminal Island became the city’s first permanent naval base. In 1941, Roosevelt Naval Base opened, and an 8.9-mile-long breakwater was constructed. In 1942, the Douglas Aircraft Company (a predecessor of McDonnell Douglas) built a 242-acre production plant adjacent to the Long Beach Airport. These facilities provided jobs, new construction, and economic development. In 1943, Douglas Aircraft had over 41,000 employees, 54 percent of which were women. By 1944, 87 percent of the company’s employees were women, and the company was producing 11 airplanes a day. Plant production rapidly declined following the war, ending the company’s run as a major Long Beach

employer. By 1945, the wartime defense industry had slowed, and development began to center around the massive influx of soldiers returning home from the war (Sapphos 2009:48-49).

Long Beach experienced extraordinary growth from 1946 until 1965, with home sales steeply climbing due in large part to the G.I. Bill, which provided veterans with low-interest loans and long-term mortgages. Between 1950 and 1956, the city acquired 9.8 square miles through 69 annexations. Residential development on the city's east and north sides transformed vast agricultural lands into residential communities. The nearby community of Los Altos, for example, quickly grew by 10,000 homes immediately following the war. Suburbs also arose in the Bixby Knolls area. New developments included single and multi-family housing, which began shifting the population to the city's edges and out of the urban core. This increase in suburban living, coupled with the loss of the streetcar system in the early 1940s, led to a reliance on the automobile and an increase in automobile sales. The automobile's popularity led to construction of shopping centers, strip malls, and auto-related establishments along main thoroughfares (Sapphos 2009:48-49).

By the 1950s and 1960s, Long Beach's postwar suburban boom had resulted in the decline of the city's commercial and civic core, especially downtown and along the shoreline. Attractions such as Disneyland and Knott's Berry Farm drew tourism from the shoreline, which had been heavily altered by the breakwater installed during the war and had lost most of its iconic sandy beaches. During the 1960s, the city began exploring ways to revitalize the downtown area. It adopted its first redevelopment plan in 1962 and purchased the RMS Queen Mary in 1967 to increase shoreline tourism. The original oceanfront attractions were demolished, and the convention center, hotels, shops, restaurants, and a marina were constructed (Sapphos 2009:50).

By 1972, the downtown area was severely blighted, and groups formed to address concerns about large-scale redevelopment and demolition of historic properties. In 1978, the City established the Cultural Heritage Committee to identify and preserve historic resources, and in 1988, the Cultural Heritage Committee was added as a city commission. Despite interest in preservation, many historic buildings continued to be demolished into the 1980s and 1990s. The early 1990s brought major redevelopment to the downtown area, as well as renovation to the waterfront area, and some notable buildings were saved. Currently, the city has over 460,000 residents and the primary industries are aerospace manufacturing, shipping, and education. The Port of Long Beach is the busiest harbor on the West Coast (Sapphos 2009:50).

Spanish Revival Architecture

The Spanish Revival style was most popular from 1915 to 1940, particularly in Long Beach and elsewhere in Southern California, where the style reflected a romanticized version of California's past (McAlester 2014:521; Sapphos 2009:211). The style incorporates decorative elements from a variety of Spanish architectural influences, including Moorish, Byzantine, Gothic, and Renaissance (McAlester 2014:522). The style was used for a variety of property types, including residential, commercial, and institutional, and is most distinctive for the use of stucco on exterior wall surfaces, red clay tile roofs, and arched openings (Sapphos 2009:211).

The following character-defining features are provided by the City of Long Beach Historic Context Statement (Sapphos 2009:211-12).

- Usually one or two stories
- Stucco on exterior wall surfaces
- Asymmetrical design, except for symmetrical, flat-roofed bungalow subtype
- Round or square towers and cupolas
- Low-pitched gabled or hipped roof covered in Mission or Spanish red clay tiles or flat roof with a parapet wall
- Shallow eaves or deeper eaves with carved wood brackets
- Heavy wood door, commonly carved or paneled, sometimes emphasized by spiral columns, pilasters, carved decoration, or patterned tiles
- Arched focal windows and casement windows
- Window grilles of wrought iron or pierced stucco or rejas of wood
- Exterior balconies with wood or wrought-iron railings
- Exterior gardens and patios
- Arcades
- Attached, exterior chimneys, often tapered
- Tiled accents on walls, stairs, and fountains
- Brick or tile vents
- Wrought iron lanterns and hardware
- Battered or buttressed corners
- Wing walls and porte cocheres with arched openings
- Exterior staircases
- Shallow second story overhangs marked by corbels or brackets

Spanish Revival-style buildings throughout Long Beach are mostly single-family dwellings that reflect the city's 1920s construction boom. Important City-wide examples include dwellings in large developments such as Bixby Knolls and the historic districts of Wilton Street, Wrigley, and Minerva Park Place. Other examples include architect-designed courtyard housing, apartments, and multi-story residences. Non-residential examples include the Community Hospital by architect Hugh R. Davies and the Ebell Club and Theatre by C. T. McGrew (Sapphos 2009:213).

According to Sapphos (2009), Spanish Revival buildings can be significant individually and/or as a contributor to a historic district. Individually significant buildings "must possess exemplary characteristics of the style" and possess most aspects of integrity, including design, materials, workmanship, and feeling. The building must retain "the original stucco siding (or replacement that duplicates the appearance and texture of the original), clay roof tiles (typically, replacement with concrete or other substitutes is not acceptable), and original windows and doors" (Sapphos 2009:213).

Belmont Park Pump Station (Sewer Lift Station S-7)

The Sewer Lift Station S-7 is part of Belmont Park's original sewer infrastructure and was designed to be architecturally compatible with dwellings being built in the neighborhood. The City's engineering department completed architectural drawings for the pump station in 1929, and

Griffith Company constructed the pump station in 1930. In accordance with developer efforts to incorporate pleasing aesthetics into the neighborhood plan, the pump station and other utilities were placed in alleys, away from main thoroughfares (*Long Beach Sun* 1929a).

In October 1929, the City issued a construction notice for components of the city sewer system, including cast iron watermain pipes and the Belmont Park Pump Station. The notice described the pump station as follows:

[A] reinforced concrete sump pump and pump room, pump station superstructure with floor of cement concrete, walls of brick work and terra cotta roof tile, the installation of two 4-inch Yeoman's Horizontal Centrifugal Municipal sewage pumps, fittings, valves, intake and discharge pipes, steps and pipe railings, switch boards, and all mechanical and electrical equipment and appurtenances necessary for the pumping of sewage (*Long Beach Sun* 1929b).

In February 1930, the City awarded a \$12,000 contract for construction of the pump station to Griffith Company (*Long Beach Sun* 1930b). Griffith Company, one of Southern California's earliest general contractors, constructed the Belmont Park Pump Station in 1930. The company is known for its role in construction of Shasta Dam and Friant Dam and for building 12.79 miles of the Colorado River Aqueduct — more miles than any other single contractor (Griffith Company 2025).

In June 1986, Ferrell Industrial Electric Inc. contracted with the City of Long Beach to retrofit the Belmont Park Pump Station for \$8,960 (City of Long Beach 1986:1). The contractor replaced and retrofitted electrical services at the pump station, with all new parts manufactured by Square D (City of Long Beach 1986:4). Upgrades included new electric service, motor starters, pressure switches, a subpanel, conductors, conduit and connectors at pump motor locations, and light fixtures (City of Long Beach 1986:9).

Based on a 2013 report by MWH, the Belmont Park Pump Station underwent rehabilitation in 2000; however, the report did not provide details (MWH 2013). The pump station's original windows and grills were likely removed and infilled ca. 1986 or ca. 2000, years in which major upgrades were completed.

6. Sewer Lift Station S-7 Eligibility Evaluation

Description

The Sewer Lift Station S-7, constructed in 1930, is located on an approximately 4,070-square-foot triangular parcel on Tract No. 7029 at 349 Lakeview Avenue (*Long Beach Sun* 1930b, 1930c) within the Long Beach Water Department Service Area (**Figure 10** through **Figure 18**). The parcel and pump station are owned by the City of Long Beach, and the Long Beach Utilities Department (LBUD) is responsible for its maintenance. The pump station operates with two-14 horsepower (hp) pumps with a design flow of 996 gallons/ per minute, a 42-ft design head, a 2,600-gallon wet well volume, and an 8-inch force main diameter (MWH 2013:4-3).

The pump station's concrete superstructure, designed to resemble a small Spanish Revival bungalow, has a rectangular layout that measures 21 x 17.5 ft, and is approximately 11.5-ft high at the gable peak and 8 ft high at the eaves. The medium-pitched, front-gable roof has minimal eave overhang. Most of the roof tiles appear to be the original interlocking red Granada terra cotta (City of Long Beach 1929). A metal turbine vent was installed along the roof's western slope, likely ca. 1980, and another metal vent is situated along the eastern slope. The cladding is non-original stucco siding over non-historic composition board. According to the 1929 architectural plans (**Figure 19** and **Figure 20**), the original cladding was Blue Diamond #36 stucco with uneven troweled Adobe texture (City of Long Beach 1929). The superstructure was subsequently re-clad, likely during a remodel in which all original wood windows, a precast concrete grill, and a precast gable vent were removed and infilled with concrete and composition board. A set of decorative wood shutters were also removed at that time. Based on the thickness of the walls and the absence of ghost outlines from previous window openings, the 1986 remodel likely involved removal of the original exterior wall material, removing the windows, and applying stucco to the new, composition board walls. The façade door was likely replaced at that time.

Four original, concrete walkway panels extend along the façade's full length. The panels are part of the original walkway between the Monrovia Avenue alley to the façade entrance. A poured concrete driveway was installed adjacent to the walkway ca. 1985. The parcel's trees and shrubs date to ca. 1975. The palms along the parcel's southern boundary date to ca. 2000 (Google 2025; NETR 2025).

The superstructure façade, which is oriented southeast, is designated as the south elevation for purposes of this description. The façade has one ca. 1986 single-leaf, louvered metal door along the elevation's west side. The original single-leaf door, removed ca. 1986, was composed of vertical wood boards. Centered below the gable peak is a 2.5 x 1.5-ft decorative, precast concrete gable vent with a diamond motif. The concrete vent conceals an interior, metal vent. The elevation originally had a wood-framed, double casement window measuring 3 x 3.5-ft with wooden shutters and an additional decorative 2.5 x 1.5-ft precast concrete grill. The window and grill have been removed and infilled; the shutters have also been removed (City of Long Beach 1929).

The superstructure's west elevation has no fenestration or other distinctive architectural details. A row of metal cabinets atop a concrete pad extends along most of elevation. Within the past several decades, all system controls were removed from the pump station's interior and placed into these metal cabinets, including the hand-off monitor switch, wet well monitor, and controllers for the two pump motors. Resting atop the concrete pad's north side is a transformer housed in a short metal cabinet. The elevation originally had three multi-pane wood windows, which have been removed and infilled (City of Long Beach 1929).

The superstructure's rear (north elevation) has no fenestration or other distinctive architectural details. Non-historic sections of steel I-beam form an L-shaped buttress mounted to the gable end, likely for seismic stability. The elevation originally had two multi-pane wood windows, and a concrete gable vent centered beneath the gable peak, all of which have been removed and infilled (City of Long Beach 1929).

The superstructure's east elevation has no fenestration or other distinctive architectural details, except for a recessed section along the elevation's north side. The elevation originally had one wood sash window on the projecting section and one multi-pane wood window on the recessed section, both of which have been removed and infilled (City of Long Beach 1929).

The interior ground floor and basement have unfinished, board-formed concrete walls and original, red-painted concrete flooring throughout. The ground level has a small restroom, a former switchboard structure, and the original metal check plate/access for the 2,600-gallon wet well. A non-historic gantry crane assembly is mounted to the ceiling. The half-pace staircase, which extends between the ground floor and basement, has an original metal pipe railing, an original concrete stair section, and a replacement metal stair section. Electrical conduits run along the stairwell walls.

The basement contains the motors for the pump station's two 14-hp submersible pumps and associated piping and equipment. The basement also contains older steel and more recent polyvinyl chloride pipes and other equipment including manual shut offs, check valves, and water pressure gauges. In addition, a sump pump marked with the date 6/13/24 is installed within the floor. Much of the original basement equipment has been replaced.

Evaluation

This evaluation assesses the pump station's eligibility under the NRHP (Criteria A through D) and the CRHR (Criteria 1 through 4), which are modeled on the NRHP criteria. This evaluation assesses integrity based on the seven aspects of integrity defined by the NRHP and used by the CRHR. In addition, the Long Beach Historic Context prepared by Sapphos (2009) provides guidance for evaluating the City's Civic and Governmental Infrastructure resources. According to the Historic Context,

Properties associated with the Civic and Governmental Infrastructure theme include public buildings, structures, districts, and objects erected with public monies (city, county, state, or federal) for public purposes and use, including, but not limited to, government office buildings, fire stations, post offices, courthouses, airport facilities, hospitals, parks and recreational facilities, police substations, libraries, and schools. These properties are scattered throughout the City (Sapphos 2009:156).

Properties that typically qualify for listing under the Civic and Governmental Infrastructure theme were constructed between 1885 and 1965 and retain sufficient integrity to convey their original appearance or use (Sapphos 2009:156). Although the Belmont Park Pump Station (1930) was constructed between 1885 and 1965, it does not retain sufficient integrity for listing in the NRHP or CRHR (see integrity assessment below).

NRHP Criterion A/CRHR Criterion 1

Based on guidance provided in National Register Bulletin 15, the pump station does not appear to be associated with events that have made a significant contribution to the broad patterns of human history under NRHP Criterion A (NPS 1997:2).

According to the City of Long Beach Historic Context Statement, a resource could be eligible under Criterion A/1 if the resource

illustrates a significant aspect of the theme of government improvements made for the public good in the City. A majority of the seven aspects of integrity should be present, with association being the most critical. However, a property with compromised integrity may still meet local designation criterion A, if it can be demonstrated that it possesses significant character, interest, or value attributable to the development, heritage, or cultural characteristics of the city, region, state, or nation (Sapphos 2009:156).

The pump station is a component of Long Beach's early twentieth century wastewater system and a small-scale representation of the Spanish Revival style as applied to municipal infrastructure. However, the pump station does not demonstrably possess significant character, interest, or value attributable to the development, heritage, or cultural characteristics of the city, region, state, or nation. Therefore, the pump station is recommended not eligible under Criterion A/1 for listing in the NRHP or CRHR as an individual resource or as a contributor to a potential historic district.

NRHP Criterion B/CRHR Criterion 2

The pump station does not appear to be associated with the lives of persons significant in local, state, or national history under NRHP Criterion B (NPS 1997:2).

According to the City of Long Beach Historic Context Statement, a resource could be eligible under Criterion B/2

for its association with a significant person whose contributions to history can be identified and documented. The resource must retain integrity of appearance to the period of significance (i.e., the period it was associated with the significant individual). For NRHP eligibility, it must be demonstrated that the individual's important contributions occurred while associated with the resource and that the resource is the best illustration from among the surviving properties associated with the individual (Sapphos 2009:156-57).

Based on guidance provided in National Register Bulletin 15 and the City of Long Beach Historic Context, the pump station does not possess significance under Criterion B/2 and is recommended not eligible for listing in the NRHP or CRHR as an individual resource or as a contributor to a potential historic district.

NRHP Criterion C/CRHR Criterion 3

The According to original architectural drawings, the pump station design was inspired by Spanish Revival architecture, which was most popular from 1915 to 1940. However, based on the guidance provided in National Register Bulletin 15, the pump station does not embody the distinctive characteristics of a type, period, or method of construction under NRHP Criterion C (NPS 1997:2).

According to the City of Long Beach Historic Context Statement, a resource could be eligible under Criterion C/3 if the resource

possesses significant architectural quality or association, as defined in the criteria. The majority of the aspects of integrity must be present, with emphasis on materials, design, workmanship, and feeling (Sapphos 2009:157).

Based on its current condition, the small, concrete pump station does not exemplify a particular architectural style or embody the distinctive features of a type, period or method of construction. The building's potentially distinctive architectural features, such as the roof and the original wood windows and pedestrian door, have been removed (see Integrity section below). Furthermore, research did not uncover any documentation indicating that the building represents the work of a master or possesses high artistic values.

NRHP Criterion D/CRHR Criterion 4

The pump station is recommended not eligible for listing under Criterion D/4. The current recording of the pump station encapsulates its likely information potential, and further survey is not likely to reveal additional information important to history.

Integrity

The pump station lacks overall integrity. While the pump station does retain integrity of location, as it has not been moved since its 1930 construction, most other aspects of integrity have been substantially diminished. Integrity of design, materials, and workmanship have been diminished by re-cladding with non-original stucco, removal and infill of all original windows, removal and infill of a precast concrete grill and vent, and replacement of the original door. The pump station's integrity of workmanship is reflected primarily by the equipment configuration and engineering; since the pump station's construction, the original equipment has been removed and replaced. This includes replacement of the original pump motors, removal of original controls from the interior, and installation of new controls in outdoor metal cabinets. The pump station's integrity of setting has been somewhat diminished by non-historic construction in the vicinity, particularly the remodel of the adjacent dwelling at 345 Lakeview Avenue, installation of the non-historic metal control cabinets adjacent to the superstructure's west elevation, and the non-historic plantings within the parcel.

7. Summary and Conclusions

One historic built environment resource — the Sewer Lift Station S-7, historically known as the Belmont Park Pump Station — was identified within the Project Study Area. The resource has been evaluated for this study as not eligible for listing in the NRHP or CRHR. The results of this cultural resource technical study support a determination that the Project would not result in a significant impact to cultural resources.

8. Recommendations

Given the low archaeological sensitivity of the Project Footprint, unanticipated discoveries during construction are considered unlikely but nevertheless may occur. HDR recommends that the contractor specifications require the following discovery protocols:

- In the event of the unanticipated discovery of archaeological or other cultural resources, all work activities within approximately 50 feet of the discovery shall be halted or redirected until the discovery can be evaluated by a qualified archaeologist. Construction shall not resume until a qualified archaeologist has conferred with LBUD and responsible agencies and, in the case of prehistoric archaeological resources, any consulting Native American tribes, on the significance of the resource. If it is determined that the discovered archaeological resource is significant, avoidance and preservation in place shall be the preferred manner of mitigation, pursuant to Public Resources Code Section 21083.2(b) and Section 21084.3. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. In the event that preservation in place is demonstrated to be infeasible and data recovery through excavation is the only feasible mitigation available, a Treatment Plan shall be prepared and implemented by a qualified archaeologist, in consultation with LBUD, that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource or cultural information in the event of a tribal cultural resource. LBUD shall also consult with appropriate Native American representatives in determining treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resources, beyond those that are scientifically important, are considered. Any evaluation and treatment shall be supervised by an individual or individuals that meet the Secretary of the Interior's Professional Qualification Standards.
- If any previously unrecorded human remains are inadvertently discovered during construction, in accordance with California Health and Safety Code Section 7050.5, the Los Angeles County Coroner shall be immediately notified of the discovery. No further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains (100 feet or as determined by the project archaeologist) shall occur until the procedures set forth in this measure have been implemented. If the County Coroner determines that the remains are, or are believed to be, Native American, the Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. In accordance with California PRC Section 5097.98, the NAHC must immediately notify those persons it believes to be the Most Likely Descendant (MLD) from the deceased Native American. The MLD shall complete their inspection within 48 hours of being granted access to the site. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.

9. References

City of Long Beach

- 1929 Plans for Belmont Park Pump Station. Job No. B-2012. Sewer Department, City Engineers Office, Long Beach, Calif. July 1929. On file with City of Long Beach.
- 1986 Retrofit Electrical Services at Four (4) Sewer Pump Stations. Bid No. PA-05086 and Contract 18962. Contract executed June 20, 1986. Accessed July 2025.
<https://citydocs.longbeach.gov/CityContracts/DocView.aspx?id=1556866&dbid=0&repo=Laserfiche-CityofLongBeach&cr=1>.
- 1992 Ordinance No. C-7056.

Google

- 2025 Google Maps. Accessed July 2025. <https://www.google.com/maps>.

Griffith Company

- 2025 History. Accessed July 2025. <https://griffithcompany.net/history-2/>.

Long Beach Press (courtesy of Newspapers.com)

- 1924 Huge Reclamation Project Started At Belmont Shore. August 17, p. 14

Long Beach Press-Telegram (courtesy of Newspapers.com)

- 1926a Concrete Streets Being Installed in Belmont Park. May 30, p. 38.
- 1926b Three Big Crews Improve Lots for Exclusive Homes. May 2, p. 46.
- 1929a Belmont Park to Be Under Development Within Few Weeks. June 2, p. 25.
- 1929b Belmont Park Slogan to Be Awarded Today. August 25, p. 17.

Long Beach Water Department

- N.D. History of the Long Beach Water Department 1945-2000. Accessed July 2025.
<https://www.lbutilities.org/about-us/Our-History>.

Long Beach Sun (courtesy of Newspapers.com)

- 1929a Great Recreational Center Visioned [Advertisement]. August 25, p. 12.
- 1929b Official City Printing. October 31, p. 21.
- 1930a Record Planting of Palm Trees at Belmont Park. November 2, p. 28.
- 1930b Month's Total Permits \$592,695. February 21, p. 9.
- 1930c Many Streets Are Improved. June 29, p. 20.
- 1931 Public Will Inspect New Apartments. March 22, p. 19.

McAlester, Virginia Savage

- 2014 Field Guide to American Houses. New York: Alfred E. Knopf.

Metropolitan Water District of Southern California (MWD)

2025 Who We Are: Our Story. Last updated 2025. Accessed July 2025.
<https://www.mwdh2o.com/our-story/>.

MWH

2013 2013 Sewer Master Plan Update. Prepared for Long Beach Water Department. August.

National Park Service (NPS)

1997 How to Apply the National Register Criteria for Evaluation. National Register Bulletin 15.
 U.S. Department of the Interior.

Nationwide Environmental Title Research, LLC

2025 Historic Aerials by NETROnline. Last updated 2025. Accessed July 2025.
<https://historicaerials.com>.

Sapphos Environmental, Inc. (Sapphos)

2009 City of Long Beach Historic Context Statement. Prepared for: City of Long Beach
 Department of Development Services. July 10. Accessed July 2025.
<https://www.laconservancy.org/wp-content/uploads/2022/10/2009-historic-context-for-city.pdf>.

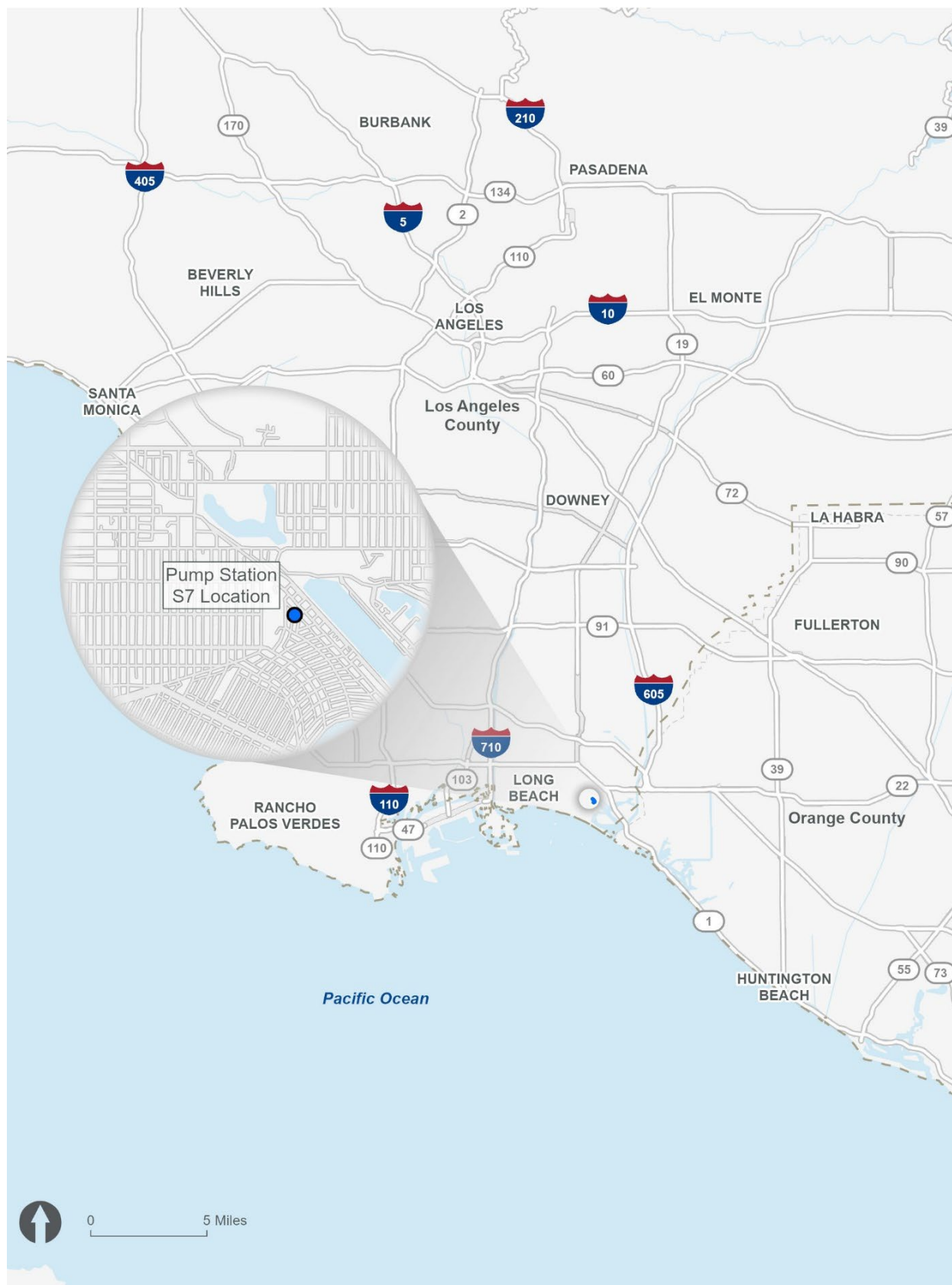
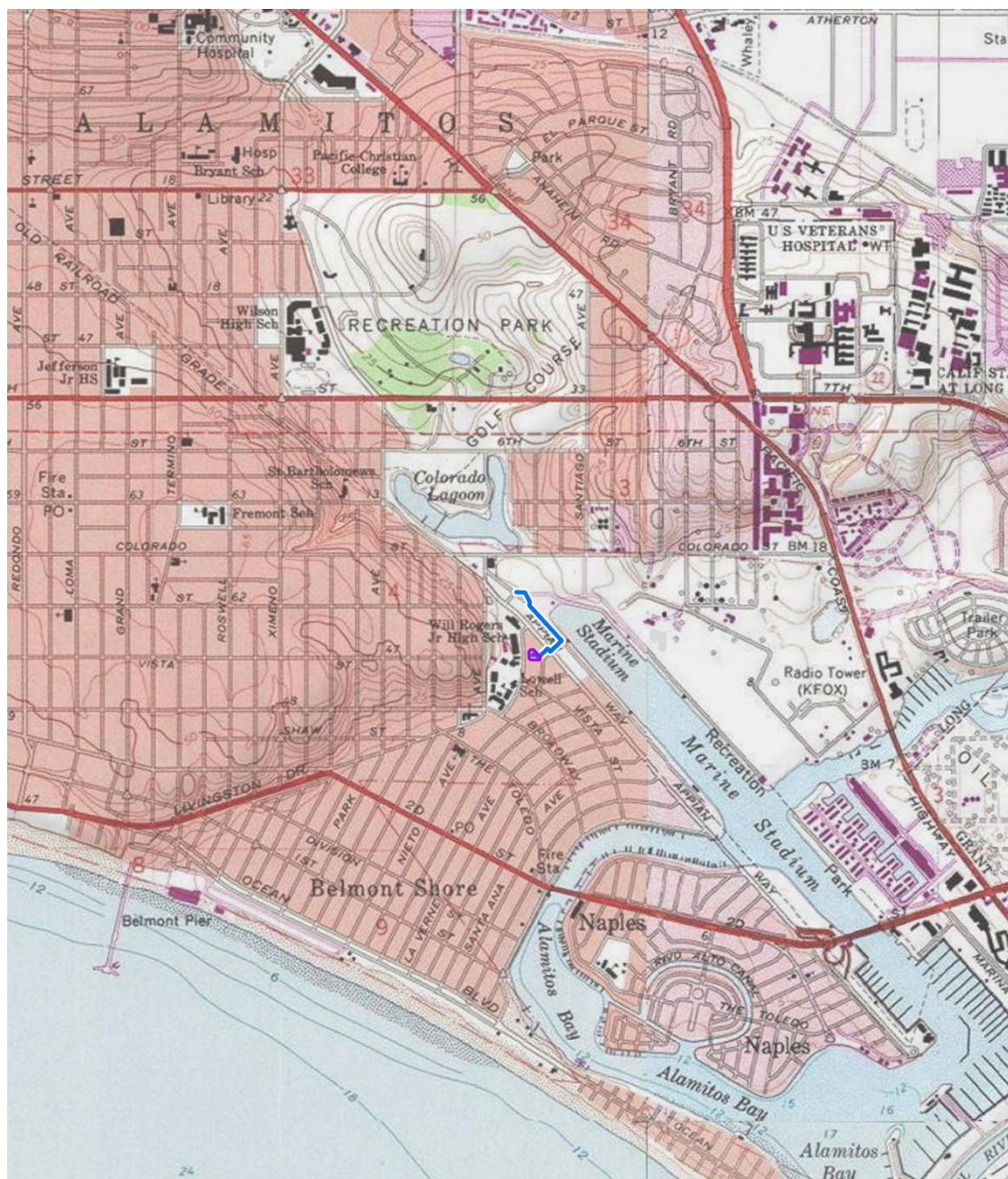


Figure 1. Regional Location



- Proposed Force Main Alignment
- Sewer Lift Station S-7

USGS 7.5' Topographic
Quadrangle in Map
Long Beach/Long Beach OE S/
Los Alamitos/Seal Beach

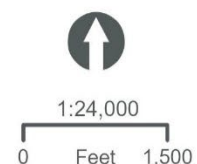


Figure 2. Project Location on the Long Beach USGS 7.5-Minute Topographic Quadrangle



Figure 3. Project Footprint and Project Study Area

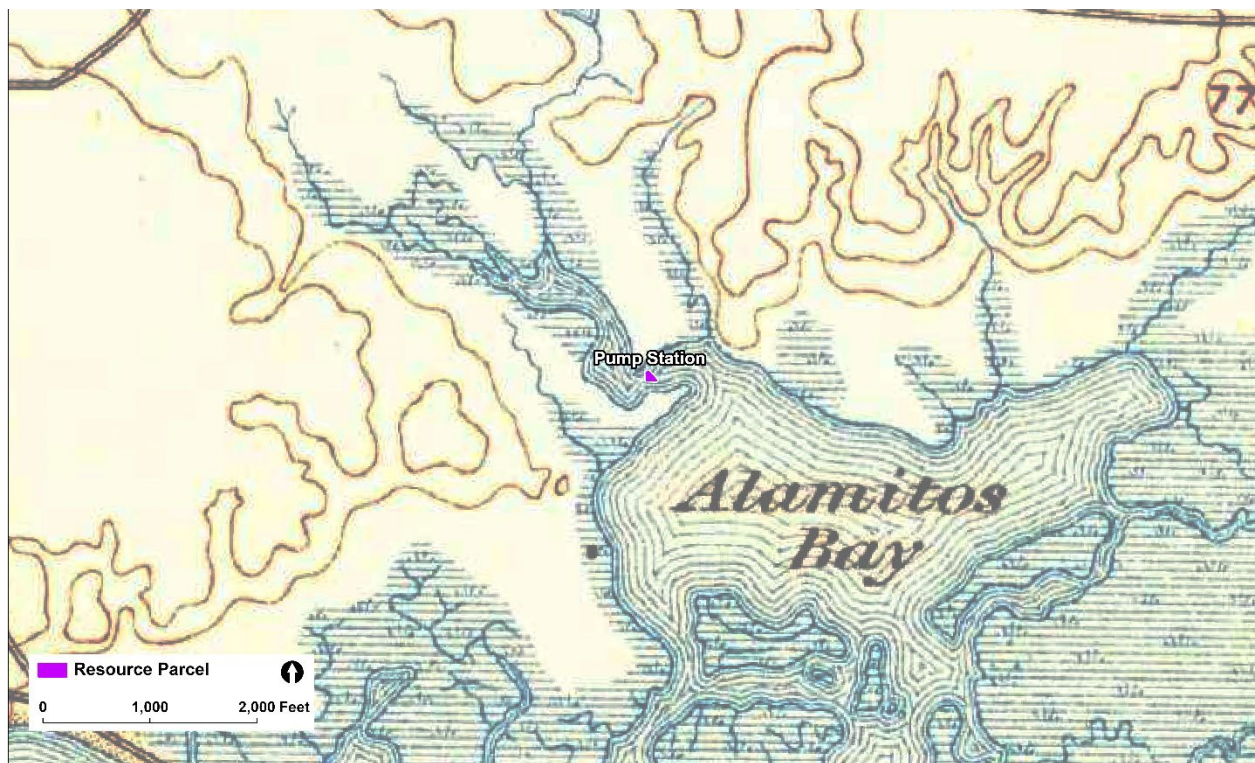


Figure 4. Sewer Lift Station S-7 Shown on 1896 USGS Topographic Map

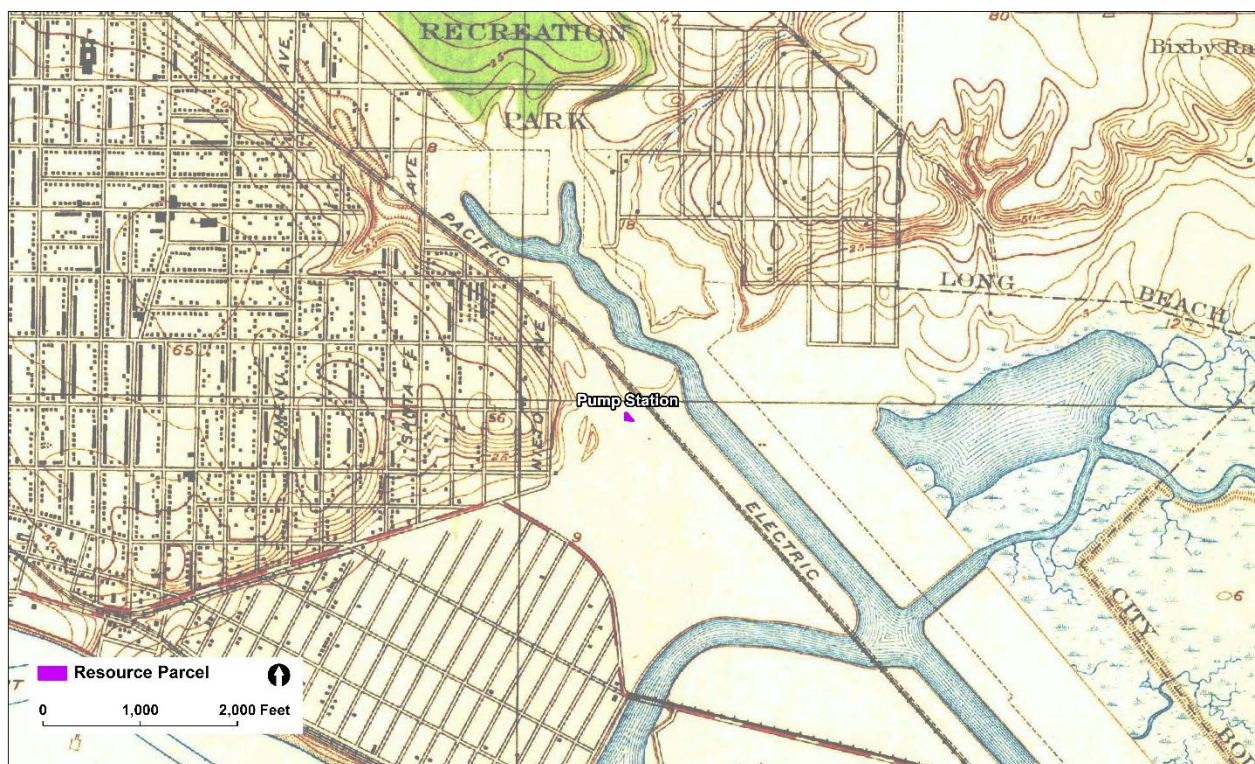


Figure 5. Sewer Lift Station S-7 Shown on 1925 USGS Topographic Map



Figure 6. Sewer Lift Station S-7 Shown on 1927 Aerial Imagery

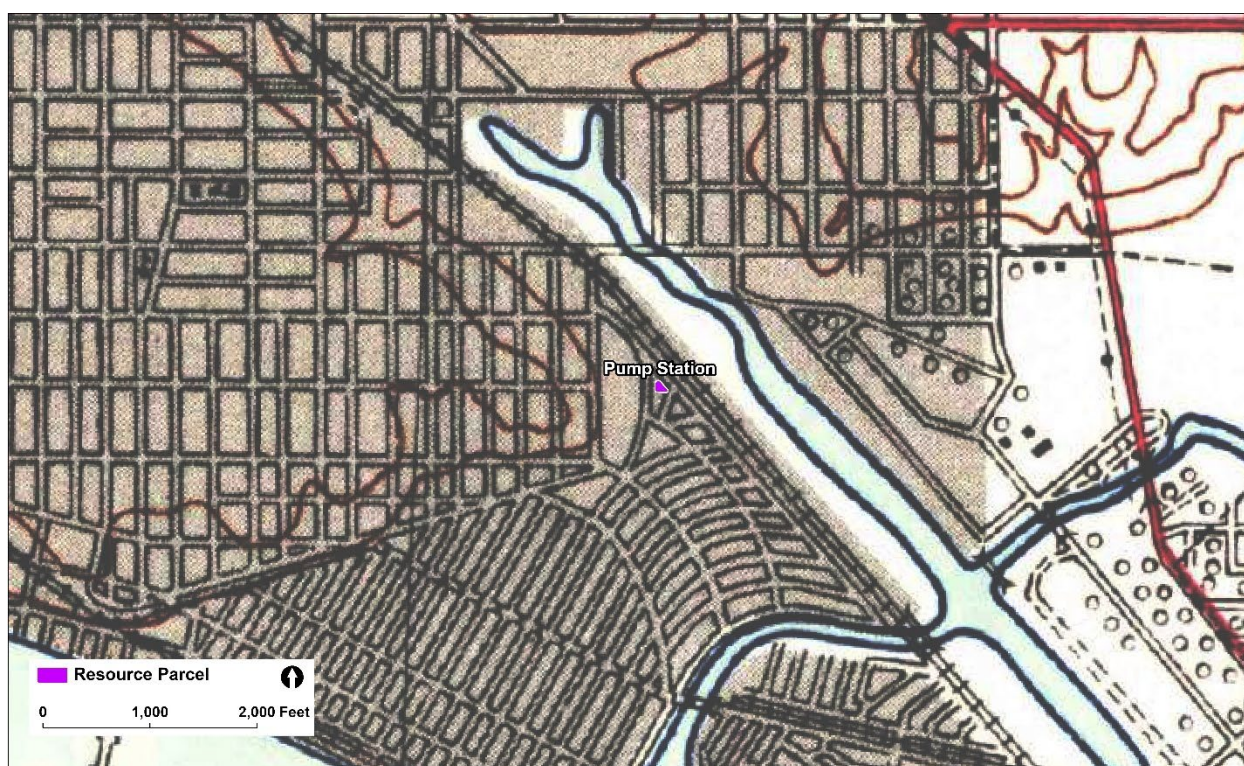


Figure 7. Sewer Lift Station S-7 Shown on 1942 USGS Topographic Map

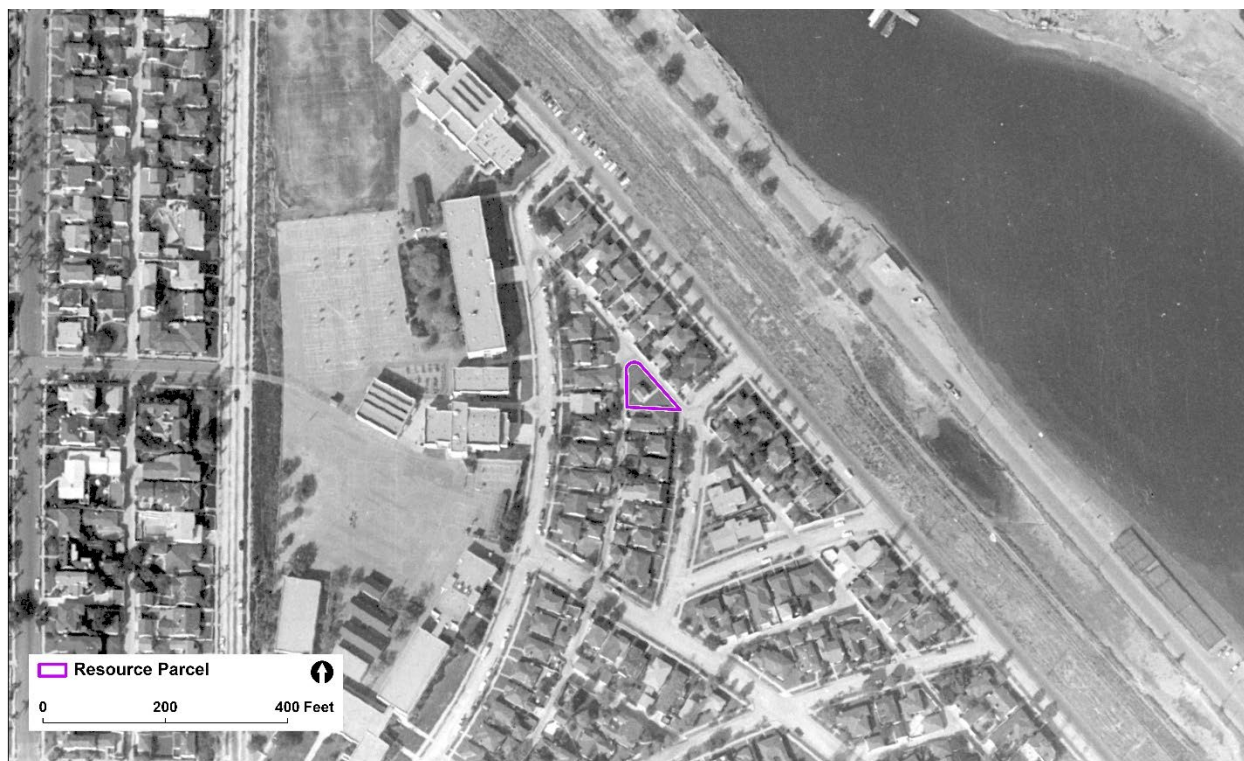


Figure 8. Sewer Lift Station S-7 Shown on 1958 Aerial Imagery

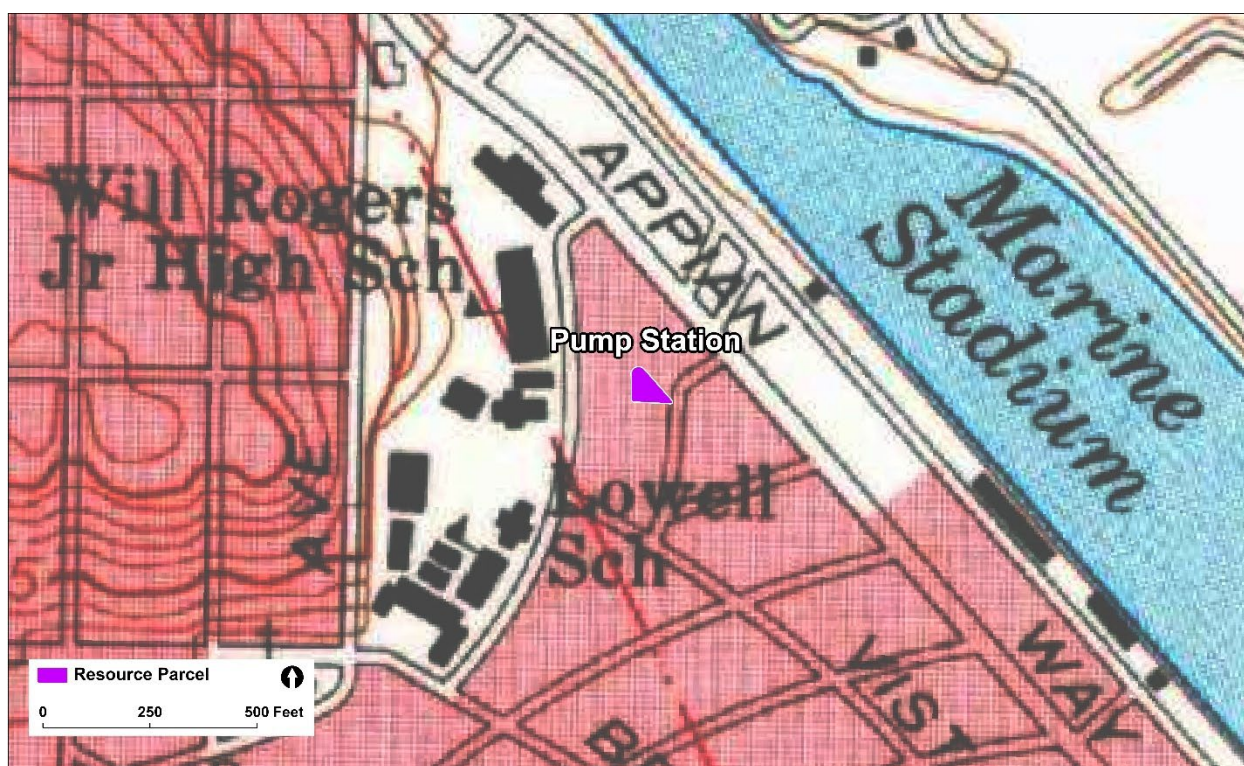


Figure 9. Sewer Lift Station S-7 Shown on 1964 USGS Topographic Map



Figure 10. Overview of Sewer Lift Station S-7 Parcel, Viewing West.



Figure 11. Overview of Sewer Lift Station S-7 Parcel, Viewing South



Figure 12. Superstructure, Façade (South Elevation), Viewing North



Figure 13. Superstructure, West Elevation, Viewing East



Figure 14. Superstructure, Rear (North Elevation), Viewing Southeast



Figure 15. Superstructure, East Elevation, Viewing Southwest



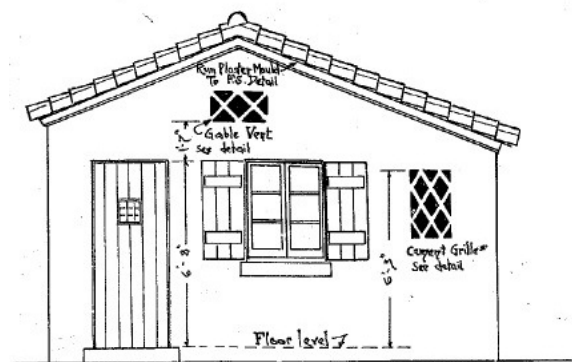
Figure 16. Wet Well Check Plate/ Access (Superstructure Interior)



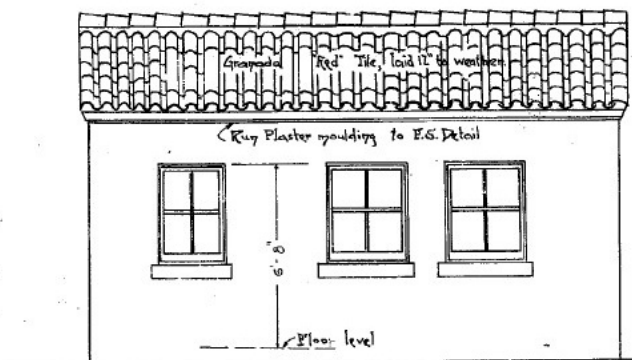
Figure 17. Basement, Pump No. 1 Motor (Black) and Pump No. 2 Motor (Green)



Figure 18. Basement, Detail of Pump No. 2 Motor



- FRONT ELEVATION -



ELEVATION -

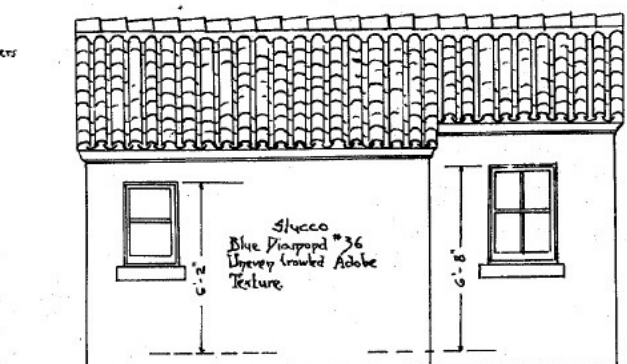
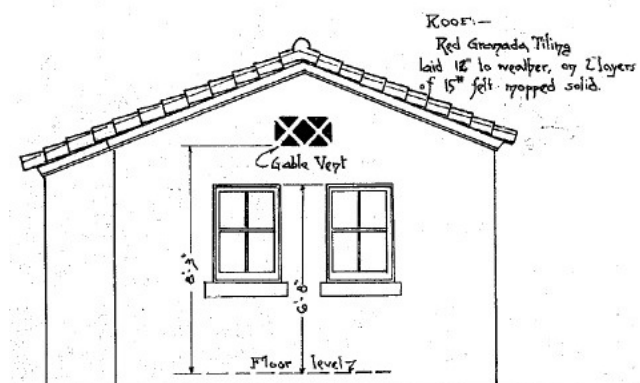


Figure 19. Portion of 1929 Pump Station Architectural Plans

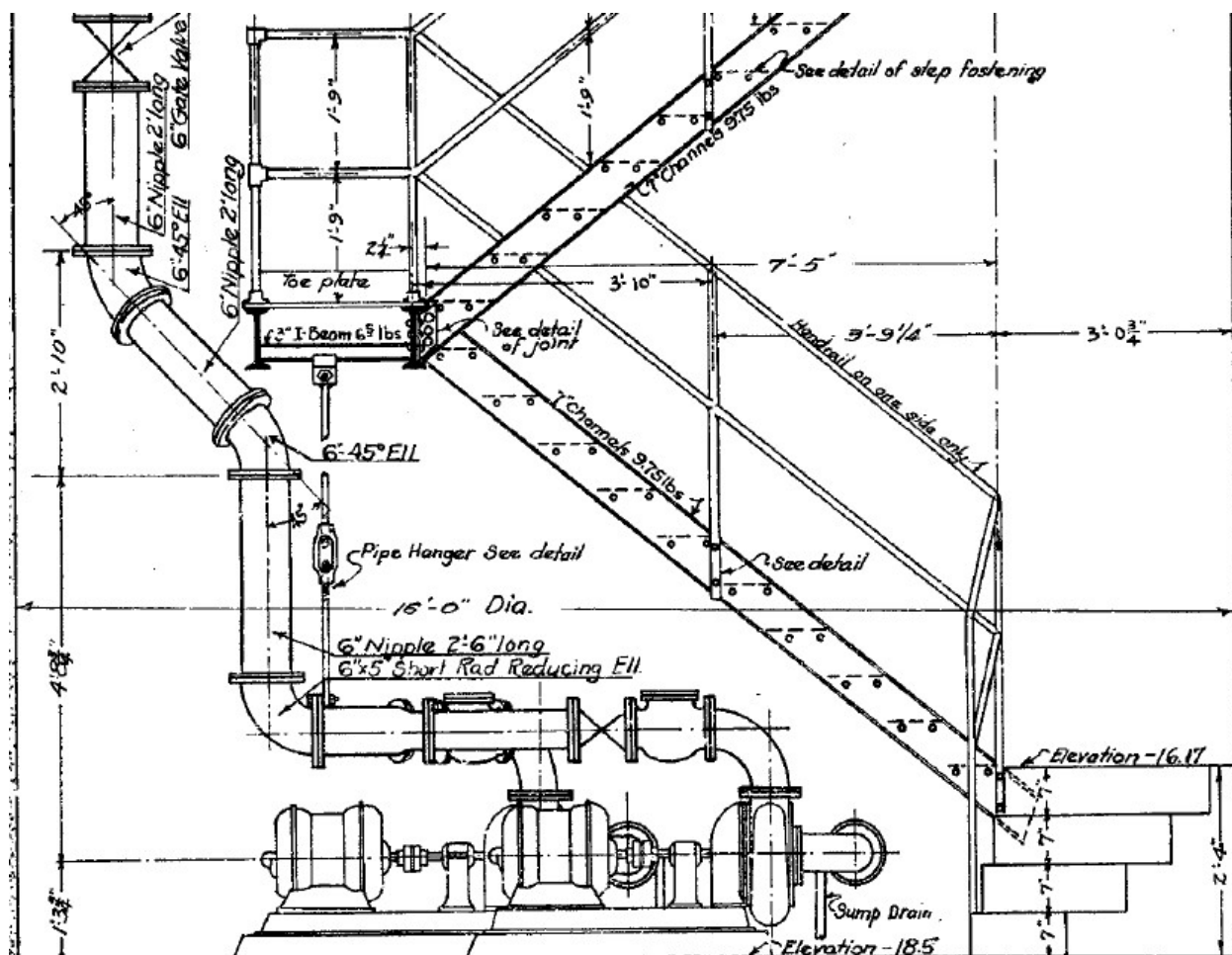


Figure 20. Basement Elevation, Original Equipment Arrangement

Appendix A. Record Search Results

(CONFIDENTIAL)

Appendix B. Sacred Lands File Search Results

Appendix C. Department of Parks and Recreation
523 Series Forms for Sewer Lift Station S-7
(Belmont Park Pump Station)