

September 26, 2023

**CHAIR AND CULTURAL HERITAGE COMMISSIONERS**

City of Long Beach  
California

**RECOMMENDATION:**

Recommendation that the Cultural Heritage Commission review the landmark nomination, background materials, make all appropriate findings and make a recommendation to the City Council on whether to designate former Fire Station No. 9 building located at 3917 Long Beach Boulevard in the Commercial Community Automobile-Oriented (CCA) as a Locally Designated Historic Landmark building. (District 5)

**APPLICANT:** Los Cerritos Neighborhood Association  
c/o Robert Gill and Jeanne Williams  
3828 Pine Ave  
Long Beach, CA 90807  
(Application No. HLM2306-01)

**PROPERTY OWNER:** City of Long Beach  
Department of Economic Development  
411 East Ocean Boulevard, 10<sup>th</sup> Floor  
Long Beach, CA 90802

**THE REQUEST**

This is a request to the Cultural Heritage Commission (CHC) to review the landmark nomination, background materials, and make all appropriate findings and make a recommendation to the City Council on whether to designate former Fire Station No. 9 building located at 3917 Long Beach Boulevard in the Commercial Community Automobile-Oriented (CCA) Zoning District as a Locally Designated Historic Landmark building.

**BACKGROUND**

The subject property is the former Fire Station No. 9 at 3917 Long Beach Boulevard and is identified as Assessor Parcel Number (APN) 7139-013-900 (Attachment A - Vicinity Map). The site is owned by the City of Long Beach and encompasses approximately 5,800 square feet, or 0.13-acre. The project site is improved with the vacant City of Long Beach Fire Station No. 9 building, which served Fire Service Area No. 9. The site is in the CCA Zoning District and



has a Neighborhood Serving Center or Corridor – Low (NSC-L) General Plan PlaceType Designation. The site is bound by Long Beach Boulevard on the east and North Virginia Road to the west and is regionally accessible from Interstate-710 (I-710) and Interstate-405 (I-405). Surrounding land uses consist of commercial buildings to the north, east (across Long Beach Boulevard), and south and single- and multi-family residences to the north, east (across Long Beach Boulevard), south, and west (across North Virginia Road). The property is not located in a designated historic district.

The project site was developed in 1938 as a fire station designed by W. Horace Austin (1881–1942) in the Tudor Revival style as a Works Progress Administration (WPA) project for the City of Long Beach. The 5,548-square-foot, rectangular building of one-and-a-half stories in height with a three-story hose tower remains on the project site (Attachment B - Site Photographs). The two fire truck bays are located at the rear of the structure with direct access to Virginia Road. The building operated as Fire Station No. 9 from 1938 until summer 2019 when it was vacated due to the presence of toxic mold in the building. Due to the presence of mold, the building was determined to be uninhabitable by the Long Beach Fire Department (LBFD). The existing fire station at 3917 Long Beach Boulevard remains vacant.

Fire personnel have been relocated to an interim Fire Station No. 9 location at 2019 East Wardlow Road that has been in operation since 2020 under a limited term lease, until a new fire station can be constructed within Fire Service Area No. 9 in order to help meet the LBFD response time goals. On June 17, 2021, an Environmental Impact Report (EIR) and Site Plan Review (SPR) entitlement was heard before the Planning Commission to authorize demolition of the existing fire station building at 3917 Long Beach Boulevard and consider two (2) options for reuse of the site in the near term, one of which included the installation of a temporary fire station on the cleared site until the permanent fire station can be constructed (Attachment C – Planning Commission Staff Report June 17, 2021).

The EIR included a Peer Review and Cultural Resources Study for the Fire Station No. 9 Replacement Project (May 2020), which included a peer review of a previous Historical Resource Evaluation Report (HRER) (September 2019) prepared for the building that identified the fire station as a historical resource subject to the California Environmental Quality Act (CEQA) and individually eligible for local listing or designation under Criteria A (Attachment D – Peer Review and Cultural Resources Study, Fire Station No. 9 Replacement Project, Long Beach, California 90807). As required by CEQA, four alternatives, including a “No Project” alternative were studied; among the alternatives, the EIR examined two options that included demolition of the fire station building. The analysis included in the EIR also examined the reuse of the building as one of the project alternatives. The analysis included in the EIR demonstrates that the reuse of the building would result in the same significant and unavoidable impact because the remediation would result in the removal of the character-defining features resulting in the same historic resource impacts as demolishing the building.

At the time of the preparation of this report, the Planning Commission has not acted on the project. The request to certify the EIR and approve the SPR to demolish the fire station building would result in a significant and unavoidable impact to historical resources under CEQA and



the Final EIR included a Statement of Overriding Considerations (SOC). The Planning Commission continued the item to a date uncertain to ensure that the property was placed for sale and interested parties had the opportunity to purchase and adaptively reuse the property prior to a decision that would include demolition.

On November 3, 2022, the Department of Economic Development published a bid to solicit proposals for purchase of the property for development or adaptive reuse of the vacant fire station building. No offers were made on the property during the required timeframe. Subsequently, the Department of Economic Development released another bid to solicit proposals on July 21, 2023. The bid documentation acknowledged the filing of this Landmark Nomination application to inform potential bidders on the site. Multiple proposals were received through this second bid and are under review by the Department of Economic Development.

On June 29, 2023, the Los Cerritos Neighborhood Association filed an application to designate the former Fire Station No. 9 building at 3917 Long Beach Boulevard.

## **ANALYSIS**

The one-and-a-half story fire station building was designed by W. Horace Austin in the Tudor Revival style as a WPA project for the City of Long Beach. The building has been altered over time. No building permit records were found. However, major alterations were noted during the field inspection.

## **BUILDING DESIGN**

The building is generally rectangular in plan and has a predominately gabled and hipped roof clad in asphalt shingles with a flat roof on the south elevation clad in rolled asphalt (Attachment E – Historic Plans). The roof perimeter has shallow eaves with barge boards on the street-facing (east and west) gable ends. The north- and south-facing gable ends are articulated by parapets and at the center of the north portion of the roof is the three-story hose tower. The exterior is mostly covered in cement plaster.

Major alterations noted during the field inspection include re-stuccoing of the exterior and replacing the wood roof shingles with asphalt. All but one original window has been replaced and the openings on the south elevation appear to have been resized. Other than the garage openings, most entrances retain original doors. A radio mast, formerly at the center of the tower, was also removed and between 2016 and 2019, the metal WPA plaque was removed from the east elevation of the building.

Some interior spaces retain their original features and finishes, while some spaces have been remodeled. The radio room, located within the upper half-story of the building, and second floor of the hose tower were reconfigured as living space. The third story of the tower was closed off and the wall between the tower and radio room was removed. However, the original wood ladder and hose rollers are extant and are visible by way of an access panel in the non-original ceiling. The first-floor dormitory space was partitioned for use as offices at an unknown date.

The kitchen has also been upgraded with new cabinets and appliances. Most doors on the first floor are original. The original fireplace with wood built-in cabinets and glass doors are extant in the reception room, most recently utilized as a gym. The wash room and locker rooms are also intact with original built-in furniture including built-in wood lockers with cabinets and drawers. Both of these rooms retain their original layout as well. The apparatus room and watch room are very much intact. Major alterations in the apparatus room include reconfiguration of access to the hose tower on the east wall. Although the original wood plank access door is extant, the doorway has been closed off and is now used as shelving. A non-original opening was made south of the door, which now connects the hose tower room, supply room, and apparatus room, each originally individual spaces.

### ASSOCIATION

Following the stock market crash of 1929 and subsequent years of the Great Depression, the New Deal served to provide the nation with much-needed jobs, infrastructure, and assurance. Under the New Deal's two main infrastructure and employment programs, the WPA and the Public Works Administration (PWA), some of the nation's most remarkable civic improvement projects were completed.

Funds were provided to the City of Long Beach to complete a number of new civic improvement projects. Funding for improvements came in the form of two new fire stations (No. 7 and No. 9) and repairs to the 1921/1922 City Hall, which had been damaged in the 1933 earthquake.

In addition to the fire station's association with the WPA, the building was designed by W. Horace Austin, who eventually became one of the city's most prolific commercial and institutional architects. Austin's work includes notable existing historic landmarks in Long Beach:

- Ambassador Apartment Building (1925, 35 Alboni Place);
- Pacific Tower (1923, 205-215 Long Beach Boulevard);
- Farmers & Merchants Bank (320 Pine Avenue); and
- Long Beach Airport Terminal Building (4100 Donald Douglas Drive)

While Austin is considered a master architect in Long Beach, National Register Bulletin #15 states, "The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft." During the Great Depression, Austin sought work through the WPA, as was typical for many architects across the country at the time. Three known WPA projects were completed by Austin, including the subject building (Long Beach Fire Station No. 9), Santa Ana City Hall (former), and Long Beach Airport Terminal Building. Austin had a prolific career and had already fully developed into a well-known architect by the time he designed Fire Station No. 9, which was constructed toward the end of his career. Thus, it would not be considered a particularly important phase in the development of his career, an important aspect of his career, or a particular idea in his craft. Therefore, the property does not appear to be significant under this aspect of Criterion C.

### **CHARACTER DEFINING FEATURES**

Multiple character defining architectural features are found on the front and rear elevations. Character defining features of the building include its single-family residential scale, massing and asymmetry, half-timbering and other wood details, cement plaster exterior finishes, hose tower, wood window frames and windows, and oversized garage doors. However, many of the original building materials and character-defining features, such as the roof and all but one window, have been replaced or removed in the years since construction of the fire station.

The submitted landmark nomination requests the building is protected along with the following interior elements:

- Reception room with fireplace, built-ins, and blackboard
- Original doors
- Original lockers
- Stairway
- Apparatus/engine room wood truss ceiling
- Fire hose tower
- Vault

### **LANDMARK DESIGNATION CRITERION**

The Cultural Heritage ordinance in the Long Beach Municipal Code includes four criteria for a cultural resource to qualify for a landmark designation:

1. Criterion A: it is associated with events that have made a significant contribution to the broad patterns of the City's history;
2. Criterion B: it is associated with the lives of persons important to the City's past;
3. Criterion C: it embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values;
4. Criterion D: it has yielded, or has the potential to yield, information important in prehistory or history.

In order to be eligible for landmark designation, the building must meet at least one of the aforementioned criteria.

The building located at 3917 Long Beach Boulevard, is eligible for Long Beach Historic Landmark designation under Criterion A of the landmark designation findings. The building is associated with the City's partnership with the WPA which led to the development of needed civic infrastructure and civic services needed after 1933 earthquake.

### **CRITERION A**

The documentation prepared as part of the previous EIR provides analysis on the property's eligibility for local designation under Criterion A for its association with events that have made

a significant contribution to the broad patterns of our history. To be eligible for listing under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. Analysis is provided regarding association with two contexts: 1) Civic and Governmental Infrastructure and 2) the WPA. Although the two contexts are closely related, the property is evaluated below within each context individually (Attachment F – DPR Property Inventory Form).

The first context considered under Criterion A was Civic and Governmental Infrastructure. The property was constructed in 1938 as the second Fire Station No. 9. The first had been demolished as a result of the 1933 Long Beach earthquake. The new Fire Station No. 9 was constructed in the Los Cerritos and Bixby Knolls neighborhoods at a time when the City had a lack of permanent fire stations as a result of the 1933 earthquake, but limited funding to address these deficiencies during the Great Depression. However, according to *National Register Bulletin #15*, “mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property’s specific association must be considered important as well.” Although Fire Station No. 9 was the first fire to be constructed after the earthquake, this association is best evaluated in the context of the WPA. To be eligible under Criterion A within the context of Civic and Government Infrastructure, the fire station would need to be particularly important in fire station history, such as the first fire station constructed in Long Beach. No information was found indicating that Fire Station No. 9 played a significant role in the history of the Fire Department. Therefore, the property does not appear to be significant under Criterion A within the context of Civic and Government Infrastructure.

The second context considered under Criterion A was the WPA. Throughout the 1910s and 1920s, Long Beach fire stations had been constructed using revenue generated by the City. However, with almost half of the city’s fire stations demolished in the aftermath of the 1933 Long Beach earthquake and lack of city coffers during the Great Depression, the City of Long Beach appealed to the federal government for help. Relief was found in the WPA, which supported the development of civic, recreational, and educational facilities. According to information available today, two fire stations were constructed by the WPA program in Long Beach. These were the subject property, Fire Station No. 9, and Fire Station No. 7, completed in 1940 at 2295 Elm Avenue. Though extant and still in use, Fire Station No. 7 has been substantially altered from its 1940 appearance. The property appears to be significant under Criterion A in the area of Institutional Development as it represents the partnership between the City and WPA created to rebuild and add public services after the 1933 earthquake.

## CRITERION B

As documented in the analysis in the Historical Resource Evaluation Report (GPA 2019), the subject property is ineligible for designation pursuant to Criterion B for landmark designation, as it is not associated with lives of persons significant in our past. To be eligible for listing under Criterion B, a property must be associated with the lives of persons significant in our past. Fire Station No. 9 was constructed by the WPA for the City of Long Beach Fire Department. Since its construction, the building has remained under public ownership as Fire Station No. 9. Many individuals have worked at the property since its construction in 1938; however, collaborative

efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

### CRITERION C

As documented in the analysis in the Historical Resource Evaluation Report (GPA 2019), the subject property is ineligible for designation pursuant to Criterion C, for landmark designation. To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Fire Station No. 9 was evaluated as an example of the Tudor Revival style designed by prolific Long Beach architect, W. Horace Austin.

Fire Station No. 9 possesses most of the basic features associated with the Tudor Revival style, including its predominately stuccoed exterior; steeply pitched, multi-gabled roofs and dormers; decorative half-timbering; decorative quoin detailing; stepped and castellated parapets; wood paneled and planked doors, one of which retains leaded cathedral glass; and tall, narrow vents beneath the gable peaks. However, the building is lacking in the qualities that are associated with finer examples of the Tudor Revival style, such as slate roof shingles, and brick or stone detailing.

Finer examples of the Tudor Revival style also typically retain casement windows with diamond panes and wood paneled doors. The majority of the building's steel sash windows have been replaced with at least one opening enclosed and multiple openings resized. Furthermore, the exterior has been re-stuccoed and the original wood roof shingles have been replaced with asphalt. Fire Station No. 9 does not fully embody the distinguishing features of the Tudor Revival style and is not an important example in this context. Furthermore, the building followed an established trend in fire station design as a typical example of a Bungalow Station and was not an important or pioneering example of its type. Thus, the property does not appear to be significant under these aspects of Criterion C.

William Horace Austin Jr. (1881–1942) is noted as the architect on the original drawings. Austin was born in Kansas and moved to Long Beach with his family in 1895 and began working in the building trades. He eventually became one of the city's most prolific commercial and institutional architects. As such, he is identified in the Long Beach Historic Context Statement.

Some of the buildings designed by Austin are designated Long Beach Historic Landmarks. These include the Ambassador Apartment Building (1925, 35 Alboni Place); Pacific Tower (1923, 205-215 Long Beach Boulevard); Farmers & Merchants Bank; and Long Beach Airport Terminal Building. His work is also listed in the National Register, including Thomas Jefferson Elementary School (1927, 1040 S. Vicentia Avenue, Corona). While Austin is considered a master architect in Long Beach, *National Register Bulletin #15* states, "The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft." During the Great Depression, Austin sought work through the WPA, as was typical for many architects across the country at the time. Three known WPA projects were completed by Austin, including the subject building

(Long Beach Fire Station No. 9), Santa Ana City Hall (former), and Long Beach Airport Terminal Building. Austin had a prolific career and had already fully developed into a well-known architect by the time he designed Fire Station No. 9, which was constructed toward the end of his career. Thus, it would not be considered a particularly important phase in the development of his career, an important aspect of his career, or a particular idea in his or her craft. Therefore, the property does not appear to be significant under this aspect of Criterion C.

The last aspect of Criterion C, the possession of high artistic values, refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal. A building eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend high artistic value. While Fire Station No. 9 does possess some of these architectural features, it does not rise to the level of significance to be considered eligible under this aspect of Criterion C. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. The property is primarily surrounded by low-rise commercial buildings constructed between the late 1940s and 1990s. In conclusion, the property does not appear to be significant under Criterion C.

#### **CRITERION D**

Criterion D was not considered in the Historical Resource Evaluation Report (GPA 2019), as it generally applies to archeological resources. There also is no reason to believe that the property has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

As outlined above, the property appears to be eligible under Criterion A in the area of Institutional Development as it represents the partnership between the City and WPA created to rebuild and add public services after the 1933 earthquake.

#### **CONSIDERATIONS FOR LANDMARKING**

Staff has analyzed the landmark nomination for 3917 Long Beach Boulevard and has determined that the commercial building meets the requirements set forth in Section 2.63.050 (Cultural Heritage Commission) of the Long Beach Municipal Code, which states that a cultural resource qualifies for designation as a Landmark if it retains integrity and meets one or more of the four required findings. As previously noted, the analysis completed as part of the Fire Station No. 9 Replacement Project (3917 Long Beach Boulevard) EIR [EIR-04-19] [State Clearinghouse No. 2019110206] noted that the building's association with the WPA qualifies the building as eligible for Long Beach Historic Landmark designation under Criterion A.

The nomination for Landmark status for the building is consistent with Policy 2.7 of the Historic Preservation Element which encourages preservation practices through the landmarking of buildings. The designation of the subject building as a historic landmark is complementary to the surrounding area and raises awareness of Long Beach's history and preserves significant historic resources.

One potential action for the CHC would be to make the findings and recommend to the City Council to approve the landmark nomination for the former fire station building located at 3917 Long Beach Boulevard. If the designation is approved, it is recommended that the building be recognized as Original Fire Station No. 9. Preservation restrictions should only apply to the preservation of the building in place. The needed remediation of mold issues may require alterations to both the interior and exterior of the building. Limiting the preservation to the exterior only provides an opportunity for remediation to occur for potential adaptive reuse of the building. Without such an allowance, it may be infeasible to adaptively reuse the building due to the known toxic mold within the structure. Preservation of interior features related to the fire station use when there is no scenario where that use will return would doom the building to remain, blighted and vacant, without any feasible adaptive reuse scenario. If the CHC recommends and the City Council concurs to landmark the structure, the greatest flexibility possible should be provided to interior features, consistent with past city practice, in order to facilitate a viable adaptive reuse of the property.

### **CONSIDERATIONS FOR NOT LANDMARKING**

While the building is eligible for landmarking, both the CHC and the City Council exercise wide discretion in deciding if a building should be landmarked, not just if it could be landmarked. Previous environmental studies have noted that the reuse of this structure would have the same impacts as the preservation of the structure because reuse could require such extensive exterior modifications that the integrity of the historic structure would be lost. Furthermore, even once remediation is complete, mold could re-occur in the structure without modification to the roof design, drainage, doors, and windows, which again would result in loss of historic integrity for the structure. The fact that the landmark would likely be set up to fail, likely to lose its integrity, and lose its meaning as a landmark should give the decision-makers pause about establishing such a landmark.

There are also timing questions about establishing this landmark at this time. The property is currently in a disposition process and a delay of ninety days could conceivably give the CHC, City Council, and City overall to have a discussion with the new building owner on how to best preserve the building and what flexibility is needed for their proposed adaptive reuse project. On other landmarks, such as the Houghton Park Community Center, the City has required landmarking as a condition of approval and has enacted the landmark to align with the conclusion of adaptive reuse, in order to provide greater flexibility in permitting and to correctly document the building and features at the moment in time when further changes to significant features will no longer occur.

Due to strong considerations both toward landmarking or toward declining or delaying landmarking, staff is not providing a specific recommendation to the CHC but rather is providing the background for the CHC to reach its own independent conclusions and forward those to the City Council for their consideration.

### **ENVIRONMENTAL REVIEW**

In accordance with Section 15331, Guidelines for Implementation of the California Environmental Quality Act (CEQA), this project was found to be exempt from further environmental review. The Class 31 exemption consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer. The action to designate the building as a local landmark would include provisions to preserve existing character defining features that remain on the building.

The Environmental Impact Report (EIR-04-19) (State Clearinghouse No. 2019110206) prepared for the previous application to demolish the former fire station building was prepared and made available for public review and comment, in accordance with CEQA and the CEQA Guidelines. This analysis included an alternative to adaptively reuse the building, which could result in the demolition of the building due to the extent of remediation needs for the mold issues onsite.

A Notice of Preparation (NOP) of an EIR for review and comment by the public, and responsible and reviewing agencies, was circulated by the City for a 30-day review period from November 12, 2019 to December 12, 2019. During the NOP comment period, the City received six comment letters from agencies and organizations. A Draft EIR was prepared for the Project pursuant to the CEQA Guidelines (Attachment G – Fire Station No. 9 Replacement Project (3917 Long Beach Boulevard) EIR [EIR-04-19] [State Clearinghouse No. 2019110206]). The EIR prepared for the project was a Focused EIR, by focusing the EIR effects determined to be potentially significant, identifying the effects determined not to be significant, and explaining the reasons for determining that certain effects would not be significant.

Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information or clarification regarding the Draft EIR were compiled into a Final EIR pursuant to CEQA Guidelines Sections 15089 and 15132. On March 26, 2021, the Final EIR was published and circulated to public agencies and interested parties that commented on the Draft EIR. The Final EIR was made available on the City's website. The Final EIR were also submitted to the State Clearinghouse, Office of Planning and Research on March 26, 2021.

A Statement of Overriding Considerations is required under the CEQA whenever an EIR identifies an unavoidable significant adverse project impact. The Final EIR identifies one significant and unavoidable impact for the project related to the loss of a historic-age resource. The project's impact related to demolition of a historic resource cannot be mitigated to a less than significant level with incorporation of all feasible mitigation measures. The City finds this significant and unavoidable impact to be acceptable due to overriding considerations. All other Project-specific and cumulative impacts would be less than significant or mitigated to a less than significant level. A Mitigation Monitoring and Reporting Program (MMRP) and Statement of Overriding Considerations have been prepared. The project would include mitigation



## CHAIR AND CULTURAL HERITAGE COMMISSION

September 26, 2023

Page 11 of 12

measures to address Cultural, Paleontological and Tribal Resources and Hazards and Hazardous Materials. Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091(a)(3), the City finds that specific economic, legal, social, technological, or other considerations make infeasible additional mitigation measures or alternatives beyond those identified in the EIR. The City recommended approval of the project based on the following project benefits, including but not limited to, the removal of a vacant structure that could attract nuisance/criminal behavior to the area, provision of a safe and healthy workplace for the Fire Station No. 9 crewmembers, and restoration of operation of Fire Station No. 9 within the Fire Service Area No. 9 service area. The preparation and public availability of the EIR was carried out in compliance with the provisions of CEQA and the CEQA Guidelines.

In the event that the property and building is sold to a third party, the findings and analysis, including identified mitigation measures can be referenced. The findings made in the EIR analysis require certification by a discretionary body subject to CEQA.

### **PUBLIC HEARING NOTICE**

A total of 582 public notices were distributed on September 11, 2023. Two posters were placed on site on September 12, 2023. As of this date, two public comment letters have been received in response to the project noticing (Attachment H – Public Correspondence).

Respectfully submitted,



MARYANNE CRONIN  
PROJECT PLANNER



ALEJANDRO PLASCENCIA  
PRESERVATION PLANNER



ALEJANDRO SANCHEZ-LOPEZ  
ADVANCE PLANNING OFFICER



ALISON SPINDLER- RUIZ, AICP  
PLANNING BUREAU MANAGER

ASR:ASL:AP:mc

Attachments: Attachment A – Location Map  
Attachment B – Site Photographs  
Attachment C – Planning Commission Staff Report – June 17, 2021  
Attachment D – Peer Review and Cultural Resources Study for the Fire Station No. 9 Replacement Project  
Attachment E – Historic Plans  
Attachment F – DPR Property Inventory Form

CHAIR AND CULTURAL HERITAGE COMMISSION

September 26, 2023

Page 12 of 12

Attachment G – Fire Station No. 9 Replacement Project (3917 Long Beach Boulevard) EIR  
[EIR-04-19] [State Clearinghouse No. 2019110206])

Attachment H – Public Correspondence

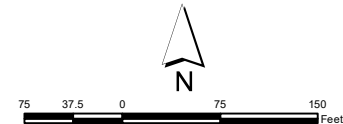


As of 9/8/2023

**Disclaimer**  
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**Subject Property:**  
**3917 Long Beach Blvd**  
**Application No. HLM2306-01**  
**Council District : 5**  
**Zoning Code : CCA**

## Attachment A



**SITE PHOTOGRAPHS**  
**3917 Long Beach Boulevard**  
**Application No. HLM2306-01**  
**September 26, 2023**



Site Photographs  
3917 Long Beach Boulevard  
Application Nos. HLM2306-01  
September 26, 2023  
Page 2 of 3





Site Photographs  
3917 Long Beach Boulevard  
Application Nos. HLM2306-01  
September 26, 2023  
Page 3 of 3



June 17, 2021

**CHAIR AND PLANNING COMMISSIONERS**

City of Long Beach

California

**RECOMMENDATION:**

Adopt a Resolution Certifying Environmental Impact Report (EIR-04-19) (State Clearinghouse No. 2019110206), make findings of fact, adopting a statement of overriding considerations, and approving a Mitigation Monitoring and Reporting Program (MMRP); and

Approve Site Plan Review SPR20-035 for the demolition of the existing, 5,548-square foot city-owned Fire Station No. 9, located at 3917 Long Beach Boulevard in the Community Automobile-Oriented (CCA) Zoning District. (District 8)

**APPLICANT:** City of Long Beach Department of Public Works  
c/o Eric Lopez  
411 W Ocean Blvd, 5<sup>th</sup> Floor  
Long Beach, CA 90802  
(Application No. 1911-03)

**DISCUSSION**

The site is located at 3917 Long Beach Boulevard and is identified as Assessor Parcel Number (APN) 7139-013-900 (Attachment A - Vicinity Map). The site is owned by the City of Long Beach and encompasses approximately 5,800 square feet, or 0.13-acre. The project site is improved with the vacant City of Long Beach Fire Station No. 9 building, which services Fire Service Area 9. The site is bound by Long Beach Boulevard on the east and North Virginia Road to the west and is regionally accessible from Interstate-710 (I-710) and I-405.

Surrounding land uses consist of commercial buildings to the north, east (across Long Beach Boulevard), and south and single- and multi-family residences to the north, east (across Long Beach Boulevard), south, and west (across North Virginia Road). The Oakwood Academy private school is located approximately 450 feet southeast of the site, across Long Beach Boulevard.



The site is in the Community Automobile-Oriented (CCA) Zoning District and has a Neighborhood Serving Center or Corridor – Low (NSC-L) General Plan PlaceType Designation. Uses permitted in the CCA Zoning District include retail and service uses for an entire community, including convenience and comparison shopping for goods and associated services.

The project site was developed in 1938 with the fire station, a 5,548-square-foot, rectangular building of one-and-a-half stories in height with a three-story hose tower (Attachment B - Site Photos). The two fire truck bays are located at the rear of the structure with direct access to Virginia Road. The building operated as Fire Station No. 9 from 1938 until summer 2019 when it was vacated due to the presence of toxic mold in the building. Due to the presence of mold, the building was determined to be uninhabitable by the Long Beach Fire Department.

Fire Station No. 9 was designed by W. Horace Austin (1881–1942) in the Tudor Revival style as a Works Progress Administration (WPA) project for the City of Long Beach. Character-defining features of the building include its single-family residential scale, massing and asymmetry, half-timbering and other wood details, cement plaster exterior finishes, hose tower, wood window frames and windows, and oversized garage doors. However, many of the original building materials and character-defining features, such as the roof and all but one window, have been replaced or removed in the years since construction of the fire station.

The proposed project includes the demolition of the 5,548-square foot City-owned Fire Station No. 9 at 3917 Long Beach Boulevard. While deemed ineligible for listing on either the National or California historic registers due to a lack of integrity, Fire Station No. 9 is considered a historic resource, pursuant to the California Environmental Quality Act (CEQA), as a result of the findings of a historic resource evaluation which determined the building to have potential historical significance due to its conformance with local historic criteria (Criterion A). An Environmental Impact Report (EIR) was prepared to analyze impacts of the project under CEQA. As required by CEQA, four alternatives, including a “No Project” alternative were studied; among the alternatives, the EIR examined two options that included demolition of the fire station building. The analysis included in the EIR also examined the reuse of the building as one of the project alternatives.

As previously noted, the project being proposed by the City involves removal of the existing fire station and either of the following options for reuse of the site in the near term, with Option B being the more likely near-term use:

- Option A would remove the existing structurally impaired and deteriorated building due to the hazardous conditions created by the mold and building moisture and install a temporary modular structure to accommodate the station crew.



- Option B would also remove the existing structurally impaired and deteriorated building. However, under Option B, the site would remain undeveloped until a future use for the site is determined.

The project subject to this site plan review approval is for the demolition of the structure (Option B). Upon demolition, the site would be secured with City-approved fencing and the placement of mulch to ensure adequate on-site drainage (Attachment C - Site Plan).

While the demolition of the building would not preclude the adaptive reuse of the building. The analysis included in the EIR demonstrates that the reuse of the building would result in the same significant and unavoidable impact because the remediation would result in the removal of the character-defining features resulting in the same historic resource impacts as demolishing the building. Therefore, for disclosure purposes under CEQA, the selected alternative is the demolition of Fire Station No. 9.

#### Interim Fire Station

An Administrative Use Permit (AUP) was approved by the Zoning Administrator on July 13, 2020, for an interim location for Fire Station No. 9 until a new station can be built. The AUP approval includes the reuse of an existing structure at the former Boeing Fitness Center at 2019 East Wardlow Road. This interim location permits fire personnel to occupy an independent facility rather than co-locating at existing Fire Station Nos. 13 and 16. The 2019 East Wardlow location fulfills the immediate need for a temporary fire station while interim and long-term plans and the approval process, including determinations about the future use of the current Fire Station No. 9 project site, are completed. The City has entered into a limited short-term lease for the interim site.

Since circulation of the Notice of Preparation (NOP) in November 2019 and in order to continue to serve the Fire Service Area's fire and safety needs, the City Manager, or designee, has been authorized to execute any and all documents necessary, including a Standard Offer, Agreement and Escrow Instructions for Purchase of Real Estate (Agreement) for the purchase of certain real property located at 4101-4107 Long Beach Boulevard (Assessor Parcel Numbers 7139-015-010 and -017). This site has been identified as a potential location for the permanent Fire Station No. 9. The potential development of the site as the new Fire Station No. 9 would require a separate project-level environmental analysis.

Staff is able to make positive findings for the Site Plan Review for the proposed demolition of Fire Station No. 9 (Attachment D - Findings). Conditions of Approval are recommended to ensure that the objectives for this project will be met and that the City's interests are protected by maintaining flexibility as it pertains to the future reuse of the subject site (Attachment E - Conditions of Approval).

## **PUBLIC HEARING NOTICE**

A total of 743 notices of public hearing were distributed on June 1, 2021, in accordance with the requirements of Chapter 21.21 of the Zoning Regulations. No comments have been received as of the preparation of this report.

## **ENVIRONMENTAL REVIEW**

An Environmental Impact Report (EIR-04-19) (State Clearinghouse No. 2019110206) has been prepared and made available for public review and comment, in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidelines.

A Notice of Preparation (NOP) of an EIR for review and comment by the public, and responsible and reviewing agencies, was circulated by the City for a 30-day review period from November 12, 2019 to December 12, 2019. During the NOP comment period, the City received six comment letters from agencies and organizations. A Draft EIR was prepared for the Project pursuant to the CEQA Guidelines (Attachment F – Draft EIR [EIR-04-19] [State Clearinghouse No. 2019110206]). The EIR prepared for the project was a Focused EIR, by focusing the EIR effects determined to be potentially significant, identifying the effects determined not to be significant, and explaining the reasons for determining that certain effects would not be significant.

A Notice of Availability (NOA) of a Draft EIR and copies of the Draft EIR were circulated for review and comment to those public agencies that have jurisdiction by law with respect to the Project, or which exercise authority over resources that may be affected by the Project, and to other interested parties and agencies as required by law. Consistent with the requirements of CEQA Guidelines Sections 15087 and 15105, the Draft EIR was also submitted to the State Clearinghouse, Office of Planning and Research, along with a Notice of Completion (NOC). Additionally, the NOA was published in the Long Beach Press-Telegram on July 10, 2020. Comments from such agencies, interested parties, and the general public were sought on the Draft EIR from July 10, 2020 through August 31, 2020, for a total review period of 52 days. The City received four comment letters on the Draft EIR from public agencies, organizations, and interested parties (California Department of Transportation [Caltrans], HouStories, Long Beach Heritage, and Juan E. Ovalle).

Following closure of the public comment period, all comments received on the Draft EIR during the comment period, the City's written responses to the significant environmental points raised in those comments, and additional information or clarification regarding the Draft EIR were compiled into a Final EIR pursuant to CEQA Guidelines Sections 15089 and 15132 (Attachment G - Final EIR [EIR-04-19] [State Clearinghouse No. 2019110206]). On March 26, 2021, the Final EIR was published and circulated to public agencies and interested parties that commented on the Draft EIR. The Final EIR was made available on the City's website. The Final EIR were also submitted to the State Clearinghouse, Office of Planning and Research on March 26, 2021.

A Statement of Overriding Considerations is required under the CEQA whenever an EIR identifies an unavoidable significant adverse project impact. The Final EIR identifies one significant and unavoidable impact for the project related to the loss of a historic-age resource. The project's impact related to demolition of a historic resource cannot be mitigated to a less than significant level with incorporation of all feasible mitigation measures. The City finds this significant and unavoidable impact to be acceptable due to overriding considerations (Attachment H - CEQA Findings of Fact). All other Project-specific and cumulative impacts would be less than significant or mitigated to a less than significant level. A Mitigation Monitoring and Reporting Program (MMRP) and Statement of Overriding Considerations have been prepared. The project would include mitigation measures to address Cultural, Paleontological and Tribal Resources and Hazards and Hazardous Materials. Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091(a)(3), the City finds that specific economic, legal, social, technological, or other considerations make infeasible additional mitigation measures or alternatives beyond those identified in the EIR. The City approves the project based on the following project benefits, including but not limited to, the removal of a vacant structure that could attract nuisance/criminal behavior to the area, provision of a safe and healthy workplace for the Fire Station No. 9 crewmembers, and restoration of operation of Fire Station No. 9 within the Fire Service Area No. 9 service area. The preparation and public availability of the EIR has been carried out in compliance with the provisions of CEQA and the CEQA Guidelines.

Staff therefore recommends the Planning Commission approve the Site Plan Review for the demolition of City-owned Fire Station No. 9.

CHAIR AND PLANNING COMMISSIONERS

June 17, 2021

Page 6 of 6

Respectfully submitted,



MARYANNE CRONIN  
PROJECT PLANNER



ALEXIS OROPEZA  
CURRENT PLANNING OFFICER



PATRICIA DIEFENDERFER, AICP  
PLANNING BUREAU MANAGER



CHRISTOPHER KOONTZ, AICP  
DEPUTY DIRECTOR OF DEVELOPMENT  
SERVICES



OSCAR W. ORCI  
DIRECTOR OF DEVELOPMENT SERVICES

OO:CK:PAD:AO:mc

Attachments: Attachment A - Vicinity Map  
Attachment B - Site Photos  
Attachment C - Site Plan  
Attachment D - Findings  
Attachment E - Conditions of Approval  
Attachment F - Draft EIR (EIR-04-19) (State Clearinghouse No. 2019110206)  
Attachment G - Final EIR (EIR-04-19) (State Clearinghouse No. 2019110206)  
Attachment H - CEQA Findings of Fact



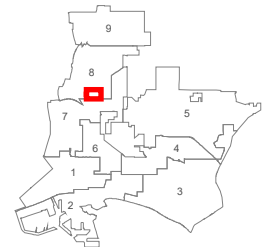
## Subject Property:

3917 Long Beach Blvd  
 Application No. 1911-03  
 Council District 8  
 Zoning Code : CCA

## Exhibit A



150 75 0 150 300  
 Feet



**SITE PHOTOGRAPHS**  
**3917 Long Beach Boulevard**  
**Application No. 1911-03 (SPR20-035)**  
**June 17, 2021**

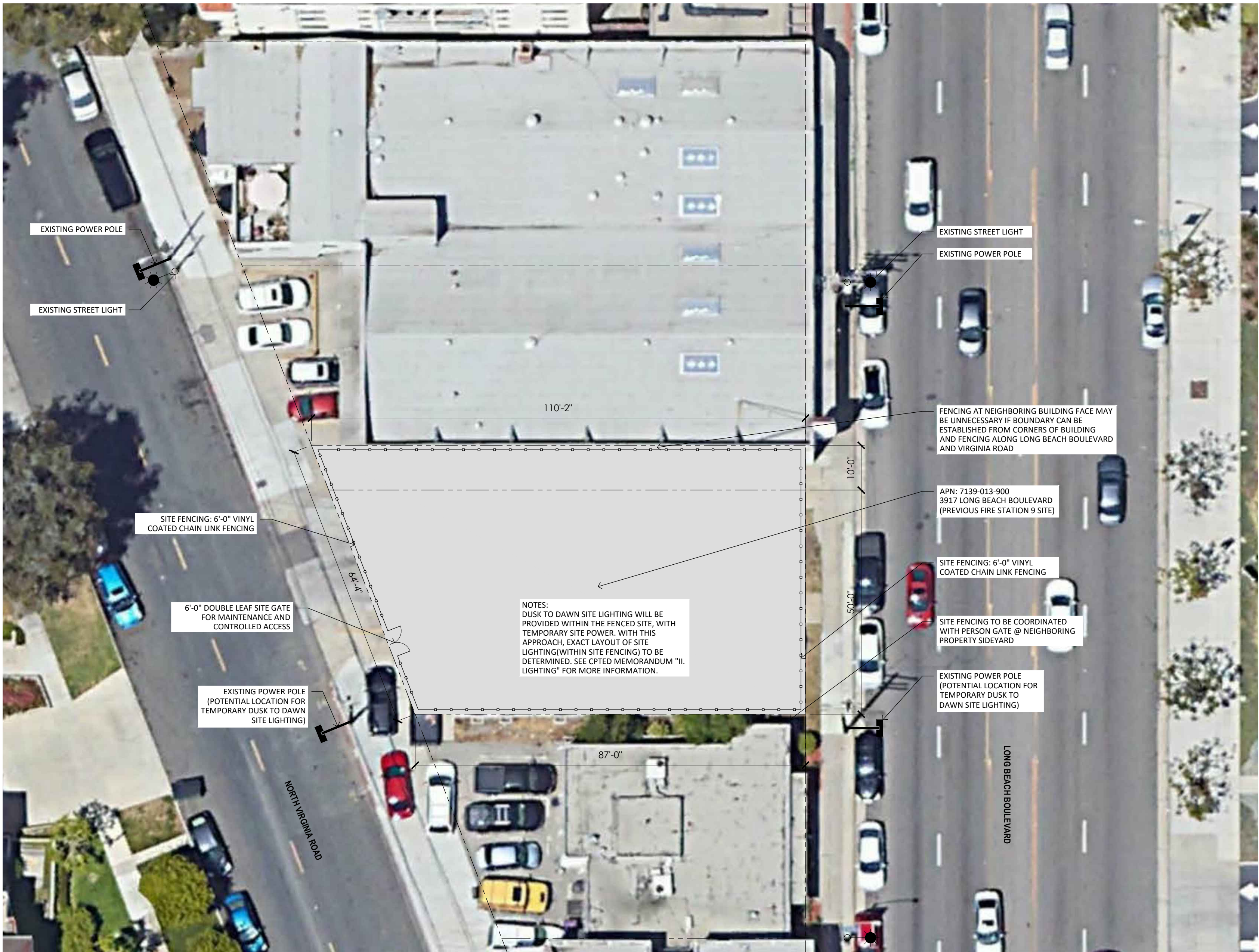
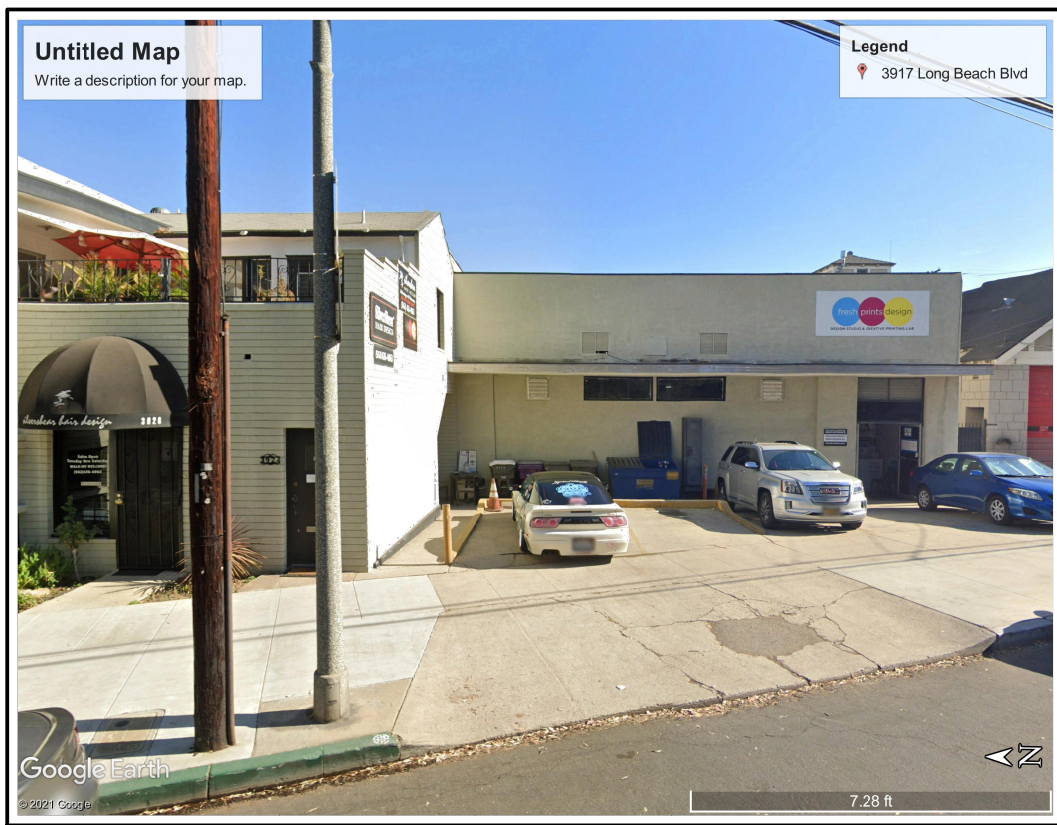
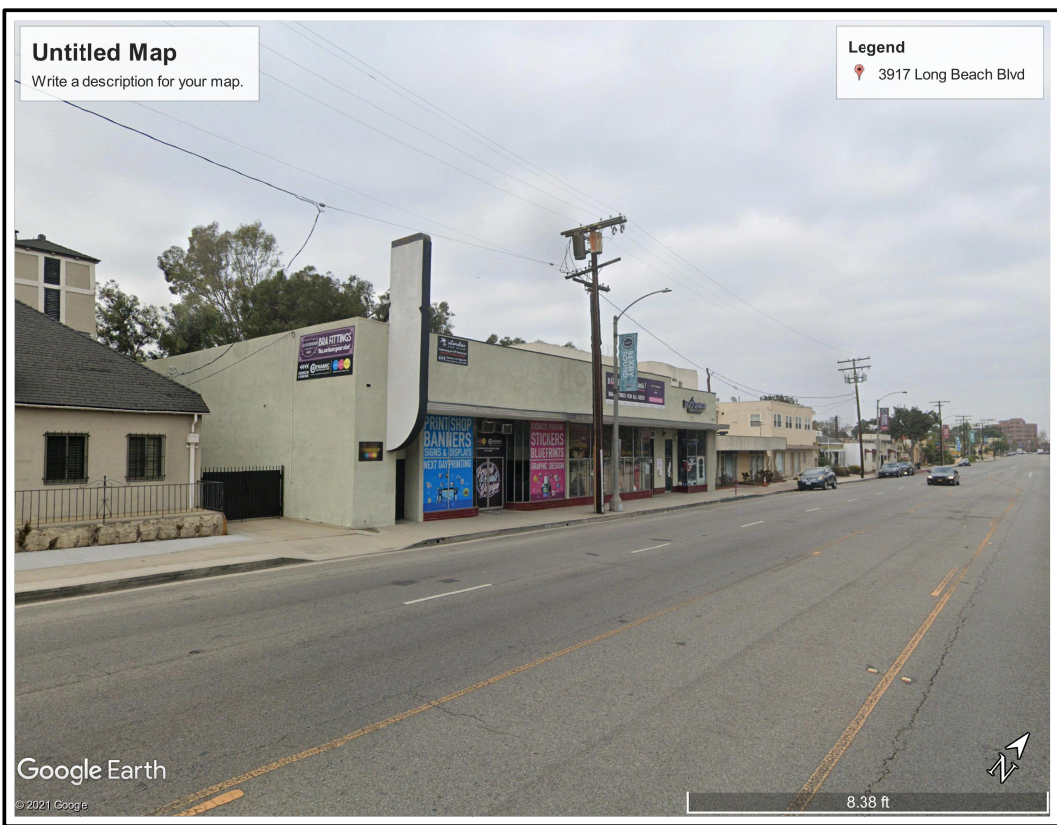
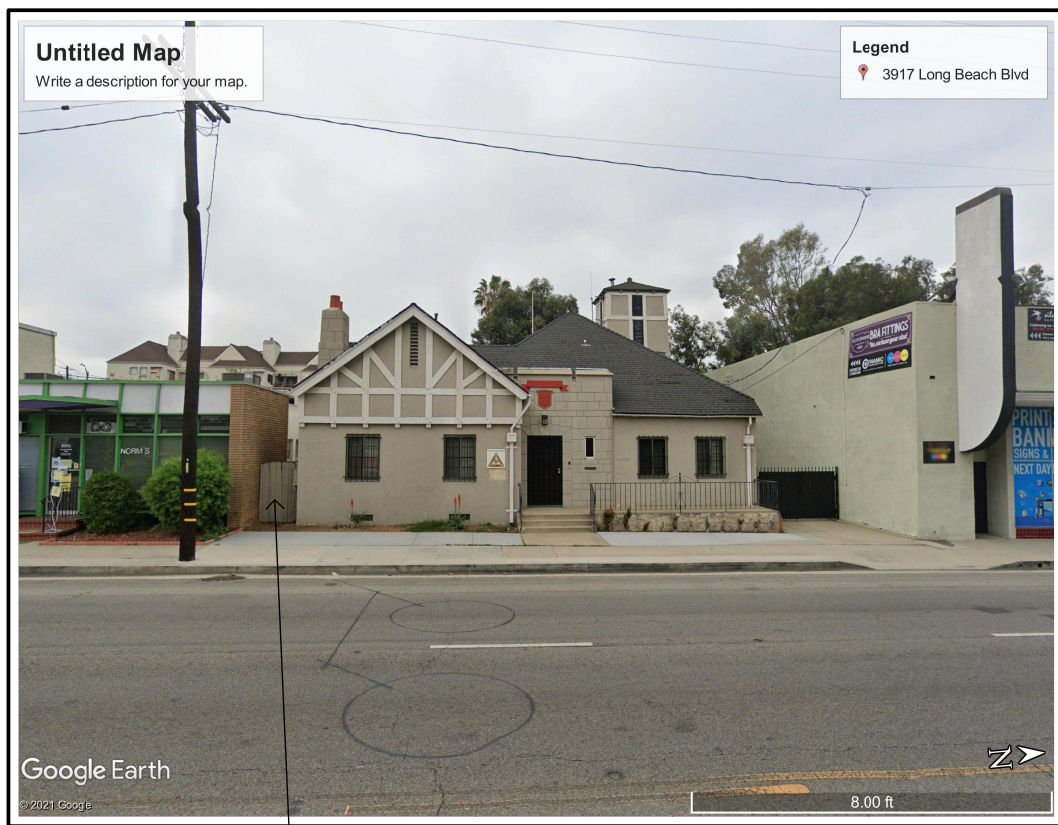
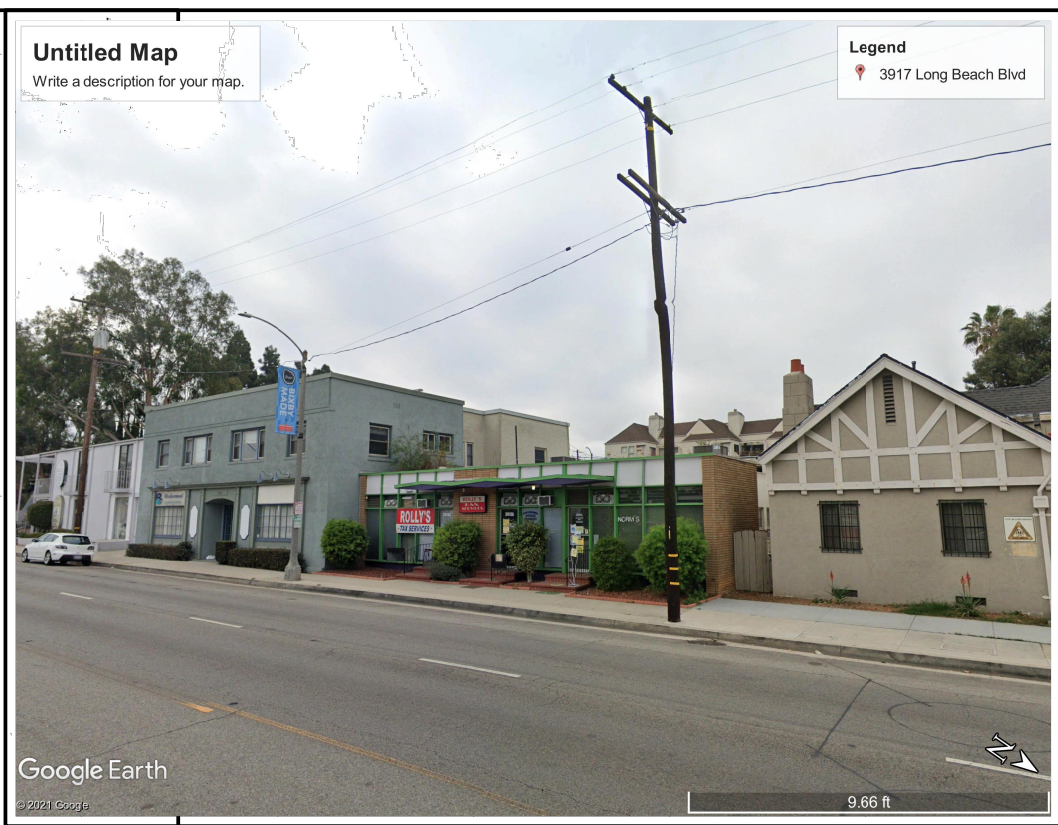












 **FS 9: 3917 LONG BEACH BLVD**  
SCALE: 1/16" = 1'-0"

 EXISTING POWER POLE

 EXISTING STREET LIGHT



## **SITE PLAN REVIEW FINDINGS**

**3917 Long Beach Boulevard**

**Application No. 1911-03 (SPR20-035)**

**June 17, 2021**

Pursuant to Section 21.25.506 of the Long Beach Municipal Code, the Site Plan Review Committee or the Planning Commission shall not approve a Site Plan Review unless the following findings are made. These findings and staff analysis are presented for consideration, adoption, and incorporation into the record of proceedings:

- 1. THE DESIGN IS HARMONIOUS, CONSISTENT AND COMPLETE WITHIN ITSELF AND IS COMPATIBLE IN DESIGN, CHARACTER, AND SCALE, WITH NEIGHBORING STRUCTURES AND THE COMMUNITY IN WHICH IT IS LOCATED;**

The project includes the demolition of the existing, 5,548-square foot City-owned Fire Station No. 9, located at 3917 Long Beach Boulevard in the Community Automobile-Oriented (CCA) Zoning District. Upon demolition, the site would be secured with City-approved fencing and the placement of mulch to ensure adequate on-site drainage. The site would remain undeveloped until a future use for the site is determined.

The Project site is located in the CCA Zoning District, which permits retail and service uses for an entire community including convenience and comparison shopping for goods and associated services. A fire station use requires an Administrative Use Permit (AUP) in the CCA Zone. The site is located within 2019 General Plan Land Use PlaceType of Neighborhood Serving Center or Corridor – Low (NSC-L). This PlaceType allows for civic uses such as police and fire stations, libraries and similar facilities.

The site shares its northern and southern boundaries with commercial uses and is located in proximity to residential uses. The Project would remove an existing vacant building for which extensive remediation would be required in order to preserve the structure and bring it into a habitable and occupiable condition. The remediation would result in the removal of character-defining features of the historic structure, which would have the same significant impact as demolition of the structure. If left in place, the vacant structure could attract nuisance/criminal behavior to the area. Therefore, the demolition of the structure would enable future uses to be developed on the site consistent with zoning, General Plan, and Building Code standards.

- 2. THE DESIGN CONFORMS TO ANY APPLICABLE SPECIAL DESIGN GUIDELINES ADOPTED BY THE PLANNING COMMISSION OR SPECIFIC PLAN REQUIREMENTS, SUCH AS THE DESIGN GUIDELINES FOR R-3 AND**

**R-4 MULTI-FAMILY DEVELOPMENT, THE DOWNTOWN DESIGN GUIDELINES, PD GUIDELINES OR THE GENERAL PLAN;**

The project includes the demolition of the existing, 5,548-square-foot city-owned Fire Station No. 9, located at 3917 Long Beach Boulevard in the Community Automobile-Oriented (CCA) Zoning District. Upon demolition, site would be secured with City-approved fencing and the placement of mulch to ensure adequate site drainage. The site would remain undeveloped until a future use for the site is determined.

No new development is proposed as part of the proposed project. The site would be secured and maintained in a manner to avoid public nuisance.

**3. THE DESIGN WILL NOT REMOVE SIGNIFICANT MATURE TREES OR STREET TREES UNLESS NO ALTERNATIVE DESIGN IS POSSIBLE;**

The project site is comprised of the existing Fire Station No. 9 building. The majority of the lot is covered by the existing structure or paved, and the only vegetation is a small strip of unpaved grassy area along the south of the building and decorative hedges near the building's main entrance. No trees would be removed as a result of the project.

**4. THERE IS AN ESSENTIAL NEXUS BETWEEN THE PUBLIC IMPROVEMENT REQUIREMENTS ESTABLISHED BY THIS ORDINANCE AND THE LIKELY IMPACTS OF THE PROPOSED DEVELOPMENT; AND**

The project includes the demolition of a City-owned building. The site would be secured with City-approved fencing and the placement of mulch to ensure adequate site drainage.

Future development on the site shall comply with Public Works standards for new development at the time of application.

**5. THE PROJECT CONFORMS WITH ALL REQUIREMENTS SET FORTH IN CHAPTER 21.64 (TRANSPORTATION DEMAND MANAGEMENT), WHICH REQUIREMENTS ARE SUMMARIZED IN TABLE 25 1 AS FOLLOWS:**

Table 25-1  
Transportation Demand Management Ordinance Requirements

TDM Requirements	New Nonresidential Development		
	25,000+ Square Feet	50,000+ Square Feet	100,000+ Square Feet
Transportation Information Area	♦	♦	♦
Preferential carpool/vanpool parking		♦	♦
Parking designed to admit vanpools		♦	♦
Bicycle parking		♦	♦
Carpool/vanpool loading zones			♦
Efficient pedestrian access			♦
Bus stop improvements			♦
Safe bike access from street to bike parking			♦
Transit review	For all residential and nonresidential projects subject to EIR		

The Project contains no new square footage and would result in a net loss of square footage due to the proposed demolition and thus is exempt from Transportation Demand Management requirements.

**6. THE APPROVAL IS CONSISTENT WITH THE GREEN BUILDING STANDARDS FOR PUBLIC AND PRIVATE DEVELOPMENT, AS LISTED IN SECTION 21.45.400.**

The proposed project does not include any new building area. Future development on the site requiring a Site Plan Review (SPR) entitlement would be reviewed for compliance with the green building standards in Section 21. 45. 400 of the Zoning Code.

**CONDITIONS OF APPROVAL**  
**Site Plan Review**  
**3917 Long Beach Boulevard**  
**Application No. 1911-03 (SPR20-035)**  
**June 17, 2021**

**Special Conditions:**

1. This approval is for a Site Plan Review approval for the demolition of the existing, 5,548-square foot City-owned Fire Station No. 9, located at 3917 Long Beach Boulevard in the Community Automobile-Oriented (CCA) Zoning District. Upon demolition, the project includes securing the site with City-approved fencing and the placement of mulch to ensure adequate site drainage, shown on plans received by the Department of Development Services – Planning Bureau dated May 5, 2021. These plans are on file in this office, except as amended herein.

Environmental Impact Report

2. The Applicant shall provide for compliance with all mitigation measures and regulatory compliance measures of the Fire Station No. 9 Replacement Project (EIR-04-19) (SCH No. 2019110206) that apply to this project. These measures are attached to these conditions of approval and by this reference made a part hereof.

Plans, Construction, and Operation

3. A demolition permit shall be obtained by the Building and Safety Bureau prior to commencement of construction activities.
4. Prior to the issuance of grading and building permits, the applicant shall submit a pedestrian access and protection plan to the Department of Development Services and the Department of Public Works for review and approval. The plan shall detail all pedestrian access closures and detail detours for safe navigation around the project site during construction. The approved pedestrian access and protection plan shall be maintained on-site at all times during project construction activities.
5. Minor changes to these approved plans, in keeping with the intent and spirit of the project approvals, may be approved at the discretion of the Director of Development Services. For any major changes, including changes to building/architectural materials, on-site improvements, site plan or layout, landscaping, or other significant items (including deviations from any of these conditions of approval), the developer shall be required to submit an application for a Modification of Approved Permit (Planning Commission approval).
6. All forms of barbed wire and razor wire shall be prohibited on the site.

7. Prior to the issuance of building permits and commencement of construction activities, the applicant or construction contractor shall notify adjacent and adjoining property owners/occupants of the initiation of construction activities. The notification shall include the days and hours of construction and contact information for potential complaints.

#### Police Department Conditions

8. The applicant shall comply with all comments from the Long Beach Police Department dated on April 20, 2021.

#### Water Department Conditions

9. The applicant shall comply with all comments from the Long Beach Water Department dated on April 28, 2021.

#### Energy Resources Department (LBER) Conditions

10. The developer/owner is responsible in coordinating with LBER to make sure there is a plan in place for the relocation or cut and cap of gas facilities.

#### **Standard Conditions – Plans, Permits, and Construction:**

11. Prior to the issuance of a building permit, the applicant shall submit a revised set of plans reflecting all of the design changes set forth in the conditions of approval, to the satisfaction of the Director of Development Services.
12. All conditions of approval shall be printed verbatim on all plans submitted for plan review to the Department of Development Services. These conditions shall be printed on the site plan or a subsequent reference page.
13. The plans submitted for plan review shall explicitly call out and describe all materials, textures, accents, colors, window, door, planter, and paving details that were approved by the Site Plan Review Committee or the Planning Commission. No substantial changes shall be made without prior written approval of the Site Plan Review Committee or the Planning Commission.
14. Prior to the issuance of a building permit, the applicant shall depict all utility apparatus, such as, but not limited to, backflow devices and Edison transformers, on both the site plan and the landscape plan. These devices shall not be located in any front, side, or rear yard area that is adjacent to a public street. Furthermore, these devices shall be screened by landscaping or another screening method approved by the Director of Development Services.

15. The Director of Development Services is authorized to approve minor modifications to the approved design plans or to any of the conditions of approval if such modifications shall not significantly change or alter the approved project. Any major modifications shall be reviewed by the Zoning Administrator, Site Plan Review Committee, or Planning Commission, respectively.
16. All rooftop mechanical equipment shall be fully screened from public view. Said screening shall be architecturally compatible with the building in terms of theme, materials, colors and textures. If the screening is not specifically designed into the building, a rooftop mechanical equipment screening plan shall be submitted for approval by the Director of Development Services prior to the issuance of a building permit.
17. Upon plan approval and prior to issuance of a building permit, the applicant shall submit a reduced-size set of final construction plans for the project file.
18. A permit from the Department of Public Works shall be required for any work to be performed in or over the public right-of-way.
19. Any off-site improvements found to be damaged as a result of construction activities related to this project shall be replaced to the satisfaction of the Director of Public Works.
20. Separate building permits are required for fences, retaining walls, flagpoles, and pole mounted yard lighting foundations.
21. The applicant shall file a separate plan check submittal to the Long Beach Fire Department for review and approval prior to the issuance of a building permit.
22. Prior to the issuance of a building permit, the applicant shall submit architectural, landscaping and lighting drawings for the review and approval of the Police Department for their determination of compliance with Police Department security recommendations.
23. All structures shall conform to the Long Beach Building Code requirements. Notwithstanding this subject permit, all other required permits from the Building Bureau shall be secured.
24. Site development, including landscaping, shall conform to the approved plans on file with the Department of Development Services. At least one set of approved plans containing Planning, Building, Fire, and, if applicable, Redevelopment and Health Department stamps shall be maintained at the job site, at all times for reference purposes during construction and final inspection.

25. For projects consisting of new buildings, parking lots, or landscaped area, the applicant shall submit complete landscape and irrigation plans for the approval of the Director of Development Services prior to the issuance of a building permit. The landscaping plan shall include drought tolerant street trees to be installed consistent with the specifications of the Street Tree Division of the Department of Public Works. Approved root guards shall be provided for all street trees. Turf shall be limited to less than 50 percent of the total landscaped area. The turf shall not be composed of bluegrass, fescue, rye, or other grasses with high water needs. 50 percent or more of the planted area (as measured in square feet of landscape) shall be comprised of drought-tolerant plants, to the satisfaction of the Director of Development Services.
26. For new construction, all landscaped areas shall comply with the State of California's model landscape ordinance. Landscaped areas shall be planted with drought tolerant plant materials and shall be provided with water conserving automatic irrigation systems designed to provide complete and adequate coverage to sustain and promote healthy plant life. The irrigation system shall not cause water to spray or flow across a public sidewalk.
27. All landscaping irrigation systems shall use high efficiency sprinkler nozzles. The models used and flow rates shall be specified on the landscaping plan. For residential-type or small-scale sprinkler systems, sprinkler head flow rates shall not exceed 1.00 GPM and shall be of the rotating type. Where feasible, drip irrigation shall be used instead. If an in-ground irrigation system is to be installed, such system shall be controlled by an automatic self-adjusting weather-based irrigation controller.
28. Permeable pavement shall be utilized where feasible, to the satisfaction of the Director of Development Services. Public right-of-way improvements shall be exempt from this requirement. If the feasibility of using permeable pavement is uncertain, it shall be the developer's responsibility to demonstrate that a given application of permeable pavement is not feasible, to the satisfaction of the Director of Development Services.
29. All outdoor fountains or water features shall utilize water recycling or re-circulation systems. The plans submitted for review shall specifically identify such systems.
30. Energy conserving equipment, lighting, and construction features shall be utilized in this project.



31. Low-flow fixtures shall be used for all lavatory faucets, kitchen faucets, showerheads, toilets, and urinals. Toilets may be either low-flow or dual flush. Maximum flow rates for each fixture type shall be as follows: lavatory faucet – 2.75 GPM, kitchen faucet – 2.20 GPM, showerhead – 2.00 GPM, toilet – 1.3 GPF, dual flush toilet – 0.8/1.6 GPF, urinal – 1.0 GPF. Plans submitted for review shall specifically identify such fixtures and flow rates.
32. Demolition, site preparation, and construction activities are limited to the following (except for the pouring of concrete which may occur as needed):
  - a. Weekdays and federal holidays: 7:00 a.m. to 7:00 p.m.;
  - b. Saturday: 9:00 a.m. - 6:00 p.m.; and
  - c. Sundays: not allowed

**Standard Conditions – General:**

33. This permit and all development rights hereunder shall terminate three years from the effective date of this permit unless construction is commenced or a time extension is granted, based on a written and approved request submitted prior to the expiration of the three-year period as provided in Section 21.21.406 of the Long Beach Municipal Code.
34. This permit shall be invalid if the owner(s) and/or applicant(s) have failed to return written acknowledgment of their acceptance of the conditions of approval on the *Conditions of Approval Acknowledgment Form* supplied by the Planning Bureau. This acknowledgment shall be submitted within 30 days from the effective date of approval (final action date or, if in the appealable area of the Coastal Zone, 21 days after the local final action date).
35. If, for any reason, there is a violation of any of the conditions of this permit or if the use/operation is found to be detrimental to the surrounding community, including public health, safety or general welfare, environmental quality or quality of life, such shall cause the City to initiate revocation and termination procedures of all rights granted herewith.
36. This approval is required to comply with these conditions of approval as long as the use is on the subject site. As such, the site shall allow periodic re-inspections, at the discretion of city officials, to verify compliance. The property owner shall reimburse the City for the inspection cost as per the special building inspection specifications established by City Council (Sec. 21.25.412, 21.25.212).
37. In the event of transfer of ownership of the property involved in this application, the new owner shall be fully informed of the permitted use and development of said property as set forth by this permit together with all conditions that are a part thereof. These specific requirements shall be recorded with all title conveyance documents at time of closing escrow.

38. Approval of this development project is expressly conditioned upon payment (prior to building permit issuance or prior to Certificate of Occupancy, as specified in the applicable Ordinance or Resolution for the specific fee) of impact fees, connection fees and other similar fees based upon additional facilities needed to accommodate new development at established City service level standards, including, but not limited to, sewer capacity charges, Park Fees and Transportation Impact Fees.
39. No publicly accessible telephones shall be maintained on the exterior of the premises. Any existing publicly accessible telephones shall be removed.
40. The property shall be developed and maintained in a neat, quiet, and orderly condition and operated in a manner so as not to be detrimental to adjacent properties and occupants.
41. The operator of the approved use shall prevent loitering in all parking and landscaping areas serving the use during and after hours of operation. The operator shall clean the parking and landscaping areas of trash and debris on a daily basis. Failure to do so shall be grounds for permit revocation. If loitering problems develop, the Director of Development Services may require additional preventative measures such as but not limited to, additional lighting or private security guards.
42. Exterior security bars and roll-up doors applied to windows and pedestrian building entrances shall be prohibited.
43. Any graffiti found on site shall be removed within 24 hours of its appearance.
44. All required utility easements shall be provided to the satisfaction of the concerned department, agency, or utility company.
45. All trash and refuse containers shall be fully screened from public view to the satisfaction of the Director of Development Services.
46. As a condition of any City approval, the applicant shall defend, indemnify, and hold harmless City and its agents, officers, and employees from any claim, action, or proceeding against City or its agents, officers, and employees to attack, set aside, void, or annul the approval of City concerning the processing of the proposal/entitlement or any action relating to, or arising out of, such approval. At the discretion of the City and with the approval of the City Attorney, a deposit of funds by the applicant may be required in an amount sufficient to cover the anticipated litigation costs.

## **Fire Station No. 9 Replacement Project (SCH No. 2019110206)**

### Notice of Availability

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/noa-fs9-7-10-20-final>

### Draft EIR

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/fire-station-no--9-replacement-project-deir-ocr>

### Appendix A

[https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-a\\_combined-final\\_ocr](https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-a_combined-final_ocr)

### Appendix B, Part I

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-b---part-i>

### Appendix B, Part II

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-b---part-ii>

### Appendix C

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-c-combined-ocr>

### Appendix D

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-d-combined-ocr>

Appendix E

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-e-ocr>

Appendix F

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-f-final-ocr>

Notice of Preparation

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/3917-long-beach-blvd-nop-11-7-19>

# Attachment G



## Fire Station No. 9 Replacement Project

### Final Environmental Impact Report

*prepared by*

**City of Long Beach**

Long Beach Development Services, Planning Bureau

411 West Ocean Boulevard, 3rd Floor

Long Beach, California 90802

Contact: Maryanne Cronin, Planner

*prepared with the assistance of*

**Rincon Consultants, Inc.**

250 East 1st Street, Suite 1400

Los Angeles, California 90012

**May 2021**

# Fire Station No. 9 Replacement Project

## Final Environmental Impact Report

*prepared by*

**City of Long Beach**

Long Beach Development Services, Planning Bureau  
411 West Ocean Boulevard, 3rd Floor  
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Contact: Maryanne Cronin, Planner

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Los Angeles, California 90012

**May 2021**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

[rinconconsultants.com](http://rinconconsultants.com)

*This report prepared on 50% recycled paper with 50% post-consumer content.*

# Table of Contents

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1	Introduction .....	1-1
1.1	Format of the Final EIR.....	1-1
1.2	Environmental Review Process .....	1-2
1.3	Revisions to the Draft EIR.....	1-3
2	Responses to Comments on the Draft EIR.....	2-1
3	Errata .....	3-1
3.1	Effect of In-Text Revisions.....	3-1
4	Mitigation Monitoring and Reporting Program.....	4-1
4.1	Introduction to the MMRP .....	4-1
4.2	MMRP Matrix.....	4-1
4.3	Regulatory Compliance Measures .....	4-10

## Tables

Table 4-1	Mitigation Monitoring and Reporting Program .....	4-2
Table 4-2	Project Regulatory Compliance Measures .....	4-10



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# 1 Introduction

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This Final Environmental Impact Report (EIR) has been prepared for the Fire Station No. 9 Replacement Project located at 3917 Long Beach Boulevard (also referred to as the “proposed project” or “project”). This Final EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (California Public Resources Code [PRC], Section 21000 et. seq., as amended) and implementing guidelines (California Code of Regulations, Title 14, Section 15000 et. seq.).

Before approving a project, CEQA requires the lead agency to prepare and certify a Final EIR. The City has the principal responsibility for approval of the proposed project and is therefore considered the lead agency under CEQA Section 21067. According to the CEQA Guidelines, Section 15132, the Final EIR shall consist of:

- The Draft EIR or a revision of the Draft EIR
- Comments and recommendations received on the Draft EIR either verbatim or in summary
- A list of persons, organizations, and public agencies commenting on the Draft EIR
- The responses of the lead agency to significant environmental points raised in the review and consultation process; and
- Any other information added by the lead agency

## 1.1 Format of the Final EIR

The Final EIR consists of the following four chapters:

- **Section 1: Introduction.** This chapter summarizes the contents of the Final EIR and the environmental review process.
- **Section 2: Response to Comments.** During the public review period for the Draft EIR, written comment letters were received by the City. This chapter contains these comment letters and the City’s responses to the comments.
- **Section 3: Errata.** Comments that are addressed in the Response to Comments resulted in minor revisions to the information contained in the July 2020 Draft EIR. Other revisions have been made to correct typographical errors. These revisions are shown in strikeout and underline text in this chapter.
- **Section 4: Mitigation Monitoring and Reporting Program (MMRP).** This section of the Final EIR provides the MMRP for the proposed project. The MMRP is presented in table format and identifies mitigation measures for the proposed project, the implementation period for each measure, the monitoring period for each measure, and the enforcing agency. The MMRP also provides a section for recordation of mitigation reporting.

## 1.2 Environmental Review Process

### Notice of Preparation

The City began the environmental review process pursuant to CEQA by distributing a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period starting on November 12, 2019 and ending on December 12, 2019. The NOP was filed with the Los Angeles County Clerk-Recorder and submitted to the State Clearinghouse (SCH No. 2019110206), as well as provided on the City's website. The NOP provided information about the proposed project to members of public agencies, interested stakeholders and residents/community members.

The City received letters from three agencies in response to the NOP during the public review period. The City also received email correspondence from one Native American Tribe and three residents. Written comments are addressed, as appropriate, in the analysis contained in the various subsections of Section 4, *Environmental Impact Analysis*, and Section 5, *Effects Found Not to be Significant*. The NOP is presented in Appendix A, *Notice of Preparation and Responses*, of this EIR, along with the NOP responses received. Table 1-1, *Notice of Preparation Comments*, in Section 1 of the Draft EIR, summarizes the content of the letters and verbal comments and where the issues raised are addressed in the EIR.

### Noticing and Availability of the Draft EIR

The Draft EIR was made available for public review and comment pursuant to CEQA Guidelines Section 15087. The public review period for the Draft EIR started on July 10, 2020 and ending August 31, 2020.<sup>1</sup> At the beginning of the public review period, the Draft EIR and Notice of Completion (NOC) were submitted to the State Clearinghouse. A Notice of Availability (NOA) was mailed and/or emailed to 48 agencies, organizations, and individual commenters. The NOA was filed at the Los Angeles County Clerk and published in the Long Beach Press Telegram on July 10, 2020. The NOA described where the document was available and how to submit comments on the Draft EIR. The NOA and Draft EIR were also made available for public review on the City's website. The public review period provided interested public agencies, groups, and individuals the opportunity to comment on the contents of the Draft EIR.

### Final EIR

The Final EIR addresses the comments received during the public review period and includes minor changes to the text of the Draft EIR in accordance with comments that necessitated revisions. This Final EIR will be presented to the City Council for potential certification as the environmental document for the proposed project. All agencies who commented on the Draft EIR will be provided with written responses at least 10 days before certification of the Final EIR, pursuant to CEQA Guidelines Section 15088(b). The Final EIR will also be posted on the City's website.

Pursuant to CEQA Guidelines Section 15091, the City shall make findings for each of the significant effects identified in this EIR and shall support the findings with substantial evidence in the record. After considering the Final EIR in conjunction with the findings pursuant to Section 15091, the lead agency may decide whether or how to approve or carry out the project. The Final EIR for the

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<sup>1</sup> The original Notice of Availability (NOA) indicated the end of the 45-day public review period of August 24, 2020. While the NOA was delivered to the Los Angeles County Clerk Recorder by the start of public review, the County Clerk-Recorder did not post the NOA until July 15, 2020. To align with the posting date by the Los Angeles County Clerk-Recorder, the public review period was extended to August 31, 2020.

proposed project identified potentially significant effects that could result from project implementation. The City finds that inclusion of certain mitigation measures as part of project approval would reduce potentially significant effects to less than significant with the exception of impacts to historic resources.

The proposed project would involve demolition of the Fire Station No. 9 structure, which is considered a historic resource due to its age and architecture. Implementation of Mitigation Measures CR-1 through CR-3 would reduce impacts to the extent feasible by ensuring proper recordation of the building, salvaging of architectural features and materials, and installation of an interpretive plaque regarding the building in a publicly accessible location on the project site. However, demolition of the building would constitute a significant and unavoidable impact. As such, a statement of overriding considerations prepared pursuant to CEQA Guidelines Section 15093 is required for this project.

In addition, when approving a project, public agencies must also adopt a MMRP describing the changes that were incorporated into the proposed project or made a condition of project approval to mitigate or avoid significant effects on the environment (CEQA Guidelines Section 15097). The MMRP is adopted at the time of project approval and is designed to ensure compliance during project implementation. Upon approval of the proposed project, the City will be responsible for implementation of the proposed project's MMRP.

## 1.3 Revisions to the Draft EIR

The comments received during the public review period for the Draft EIR resulted in minor clarifications and modifications in the text of the Draft EIR. In addition, the project schedule has changed since publication of the Draft EIR and minor editorial corrections have been made in sections of the Draft EIR, as shown in Section 3, *Errata*, of this document. These changes are included as part of the Final EIR, to be presented to City decision makers for certification and project approval.

CEQA Guidelines Section 15088.5 sets forth requirements for why a lead agency must recirculate an EIR. A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR, but before certification of the Final EIR. New information may include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not considered significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. As defined in CEQA Guidelines Section 15088.5(a), significant new information requiring recirculation includes the following:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The minor clarifications, modifications, and editorial corrections that were made to the Draft EIR are shown in the Errata of this Final EIR (Section 3). As stated in CEQA Guidelines Section 15088.5(b), “recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.” None of the revisions that have been made to the EIR resulted in new significant impacts; none of the revisions resulted in a substantial increase in the severity of an environmental impact identified in the Draft EIR; and, none of the revisions introduced a feasible project alternative or mitigation measure that is considerably different from those set forth in the Draft EIR. Furthermore, the revisions do not cause the Draft EIR to be so fundamentally flawed that it precludes meaningful public review. Because none of the CEQA criteria for recirculation have been met, recirculation of the EIR is not warranted.

## 2 Responses to Comments on the Draft EIR

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This section includes comments received during the circulation of the Draft Environmental Impact Report (EIR) (State Clearinghouse No. 2019110206) prepared for Fire Station No. 9 (the project).

The Draft EIR was circulated for a 45-day public review period that began on July 10, 2020 and ended on August 24, 2020. Due to the extenuating circumstances at the time of the publication the City of Long Beach extended the review period for an additional seven days, to August 31, 2020. The City received four comment letters on the Draft EIR. The commenters and the page number on which each commenter's letter appear are listed below.

Letter No.	Commenter	Date	Page No.
<b>Agencies (A)</b>			
A1	Caltrans	August 24, 2020	2-2
<b>Organizations (O)</b>			
O1	HouStories	August 12, 2020	2-4
O2	Long Beach Heritage	August 18, 2020	2-14
<b>Individuals (I)</b>			
I1	Ovalle, Juan	August 21, 2020	2-19

The comment letters and responses follow. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response A1.1, for example, indicates that the response is for the first issue raised in comment Letter A1).

Any changes made to the text of the Draft EIR correcting information, data, or intent, other than minor typographical corrections or minor working changes, are noted in the Final EIR Section 3, *Errata*, as changes from the Draft EIR. Where a comment results in a change to the Draft EIR text, a notation is made in the response indicating that the text is revised. Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (underlined font) where text is added.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7 – Office of Regional Planning

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

PHONE (213) 897-0673

FAX (213) 897-1337

www.dot.ca.gov

A1

Making Conservation  
a California Way of Life.

August 24, 2020

Ms. Maryanne Cronin  
City of Long Beach  
Dept. of Development Services, Planning Bureau  
411 W. Ocean Boulevard, 3<sup>rd</sup> Floor  
Long Beach, CA 90802

RE: 3917 Long Beach Blvd. (Fire Station  
No. 9) Replacement Project  
Draft Environmental Impact Report (DEIR)  
SCH# 2019110206  
GTS #07-LA-2019-03316  
Vic. LA/ 405/ 6.166

Dear Ms. Cronin:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above-referenced project. The proposed project involves the demolition of the existing, city-owned Fire Station No. 9, located at 3917 Long Beach Boulevard as shown on the attached location map. The proposed project includes two potential courses of action, Option A and Option B, both involving the demolition of the 5,548-square foot City-owned Fire Station No. 9 and eventual development of a permanent fire station (the site and scope of the replacement structure has not yet been identified and is not a part of this project). Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR). Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA.

A1.1

The nearest State facility to the proposed project is I-710 and I-405. After reviewing the DEIR, Caltrans does not anticipate any significant adverse impacts to the State Highway System.

A1.2

As a reminder, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

A1.3

If you have any questions or concerns, please contact project coordinator, Frances Duong at (213) 897-0673 or electronically at [frances.duong@dot.ca.gov](mailto:frances.duong@dot.ca.gov) and refer to GTS#07-LA-2019-03316.

Sincerely,

Handwritten signature of Miya Edmonson in cursive.

MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

## Letter A1

**COMMENTER:** Maya Edmonson, IGR/CEQA Branch Chief, California Department of Transportation (Caltrans)

**DATE:** August 24, 2020

### **Comment A1.1**

The commenter states the proposed project includes two potential courses of action, Option A and Option B, both involving the demolition of the 5,548-square foot City-owned Fire Station No. 9 and eventual development of a permanent fire station (the site and scope of the replacement structure has not yet been identified and is not a part of this project).

### **Response A1.1**

The comment summarizes the proposed project and does not remark on the adequacy of the Draft EIR. This comment is noted and responses to the individual comments are provided below.

### **Comment A1.2**

The commenter states that nearest State facility to the proposed project is Interstate-710 (I-710) and Interstate-405 (I-405). After reviewing the Draft EIR, Caltrans does not anticipate any significant adverse impacts to the State Highway System.

### **Response A1.2**

The comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. This comment will be forwarded to City decision-makers for their consideration.

### **Comment A1.3**

The commenter states transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

### **Response A1.3**

The comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. This comment will be forwarded to City decision-makers for their consideration.



August 12, 2020

Department of Development Services, Planning Bureau  
ATTN: Maryanne Cronin, Planner  
411 West Ocean Blvd, 3rd Floor  
Long Beach, CA 90802.

**Response to D-EIR for Fire House #9 at 3917 Long Beach Boulevard, Long Beach**

The Draft EIR identifies two Options in pursuit of the purpose of the project, both of which entail demolition of the 1938 historic structure. However, in studying the objectives and the subsequent public benefits of the project, I ask that the City and LBFD support Alternative 4, which can meet the objective and benefits in the least disruptive manner.

O1.1

Please see my comments and questions in response to the **six objectives** and **three benefits** of the Proposed Project:

**Project objectives include:**

**OBJ 1** Removal of structurally impaired and deteriorated Fire Station No. 9, located at 3917 Long Beach Boulevard, City of Long Beach

*Comment: A case can be made that all buildings over a certain age are structurally impaired and deteriorated: buildings outlive their original purpose; building codes change; lifestyles change. Fortunately, the Federal, State and City codes recognize that removal (demolition) is not always the most environmentally healthful option or the most culturally inclusive option. The Historic Structures Building Codes adopted in some fashion by all of the above entities allow for prudent and flexible management of our city's cultural assets.*

O1.2

*Q. How can the project's objective be met without removal of this historical asset?*

**OBJ 2** Return Fire Station No. 9 equipment and personnel to its service area in order to help meet the Long Beach Fire Department response time goal of six minutes and 20 seconds for structure fires and six minutes for Advance Life Support

*Comment: This neighborhood must be served by mandated response times from its fire department professionals. Finding a location for a new fire station that can meet this goal is achievable without demolishing the original 1938 structure.*

O1.3

*Q. Will the City and Fire Department seek alternative locations within the service area? If so, where are these alternatives located?*

**OBJ 3** Provide a fire station in compliance with applicable Building Code requirements and with National Fire Prevention Association (NFPA) standards for fire station design, including the provision of facilities for all genders

O1.4

Maureen Neeley, MLIS

247 Termino Ave., Long Beach CA 90803 / HouStories@att.net / www.HouStories.net / 562.243.0863



*Comment: Safety personnel and staffing has changed across the board since 1938. Equity and accommodation is vital to a thriving municipality throughout all of its professions. Repurposing or renovating a nearby building for a new station can meet this goal. Some would argue that the current fire station could also be renovated to meet these needs; however, I have not seen any architectural report that assessed the station for this purpose. I do understand the Fire Department has refused to continue to place 24-hour staff at the building because of the past presence of mold, since remediated (ref: the Hazardous Materials Technical Study, prepared in February 2020 by Rincon Consultants, which no longer identifies mold as a issue of high concern).*

O1.4

*There is also concern that any modern renovation that would bring the Fire Station up today's standards would – in effect – destroy the character-defining features that make this structure an eligible landmark.*

O1.5

*Q: Have there been any studies or plans that propose renovation of the current Fire Station No. 9 for continued Fire & Safety purposes? If so, may I receive a copy?*

**OBJ 4** Removal of a potential threat to public health and safety issue, which includes, but is not limited to, mold spores associated with substantial structural water damage that require invasive remediation techniques

*Comment: The presence of mold is not a death knell for buildings. The Hazardous Materials Technical Study, prepared in February 2020 by Rincon Consultants, does not identify mold as an issue of high concern. To the contrary, the lack of thorough cleanings, unaddressed moisture and leaks seem to have contributed more substantially to reports of airborne pathogens than the presence of mold. The building is still in relatively sound condition, despite a pattern of deferred maintenance.*

O1.6

*Q. How will the City vet any new owner/tenant/occupant as to their abilities be a sound steward of the old Fire Station No. 9?*

O1.7

**OBJ 5** Removal of a vacant building that could attract criminal activity and other nuisances

*Comment: This is a specious argument that purports to tear down a building simply because it is vacant. There is no guarantee any new building erected on this site will remain occupied.*

O1.8

*Q. What are the City's/LBFD's plans to adaptively reuse this historic landmark-eligible site?*

**OBJ 6** Ensure that the City's historic and cultural heritage values are considered regarding the removal and/or remediation of the Fire Station No. 9 building

*Comment: Major architect, W. Horace Austin (1881-1942) designed Fire Station No. 9 in 1938. Austin was tapped by the City to participate in this New Deal partnership with the Federal government. Austin's salary, along with those of the laborers, was paid through the Public Works Administration (WPA): \$23,523 included six months of labor from forty-five workmen. The City allocated \$12,944 for materials and permits.<sup>1</sup> Of wood frame and stucco construction, Fire Station*

O1.9

<sup>1</sup> "Building of Fire Depot Projected," *Long Beach Press Telegram*, Sept. 7, 1938



No. 9 is the only City station constructed in a Tudor style, its massing and architecture specifically designed to blend into the style of the surrounding neighborhood.

Moreover, Fire Station No. 9 has been identified as eligible for designation as a Historic Landmark, significant under City Ordinance 16.01 as an example of a WPA project, under the context of Institutional Development of the City.

Keeping the building in situ, as Alternative 4 states, would achieve this goal. Other types of mitigation such as photo archives, plaques, and salvaging of architectural elements are woefully lacking, especially since the building, according to reports provided to the City with this D-EIR, is sound and salvageable.

Q. What purposes has the City explored for appropriate adaptive reuse of this cultural resource?

**Project Benefits** The proposed project would have the following benefits:

**BFT 1** Removal of a vacant structure that could attract nuisance/criminal behavior to the area  
*Comment: Adaptive reuse of this building will reduce the chances that nuisance behavior will take place on the site.*

**BFT 2** Provision of a safe and healthy workplace for the Fire Station No. 9 crewmembers  
*Comment: This benefit can be met by finding an alternative station site.*

**BFT 3** Restore operation of Fire Station No. 9 within the Fire Service Area No. 9 service area in order to help meet Long Beach Fire Department response time goals  
*Comment: Finding and constructing either a temporary or new building to house Fire Station No. 9 within the service area will provide this benefit, without the demolition of a city historical asset.*

In summary, my statements above demonstrate that Alternative 4 would meet the overall objectives of the Project AND provide a unique neighborhood building that saves and reuses an irreplaceable historic site.

By nominating this building as a Historic Landmark, a new owner/operator could be eligible for Historic Tax Credits, potential grants, and use of the Historic Building Codes. An adaptive reuse of Fire Station No. 9 as an office building, community center, council office, creative space, studio, or myriad of other uses would enhance the neighborhood and would keep construction materials out of the landfill. Clearly, Alternative 4 is the sustainable, environmental, cultural and logical choice to meet the Project Objectives.

I urge you to NOT demolish Fire Station No. 9 and instead locate a new fire station at another, more appropriate location, leaving the 1938 structure *in situ*, available for private or public re-use.

Sincerely,

Maureen Neely, MLIS

  
Maureen Neely, MLIS  
247 Termino Ave., Long Beach CA 90803 HouStories@gmail.com www.HouStories.net 562.243.086

## Letter O-1

**COMMENTER:** Maureen Neely, HouStories

**DATE:** August 12, 2020

### **Comment O1.1**

The commenter states that from in reviewing the objectives and the subsequent public benefits of the project, the commenter requests the City and Long Beach Fire Department (LBFD) support Alternative Four, which can meet the objective and benefits in the least disruptive manner.

### **Response O1.1**

The comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. Section 7, *Alternatives*, of the Draft EIR presents a range of potential alternative options to the proposed project and weighs their abilities to meet the project objectives and reduce environmental impacts. Through the process of considering the potential alternatives, the Lead Agency has determined that none of the alternatives meet all of the basic project objectives and therefore, the proposed project is the preferred option. This comment expresses support for Alternative Four and responses to the individual comments are provided below. This comment will be forwarded to City decision-makers for their consideration.

### **Comment O1.2**

The commenter refers to Objective 1, and states that a case can be made that all buildings over a certain age are structurally impaired and deteriorated: buildings outlive their original purpose; building codes change; lifestyles change. The commenter states the federal, State and City codes recognize that removal (demolition) is not always the most environmentally healthful option or the most culturally inclusive option. Building codes have been adopted in some fashion by all of the above entities allow for prudent and flexible management of the City's cultural assets. The commenter asks how the project's objectives can be met without removal of this historical asset.

### **Response O1.2**

CEQA Guidelines Section 15124(b) states that a project description should include a statement of objectives and these objectives should include the underlying purpose of the project and may discuss the project benefits. The primary objective of the project (stated on page 2-16 of the Draft EIR) is to return Fire Station No. 9 personnel to their service area and remove a building that is a potential threat to public health and safety. Although, due to the age and architecture of the building, Fire Station No. 9 appears to be eligible for designation as a Long Beach Historic Landmark, the City has determined that the best course of action is to demolish the structurally impaired building due to the hazardous conditions created by mold and the issues posed by maintaining a vacant, deteriorated building on the project site and the general incompatibility of the structure with the programming needs of a modern fire station. This determination is further supported by ongoing criminal and nuisance issues that have characterized other vacant City buildings in recent history. For example, Old City Hall has had numerous break ins, copper and wire theft, and vagrant encampments occur in the last several months, which creates substantial safety issues and cleanup

and security costs for the City. Maintaining the vacant Fire Station No. 9 building could result in similar issues.

The commenter is also referred to Section 3, *Errata*, of the Final EIR regarding the project's eligibility, where the project description was revised to indicate that "the station appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR)." Moreover, the comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. This comment will be forwarded to City decision-makers for their consideration.

### **Comment O1.3**

The commenter refers to Objective 2 and states the neighborhood must be served by mandated response times from its fire department professionals. The commenter states that finding a location for a new fire station that can meet this goal is achievable without demolishing the original 1938 structure. The commenter asks if the City and LBFD will seek alternative locations within the service area and where are these alternatives located.

### **Response O1.3**

The commenter is referred to Response O1.2 above, regarding the requirements for project objectives under CEQA Guidelines Section 15124(b), and Section 7, *Alternatives*, where alternatives to the proposed project are assessed. Specifically, Alternative Three and Alternative Four consider the reuse of the project site for redevelopment with land uses other than Fire Station No. 9 and specify that the station would be required to continue operating out of the temporary site until a suitable replacement facility has been constructed. The temporary offsite facility is located outside of Fire Station No. 9 Service Area. The location of the current facilities has impacted response times.

In order to continue serving the fire and safety needs of Fire Service Area No. 9, the City Manager, or designee, has been authorized to execute any and all documents necessary, including a Standard Offer, Agreement and Escrow Instructions for Purchase of Real Estate (Agreement) for the purchase of certain real property located at 4101-4107 Long Beach Boulevard (Assessor Parcel Numbers 7139-015-010 and -017) in an amount not to exceed \$2,350,000. This site has been identified as a potential location for the new Fire Station No. 9.

Though a potential replacement site has been identified, the City has determined that the proposed project is the preferred alternative as it would allow the City a potential option to return to the Fire Station No. 9 location with a modular structure returning the crew to its service area, should the City fail to close escrow on an adequate alternative site and build the new station in a timely manner. Nonetheless, this comment will be forwarded to City decision-makers for their consideration.

### **Comment O1.4**

The commenter refers to Project Objective 3 and states safety personnel and staffing has changed across the board since 1938 and equity and accommodation is vital. The commenter states repurposing or renovating a nearby building for a new station can meet the goal. The commenter further states current fire station could also be renovated to meet these needs but has not seen an architectural report that assessed the station and understands the LBFD has refused to continue to

place 24-hour staff at the building because of the past presence of mold, since remediated and states the consultants, no longer identify mold as an issue of high concern.

## **Response O1.4**

The commenter provides a subjective opinion concerning reuse of the building and states the mold as an issue of concern would no longer be high. Please see Response O1.2, above, regarding the requirement to provide project objectives under the CEQA Guidelines. It is unclear how the commenter has determined that the consultants no longer identify mold as an issue, conclude that the mold would no longer be an issue of concern, and conclude that the building can be remediated. In fact, the commenter references the Hazardous Materials Technical Study (provided in Appendix E of the Draft EIR) and the commenter states that the study referenced determined mold is no longer an issue of high concern. However, the Hazardous Materials Technical Study did not involve mold sampling and its focus was to identify a range of potential environmental issues primarily through review of existing documentation. Though mold was not visible during site reconnaissance for the Hazardous Materials Technical Study, Section 6, *Conclusions and Recommendations*, states that the previous reports have indicated mold, lead-based paint, and asbestos may be present within the building materials, which could pose a health risk. Furthermore, the commenter is referred to the Mold Assessment Report and Engineer's Cost Estimate (available in Appendix B of the Draft EIR), which concludes that in order to occupy the building and not pose a health risk, a major renovation/restoration of the building is necessary in order to remove existing mold and prevent the continued growth of mold within the structure.

As discussed in the Mold Assessment Report and Engineers Cost Estimate (see Appendix B of the Draft EIR), in order to occupy the building and to ensure the health and safety of crew members, the building would need to be "scrubbed to the studs" with a wire brush, all interior materials and possibly exterior materials would need to be removed and replaced in order to remediate the mold issues, and the building would require encapsulation to prevent continued water intrusion and mold growth. Thus, the remediation would likely remove many, if not all, historic character defining features of the Fire Station No. 9 in order for the fire department to reoccupy the site. A new Fire Station was deemed necessary due to the needs of the crew, the ability to meet National Fire Protection Agency (NFPA) standards, and the high potential for mold to reoccur based on its previous occurrences. Further, the building may contain lead and asbestos containing materials (ACMs) within the structure which could be detrimental to the health of fire crews occupying the site 24-hours a day, seven days a week, for three to four day shifts per crew member. Further related to NFPA standards, the station currently only contains a men's restroom and due to the size of the building the living quarters are extremely constrained and cannot be expanded. The building in its current condition cannot adequately support the stations crew and cannot comply with the NFPA standards within its current configuration. This includes restrooms for both genders and American with Disabilities Act (ADA)-accessible building design, while providing adequate living space for the crew. Moreover, with the spread of the novel Corona Virus (COVID-19) throughout fire stations and departments in the country, it is imperative to maintain the health and safety of the City's first responders. Providing an adequately sized fire station that includes the proper restrooms and hygiene facilities, as well as living spaces to accommodate the crew, is imperative given the ongoing public health crisis.

### **Comment O1.5**

The commenter also states there is also concern that any modern renovation that would bring the Fire Station up today's standards would, in effect, destroy the character-defining features that make this structure an eligible landmark and asks if there been any studies or plans that propose renovation of the current Fire Station No. 9 for continued Fire and Safety purposes, if yes receive a copy.

### **Response O1.5**

The commenter is referred to Response O1.2 above, which provides the City's current circumstance and its' inability to continue to maintain a structurally impaired and deteriorated Fire Station No. 9. Currently, the City is leasing another space for the temporary Fire Station No. 9 at the Boeing property (2019 East Wardlow Road) while attempting to secure a permanent new location within the service area. However, the City's lease agreement is short-term in nature and there is no guarantee that an alternative location to build a new station will be available to the City. Additionally, with the on-going impacts of COVID-19 affecting City financing and operations, it is imperative that the current Fire Station No. 9 site be prepared for reoccupation in the event that Fire Station No. 9 must vacate its temporary location before a suitable replacement is ready. There are no proposed studies or plans to reuse the location as a fire station due to the hazardous materials issues as well as the general incompatibility of the structure with the programming needs of a modern fire station. Further, there are no plans developed to adaptively reuse the structure for any other uses, due to the costs related to building remediation as well as potential liabilities associated with holding assets that are structurally impaired and deteriorated.

As discussed above under Response O1.4 and in the Mold Assessment Report and Engineers Cost Estimate (see Appendix B of the Draft EIR for the Mold Assessment Report), in order to adaptively reuse the building for the fire crew, remediation work is required that includes mold abatement, lead removal, and removal of suspect ACMs. Moreover, the building is not compliant with NFPA standards. Activities required to remediate hazardous materials in the building and meet NFPA standards would likely remove many, if not all, of the character-defining features of the building. Due to the current condition of the building, major building rehabilitation work is required, and the commenter is referred to Draft EIR page 4.2-5 for more information.

### **Comment O1.6**

The commenter restates Objective 4 and states the presence of mold is not a death knell for buildings and February 2020 report does not identify mold as an issue of high concern. To the contrary, the lack of thorough cleanings, unaddressed moisture and leaks seem to have contributed more substantially to reports of airborne pathogens than the presence of mold. The commenter states the building is still in relatively sound condition, despite a pattern of deferred maintenance.

### **Response O1.6**

The commenter provides an opinion of the February 2020 Hazardous Materials Technical Study (Appendix E of the Draft EIR). It should be noted, on page 21, the study states that lead, asbestos, and mold investigations have previously been conducted onsite and both lead based paint and mold are both known to be or have been present in the building, (Draft EIR page 4.4-14). Please also refer to Response O1.4.

### **Comment O1.7**

The commenter asks how the City will vet any new owner/tenant/occupant as to their abilities be a sound steward of the old Fire Station No. 9.

### **Response O1.7**

As noted in Section 2, *Project Description*, pages 3-12, there are no plans for reoccupation of the project site beyond the installation of a temporary modular structure (Option A). Under both Option A and Option B, the existing building would be demolished. Alternative Four in Section 7, *Alternatives*, considers the adaptive reuse of the building. However, it was determined that this alternative would not meet all of the basic project objectives and may not be feasible due to the extent of remediation activities required, which could remove many, if not all, of the character-defining features of the structure.

Furthermore, no organizations or individuals have indicated interest in purchasing the property and restoring the building. Moreover, the comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. This comment will be forwarded to City decision-makers for their consideration.

### **Comment O1.8**

The commenter restates Objective 5, and states Objective 5 is specious argument that purports to tear down a building simply because it is vacant and states there is no guarantee any new building erected on this site will remain occupied. The commenter asks what the City's/LBFD's plans are to adaptively reuse this historic landmark-eligible site.

### **Response O1.8**

The commenter is referred to Response O1.2 and Response O1.4 above, regarding the project objectives and building conditions. There are no proposed studies or plans to reuse the location as a fire station due to the hazardous materials issues as well as the general incompatibility of the structure with the programming needs of a modern fire station. Alternative Four in Section 7, *Alternatives*, considers the adaptive reuse of the building. However, it was determined that this alternative would not meet all of the basic project objectives and may not be feasible due to the extent of remediation activities required, which could remove many, if not all, of the character-defining features of the structure. Further, there are no plans developed to adaptively reuse the structure for any other uses as part of the proposed project, nor have any organizations or individuals expressed an interest in purchasing the site and restoring the building. Therefore, the proposed project is the preferred option for the City and adaptive reuse plans are not under consideration.

### **Comment O1.9**

The commenter restates Objective 6, provides the historical background for the existing building, and states maintaining the building in situ, as Alternative Four states, would achieve this goal. Other types of mitigation such as photo archives, plaques and salvaging of architectural elements are woefully lacking and provides an opinion that the building, according reports provided to the City with this Draft EIR, is sound and salvageable. The commenter asks what purposes has the City explored for appropriate adaptive reuse of this cultural resource.



### **Response O1.9**

There are no proposed studies or plans to reuse the location as a fire station due to the mold issues and deteriorated condition of the building, as well as the general incompatibility of the structure with the programming needs of a modern fire station. The commenter is referred to Response O1.5 above, which provides details regarding why salvaging the building is not an alternative being pursued by the City, due to the inability to successfully remediate the site to accommodate the fire crew, the cost to remediate, the cost to repurpose and the cost and liability to leave the project site in its current condition.

As discussed above in Response O1.8, there are also no plans developed to adaptively reuse the structure for any other uses due to the impact remediation would have on the character-defining features of the building. While the proposed mitigation would not reduce impacts to historic resources to a less than significant level, the proposed Historic American Building Survey (HABS)-level III documentation, developed by the National Park Service, interpretive plaque, and salvage plan are widely used mitigation techniques when building preservation is not feasible or desirable.

### **Comment O1.10**

The commenter restates the project's benefits. The commenter states Alternative Four would meet the overall objectives of the project and provide a unique neighborhood building that saves and reuses an irreplaceable historic site. By nominating the building as a Historic Landmark, a new owner/operator could be eligible for Historic Tax Credits, potential grants, and use of the Historic Building Codes. An adaptive reuse of Fire Station No. 9 as an office building, community center, council office, creative space, studio, or myriad of other uses would enhance the neighborhood and would keep construction materials out of the landfill.

### **Response O1.10**

As discussed in Section 7, *Alternatives*, Alternative Four would not meet all of the project objectives because it does not guarantee a temporary replacement site for the Fire Station No. 9 crew within its service area. Furthermore, due to the scope of remediation required to make the building safe for use, Alternative Four may not eliminate impacts to historic resources, as remediation would require the removal of many, if not all, character-defining features. Removal of character-defining features would impact the historic integrity of the building, and there is not guarantee that the building would be eligible for any of the benefits the commenter discusses above. In addition, as discussed in Response O1.8, no organizations or individuals have expressed interest in purchasing the project site and rehabilitating the building. Therefore, no plans to adaptively reuse the project site have been developed and the proposed project remains the preferred option.

### **Comment O1.11**

The commenter urges the City not to demolish Fire Station No. 9 and instead locate a new fire station at another location, leaving the structure *in situ* and available for private or public re-use.

### **Response O1.11**

As discussed in Section 7, *Alternatives*, the preservation of the Fire Station No. 9 building was considered, but ultimately rejected as infeasible due to the scope of remediation activities required, which would result in impacts to the building's character-defining features, and because it would

not meet all of the basic project objectives. Nonetheless, this comment will be forwarded to City decision-makers for their consideration.

August 18, 2020

LONG BEACH HERITAGE RESPONSE TO DRAFT ENVIRONMENTAL IMPACT REPORT FOR FIRE STATION 9 REPLACEMENT PROJECT (SCH No. 2019110206)

Fire Station No. 9, located at 3917 Long Beach Boulevard, was designed by the notable local architect W. Horace Austin (1881-1942), who was described in his obituary published in the *Press-Telegram* as “the Dean of Long Beach architects.” According to this newspaper, the building has a “modified English style of architecture. Gabled roof and massive doors will grace the structure.” The City Council approved the plans for the \$15,000 Fire Station No. 9 in December 1937 and it was constructed in 1938 by the Works Progress Administration. It opened May 15, 1939 and served the communities of Los Cerritos, California Heights, Bixby Terrace, and North Long Beach. Thus, it is associated with an important person in local history and also with an important agency in United States history.

O2.1

The exterior of Fire Station No. 9 retains its architectural integrity and the original plan remains intact. On the other hand, the interior has been somewhat altered. The building may be eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. It definitely meets the criteria for a Long Beach Historic Landmark. It should not be torn down without considering these possibilities.

O2.2

Long Beach Heritage recommends that the City of Long Beach should pursue Alternative Four: Preservation and Adaptive Reuse Alternative and that the mold problem in Fire Station No. 9 should be assessed and remediated. The lot upon which the building stands is relatively small and cannot support a large development. The present structure conforms to the residential character of the neighborhood and can be adaptively reused as a commercial enterprise. Alternative Four is also the environmentally superior alternative because it would preserve a local cultural resource. It would be a shame if Fire Station No. 9 was demolished quickly, like the Jergins Trust Building on Ocean Boulevard, and the lot remained a vacant hole in the ground for decades. Another possibility is that Fire Station No. 9 could be sold to a private individual and moved to another site.

O2.3

The mitigation proposed by the City of Long Beach, which includes photographs, a plaque, and possible salvage of architectural elements, is not acceptable to Long Beach Heritage. The demolition of an historic resource, without attempting to remediate the mold problem and adaptively reuse the building first, has occurred too often in Long Beach. The mold was undoubtedly caused by hoses dripping inside the structure, a factor that would no longer exist if it was used for another purpose. Opening up the interior walls of Fire Station No. 9 is the only way to determine the extent of the mold problem. If the mold can be remediated, the building should be nominated for Historic Landmark status and preserved because of its importance in our city.

O2.4

Contact: Louise Ivers, Board Member, Long Beach Heritage

[livers@csudh.edu](mailto:livers@csudh.edu)

(562) 436-2405

1837 East 6<sup>th</sup> Street, Long Beach, CA 90802

## Letter O2

**COMMENTER:** Louise Ivers, Board Member, Long Beach Heritage

**DATE:** August 18, 2020

### Comment O2.1

The commenter states the building was designed by architect W. Horace Austin and has a “modified English style of architecture, gabled roof and massive doors grace the structure and provides historical building approvals in December 1937. The commenter also states that it was constructed in 1938 by the WPA and opened May 15, 1939 and served the communities of Los Cerritos, California Heights, Bixby Terrace, and North Long Beach.” Thus, the building is associated with an important person in local history and also with an important agency in U.S. history.

### Response O2.1

This comment summarizes the historic association of the Fire Station No. 9 structure and will be forwarded to City decision-makers for their consideration. The commenter is also referred to Section 3, *Errata*, of the Final EIR regarding the project’s eligibility, where the project description was revised to indicate that “the station appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR).” The comment does not question the adequacy of the Draft EIR; therefore, no further response is required.

### Comment O2.2

The commenter states that the exterior of Fire Station No. 9 retains its architectural integrity and the original plan remains intact. On the other hand, the interior has been somewhat altered. The building may be eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. It definitely meets the criteria for a Long Beach Historic Landmark. It should not be torn down without considering these possibilities.

### Response O2.2

As discussed in Section 4.2, *Cultural, Paleontological, and Tribal Cultural Resources*, and as stated in the Historic Resource Evaluation Report and Peer Review and Cultural Resources Study documents (both available in Appendix D of the Draft EIR), the project site meets the eligibility criteria for a local landmark due to its association with the City’s partnership with the WPA after the 1933 Long Beach earthquake. The reports also note that though the property was designed by a well-known local architect, the property was completed towards the end of the architect’s career and therefore does not reflect a particularly important phase of his development. While the property is eligible for local listing as a landmark, the Historic Resource Evaluation Report and Peer Review determined that the building does not retain sufficient integrity of setting, workmanship, and materials for listing in the National Register of Historic Places due to alterations to both the interior and exterior of the building. Character-defining features of the building include its single-family residential scale, massing and asymmetry, half-timbering and other wood details, cement plaster exterior finishes, hose tower, wood window frames and windows, and oversized garage doors. However, many of the original building materials and character-defining features, such as the roof and all but one window,

have been replaced or removed in the years since construction of the fire station (GPA 2019). The commenter is referred to Section 3, *Errata*, of the Final EIR regarding the project's eligibility, where the project description was revised to indicate that "the station appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR)."

### **Comment O2.3**

The commenter states that Long Beach Heritage recommends the City pursue Alternative Four, Preservation and Adaptive Reuse Alternative, and that the mold problem in Fire Station No. 9 should be assessed and remediated. The commenter states that the lot upon which the building stands is relatively small and cannot support a large development. The commenter states the present structure conforms to the residential character of the neighborhood and can be adaptively reused as a commercial enterprise. The commenter states that Alternative Four is the environmentally superior alternative because it would preserve a local cultural resource and another possibility is that Fire Station No. 9 could be sold to a private individual and moved to another site.

### **Response O2.3**

As discussed in Section 7, *Alternatives*, Alternative Four would not meet all of the project objectives because it does not guarantee a temporary replacement site for the Fire Station No. 9 crew within its service area. Currently, the City is leasing another space for the temporary Fire Station No. 9 at the Boeing property while attempting to secure a permanent new location within the service area. However, the City's lease agreement is short-term in nature, and with no guarantee of an alternative location to build a new station and the economic impacts of COVID-19 affecting City financing and operations, it is imperative that the current Fire Station No. 9 site be made ready for reoccupation in the event that Fire Station No. 9 must vacate its temporary location before a suitable replacement is ready.

Furthermore, due to the scope of remediation required to make the building safe for use, Alternative Four may not eliminate impacts to historic resources, as remediation would require the removal of many, if not all, character-defining features. The scope of remediation required is detailed in the Mold Assessment Report and Engineers Cost Estimate (available in Appendix B of the Draft EIR). In addition, no organizations or individuals have expressed interest in purchasing the project site and rehabilitating the building or purchasing and relocating the building to another site, therefore the potential for adaptive reuse of the building is speculative. As a result, no plans to adaptively reuse the project site have been developed and the proposed project remains the preferred option. However, this comment will be forwarded to City decision-makers for their consideration.

### **Comment O2.4**

The commenter states the mitigation proposed by the City of Long Beach, which includes photographs, is not acceptable to Long Beach Heritage. The mold was undoubtedly caused by hoses dripping inside the structure, a factor that would no longer exist if it was used for another purpose. Opening the interior walls is the only way to determine the extent of the mold problem. If the mold can be remediated, the building should be nominated for Historic Landmark status and preserved because of its importance in our city.

## **Response O2.4**

The commenter should note that the Mold Assessment Report and Engineers Cost Estimate (available in Appendix B) determined that in order to remediate the building and ensure the mold would not reoccur, “[m]old abatement will require the encapsulation of the building frame elements. The encapsulation is required to help resolve the continuing mold problems encountered in this building. All flooring, stucco and wall panels (interior and exterior) will need to be removed in order to achieve full mold abatement” (page 2). In addition, the commenters assertion that mold in the building has been caused by leaking hoses is unfounded. As noted in the Mold Assessment and Engineers Cost Estimate and the Quarterly Industrial Hygiene Report dated February 22, 2019 (available in Appendix B of the Draft EIR), water intrusion in the building was found to be result of unsealed penetrations on the exterior walls, missing and clogged roof drainpipes, leaking windows, ponding water at the base of the building and under the crawlspace, and a lack of proper drainage on the site. This is due to building deficiencies that would persist regardless of the building occupant, unless substantial modifications are made to the building to remove existing mold and moisture impacted materials and resolve the underlying issues that have led to water intrusion. This would impact many, if not all, of the character defining features of the building and would impact its historic integrity.

Also, as noted in the Section 4.2, *Cultural, Paleontological, and Tribal Cultural Resources*, the proposed mitigation measures include HABS-level III documentation, installation of an interpretive plaque, and salvage plan. These measures were developed by the National Park Service and Secretary of the Interior and are widely used mitigation techniques when building preservation is not feasible or desirable. The proposed mitigation measures are standard practice and are intended to reduce the impact to the greatest extent feasible; however, there are no measures that could mitigate the demolition of a historical resource to a less than significant impact. This comment will be forwarded to City decision-makers for their consideration.



August 21, 2020

City of Long Beach  
Long Beach Development Services, Planning Bureau  
411 W. Ocean Blvd, 3rd Floor  
Long Beach, CA 90802

Attention, Maryanne Cronin, Planner

Subject: Fire Station No. 9 Replacement Project, Draft EIR

Greetings,

This EIR is clearly pushing a political agenda. The decisions being taken by the City are being made by politicians and special interests rather than experts. Look at City Hall and all of the other boondoggles of this city, some may say incompetent City management and self serving politicians are simply the new norm. The estimated cost for a wish list from Fire Department or this EIR is meaningless, it does not address what is actually necessary to reopen and get our station back to work. This EIR is not about any sort of replacement, it is about demolition, and the Fire Department Chief and the rest of the talking heads at City Council have misled the public.

I1-1

The problem as explained to me by fire department officials, as read in the Industrial Hygiene Report dated March 31, 2003 as well as the report by the contractor that actually did the mold remediation back in June of 2019, demonstrate the incompetence by City management in properly maintaining our City assets. Mold can be abated without having to wait years for a new station to get designed and built. Unfortunately, it appears that when the issue was "resolved" the first time, three years ago... it really wasn't resolved. In early 2019 the issue resurfaced again possibly due to the rains we received, and in June of that year the issue was again resolved. In fact, the company that made the repairs back in June of 2019 provided a report to the City that recommended they follow through with their findings in order to avert a future mold problem. Why didn't the city follow the mold expert's advice to do further study with a water intrusion expert, or take outside advice on remediation? This shutdown was and is unacceptable.

I1-2

I1-3

A quote from our District representative Al Austin "We are dealing with a very old building that has serious mold issues that were identified by industrial hygienist. Chief Duree assured me that the issue was resolved in 2017." So something did not add up. If it was resolved, then why was Fire Station 9 closed?

I1-4

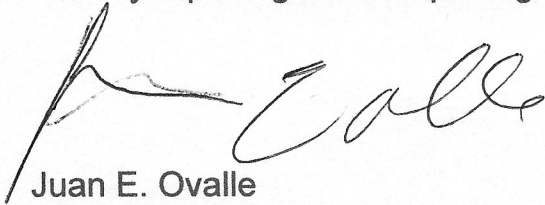


But it's not too late. This is something that a decent contractor can fix, and the City can save millions of dollars and decrease response times almost immediately.

I1-5

We the residents of the 8th District have been left outside of the decision-making process far too many times, Save our Historic WPA Built Fire Station No. 9. Save our tax payers millions of dollars and years of delays, and more importantly, save lives by repairing and re-opening our Fire Station No. 9

I1-6

A handwritten signature in black ink, appearing to read 'Juan E. Ovalle', with a stylized, cursive script.

Juan E. Ovalle  
50 Year Long Beach Resident

## Letter I1

**COMMENTER:** Juan E. Ovalle, Individual

**DATE:** August 21, 2020

### Comment I1.1

The commenter states that the Draft EIR is pushing a political agenda and decisions being taken by the City are being made by politicians and special interests rather than experts. The commenter states the estimated cost for a wish list from Fire Department or the Draft EIR does not address what is actually necessary to reopen and get the station back to work. This Draft EIR is not about any sort of replacement, it is about demolition.

### Response I1.1

As discussed on pages 2-10 and 2-11 in Section 2, *Project Description*, the proposed project includes two potential courses of action, Option A and Option B, both involving the demolition of the 5,548-square foot City-owned Fire Station No. 9 and eventual development of a permanent fire station. Due to the hazardous conditions of the building and the building's unsuitability for use as a modern fire station, the City has determined that demolition of the building is the best option for the project site as it will allow the site to be used as a temporary location for Fire Station No. 9 if other long-term accommodations for the crew cannot be identified. This comment will be forwarded to City decision-makers for their consideration. The comment does not question the adequacy of the Draft EIR; therefore, no further response is required.

### Comment I1.2

The commenter states that, based on explanations from fire department officials, his interpretation of the Industrial Hygiene Report dated March 31, 2003, and the report by the contractor that did the mold remediation back in June of 2019, "The problem... demonstrate[s] the incompetence by City management in properly maintaining our City assets."

### Response I1.2

The 2003 Industrial Hygiene Report referenced by the commenter was prepared to investigate reports of fainting and other health-related concerns (report available in Appendix B). Although no specific environmental factors were identified in the 2003 investigation to alert the City Safety Officer and Occupational Health Officer/physician (testing authorities) to links regarding the health concerns, the concerns were addressed through ductwork cleaning in the existing building. Two quarterly Industrial Hygiene reports were completed by Health Science Associates (HSA) in 2019 (available in Appendix B). In February 2019, the report concluded that Fire Station No. 9 continued to exhibit dust and cleanliness, mold, and water leakage issues despite prior remediation activities. The report indicated that two indoor areas had serious water leakage with water visibly dripping inside: the first floor sleeping quarters in bedroom one and the second floor sleeping quarters in bedroom three. The south wall footing of the crawlspace was also leaking due to rainwater intrusion. Blistering paint areas around the windows was noted. Particulate matter levels indoors were elevated as compared to outdoors. The report recommended additional cleaning of the indoor environment, repair of the windows in bedrooms one and three, repair of the leaking crawlspace,

gutter cleaning in order to prevent future leaks, and the replacement of a deteriorated wooden shelf that was showing false positives for moisture readings. A final round of fungal/mold sampling was conducted by HSA in spring 2019, which fungal/mold spores in the sleeping quarters in room three. Both of these quarterly industrial hygiene reports are available in Appendix B of the Draft EIR. These issues are related to age of the building and its deterioration over time. This comment will be forwarded to City decision-makers for their consideration. The comment does not question the adequacy of the Draft Focused EIR; therefore, no further response is required.

### **Comment I1.3**

The commenter states that mold can be abated without having to wait years for a new station to get designed and built. The commenter states that the issue was resolved for the first time three years ago, then resurfaced in early 2019, and was abated again in June 2019. The commenter states that the company that made the repairs back in June of 2019 provided a report to the City that recommended actions to avert a future mold problem. The commenter asks why the City did not follow the mold expert's advice to do further study with a water intrusion expert or complete the suggested remediation activities.

### **Response I1.3**

This comment will be forwarded to City decision-makers for their consideration. The commenter is referred to Section 2.4.4, *Site Investigations*, of the *Project Description* for a summary and table detailing the timeline of previous site investigations completed for the building, evidencing the City's ongoing attempts to remediate the site's mold issues. In addition, all site investigations are available in full in Appendix B of the Draft EIR. As noted in Section 2.4.4, *Site Investigations*, the City has conducted 18 investigations into the causes of health concerns exhibited by employees working in Fire Station No. 9 and the presence of mold and other environmental issues. In addition, the site investigation records indicate that duct cleaning, deep cleaning, and mold abatement activities have been carried out at least four times since the issues with the building were first noted. Despite multiple attempts to remediate mold within the building, mold and evidence of water intrusion have persisted and would require substantial alterations to the building in order to resolve these issues. Per the Mold Assessment Report and Engineers Cost Estimate (available in Appendix B), removal of internal flooring and walls, replacement of windows, and roof replacement would be just some of the activities required to abate mold within the building. These activities would remove many of the character-defining features of the building and the building still would not meet NFPA standards for fire station design. Therefore, abatement and reuse of the building as a fire station is not being pursued by the City.

### **Comment I1.4**

The commenter provides a "quote" from the District Representative, "... we are dealing with a very old building that has serious mold issues that were identified by industrial hygienist. Chief Duree assured me that the issue was resolved in 2017." The commenter asks, "If it was resolved, then why was Fire Station 9 closed?"

### **Response I1.4**

This comment will be forwarded to City decision-makers for their consideration. The comment does not question the adequacy of the Draft EIR; therefore, no further response is required.

Nevertheless, the commenter is referred to Response I-1.3 above and Section 2.4.4, *Site Investigations*, of the Draft EIR, which provides a detailed timeline of the site investigations that have occurred over the years, evidencing the City's ongoing attempts to remediate the site's ongoing mold issues.

### **Comment I1.5**

The commenter states that removing the mold is something that a decent contractor could fix, and the City could save millions of dollars and decrease response times almost immediately.

### **Response I1.5**

The commenter should note that the Mold Assessment Report and Engineers Cost Estimate (available in Appendix B of the Draft EIR) determined that in order to remediate the building and ensure the mold would not reoccur,, "[m]old abatement will require the encapsulation of the building frame elements. The encapsulation is required to help resolve the continuing mold problems encountered in this building. All flooring, stucco and wall panels (interior and exterior) will need to be removed in order to achieve full mold abatement" (page 2). The cost to abate the mold and bring the building up to code was estimated at \$1,549,790. Due to size constraints of the building and the substantial remediation activities required, many, if not all, of the buildings character-defining features would be removed and/or altered. Thus, Draft EIR Section 4.7, *Alternatives*, determined that the reuse of the building as a fire station would be infeasible.

The comment does not question the adequacy of the Draft EIR; therefore, no further response is required. However, this comment will be forwarded to City decision-makers for their consideration.

### **Comment I1.6**

The commenter states, "Save our Historic WPA Built Fire Station No. 9., save our tax-payers millions of dollars and years of delays, and more importantly, save lives by repairing and re-opening our Fire Station No. 9."

### **Response I1.6**

This comment will be forwarded to City decision-makers for their consideration. The comment does not question the adequacy of the Draft EIR; therefore, no further response is required.

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### 3 Errata

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This Errata addresses revisions Fire Station No. 9 evaluated in the Environmental Impact Report (EIR). The EIR is comprised of the Draft EIR dated July 2020, and the Final EIR dated September 2020. Section 2, *Response to Comments*, of the Final EIR responds to the agency and public comments provided on the Draft EIR. This Errata presents the in-text revisions as discussed in the Response to Comments. In-text deletions are noted by ~~strikeout~~ and in-text insertions by underline. Individual typographical corrections are not specifically indicated here. The revisions are organized by section and page number. As discussed below, none of the conditions in Section 15088.5 of the CEQA Guidelines would be met because of these proposed refinements and revisions, and recirculation of the Draft EIR is not required.

#### 3.1 Effect of In-Text Revisions

As demonstrated by the following discussion, the in-text revisions would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts and therefore do not warrant recirculation of the Draft EIR.

CEQA Guidelines Section 15088.5 requires that an EIR that has been made available for public review, but not yet certified, be recirculated only if significant new information has been added to the EIR. Pursuant to CEQA Guidelines Section 15088.5(c), the entire document need not be circulated if revisions are limited to specific portions of the document. The relevant portions of CEQA Guidelines Section 15088.5 read as follows:

- (a) *A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:*
  - 1) *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
  - 2) *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
  - 3) *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.*
  - 4) *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*
- (b) *Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*

The information contained in this Errata makes insignificant changes to the information that has already been presented in the Draft EIR dated July 2020. In addition, the minor proposed revisions are not significant because the EIR is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project. As described below, the proposed revisions would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the Draft EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met and recirculation is not required.

## 3.2 Summary of In-Text Revisions

### Executive Summary

#### *Executive Summary*      *Executive – Page ES-1*

The following text revisions have been made on page ES-1, to identify the potential eligibility of the project as a historic resource:

The proposed project involves demolition of the 5,548-square foot City-owned Fire Station No. 9, and development of a temporary fire station. Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark ~~and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR).~~ Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA. The station has been closed since July 2019 due to the recurrence of toxic mold in the building, discussed further in Section 2.4.4, *Site Investigations*. Therefore, the station is uninhabitable by the Long Beach Fire Department.

This revision is to ensure consistency with the peer review (Rincon Consultants, Inc., May 18, 2020) and Historical Resource Evaluation Report (GPA Consulting, September 2019) included in the Draft EIR analysis in Section 4.2 and Appendix D, Cultural and Tribal Resources, of the Draft EIR. The proposed deletion does not alter the analysis or conclusions presented in the EIR.

#### *Executive Summary*      *Executive – Page ES-2*

The following text revisions have been made on page ES-2, to update the record for the Administrative Use Permit (AUP) for the interim fire station location for Fire Station No. 9 at 2019 Wardlow Road:

Since circulation of the NOP in November 2019, in order to continue to serve the Service Area's fire and safety needs, the City Manager, or designee, has been authorized to execute any and all documents necessary, including a Standard Offer, Agreement and Escrow Instructions for Purchase of Real Estate (Agreement) for the purchase of certain real property located at 4101-4107 Long Beach Boulevard (Assessor Parcel Numbers 7139-015-010 and -017) in an amount not to exceed \$2,350,000. This site has been identified as a potential location for the new Fire Station No. 9.

An Administrative Use Permit (AUP) was ~~filed~~ approved by the Zoning Administrator on July 13, 2020 for an interim location for Fire Station No. 9. The AUP ~~request would~~ approval includes the reuse of an existing structure at the former Boeing Fitness Center at 2019 East Wardlow Road. The application includes the reuse of an existing building for Fire Station No. 9 fire personnel occupation and the construction of two freestanding canopies (approximately 1,400-square-feet and 450-square-feet) for use as fire apparatus bays. While the subject site is just outside of Fire Service Area

9, it remains within Battalion 3 command and is able to serve the fire service area. This interim location would permit fire personnel to occupy an independent facility rather than co-locating at existing Fire Station Nos. 13 and 16. The 2019 East Wardlow location fulfills the immediate need for a temporary fire station while interim and long-term plans and approval process including the future of the current Fire Station 9 project site are completed. The City has entered into a limited term lease for the interim site for three years.

This revision is to complete the record for recent Zoning Administrator actions.

#### *Executive Summary      Executive – Page ES-2*

The following text revisions have been made on page ES-2, to identify the potential eligibility of the project as a historic resource:

Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark ~~and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR).~~ Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA. The station has been closed since July 2019 due to the recurrence of toxic mold in the building, as discussed in Section 2.4.4, *Site Investigations*, in the EIR. Therefore, the station is uninhabitable by the Long Beach Fire Department.

This revision is to ensure consistency with the peer review (Rincon Consultants, Inc., May 18, 2020) and Historical Resource Evaluation Report (GPA Consulting, September 2019) included in the Draft EIR analysis in Section 4.2 and Appendix D, Cultural and Tribal Resources, of the Draft EIR. The proposed deletion does not alter the analysis or conclusions presented in the EIR.

### **Project Description**

#### *Section 2.5      Project Characteristics– Page 2-11*

The following text revisions have been made on page 2-11, to identify the potential eligibility of the project as a historic resource:

Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark ~~and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR).~~ Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA. The station has been closed since July 2019 due to the recurrence of toxic mold in the building, as discussed in Section 2.4.4, *Site Investigations*, above. Therefore, the station is uninhabitable by the Long Beach Fire Department.

This revision is to ensure consistency with the peer review (Rincon Consultants, Inc., May 18, 2020) and Historical Resource Evaluation Report (GPA Consulting, September 2019) included in the Draft EIR analysis in Section 4.2 and Appendix D, Cultural and Tribal Resources, of the Draft EIR. The proposed deletion does not alter the analysis or conclusions presented in the Draft EIR.

#### *Section 2.5      Project Characteristics – Page 2-11*

The following text revisions have been made on page 2-11 to update the record for the Administrative Use Permit (AUP) for the interim fire station location for Fire Station No. 9 at 2019 Wardlow Road:

Since circulation of the NOP in November 2019, in order to continue to serve the Service Area's fire and safety needs, the City Manager, or designee, has been authorized to execute any and all



documents necessary, including a Standard Offer, Agreement and Escrow Instructions for Purchase of Real Estate (Agreement) for the purchase of certain real property located at 4101-4107 Long Beach Boulevard (Assessor Parcel Numbers 7139-015-010 and -017) in an amount not to exceed \$2,350,000. This site has been identified as a potential location for the new Fire Station No. 9.

An Administrative Use Permit (AUP) was ~~filed~~ approved by the Zoning Administrator on July 13, 2020 for an interim location for Fire Station No. 9 until a new station can be built. The AUP ~~request would approval~~ includes the reuse of an existing structure at the former Boeing Fitness Center at 2019 East Wardlow Road. The application includes the reuse of an existing building for Fire Station No. 9 fire personnel occupation and the construction of two freestanding canopies (approximately 1,400-square-feet and 450-square-feet) for use as fire apparatus bays. This interim location would permit fire personnel to occupy an independent facility rather than co-locating at existing Fire Station Nos. 13 and 16. The 2019 East Wardlow location fulfills the immediate need for a temporary fire station while interim and long-term plans and approval process including the future of the current Fire Station 9 project site are completed. The City has entered into a limited term lease for the interim site for three years. The two options under consideration for the proposed project are described below.

This revision is to complete the record for recent Zoning Administrator and City Manager actions.

#### *Section 2.5 Project Characteristics – Page 2-12*

The following text revisions have been made on page 2-12 regarding the construction schedule for Option A:

Construction is anticipated to commence in Fall 2021 (November) ~~mid-November 2020~~ and last for approximately six-months through Spring 2022.

The following text revisions have been made on page 2-12 regarding the construction schedule for Option B:

Construction is anticipated to commence in mid-November 2021 ~~2020~~ and would be completed by the end of December 2021 ~~November 2020~~.

### **Air Quality**

#### *Section 4.1 Methodology– Page 4.1-7*

The following text revisions have been made on page 4.1-7 regarding the construction schedule for Option A:

Construction activities would last approximately six months from fall 2021 to spring 2022 ~~summer 2020 to winter 2020~~.<sup>1</sup>

The following text revisions have been made on page 4.1-8 regarding the construction schedule for Option B:

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<sup>1</sup> Option A's air pollutant and greenhouse gas (GHG) emissions were conservatively modeled assuming project construction would commence at the earliest possible date of October 2020 and finish by the end of December 2020 and that the project opening year would be 2021, the earliest possible opening year. Due to project delays, project construction is now anticipated to commence in November 2021. The project's air pollutant and GHG emissions would be lower than those estimated herein because construction equipment and vehicles are becoming increasingly more efficient and less polluting over time due to the phase-in of more stringent regulatory standards.

Construction would take approximately two months and is anticipated to commence in November 2021.<sup>2</sup>

## Alternatives

### *Section 7.3.1 Alternative One: No Project Alternative Page 7-6*

The following text revisions have been made on page 7-6, to identify the potential eligibility of the project as a historic resource:

Alternative One would maintain the existing structure, and the City would continue to treat the building as occurrences of mold are detected. Under this Alternative, mold would be remediated as detected and where necessary to ensure structural integrity. Under this Alternative, the building would remain unoccupied due to the potential health and safety hazards associated with the recurring mold. However, the overall physical structure would remain intact and would maintain its overall historic integrity. This alternative would preserve the character of the site. ~~and many of the aspects that qualify the building for listing in the NRHP and CRHR.~~

This revision is to ensure consistency with the peer review (Rincon Consultants, Inc., May 18, 2020) and Historical Resource Evaluation Report (GPA Consulting, September 2019) included in the Draft EIR analysis in Section 4.2 and Appendix D, Cultural and Tribal Resources, of the Draft EIR. The analysis indicates that the building would not qualify for listing in the NRHP and/or CRHR. The proposed deletion does not alter the analysis or conclusions presented in the EIR.

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<sup>2</sup> Option B's air pollutant and GHG emissions were conservatively modeled assuming project construction would commence at the earliest possible date of October 2020 and that the project opening year would be 2021, the earliest possible opening year. Due to project delays, project construction is now anticipated to commence in November 2021, with an opening year of 2022. The project's air pollutant and GHG emissions would be lower than those estimated herein because construction equipment and vehicles are becoming increasingly more efficient and less polluting over time due to the phase-in of more stringent regulatory standards.

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# 4 Mitigation Monitoring and Reporting Program

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## 4.1 Introduction to the MMRP

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code [PRC] 21081.6). PRC Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

This mitigation monitoring and reporting program (MMRP) is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Draft Environmental Impact Report (Draft EIR), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

## 4.2 MMRP Matrix

Table 1, *Mitigation Monitoring and Reporting Program*, lists mitigation measures and project design features that are required to reduce the significant effects of the proposed project. These measures correspond to those discussed in Chapter 4, *Environmental Impact Analysis*, of the Draft EIR. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised that identifies the timing and responsible entity for monitoring each measure. The Long Beach Department of Public Works (Public Works) and Department of Development Services will have the responsibility for implementing the measures, and various public agencies will have the primary responsibility for enforcing, monitoring, and reporting the implementation of the mitigation measures.

**Table 4-1 Mitigation Monitoring and Reporting Program**

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
Cultural, Paleontological and Tribal Resources						
CR-1: Building Recordation						
Archival documentation of as-built and as-found condition shall be prepared for Fire Station No. 9 building at 3917 Long Beach Boulevard prior to demolition. Prior to issuance of demolition permits, the lead agency shall ensure that documentation of the buildings and structures proposed for demolition is completed that follows the general guidelines of Historic American Building Survey (HABS) documentation. The documentation shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History. The original archival-quality documentation shall be offered as donated material to repositories that will make it available for current and future generations. Archival copies of the documentation also would be submitted to the City of Long Beach, where it would be available to local researchers.	Visual inspection and written verification	Public Works to contract a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History that will complete archival documentation of the existing Fire Station No. 9 building prior to the issuance of a demolition permit.	City of Long Beach			
CR-2: Interpretive Plaque						
An interpretive plaque discussing the history of the building, its significance, and important details and features shall be installed at the site of Fire Station No. 9. The plaque can be installed on a publicly accessible outdoor location. The plaque shall include images and details from the Historic American Building Survey documentation and any collected research pertaining to the historic property. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History (National Park Service 1983). Installation of the plaque shall be completed within one year of the date of completion of the proposed project.	Visual inspection and written verification	Public Works to prepare plaque and install on the project site within one year of project completion.	City of Long Beach			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-3: Salvage Plan						
Historic architectural features and materials from Fire Station No. 9 shall be offered to architectural salvaging organizations. The Department of Public Works shall seek the guidance of Long Beach Heritage to identify the appropriate organizations and provide guidance on the salvaging process. An inventory with brief descriptions of salvageable items shall be created to provide to architectural salvaging organizations	Written plan/report and verification by Long Beach Heritage	Public Works shall work with Long Beach Heritage to identify salvageable materials prior to issuance of a building demolition permit.	City of Long Beach			
CR-4: Unanticipated Discovery of Archaeological Resources						
If archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall be halted and an archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work such as data recovery, excavation, Native American consultation, and archaeological monitoring may be warranted to mitigate any significant impacts to cultural resources.	Written verification of compliance with procedures for treatment of discovered archaeological resources	Public Works shall provide written evidence that a Qualified archaeologist has been retained and ensure that this measure applies during ground disturbing phases of construction.	City of Long Beach			
CR-5: Unanticipated Discovery of Paleontological Resources						
In the event an unanticipated fossil discovery is made during the course of project development, then in accordance with SVP (2010) guidelines, it is the responsibility of any worker who observes fossils within the project site to stop work in the immediate vicinity of the find and notify a qualified professional paleontologist who shall be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted (SVP 2010). Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources found during construction monitoring will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository.	Written verification of compliance with procedures for treatment of discovered paleontological resources	Public Works shall provide written evidence that a Qualified paleontologist has been retained and ensure that this measure applies during ground disturbing phases of construction	City of Long Beach			

City of Long Beach  
**Fire Station No. 9 Replacement Project**

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-6: Retain a Native American Monitor						
The lead agency shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC’s Tribal Contact list for the area of the project location. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.	Monitoring agreement	Public Works will retain a Native American Monitor prior to the issues of a grading permit and monitoring will be conducted continuously during ground disturbing activities	City of Long Beach			
CR-7 Professional Standards						
Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.	Review of monitoring protocol, confirmation of monitor’s qualifications	Public Works will confirm that monitors hired for the project are vetted for the required qualifications and will review written monitoring protocol to ensure consistency with professional standards.	City of Long Beach			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-8 Unanticipated Discovery of Tribal Cultural Resources						
Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner (City) regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource”, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.  Pursuant to Public Resources Code Sections 21083.2(b), preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All tribal cultural resources shall be returned to the Tribe.  Any historic archaeological material that is not Native American in origin shall be curated at a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.	Coordination with archaeological and approved tribal monitor. Written verification of compliance with procedures for treatment of discovered tribal cultural resources.	Public Works shall provide written evidence that a qualified archaeologist and tribal monitor have been retained and ensure that this measure applies throughout the entirety of ground disturbing phases of construction.	City of Long Beach			



Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-9 Unanticipated Discovery of Human Remains and Associated Funerary Objects						
Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.	Written verification of compliance with procedures for treatment of discovered human remains and funerary objects	Public Works shall ensure that this measure applies during ground disturbing phases of construction and provide written evidence that the County Coroner has been notified and has evaluated any human remains and/or funerary objects encountered during construction.	Los Angeles County Department of Medical Examiner-Coroner			
CR-10 Resource Assessment and Continuation of Work Protocol						
Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).	Written verification of compliance with procedures for treatment of discovered human remains	Public Works shall ensure that this measure applies during ground disturbing phases of construction and provide written evidence that the County Coroner has been notified and has evaluated any human remains encountered during construction.	Los Angeles County Department of Medical Examiner-Coroner			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-11 Kizh-Gabrieleno Procedures for Burials and Funerary Remains						
If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.	Written verification from approved tribal monitor	Public Works shall provide written evidence that a tribal monitor has been retained and ensure that the procedures are followed in the event that human remains and/or funerary objects are unearthed and determined to be of Kizh-Gabrieleno in origin.	City of Long Beach			
CR-12 Treatment Measures						
Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created.	Written verification from approved tribal monitor	Public Works shall provide written evidence that a tribal monitor has been retained and ensure that the procedures are followed in the event that human remains and/or funerary objects of Native American origin are unearthed.	City of Long Beach			

City of Long Beach  
**Fire Station No. 9 Replacement Project**

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
<p>Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p> <p>Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p>						
Hazards and Hazardous Materials						
HAZ-1: Lead-based Paint						
<p>Project work with materials that could contain Lead Based Paint (LBP) shall be monitored under the direction of a Certified Industrial Hygienist (CIH) who a Certified Lead Project Designer. The CIH shall confirm workers on site have received appropriate training and adhere to safety requirements during construction activities. All contractors shall be provided with and be responsible for following the required if suspect hazardous materials are identified during demolition (e.g. stop work, remove workers onsite, and notify the CIH). If LBP is found to be present, standard handling and disposal practices for LBP shall be implemented pursuant to Occupational Safety and Health Administration (OSHA) regulations.</p>	<p>Monitoring agreement with CIH and written verification of worker training</p>	<p>Public Works will hire a CIH and confirm workers received training prior to the start of demolition activities</p>	<p>City of Long Beach</p>			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
HAZ-2 Suspect Asbestos Containing Materials						
Prior to the issuance of a demolition permit, the City shall obtain a letter from a qualified asbestos abatement consultant that no Asbestos Containing Materials (ACMs) are present in the building. If ACMs are found to be present, the materials shall be abated in compliance with South Coast Air Quality Management District (SCAQMD) Rule 1403, as well as other applicable State and Federal rules and regulations. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement activities onsite. All ACMs removed from the onsite structure shall be hauled and disposed offsite by a transportation company certified to handle asbestos and hazardous materials.	Monitoring agreement with a qualified asbestos abatement consultant and written verification of presence or absence of ACMs	Public Works will hire a qualified asbestos abatement consultant to inspect the building prior to the start of demolition activities.	City of Long Beach			
HAZ-3 Underground Storage Tank Investigation and Closure						
A potholing investigation in the vicinity of the historical underground storage tank (UST) shall be conducted and/or a geophysical survey of the site shall be conducted. If a UST is found onsite, the City shall apply for a permit for tank removal at least one month prior to demolition activities. UST(s) found onsite shall be removed under regulatory oversight of the Long Beach Fire Prevention Bureau. Additionally, the City may require that the tank also be permitted for its prior installation. During tank removal activities, a minimum of two excavation sidewall and bottom soil matrix confirmation samples shall be collected to evaluate potential onsite impacts associated with the UST(s).	Written verification of results of potholing investigation and compliance with applicable UST removal regulations if UST is discovered.	Public Works will ensure potholing investigation results and tank removal permit (if required) are obtained at least one month prior to the start of demolition activities.	City of Long Beach			
HAZ-4 Soil Management Plan						
If soil contamination is found onsite at actionable levels, a Soil Management Plan (SMP) shall be prepared and, if required, approved by the Los Angeles Regional Water Quality Control Board. Soil brought to the surface by grading, excavation, trenching, or backfilling shall be managed in accordance with applicable provisions of state and federal law. The SMP shall include health and safety information for workers and posted on-site for the general public and would inform the various contractors and workers of the presence of soil impacted with petroleum hydrocarbons and the appropriate measures to safely deal with the soil.	Written verification of results from soil sampling during UST removal activities.	Public Works will ensure soil sampling results and soil mitigation (if required) is carried out prior to the start of construction activities	City of Long Beach			

## 4.3 Regulatory Compliance Measures

In addition to the mitigation measures discussed above, the proposed project would incorporate a number of regulatory compliance measures (RCMs) in order to avoid or minimize project impacts. RCMs that the proposed project would be required to comply with are detailed in Table 4-2, *Project Regulatory Compliance Measures*, below.

**Table 4-2 Project Regulatory Compliance Measures**

RCM No.	Measure Title	Description
<b>Aesthetics</b>		
AES-1	Light and Glare	Pursuant to the Long Beach Municipal Code (LBMC) Section 21.33.090(e), all lighting, reflective surfaces, or any other source of illumination shall not produce adverse effects on public streets or on any other parcel. Lights shall be shielded at lot lines so as not to be directly visible from any adjoining residential district.
<b>Air Quality</b>		
AQ-1	Demolition, Grading, and Construction Activities	<p>Pursuant to South Coast Air Quality Management District (SCAQMD) Rule 403, the proposed project shall:</p> <ul style="list-style-type: none"> <li>▪ All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.</li> <li>▪ The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.</li> <li>▪ All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 miles per hour), so as to prevent excessive amounts of dust.</li> <li>▪ All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.</li> <li>▪ All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.</li> <li>▪ General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.</li> <li>▪ Trucks having no current hauling activity shall not idle but be turned off.</li> </ul>
AQ-2	Odors	<p>Pursuant to SCAQMD Rule 402, the proposed project shall:</p> <p>A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.</p>
AQ-3	Engine Idling	Pursuant to Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
AQ-4	Emissions Standards	In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

RCM No.	Measure Title	Description
<b>Biological Resources</b>		
BIO-1	Nesting Bird Avoidance	If construction activities are initiated during the nesting bird season (February 1-August 31 for passerines, January 1 – August 31 for raptors), a preconstruction nesting bird survey shall be conducted by a qualified biologist to determine the presence/absence, location, and status of any active nests on-site or within 100 feet of the site for nesting passerines, or within 250 feet of the site for nesting raptors. Nesting bird surveys shall be completed not more than 14 days before the start of construction activities. If active nests are discovered within 250 feet project site, a qualified biologist will establish a species-specific avoidance buffer around the nest where no construction activity is allowed until a qualified biologist has determined that the nest is no longer active. Encroachment into the buffer can occur at the discretion of the qualified biologist with the City's consent.
<b>Geology and Soils</b>		
GEO-1	Seismic Hazards	The proposed project shall comply with all requirements established in LBMC Chapter 18.68, <i>Earthquake Hazard Regulations</i> , which adopts the provisions of Uniform Building Code Section 2303(b) with modifications.
<b>Greenhouse Gas Emissions and Energy</b>		
GHG-1	Green Building Standards	The proposed project shall comply with the 2019 standards for nonresidential structures pursuant to the California Code of Regulations, Title 24 Part 11, California Green Building Standards Code.
<b>Hazards and Hazardous Materials</b>		
HHM-1	Hazardous Materials Release Response Plans and Inventory	The proposed project shall comply with the requirements established in the California Health and Safety Code Chapter 6.95, Article 1, pertaining to the storage of hazardous materials on site, as further discussed in Section 4.4, <i>Hazards and Hazardous Materials</i> , of this report.
<b>Hydrology and Water Quality</b>		
HYDRO-1	Low-Impact Development (LID)	<p>Pursuant to LBMC Chapter 18.74, a LID plan shall be prepared to demonstrate the following:</p> <p>Stormwater runoff will be infiltrated, evapotranspired, and/or captured and used through stormwater management techniques as identified in Section 4.1. The onsite stormwater management techniques must be properly sized, at a minimum, to infiltrate, evapotranspire, store for use, without any stormwater runoff leaving the site to the maximum extent feasible, for at least the volume of water produced by the water quality design storm event that results from:</p> <ul style="list-style-type: none"> <li>i. The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area using a 48- to 72-hour drawdown time, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or</li> <li>ii. The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in the California Stormwater Best Management Practices Handbook –Industrial/Commercial, (2003); or</li> </ul> <p>The volume of runoff produced from a 0.75-inch storm event.</p>
HYDRO-2	National Pollutant Discharge Elimination System (NPDES)	Pursuant to the Clean Water Act Section 402 and LBMC Section 8.96.110, the proposed project shall obtain and adhere to all requirements of the Long Beach NPDES MS-4 permit.

City of Long Beach  
**Fire Station No. 9 Replacement Project**

RCM No.	Measure Title	Description
<b>Noise</b>		
N-1	Construction Noise	The proposed project shall comply with the provisions of LBMC Section 8.80.202A. through 80.202C., which prohibit construction activities between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and Federal holidays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday and after 6:00 p.m. on Saturday, and any time on Sunday.
N-2	Operational Noise	The proposed project shall comply with all standards established in the City's Noise Ordinance (LBMC Chapter 8.80) for properties in Land Use District One, as further discussed in Section 4.5, <i>Noise</i> , of this document.
<b>Transportation</b>		
T-1	Construction Traffic Control Plan	Pursuant to LBMC Section 14.04.015, a construction traffic control plan (CTMP) that includes signage and flagging to alert motorists of any construction-related pending lane or road closures would be included in the proposed project.
<b>Utilities</b>		
U-1	Construction Debris Recycling	Pursuant to LMBC Chapter 18.74, the proposed project shall create a waste management plan for construction activities, divert at least sixty-five percent of construction debris, and provide documentation to the City to prove compliance.

# Attachment G



## Fire Station No. 9 Replacement Project

### Final Environmental Impact Report

*prepared by*

**City of Long Beach**

Long Beach Development Services, Planning Bureau

411 West Ocean Boulevard, 3rd Floor

Long Beach, California 90802

Contact: Maryanne Cronin, Planner

*prepared with the assistance of*

**Rincon Consultants, Inc.**

250 East 1st Street, Suite 1400

Los Angeles, California 90012

**May 2021**



# Fire Station No. 9 Replacement Project

## Final Environmental Impact Report

*prepared by*

**City of Long Beach**

Long Beach Development Services, Planning Bureau  
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Los Angeles, California 90012

**May 2021**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

[rinconconsultants.com](http://rinconconsultants.com)

*This report prepared on 50% recycled paper with 50% post-consumer content.*

# Table of Contents

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1	Introduction .....	1-1
1.1	Format of the Final EIR.....	1-1
1.2	Environmental Review Process .....	1-2
1.3	Revisions to the Draft EIR.....	1-3
2	Responses to Comments on the Draft EIR.....	2-1
3	Errata .....	3-1
3.1	Effect of In-Text Revisions.....	3-1
4	Mitigation Monitoring and Reporting Program.....	4-1
4.1	Introduction to the MMRP .....	4-1
4.2	MMRP Matrix.....	4-1
4.3	Regulatory Compliance Measures .....	4-10

## Tables

Table 4-1	Mitigation Monitoring and Reporting Program .....	4-2
Table 4-2	Project Regulatory Compliance Measures .....	4-10

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# 1 Introduction

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This Final Environmental Impact Report (EIR) has been prepared for the Fire Station No. 9 Replacement Project located at 3917 Long Beach Boulevard (also referred to as the “proposed project” or “project”). This Final EIR has been prepared in conformance with the California Environmental Quality Act of 1970 (CEQA) statutes (California Public Resources Code [PRC], Section 21000 et. seq., as amended) and implementing guidelines (California Code of Regulations, Title 14, Section 15000 et. seq.).

Before approving a project, CEQA requires the lead agency to prepare and certify a Final EIR. The City has the principal responsibility for approval of the proposed project and is therefore considered the lead agency under CEQA Section 21067. According to the CEQA Guidelines, Section 15132, the Final EIR shall consist of:

- The Draft EIR or a revision of the Draft EIR
- Comments and recommendations received on the Draft EIR either verbatim or in summary
- A list of persons, organizations, and public agencies commenting on the Draft EIR
- The responses of the lead agency to significant environmental points raised in the review and consultation process; and
- Any other information added by the lead agency

## 1.1 Format of the Final EIR

The Final EIR consists of the following four chapters:

- **Section 1: Introduction.** This chapter summarizes the contents of the Final EIR and the environmental review process.
- **Section 2: Response to Comments.** During the public review period for the Draft EIR, written comment letters were received by the City. This chapter contains these comment letters and the City’s responses to the comments.
- **Section 3: Errata.** Comments that are addressed in the Response to Comments resulted in minor revisions to the information contained in the July 2020 Draft EIR. Other revisions have been made to correct typographical errors. These revisions are shown in strikeout and underline text in this chapter.
- **Section 4: Mitigation Monitoring and Reporting Program (MMRP).** This section of the Final EIR provides the MMRP for the proposed project. The MMRP is presented in table format and identifies mitigation measures for the proposed project, the implementation period for each measure, the monitoring period for each measure, and the enforcing agency. The MMRP also provides a section for recordation of mitigation reporting.

## 1.2 Environmental Review Process

### Notice of Preparation

The City began the environmental review process pursuant to CEQA by distributing a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period starting on November 12, 2019 and ending on December 12, 2019. The NOP was filed with the Los Angeles County Clerk-Recorder and submitted to the State Clearinghouse (SCH No. 2019110206), as well as provided on the City's website. The NOP provided information about the proposed project to members of public agencies, interested stakeholders and residents/community members.

The City received letters from three agencies in response to the NOP during the public review period. The City also received email correspondence from one Native American Tribe and three residents. Written comments are addressed, as appropriate, in the analysis contained in the various subsections of Section 4, *Environmental Impact Analysis*, and Section 5, *Effects Found Not to be Significant*. The NOP is presented in Appendix A, *Notice of Preparation and Responses*, of this EIR, along with the NOP responses received. Table 1-1, *Notice of Preparation Comments*, in Section 1 of the Draft EIR, summarizes the content of the letters and verbal comments and where the issues raised are addressed in the EIR.

### Noticing and Availability of the Draft EIR

The Draft EIR was made available for public review and comment pursuant to CEQA Guidelines Section 15087. The public review period for the Draft EIR started on July 10, 2020 and ending August 31, 2020.<sup>1</sup> At the beginning of the public review period, the Draft EIR and Notice of Completion (NOC) were submitted to the State Clearinghouse. A Notice of Availability (NOA) was mailed and/or emailed to 48 agencies, organizations, and individual commenters. The NOA was filed at the Los Angeles County Clerk and published in the Long Beach Press Telegram on July 10, 2020. The NOA described where the document was available and how to submit comments on the Draft EIR. The NOA and Draft EIR were also made available for public review on the City's website. The public review period provided interested public agencies, groups, and individuals the opportunity to comment on the contents of the Draft EIR.

### Final EIR

The Final EIR addresses the comments received during the public review period and includes minor changes to the text of the Draft EIR in accordance with comments that necessitated revisions. This Final EIR will be presented to the City Council for potential certification as the environmental document for the proposed project. All agencies who commented on the Draft EIR will be provided with written responses at least 10 days before certification of the Final EIR, pursuant to CEQA Guidelines Section 15088(b). The Final EIR will also be posted on the City's website.

Pursuant to CEQA Guidelines Section 15091, the City shall make findings for each of the significant effects identified in this EIR and shall support the findings with substantial evidence in the record. After considering the Final EIR in conjunction with the findings pursuant to Section 15091, the lead agency may decide whether or how to approve or carry out the project. The Final EIR for the

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<sup>1</sup> The original Notice of Availability (NOA) indicated the end of the 45-day public review period of August 24, 2020. While the NOA was delivered to the Los Angeles County Clerk Recorder by the start of public review, the County Clerk-Recorder did not post the NOA until July 15, 2020. To align with the posting date by the Los Angeles County Clerk-Recorder, the public review period was extended to August 31, 2020.

proposed project identified potentially significant effects that could result from project implementation. The City finds that inclusion of certain mitigation measures as part of project approval would reduce potentially significant effects to less than significant with the exception of impacts to historic resources.

The proposed project would involve demolition of the Fire Station No. 9 structure, which is considered a historic resource due to its age and architecture. Implementation of Mitigation Measures CR-1 through CR-3 would reduce impacts to the extent feasible by ensuring proper recordation of the building, salvaging of architectural features and materials, and installation of an interpretive plaque regarding the building in a publicly accessible location on the project site. However, demolition of the building would constitute a significant and unavoidable impact. As such, a statement of overriding considerations prepared pursuant to CEQA Guidelines Section 15093 is required for this project.

In addition, when approving a project, public agencies must also adopt a MMRP describing the changes that were incorporated into the proposed project or made a condition of project approval to mitigate or avoid significant effects on the environment (CEQA Guidelines Section 15097). The MMRP is adopted at the time of project approval and is designed to ensure compliance during project implementation. Upon approval of the proposed project, the City will be responsible for implementation of the proposed project's MMRP.

## 1.3 Revisions to the Draft EIR

The comments received during the public review period for the Draft EIR resulted in minor clarifications and modifications in the text of the Draft EIR. In addition, the project schedule has changed since publication of the Draft EIR and minor editorial corrections have been made in sections of the Draft EIR, as shown in Section 3, *Errata*, of this document. These changes are included as part of the Final EIR, to be presented to City decision makers for certification and project approval.

CEQA Guidelines Section 15088.5 sets forth requirements for why a lead agency must recirculate an EIR. A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the Draft EIR, but before certification of the Final EIR. New information may include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not considered significant unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. As defined in CEQA Guidelines Section 15088.5(a), significant new information requiring recirculation includes the following:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.

4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

The minor clarifications, modifications, and editorial corrections that were made to the Draft EIR are shown in the Errata of this Final EIR (Section 3). As stated in CEQA Guidelines Section 15088.5(b), “recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.” None of the revisions that have been made to the EIR resulted in new significant impacts; none of the revisions resulted in a substantial increase in the severity of an environmental impact identified in the Draft EIR; and, none of the revisions introduced a feasible project alternative or mitigation measure that is considerably different from those set forth in the Draft EIR. Furthermore, the revisions do not cause the Draft EIR to be so fundamentally flawed that it precludes meaningful public review. Because none of the CEQA criteria for recirculation have been met, recirculation of the EIR is not warranted.



## 2 Responses to Comments on the Draft EIR

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This section includes comments received during the circulation of the Draft Environmental Impact Report (EIR) (State Clearinghouse No. 2019110206) prepared for Fire Station No. 9 (the project).

The Draft EIR was circulated for a 45-day public review period that began on July 10, 2020 and ended on August 24, 2020. Due to the extenuating circumstances at the time of the publication the City of Long Beach extended the review period for an additional seven days, to August 31, 2020. The City received four comment letters on the Draft EIR. The commenters and the page number on which each commenter's letter appear are listed below.

Letter No. Commenter		Date	Page No.
<b>Agencies (A)</b>			
A1	Caltrans	August 24, 2020	2-2
<b>Organizations (O)</b>			
O1	HouStories	August 12, 2020	2-4
O2	Long Beach Heritage	August 18, 2020	2-14
<b>Individuals (I)</b>			
I1	Ovalle, Juan	August 21, 2020	2-19

The comment letters and responses follow. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response A1.1, for example, indicates that the response is for the first issue raised in comment Letter A1).

Any changes made to the text of the Draft EIR correcting information, data, or intent, other than minor typographical corrections or minor working changes, are noted in the Final EIR Section 3, *Errata*, as changes from the Draft EIR. Where a comment results in a change to the Draft EIR text, a notation is made in the response indicating that the text is revised. Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (underlined font) where text is added.

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7 – Office of Regional Planning

100 S. MAIN STREET, MS 16

LOS ANGELES, CA 90012

PHONE (213) 897-0673

FAX (213) 897-1337

www.dot.ca.gov

A1

Making Conservation  
a California Way of Life.

August 24, 2020

Ms. Maryanne Cronin  
City of Long Beach  
Dept. of Development Services, Planning Bureau  
411 W. Ocean Boulevard, 3<sup>rd</sup> Floor  
Long Beach, CA 90802

RE: 3917 Long Beach Blvd. (Fire Station  
No. 9) Replacement Project  
Draft Environmental Impact Report (DEIR)  
SCH# 2019110206  
GTS #07-LA-2019-03316  
Vic. LA/ 405/ 6.166

Dear Ms. Cronin:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the above-referenced project. The proposed project involves the demolition of the existing, city-owned Fire Station No. 9, located at 3917 Long Beach Boulevard as shown on the attached location map. The proposed project includes two potential courses of action, Option A and Option B, both involving the demolition of the 5,548-square foot City-owned Fire Station No. 9 and eventual development of a permanent fire station (the site and scope of the replacement structure has not yet been identified and is not a part of this project). Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR). Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA.

A1.1

The nearest State facility to the proposed project is I-710 and I-405. After reviewing the DEIR, Caltrans does not anticipate any significant adverse impacts to the State Highway System.

A1.2

As a reminder, transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

A1.3

If you have any questions or concerns, please contact project coordinator, Frances Duong at (213) 897-0673 or electronically at [frances.duong@dot.ca.gov](mailto:frances.duong@dot.ca.gov) and refer to GTS#07-LA-2019-03316.

Sincerely,

Handwritten signature of Miya Edmonson in cursive.

MIYA EDMONSON

IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

## Letter A1

**COMMENTER:** Maya Edmonson, IGR/CEQA Branch Chief, California Department of Transportation (Caltrans)

**DATE:** August 24, 2020

### **Comment A1.1**

The commenter states the proposed project includes two potential courses of action, Option A and Option B, both involving the demolition of the 5,548-square foot City-owned Fire Station No. 9 and eventual development of a permanent fire station (the site and scope of the replacement structure has not yet been identified and is not a part of this project).

### **Response A1.1**

The comment summarizes the proposed project and does not remark on the adequacy of the Draft EIR. This comment is noted and responses to the individual comments are provided below.

### **Comment A1.2**

The commenter states that nearest State facility to the proposed project is Interstate-710 (I-710) and Interstate-405 (I-405). After reviewing the Draft EIR, Caltrans does not anticipate any significant adverse impacts to the State Highway System.

### **Response A1.2**

The comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. This comment will be forwarded to City decision-makers for their consideration.

### **Comment A1.3**

The commenter states transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute periods.

### **Response A1.3**

The comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. This comment will be forwarded to City decision-makers for their consideration.

August 12, 2020

Department of Development Services, Planning Bureau  
ATTN: Maryanne Cronin, Planner  
411 West Ocean Blvd, 3rd Floor  
Long Beach, CA 90802.

**Response to D-EIR for Fire House #9 at 3917 Long Beach Boulevard, Long Beach**

The Draft EIR identifies two Options in pursuit of the purpose of the project, both of which entail demolition of the 1938 historic structure. However, in studying the objectives and the subsequent public benefits of the project, I ask that the City and LBFD support Alternative 4, which can meet the objective and benefits in the least disruptive manner.

O1.1

Please see my comments and questions in response to the **six objectives** and **three benefits** of the Proposed Project:

**Project objectives include:**

**OBJ 1** Removal of structurally impaired and deteriorated Fire Station No. 9, located at 3917 Long Beach Boulevard, City of Long Beach

*Comment: A case can be made that all buildings over a certain age are structurally impaired and deteriorated: buildings outlive their original purpose; building codes change; lifestyles change. Fortunately, the Federal, State and City codes recognize that removal (demolition) is not always the most environmentally healthful option or the most culturally inclusive option. The Historic Structures Building Codes adopted in some fashion by all of the above entities allow for prudent and flexible management of our city's cultural assets.*

O1.2

*Q. How can the project's objective be met without removal of this historical asset?*

**OBJ 2** Return Fire Station No. 9 equipment and personnel to its service area in order to help meet the Long Beach Fire Department response time goal of six minutes and 20 seconds for structure fires and six minutes for Advance Life Support

*Comment: This neighborhood must be served by mandated response times from its fire department professionals. Finding a location for a new fire station that can meet this goal is achievable without demolishing the original 1938 structure.*

O1.3

*Q. Will the City and Fire Department seek alternative locations within the service area? If so, where are these alternatives located?*

**OBJ 3** Provide a fire station in compliance with applicable Building Code requirements and with National Fire Prevention Association (NFPA) standards for fire station design, including the provision of facilities for all genders

O1.4

Maureen Neeley, MLIS

247 Termino Ave., Long Beach CA 90803 / HouStories@att.net / www.HouStories.net / 562.243.0863



*Comment: Safety personnel and staffing has changed across the board since 1938. Equity and accommodation is vital to a thriving municipality throughout all of its professions. Repurposing or renovating a nearby building for a new station can meet this goal. Some would argue that the current fire station could also be renovated to meet these needs; however, I have not seen any architectural report that assessed the station for this purpose. I do understand the Fire Department has refused to continue to place 24-hour staff at the building because of the past presence of mold, since remediated (ref: the Hazardous Materials Technical Study, prepared in February 2020 by Rincon Consultants, which no longer identifies mold as a issue of high concern).*

O1.4

*There is also concern that any modern renovation that would bring the Fire Station up today's standards would – in effect – destroy the character-defining features that make this structure an eligible landmark.*

O1.5

*Q: Have there been any studies or plans that propose renovation of the current Fire Station No. 9 for continued Fire & Safety purposes? If so, may I receive a copy?*

**OBJ 4** Removal of a potential threat to public health and safety issue, which includes, but is not limited to, mold spores associated with substantial structural water damage that require invasive remediation techniques

*Comment: The presence of mold is not a death knell for buildings. The Hazardous Materials Technical Study, prepared in February 2020 by Rincon Consultants, does not identify mold as an issue of high concern. To the contrary, the lack of thorough cleanings, unaddressed moisture and leaks seem to have contributed more substantially to reports of airborne pathogens than the presence of mold. The building is still in relatively sound condition, despite a pattern of deferred maintenance.*

O1.6

*Q. How will the City vet any new owner/tenant/occupant as to their abilities be a sound steward of the old Fire Station No. 9?*

O1.7

**OBJ 5** Removal of a vacant building that could attract criminal activity and other nuisances

*Comment: This is a specious argument that purports to tear down a building simply because it is vacant. There is no guarantee any new building erected on this site will remain occupied.*

O1.8

*Q. What are the City's/LBFD's plans to adaptively reuse this historic landmark-eligible site?*

**OBJ 6** Ensure that the City's historic and cultural heritage values are considered regarding the removal and/or remediation of the Fire Station No. 9 building

*Comment: Major architect, W. Horace Austin (1881-1942) designed Fire Station No. 9 in 1938. Austin was tapped by the City to participate in this New Deal partnership with the Federal government. Austin's salary, along with those of the laborers, was paid through the Public Works Administration (WPA): \$23,523 included six months of labor from forty-five workmen. The City allocated \$12,944 for materials and permits.<sup>1</sup> Of wood frame and stucco construction, Fire Station*

O1.9

<sup>1</sup> "Building of Fire Depot Projected," *Long Beach Press Telegram*, Sept. 7, 1938

Maurcen Neeley, MLIS



No. 9 is the only City station constructed in a Tudor style, its massing and architecture specifically designed to blend into the style of the surrounding neighborhood.

Moreover, Fire Station No. 9 has been identified as eligible for designation as a Historic Landmark, significant under City Ordinance 16.01 as an example of a WPA project, under the context of Institutional Development of the City.

Keeping the building in situ, as Alternative 4 states, would achieve this goal. Other types of mitigation such as photo archives, plaques, and salvaging of architectural elements are woefully lacking, especially since the building, according to reports provided to the City with this D-EIR, is sound and salvageable.

Q. What purposes has the City explored for appropriate adaptive reuse of this cultural resource?

**Project Benefits** The proposed project would have the following benefits:

**BFT 1** Removal of a vacant structure that could attract nuisance/criminal behavior to the area  
*Comment: Adaptive reuse of this building will reduce the chances that nuisance behavior will take place on the site.*

**BFT 2** Provision of a safe and healthy workplace for the Fire Station No. 9 crewmembers  
*Comment: This benefit can be met by finding an alternative station site.*

**BFT 3** Restore operation of Fire Station No. 9 within the Fire Service Area No. 9 service area in order to help meet Long Beach Fire Department response time goals  
*Comment: Finding and constructing either a temporary or new building to house Fire Station No. 9 within the service area will provide this benefit, without the demolition of a city historical asset.*

In summary, my statements above demonstrate that Alternative 4 would meet the overall objectives of the Project AND provide a unique neighborhood building that saves and reuses an irreplaceable historic site.

By nominating this building as a Historic Landmark, a new owner/operator could be eligible for Historic Tax Credits, potential grants, and use of the Historic Building Codes. An adaptive reuse of Fire Station No. 9 as an office building, community center, council office, creative space, studio, or myriad of other uses would enhance the neighborhood and would keep construction materials out of the landfill. Clearly, Alternative 4 is the sustainable, environmental, cultural and logical choice to meet the Project Objectives.

I urge you to NOT demolish Fire Station No. 9 and instead locate a new fire station at another, more appropriate location, leaving the 1938 structure *in situ*, available for private or public re-use.

Sincerely,

Maureen Neely, MLIS

  
Maureen Neely, MLIS  
247 Termino Ave., Long Beach CA 90803 HouStories@att.net www.HouStories.net 562.243.086

## Letter O-1

**COMMENTER:** Maureen Neely, HouStories

**DATE:** August 12, 2020

### **Comment O1.1**

The commenter states that from in reviewing the objectives and the subsequent public benefits of the project, the commenter requests the City and Long Beach Fire Department (LBFD) support Alternative Four, which can meet the objective and benefits in the least disruptive manner.

### **Response O1.1**

The comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. Section 7, *Alternatives*, of the Draft EIR presents a range of potential alternative options to the proposed project and weighs their abilities to meet the project objectives and reduce environmental impacts. Through the process of considering the potential alternatives, the Lead Agency has determined that none of the alternatives meet all of the basic project objectives and therefore, the proposed project is the preferred option. This comment expresses support for Alternative Four and responses to the individual comments are provided below. This comment will be forwarded to City decision-makers for their consideration.

### **Comment O1.2**

The commenter refers to Objective 1, and states that a case can be made that all buildings over a certain age are structurally impaired and deteriorated: buildings outlive their original purpose; building codes change; lifestyles change. The commenter states the federal, State and City codes recognize that removal (demolition) is not always the most environmentally healthful option or the most culturally inclusive option. Building codes have been adopted in some fashion by all of the above entities allow for prudent and flexible management of the City's cultural assets. The commenter asks how the project's objectives can be met without removal of this historical asset.

### **Response O1.2**

CEQA Guidelines Section 15124(b) states that a project description should include a statement of objectives and these objectives should include the underlying purpose of the project and may discuss the project benefits. The primary objective of the project (stated on page 2-16 of the Draft EIR) is to return Fire Station No. 9 personnel to their service area and remove a building that is a potential threat to public health and safety. Although, due to the age and architecture of the building, Fire Station No. 9 appears to be eligible for designation as a Long Beach Historic Landmark, the City has determined that the best course of action is to demolish the structurally impaired building due to the hazardous conditions created by mold and the issues posed by maintaining a vacant, deteriorated building on the project site and the general incompatibility of the structure with the programming needs of a modern fire station. This determination is further supported by ongoing criminal and nuisance issues that have characterized other vacant City buildings in recent history. For example, Old City Hall has had numerous break ins, copper and wire theft, and vagrant encampments occur in the last several months, which creates substantial safety issues and cleanup

and security costs for the City. Maintaining the vacant Fire Station No. 9 building could result in similar issues.

The commenter is also referred to Section 3, *Errata*, of the Final EIR regarding the project's eligibility, where the project description was revised to indicate that "the station appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR)." Moreover, the comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. This comment will be forwarded to City decision-makers for their consideration.

### **Comment O1.3**

The commenter refers to Objective 2 and states the neighborhood must be served by mandated response times from its fire department professionals. The commenter states that finding a location for a new fire station that can meet this goal is achievable without demolishing the original 1938 structure. The commenter asks if the City and LBFD will seek alternative locations within the service area and where are these alternatives located.

### **Response O1.3**

The commenter is referred to Response O1.2 above, regarding the requirements for project objectives under CEQA Guidelines Section 15124(b), and Section 7, *Alternatives*, where alternatives to the proposed project are assessed. Specifically, Alternative Three and Alternative Four consider the reuse of the project site for redevelopment with land uses other than Fire Station No. 9 and specify that the station would be required to continue operating out of the temporary site until a suitable replacement facility has been constructed. The temporary offsite facility is located outside of Fire Station No. 9 Service Area. The location of the current facilities has impacted response times.

In order to continue serving the fire and safety needs of Fire Service Area No. 9, the City Manager, or designee, has been authorized to execute any and all documents necessary, including a Standard Offer, Agreement and Escrow Instructions for Purchase of Real Estate (Agreement) for the purchase of certain real property located at 4101-4107 Long Beach Boulevard (Assessor Parcel Numbers 7139-015-010 and -017) in an amount not to exceed \$2,350,000. This site has been identified as a potential location for the new Fire Station No. 9.

Though a potential replacement site has been identified, the City has determined that the proposed project is the preferred alternative as it would allow the City a potential option to return to the Fire Station No. 9 location with a modular structure returning the crew to its service area, should the City fail to close escrow on an adequate alternative site and build the new station in a timely manner. Nonetheless, this comment will be forwarded to City decision-makers for their consideration.

### **Comment O1.4**

The commenter refers to Project Objective 3 and states safety personnel and staffing has changed across the board since 1938 and equity and accommodation is vital. The commenter states repurposing or renovating a nearby building for a new station can meet the goal. The commenter further states current fire station could also be renovated to meet these needs but has not seen an architectural report that assessed the station and understands the LBFD has refused to continue to



place 24-hour staff at the building because of the past presence of mold, since remediated and states the consultants, no longer identify mold as an issue of high concern.

## **Response O1.4**

The commenter provides a subjective opinion concerning reuse of the building and states the mold as an issue of concern would no longer be high. Please see Response O1.2, above, regarding the requirement to provide project objectives under the CEQA Guidelines. It is unclear how the commenter has determined that the consultants no longer identify mold as an issue, conclude that the mold would no longer be an issue of concern, and conclude that the building can be remediated. In fact, the commenter references the Hazardous Materials Technical Study (provided in Appendix E of the Draft EIR) and the commenter states that the study referenced determined mold is no longer an issue of high concern. However, the Hazardous Materials Technical Study did not involve mold sampling and its focus was to identify a range of potential environmental issues primarily through review of existing documentation. Though mold was not visible during site reconnaissance for the Hazardous Materials Technical Study, Section 6, *Conclusions and Recommendations*, states that the previous reports have indicated mold, lead-based paint, and asbestos may be present within the building materials, which could pose a health risk. Furthermore, the commenter is referred to the Mold Assessment Report and Engineer's Cost Estimate (available in Appendix B of the Draft EIR), which concludes that in order to occupy the building and not pose a health risk, a major renovation/restoration of the building is necessary in order to remove existing mold and prevent the continued growth of mold within the structure.

As discussed in the Mold Assessment Report and Engineers Cost Estimate (see Appendix B of the Draft EIR), in order to occupy the building and to ensure the health and safety of crew members, the building would need to be "scrubbed to the studs" with a wire brush, all interior materials and possibly exterior materials would need to be removed and replaced in order to remediate the mold issues, and the building would require encapsulation to prevent continued water intrusion and mold growth. Thus, the remediation would likely remove many, if not all, historic character defining features of the Fire Station No. 9 in order for the fire department to reoccupy the site. A new Fire Station was deemed necessary due to the needs of the crew, the ability to meet National Fire Protection Agency (NFPA) standards, and the high potential for mold to reoccur based on its previous occurrences. Further, the building may contain lead and asbestos containing materials (ACMs) within the structure which could be detrimental to the health of fire crews occupying the site 24-hours a day, seven days a week, for three to four day shifts per crew member. Further related to NFPA standards, the station currently only contains a men's restroom and due to the size of the building the living quarters are extremely constrained and cannot be expanded. The building in its current condition cannot adequately support the stations crew and cannot comply with the NFPA standards within its current configuration. This includes restrooms for both genders and American with Disabilities Act (ADA)-accessible building design, while providing adequate living space for the crew. Moreover, with the spread of the novel Corona Virus (COVID-19) throughout fire stations and departments in the country, it is imperative to maintain the health and safety of the City's first responders. Providing an adequately sized fire station that includes the proper restrooms and hygiene facilities, as well as living spaces to accommodate the crew, is imperative given the ongoing public health crisis.

### **Comment O1.5**

The commenter also states there is also concern that any modern renovation that would bring the Fire Station up today's standards would, in effect, destroy the character-defining features that make this structure an eligible landmark and asks if there been any studies or plans that propose renovation of the current Fire Station No. 9 for continued Fire and Safety purposes, if yes receive a copy.

### **Response O1.5**

The commenter is referred to Response O1.2 above, which provides the City's current circumstance and its' inability to continue to maintain a structurally impaired and deteriorated Fire Station No. 9. Currently, the City is leasing another space for the temporary Fire Station No. 9 at the Boeing property (2019 East Wardlow Road) while attempting to secure a permanent new location within the service area. However, the City's lease agreement is short-term in nature and there is no guarantee that an alternative location to build a new station will be available to the City. Additionally, with the on-going impacts of COVID-19 affecting City financing and operations, it is imperative that the current Fire Station No. 9 site be prepared for reoccupation in the event that Fire Station No. 9 must vacate its temporary location before a suitable replacement is ready. There are no proposed studies or plans to reuse the location as a fire station due to the hazardous materials issues as well as the general incompatibility of the structure with the programming needs of a modern fire station. Further, there are no plans developed to adaptively reuse the structure for any other uses, due to the costs related to building remediation as well as potential liabilities associated with holding assets that are structurally impaired and deteriorated.

As discussed above under Response O1.4 and in the Mold Assessment Report and Engineers Cost Estimate (see Appendix B of the Draft EIR for the Mold Assessment Report), in order to adaptively reuse the building for the fire crew, remediation work is required that includes mold abatement, lead removal, and removal of suspect ACMs. Moreover, the building is not compliant with NFPA standards. Activities required to remediate hazardous materials in the building and meet NFPA standards would likely remove many, if not all, of the character-defining features of the building. Due to the current condition of the building, major building rehabilitation work is required, and the commenter is referred to Draft EIR page 4.2-5 for more information.

### **Comment O1.6**

The commenter restates Objective 4 and states the presence of mold is not a death knell for buildings and February 2020 report does not identify mold as an issue of high concern. To the contrary, the lack of thorough cleanings, unaddressed moisture and leaks seem to have contributed more substantially to reports of airborne pathogens than the presence of mold. The commenter states the building is still in relatively sound condition, despite a pattern of deferred maintenance.

### **Response O1.6**

The commenter provides an opinion of the February 2020 Hazardous Materials Technical Study (Appendix E of the Draft EIR). It should be noted, on page 21, the study states that lead, asbestos, and mold investigations have previously been conducted onsite and both lead based paint and mold are both known to be or have been present in the building, (Draft EIR page 4.4-14). Please also refer to Response O1.4.

### **Comment O1.7**

The commenter asks how the City will vet any new owner/tenant/occupant as to their abilities be a sound steward of the old Fire Station No. 9.

### **Response O1.7**

As noted in Section 2, *Project Description*, pages 3-12, there are no plans for reoccupation of the project site beyond the installation of a temporary modular structure (Option A). Under both Option A and Option B, the existing building would be demolished. Alternative Four in Section 7, *Alternatives*, considers the adaptive reuse of the building. However, it was determined that this alternative would not meet all of the basic project objectives and may not be feasible due to the extent of remediation activities required, which could remove many, if not all, of the character-defining features of the structure.

Furthermore, no organizations or individuals have indicated interest in purchasing the property and restoring the building. Moreover, the comment does not remark on the adequacy of the Draft EIR; therefore, no further response is required. This comment will be forwarded to City decision-makers for their consideration.

### **Comment O1.8**

The commenter restates Objective 5, and states Objective 5 is specious argument that purports to tear down a building simply because it is vacant and states there is no guarantee any new building erected on this site will remain occupied. The commenter asks what the City's/LBFD's plans are to adaptively reuse this historic landmark-eligible site.

### **Response O1.8**

The commenter is referred to Response O1.2 and Response O1.4 above, regarding the project objectives and building conditions. There are no proposed studies or plans to reuse the location as a fire station due to the hazardous materials issues as well as the general incompatibility of the structure with the programming needs of a modern fire station. Alternative Four in Section 7, *Alternatives*, considers the adaptive reuse of the building. However, it was determined that this alternative would not meet all of the basic project objectives and may not be feasible due to the extent of remediation activities required, which could remove many, if not all, of the character-defining features of the structure. Further, there are no plans developed to adaptively reuse the structure for any other uses as part of the proposed project, nor have any organizations or individuals expressed an interest in purchasing the site and restoring the building. Therefore, the proposed project is the preferred option for the City and adaptive reuse plans are not under consideration.

### **Comment O1.9**

The commenter restates Objective 6, provides the historical background for the existing building, and states maintaining the building in situ, as Alternative Four states, would achieve this goal. Other types of mitigation such as photo archives, plaques and salvaging of architectural elements are woefully lacking and provides an opinion that the building, according reports provided to the City with this Draft EIR, is sound and salvageable. The commenter asks what purposes has the City explored for appropriate adaptive reuse of this cultural resource.

### **Response O1.9**

There are no proposed studies or plans to reuse the location as a fire station due to the mold issues and deteriorated condition of the building, as well as the general incompatibility of the structure with the programming needs of a modern fire station. The commenter is referred to Response O1.5 above, which provides details regarding why salvaging the building is not an alternative being pursued by the City, due to the inability to successfully remediate the site to accommodate the fire crew, the cost to remediate, the cost to repurpose and the cost and liability to leave the project site in its current condition.

As discussed above in Response O1.8, there are also no plans developed to adaptively reuse the structure for any other uses due to the impact remediation would have on the character-defining features of the building. While the proposed mitigation would not reduce impacts to historic resources to a less than significant level, the proposed Historic American Building Survey (HABS)-level III documentation, developed by the National Park Service, interpretive plaque, and salvage plan are widely used mitigation techniques when building preservation is not feasible or desirable.

### **Comment O1.10**

The commenter restates the project's benefits. The commenter states Alternative Four would meet the overall objectives of the project and provide a unique neighborhood building that saves and reuses an irreplaceable historic site. By nominating the building as a Historic Landmark, a new owner/operator could be eligible for Historic Tax Credits, potential grants, and use of the Historic Building Codes. An adaptive reuse of Fire Station No. 9 as an office building, community center, council office, creative space, studio, or myriad of other uses would enhance the neighborhood and would keep construction materials out of the landfill.

### **Response O1.10**

As discussed in Section 7, *Alternatives*, Alternative Four would not meet all of the project objectives because it does not guarantee a temporary replacement site for the Fire Station No. 9 crew within its service area. Furthermore, due to the scope of remediation required to make the building safe for use, Alternative Four may not eliminate impacts to historic resources, as remediation would require the removal of many, if not all, character-defining features. Removal of character-defining features would impact the historic integrity of the building, and there is not guarantee that the building would be eligible for any of the benefits the commenter discusses above. In addition, as discussed in Response O1.8, no organizations or individuals have expressed interest in purchasing the project site and rehabilitating the building. Therefore, no plans to adaptively reuse the project site have been developed and the proposed project remains the preferred option.

### **Comment O1.11**

The commenter urges the City not to demolish Fire Station No. 9 and instead locate a new fire station at another location, leaving the structure *in situ* and available for private or public re-use.

### **Response O1.11**

As discussed in Section 7, *Alternatives*, the preservation of the Fire Station No. 9 building was considered, but ultimately rejected as infeasible due to the scope of remediation activities required, which would result in impacts to the building's character-defining features, and because it would

not meet all of the basic project objectives. Nonetheless, this comment will be forwarded to City decision-makers for their consideration.

August 18, 2020

LONG BEACH HERITAGE RESPONSE TO DRAFT ENVIRONMENTAL IMPACT REPORT FOR FIRE STATION 9 REPLACEMENT PROJECT (SCH No. 2019110206)

Fire Station No. 9, located at 3917 Long Beach Boulevard, was designed by the notable local architect W. Horace Austin (1881-1942), who was described in his obituary published in the *Press-Telegram* as “the Dean of Long Beach architects.” According to this newspaper, the building has a “modified English style of architecture. Gabled roof and massive doors will grace the structure.” The City Council approved the plans for the \$15,000 Fire Station No. 9 in December 1937 and it was constructed in 1938 by the Works Progress Administration. It opened May 15, 1939 and served the communities of Los Cerritos, California Heights, Bixby Terrace, and North Long Beach. Thus, it is associated with an important person in local history and also with an important agency in United States history.

O2.1

The exterior of Fire Station No. 9 retains its architectural integrity and the original plan remains intact. On the other hand, the interior has been somewhat altered. The building may be eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. It definitely meets the criteria for a Long Beach Historic Landmark. It should not be torn down without considering these possibilities.

O2.2

Long Beach Heritage recommends that the City of Long Beach should pursue Alternative Four: Preservation and Adaptive Reuse Alternative and that the mold problem in Fire Station No. 9 should be assessed and remediated. The lot upon which the building stands is relatively small and cannot support a large development. The present structure conforms to the residential character of the neighborhood and can be adaptively reused as a commercial enterprise. Alternative Four is also the environmentally superior alternative because it would preserve a local cultural resource. It would be a shame if Fire Station No. 9 was demolished quickly, like the Jergins Trust Building on Ocean Boulevard, and the lot remained a vacant hole in the ground for decades. Another possibility is that Fire Station No. 9 could be sold to a private individual and moved to another site.

O2.3

The mitigation proposed by the City of Long Beach, which includes photographs, a plaque, and possible salvage of architectural elements, is not acceptable to Long Beach Heritage. The demolition of an historic resource, without attempting to remediate the mold problem and adaptively reuse the building first, has occurred too often in Long Beach. The mold was undoubtedly caused by hoses dripping inside the structure, a factor that would no longer exist if it was used for another purpose. Opening up the interior walls of Fire Station No. 9 is the only way to determine the extent of the mold problem. If the mold can be remediated, the building should be nominated for Historic Landmark status and preserved because of its importance in our city.

O2.4

Contact: Louise Ivers, Board Member, Long Beach Heritage

[livers@csudh.edu](mailto:livers@csudh.edu)

(562) 436-2405

1837 East 6<sup>th</sup> Street, Long Beach, CA 90802

## Letter O2

**COMMENTER:** Louise Ivers, Board Member, Long Beach Heritage

**DATE:** August 18, 2020

### Comment O2.1

The commenter states the building was designed by architect W. Horace Austin and has a “modified English style of architecture, gabled roof and massive doors grace the structure and provides historical building approvals in December 1937. The commenter also states that it was constructed in 1938 by the WPA and opened May 15, 1939 and served the communities of Los Cerritos, California Heights, Bixby Terrace, and North Long Beach.” Thus, the building is associated with an important person in local history and also with an important agency in U.S. history.

### Response O2.1

This comment summarizes the historic association of the Fire Station No. 9 structure and will be forwarded to City decision-makers for their consideration. The commenter is also referred to Section 3, *Errata*, of the Final EIR regarding the project’s eligibility, where the project description was revised to indicate that “the station appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR).” The comment does not question the adequacy of the Draft EIR; therefore, no further response is required.

### Comment O2.2

The commenter states that the exterior of Fire Station No. 9 retains its architectural integrity and the original plan remains intact. On the other hand, the interior has been somewhat altered. The building may be eligible for listing in the National Register of Historic Places and the California Register of Historical Resources. It definitely meets the criteria for a Long Beach Historic Landmark. It should not be torn down without considering these possibilities.

### Response O2.2

As discussed in Section 4.2, *Cultural, Paleontological, and Tribal Cultural Resources*, and as stated in the Historic Resource Evaluation Report and Peer Review and Cultural Resources Study documents (both available in Appendix D of the Draft EIR), the project site meets the eligibility criteria for a local landmark due to its association with the City’s partnership with the WPA after the 1933 Long Beach earthquake. The reports also note that though the property was designed by a well-known local architect, the property was completed towards the end of the architect’s career and therefore does not reflect a particularly important phase of his development. While the property is eligible for local listing as a landmark, the Historic Resource Evaluation Report and Peer Review determined that the building does not retain sufficient integrity of setting, workmanship, and materials for listing in the National Register of Historic Places due to alterations to both the interior and exterior of the building. Character-defining features of the building include its single-family residential scale, massing and asymmetry, half-timbering and other wood details, cement plaster exterior finishes, hose tower, wood window frames and windows, and oversized garage doors. However, many of the original building materials and character-defining features, such as the roof and all but one window,



have been replaced or removed in the years since construction of the fire station (GPA 2019). The commenter is referred to Section 3, *Errata*, of the Final EIR regarding the project's eligibility, where the project description was revised to indicate that "the station appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR)."

### **Comment O2.3**

The commenter states that Long Beach Heritage recommends the City pursue Alternative Four, Preservation and Adaptive Reuse Alternative, and that the mold problem in Fire Station No. 9 should be assessed and remediated. The commenter states that the lot upon which the building stands is relatively small and cannot support a large development. The commenter states the present structure conforms to the residential character of the neighborhood and can be adaptively reused as a commercial enterprise. The commenter states that Alternative Four is the environmentally superior alternative because it would preserve a local cultural resource and another possibility is that Fire Station No. 9 could be sold to a private individual and moved to another site.

### **Response O2.3**

As discussed in Section 7, *Alternatives*, Alternative Four would not meet all of the project objectives because it does not guarantee a temporary replacement site for the Fire Station No. 9 crew within its service area. Currently, the City is leasing another space for the temporary Fire Station No. 9 at the Boeing property while attempting to secure a permanent new location within the service area. However, the City's lease agreement is short-term in nature, and with no guarantee of an alternative location to build a new station and the economic impacts of COVID-19 affecting City financing and operations, it is imperative that the current Fire Station No. 9 site be made ready for reoccupation in the event that Fire Station No. 9 must vacate its temporary location before a suitable replacement is ready.

Furthermore, due to the scope of remediation required to make the building safe for use, Alternative Four may not eliminate impacts to historic resources, as remediation would require the removal of many, if not all, character-defining features. The scope of remediation required is detailed in the Mold Assessment Report and Engineers Cost Estimate (available in Appendix B of the Draft EIR). In addition, no organizations or individuals have expressed interest in purchasing the project site and rehabilitating the building or purchasing and relocating the building to another site, therefore the potential for adaptive reuse of the building is speculative. As a result, no plans to adaptively reuse the project site have been developed and the proposed project remains the preferred option. However, this comment will be forwarded to City decision-makers for their consideration.

### **Comment O2.4**

The commenter states the mitigation proposed by the City of Long Beach, which includes photographs, is not acceptable to Long Beach Heritage. The mold was undoubtedly caused by hoses dripping inside the structure, a factor that would no longer exist if it was used for another purpose. Opening the interior walls is the only way to determine the extent of the mold problem. If the mold can be remediated, the building should be nominated for Historic Landmark status and preserved because of its importance in our city.

## Response O2.4

The commenter should note that the Mold Assessment Report and Engineers Cost Estimate (available in Appendix B) determined that in order to remediate the building and ensure the mold would not reoccur, “[m]old abatement will require the encapsulation of the building frame elements. The encapsulation is required to help resolve the continuing mold problems encountered in this building. All flooring, stucco and wall panels (interior and exterior) will need to be removed in order to achieve full mold abatement” (page 2). In addition, the commenters assertion that mold in the building has been caused by leaking hoses is unfounded. As noted in the Mold Assessment and Engineers Cost Estimate and the Quarterly Industrial Hygiene Report dated February 22, 2019 (available in Appendix B of the Draft EIR), water intrusion in the building was found to be result of unsealed penetrations on the exterior walls, missing and clogged roof drainpipes, leaking windows, ponding water at the base of the building and under the crawlspace, and a lack of proper drainage on the site. This is due to building deficiencies that would persist regardless of the building occupant, unless substantial modifications are made to the building to remove existing mold and moisture impacted materials and resolve the underlying issues that have led to water intrusion. This would impact many, if not all, of the character defining features of the building and would impact its historic integrity.

Also, as noted in the Section 4.2, *Cultural, Paleontological, and Tribal Cultural Resources*, the proposed mitigation measures include HABS-level III documentation, installation of an interpretive plaque, and salvage plan. These measures were developed by the National Park Service and Secretary of the Interior and are widely used mitigation techniques when building preservation is not feasible or desirable. The proposed mitigation measures are standard practice and are intended to reduce the impact to the greatest extent feasible; however, there are no measures that could mitigate the demolition of a historical resource to a less than significant impact. This comment will be forwarded to City decision-makers for their consideration.

August 21, 2020

City of Long Beach  
Long Beach Development Services, Planning Bureau  
411 W. Ocean Blvd, 3rd Floor  
Long Beach, CA 90802

Attention, Maryanne Cronin, Planner

Subject: Fire Station No. 9 Replacement Project, Draft EIR

Greetings,

This EIR is clearly pushing a political agenda. The decisions being taken by the City are being made by politicians and special interests rather than experts. Look at City Hall and all of the other boondoggles of this city, some may say incompetent City management and self serving politicians are simply the new norm. The estimated cost for a wish list from Fire Department or this EIR is meaningless, it does not address what is actually necessary to reopen and get our station back to work. This EIR is not about any sort of replacement, it is about demolition, and the Fire Department Chief and the rest of the talking heads at City Council have misled the public.

I1-1

The problem as explained to me by fire department officials, as read in the Industrial Hygiene Report dated March 31, 2003 as well as the report by the contractor that actually did the mold remediation back in June of 2019, demonstrate the incompetence by City management in properly maintaining our City assets. Mold can be abated without having to wait years for a new station to get designed and built. Unfortunately, it appears that when the issue was "resolved" the first time, three years ago... it really wasn't resolved. In early 2019 the issue resurfaced again possibly due to the rains we received, and in June of that year the issue was again resolved. In fact, the company that made the repairs back in June of 2019 provided a report to the City that recommended they follow through with their findings in order to avert a future mold problem. Why didn't the city follow the mold expert's advice to do further study with a water intrusion expert, or take outside advice on remediation? This shutdown was and is unacceptable.

I1-2

I1-3

A quote from our District representative Al Austin "We are dealing with a very old building that has serious mold issues that were identified by industrial hygienist. Chief Duree assured me that the issue was resolved in 2017." So something did not add up. If it was resolved, then why was Fire Station 9 closed?

I1-4

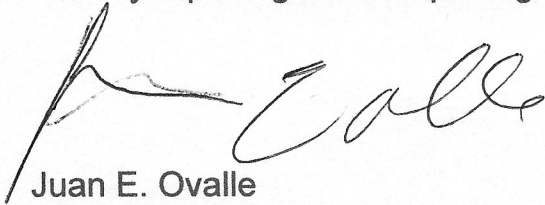


But it's not too late. This is something that a decent contractor can fix, and the City can save millions of dollars and decrease response times almost immediately.

I1-5

We the residents of the 8th District have been left outside of the decision-making process far too many times, Save our Historic WPA Built Fire Station No. 9. Save our tax payers millions of dollars and years of delays, and more importantly, save lives by repairing and re-opening our Fire Station No. 9

I1-6

A handwritten signature in black ink, appearing to read 'Juan E. Ovalle', with a stylized, cursive script.

Juan E. Ovalle  
50 Year Long Beach Resident

## Letter I1

**COMMENTER:** Juan E. Ovalle, Individual

**DATE:** August 21, 2020

### Comment I1.1

The commenter states that the Draft EIR is pushing a political agenda and decisions being taken by the City are being made by politicians and special interests rather than experts. The commenter states the estimated cost for a wish list from Fire Department or the Draft EIR does not address what is actually necessary to reopen and get the station back to work. This Draft EIR is not about any sort of replacement, it is about demolition.

### Response I1.1

As discussed on pages 2-10 and 2-11 in Section 2, *Project Description*, the proposed project includes two potential courses of action, Option A and Option B, both involving the demolition of the 5,548-square foot City-owned Fire Station No. 9 and eventual development of a permanent fire station. Due to the hazardous conditions of the building and the building's unsuitability for use as a modern fire station, the City has determined that demolition of the building is the best option for the project site as it will allow the site to be used as a temporary location for Fire Station No. 9 if other long-term accommodations for the crew cannot be identified. This comment will be forwarded to City decision-makers for their consideration. The comment does not question the adequacy of the Draft EIR; therefore, no further response is required.

### Comment I1.2

The commenter states that, based on explanations from fire department officials, his interpretation of the Industrial Hygiene Report dated March 31, 2003, and the report by the contractor that did the mold remediation back in June of 2019, "The problem... demonstrate[s] the incompetence by City management in properly maintaining our City assets."

### Response I1.2

The 2003 Industrial Hygiene Report referenced by the commenter was prepared to investigate reports of fainting and other health-related concerns (report available in Appendix B). Although no specific environmental factors were identified in the 2003 investigation to alert the City Safety Officer and Occupational Health Officer/physician (testing authorities) to links regarding the health concerns, the concerns were addressed through ductwork cleaning in the existing building. Two quarterly Industrial Hygiene reports were completed by Health Science Associates (HSA) in 2019 (available in Appendix B). In February 2019, the report concluded that Fire Station No. 9 continued to exhibit dust and cleanliness, mold, and water leakage issues despite prior remediation activities. The report indicated that two indoor areas had serious water leakage with water visibly dripping inside: the first floor sleeping quarters in bedroom one and the second floor sleeping quarters in bedroom three. The south wall footing of the crawlspace was also leaking due to rainwater intrusion. Blistering paint areas around the windows was noted. Particulate matter levels indoors were elevated as compared to outdoors. The report recommended additional cleaning of the indoor environment, repair of the windows in bedrooms one and three, repair of the leaking crawlspace,

gutter cleaning in order to prevent future leaks, and the replacement of a deteriorated wooden shelf that was showing false positives for moisture readings. A final round of fungal/mold sampling was conducted by HSA in spring 2019, which fungal/mold spores in the sleeping quarters in room three. Both of these quarterly industrial hygiene reports are available in Appendix B of the Draft EIR. These issues are related to age of the building and its deterioration over time. This comment will be forwarded to City decision-makers for their consideration. The comment does not question the adequacy of the Draft Focused EIR; therefore, no further response is required.

### **Comment I1.3**

The commenter states that mold can be abated without having to wait years for a new station to get designed and built. The commenter states that the issue was resolved for the first time three years ago, then resurfaced in early 2019, and was abated again in June 2019. The commenter states that the company that made the repairs back in June of 2019 provided a report to the City that recommended actions to avert a future mold problem. The commenter asks why the City did not follow the mold expert's advice to do further study with a water intrusion expert or complete the suggested remediation activities.

### **Response I1.3**

This comment will be forwarded to City decision-makers for their consideration. The commenter is referred to Section 2.4.4, *Site Investigations*, of the *Project Description* for a summary and table detailing the timeline of previous site investigations completed for the building, evidencing the City's ongoing attempts to remediate the site's mold issues. In addition, all site investigations are available in full in Appendix B of the Draft EIR. As noted in Section 2.4.4, *Site Investigations*, the City has conducted 18 investigations into the causes of health concerns exhibited by employees working in Fire Station No. 9 and the presence of mold and other environmental issues. In addition, the site investigation records indicate that duct cleaning, deep cleaning, and mold abatement activities have been carried out at least four times since the issues with the building were first noted. Despite multiple attempts to remediate mold within the building, mold and evidence of water intrusion have persisted and would require substantial alterations to the building in order to resolve these issues. Per the Mold Assessment Report and Engineers Cost Estimate (available in Appendix B), removal of internal flooring and walls, replacement of windows, and roof replacement would be just some of the activities required to abate mold within the building. These activities would remove many of the character-defining features of the building and the building still would not meet NFPA standards for fire station design. Therefore, abatement and reuse of the building as a fire station is not being pursued by the City.

### **Comment I1.4**

The commenter provides a "quote" from the District Representative, "... we are dealing with a very old building that has serious mold issues that were identified by industrial hygienist. Chief Duree assured me that the issue was resolved in 2017." The commenter asks, "If it was resolved, then why was Fire Station 9 closed?"

### **Response I1.4**

This comment will be forwarded to City decision-makers for their consideration. The comment does not question the adequacy of the Draft EIR; therefore, no further response is required.

Nevertheless, the commenter is referred to Response I-1.3 above and Section 2.4.4, *Site Investigations*, of the Draft EIR, which provides a detailed timeline of the site investigations that have occurred over the years, evidencing the City's ongoing attempts to remediate the site's ongoing mold issues.

### **Comment I1.5**

The commenter states that removing the mold is something that a decent contractor could fix, and the City could save millions of dollars and decrease response times almost immediately.

### **Response I1.5**

The commenter should note that the Mold Assessment Report and Engineers Cost Estimate (available in Appendix B of the Draft EIR) determined that in order to remediate the building and ensure the mold would not reoccur,, "[m]old abatement will require the encapsulation of the building frame elements. The encapsulation is required to help resolve the continuing mold problems encountered in this building. All flooring, stucco and wall panels (interior and exterior) will need to be removed in order to achieve full mold abatement" (page 2). The cost to abate the mold and bring the building up to code was estimated at \$1,549,790. Due to size constraints of the building and the substantial remediation activities required, many, if not all, of the buildings character-defining features would be removed and/or altered. Thus, Draft EIR Section 4.7, *Alternatives*, determined that the reuse of the building as a fire station would be infeasible.

The comment does not question the adequacy of the Draft EIR; therefore, no further response is required. However, this comment will be forwarded to City decision-makers for their consideration.

### **Comment I1.6**

The commenter states, "Save our Historic WPA Built Fire Station No. 9., save our tax-payers millions of dollars and years of delays, and more importantly, save lives by repairing and re-opening our Fire Station No. 9."

### **Response I1.6**

This comment will be forwarded to City decision-makers for their consideration. The comment does not question the adequacy of the Draft EIR; therefore, no further response is required.

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### 3 Errata

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This Errata addresses revisions Fire Station No. 9 evaluated in the Environmental Impact Report (EIR). The EIR is comprised of the Draft EIR dated July 2020, and the Final EIR dated September 2020. Section 2, *Response to Comments*, of the Final EIR responds to the agency and public comments provided on the Draft EIR. This Errata presents the in-text revisions as discussed in the Response to Comments. In-text deletions are noted by ~~strikeout~~ and in-text insertions by underline. Individual typographical corrections are not specifically indicated here. The revisions are organized by section and page number. As discussed below, none of the conditions in Section 15088.5 of the CEQA Guidelines would be met because of these proposed refinements and revisions, and recirculation of the Draft EIR is not required.

#### 3.1 Effect of In-Text Revisions

As demonstrated by the following discussion, the in-text revisions would not result in new significant impacts or a substantial increase in the severity of previously identified significant impacts and therefore do not warrant recirculation of the Draft EIR.

CEQA Guidelines Section 15088.5 requires that an EIR that has been made available for public review, but not yet certified, be recirculated only if significant new information has been added to the EIR. Pursuant to CEQA Guidelines Section 15088.5(c), the entire document need not be circulated if revisions are limited to specific portions of the document. The relevant portions of CEQA Guidelines Section 15088.5 read as follows:

- (a) *A lead agency is required to recirculate an EIR when significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review under Section 15087 but before certification. As used in this section, the term "information" can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not "significant" unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement. "Significant new information" requiring recirculation include, for example, a disclosure showing that:*
  - 1) *A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented.*
  - 2) *A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.*
  - 3) *A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project's proponents decline to adopt it.*
  - 4) *The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.*
- (b) *Recirculation is not required where the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR.*

The information contained in this Errata makes insignificant changes to the information that has already been presented in the Draft EIR dated July 2020. In addition, the minor proposed revisions are not significant because the EIR is not changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project. As described below, the proposed revisions would not result in any new significant impacts or a substantial increase in the severity of any impact already identified in the Draft EIR. Thus, none of the conditions in Section 15088.5 of the CEQA Guidelines are met and recirculation is not required.

## 3.2 Summary of In-Text Revisions

### **Executive Summary**

#### *Executive Summary      Executive – Page ES-1*

The following text revisions have been made on page ES-1, to identify the potential eligibility of the project as a historic resource:

The proposed project involves demolition of the 5,548-square foot City-owned Fire Station No. 9, and development of a temporary fire station. Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark ~~and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR).~~ Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA. The station has been closed since July 2019 due to the recurrence of toxic mold in the building, discussed further in Section 2.4.4, *Site Investigations*. Therefore, the station is uninhabitable by the Long Beach Fire Department.

This revision is to ensure consistency with the peer review (Rincon Consultants, Inc., May 18, 2020) and Historical Resource Evaluation Report (GPA Consulting, September 2019) included in the Draft EIR analysis in Section 4.2 and Appendix D, Cultural and Tribal Resources, of the Draft EIR. The proposed deletion does not alter the analysis or conclusions presented in the EIR.

#### *Executive Summary      Executive – Page ES-2*

The following text revisions have been made on page ES-2, to update the record for the Administrative Use Permit (AUP) for the interim fire station location for Fire Station No. 9 at 2019 Wardlow Road:

Since circulation of the NOP in November 2019, in order to continue to serve the Service Area's fire and safety needs, the City Manager, or designee, has been authorized to execute any and all documents necessary, including a Standard Offer, Agreement and Escrow Instructions for Purchase of Real Estate (Agreement) for the purchase of certain real property located at 4101-4107 Long Beach Boulevard (Assessor Parcel Numbers 7139-015-010 and -017) in an amount not to exceed \$2,350,000. This site has been identified as a potential location for the new Fire Station No. 9.

An Administrative Use Permit (AUP) was ~~filed~~ approved by the Zoning Administrator on July 13, 2020 for an interim location for Fire Station No. 9. The AUP ~~request would~~ approval includes the reuse of an existing structure at the former Boeing Fitness Center at 2019 East Wardlow Road. The application includes the reuse of an existing building for Fire Station No. 9 fire personnel occupation and the construction of two freestanding canopies (approximately 1,400-square-feet and 450-square-feet) for use as fire apparatus bays. While the subject site is just outside of Fire Service Area

9, it remains within Battalion 3 command and is able to serve the fire service area. This interim location would permit fire personnel to occupy an independent facility rather than co-locating at existing Fire Station Nos. 13 and 16. The 2019 East Wardlow location fulfills the immediate need for a temporary fire station while interim and long-term plans and approval process including the future of the current Fire Station 9 project site are completed. The City has entered into a limited term lease for the interim site for three years.

This revision is to complete the record for recent Zoning Administrator actions.

#### *Executive Summary      Executive – Page ES-2*

The following text revisions have been made on page ES-2, to identify the potential eligibility of the project as a historic resource:

Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark ~~and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR).~~ Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA. The station has been closed since July 2019 due to the recurrence of toxic mold in the building, as discussed in Section 2.4.4, *Site Investigations*, in the EIR. Therefore, the station is uninhabitable by the Long Beach Fire Department.

This revision is to ensure consistency with the peer review (Rincon Consultants, Inc., May 18, 2020) and Historical Resource Evaluation Report (GPA Consulting, September 2019) included in the Draft EIR analysis in Section 4.2 and Appendix D, Cultural and Tribal Resources, of the Draft EIR. The proposed deletion does not alter the analysis or conclusions presented in the EIR.

### **Project Description**

#### *Section 2.5      Project Characteristics– Page 2-11*

The following text revisions have been made on page 2-11, to identify the potential eligibility of the project as a historic resource:

Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark ~~and listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR).~~ Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA. The station has been closed since July 2019 due to the recurrence of toxic mold in the building, as discussed in Section 2.4.4, *Site Investigations*, above. Therefore, the station is uninhabitable by the Long Beach Fire Department.

This revision is to ensure consistency with the peer review (Rincon Consultants, Inc., May 18, 2020) and Historical Resource Evaluation Report (GPA Consulting, September 2019) included in the Draft EIR analysis in Section 4.2 and Appendix D, Cultural and Tribal Resources, of the Draft EIR. The proposed deletion does not alter the analysis or conclusions presented in the Draft EIR.

#### *Section 2.5      Project Characteristics – Page 2-11*

The following text revisions have been made on page 2-11 to update the record for the Administrative Use Permit (AUP) for the interim fire station location for Fire Station No. 9 at 2019 Wardlow Road:

Since circulation of the NOP in November 2019, in order to continue to serve the Service Area's fire and safety needs, the City Manager, or designee, has been authorized to execute any and all

documents necessary, including a Standard Offer, Agreement and Escrow Instructions for Purchase of Real Estate (Agreement) for the purchase of certain real property located at 4101-4107 Long Beach Boulevard (Assessor Parcel Numbers 7139-015-010 and -017) in an amount not to exceed \$2,350,000. This site has been identified as a potential location for the new Fire Station No. 9.

An Administrative Use Permit (AUP) was ~~filed~~ approved by the Zoning Administrator on July 13, 2020 for an interim location for Fire Station No. 9 until a new station can be built. The AUP ~~request would approval~~ includes the reuse of an existing structure at the former Boeing Fitness Center at 2019 East Wardlow Road. The application includes the reuse of an existing building for Fire Station No. 9 fire personnel occupation and the construction of two freestanding canopies (approximately 1,400-square-feet and 450-square-feet) for use as fire apparatus bays. This interim location would permit fire personnel to occupy an independent facility rather than co-locating at existing Fire Station Nos. 13 and 16. The 2019 East Wardlow location fulfills the immediate need for a temporary fire station while interim and long-term plans and approval process including the future of the current Fire Station 9 project site are completed. The City has entered into a limited term lease for the interim site for three years. The two options under consideration for the proposed project are described below.

This revision is to complete the record for recent Zoning Administrator and City Manager actions.

#### *Section 2.5 Project Characteristics – Page 2-12*

The following text revisions have been made on page 2-12 regarding the construction schedule for Option A:

Construction is anticipated to commence in Fall 2021 (November) ~~mid-November 2020~~ and last for approximately six-months through Spring 2022.

The following text revisions have been made on page 2-12 regarding the construction schedule for Option B:

Construction is anticipated to commence in mid-November 2021 ~~2020~~ and would be completed by the end of December 2021 ~~November 2020~~.

### **Air Quality**

#### *Section 4.1 Methodology– Page 4.1-7*

The following text revisions have been made on page 4.1-7 regarding the construction schedule for Option A:

Construction activities would last approximately six months from fall 2021 to spring 2022 ~~summer 2020 to winter 2020~~.<sup>1</sup>

The following text revisions have been made on page 4.1-8 regarding the construction schedule for Option B:

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<sup>1</sup> Option A's air pollutant and greenhouse gas (GHG) emissions were conservatively modeled assuming project construction would commence at the earliest possible date of October 2020 and finish by the end of December 2020 and that the project opening year would be 2021, the earliest possible opening year. Due to project delays, project construction is now anticipated to commence in November 2021. The project's air pollutant and GHG emissions would be lower than those estimated herein because construction equipment and vehicles are becoming increasingly more efficient and less polluting over time due to the phase-in of more stringent regulatory standards.

Construction would take approximately two months and is anticipated to commence in November 2021.<sup>2</sup>

## Alternatives

### *Section 7.3.1 Alternative One: No Project Alternative Page 7-6*

The following text revisions have been made on page 7-6, to identify the potential eligibility of the project as a historic resource:

Alternative One would maintain the existing structure, and the City would continue to treat the building as occurrences of mold are detected. Under this Alternative, mold would be remediated as detected and where necessary to ensure structural integrity. Under this Alternative, the building would remain unoccupied due to the potential health and safety hazards associated with the recurring mold. However, the overall physical structure would remain intact and would maintain its overall historic integrity. This alternative would preserve the character of the site. ~~and many of the aspects that qualify the building for listing in the NRHP and CRHR.~~

This revision is to ensure consistency with the peer review (Rincon Consultants, Inc., May 18, 2020) and Historical Resource Evaluation Report (GPA Consulting, September 2019) included in the Draft EIR analysis in Section 4.2 and Appendix D, Cultural and Tribal Resources, of the Draft EIR. The analysis indicates that the building would not qualify for listing in the NRHP and/or CRHR. The proposed deletion does not alter the analysis or conclusions presented in the EIR.

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<sup>2</sup> Option B's air pollutant and GHG emissions were conservatively modeled assuming project construction would commence at the earliest possible date of October 2020 and that the project opening year would be 2021, the earliest possible opening year. Due to project delays, project construction is now anticipated to commence in November 2021, with an opening year of 2022. The project's air pollutant and GHG emissions would be lower than those estimated herein because construction equipment and vehicles are becoming increasingly more efficient and less polluting over time due to the phase-in of more stringent regulatory standards.

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# 4 Mitigation Monitoring and Reporting Program

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## 4.1 Introduction to the MMRP

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code [PRC] 21081.6). PRC Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

This mitigation monitoring and reporting program (MMRP) is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Draft Environmental Impact Report (Draft EIR), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

## 4.2 MMRP Matrix

Table 1, *Mitigation Monitoring and Reporting Program*, lists mitigation measures and project design features that are required to reduce the significant effects of the proposed project. These measures correspond to those discussed in Chapter 4, *Environmental Impact Analysis*, of the Draft EIR. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised that identifies the timing and responsible entity for monitoring each measure. The Long Beach Department of Public Works (Public Works) and Department of Development Services will have the responsibility for implementing the measures, and various public agencies will have the primary responsibility for enforcing, monitoring, and reporting the implementation of the mitigation measures.

**Table 4-1 Mitigation Monitoring and Reporting Program**

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
Cultural, Paleontological and Tribal Resources						
CR-1: Building Recordation						
Archival documentation of as-built and as-found condition shall be prepared for Fire Station No. 9 building at 3917 Long Beach Boulevard prior to demolition. Prior to issuance of demolition permits, the lead agency shall ensure that documentation of the buildings and structures proposed for demolition is completed that follows the general guidelines of Historic American Building Survey (HABS) documentation. The documentation shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History. The original archival-quality documentation shall be offered as donated material to repositories that will make it available for current and future generations. Archival copies of the documentation also would be submitted to the City of Long Beach, where it would be available to local researchers.	Visual inspection and written verification	Public Works to contract a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History that will complete archival documentation of the existing Fire Station No. 9 building prior to the issuance of a demolition permit.	City of Long Beach			
CR-2: Interpretive Plaque						
An interpretive plaque discussing the history of the building, its significance, and important details and features shall be installed at the site of Fire Station No. 9. The plaque can be installed on a publicly accessible outdoor location. The plaque shall include images and details from the Historic American Building Survey documentation and any collected research pertaining to the historic property. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History (National Park Service 1983). Installation of the plaque shall be completed within one year of the date of completion of the proposed project.	Visual inspection and written verification	Public Works to prepare plaque and install on the project site within one year of project completion.	City of Long Beach			



Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-3: Salvage Plan						
Historic architectural features and materials from Fire Station No. 9 shall be offered to architectural salvaging organizations. The Department of Public Works shall seek the guidance of Long Beach Heritage to identify the appropriate organizations and provide guidance on the salvaging process. An inventory with brief descriptions of salvageable items shall be created to provide to architectural salvaging organizations	Written plan/report and verification by Long Beach Heritage	Public Works shall work with Long Beach Heritage to identify salvageable materials prior to issuance of a building demolition permit.	City of Long Beach			
CR-4: Unanticipated Discovery of Archaeological Resources						
If archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall be halted and an archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work such as data recovery, excavation, Native American consultation, and archaeological monitoring may be warranted to mitigate any significant impacts to cultural resources.	Written verification of compliance with procedures for treatment of discovered archaeological resources	Public Works shall provide written evidence that a Qualified archaeologist has been retained and ensure that this measure applies during ground disturbing phases of construction.	City of Long Beach			
CR-5: Unanticipated Discovery of Paleontological Resources						
In the event an unanticipated fossil discovery is made during the course of project development, then in accordance with SVP (2010) guidelines, it is the responsibility of any worker who observes fossils within the project site to stop work in the immediate vicinity of the find and notify a qualified professional paleontologist who shall be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted (SVP 2010). Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources found during construction monitoring will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository.	Written verification of compliance with procedures for treatment of discovered paleontological resources	Public Works shall provide written evidence that a Qualified paleontologist has been retained and ensure that this measure applies during ground disturbing phases of construction	City of Long Beach			

City of Long Beach  
**Fire Station No. 9 Replacement Project**

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-6: Retain a Native American Monitor						
The lead agency shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC’s Tribal Contact list for the area of the project location. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.	Monitoring agreement	Public Works will retain a Native American Monitor prior to the issues of a grading permit and monitoring will be conducted continuously during ground disturbing activities	City of Long Beach			
CR-7 Professional Standards						
Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.	Review of monitoring protocol, confirmation of monitor’s qualifications	Public Works will confirm that monitors hired for the project are vetted for the required qualifications and will review written monitoring protocol to ensure consistency with professional standards.	City of Long Beach			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-8 Unanticipated Discovery of Tribal Cultural Resources						
Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner (City) regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource”, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.  Pursuant to Public Resources Code Sections 21083.2(b), preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All tribal cultural resources shall be returned to the Tribe.  Any historic archaeological material that is not Native American in origin shall be curated at a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.	Coordination with archaeological and approved tribal monitor. Written verification of compliance with procedures for treatment of discovered tribal cultural resources.	Public Works shall provide written evidence that a qualified archaeologist and tribal monitor have been retained and ensure that this measure applies throughout the entirety of ground disturbing phases of construction.	City of Long Beach			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-9 Unanticipated Discovery of Human Remains and Associated Funerary Objects						
Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.	Written verification of compliance with procedures for treatment of discovered human remains and funerary objects	Public Works shall ensure that this measure applies during ground disturbing phases of construction and provide written evidence that the County Coroner has been notified and has evaluated any human remains and/or funerary objects encountered during construction.	Los Angeles County Department of Medical Examiner-Coroner			
CR-10 Resource Assessment and Continuation of Work Protocol						
Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).	Written verification of compliance with procedures for treatment of discovered human remains	Public Works shall ensure that this measure applies during ground disturbing phases of construction and provide written evidence that the County Coroner has been notified and has evaluated any human remains encountered during construction.	Los Angeles County Department of Medical Examiner-Coroner			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-11 Kizh-Gabrieleno Procedures for Burials and Funerary Remains						
If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.	Written verification from approved tribal monitor	Public Works shall provide written evidence that a tribal monitor has been retained and ensure that the procedures are followed in the event that human remains and/or funerary objects are unearthed and determined to be of Kizh-Gabrieleno in origin.	City of Long Beach			
CR-12 Treatment Measures						
Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created.	Written verification from approved tribal monitor	Public Works shall provide written evidence that a tribal monitor has been retained and ensure that the procedures are followed in the event that human remains and/or funerary objects of Native American origin are unearthed.	City of Long Beach			

City of Long Beach  
**Fire Station No. 9 Replacement Project**

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
<p>Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p> <p>Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p>						
Hazards and Hazardous Materials						
HAZ-1: Lead-based Paint						
<p>Project work with materials that could contain Lead Based Paint (LBP) shall be monitored under the direction of a Certified Industrial Hygienist (CIH) who a Certified Lead Project Designer. The CIH shall confirm workers on site have received appropriate training and adhere to safety requirements during construction activities. All contractors shall be provided with and be responsible for following the required if suspect hazardous materials are identified during demolition (e.g. stop work, remove workers onsite, and notify the CIH). If LBP is found to be present, standard handling and disposal practices for LBP shall be implemented pursuant to Occupational Safety and Health Administration (OSHA) regulations.</p>	<p>Monitoring agreement with CIH and written verification of worker training</p>	<p>Public Works will hire a CIH and confirm workers received training prior to the start of demolition activities</p>	<p>City of Long Beach</p>			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
HAZ-2 Suspect Asbestos Containing Materials						
Prior to the issuance of a demolition permit, the City shall obtain a letter from a qualified asbestos abatement consultant that no Asbestos Containing Materials (ACMs) are present in the building. If ACMs are found to be present, the materials shall be abated in compliance with South Coast Air Quality Management District (SCAQMD) Rule 1403, as well as other applicable State and Federal rules and regulations. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement activities onsite. All ACMs removed from the onsite structure shall be hauled and disposed offsite by a transportation company certified to handle asbestos and hazardous materials.	Monitoring agreement with a qualified asbestos abatement consultant and written verification of presence or absence of ACMs	Public Works will hire a qualified asbestos abatement consultant to inspect the building prior to the start of demolition activities.	City of Long Beach			
HAZ-3 Underground Storage Tank Investigation and Closure						
A potholing investigation in the vicinity of the historical underground storage tank (UST) shall be conducted and/or a geophysical survey of the site shall be conducted. If a UST is found onsite, the City shall apply for a permit for tank removal at least one month prior to demolition activities. UST(s) found onsite shall be removed under regulatory oversight of the Long Beach Fire Prevention Bureau. Additionally, the City may require that the tank also be permitted for its prior installation. During tank removal activities, a minimum of two excavation sidewall and bottom soil matrix confirmation samples shall be collected to evaluate potential onsite impacts associated with the UST(s).	Written verification of results of potholing investigation and compliance with applicable UST removal regulations if UST is discovered.	Public Works will ensure potholing investigation results and tank removal permit (if required) are obtained at least one month prior to the start of demolition activities.	City of Long Beach			
HAZ-4 Soil Management Plan						
If soil contamination is found onsite at actionable levels, a Soil Management Plan (SMP) shall be prepared and, if required, approved by the Los Angeles Regional Water Quality Control Board. Soil brought to the surface by grading, excavation, trenching, or backfilling shall be managed in accordance with applicable provisions of state and federal law. The SMP shall include health and safety information for workers and posted on-site for the general public and would inform the various contractors and workers of the presence of soil impacted with petroleum hydrocarbons and the appropriate measures to safely deal with the soil.	Written verification of results from soil sampling during UST removal activities.	Public Works will ensure soil sampling results and soil mitigation (if required) is carried out prior to the start of construction activities	City of Long Beach			

## 4.3 Regulatory Compliance Measures

In addition to the mitigation measures discussed above, the proposed project would incorporate a number of regulatory compliance measures (RCMs) in order to avoid or minimize project impacts. RCMs that the proposed project would be required to comply with are detailed in Table 4-2, *Project Regulatory Compliance Measures*, below.

**Table 4-2 Project Regulatory Compliance Measures**

RCM No.	Measure Title	Description
<b>Aesthetics</b>		
AES-1	Light and Glare	Pursuant to the Long Beach Municipal Code (LBMC) Section 21.33.090(e), all lighting, reflective surfaces, or any other source of illumination shall not produce adverse effects on public streets or on any other parcel. Lights shall be shielded at lot lines so as not to be directly visible from any adjoining residential district.
<b>Air Quality</b>		
AQ-1	Demolition, Grading, and Construction Activities	<p>Pursuant to South Coast Air Quality Management District (SCAQMD) Rule 403, the proposed project shall:</p> <ul style="list-style-type: none"> <li>▪ All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.</li> <li>▪ The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.</li> <li>▪ All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 miles per hour), so as to prevent excessive amounts of dust.</li> <li>▪ All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.</li> <li>▪ All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.</li> <li>▪ General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.</li> <li>▪ Trucks having no current hauling activity shall not idle but be turned off.</li> </ul>
AQ-2	Odors	<p>Pursuant to SCAQMD Rule 402, the proposed project shall:</p> <p>A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.</p>
AQ-3	Engine Idling	Pursuant to Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
AQ-4	Emissions Standards	In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.



RCM No.	Measure Title	Description
<b>Biological Resources</b>		
BIO-1	Nesting Bird Avoidance	If construction activities are initiated during the nesting bird season (February 1-August 31 for passerines, January 1 – August 31 for raptors), a preconstruction nesting bird survey shall be conducted by a qualified biologist to determine the presence/absence, location, and status of any active nests on-site or within 100 feet of the site for nesting passerines, or within 250 feet of the site for nesting raptors. Nesting bird surveys shall be completed not more than 14 days before the start of construction activities. If active nests are discovered within 250 feet project site, a qualified biologist will establish a species-specific avoidance buffer around the nest where no construction activity is allowed until a qualified biologist has determined that the nest is no longer active. Encroachment into the buffer can occur at the discretion of the qualified biologist with the City's consent.
<b>Geology and Soils</b>		
GEO-1	Seismic Hazards	The proposed project shall comply with all requirements established in LBMC Chapter 18.68, <i>Earthquake Hazard Regulations</i> , which adopts the provisions of Uniform Building Code Section 2303(b) with modifications.
<b>Greenhouse Gas Emissions and Energy</b>		
GHG-1	Green Building Standards	The proposed project shall comply with the 2019 standards for nonresidential structures pursuant to the California Code of Regulations, Title 24 Part 11, California Green Building Standards Code.
<b>Hazards and Hazardous Materials</b>		
HHM-1	Hazardous Materials Release Response Plans and Inventory	The proposed project shall comply with the requirements established in the California Health and Safety Code Chapter 6.95, Article 1, pertaining to the storage of hazardous materials on site, as further discussed in Section 4.4, <i>Hazards and Hazardous Materials</i> , of this report.
<b>Hydrology and Water Quality</b>		
HYDRO-1	Low-Impact Development (LID)	<p>Pursuant to LBMC Chapter 18.74, a LID plan shall be prepared to demonstrate the following:</p> <p>Stormwater runoff will be infiltrated, evapotranspired, and/or captured and used through stormwater management techniques as identified in Section 4.1. The onsite stormwater management techniques must be properly sized, at a minimum, to infiltrate, evapotranspire, store for use, without any stormwater runoff leaving the site to the maximum extent feasible, for at least the volume of water produced by the water quality design storm event that results from:</p> <ul style="list-style-type: none"> <li>i. The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area using a 48- to 72-hour drawdown time, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or</li> <li>ii. The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in the California Stormwater Best Management Practices Handbook –Industrial/Commercial, (2003); or</li> </ul> <p>The volume of runoff produced from a 0.75-inch storm event.</p>
HYDRO-2	National Pollutant Discharge Elimination System (NPDES)	Pursuant to the Clean Water Act Section 402 and LBMC Section 8.96.110, the proposed project shall obtain and adhere to all requirements of the Long Beach NPDES MS-4 permit.

City of Long Beach  
**Fire Station No. 9 Replacement Project**

RCM No.	Measure Title	Description
<b>Noise</b>		
N-1	Construction Noise	The proposed project shall comply with the provisions of LBMC Section 8.80.202A. through 80.202C., which prohibit construction activities between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and Federal holidays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday and after 6:00 p.m. on Saturday, and any time on Sunday.
N-2	Operational Noise	The proposed project shall comply with all standards established in the City's Noise Ordinance (LBMC Chapter 8.80) for properties in Land Use District One, as further discussed in Section 4.5, <i>Noise</i> , of this document.
<b>Transportation</b>		
T-1	Construction Traffic Control Plan	Pursuant to LBMC Section 14.04.015, a construction traffic control plan (CTMP) that includes signage and flagging to alert motorists of any construction-related pending lane or road closures would be included in the proposed project.
<b>Utilities</b>		
U-1	Construction Debris Recycling	Pursuant to LMBC Chapter 18.74, the proposed project shall create a waste management plan for construction activities, divert at least sixty-five percent of construction debris, and provide documentation to the City to prove compliance.

# Attachment H



## Fire Station No. 9 Replacement Project

### Findings of Fact

*prepared by*

#### **City of Long Beach**

Long Beach Development Services, Planning Bureau  
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Long Beach, California 90802  
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**May 2021**

# Fire Station No. 9 Replacement Project

## Findings of Fact

*prepared by*

**City of Long Beach**

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**May 2021**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

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# Table of Contents

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1	Introduction .....	1
1.1	EIR Process .....	1
2	Project Description.....	3
2.1	Project Objectives and Benefits .....	4
2.2	Required Approvals.....	5
3	Issues Addressed in the EIR .....	6
4	Findings of Significant Impacts, Required Mitigation Measures, and Supporting Facts .....	7
4.1	Cultural, Paleontological, and Tribal Cultural Resources.....	7
4.1.1	Historic Resources .....	7
4.1.2	Archeological Resources .....	9
4.1.3	Paleontological Resources .....	9
4.1.4	Tribal Cultural Resources and Human Remains.....	10
4.2	Hazards and Hazardous Materials .....	13
4.2.1	Release of Hazardous Materials .....	13
4.2.2	List of Hazardous Materials Sites.....	14
5	Mitigation Monitoring and Reporting Program.....	15
6	Effects Found Not to be Significant .....	16
7	Findings Regarding Feasible Alternatives .....	17
7.1	Alternative One: No Project.....	17
7.2	Alternative Two: Demolish Building and Replace with New Permanent Fire Station ...	18
7.3	Alternative Three: Demolish Building and Replace with Commercial Retail Development .....	18
7.4	Alternative Four: Preservation and Adaptive Reuse.....	19
8	Statement of Overriding Considerations .....	21
8.1	Adoption of Overriding Considerations .....	21
8.2	Benefits of the Proposed Project.....	21
8.3	Conclusion.....	23

## Appendices

Appendix A Mitigation Monitoring and Reporting Program

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# 1 Introduction

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The following findings are made for the Environmental Impact Report (EIR) State Clearinghouse Number 2019110206 (SCH No. 201911026) for the proposed Fire Station No. 9 Replacement Project (also referred to as the “proposed project” or “project”). The EIR analyzes the significant and potentially significant environmental impacts, which may occur due to the proposed project.

The project site is located at 3917 Long Beach Boulevard in the City of Long Beach and is identified as Assessor Parcel Number (APN) 7139-013-900. The site and building are owned by the City of Long Beach and encompasses approximately 5,800 square-feet, or 0.13-acre. The project site contains Long Beach Fire Station No. 9, which operated from 1938 until summer 2019 when it was vacated due to the presence of toxic mold in the building. The site is bound by Long Beach Boulevard on the east and North Virginia Road to the west and is regionally accessible from Long Beach Freeway (Interstate 710, or I-710) and San Diego Freeway (Interstate 405, or I-405). Due to the hazardous conditions of the building, the City has determined there are two potential options for site, Option A and Option B, both involving the demolition of the 5,548-square foot City-owned Fire Station No. 9 and eventual development of a permanent fire station. These two options are described further below in Section 2, *Project Description*, of this document. Pursuant to Public Resources Code Section 21081 and CEQA Guidelines Section 15091, if a Final EIR identifies significant environmental impacts, a project may not be approved until the lead agency makes written findings regarding each of the significant effects. The three possible findings identified in CEQA Guidelines Section 15091(a) are:

- Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the final EIR.
- Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

CEQA Guidelines Section 15092(b) provides that no agency shall approve a project for which an EIR was prepared unless either:

- The project approved will not have a significant effect on the environment, or
- The agency has eliminated or substantially lessened all significant effects where feasible as and determined that any remaining significant effects on the environment found to be unavoidable are acceptable due to overriding concerns.

## 1.1 EIR Process

The City issued a Notice of Preparation (NOP) on November 12, 2019 and made the NOP available for review and comment for a 30-day period closing on December 12, 2019. The NOP was distributed to city, county, state and federal agencies, other public agencies, and various interested private organizations and individuals. The NOP was also submitted to the State Clearinghouse for distribution to state and responsible and trustee agencies. Six comment letters or e-mails were



received during the review period. The NOP and comments received are included in Appendix A of the Final EIR.

Based upon comments, the City's preliminary evaluation of the probable effects of the proposed project and a thorough review of the comments on the NOP, it was determined that the Draft EIR should assess environmental impacts relative to the following five resources:

- Air Quality
- Cultural, Paleontological, and Tribal Cultural Resources
- Greenhouse Gas Emissions and Energy
- Hazards and Hazardous Materials
- Noise

The Draft EIR also included other CEQA sections, including an Executive Summary, Introduction, Project Description, Analysis of Long-Term Effects, Cumulative Impacts (discussed within each of the resource sections), Effects Found Not to be Significant, and Alternatives.

The Draft EIR was circulated for a 52-day public review period (July 10, 2020, through August 31, 2020) in accordance with Section 15087 of the CEQA Guidelines. Four comment letters were received during the public review period and are responded to in Section 2, *Response to Comments*, of the Final EIR.

## 2 Project Description

---

The proposed project includes two potential courses of action, Option A and Option B, both involving the demolition of the 5,548-square foot City-owned Fire Station No. 9 and eventual development of a permanent fire station. Due to the hazardous conditions of the building, the City has determined there are two potential options for site:

- Option A would remove the existing structurally impaired and deteriorated building due to the hazardous conditions created by the mold and building moisture and install a temporary modular structure to accommodate the station crew.
- Option B would also remove the existing structurally impaired and deteriorated building. However, under Option B, the site would be cleared and prepared for future development of a civic use but would remain undeveloped.

Due to the age and architecture of the building, the station appears to be eligible for designation as a Long Beach Historic Landmark. Therefore, Fire Station No. 9 is considered a historic resource pursuant to CEQA. The station has been closed since July 2019 due to the recurrence of toxic mold in the building. Therefore, the station is uninhabitable by the Long Beach Fire Department.

To accommodate staff/operations of Fire Station No. 9, at the time of preparation and circulation of the Notice of Preparation (NOP), the City temporarily relocated Fire Station No. 9 operations to Fire Station Nos. 13 and 16, located at 2475 Adriatic Avenue and 2890 E Wardlow Road, respectively. Since the relocation of Fire Station No. 9 crew, response times to calls for help in Fire Service Area 9 have increased on average by 16 percent, and by as much as 55 percent in certain neighborhoods of the service area.

Since circulation of the NOP in November 2019, in order to continue to serve the Fire Service Area's fire and safety needs, the City Manager, or designee, has been authorized to execute any and all documents necessary, including a Standard Offer, Agreement and Escrow Instructions for Purchase of Real Estate (Agreement) for the purchase of certain real property located at 4101-4107 Long Beach Boulevard (Assessor Parcel Numbers 7139-015-010 and -017) in an amount not to exceed \$2,350,000. This site has been identified as a potential location for the new Fire Station No. 9.

An Administrative Use Permit (AUP) was approved by the Zoning Administrator on July 13, 2020 for an interim location for Fire Station No. 9 until a new station can be built. The AUP approval includes the reuse of an existing structure at the former Boeing Fitness Center at 2019 East Wardlow Road. The application includes the reuse of an existing building for Fire Station No. 9 fire personnel occupation and the construction of two freestanding canopies (approximately 1,400-square-feet and 450-square-feet) for use as fire apparatus bays. This interim location permits fire personnel to occupy an independent facility rather than co-locating at existing Fire Station Nos. 13 and 16. The 2019 East Wardlow location fulfills the immediate need for a temporary fire station while interim and long-term plans and approval process including the future of the current Fire Station No. 9 project site are completed. The City has entered into a limited term lease for the interim site for a maximum of three years. The two options under consideration for the proposed project are described below.

### **Option A: Demolition of Fire Station and Replacement with Modular Structure**

Under Option A, after the removal of the existing Fire Station No. 9, the City would construct a temporary modular structure on the site to accommodate Fire Station No. 9 operations. The temporary structure would house the existing six-person Fire Station No. 9 crew. No additional crewmembers would be added as part of the proposed project. The new modular structure would be single-story and approximately 70 feet in width and 80 feet in length and 4,080 square feet. Two off-site parking spaces are currently available for use by station employees, and an additional three on-site parking spaces would be provided as part of the project. The modular structure would include an apparatus bay where response vehicles would be stored. The new structure would house operations for up to five years while a larger permanent replacement structure is built off-site (the site of the replacement structure has not yet been identified and is not a part of this project).

Fire Station No. 9 would be removed and implementation of the new temporary modular would occur over approximately six months. Removal of Fire Station No. 9 would include demolition and removal of 480 tons of building material, excavation to a depth of approximately four feet, and 703 cubic yards (CY) of soil export, which would be hauled from the project site over a four-day period using haul trucks with a 16 CY capacity. Construction activities would be limited to weekdays between 7:00 a.m. and 7:00 p.m. in accordance with the City of Long Beach Municipal Code. All construction equipment would be staged on-site. Construction is anticipated to commence in Fall 2021 (November) and last for approximately six months through Spring 2022.

### **Option B: Demolition of Fire Station for a Future Use**

Under Option B, the existing Fire Station No. 9 facility would be removed, and the project site would be cleared and remain undeveloped, with the site prepared for a future civic use. The potential future use of the project site has not been identified and is not part of this EIR. The project site would receive a two-inch mulch covering to inhibit grass growth and minimize maintenance. Under Option B, demolition and grading activities would be the similar to Option A, including the removal of 480 tons of building material. However, under Option B, construction would disturb soil to a maximum depth of one foot below grade. Similar to Option A, materials would be hauled from the project site. Demolition and grading activities would be limited to weekdays between 7:00 a.m. and 7:00 p.m. in accordance with the City of Long Beach Municipal Code. All equipment would be staged on-site. Construction is anticipated to commence in Fall 2021 (November) and would be completed by the end of December 2021.

## **2.1 Project Objectives and Benefits**

The proposed project includes the following objectives:

- Removal of structurally impaired and deteriorated Fire Station No. 9, located at 3917 Long Beach Boulevard, City of Long Beach
- Return Fire Station No. 9 equipment and personnel to its service area in order to help meet the Long Beach Fire Department response time goal of six minutes and 20 seconds for structure fires and six minutes for Advance Life Support
- Provide a fire station in compliance with applicable Building Code requirements and with National Fire Prevention Association (NFPA) standards for fire station design, including the provision of facilities for all genders

- Removal of a potential threat to public health and safety issue, which includes, but is not limited to, mold spores associated with substantial structural water damage that require invasive remediation techniques
- Removal of a vacant building that could attract criminal activity and other nuisances
- Ensure that the City's historic and cultural heritage values are considered regarding the removal and/or remediation of the Fire Station No. 9 building

Pursuant to Section 21082.4 of the State CEQA Guidelines statute, "In describing and evaluating a project in an environmental review document prepared pursuant to this division, the lead agency may consider specific economic, legal, social, technological, or other benefits, including regionwide or statewide environmental benefits, of a proposed project and the negative impacts of denying the project." The proposed project would provide the following benefits:

- Removal of a vacant structure that could attract nuisance/criminal behavior to the area
- Provision of a safe and healthy workplace for the Fire Station No. 9 crewmembers
- Restore operation of Fire Station No. 9 within the Fire Service Area No. 9 service area in order to help meet Long Beach Fire Department response time goals

## 2.2 Required Approvals

In accordance with Sections 15050 and 15367 of the State CEQA Guidelines, the City is the designated Lead Agency for the proposed project and has principal authority and jurisdiction for CEQA actions and project approval. Responsible Agencies are those agencies that have jurisdiction or authority over one or more aspects associated with the development of a proposed project and/or mitigation. Trustee Agencies are State agencies that have jurisdiction by law over natural resources affected by a proposed project.

The proposed project would require adoption by the Long Beach Planning Commission/City Council and the following discretionary approvals:

- Site Plan Review for design review of the temporary modular structure (Option A)
- Administrative Use Permit for the operation of an institutional use in the CCA Zoning District (Option A)
- Standards Variance for development standards for the temporary modular structure (Option A)
- Demolition Permit to allow for the demolition the existing on-site Fire Station No. 9 building (Option A and Option B)
- CEQA Approval and certification of EIR (Option A and Option B)

In addition, ministerial permits, including grading permits, building permits, and public works permits, would be issued by the City to allow site preparation and construction of the proposed project (Options A and B) and off-site project infrastructure connections. The proposed project would require the following ministerial approvals:

- Demolition Permit to allow for removal of the existing on-site Fire Station No. 9 building
- Public Works Permits to allow for the modification of driveways, sidewalks, and other site improvements within the public right-of-way
- Building Permits to allow for the construction of the temporary modular structure

No approvals by responsible or trustee agencies have been identified for the proposed project.

### **3 Issues Addressed in the EIR**

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Based on the analysis presented in the NOP and the information provided in the comments to the NOP, the following environmental topics were analyzed in the Draft EIR:

- Air Quality
- Cultural, Paleontological, and Tribal Cultural Resources
- Greenhouse Gas Emissions and Energy
- Hazards and Hazardous Materials
- Noise

During preparation of the Draft EIR, it was determined that the project would have a less than significant impact or no impact associated with the following resource topics:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Geology and Soils (except Paleontological Resources)
- Greenhouse Gas Emissions and Energy
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Services Systems
- Wildfire

## 4 Findings of Significant Impacts, Required Mitigation Measures, and Supporting Facts

---

The Draft EIR concluded that environmental issue areas with potentially significant impacts were Cultural, Paleontological, and Tribal Resources and Hazards and Hazardous Materials. Impact categories that had potentially significant impacts are listed below. For each of these issues, the findings, mitigation measures, and supporting facts are presented below.

The Draft EIR analysis determined that mitigation would not be required under the following thresholds, as potential project impacts would be less than significant:

- Air Quality
- Greenhouse Gas Emissions (GHG) and Energy

Discussion of Air Quality and GHG and Energy are not discussed further in this section of the document.

### 4.1 Cultural, Paleontological, and Tribal Cultural Resources

#### 4.1.1 Historic Resources

- **Potential Impact.** The proposed project includes demolition of the existing Fire Station No. 9 building which was constructed in 1938. The Historic Resource Evaluation (Appendix D of the Draft EIR) found that the existing building is ineligible for listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR) due to a lack of integrity, but is eligible for designation as a local Long Beach Historic Landmark under Criterion A in the area of Institutional Development, as it represents the partnership between the City and Works Progress Association that was created to rebuild and add public services after the 1933 earthquake. As such, the building is considered a historic resource in accordance with CEQA.

According to CEQA (Section 21084.1), a project that may cause a substantial adverse change in the significance of an historic resource is a project that may have a significant effect on the environment. Substantial adverse change is defined as demolition, destruction, relocation, or alteration activities that would impair the significance of the historic resource.

- **Finding.** Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- **Facts in Support of Finding.** The project site and existing building cannot accommodate Fire Station No. 9 crew due to the unsafe conditions posed by the building and the inability of the project site and existing structure to comply with NFPA standards, which include restroom facilities for both genders and ADA-compliant access. Due to the size constraints of the project site and building deficiencies, rehabilitating the existing building for continued use as a fire

station at this location is not feasible. In addition, the temporary relocation of Fire Station No. 9 crew to locations outside of the Fire Service Area has resulted in increased response times. The proposed project would provide the opportunity for Fire Station No. 9 to temporarily return to the project site and Fire Service Area in the event that a new, modern station elsewhere within the Fire Service Area is not constructed in a timely manner. Mitigation measures have been proposed to reduce impacts to historic resources, as discussed below, but are not capable of mitigating significant impacts to a less than significant level.

The proposed project would include the following mitigation measures:

*CR-1 Building Recordation*

Archival documentation of as-built and as-found condition shall be prepared for Fire Station No. 9 building at 3917 Long Beach Boulevard prior to demolition. Prior to issuance of demolition permits, the Department of Public Works shall ensure that documentation of the buildings and structures proposed for demolition is completed that follows the general guidelines of Historic American Building Survey (HABS)-level III documentation. The documentation shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified professional who meets the standards for history, architectural history, or architecture as set forth by the Secretary of the Interior's Professional Qualification Standards (36 CFR, Part 61). The original archival-quality documentation shall be offered as donated material to the Billie Jean King Main Library, Historical Society of Long Beach, and the Long Beach Firefighter's Museum to make it available for current and future generations. Archival copies of the documentation also would be submitted to the City of Long Beach Department of Public Works, where it would be available to local researchers.

*CR-2 Interpretive Plaque*

An interpretive plaque discussing the history of the building, its significance, and important details and features shall be installed at the site of Fire Station No. 9. The plaque shall be installed on a publicly accessible outdoor location. The plaque shall include images and details from the Historic American Building Survey (HABS) documentation and any collected research pertaining to the historic property. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualification Standards for History and/or Architectural History (36 CFR, Part 61). Installation of the plaque shall be completed within one year of the date of completion of the proposed project.

*CR-3 Salvage Plan*

Historic architectural features and materials from Fire Station No. 9 shall be offered to architectural salvaging organizations. The Department of Public Works shall seek the guidance of Long Beach Heritage to identify the appropriate organizations and provide guidance on the salvaging process. An inventory with brief descriptions of salvageable items shall be created to provide to architectural salvaging organizations.

Implementation of Mitigation Measures CR-1 through CR-3 would minimize significant impacts to the historic resource to the maximum extent feasible. However, demolition of Fire Station No. 9 would be considered a **significant and unavoidable impact**.

### 4.1.2 Archeological Resources

- **Potential Impact.** Though the project site has been previously disturbed and is almost entirely paved, unanticipated discovery of archaeological resources during project-related ground-disturbing activities could result in significant impacts if not properly managed.
- **Finding.** Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect, as identified in the Final EIR.
- **Facts in Support of Finding.** The proposed project would include the following mitigation measure:

#### *CR-4 Unanticipated Discovery of Archaeological Resources*

If archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work such as data recovery, excavation, Native American consultation, and archaeological monitoring may be warranted to mitigate any significant impacts to cultural resources.

Through the monitoring of ground disturbance and evaluation of any unidentified archaeological resources, should they be discovered, implementation of Mitigation Measure CR-4 would reduce impacts to previously unidentified archaeological resources to a **less than significant level**.

### 4.1.3 Paleontological Resources

- **Potential Impact.** Though the project site has been previously disturbed and is almost entirely paved, unanticipated discovery of paleontological resources during project-related ground-disturbing activities could result in significant impacts if not properly managed.
- **Finding.** Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect, as identified in the Final EIR.
- **Facts in Support of Finding.** The proposed project would include the following mitigation measure:

#### *CR-5 Unanticipated Discovery of Paleontological Resources*

In the event an unanticipated fossil discovery is made during the course of project development, then in accordance with SVP (2010) guidelines, it is the responsibility of any worker who observes fossils within the project site to stop work in the immediate vicinity of the find and notify a qualified professional paleontologist who shall be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted (SVP 2010). Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources found during construction monitoring will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository.

Through the monitoring of ground disturbance and evaluation of any unidentified paleontological resources, should they be discovered, implementation of Mitigation Measure



CR-5 would reduce impacts to previously unidentified paleontological resources to a **less than significant level**.

#### 4.1.4 Tribal Cultural Resources and Human Remains

- **Potential Impact.** The project site has been previously disturbed and is almost entirely paved; therefore, the likelihood of encountering surficial tribal cultural resources or human remains is low. However, during tribal consultation, the Gabrieleno Band of Mission Indians – Kizh Nation (Kizh Nation) noted that the project site is approximately 4,000 feet south of Rancho Los Cerritos, which was the historic site of the tribal village, *Tevaaxa'anga*. While there is no evidence that tribal cultural resources exist on the surface of the project site, it is possible that previously unknown tribal cultural resources associated with the historic village at Rancho Los Cerritos could exist in undisturbed soils on the site. Unanticipated discovery of tribal cultural resources during project-related ground-disturbing activities could result in significant impacts if not properly managed.
- **Finding.** Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect, as identified in the Final EIR.
- **Facts in Support of Finding.** The proposed project would include the following mitigation measures determined through consultation with the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government:

##### *CR-6 Retain a Native American Monitor*

The lead agency shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC's Tribal Contact list for the area of the project location. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day's activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting tribal cultural resources.

##### *CR-7 Professional Standards*

Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.

*CR-8 Unanticipated Discovery of Tribal Cultural Resources*

Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource”, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.

Pursuant to Public Resources Code Sections 21083.2(b), preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All tribal cultural resources shall be returned to the Tribe.

Any historic archaeological material that is not Native American in origin shall be curated at a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.

*CR-9 Unanticipated Discovery of Human Remains and Associated Funerary Objects*

Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.

*CR-10 Resource Assessment and Continuation of Work Protocol*

Upon discovery of human remains, the tribal and/or archaeological monitor/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further

disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).

#### *CR-11 Kizh-Gabrieleno Procedures for Burials and Funerary Remains*

If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.

#### *CR-12 Treatment Measures*

Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created. Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.

Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.

Mitigation Measures CR-6 through CR-12 would provide for monitoring during ground disturbing activities and the proper handling of any inadvertently discovered tribal cultural resources, human remains, or funerary objects. With implementation of mitigation, impacts to tribal cultural resources and human remains would be **less than significant**.

## 4.2 Hazards and Hazardous Materials

### 4.2.1 Release of Hazardous Materials

- **Potential Impact.** The proposed project would involve demolition of the existing building on the project site. The Hazardous Materials Technical Study reported that a previous study of the building (HSA 2017d; available in Appendix E of the Draft EIR) documented the presence of lead-based paint (LBP) on the ceiling of the kitchen (Rincon Consultants 2020; see Appendix E). Furthermore, the report indicated that eight suspect asbestos samples were collected; however, none of the plaster or drywall materials sampled were determined to contain asbestos-containing materials (ACMs). Additionally, the HSA report indicated that due to the age of the structure, hidden or unknown suspect ACMs, LBP, or other hazardous materials may be uncovered during building demolition, renovation, and maintenance activities (HSA 2017d; available in Appendix E). If improperly conducted, the demolition and disposal of building materials that could contain LBP and ACMs could create a hazard to the public or environment.
- **Finding.** Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect, as identified in the Final EIR.
- **Facts in Support of Finding.** The proposed project would include the following mitigation measures to reduce potential impacts related to hazardous materials:

#### *HAZ-1 Lead-based Paint*

Project work with materials that could contain Lead Based Paint (LBP) shall be monitored under the direction of a Certified Industrial Hygienist (CIH) who a Certified Lead Project Designer. The CIH shall confirm workers on site have received appropriate training and adhere to safety requirements during construction activities. All contractors shall be provided with and be responsible for following the required if suspect hazardous materials are identified during demolition (e.g., stop work, remove workers onsite, and notify the CIH). If LBP is found to be present, standard handling and disposal practices for LBP shall be implemented pursuant to Occupational Safety and Health Administration (OSHA) regulations.

#### *HAZ-2 Suspect Asbestos Containing Materials*

Prior to the issuance of a demolition permit, the City shall obtain a letter from a qualified asbestos abatement consultant that no Asbestos Containing Materials (ACMs) are present in the building. If ACMs are found to be present, the materials shall be abated in compliance with South Coast Air Quality Management District (SCAQMD) Rule 1403, as well as other applicable State and Federal rules and regulations. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement activities onsite. All ACMs removed from the onsite structure shall be hauled and disposed offsite by a transportation company certified to handle asbestos and hazardous materials.

Mitigation Measures HAZ-1 and HAZ-2 would ensure that OSHA and SCAQMD regulations pertaining to LBP and ACMs are adhered to during project construction activities and would ensure that demolition of the existing building would not pose a significant to the public or environment during construction. With implementation of mitigation, impacts related to the release of hazardous materials would be **less than significant**.

## 4.2.2 List of Hazardous Materials Sites

- **Potential Impact.** According to the results of the Hazardous Materials Technical Study, the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Rincon Consultants 2020; see Appendix E of the Draft EIR). However, City of Long Beach Fire Prevention Bureau records indicate there could be a cement-filled historical underground storage tank (UST) on the project site. Records indicate that there is not an open or historic Leaking Underground Fuel Tank case associated with the project site. However, closure documentation for the former UST located on the project site was not provided by the City of Long Beach Fire Protection Bureau, nor was there information available as to whether a new UST was installed at the time of the 1988 historical tank closure event. Without further investigation and remediation activities, the potential presence of a UST on the project site could create a hazard to the public or environment if undiscovered soil contamination has occurred.
- **Finding.** Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect, as identified in the Final EIR.
- **Facts in Support of Finding.** The proposed project would include the following mitigation measures to reduce potential impacts related to the potential UST on the project site:

### *HAZ-3 Underground Storage Tank Investigation and Closure*

A potholing investigation in the vicinity of the historical underground storage tank (UST) shall be conducted and/or a geophysical survey of the site shall be conducted. If a UST is found onsite, the City shall apply for a permit for tank removal at least one month prior to demolition activities. UST(s) found onsite shall be removed under regulatory oversight of the Long Beach Fire Prevention Bureau. Additionally, the City may require that the tank also be permitted for its prior installation. During tank removal activities, a minimum of two excavation sidewall and bottom soil matrix confirmation samples shall be collected to evaluate potential onsite impacts associated with the UST(s).

### *HAZ-4 Soil Management Plan*

If soil contamination is found onsite at actionable levels, a Soil Management Plan (SMP) shall be prepared and, if required, approved by the Los Angeles Regional Water Quality Control Board. Soil brought to the surface by grading, excavation, trenching, or backfilling shall be managed in accordance with applicable provisions of state and federal law. The SMP shall include health and safety information for workers and posted on-site for the general public and would inform the various contractors and workers of the presence of soil impacted with petroleum hydrocarbons and the appropriate measures to safely deal with the soil.

Mitigation Measures HAZ-3 and HAZ-4 would provide for the proper investigation of the UST potentially located on the project site and, if present, for its removal and the remediation of any soil contamination associated with the historical UST. With implementation of these mitigation measures, the proposed project would not pose a significant hazard to the public or environment and impacts would be **less than significant**.

## 5 Mitigation Monitoring and Reporting Program

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Pursuant to Public Resources Code Section 21081.6, the City has adopted a detailed mitigation and monitoring reporting program (MMRP) for the proposed project. The program is designed to ensure that all mitigation measures provided in Section 4, *Findings of Significant Impacts, Required Mitigation Measures, and Supporting Facts*, are implemented on a timely basis as the proposed project is implemented. The MMRP is located in Appendix A of this document.

## 6 Effects Found Not to be Significant

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CEQA Guidelines Section 15128 require that an EIR contain a brief statement disclosing the reasons why various possible significant effects of the project were found not to be significant, and therefore would not be discussed in detail in the EIR. Chapter 5, *Effects Found Not to be Significant*, of the Final EIR identified the following issue areas that would not be impacted by the project:

- Aesthetics
- Agriculture and Forestry Resources
- Biological Resources
- Geology and Soils (except Paleontological Resources)
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

## 7 Findings Regarding Feasible Alternatives

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CEQA Guidelines Section 15126.6(a) requires that an EIR “describe a range of reasonable alternatives to the project, or to the location of this project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.”

The alternatives to the proposed project are assessed in Chapter 7, *Alternatives*, of the Draft EIR in terms of their ability to meet the objectives of the proposed project and eliminate or reduce its significant environmental effects. The following alternatives were considered and analyzed in the EIR:

- Alternative One: No Project
- Alternative Two: Demolition of Fire Station No. 9 and Construction of New Permanent Fire Station Onsite
- Alternative Three: Demolish the Structure and Develop with Commercial Retail Development
- Alternative Four: Preservation and Adaptive Reuse Alternative

### 7.1 Alternative One: No Project

Alternative One assumes that the proposed project would not occur, and the existing Fire Station No. 9 located at 3917 Long Beach Boulevard would remain on-site. The existing fire station building would remain vacant and no ground disturbance or demolition would occur. In accordance with LBMC Chapter 18.21, Maintenance of Long-Term Boarded and Vacated Buildings, the site and building would be maintained, including landscaping, exterior paint, and mold. Under this alternative, significant impacts to historic resources would be avoided. Mold and potentially hazardous building materials are expected to remain, and implementation of Mitigation Measures HAZ-1 and HAZ-2 would still be required in order to protect the health of contractors engaging in spot remediation activities at the site. In addition, Mitigation Measures HAZ-3 and HAZ-4 would be required in order to determine whether an abandoned UST exists on the project site and provide for the proper handling of the potential UST and any contamination as needed.

- **Finding.** Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.
- **Facts in Support of Findings.** Under Alternative One, the building would remain uninhabitable, the vacant structure could attract criminal and nuisance activities, and Fire Service Area 9 response times would not be restored. Therefore, Alternative One would not meet the primary objectives of the proposed project. This determination is further supported by ongoing criminal and nuisance issues that have characterized other vacant City buildings in recent history. For example, Old City Hall has had numerous break ins, copper and wire theft, and unauthorized encampments occur in the last several months, which creates substantial safety issues and cleanup and security costs for the City. Maintaining the vacant Fire Station No. 9 building could result in similar issues. For these reasons, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative.



## 7.2 Alternative Two: Demolish Building and Replace with New Permanent Fire Station

Under Alternative Two, Fire Station No. 9 would be demolished, and a permanent replacement fire station would be constructed. Demolition and construction of this alternative would take approximately three years to complete, during which time Fire Station No. 9 would be required to operate out of a temporary, offsite facility. Implementation of the same mitigation measures for cultural resources (i.e., Mitigation Measures CR-1 through CR-12) would be required under this alternative; however, significant impacts to a historic resource would remain. Hazardous materials removal (i.e., Mitigation Measures HAZ-1 through HAZ-4) would also be required during construction activities under this Alternative.

- **Finding.** Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.
- **Facts in Support of Findings.** Alternative Two would fulfill most of the project objectives such as removing a building with structurally impaired and deteriorated conditions; however, due to the size constraints of the project site, it is infeasible to construct a fire station at this location that complies with NFPA standards for fire station design. Therefore, Alternative Two would not meet all of the objectives of the proposed project. In addition, Alternative Two would not reduce or avoid the significant impacts to historic resources and hazardous materials identified for the proposed project. For these reasons, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative.

## 7.3 Alternative Three: Demolish Building and Replace with Commercial Retail Development

Under Alternative Three, the Fire Station No. 9 building located at 3917 Long Beach Boulevard would be demolished and the project site would be developed with commercial retail uses of similar scale to the existing retail surrounding the project site. Demolition and construction of this alternative would take approximately one year, during which time Fire Station No. 9 would continue to operate at an interim location while a new permanent location for Fire Station No. 9 is identified. Implementation of the same mitigation measures for cultural resources (i.e., Mitigation Measures CR-1 through CR-12) and hazardous materials removal (i.e., Mitigation Measures HAZ-1 through HAZ-4) would be required during construction activities.

- **Finding.** Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.
- **Facts in Support of Findings.** Alternative Three would achieve some project objectives, such as removal of a structurally impaired and vacant building which could attract nuisance activities and pose a health threat but would not achieve the project objectives of returning Fire Station No. 9 equipment and personnel to its service area in order to help meet the Long Beach Fire Department response time goal and constructing a replacement structure that meets the NFPA standards for fire station design. In addition, Alternative Three would not reduce or avoid the significant impacts to historic resources and hazardous materials identified for the proposed

project. For these reasons, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative.

## 7.4 Alternative Four: Preservation and Adaptive Reuse

Under Alternative Four, the City would complete a rehabilitation and adaptive reuse of Fire Station No. 9. It is assumed that under Alternative Four the building would be repurposed with a use that is permitted under the site land use and zoning designations, such as small-scale office or retail. The Preservation and Adaptive Reuse Alternative would include the necessary repairs to remediate the existing mold issues as well as other repairs to bring the structure up to California Building Code standards for historic properties pursuant to LBMC Chapter 18.50, including the appropriate occupancy for the new use. The additional scope of improvements, beyond mold remediation, that would occur include modifications for the new use as well as the repair of any potential structural issues and abatement of any lead and ACMs within the structure and any potential contamination present in nearby soil due to the historic UST on the site.

Rehabilitation would be completed in conformance with the Secretary of the Interior Standards for Treatment of Historic Properties (U.S. Department of the Interior 2017) and in accordance with the California Historic Building Code (2016), including fire protection, structural integrity, ingress/egress, methods of construction and plumbing, equipment and ventilation, which allows for more flexible application of building regulations when rehabilitating a historic resource. It is assumed that all identified character-defining features of the building would be repaired and maintained in-situ to the highest degree feasible. Construction under this alternative would last for approximately eight months. Under Alternative Four, significant impacts to historic resources would be reduced or avoided. However, due to the unknown extent of mold within the building and the potentially extensive construction activities required for remediation, Alternative Four still has the potential for significant impacts on a historic resource, if remediation compromises the integrity of character-defining features.

Implementation of mitigation measures related to Tribal Cultural Resources and Paleontological Resources (i.e., Mitigation Measures CR-4 through CR-12) would be required during any ground disturbing activities. In addition, mitigation measures related to hazardous materials removal (i.e., Mitigation Measures HAZ-1 through HAZ-4) would be required during construction activities. This Alternative would reduce significant impacts, though potentially not to a less than significant level depending on the extent of remediation required, and would achieve some project objectives by repairing and adaptively reusing a structurally impaired and vacant building which could attract nuisance activities and pose a health threat but would not achieve the rest of the project objectives including returning Fire Station No. 9 to its service area and providing a fire station in compliance with applicable Building Code requirements and with National Fire Prevention Association (NFPA) standards.

- **Finding.** Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.
- **Facts in Support of Findings.** Alternative Four would achieve some project objectives, such as removal of a structurally impaired and vacant building which could attract nuisance activities and pose a health threat and would potentially reduce or avoid impacts to historic resources. However, it would not achieve the project objectives of returning Fire Station No. 9 equipment and personnel to its service area in order to help meet the Long Beach Fire Department

response time goal and constructing a replacement structure that meets the NFPA standards for fire station design. Because Alternative Four would not achieve all of the basic project objectives, the City finds that this alternative is infeasible and less desirable than the proposed project and rejects this alternative.

## 8 Statement of Overriding Considerations

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As discussed in Section 4, *Findings of Significant Impacts, Required Mitigation Measures, and Supporting Facts*, the Final EIR concludes that the proposed project, even with incorporation of all feasible mitigation measures and consideration of alternatives, would have a significant impact on historic resources.

CEQA Guidelines Section 15093 requires the lead agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

When the lead agency approves a project which would result in the occurrence of significant effects which are identified in the Final EIR, but are not avoided or substantially lessened by the adoption of all feasible mitigation measures and alternatives, the lead agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The Statement of Overriding Considerations shall be supported by substantial evidence in the record.

Pursuant to CEQA Section 21081 and CEQA Guidelines Section 15093, the City adopts the following Statement of Overriding Considerations regarding the unavoidable significant impacts on historic resources outlined in the Final EIR for the Fire Station No. 9 Replacement Project and the anticipated benefits associated with the proposed project.

In approving the proposed project, the City has weighed the benefits of the project against the significant adverse impact identified in the Final EIR that has not been lessened through mitigation to a less than significant level. The City hereby determines that benefits of the project outweigh the unmitigated adverse impact and that project should be approved. The City finds that to the extent that the identified significant adverse impact has not been avoided, there are specific economic, legal, social, technological and other considerations which support approval of the project.

### 8.1 Adoption of Overriding Considerations

The City adopts this Statement of Overriding Considerations and finds that (a) the project has substantially lessened all significant impacts of the project where feasible, and (b) the remaining unavoidable impacts of the project are acceptable in light of the economic, legal, social, technological and other considerations set forth herein, as the benefits of the project outweigh the significant adverse impacts of the project. The City finds that each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the benefit of the project outweighs the significant adverse environmental impact. These matters are supported by substantial evidence in the record that includes but is not limited to the Final EIR, staff reports and analysis, and other documents referenced in this Statement of Overriding Considerations and its adopting resolution.

### 8.2 Benefits of the Proposed Project

The City finds that the project’s unavoidable potential significant environmental impact to historic resources is outweighed by the considerable benefits outlined below:

- **Removal of a vacant structure that could attract nuisance/criminal behavior to the area**

The maintenance of a vacant building represents an ongoing cost and upkeep as well as public safety concern. This determination is further supported by ongoing criminal and nuisance issues that have characterized other vacant City buildings in recent history. For example, Old City Hall located at 333 West Ocean Boulevard has had numerous break ins, copper and wire theft, and unauthorized encampments occur in the last months, which creates substantial safety issues and cleanup and security costs for the City.

The North Health Facility, located at 6335 Myrtle Avenue, also experienced similar issues when the facility was unoccupied for renovations. The facility experienced multiple break-ins, which required expenditures to board up access points where individuals were trespassing and getting into the building. Even after boarding activities were completed, break ins continued to occur with staff responses to examine the damage and board up windows and doors. The Police Department and contracted security company also responded to trespassing activities due to silent alarms during break-ins. The Health Department also was dispatched to provide resources to individuals experiencing homelessness who had occupied a portion of the patio area.

Maintaining the vacant Fire Station No. 9 building could result in similar issues with no public benefit. Unlike other above mentioned City assets, due to the hazardous conditions created by the mold and building moisture, it is imperative that City staff and public safety personnel monitoring and responding to nuisance activity at the vacant building are protected from being exposed to hazards that exist in the deteriorated structure.

- **Provision of a safe and healthy workplace for the Fire Station No. 9 crewmembers**

The existing building is not suitable for use as a healthy workplace, whether that be for Fire Station No. 9 or for employees of an alternate use (adaptive reuse). The existing building is structurally impaired and deteriorated due to the hazardous conditions created by the mold and building moisture. Removal of the building would address a potential threat to public health and safety, which includes, but is not limited to, mold spores associated with substantial structural water damage that require invasive remediation techniques.

If the adaptive reuse of the building was sought, required remediation compromises the integrity of character-defining features. Due to the unknown extent of mold within the building and the potentially extensive construction activities required for remediation, the building would approach and/or exceed the threshold for demolition, which would represent a significant impact on a historic resource.

The demolition of the structure would allow for a healthy workplace to be installed in the future, whether that is under Option A or under approval of a new civic use onsite in the future.

- **Restore operation of Fire Station No. 9 within the Fire Service Area No. 9 service area in order to help meet Long Beach Fire Department response time goals**

The interim location for Fire Station No. 9 at 2019 East Wardlow Road permits fire personnel to occupy an independent facility rather than co-locating at existing Fire Station Nos. 13 and 16. The 2019 East Wardlow location fulfills the immediate need for a temporary fire station while interim and long-term plans and approval process including the future of the current Fire Station No. 9 project site are completed. Option A would allow the fire station to resume on a temporary basis. Option B would not propose the immediate reuse as a fire station but would provide the ability to accommodate a civic use onsite.

## 8.3 Conclusion

The City has considered the information contained in the record of administrative proceedings on the proposed project and has weighed the above outlined benefits of the project against the unavoidable adverse environmental impact to historic resources identified in the Final EIR. The City hereby determines that, based on the substantial evidence in the record before it, these benefits outweigh the unavoidable significant environmental impact of the proposed project, and further determine that this environmental impact is acceptable. Therefore, the City approves the project.

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# Appendix A

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Mitigation Monitoring and Reporting Program



# Mitigation Monitoring and Reporting Program

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## Introduction to the MMRP

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code [PRC] 21081.6). PRC Section 21081.6 provides general guidelines for implementing mitigation monitoring programs and indicates that specific reporting and/or monitoring requirements, to be enforced during project implementation, shall be defined prior to final certification of the EIR.

This mitigation monitoring and reporting program (MMRP) is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Draft Environmental Impact Report (Draft EIR), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

## MMRP Matrix

Table 1, *Mitigation Monitoring and Reporting Program*, lists mitigation measures and project design features that are required to reduce the significant effects of the proposed project. These measures correspond to those discussed in Chapter 4, *Environmental Impact Analysis*, of the Draft EIR. To ensure that the mitigation measures are properly implemented, a monitoring program has been devised that identifies the timing and responsible entity for monitoring each measure. The Long Beach Department of Public Works (Public Works) and Department of Development Services will have the responsibility for implementing the measures, and various public agencies will have the primary responsibility for enforcing, monitoring, and reporting the implementation of the mitigation measures.

**Table 1 Mitigation Monitoring and Reporting Program**

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
Cultural, Paleontological and Tribal Resources						
CR-1: Building Recordation						
Archival documentation of as-built and as-found condition shall be prepared for Fire Station No. 9 building at 3917 Long Beach Boulevard prior to demolition. Prior to issuance of demolition permits, the lead agency shall ensure that documentation of the buildings and structures proposed for demolition is completed that follows the general guidelines of Historic American Building Survey (HABS) documentation. The documentation shall include high resolution digital photographic recordation, a historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History. The original archival-quality documentation shall be offered as donated material to repositories that will make it available for current and future generations. Archival copies of the documentation also would be submitted to the City of Long Beach, where it would be available to local researchers.	Visual inspection and written verification	Public Works to contract a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History that will complete archival documentation of the existing Fire Station No. 9 building prior to the issuance of a demolition permit.	City of Long Beach			
CR-2: Interpretive Plaque						
An interpretive plaque discussing the history of the building, its significance, and important details and features shall be installed at the site of Fire Station No. 9. The plaque can be installed on a publicly accessible outdoor location. The plaque shall include images and details from the Historic American Building Survey documentation and any collected research pertaining to the historic property. The content shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior’s Professional Qualification Standards for History and/or Architectural History (National Park Service 1983). Installation of the plaque shall be completed within one year of the date of completion of the proposed project.	Visual inspection and written verification	Public Works to prepare plaque and install on the project site within one year of project completion.	City of Long Beach			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-3: Salvage Plan						
Historic architectural features and materials from Fire Station No. 9 shall be offered to architectural salvaging organizations. The Department of Public Works shall seek the guidance of Long Beach Heritage to identify the appropriate organizations and provide guidance on the salvaging process. An inventory with brief descriptions of salvageable items shall be created to provide to architectural salvaging organizations	Written plan/report and verification by Long Beach Heritage	Public Works shall work with Long Beach Heritage to identify salvageable materials prior to issuance of a building demolition permit.	City of Long Beach			
CR-4: Unanticipated Discovery of Archaeological Resources						
If archaeological resources are encountered during ground-disturbing activities, work in the immediate area shall be halted and an archaeologist meeting the Secretary of the Interior’s Professional Qualification Standards for archaeology (National Park Service 1983) shall be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work such as data recovery, excavation, Native American consultation, and archaeological monitoring may be warranted to mitigate any significant impacts to cultural resources.	Written verification of compliance with procedures for treatment of discovered archaeological resources	Public Works shall provide written evidence that a Qualified archaeologist has been retained and ensure that this measure applies during ground disturbing phases of construction.	City of Long Beach			
CR-5: Unanticipated Discovery of Paleontological Resources						
In the event an unanticipated fossil discovery is made during the course of project development, then in accordance with SVP (2010) guidelines, it is the responsibility of any worker who observes fossils within the project site to stop work in the immediate vicinity of the find and notify a qualified professional paleontologist who shall be retained to evaluate the discovery, determine its significance and if additional mitigation or treatment is warranted (SVP 2010). Work in the area of the discovery will resume once the find is properly documented and authorization is given to resume construction work. Any significant paleontological resources found during construction monitoring will be prepared, identified, analyzed, and permanently curated in an approved regional museum repository.	Written verification of compliance with procedures for treatment of discovered paleontological resources	Public Works shall provide written evidence that a Qualified paleontologist has been retained and ensure that this measure applies during ground disturbing phases of construction	City of Long Beach			

City of Long Beach  
**Fire Station No. 9 Replacement Project**

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-6: Retain a Native American Monitor						
The lead agency shall retain and compensate for the services of a Tribal monitor/consultant who is both approved by the Gabrieleño Band of Mission Indians-Kizh Nation Tribal Government and is listed under the NAHC’s Tribal Contact list for the area of the project location. The monitor/consultant will only be present on-site during the construction phases that involve ground disturbing activities. Ground disturbing activities are defined by the Gabrieleño Band of Mission Indians-Kizh Nation as activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, within the project area. The Tribal Monitor/consultant will complete daily monitoring logs that will provide descriptions of the day’s activities, including construction activities, locations, soil, and any cultural materials identified. The on-site monitoring shall end when the project site grading and excavation activities are completed, or when the Tribal Representatives and monitor/consultant have indicated that the site has a low potential for impacting Tribal Cultural Resources.	Monitoring agreement	Public Works will retain a Native American Monitor prior to the issues of a grading permit and monitoring will be conducted continuously during ground disturbing activities	City of Long Beach			
CR-7 Professional Standards						
Archaeological and Native American monitoring and excavation during construction projects will be consistent with current professional standards. All feasible care to avoid any unnecessary disturbance, physical modification, or separation of human remains and associated funerary objects shall be taken. Principal personnel must meet the Secretary of Interior standards for archaeology and have a minimum of 10 years of experience as a principal investigator working with Native American archaeological sites in southern California. The Qualified Archaeologist shall ensure that all other personnel are appropriately trained and qualified.	Review of monitoring protocol, confirmation of monitor’s qualifications	Public Works will confirm that monitors hired for the project are vetted for the required qualifications and will review written monitoring protocol to ensure consistency with professional standards.	City of Long Beach			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-8 Unanticipated Discovery of Tribal Cultural Resources						
Upon discovery of any tribal cultural or archaeological resources, cease construction activities in the immediate vicinity of the find until the find can be assessed. All tribal cultural and archaeological resources unearthed by project construction activities shall be evaluated by the qualified archaeologist and tribal monitor/consultant approved by the Gabrieleño Band of Mission Indians-Kizh Nation. If the resources are Native American in origin, the Gabrieleño Band of Mission Indians-Kizh Nation shall coordinate with the landowner (City) regarding treatment and curation of these resources. Typically, the Tribe will request preservation in place or recovery for educational purposes. Work may continue on other parts of the project while evaluation and, if necessary, additional protective mitigation takes place (CEQA Guidelines Section 15064.5 [f]). If a resource is determined by the qualified archaeologist to constitute a “historical resource” or “unique archaeological resource”, time allotment and funding sufficient to allow for implementation of avoidance measures, or appropriate mitigation, must be available. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources.  Pursuant to Public Resources Code Sections 21083.2(b), preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. All tribal cultural resources shall be returned to the Tribe.  Any historic archaeological material that is not Native American in origin shall be curated at a public, nonprofit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be offered to the Tribe or a local school or historical society in the area for educational purposes.	Coordination with archaeological and approved tribal monitor. Written verification of compliance with procedures for treatment of discovered tribal cultural resources.	Public Works shall provide written evidence that a qualified archaeologist and tribal monitor have been retained and ensure that this measure applies throughout the entirety of ground disturbing phases of construction.	City of Long Beach			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-9 Unanticipated Discovery of Human Remains and Associated Funerary Objects						
Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in PRC 5097.98, are also to be treated according to this statute. Health and Safety Code 7050.5 dictates that any discoveries of human skeletal material shall be immediately reported to the County Coroner and excavation halted until the coroner has determined the nature of the remains. If the coroner recognizes the human remains to be those of a Native American or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission (NAHC) and PRC 5097.98 shall be followed.	Written verification of compliance with procedures for treatment of discovered human remains and funerary objects	Public Works shall ensure that this measure applies during ground disturbing phases of construction and provide written evidence that the County Coroner has been notified and has evaluated any human remains and/or funerary objects encountered during construction.	Los Angeles County Department of Medical Examiner-Coroner			
CR-10 Resource Assessment and Continuation of Work Protocol						
Upon discovery of human remains, the tribal and/or archaeological monitor/consultant/consultant will immediately divert work at minimum of 150 feet and place an exclusion zone around the discovery location. The monitor/consultant(s) will then notify the Tribe, the qualified lead archaeologist, and the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are human and subsequently Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If the finds are determined to be Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent (MLD).	Written verification of compliance with procedures for treatment of discovered human remains	Public Works shall ensure that this measure applies during ground disturbing phases of construction and provide written evidence that the County Coroner has been notified and has evaluated any human remains encountered during construction.	Los Angeles County Department of Medical Examiner-Coroner			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
CR-11 Kizh-Gabrieleno Procedures for Burials and Funerary Remains						
If the Gabrieleno Band of Mission Indians – Kizh Nation is designated MLD, the Koo-nas-gna Burial Policy shall be implemented. To the Tribe, the term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the preparation of the soil for burial, the burial of funerary objects with the deceased, and the ceremonial burning of human remains. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects.	Written verification from approved tribal monitor	Public Works shall provide written evidence that a tribal monitor has been retained and ensure that the procedures are followed in the event that human remains and/or funerary objects are unearthed and determined to be of Kizh-Gabrieleno in origin.	City of Long Beach			
CR-12 Treatment Measures						
Prior to the continuation of ground disturbing activities, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the project and keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure completely recovery of all material. If the discovery of human remains includes four or more burials, the location is considered a cemetery and a separate treatment plan shall be created.	Written verification from approved tribal monitor	Public Works shall provide written evidence that a tribal monitor has been retained and ensure that the procedures are followed in the event that human remains and/or funerary objects of Native American origin are unearthed.	City of Long Beach			

Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
<p>Once complete, a final report of all activities is to be submitted to the Tribe and the NAHC. The Tribe does not authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains.</p> <p>Each occurrence of human remains and associated funerary objects will be stored using opaque cloth bags. All human remains, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items should be retained and reburied within six months of recovery. The site of reburial/repatriation shall be on the project site but at a location agreed upon between the Tribe and the landowner at a site to be protected in perpetuity. There shall be no publicity regarding any cultural materials recovered.</p>						
Hazards and Hazardous Materials						
HAZ-1: Lead-based Paint						
<p>Project work with materials that could contain Lead Based Paint (LBP) shall be monitored under the direction of a Certified Industrial Hygienist (CIH) who a Certified Lead Project Designer. The CIH shall confirm workers on site have received appropriate training and adhere to safety requirements during construction activities. All contractors shall be provided with and be responsible for following the required if suspect hazardous materials are identified during demolition (e.g. stop work, remove workers onsite, and notify the CIH). If LBP is found to be present, standard handling and disposal practices for LBP shall be implemented pursuant to Occupational Safety and Health Administration (OSHA) regulations.</p>	<p>Monitoring agreement with CIH and written verification of worker training</p>	<p>Public Works will hire a CIH and confirm workers received training prior to the start of demolition activities</p>	<p>City of Long Beach</p>			



Mitigation Measure/ Condition of Approval	Method of Verification	Responsibility/ Timing of Implementation	Enforcement Agency	Compliance Verification		
				Initial	Date	Comments
HAZ-2 Suspect Asbestos Containing Materials						
Prior to the issuance of a demolition permit, the City shall obtain a letter from a qualified asbestos abatement consultant that no Asbestos Containing Materials (ACMs) are present in the building. If ACMs are found to be present, the materials shall be abated in compliance with South Coast Air Quality Management District (SCAQMD) Rule 1403, as well as other applicable State and Federal rules and regulations. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement activities onsite. All ACMs removed from the onsite structure shall be hauled and disposed offsite by a transportation company certified to handle asbestos and hazardous materials.	Monitoring agreement with a qualified asbestos abatement consultant and written verification of presence or absence of ACMs	Public Works will hire a qualified asbestos abatement consultant to inspect the building prior to the start of demolition activities.	City of Long Beach			
HAZ-3 Underground Storage Tank Investigation and Closure						
A potholing investigation in the vicinity of the historical underground storage tank (UST) shall be conducted and/or a geophysical survey of the site shall be conducted. If a UST is found onsite, the City shall apply for a permit for tank removal at least one month prior to demolition activities. UST(s) found onsite shall be removed under regulatory oversight of the Long Beach Fire Prevention Bureau. Additionally, the City may require that the tank also be permitted for its prior installation. During tank removal activities, a minimum of two excavation sidewall and bottom soil matrix confirmation samples shall be collected to evaluate potential onsite impacts associated with the UST(s).	Written verification of results of potholing investigation and compliance with applicable UST removal regulations if UST is discovered.	Public Works will ensure potholing investigation results and tank removal permit (if required) are obtained at least one month prior to the start of demolition activities.	City of Long Beach			
HAZ-4 Soil Management Plan						
If soil contamination is found onsite at actionable levels, a Soil Management Plan (SMP) shall be prepared and, if required, approved by the Los Angeles Regional Water Quality Control Board. Soil brought to the surface by grading, excavation, trenching, or backfilling shall be managed in accordance with applicable provisions of state and federal law. The SMP shall include health and safety information for workers and posted on-site for the general public and would inform the various contractors and workers of the presence of soil impacted with petroleum hydrocarbons and the appropriate measures to safely deal with the soil.	Written verification of results from soil sampling during UST removal activities.	Public Works will ensure soil sampling results and soil mitigation (if required) is carried out prior to the start of construction activities	City of Long Beach			

## Regulatory Compliance Measures

In addition to the mitigation measures discussed above, the proposed project would incorporate a number of regulatory compliance measures (RCMs) in order to avoid or minimize project impacts. RCMs that the proposed project would be required to comply with are detailed in Table 2, *Project Regulatory Compliance Measures*, below.

**Table 2 Project Regulatory Compliance Measures**

RCM No.	Measure Title	Description
<b>Aesthetics</b>		
AES-1	Light and Glare	Pursuant to the Long Beach Municipal Code (LBMC) Section 21.33.090(e), all lighting, reflective surfaces, or any other source of illumination shall not produce adverse effects on public streets or on any other parcel. Lights shall be shielded at lot lines so as not to be directly visible from any adjoining residential district.
<b>Air Quality</b>		
AQ-1	Demolition, Grading, and Construction Activities	<p>Pursuant to South Coast Air Quality Management District (SCAQMD) Rule 403, the proposed project shall:</p> <ul style="list-style-type: none"> <li>▪ All unpaved demolition and construction areas shall be wetted at least twice daily during excavation and construction, and temporary dust covers shall be used to reduce dust emissions and meet SCAQMD Rule 403. Wetting could reduce fugitive dust by as much as 50 percent.</li> <li>▪ The construction area shall be kept sufficiently dampened to control dust caused by grading and hauling, and at all times provide reasonable control of dust caused by wind.</li> <li>▪ All clearing, earth moving, or excavation activities shall be discontinued during periods of high winds (i.e., greater than 15 miles per hour), so as to prevent excessive amounts of dust.</li> <li>▪ All dirt/soil shall be secured by trimming, watering, or other appropriate means to prevent spillage and dust.</li> <li>▪ All dirt/soil materials transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.</li> <li>▪ General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions.</li> <li>▪ Trucks having no current hauling activity shall not idle but be turned off.</li> </ul>
AQ-2	Odors	<p>Pursuant to SCAQMD Rule 402, the proposed project shall:</p> <p>A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.</p>
AQ-3	Engine Idling	Pursuant to Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction shall be limited to five minutes at any location.
AQ-4	Emissions Standards	In accordance with Section 93115 of Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

RCM No.	Measure Title	Description
<b>Biological Resources</b>		
BIO-1	Nesting Bird Avoidance	If construction activities are initiated during the nesting bird season (February 1-August 31 for passerines, January 1 – August 31 for raptors), a preconstruction nesting bird survey shall be conducted by a qualified biologist to determine the presence/absence, location, and status of any active nests on-site or within 100 feet of the site for nesting passerines, or within 250 feet of the site for nesting raptors. Nesting bird surveys shall be completed not more than 14 days before the start of construction activities. If active nests are discovered within 250 feet project site, a qualified biologist will establish a species-specific avoidance buffer around the nest where no construction activity is allowed until a qualified biologist has determined that the nest is no longer active. Encroachment into the buffer can occur at the discretion of the qualified biologist with the City's consent.
<b>Geology and Soils</b>		
GEO-1	Seismic Hazards	The proposed project shall comply with all requirements established in LBMC Chapter 18.68, <i>Earthquake Hazard Regulations</i> , which adopts the provisions of Uniform Building Code Section 2303(b) with modifications.
<b>Greenhouse Gas Emissions and Energy</b>		
GHG-1	Green Building Standards	The proposed project shall comply with the 2019 standards for nonresidential structures pursuant to the California Code of Regulations, Title 24 Part 11, California Green Building Standards Code.
<b>Hazards and Hazardous Materials</b>		
HHM-1	Hazardous Materials Release Response Plans and Inventory	The proposed project shall comply with the requirements established in the California Health and Safety Code Chapter 6.95, Article 1, pertaining to the storage of hazardous materials on site, as further discussed in Section 4.4, <i>Hazards and Hazardous Materials</i> , of this report.
<b>Hydrology and Water Quality</b>		
HYDRO-1	Low-Impact Development (LID)	<p>Pursuant to LBMC Chapter 18.74, a LID plan shall be prepared to demonstrate the following:</p> <p>Stormwater runoff will be infiltrated, evapotranspired, and/or captured and used through stormwater management techniques as identified in Section 4.1. The onsite stormwater management techniques must be properly sized, at a minimum, to infiltrate, evapotranspire, store for use, without any stormwater runoff leaving the site to the maximum extent feasible, for at least the volume of water produced by the water quality design storm event that results from:</p> <ol style="list-style-type: none"> <li>The 85th percentile 24-hour runoff event determined as the maximized capture stormwater volume for the area using a 48- to 72-hour drawdown time, from the formula recommended in Urban Runoff Quality Management, WEF Manual of Practice No. 23/ASCE Manual of Practice No. 87, (1998); or</li> <li>The volume of annual runoff based on unit basin storage water quality volume, to achieve 80 percent or more volume treatment by the method recommended in the California Stormwater Best Management Practices Handbook –Industrial/Commercial, (2003); or</li> </ol> <p>The volume of runoff produced from a 0.75-inch storm event.</p>
HYDRO-2	National Pollutant Discharge Elimination System (NPDES)	Pursuant to the Clean Water Act Section 402 and LBMC Section 8.96.110, the proposed project shall obtain and adhere to all requirements of the Long Beach NPDES MS-4 permit.

City of Long Beach  
**Fire Station No. 9 Replacement Project**

RCM No.	Measure Title	Description
<b>Noise</b>		
N-1	Construction Noise	The proposed project shall comply with the provisions of LBMC Section 8.80.202A. through 80.202C., which prohibit construction activities between the hours of 7:00 p.m. and 7:00 a.m. on weekdays and Federal holidays, between the hours of 7:00 p.m. on Friday and 9:00 a.m. on Saturday and after 6:00 p.m. on Saturday, and any time on Sunday.
N-2	Operational Noise	The proposed project shall comply with all standards established in the City's Noise Ordinance (LBMC Chapter 8.80) for properties in Land Use District One, as further discussed in Section 4.5, <i>Noise</i> , of this document.
<b>Transportation</b>		
T-1	Construction Traffic Control Plan	Pursuant to LBMC Section 14.04.015, a construction traffic control plan (CTMP) that includes signage and flagging to alert motorists of any construction-related pending lane or road closures would be included in the proposed project.
<b>Utilities</b>		
U-1	Construction Debris Recycling	Pursuant to LMBC Chapter 18.74, the proposed project shall create a waste management plan for construction activities, divert at least sixty-five percent of construction debris, and provide documentation to the City to prove compliance.

## Dionne Bearden

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**Subject:** FW: Letter for Planning Commission  
**Attachments:** 100521-R-39sratt.pdf

On Sep 30, 2021, at 2:15 PM, Mauna & Lee <[mauna.lee@eichnerfukui.com](mailto:mauna.lee@eichnerfukui.com)> wrote:

Dear Dionne Bearden, Dear City Clerk Monique De La Garza,

We hope one of you could forward this email to the Planning Commissioners, particularly Chair Mark Christoffels and Commissioner Richard Lewis. This is a timely matter, it's important they see this before Tuesday, October 5 City Council meeting, rather than wait for the following Thursday's Planning Commission meeting.

Please acknowledge receipt.

Thank you,  
Mauna Eichner and Lee Fukui

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Dear Planning Commissioners:

On June 17, 2021 the Planning Commission voted to hold off on accepting documents that could pave the way for demolition of Fire Station 9 at 3917 Long Beach Blvd. We recall that Chair Christoffels and Commissioner Lewis recommend that City staff come back to the Planning Commission with a broader range of alternatives to move forward.

We recently received notification that Economic Development has instead listed the subject property as Surplus Land and is recommending that the City Council vote it as such at the October 5 City Council meeting, which will fast track the Fire Station for demolition. It states that if the property is not purchased from certain entities within 60 days and through good faith negotiations within an additional 90 days that the city will have the option to demolish the property. (See attached)

Was this matter brought to the Planning Commissions attention at a previous date that we are not aware of? If not, we request an inquiry be made as to why it was not brought to the Commission first. Also, for our understanding, in the course of removing a building isn't the city required to finalize the EIR and analyze all potential feasibilities including adaptive reuse? It was disheartening to hear that interested community members (such as Los Cerritos Neighborhood Association and LB Heritage) have been denied access to review the state of the Fire Station and make recommendations for adaptive reuse of this historic structure, which is eligible for three different types of landmark status and should not be torn down prematurely.

Our hope is that the Planning Commission will make the necessary inquiries as to why City Staff and Economic Development has ignored the Planning Commission and the desires of the community.

Sincerely,  
Mauna Eichner and Lee Fukui  
Long Beach Heritage Advocacy members

## **R-39**

October 5, 2021

HONORABLE MAYOR AND CITY COUNCIL  
City of Long Beach  
California

### **RECOMMENDATION:**

Adopt a Resolution declaring City-owned property located at 3917 Long Beach Boulevard (APN 7139-013-900) (Subject Property) as "surplus land" as defined in Government Code Section 54220 *et seq.*; and authorize the City Manager, or designee, to take any actions and execute any documents necessary to ensure compliance with the Surplus Land Act and State regulations relating thereto. (District 8)

### **DISCUSSION**

The City is currently fee owner of the property located at 3917 Long Beach Boulevard (Subject Property) (Attachment A – Subject Property Map), which the City operated as Fire Station 9 from 1938 until July 2019 when continued water penetration and resulting active mold required permanent closure. The Subject Property is approximately 5,893 square feet and is improved with a 5,548-square-foot wood frame building that remains vacant.

In 2000, the first complaint was received about visible mold being located throughout the existing building at the Subject Property. Since that time, there have been various documented mold and health-related complaints about the Subject Property conditions and a number of investigations have taken place including mold, fungal, asbestos, lead-based paint, and indoor air quality assessments. As a result of these assessments, the City made several attempts to remediate the indoor environmental quality issues at the Subject Property; however, fungal/mold and water leakage issues persist leading the City to cease operations at the Subject Property and temporarily move the Fire Station No. 9 crew to 2019 East Wardlow Road while the design and construction of a permanent replacement station can occur at 4101 Long Beach Boulevard.

A Facility Condition Assessment, prepared by Faithful + Gould, Inc., was completed in December 2019 and found that the Subject Property is in poor condition and nearing the end of its useful or serviceable life. The following critical and potentially critical improvements were identified in the report to remediate the mold in the building, prevent further deterioration of structure, and return it to habitable conditions:

- Remove the existing roofing materials and install a new roof.
- Repair/replace the wood underlayment for the roof wherever dry rot or damage is present.
- Repair/replace roof drains and overflow drains and associated piping.

- Remove exterior wall penetrations that are no longer necessary or functional.
- Remove/replace windows and associated framing throughout the building.
- Install drainage structures around the exterior perimeter of the building, such as culverts or French drains.
- Remove/redesign/replace existing ground level vents providing air beneath the floor, to avoid stormwater intrusion.
- Remove wallboard and internal insulation throughout the interior of the building.
- Seal each exterior wall penetration on both the interior and exterior of the penetrations.
- Replace wood framing where damaged or where visible mold growth is present.
- Encapsulate the building frame elements.
- Replace insulation and interior walls.
- Remove and replace flooring throughout the interior of the building.
- Repair/replace subfloor and joists where damaged.
- Remove floor penetrations if no longer necessary or non-functional.
- Seal floor penetrations both above and below the floor.

Reuse of the Subject Property requires significant and costly modifications as well as interim maintenance and security measures resulting in an ongoing obligation to the General Fund Group. Given these considerations, staff recommend proceeding with the disposition of the Subject Property. Disposition of the Subject Property requires compliance with the Surplus Land Act (SLA) and would allow interested parties a potential opportunity to reactivate the Subject Property. Further, disposition would generate sales proceeds as well as property tax by returning the Subject Property to the tax rolls.

The SLA, as codified in Government Code Section 54220 *et seq.*, requires all public agencies to prioritize affordable housing as well as parks and open space when disposing of surplus land. Surplus land is land owned by a local agency that is determined to be no longer necessary for the agency's use. Recent changes to the SLA, through Assembly Bill (AB) 2135, (i) revise procedures for disposition by sale or lease of surplus land by local agencies, (ii) extend the good faith negotiation period with potential affordable housing developers to 90 days, (iii) deepen affordability requirements where an affordable housing project is developed on the site, and (iv) add a requirement that if negotiations with an affordable housing developer are unsuccessful, then any residential development on the surplus land over 10 units must make at least 15 percent of the units affordable. Further, AB 2135 no longer allows exceptions and requires local agencies to adopt a Resolution declaring property as either "surplus" or "exempt surplus" at a regular public meeting of the agency's governing body.

The Subject Property does not qualify as exempt under the SLA. The Subject Property is therefore considered to be non-exempt surplus land, as defined by the Government Code Section 54220 *et seq.* and it is recommended that the City Council, as the legislative body of the City, adopt a Resolution making this finding. Upon determination that the Subject Property is non-exempt surplus land, the procedures set forth in the SLA must be followed. Procedures applicable to surplus land require the City to issue a written notice of availability of the Subject Property to certain entities, for a period of 60 days, as follows:

- For the purposes of developing low- and moderate-income housing, a written notice of availability of surplus land must be sent to any “local public entity” as defined in Health and Safety Code Section 50079 within whose jurisdiction the surplus land is located and to “Housing Sponsors” that have notified the California Department of Housing and Community Development (HCD) of their interest in surplus land. Local public entities include the Long Beach Community Investment Company and the Housing Authority of the City of Long Beach.
- For open space purposes, a written notice of availability of surplus land must be sent to the Los Angeles County Department of Parks and Recreation, Los Angeles County Regional Park and Open Space District, the State Resources Agency, or any agency that may succeed to its powers.
- For the purpose of use by a school district for school facilities construction or open space purposes, a written notice of availability of the surplus land must be sent to the Long Beach Unified School District.

If the City receives a letter of interest from any of the above entities, the City would enter into concurrent good faith negotiations with all such entities for a period of 90 days. If terms cannot be agreed upon after 90 days (or if no entity gives notice of interest), the City may proceed with disposition of the Subject Property. However, any residential development on the Subject Property that contains 10 or more units must restrict 15 percent of the units for affordable housing. Any agreement for the sale of the Subject Property would be brought before the City Council for consideration. Staff have outlined the proposed process for soliciting a variety of other potential uses, including community uses and nonprofit or for-profit development, once obligations under the SLA are complete (Attachment B – Disposition of Former Fire Station 9 memorandum).

This matter was reviewed by Deputy City Attorney Richard F. Anthony on September 16, 2021 and by Budget Management Officer Rhutu Amin Gharib on September 15, 2021.

#### TIMING CONSIDERATIONS

City Council consideration of the Resolution is requested on October 5, 2021, to allow the City to implement actions necessary to comply with the SLA and continue the disposition process for the Subject Property.



FISCAL IMPACT

This recommendation has no staffing impact beyond the normal budgeted scope of duties and is consistent with existing City Council priorities. There is no fiscal or local job impact associated with this recommendation.

SUGGESTED ACTION:

Approve recommendation.

Respectfully submitted,



JOHN KEISLER  
DIRECTOR OF ECONOMIC DEVELOPMENT

APPROVED:



THOMAS B. MODICA  
CITY MANAGER

ATTACHMENT: RESOLUTION  
A – SUBJECT PROPERTY MAP  
B – DISPOSITION OF FORMER FIRE STATION 9 MEMORANDUM

RESOLUTION NO.

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LONG BEACH TO DECLARE THE CITY-OWNED PROPERTY LOCATED AT 3917 LONG BEACH BOULEVARD, ASSESSOR PARCEL NUMBER 7139-013-900, AS "SURPLUS LAND" AS DEFINED IN GOVERNMENT CODE SECTION 54220 ET SEQ.; AND AUTHORIZE THE CITY MANAGER, OR DESIGNEE, TO TAKE ANY ACTIONS AND EXECUTE ANY DOCUMENTS NECESSARY TO ENSURE COMPLIANCE WITH THE SURPLUS LAND ACT AND STATE REGULATIONS RELATING THERETO

WHEREAS, the City is currently fee owner of the property located at 3917 Long Beach Boulevard ("Subject Property"), which operated as Fire Station 9 from 1938 until July 2019 when continued water penetration and resulting active mold required permanent closure; and

WHEREAS, maintenance, safety issues, cleanup and security measures required for a vacant building represent an ongoing obligation to the General Fund as well as a public safety concern; and

WHEREAS, to reactivate the Subject Property, generate sales proceeds, and generate property tax by returning the Subject Property to the tax rolls, staff recommends proceeding with the disposition of the Subject Property. Disposition of the Subject Property requires compliance with the Surplus Land Act (SLA); and

WHEREAS, an exemption under the Surplus Land Act is not available. The Subject Property is therefore considered to be non-exempt surplus land, as defined by the Government Code Section 54220 et seq. and it is recommended that the City Council, as the legislative body of the City, adopt a resolution making this finding;

1 NOW, THEREFORE, the City Council of the City of Long Beach resolves as  
2 follows:

3 Section 1. The City Manager is hereby authorized to declare the property  
4 located at 3917 Long Beach Boulevard, Assessor Parcel Number 7139-013-900, as  
5 surplus land and authorize the City Manager, or designee, to take any actions and execute  
6 any documents necessary to ensure compliance with the Surplus Land Act and State  
7 regulations relating thereto.

8 Section 2. This resolution shall take effect immediately upon its adoption  
9 by the City Council, and the City Clerk shall certify the vote adopting this resolution.

10 I hereby certify that the foregoing resolution was adopted by the City Council  
11 of the City of Long Beach at its meeting of \_\_\_\_\_, 2021  
12 by the following vote:

13  
14 Ayes: Councilmembers: \_\_\_\_\_

15 \_\_\_\_\_

16 \_\_\_\_\_

17 \_\_\_\_\_

18 Noes: Councilmembers: \_\_\_\_\_

19 \_\_\_\_\_

20 Absent: Councilmembers: \_\_\_\_\_

21 \_\_\_\_\_

22 Recusal(s): Councilmembers: \_\_\_\_\_

23 \_\_\_\_\_

24 \_\_\_\_\_

25 \_\_\_\_\_

City Clerk

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EXHIBIT "A"

The Subject Property is situated in the State of California, County of Los Angeles, City of Long Beach, and is described as follows:

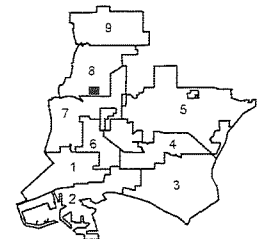
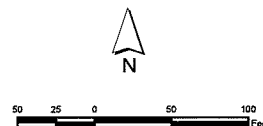
South 10 feet of Lot 4 and all of Lot 5 in Tract No. 4332 in the City of Long Beach, County of Los Angeles and State of California, as per map recorded in Book 48, Page 57 of Maps, in the office of the County Recorder of said County.

Street Address : 3917 Long Beach Boulevard, Long Beach, California





**Subject Property:**  
**3917 Long Beach Blvd**  
**Council District : 8**

## **Attachment A**



Date: April 5, 2021

To: Thomas B. Modica, City Manager 

From: John Keisler, Director of Economic Development 

For: Mayor and Members of the City Council

Subject: **Disposition of Former Fire Station 9**

---

The purpose of this memorandum is to provide an update to the City Council regarding next steps for the former location of Fire Station 9, and to recommend next steps for community input and disposition.

### **Background**

In memorandums dated [August 20, 2019](#), [January 27, 2020](#), and [July 6, 2020](#), staff provided the City Council with information regarding the relocation of apparatus and personnel from Fire Station 9, located at 3917 Long Beach Boulevard. Given concerns over water penetration into areas inhabited by Fire Department personnel, the history of active mold in the station, illnesses reported by crew members, and the extent of required repairs, Engine 9 was relocated to Fire Station 16 (2890 East Wardlow Road), while Rescue 9 was moved to Fire Station 13 (2475 Adriatic Avenue). These apparatuses, and their respective crews, operated out of these locations for approximately 14 months until a single site could be found to house both Rescue 9 and Engine 9.

On July 14, 2020, the City Council authorized Lease No. 35645 for 2019 East Wardlow Road to allow Fire Station 9 to operate out of this temporary location until a permanent replacement site could be purchased, entitled, and constructed. On August 11, 2020, the City Council authorized the purchase of 4101 Long Beach Boulevard as the permanent replacement site for Fire Station 9. The City took ownership of the replacement site on December 29, 2020, and the design process for the construction of a new Fire Station 9 facility is currently underway. The permanent replacement site will require its own entitlement and environmental review process.

### **Potential for Reuse of Former Fire Station 9 Site**

The property located at 3917 Long Beach Boulevard is City-owned property and remains vacant. The site measures approximately 5,893 square feet and is improved with a 5,548-square-foot wood-frame building. The site had operated as Fire Station 9 from 1938 until July 2019 when continued water penetration and resulting active mold necessitated its permanent closure. Significant and costly modifications would be required to reuse the building without guarantees against health concerns returning at some point. As such, the site is being considered for an alternate use, which could include reuse or demolition and new construction.

In compliance with the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) has been prepared and circulated for public review to evaluate options for reuse of the site. Due to the age and architecture of the building, the building appears to be eligible for designation as a Long Beach Historic Landmark and listing in the National Register of Historic

Places (NRHP) and California Register of Historic Resources (CRHR). Therefore, Fire Station 9 has been analyzed as a historic resource pursuant to CEQA.

The City began the environmental review process pursuant to CEQA by distributing a Notice of Preparation (NOP) of the EIR for a 30-day agency and public review period starting on November 12, 2019 and ending on December 12, 2019 (SCH No. 2019110206). The Draft EIR was made available for public review and comment for a 52-day period (45-days required) pursuant to CEQA Guidelines. The public review period for the Draft EIR started on July 10, 2020 and ended on August 31, 2020. The City received five comment letters on the Draft EIR.

A Final EIR must be prepared after public review of the Draft EIR and prior to certification of the EIR. In addition, the City will make findings for each of the significant effects identified in this EIR and will support the findings with substantial evidence in the record. After considering the Final EIR in conjunction with the findings pursuant to CEQA Guidelines Section 15091, the lead agency may decide whether or how to approve or carry out the project. In addition, when approving a project, public agencies must also adopt a Mitigation, Monitoring and Reporting Program describing the changes that were incorporated into the proposed project or made a condition of project approval to mitigate or avoid significant effects on the environment.

At this time, the Final EIR and responses to public comments are in draft form. Upon finalization of the Final EIR, the document will be circulated for review to commenters and the decision-making body. All agencies who commented on the Draft EIR will be provided with written responses at least 10 days before certification of the Final EIR, pursuant to CEQA Guidelines Section 15088(b). The Final EIR will also be posted on the City's website.

Upon certification of the EIR, a Notice of Determination (NOD) will be filed with the Los Angeles County Clerk-Recorder within five business days, which would start a 30-day statute of limitations for CEQA-based challenges.

## **Disposition Process**

Given that the City no longer can use this property as a fire station, the City would commence with the disposition process. Real property no longer needed for current or future municipal purposes that does not directly benefit the community would be considered for disposition. The disposition process is intended to maximize the benefit to the community and is usually accomplished through either the Request for Proposals (RFP) process or competitive listing. The RFP process includes preparing the scope of the solicitation, 30-60 day circulation period, and a 60-day evaluation period before a selection is determined. Certification of the RFP and the selected respondent are both subject to City Council approval. A competitive listing is an open market competition whereby the City lists the property for sale with a licensed real estate broker. Through this competitive process, the fair market value is determined by formal offers submitted by potential buyers. The City would set the lower limit of what it will accept as a purchase price. Potential uses the City will consider include:

- Open space for passive recreation
- Community or recreational center
- Affordable housing
- Commercial (office, retail, services)

- Institutional (government, education, public safety, workforce development)
- Public benefit (community development, nonprofit or social services)
- Other uses, as identified through the disposition process

## **Surplus Land Act**

Before either an RFP process or competitive listing can be pursued, the property must be surplus in compliance with State of California Government Code Section 54220, also known as the Surplus Land Act. The Surplus Land Act requires the availability of any surplus property to be noticed to various parties, including the State Resources Agency, local parks and housing authorities, and affordable housing entities registered with the Department of Housing and Community Development. Each entity noticed has 60 days to notify the City it wishes to negotiate a purchase, and the City must enter into good faith negotiations with the entity for a minimum of 90 days.

Should negotiations be successful, neither an RFP nor a competitive listing are needed, and the negotiated purchase/sale is presented to the City Council for review and approval. If negotiations are unsuccessful, the City either begins negotiations with the next requesting entity or releases an RFP. It is important to note that if negotiations are unsuccessful and an RFP is released, the City is required to record a covenant on the property requiring any housing development with more than 10 units on the property restrict a minimum of 15 percent of the units to low income households.

## **Equity Lens**

Future uses of the property present opportunities to address issues of equity identified by the City Framework for Racial Reconciliation. For example, affordable housing may provide more options for underserved persons in Long Beach. The installation of nonprofit or social services could also increase the availability of resources to serve communities of color, low-to-moderate income individuals, and potentially other under-represented communities. Commercial activity could create additional job opportunities.

## **Next Steps**

At this time, staff recommend that the City Manager proceed with notification of surplus property to required entities while the EIR is finalized and the development of an RFP. That work will begin in April and the community will be notified when an RFP is available for review.

Please contact John Keisler by phone 8-5282 or by email [john.keisler@longbeach.gov](mailto:john.keisler@longbeach.gov) with additional questions.

CC: CHARLES PARKIN, CITY ATTORNEY  
LAURA L. DOUD, CITY AUDITOR  
LINDA F. TATUM, ASSISTANT CITY MANAGER  
TERESA CHANDLER, DEPUTY CITY MANAGER  
KEVIN J. JACKSON, DEPUTY CITY MANAGER  
REBECCA G. GARNER, ADMINISTRATIVE DEPUTY CITY MANAGER  
MONIQUE DE LA GARZA, CITY CLERK  
DEPARTMENT DIRECTORS





# Planning Commission

## 3917 Long Beach Boulevard

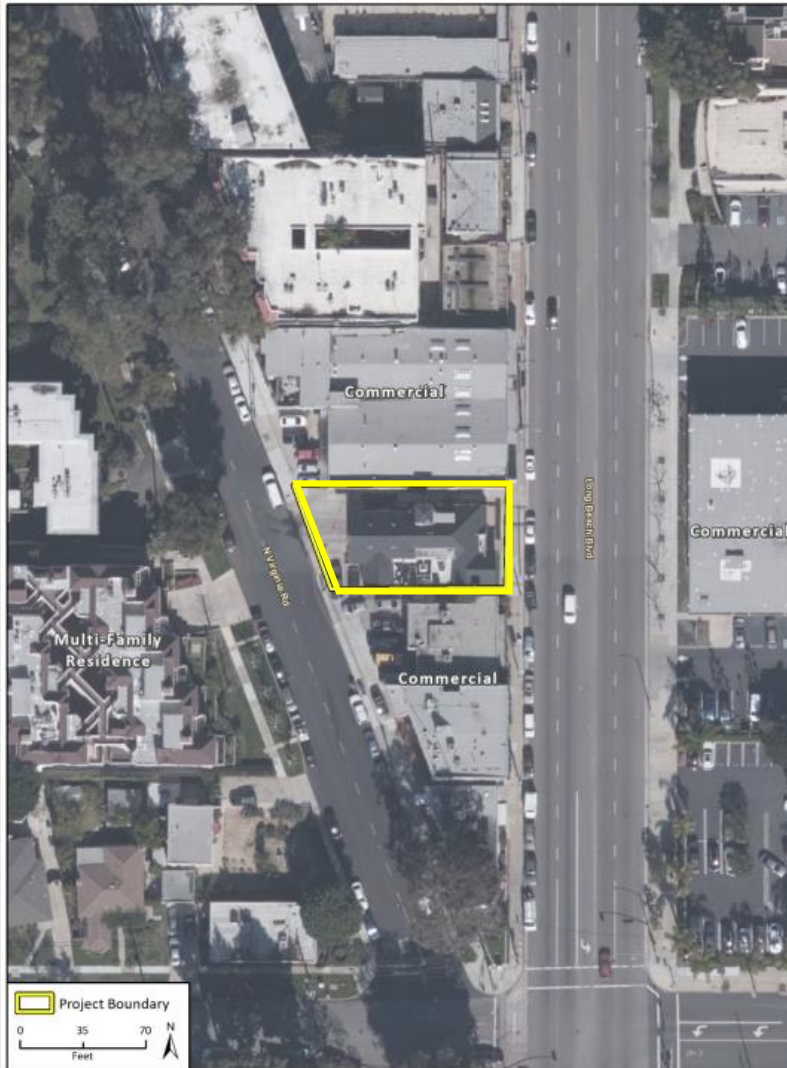
June 17, 2021

Adopt a Resolution Certifying Environmental Impact Report (EIR-04-19) (State Clearinghouse No. 2019110206), make findings of fact, adopting a statement of overriding considerations, and approving a Mitigation Monitoring and Reporting Program (MMRP); and

Approve Site Plan Review (SPR20-035) for the demolition of the existing, 5,548-square foot city-owned Fire Station No. 9, located at 3917 Long Beach Boulevard in the Community Automobile-Oriented (CCA) Zoning District.

**Application No. 1911-03**

# VICINITY MAP

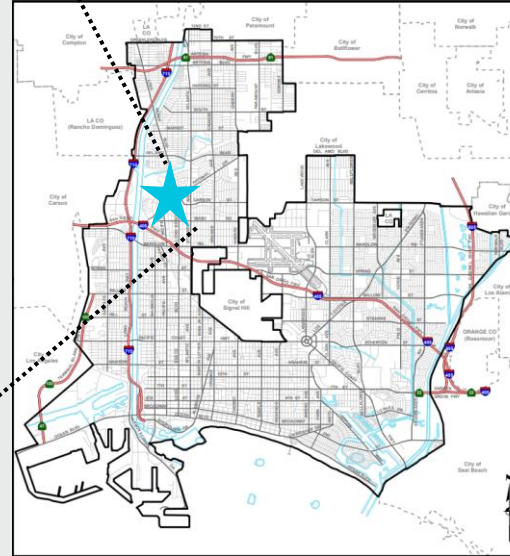


## Zoning:

- Community Automobile-Oriented (CCA)

## General Plan:

- Neighborhood Serving Center or Corridor – Low (NSC-L)





# BACKGROUND

- **1938** - Fire Station No. 9 was designed by W. Horace Austin (1881–1942) in the Tudor Revival style as a Works Progress Administration (WPA) project for the City of Long Beach.
- **2000** - First crew member complaint of visible mold in the Fire Station No. 9 building.
- **2019** - Fire Station No. 9 building determined to be uninhabitable by the Long Beach Fire Department and vacated by fire personnel.
- **2019** - Fire personnel co-located to Fire Station Nos. 13 and 16.
- **2020** - An Administrative Use Permit (AUP) was approved for an interim location for Fire Station No. 9 until a new station can be built. The AUP approval includes the reuse of an existing structure at the former Boeing Fitness Center at 2019 East Wardlow Road (outside fire service area 9).
- **2020** - City entered escrow for the purchase of a property located at 4101-4107 Long Beach Boulevard (Assessor Parcel Numbers 7139-015-010 and -017). This site has been identified as a potential location for the permanent Fire Station No. 9. The potential development of the site as the new Fire Station No. 9 would require a separate project-level environmental analysis.

# EXISTING SITE CONDITIONS



# EXISTING SITE CONDITIONS



# HISTORIC ELIGIBILITY

- A Historic Resource Evaluation Report was prepared (GPA 2019).
- Fire Station No. 9 was constructed in 1938 in the Tudor Revival style.
- The results found the existing building significant for its representation of the partnership between the City and Works Progress Administration (WPA).
- The building was found ineligible for the National and California Registers (Criterion A/1) due to a lack of integrity.
- Fire Station No. 9 appears to be significant under local Criterion A for its association with the City and WPA as outlined above. Although some aspects of integrity have been diminished, such as setting, workmanship and materials, the property retains sufficient integrity to be considered eligible for local listing as a Historic and/or Landmark.
- **As a property that is eligible for listing in a local historic register, the building is considered a historical resource pursuant to CEQA.**



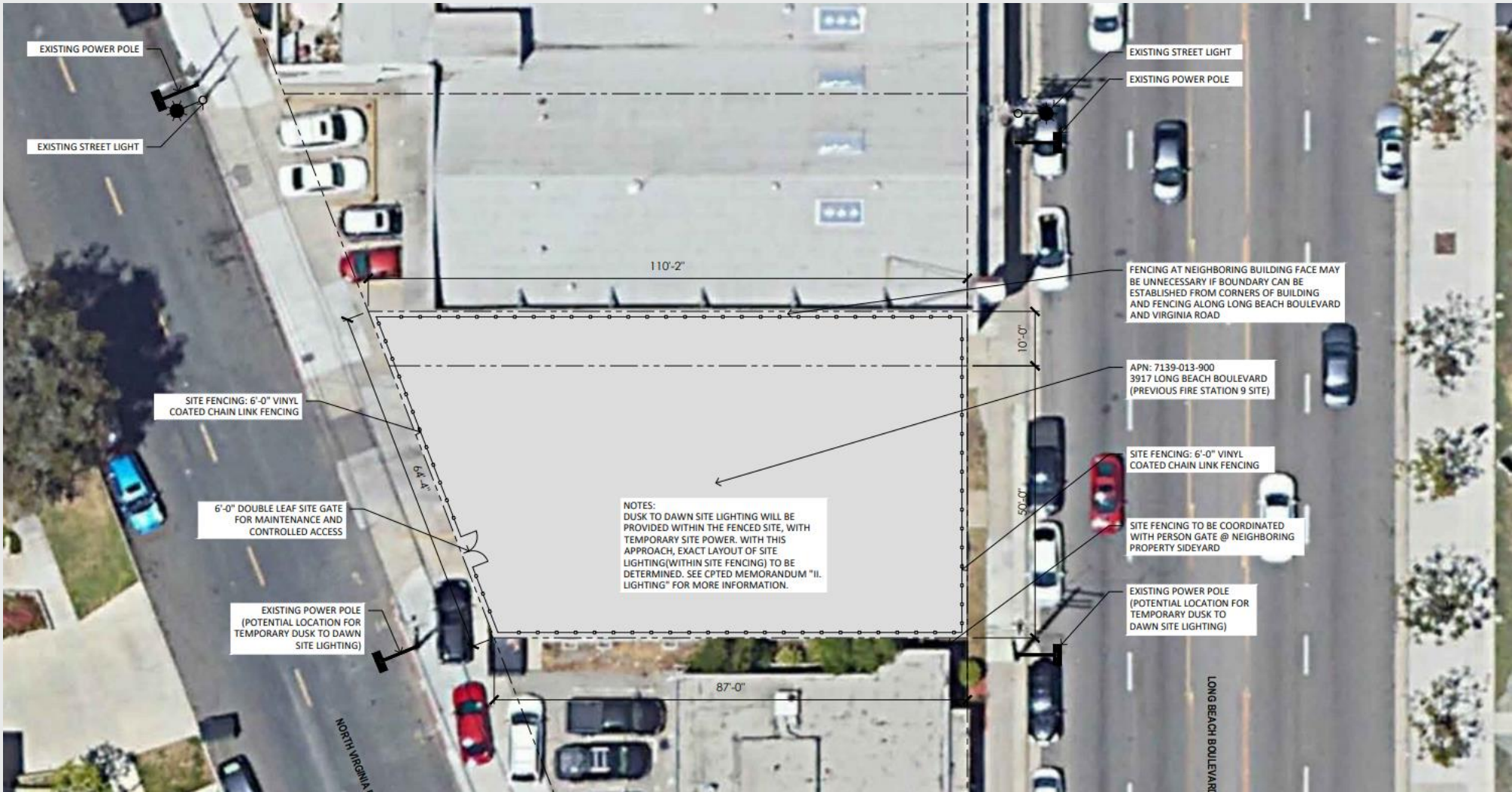
# PROJECT



## Overall Project:

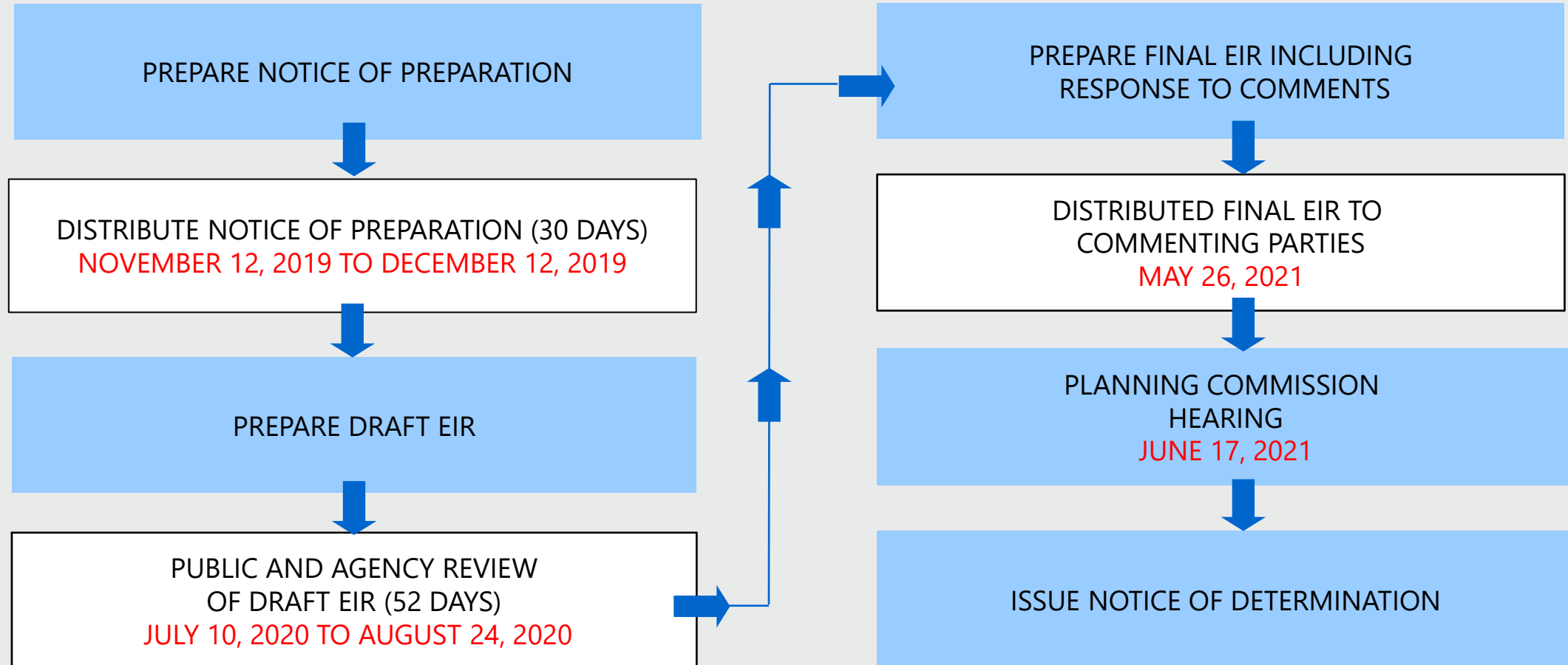
- Demolish Structure
- Fence the Site with City-Approved fencing
- Place mulch onsite to control runoff and maintenance until site redevelopment

# SITE PLAN





# OVERVIEW OF THE CEQA PROCESS



# FOCUSED EIR

EIR included two project options, both involving demolition of the structure:

- **Option A** would remove the existing structurally impaired and deteriorated building due to the hazardous conditions created by the mold and building moisture and install a temporary modular structure to accommodate the station crew.
- **Option B** would also remove the existing structurally impaired and deteriorated building. However, under Option B, the site would be cleared and prepared for future development of a civic use but would remain undeveloped.

## Project Alternatives:

1. No Project
2. Demotion of Fire Station No. 9 and Construction of New Permanent Fire Station Onsite
3. Demolish the Structure and Develop with Commercial Retail Development
4. Preservation and Adaptive Reuse Alternative

## Alternatives Considered

- **Alternative One: No Project Alternative**
  - Would not fulfill the Project Objectives because the building would remain uninhabitable, the vacant structure could attract criminal activities, and the Fire Service Area 9 response times would not be restored.
- **Alternative Two: Demolish Building and Replace with New Permanent Fire Station**
  - Would have similar impacts to the proposed project but would not meet all of the project objectives.
- **Alternative Three: Demolish Building and Replace with Commercial Retail Development**
  - Would achieve some project objectives, such as removal of a structurally impaired and vacant building which could attract nuisance activities and pose a health threat but would not achieve the other project objectives.
- **Alternative Four: Preservation and Adaptive Reuse**
  - Potentially extensive construction activities required for remediation, Alternative Four still has the potential for significant impacts on a historic resource, if remediation compromises the integrity of character-defining features. Would reduce significant impacts and would achieve some project objectives by repairing and adaptively reusing a structurally impaired and vacant building which could attract nuisance activities and pose a health threat but would not achieve the rest of the project objectives.

# ISSUES ANALYZED IN THE EIR

## Focused EIR

- Air Quality
- Cultural, Paleontological, and Tribal Resources
- Greenhouse Gas Emissions and Energy
- Hazards and Hazardous Materials
- Noise

## Mitigation Measures

- **Cultural, Paleontological, and Tribal Resources**

- Building Recordation, Interpretive Plaque, Salvage Plan
- Unanticipated Discovery of Archaeological Resources
- Unanticipated Discovery of Paleontological Resources
- Tribal Cultural Resource Measures (CR-6 through CR-12)

- **Hazards and Hazardous Materials**

- Lead-Based Paint
- Suspect Asbestos Containing Materials
- Underground Storage Tank Investigation and Closure
- Soil Management Plan

## Issues Found to be Less Than Significant with Mitigation Incorporated

- Archaeological Resources
- Paleontological Resources
- Tribal Cultural Resources and Human Remains
- Hazards and Hazardous Materials

## Issues Found to be Significant and Unavoidable with Mitigation Incorporated

- Historic Resources

# HISTORIC MITIGATION

- **CR-1: Building Recordation**

- Follows the guidelines of Historic American Building Survey (HABS) documentation.
- The documentation shall include: high resolution digital photographic recordation, a historic narrative report, and compilation of historic research.
- Completed by a qualified architectural historian or historian.
- Original archival-quality documentation shall be offered as donated material to repositories that will make it available for current and future generations.
- Archival copies of the documentation also would be submitted to the City of Long Beach.

- **CR-2: Interpretive Plaque**

- An interpretive plaque discussing the history of the building, its significance, and important details and features shall be installed at the site of Fire Station No. 9.
- The content shall be prepared by a qualified architectural historian or historian.
- Installation of the plaque shall be completed within one year of the date of completion of the proposed project.

- **CR-3: Salvage Plan**

- Historic architectural features and materials from Fire Station No. 9 shall be offered to architectural salvaging organizations.
- Coordination with Long Beach Heritage.
- An inventory of salvageable items.



## Final EIR and Responses to Comments

- One (1) agency comment, two (2) organization comments, and one (1) individual comment were received on the Draft EIR.
- Commenting Agencies: The following agency, organizations, and individual submitted comment letters on the Draft EIR. Responses to each comment letter were provided in the Final EIR, which a copy was sent to each of the commenting agencies a minimum of 10 days prior (May 26, 2021) to the Planning Commission hearing on June 17, 2021.
  - California Department of Transportation
  - HouStories
  - Long Beach Heritage
  - Juan Ovalle

## Statement of Overriding Considerations

- **CEQA Requirement:** CEQA requires decision makers to balance the benefits of the Proposed Project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of the project outweigh the unavoidable adverse effects, those effects may be considered “acceptable”. CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. The agency’s statement is referred to as a Statement of Overriding Considerations
- Consideration in Support of the Statement of Overriding Considerations
  - Removal of a vacant structure that could attract nuisance/criminal behavior to the area
  - Provision of a safe and healthy workplace for the Fire Station No. 9 crewmembers
  - Restore operation of Fire Station No. 9 within the Fire Service Area No. 9 service area in order to help meet Long Beach Fire Department response time goals

# RECOMMENDATION

Recommend that the Planning Commission:

- Certify the EIR (EIR-04-19) (State Clearinghouse No. 2019110206), and
- Approve Site Plan Review (SPR20-035), as conditioned, for the demolition of the existing, 5,548-square foot city-owned Fire Station No. 9, located at 3917 Long Beach Boulevard in the Community Automobile-Oriented (CCA) Zoning District.



Thank you

**Maryanne Cronin**  
Maryanne.Cronin@longbeach.gov  
562-570-5683

## Appendix D

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Cultural and Tribal Cultural Resources



**Rincon Consultants, Inc.**

250 East 1st Street, Suite 1400  
Los Angeles, California 90012

213 788 4842 OFFICE AND FAX

info@rinconconsultants.com  
www.rinconconsultants.com

May 18, 2020

Project No: 19-08656

Christopher Ira Koontz, AICP  
Planning Bureau Manager  
Long Beach Development Services  
411 West Ocean Blvd., 3<sup>rd</sup> Floor  
Long Beach, California 90802

**Subject: Peer Review and Cultural Resources Study, Fire Station No. 9 Replacement Project, Long Beach, California 90807**

Dear Mr. Koontz:

Rincon Consultants, Inc. (Rincon) was retained to complete a peer review of the *Historical Resource Evaluation Report, 3917 Long Beach Boulevard* (HRER) prepared by Audrey Von Ahrens of GPA Consulting.<sup>1</sup> This peer review was completed as part of the environmental analysis being conducted for the Fire Station No. 9 project, which is being completed by the City of Long Beach (City) and is subject to the California Environmental Quality Act (CEQA). The current analysis entailed a review of the HRER in consideration of federal, state, and local guidelines. The memorandum also addresses outstanding cultural resources considerations for the project, including a California Historical Resources Information System (CHRIS) records search at the South Central Coastal Information Center (SCCIC), a Sacred Lands File (SLF) search of the Native American Heritage Commission (NAHC), and an archaeological sensitivity assessment of the project site.

Rincon understands the City has previously attempted to rid the former Fire Station No. 9 building (subject building) of hazardous materials, including mold, but these past remediation attempts have failed to permanently remove harmful materials. Due to the health concerns these harmful materials present, the City is compelled to demolish the subject building. As such, this memorandum was completed to assist the City in assessing cultural resources impacts in accordance with the CEQA guidelines. An impacts assessment and recommended measures to minimize impacts resulting from the proposed project are discussed below.

Senior Architectural Historian Steven Treffers, MHP, oversaw the peer review. With nearly 10 years of experience in historic preservation planning within California, Mr. Treffers has extensive experience preparing and reviewing historic resources reports and other CEQA compliance documentation. The report was authored by Architectural Historian Alexandra Madsen, MA. Both Mr. Treffers and Ms. Madsen meet the Secretary of the Interior's Professional Qualification Standards for history and architectural history. Senior Archaeologist Tiffany Clark, PhD, Register of Professional Archaeologists, completed the archaeological sensitivity assessment for the project.

---

<sup>1</sup> Audrey Von Ahrens. Historical Resource Evaluation Report, 3917 Long Beach Boulevard, prepared by GPA Consulting for the City of Long Beach, September 2019.





## Methods

The current analysis entailed a review of the HRER with regards to methods, findings, and the potential for the project to impact significant historical resources, the former of which included those that may be considered historical resources, as defined in the CEQA Guidelines. Rincon cultural resources staff did not conduct a site visit, nor was any supplemental archival research conducted. However, staff did supplement previous studies with a SLF search of the NAHC and a records search at the SCCIC. Results of the record searches were used to assess the archaeological sensitivity of the project site for buried prehistoric and historic period cultural deposits.

## Cultural Records Search

On November 20, 2019, Rincon Architectural Historian Alexandra Madsen conducted a CHRIS search at the SCCIC located at the California State University, Fullerton. Rincon conducted the search to identify all previous cultural resources work that has taken place within the project area and a 0.5-mile radius around it, as well as to identify previously recorded cultural resources within or near the project site. The CHRIS search included a review of the NRHP, the CRHR, the California Points of Historical Interest list, the California Historical Landmarks list, the Archaeological Determinations of Eligibility list, and the California State Historic Resources Inventory list. The records search also included a review of all available historic USGS 7.5- and 15-minute quadrangle maps.

The cultural resource records search of the SCCIC identified no reports located within the project site or within a 0.5- mile radius. The search identified one historic-age resource approximately 0.1-mile to the south of the project site. This resource was listed as 3827 Long Beach Boulevard, also known as the Brady and Smith Killingsworth residence (P-19-189450), which is listed on the National Register of Historic Places (Table 1). No previously recorded resources were identified within the project area itself. No prehistoric resources were identified within the project area or search radius as part of the records search. A summary of the CHRIS records search results is included in Attachment A.

**Table 1 Previous Resources Identified within 0.5-mile Buffer of the Project Site**

Primary No.	Other IDs	Type	Recorded By
P-19-189450	OHP Property Number- 174435; Killingsworth, Brady & Smith	Historic Building	N/A; 2011

Source: South Central Coastal Information Center, November 2019.

## Native American Scoping

As part of the background research process of identifying cultural resources for this project, Rincon contacted the NAHC and requested a SLF search of the project site and vicinity. As part of this request, Rincon asked the NAHC to provide a list of Native American groups and/or individuals, culturally affiliated with the area, who may have knowledge of cultural resources within the project site. The NAHC responded on November 21, 2019, stating negative results and included a list of six Native American contacts that may have knowledge of cultural resources in the project vicinity. No additional Native American outreach by Rincon was conducted as part of the cultural resources assessment. The City will be conducting Native American consultation for the project in compliance with Assembly Bill 52.



## Findings

### Peer Review

The HRER was prepared by GPA Consulting (GPA) on behalf of the City in September 2019 (Attachment B). As part of the 2019 assessment, the subject building located at 3917 Long Beach Boulevard, was found to be individually eligible under Long Beach Landmark Criterion A. The building was found to be significant for its association with the City's partnership with the Works Progress Administration (WPA) after the 1933 Long Beach earthquake. The period of significance for the building was identified as 1938, the year of its construction.

The HRER includes a brief paragraph establishing the purpose and methodology of the evaluation. Methodology included a records search, review of the City of Long Beach list of Historic Landmarks, a field inspection of the property, and consultation of the City of Long Beach Historic Context Statement. Archival research included the review of original drawings from the City of Long Beach Department of Public Works, Sanborn Fire Insurance Maps, and historic aerial photographs. Evaluation of the resource was completed in compliance with relevant ordinances, statutes, regulations, bulletins, and technical materials. The report is well researched and transitions methodically through the considerations and requirements for evaluation.

In compliance with best preservation practices, the report introduces federal, state, and local regulatory framework including any associated criteria, context, and integrity considerations of the National Register of Historic Places, California Register of Historical Resources, CEQA, and Long Beach Cultural Heritage Ordinance. The author confirmed the property was not previously evaluated for eligibility nor was it listed as a contributor to a potential historic district. After establishing regulations for eligibility, the report describes the property, including interior and exterior spaces, and its setting. This description is informed by a site visit and contemporary photographs. Primary sources such as architectural drawings, Sanborn Fire Insurance Maps, historic photographs, and historic aerial photographs are also introduced to illustrate the property's construction chronology and character defining features.

As required by the National Park Service, the author identifies and includes the historic context of the property, or "those patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning within history or prehistory is made clear."<sup>2</sup> The applicable historic contexts were drawn from the City of Long Beach Historic Context Statement and include the themes of: WPA/Public Works Administration (PWA), 1930-1945; Tudor Revival, 1900-1942; and Civic and Governmental Infrastructure, 1888-1965 with the sub-theme of the Fire Department.<sup>3</sup> Moreover, the report augmented these contexts with additional research, including photographs where appropriate. Each theme's table of eligibility standards was included and other pertinent resources in the City were introduced for comparison. Pre-World War II Long Beach Fire Department Stations and prominent buildings designed by architect William H. Austin Jr. were included to provide additional context for the subject building.

Ultimately, the report follows the guidelines of the National Park Service, California Office of Historic Resources, CEQA, and the City for historic resources evaluations. It frames all criteria for eligibility and discusses how the resource does or does not meet required considerations for listing at the federal, state,

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<sup>2</sup> National Park Service, *Bulletin No. 15 How to Apply the National Register Criteria for Evaluation*, National Register Bulletin, U.S. Department of the Interior, National Park Service, 1990.

<sup>3</sup> Sapphos Environmental, Inc., City of Long Beach Historic Context Statement, City of Long Beach Department of Development Services, July 2009.





or local level. Although the building was designed by local master architect William H. Austin Jr., the report sufficiently demonstrates the property was completed towards the end of his career and therefore does not reflect a particularly important phase of his development. As stated in the report, Austin designed other extant WPA buildings and a number of his buildings are designated as Long Beach Historic Landmarks. Ultimately, the report finds the property is eligible for local listing under Criterion A in the area of Institutional Development on the local level. GPA argues that the building represents the partnership between the City and WPA that was “created to rebuild and add public services after the 1933 earthquake.”<sup>4</sup> The HRER determines that although eligible for local designation, the property may not retain sufficient integrity of setting, workmanship, and materials for listing in the National Register of Historic Places. As defined in Section 15064.5(a)(2) of the CEQA Guidelines, a property that is eligible for listing in a local register is considered a historical resource.

Although the HRER confirms the subject building was not previously evaluated, it fails to address any adjacent properties. However, information is presented in this report and no additional recording is required. The findings draw on the historic context presented in earlier sections of the report and include a thorough discussion of the property’s integrity. As such, the conclusion that the property is eligible for local designation is based in methods consistent with best professional practices.<sup>5</sup> As a result of the current peer review, the report provides sufficient information on the property’s historic context and significance for the evaluation findings to be adopted by the City.

## Archaeological Sensitivity Assessment

Given the developed nature of the project site, and the lack of recorded resources identified by the SCCIC records search within the project site, a desktop analysis was conducted to assess archaeological sensitivity and evaluate the potential for project-related construction activities to impact subsurface cultural deposits. The Los Angeles River, a major water source, is located within one mile of the project site. This relatively permanent water source would have made the area desirable for both prehistoric habitation and resource procurement purposes. While environmental conditions may have been favorable for Native American occupation, the lack of recorded prehistoric archaeological resources within a 0.5-mile radius of the project site and the negative results of the NAHC Sacred Lands File search indicate that the project site is not highly sensitive for prehistoric Native American archaeological resources. Historical research conducted on the property indicates that the parcel was undeveloped prior to the construction of the fire station in 1938. As such, it is unlikely that early historic period archaeological remains dating to the late 19<sup>th</sup> or early 20<sup>th</sup> centuries would be present within the project site. Taken together, the extant data suggest that the project site exhibits a low level of sensitivity for buried archaeological remains.

## Impacts Analysis

### Historical Resources

Rincon understands that the City has previously attempted to rid the subject building of hazardous toxic mold, but that past remediation attempts have failed to permanently remove harmful materials. Rincon also understands that the City plans to demolish the subject property because of myriad health concerns. The property has been found eligible for listing as a Long Beach Historic Landmark; as a result, the

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<sup>4</sup> Audrey Von Ahrens. Historical Resource Evaluation Report, 3917 Long Beach Boulevard, prepared by GPA Consulting for the City of Long Beach, September 2019.

<sup>5</sup> National Park Service, *How to Apply the National Register Criteria for Evaluation*, National Register Bulletin, U.S. Department of the Interior, National Park Service, 1990.



property is a historical resource for the purposes of the California Environmental Quality Act (CEQA). According to Section 15064.5(b)(1) of the CEQA Guidelines, “a project with an affect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” The CEQA Guidelines categorize demolition as a substantial adverse change in Section 15064.5(b)(2b):

*Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code.*

As such, the City (lead agency) is responsible for identifying potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource (CEQA Section 15064.5 [b][4]). For this project, Rincon recommends Historic American Building Survey (HABS) documentation to record the significance of the property and minimize impacts resulting from its demolition to the greatest extent feasible.

### *Historic Documentation Package*

Prior to demolition, the City of Long Beach shall undertake HABS documentation of Fire Station No. 9, located at 3917 Long Beach Boulevard, including its character defining features. The documentation should generally follow the HABS Level III requirements and include measured drawings that depict the size, scale, and dimensions of the subject property; digital photographic recordation of the interior and exterior of the subject property including all character-defining-features; a detailed historic narrative report; and compilation of historic research. The documentation shall be undertaken by a qualified professional who meets the standards for history, architectural history, or architecture (as appropriate), as set forth by the Secretary of the Interior’s Professional Qualification Standards (36 CFR, Part 61). The original archival-quality documentation shall be kept on file at the City of Long Beach where it would be available for current and future generations. Completion of this mitigation measure shall be monitored and enforced by the City of Long Beach.

## Archaeological Resources

The results of the study identified no prehistoric or historic period archaeological resources on the project site. The extant data indicate that the project site exhibits a moderate sensitivity for subsurface archaeological deposits. Based on these findings, Rincon recommends the following measure in case of unanticipated discovery of archaeological resources during project development. The project is also required to adhere to regulations regarding the unanticipated discovery of human remains, detailed below.

### *Unanticipated Discovery of Archaeological Resources*

If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt, and a qualified archaeologist should be contacted immediately to evaluate the find. If the discovery proves to be significant under CEQA, additional work such as data recovery excavation, Native American consultation, and archaeological monitoring may be warranted to mitigate any significant impacts.

### *Unanticipated Discovery of Human Remains*

If human remains are found, existing regulations outlined in the State of California Health and Safety Code Section 7050.5 state that no further disturbance shall occur until the County Coroner has made a



determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of being granted access and provide recommendations as to the treatment of the remains to the landowner.

## Conclusions

In summary, Rincon finds the HRER prepared by GPA Consulting provides adequate documentation to make a determination on the property's eligibility for local designation under Criterion A for its association with the WPA. There is no evidence that this finding is unsubstantiated, and Rincon suggests that the City adopt the evaluations finding. Because the City plans to demolish the building, which is considered a historical resource and would result in a significant impact as defined by CEQA, Rincon recommends a HABS-like documentation of the building to minimize impacts to the greatest extent feasible.

Should you have any questions or comments regarding this report, please do not hesitate to contact Alexandra Madsen at (213) 788-4842 x2064 or Steven Treffers at (510) 834-4455 x9984.

Sincerely,

### Rincon Consultants, Inc.

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Tiffany Clark, PhD  
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### Attachments

Attachment A: CHRIS Records Search Results

Attachment B: HRER



## Attachment A: CHRIS Records Search

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## Resources

Project Name: 19-08656

[illegible]

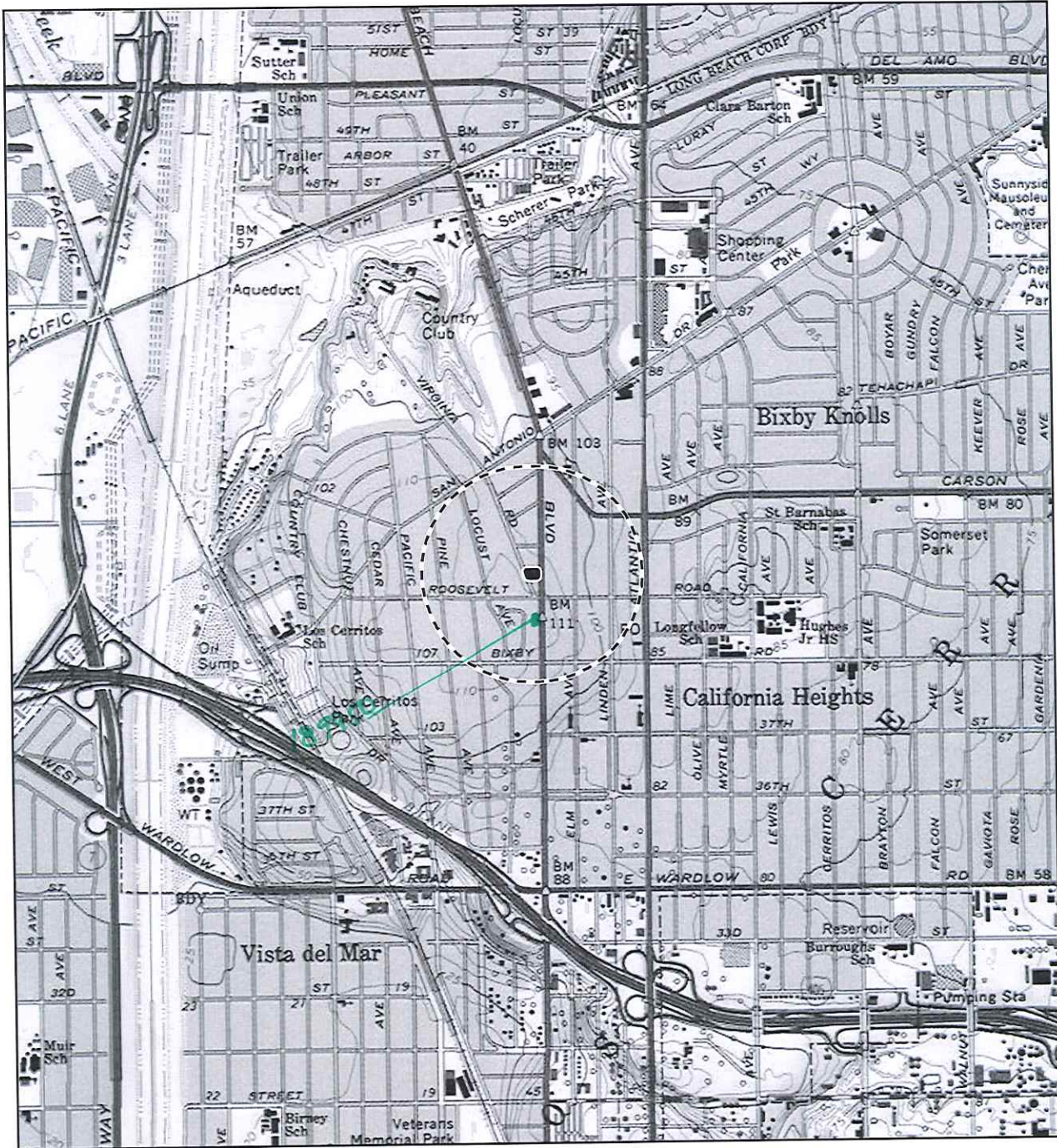


19-08656

Resources

3917 Long Beach Blvd

## Cultural Resources Study



Imagery provided by National Geographic Society, Esri and its licensors © 2019. Long Beach Quadrangle, T04S R13W S13. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

Half-Mile Buffer  
Area of Potential Effects



0 1,000 2,000 Feet

0 250 500 Meters

1:24,000

Records Search Map

Rincon Consultants, Inc.

## Attachment B: HRER

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# 3917 Long Beach Boulevard

## Long Beach, California



## Historical Resource Evaluation Report

**Prepared by:**

CONSULTING

G P A

September 2019





## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>1. INTRODUCTION .....</b>	<b>1</b>
1.1 Purpose and Qualifications .....	1
1.2 Methodology.....	2
<b>2. REGULATORY FRAMEWORK.....</b>	<b>3</b>
2.1 National Register of Historic Places.....	3
2.2 California Register of Historical Resources .....	4
2.3 Long Beach Cultural Heritage Ordinance.....	6
<b>3. ENVIRONMENTAL SETTING .....</b>	<b>7</b>
3.1 Description and History of Surrounding Area.....	7
3.2 Description of the Property.....	7
3.3 History of the Property .....	11
<b>4. HISTORIC CONTEXT .....</b>	<b>16</b>
4.1 Theme: Civic and Governmental Infrastructure, 1888–1965 .....	16
4.2 Theme: Works Progress Administration (WPA) / Public Works Administration (PWA), 1930–1941 .....	20
4.3 Tudor Revival, 1900–1942 .....	22
<b>5. EVALUATION AS POTENTIAL HISTORICAL RESOURCE .....</b>	<b>24</b>
5.1 National Register of Historic Places.....	24
5.2 California Register of Historical Resources .....	31
5.3 Long Beach Cultural Heritage Ordinance .....	31
<b>6. CONCLUSIONS .....</b>	<b>32</b>
<b>7. SOURCES.....</b>	<b>33</b>
 <b>APPENDIX A – Résumé</b>	
<b>APPENDIX B – Original Architectural Drawing Set</b>	
<b>APPENDIX C – List of Long Beach Fire Department Stations</b>	
<b>APPENDIX D – DPR 523 Forms</b>	



## **EXECUTIVE SUMMARY**

This report presents the results of a historical resource evaluation of the property located at 3917 Long Beach Boulevard in the City of Long Beach. The property is located on the block bounded by Long Beach Boulevard on the east, E. Marshall Place on the north, and N. Virginia Road (originally American Avenue) on the west. It consists of one parcel associated with Assessor Parcel Number (APN) 7139-013-900 that is improved with a one-and-a-half story public building, City of Long Beach Fire Station No. 9, constructed in 1938.

GPA Consulting (GPA) was retained to complete this evaluation to determine whether the property is a historical resource as defined by the California Environmental Quality Act (CEQA). The property is not currently listed under national, state, or local landmark or historic district programs.

After careful inspection, investigation, and evaluation, GPA concluded that the property appears to be eligible for designation as a Long Beach Historic Landmark. Fire Station No. 9 appears to be eligible under Long Beach Criterion A in the area of Institutional Development as it represents the partnership between the City and WPA created to rebuild and add public services after the 1933 Long Beach earthquake. The recommended Status Code is 5S3, individually eligible for local designation through survey evaluation. Therefore, the property is a historical resource subject to CEQA.

## 1. INTRODUCTION

### 1.1 Purpose and Qualifications

This report presents the results of a historical resource evaluation of the property located at 3719 Long Beach Boulevard in the City of Long Beach. The property is located on the triangular block bounded by E. Marshall Place on the north, Long Beach Boulevard on the east, and N. Virginia Road (originally American Avenue) on the west. It consists of one parcel associated with Assessor Parcel Number (APN) 7139-013-900 that is improved with a one-and-a-half story fire station constructed in 1938. GPA Consulting (GPA) was retained to complete this evaluation to determine whether the property is a historical resource as defined by the California Environmental Quality Act (CEQA). Audrey von Ahrens was responsible for the preparation of this report. She fulfills the qualifications for historic preservation professionals outlined in Title 36 of the Code of Federal Regulations, Part 61. Her résumé is attached in Appendix A.



Figure 1: Location of property

## 1.2 Methodology

To evaluate the property as a potential historical resource, GPA performed the following tasks:

1. Requested a records search from the South Central Coastal Information Center to determine whether or not the property is currently listed as a landmark or part of a historic district under national, state, or local programs and whether or not the property has been previously identified or evaluated as a historical resource. This involved a review of the California Historical Resources Inventory System (CHRIS), which includes data on properties listed and determined eligible for listing in the National Register of Historic Places (National Register), listed and determined eligible for listing in the California Register of Historical Resources (California Register), California Registered Historical Landmarks, Points of Historical Interest, as well as properties that have been evaluated in historic resources surveys and other planning activities.

The records search concluded that the property is not included in the CHRIS, and is therefore not listed under national, state, or local landmark or historic district programs.

2. Consulted the City of Long Beach online list of Historic Landmarks to determine if the property is a designated Historic Landmark in the city.<sup>1</sup> This research revealed that the property is not a designated Historic Landmark.
3. Conducted a field inspection of the property to ascertain the general condition and physical integrity of the building thereon. Digital photographs of the building's exterior and interior were taken.
4. Conducted research into the history of the property and building thereon. No building permit records were found. Dates of construction and subsequent alterations were determined by original drawings found at the City of Long Beach Public Works Department as well as additional sources, such as the Los Angeles County Office of the Assessor records, newspaper articles, historic maps, historic arials, and the Living New Deal website, at [livingnewdeal.org](http://livingnewdeal.org).
5. Conducted research in the archival materials of the Long Beach Firefighter's Museum. The materials include the Long Beach Fireman's Historical Museum Photographs Collection.
6. Consulted the *City of Long Beach Historic Context Statement* to identify the appropriate context, theme, and eligibility standards under which to evaluate the property.
7. Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation designations, and assessment processes and programs to evaluate the significance and integrity of the property as a potential historical resource.

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<sup>1</sup> "Historic Landmarks," City of Long Beach, accessed February 11, 2019, [http://www.lbds.info/planning/historic\\_preservation/historic\\_landmarks.asp](http://www.lbds.info/planning/historic_preservation/historic_landmarks.asp).

## 2. REGULATORY FRAMEWORK

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (California Register). The California Register is modeled after the National Register of Historic Places (National Register). Furthermore, a property is presumed to be historically significant if it is listed in a local register of historical resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.<sup>2</sup> The National Register, California Register, and local designation programs are discussed below.

### 2.1 National Register of Historic Places

The National Register is “an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.”<sup>3</sup>

#### Criteria

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of “exceptional importance”) and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria: <sup>4</sup>

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

#### Context

To be eligible for listing in the National Register, a property must be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are “those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear.”<sup>5</sup> A property must represent an important aspect of the area’s history or prehistory and possess the requisite integrity to qualify for the National Register.

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<sup>2</sup> Public Resources Code §5024.1 and 14 California Code of Regulations §4850 & §15064.5(a)(2).

<sup>3</sup> Title 36 Code of Federal Regulations Part 60.2.

<sup>4</sup> Title 36 Code of Federal Regulations Part 60.4.

<sup>5</sup> *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, Department of the Interior, 1997), 7-8.

## Integrity

In addition to possessing significance within a historic context, to be eligible for listing in the National Register a property must have integrity. Integrity is defined in *National Register Bulletin #15* as “the ability of a property to convey its significance.”<sup>6</sup> Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: feeling, association, workmanship, location, design, setting, and materials. Integrity is based on significance: why, where, and when a property is important. Thus, the significance of the property must be fully established before the integrity is analyzed.

## 2.2 California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.<sup>7</sup>

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.<sup>8</sup>

### Criteria and Integrity

For those properties not automatically listed, the criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

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<sup>6</sup> *National Register Bulletin #15*, 44-45.

<sup>7</sup> Public Resources Code §5024.1 (a).

<sup>8</sup> Public Resources Code §5024.1 (d).





Properties eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. A property less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.<sup>9</sup>

The California Register may also include properties identified during historic resource surveys. However, the survey must meet all of the following criteria:<sup>10</sup>

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office [SOHP] procedures and requirements;
3. The resource is evaluated and determined by the office [SOHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.

### **SOHP Survey Methodology**

The evaluation instructions and classification system prescribed by the SOHP in its *Instructions for Recording Historical Resources* provide a Status Code for use in classifying potential historical resources. In 2003, the Status Codes were revised to address the California Register. These Status Codes are used statewide in the preparation of historical resource surveys and evaluation reports. The first code is a number that indicates the general category of evaluation. The second code is a letter that indicates whether the property is separately eligible (S), eligible as part of a district (D), or both (B). There is sometimes a third code that describes some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

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<sup>9</sup> Public Resources Code §4852.

<sup>10</sup> Public Resources Code §5024.1.



The specific Status Codes referred to in this report are as follows:

- 5S3**      Appears to be individually eligible for local listing or designation through survey evaluation.

## **2.3    Long Beach Cultural Heritage Ordinance**

The City of Long Beach's Cultural Heritage Ordinance was adopted in 2015 and codified in Title 2, Chapter 2.63 of the City's Municipal Code. It recognizes individual Landmarks and Landmark Districts.

A cultural resource qualifies for designation as an individual Landmark if it retains integrity and manifests one (1) or more of the following criteria:

- A. It is associated with events that have made a significant contribution to the broad patterns of the City's history; or
- B. It is associated with the lives of persons significant in the City's past; or
- C. It embodies the distinctive characteristics of a type, period, or method of construction, or it represents the work of a master or it possesses high artistic values; or
- D. It has yielded, or may be likely to yield, information important to prehistory or history.

A group of properties qualify for designation as a Landmark District if it retains integrity as a whole and meets the following criteria:

- A. The grouping represents a significant and distinguishable entity that is significant within a historic context.
- B. A minimum of sixty percent (60%) of the properties within the boundaries of the proposed Landmark District qualify as a contributing property.

Like the National and California Registers, Chapter 2.63 defines integrity as the ability of the property to convey its significance, defined by a combination of the following qualities: location, design, setting, materials, workmanship, feeling and association.



### **3. ENVIRONMENTAL SETTING**

#### **3.1 Description and History of Surrounding Area<sup>11</sup>**

3917 Long Beach Boulevard is located on the border between the Los Cerritos and Bixby Knolls neighborhoods in the City of Long Beach. The area is located south of the Southern Pacific railroad tracks between Atlantic Avenue and the Los Angeles River and the Los Altos area in southeast Long Beach. The area remained agricultural into the 1920s with subdivisions of small lots used for farming. By the 1920s, industry became the primary economic force in the area. The discovery of oil led to a population and construction boom and the agricultural land was subdivided, sold, and developed for residential, commercial, and industrial expansion.

During the 1920s, the area was one of the fastest-growing in Long Beach. The middle class grew tremendously in size and affluence due to wealth created by the stock market as well as the booming oil and lumber industries. Residential building construction in the form of single-family houses, apartment buildings, and bungalow courts was at a record high to meet the growing demand. Residences were designed in more traditional architectural styles such as Tudor Revival, Colonial Revival, and Spanish Colonial Revival.

In 1937, the Jotham Bixby Company announced its plans to develop a neighborhood of custom homes called Bixby Knolls. Hundreds of new residences were planned in neighborhoods throughout Long Beach and surrounding areas as a result of population growth during the mid-1930s. A substantial portion of the residential development during this period was situated on land that was formerly associated with Rancho Los Cerritos, owned by the Bixby family. Bixby Knolls quickly established itself as a unique community with several housing developments. Importance was placed on the neighborhood's aesthetic, with everything from architectural styles to street details requiring approval from a design committee.

Following the end of World War II, nearly 13 million veterans returned to the United States, ready to buy homes, begin families, and settle down into suburban life away from the city center. Residential development spread throughout North Long Beach, with a number of new subdivisions appearing throughout the Bixby Knolls area. In addition to single-family homes, thousands of new multiple family properties—including duplexes, garden apartments, and “dingbat” apartments—were built after the war.

By the late 1950s, the impact of the automobile began to be reflected in the built environment, as the economic potential from commercial establishments along heavily traveled highways and thoroughfares prompted roadside development. Suburban shopping centers appeared adjacent to new developments.

#### **3.2 Description of the Property**

The subject property stretches from Long Beach Boulevard on the east to N. Virginia Road to the west. Long Beach Boulevard is a major four-lane street with two-way traffic traveling north-south and a center turning lane. N. Virginia Road is a two-lane street with two-way traffic traveling north-south. The surrounding buildings are generally low-rise commercial buildings constructed between

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<sup>11</sup> Adapted from Sapphos Environmental, Inc., *City of Long Beach Historic Context Statement*, (City of Long Beach Department of Development Services, July 2009).

the 1930s and 2000s, low- to mid-rise multi-family residential buildings constructed between the 1960s and 1980s, and single-family residences constructed between the 1920s and 1950s.

The property is occupied by Fire Station No. 9, which was constructed in 1938 (see **Figure 2**). The building is one-and-a-half stories in height and generally rectangular in plan. It has a predominately gabled and hipped roof clad in asphalt shingles with a flat roof on the south elevation clad in rolled asphalt. The roof perimeter has shallow eaves with barge boards on the street-facing (east and west) gable ends. The north- and south-facing gable ends are articulated by parapets and at the center of the north portion of the roof is the three-story hose tower. The exterior is mostly covered in cement plaster.<sup>12</sup>



Figure 2: 3917 Long Beach Boulevard, looking northwest (GPA, 2019)

The east elevation facing Long Beach Boulevard abuts the sidewalk and is asymmetrically arranged (see **Figure 3**). It is generally divided into three bays. The south bay consists of a projecting front-facing gable with the center and north bays slightly set back from the main entrance porch. The center bay is articulated by a flat roof with a crenelated parapet that projects above the hipped roof plane of the north bay. The main entrance is located in the center bay and is accessed by three concrete steps that lead to the concrete porch, which extends the length of the north bay. The center bay is clad in cement plaster scored to imitate ashlar cut stone. The main entrance door is wood paneled with a single-light in the upper panel and is obscured by a non-original metal security door. Centered above the main entrance is a cast plaster coat of arms that reads "SEMPER PARATUS" and "LBFD." A narrow, single-light, steel sash casement window is located just north of the door.

<sup>12</sup> W. Horace Austin, *Fire Station No. 9, No. 3917 Long Beach Boulevard, For the City of Long Beach, CA*, December 17, 1937, Architectural Drawing Set, Sheet 6. City of Long Beach, Public Works Department.



Figure 3: East elevation, looking west (GPA, 2019)

A secondary entrance is situated on the north-facing wall of the south bay. This entrance consists of a wood paneled door with three-over-three divided lights with cathedral glass in the upper panel. Fenestration on the two outer bays is evenly spaced. Each bay has two non-original metal casement windows set within original openings behind non-original metal security bars. A long, narrow, louvered vent is centered beneath the gable peak. The gable has a slight overhang and the end features decorative half-timbering.



Figure 4: North elevation, view looking southwest (GPA, 2019)



Figure 5: North elevation, view looking southeast (GPA, 2019)

The north elevation is set back from the adjacent building and overlooks a narrow side yard paved in concrete. When originally constructed, this elevation was visible from Long Beach Boulevard. The most prominent feature on this elevation is the hose tower. Located near the center, the square tower has a hipped roof. Decorative half-timbers frame the top of the tower. Narrow,



louvered wood vents are centered on each elevation of the tower. On the ground floor of the north elevation are multiple side entrances. The westernmost is the kitchen entrance. It is accessed by two concrete steps and consists of a wood paneled door with three divided lights in the upper panel. A metal security door was added at an unknown date. A wood framed transom has been infilled with a wood board and air conditioning unit. A metal door opens to the original vault room. At the base of the tower, a non-original wood paneled door with metal louvered vent is within an original opening. West of the tower is a rectangular projection with shed roof. The north and south exterior walls of the storage room have wood plank doors. At the far west end of the elevation is another opening with non-original wood and louvered metal door providing access to the apparatus room. Fenestration consists of non-original, single-light metal sash windows within original wood frames. A flat dormer projects from the roof plane east of the tower. Although the location and volume of the dormer is original (see **Figure 8**), it was recently reconstructed with all new materials. Three sliding metal sash windows are evenly spaced across the dormer where the original windows would have been. West of the tower, fenestration consist of six, evenly spaced clerestory windows. Non-original metal sashes are within original wood casings.



*Figure 6: West elevation, view looking east (GPA, 2019)*

The west elevation overlooks Virginia Road and is set back from a scored concrete driveway. The elevation is asymmetrically arranged. Two large garage doors are centered beneath the projecting front-facing gable bay on the north. Non-original metal roll-up doors are within the original openings flanked by pilasters clad in scored cement plaster. The gable end has decorative half timbering with a corbelled overhang at the attic level. Beneath the peak, the metal flag pole terminates at a decorative wood sill flanked by narrow, louvered metal attic vents. South of the projecting gable, the elevation is set back. Originally, two window openings were evenly spaced. However, the northernmost opening has been infilled with stucco.



Figure 7: South elevation, view looking northeast (GPA, 2019)

The south elevation overlooks the adjacent property and has a shallow setback. It is the least visible of the four elevations. At the far east end is a chimney. Two prominent gables articulated by decorative cement plaster quoins and stepped parapets flank the elevation. Centered within each gable are narrow attic vents. Fenestration is evenly spaced. The windows were all recently replaced, and openings appear to be resized. A flat dormer projects from the roof plane. Originally, the dormer consisted of five evenly spaced window openings. The three center windows have been replaced with vinyl windows but retain the original wood casings. The outermost window openings have each altered with a roof access door (west) and smaller window opening (east).

### 3.3 History of the Property

Fire Station No. 9 was designed by W. Horace Austin in the Tudor Revival style as a Works Progress Administration (WPA) project for the City of Long Beach. The building operated as Fire Station No. 9 from its construction in 1938 until 2019 when it was recently vacated due to the presence of mold.

The building has been altered over time. No building permit records were found. However, major alterations noted during the field inspection include re-stuccoing of the exterior and replacing the wood roof shingles with asphalt. All but one original window has been replaced and the openings on the south elevation appear to have been resized. Other than the garage openings, most entrances retain original doors. A radio mast, formerly at the center of the tower, was also removed and between 2016 and 2019, the metal WPA plaque was removed from the east elevation of the building.



Figure 8: 3917 Long Beach Boulevard in 1940, looking southwest (CSUDH Archives)

Some interior spaces retain their original features and finishes, while some spaces have been remodeled. The radio room, located within the upper half-story of the building, and second floor of the hose tower were reconfigured as living space. The third story of the tower was closed off and the wall between the tower and radio room was removed. However, the original wood ladder and hose rollers are extant and are visible by way of an access panel in the non-original ceiling. The first-floor dormitory space was partitioned for use as offices at an unknown date. The kitchen has also been upgraded with new cabinets and appliances. Most doors on the first floor are original. The original fireplace with wood built-in cabinets and glass doors are extant in the reception room, most recently utilized as a gym (see **Figure 9**). The wash room and locker rooms are also intact with original built-in furniture including built-in wood lockers with cabinets and drawers (see **Figure 11** and **Figure 12**). Both of these rooms retain their original layout as well (see **Figure 13** and **Figure 14**). The apparatus room and watch room are very much intact (see **Figure 15**). Major alterations in the apparatus room include reconfiguration of access to the hose tower on the east wall. Although the original wood plank access door is extant, the doorway has been closed off and is now used as shelving. A non-original opening was made south of the door, which now connects the hose tower room, supply room, and apparatus room, each originally individual spaces.







Figure 15: Apparatus room, looking east (GPA, 2019)



Figure 16: 3917 Apparatus room, looking northwest, date unknown. (courtesy, Station No. 9)

According to a Sanborn Map from 1923 and historic aerial photograph from 1932, Fire Station No. 9 was the first building to be constructed on the site (see **Figure 17** and **Figure 18**). The maps illustrate that the surrounding area was moderately developed with a mix of single-family and multi-family residences. A cluster of one-story commercial buildings was located south of the building at the intersection of Roosevelt Road and Long Beach Boulevard, and a few motels were located along Long Beach Boulevard. However, the area was primarily residential.

When the building was constructed in 1938, the surrounding area appears to have remained primarily residential. The buildings immediately adjacent to the property on the north and south along Long Beach Boulevard appear to have been one-story commercial buildings. Other properties along Long Beach Boulevard were single-family or multi-family residences. A bungalow court was located two properties to the north (see **Figure 18** and **Figure 19**). A new mixed-use building located at 3923 Long Beach Boulevard was constructed immediately adjacent the north property line in 1946 (see **Figure 19**).<sup>13</sup> By the 1950s, the surrounding area was a mix of residential, mixed-use, and commercial buildings along Long Beach Boulevard. Single-family residential buildings along Virginia Road continued to be demolished and replaced with larger apartment buildings between the late 1950s and 1970s. Today, Virginia Road is primarily developed with low- to mid-rise multi-family residential buildings and Long Beach Boulevard is primarily developed with low- to mid-rise commercial buildings, although several single-family residences still remain, almost all of which have been converted for commercial use, such as 3949 Long Beach Boulevard.

<sup>13</sup> Los Angeles County Office of the Assessor.



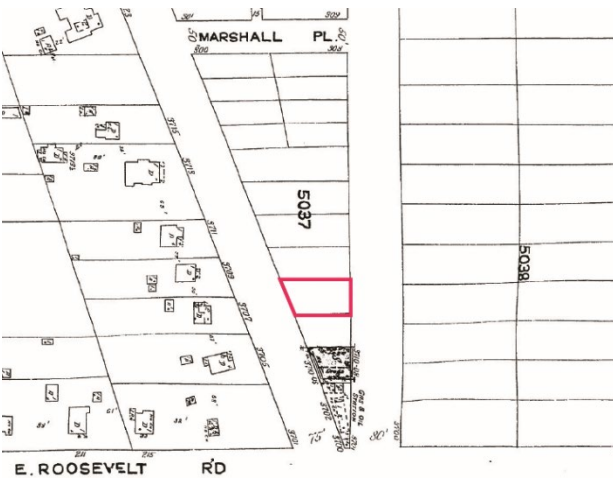


Figure 17: 1923 Sanborn map with property in red  
(Sanborn Map Company)



Figure 18: 1932 Historic aerial photograph with  
property in red (UCSB)

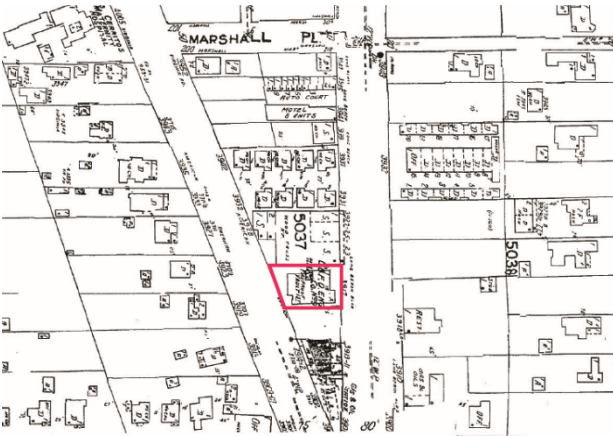


Figure 19: 1950 Sanborn map with property in red  
(Sanborn Map Company)



Figure 20: 1952 Historic aerial photograph with  
property in red (UCSB)

## 4. HISTORIC CONTEXT

The significance of a property must be evaluated within its historic context(s). Historic contexts are those patterns or trends in history by which a specific property is understood. The contexts, themes, and sub-themes discussed below were drawn from the *City of Long Beach Historic Context Statement* and are relevant in judging the significance of the building at 3917 Long Beach Boulevard.

### 4.1 Theme: Civic and Governmental Infrastructure, 1888–1965

#### Fire Department<sup>14</sup>

The Long Beach Fire Department was established in 1897 when a group of prominent citizens met to organize a fire defense system for the City. The first cavalry consisted of two hand-drawn hose carts and a ladder wagon, all operated by volunteers. Equipment was stored in a shed near the original City Hall. A large bell was attached to a tower near the shed, which alerted the nearby volunteers when their services were needed. In 1902, the City Board of Trustees elected J.F. Corbet, a local businessman, as the first fire chief.

By 1906, construction was underway on the City's first fire station, at the corner of 3<sup>rd</sup> Street and Pacific Avenue. Fire apparatus bonds in the amount of \$30,000 paid for the construction of the new building, as well as for fire alarm boxes, equipment, a steam fire engine, a hose wagon, and a ladder truck. The volunteer fire department was replaced by a full-time, professional one, led by station chief, J. Schewsbury, and assistant chief, G. Craw. The following year, two substations were added to the department: Station No. 2, located at 526 E. Anaheim Street, and Station No. 3, located at 1929 Appleton Street. These stations were constructed as simple bungalows, featuring living quarters for the officer-in-charge and his family, as well as bachelor quarters for the firefighters.

In the 1920s, the Fire Department experienced rapid expansion. The discovery of oil in Signal Hill led to a swift growth in population. To keep pace with the related increased demand for public services, the City mandated that oil revenues be utilized to build new infrastructure and new public buildings.<sup>15</sup> At least ten new fire stations were constructed during the 1920s. One of the last fire stations to be constructed during this period was Station No. 12, completed in 1930. However, following the stock market crash of 1929, it was not immediately occupied by the Fire Department due to an overall decrease in City funding for staff. As a result, the expansion of the Fire Department came to a halt.

In March 1933, the Long Beach earthquake devastated the city and led to a decrease in the department's resources. Several fire stations, including Stations No. 1, 5, 7, and 9, along with many

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<sup>14</sup> Derived from Sapphos Environmental, Inc., 146-148.

<sup>15</sup> "Land purchased on Signal Hill in 1911 for the purposes of acquiring utility and water storage was now generating income from oil production. Between 1921 and 1929, this ordinance raised more than the \$6 million for the City, which was put to use for improvements to parks, community hospitals, golf courses, playgrounds, fire stations, police substations, libraries, lifeguard towers, sewer improvements, and pleasure piers. Throughout the 1920s, oil revenues were approximately \$1.2 million per year." Sapphos Environmental, Inc., 145.

other buildings throughout Long Beach, were severely damaged by the earthquake and subsequently demolished.<sup>16</sup>

Immediately following the earthquake, the various fire stations were housed in small tents until the vacated, severely damaged buildings were demolished and larger tents secured from the Barnum Circus were erected on the lots (see **Figure 23**).<sup>17</sup> Eventually, simple wood-framed buildings, rectangular in plan with hipped roofs, were constructed (see **Figure 24**). These were more durable than tents, though still only temporary remedies. Of the approximately ten stations constructed during the 1920s, only two are extant.

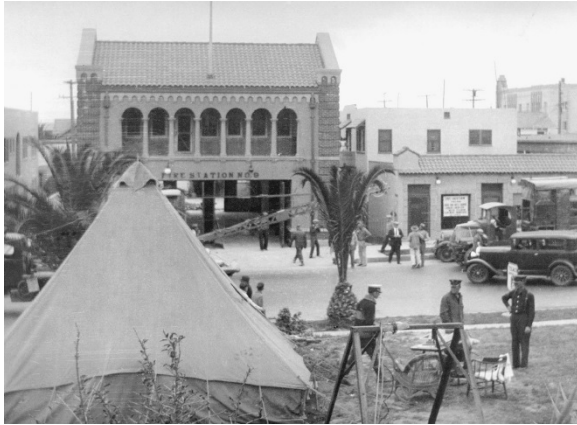


Figure 21: Station No. 9 was considered unsafe immediately after the earthquake and small tents were used as living quarters, 1933 (Goodrich, 83)



Figure 22: Station No. 9 was demolished along with all other unsafe structures, date unknown (CSUDH Archives)



Figure 23: After demolition, a Barnum Circus tent was erected onsite of Station No. 9, date unknown (Goodrich, 86)



Figure 24: Eventually, temporary wood buildings replaced the Barnum Circus tents used for Station No. 9, date unknown (CSUDH Archives)

The impending war brought much-needed funding back into the Fire Department's budget. In 1941, the City began an emergency ambulance service, with a single truck. By 1947, 16 fire stations provided service and protection to the City's 244,000 residents situated within its 34.7 square miles.

<sup>16</sup> "History of the Long Beach Fire Department," *Long Beach Fireman's Historical Museum Photographs Collection*, Department of Archives and Special Collections, University Library, California State University, Dominguez Hills, accessed September 9, 2019, [https://oac.cdlib.org/findaid/ark:/13030/kt0f59r6k1/entire\\_text/](https://oac.cdlib.org/findaid/ark:/13030/kt0f59r6k1/entire_text/).

<sup>17</sup> Glen Goodrich, *Long Beach Fire Department*, (Charleston, SC: Arcadia Publishing, 2005) 83.

As a result of the City's postwar boom, the demand for Fire Department services increased dramatically, and the department was stretched to maintain the same level of service over a far greater area. Additional stations were built in areas where service was lacking. A set of standards was devised to identify areas in need of a fire station; the standards recommended that a fire station be situated within  $\frac{3}{4}$  of a mile from all commercial and industrial areas and within 1  $\frac{1}{2}$  miles from all residential areas. As explained in the City's first Preliminary Master Plan (1958),

In the science of firefighting, technical training, experienced personnel and modern equipment are often negated by time and distance. These two criteria, time and distance, are of the utmost importance in the planning of fire station locations and the periodic relocation of existing fire stations in order to keep abreast of changing conditions.

The 1958 Master Plan singled out the area east of Lakewood Boulevard, generally known as Los Altos, as being particularly deficient in fire services. The Master Plan noted that, due to the development in the region having occurred in piecemeal fashion, with little or no oversight, the community was lacking any real services. To correct the deficiency, a number of safety improvements were made during the postwar era, including the addition of new equipment, personnel, fire stations, and new hydrants. Since the 1950s, improvements to the fire prevention infrastructure have commenced in concert with the City's population growth.

<b>Table 1: Eligibility Standards for Properties Associated with the Long Beach Fire Department<sup>18</sup></b>	
<b>Context: Institutional Context</b>	
<b>Theme: Civic and Governmental Infrastructure, 1888-1965</b>	
<b>Sub-Theme: Fire Department</b>	
<b>Registration Requirements</b>	
<ul style="list-style-type: none"> <li>Was constructed between 1885 and 1965.</li> <li>Retains sufficient integrity to convey its original appearance or use.</li> <li>Significant properties under this theme may be found eligible under Criterion A/1/A-B, Criterion B/2/C, and/or Criterion C/3/D-G, K</li> </ul>	
<b>A/1/B</b>	
<ul style="list-style-type: none"> <li>A resource would meet NRHP, CRHR, or local registration requirements under Criterion A/1/B, association with a significant pattern of events, if it illustrates a significant aspect of the theme of government improvements made for the public good in the City.</li> <li>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.</li> </ul>	
<b>B/2/C</b>	
<ul style="list-style-type: none"> <li>A resource would meet NRHP, CRHR, or local registration requirements under Criterion B/2/C as an individual resource for its Association with a significant person whose contributions to history can be identified and documented.</li> <li>The resource must retain integrity of appearance to the period of significance (i.e., the period it was associated with the significant individual).</li> <li>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.</li> </ul>	

<sup>18</sup> Derived from Sapphos Environmental, Inc., "Section 8.0 Institutional Context," *City of Long Beach Historic Context Statement*, (City of Long Beach Department of Development Services, July 2009), 156-157.



**Table 1:**  
**Eligibility Standards for Properties Associated with the Long Beach Fire Department<sup>18</sup>**

<b>C/3/D-G, K</b>
<ul style="list-style-type: none"> <li>• A resource would meet NRHP, CRHR, or local registration requirements under Criterion C/3/D-G, K, if it possesses significant architectural quality or association, as defined in the criteria.</li> </ul>
<ul style="list-style-type: none"> <li>• The majority of the aspects of integrity must be present, with emphasis on materials, design, workmanship, and feeling.</li> </ul>
<ul style="list-style-type: none"> <li>• If the property is significant as an example of an architectural style, it should showcase the character-defining features associated with the style</li> </ul>

Pre-World War II fire stations can be generally grouped into two traditional types. The first is a more urban form, two or more stories in height, set directly on the street with the equipment bay for the fire trucks on the ground floor and dormitories for the firefighters above. These were typically flanked by commercial and institutional buildings of similar scale, massing, and detailing.<sup>19</sup> Many of the earliest fire stations in Long Beach, constructed throughout the 1910s and 1920s, were of this type, typically designed in the Beaux Arts style. Only one fire station of this two-story type, Fire Station No. 8 (5365 E. 2<sup>nd</sup> Street, 1929) is extant in Long Beach today (see **Figure 27**).



*Figure 25: Station No. 8 was constructed in 1929 as a typical urban, two-story fire station, date unknown (Goodrich, 149)*

The second type was the smaller, single-story fire station popularly known as a Bungalow Station.<sup>20</sup> These were designed for residential neighborhoods and thus took the form and scale of a single-family residence, set back from the street with an attached garage and designed in a period revival style, as was popular when the type emerged in the 1920s. Features that distinguished them from residences were the overly tall garage doors and a prominently displayed flag pole.<sup>21</sup> After World War II, there emerged a melding of the two, which “abandoned both the monumental revivalism of the earlier urban firehouse and the cozy residential modes of the Bungalow Station. In their place, it adopted first the simplified functionalism of the Late Moderne, followed by the structural expressionism of Mid-Century Modernism.”<sup>22</sup> By the early 1960s, the two-story urban firehouse had become increasingly rare and the Bungalow Station had all but disappeared.

In Long Beach, the Bungalow Station and two-story urban firehouse were constructed concurrently throughout the first quarter of the century (see **Table 2**). The earliest Bungalow Stations constructed in the 1910s were simple in form and unadorned. They became increasingly stylized and often adopted the popular period revival styles of the time. Unlike the urban firehouse located on busy commercial streets, the Bungalow Station was nestled into the neighborhood and designed to blend into its context.

<sup>19</sup> Daniel Prosser, “Public and Private Institutional Development, 1850-1980: Government Infrastructure and Services, Municipal Fire Stations, Post World War II Fire Stations, 1947-1963,” *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, September 2017), 2.

<sup>20</sup> Ibid.

<sup>21</sup> Ibid.

<sup>22</sup> Ibid.

**Table 2:  
Pre-World War II Long Beach Fire Department Stations <sup>23</sup>**

Build Date	Station	Location	Type	Status
1906	Station No. 1	210 W. 3 <sup>rd</sup> St.	Urban	Demolished, 1933
1907	Station No. 2	526 E. Anaheim St.	Bungalow	Demolished
1907	Station No. 3	1929 Appleton St.	Bungalow	Demolished
c.1910	Chemical No. 3	2926 E. 65 <sup>th</sup> St.	Bungalow	Demolished
1910	Station No. 4	411 Loma Ave.	Bungalow	Demolished, 1964
1920	Station No. 5	Anaheim & Newport Ave.	Urban	Demolished, 1933
1922	Station No. 6	1355 W. 1 <sup>st</sup> St.	Urban	Demolished, 1960s
1924	Station No. 7	2290 Linden Ave.	Urban	Demolished, 1933
c.1925	Fire College	1417 N. Peterson Ave.	Urban	Demolished
1925	Station No. 9	229 Belmont Ave.	Urban	Demolished, 1933
1925	Station No. 10	1445 N. Peterson Ave.	Bungalow	Extant, local Landmark, substantially altered
1929	Station No. 8	5365 E. 2nd St.	Urban	Extant, local Landmark
1929/ 1936	Station No. 12	6509 Gundry Ave.	Bungalow	Extant, local Landmark
c.1929/1957	Station No. 18 (originally Station No. 13)	3361 Palo Verde Ave. (moved from 2475 Adriatic Ave. in 1957)	Bungalow	Extant
1938	Station No. 9	3917 Long Beach Blvd.	Bungalow	Extant
1940	Station No. 7	2295 Elm Ave.	Bungalow	Extant, substantially altered
1941	Station No. 14	3369 Cherry Ave. / 1838 E. Wardlow Rd.	Bungalow	Extant, local Landmark

## **4.2 Theme: Works Progress Administration (WPA) / Public Works Administration (PWA), 1930–1941 <sup>24</sup>**

Following the stock market crash of 1929 and subsequent years of the Great Depression, the U.S. government initiated a series of programs designed to provide financial aid to states, municipalities, and individuals, in an effort to revitalize the nation's economy and provide relief to the hundreds of thousands of struggling families through the provision of employment. Initiated by newly elected President Franklin D. Roosevelt, the New Deal served to provide the nation with much-needed jobs, infrastructure, and assurance. Under the New Deal's two main infrastructure and employment programs, the WPA and the PWA, some of the nation's most remarkable civic improvement projects were completed.

In 1932, Long Beach received \$500,000 from the Reconstruction Finance Corps (later known as the PWA) to provide employment to 1,250 men and women. Following the 1933 earthquake, support from the New Deal programs was largely in the form of grants, loans, and jobs that flowed into the area to aid in the City's rebuilding efforts. The issuing of City permits for new construction increased dramatically. New jobs were created, and a general sense of optimism began to emerge. New school building safety regulations were initiated throughout the state to replace all unreinforced masonry school buildings with reinforced concrete. With nearly two-thirds of the

<sup>23</sup> Dates of construction and demolition from *Long Beach Fireman's Historical Museum Photographs Collection*, Department of Archives and Special Collections, University Library, California State University, Dominguez Hills, accessed September 9, 2019, [https://oac.cdlib.org/findaid/ark:/13030/kt0f59r6k1/entire\\_text/](https://oac.cdlib.org/findaid/ark:/13030/kt0f59r6k1/entire_text/).

<sup>24</sup> Derived from Sapphos Environmental, Inc., 157-159.



City's school buildings damaged beyond repair, dozens of new school buildings were constructed throughout Long Beach.

Many of the public buildings constructed during this period used a similar vocabulary, which came to be known as the PWA style of architecture. The style drew from Beaux Arts Classicism and Art Deco architecture and could be recognized by its symmetrical monumental appearance. Many PWA buildings had stylized, symbolic figural relief sculptures on their facades, as well as main entrances flanked by towering piers. The style is also sometimes referred to as PWA Moderne.

Funds were also provided to complete a number of new civic improvement projects. In the early 1930s, Marine Stadium was constructed to host the rowing events for the 1932 Olympic Games. It is listed as a California Point of Historical Interest, a California Historical Landmark, and a Long Beach Historic Landmark. Other funding for improvements came in the form of two new fire stations (No. 7 and No. 9) and repairs to the 1921/1922 City Hall, which had been damaged in the 1933 earthquake. Following repairs and remodeling by architect Cecil Schilling and engineer C.W. Walles, the building was given a PWA Moderne appearance.

The WPA is also credited with distinguishing Long Beach with several remarkable pieces of public art. In 1938, one of the greatest local achievements of the WPA, the mural adorning the front of the new Municipal Auditorium, was completed. Located in an arch that dominated the facade of the building, the mosaic tiled mural was the creation of artists Henry Allen Nord, Albert Henry King, and Stanton MacDonald-Wright. Depicting beach recreation, the mural was funded through the WPA and measured 38 feet in height and 22 feet in width. A crew of 47 was necessary to complete the mural, which was the largest in the world at the time of its construction. Also funded under the WPA Federal Art Project, three mosaic murals, created by artist Grace Clements, were completed in the 1941 terminal building at the Long Beach Municipal Airport. The Municipal Auditorium along with the murals was destroyed in 1975, while the terminal building is a designated Long Beach Historic Landmark and the murals remain intact.

Table 3: Eligibility Standards for Properties Associated with the WPA <sup>25</sup>	
<b>Context: Institutional Context</b>	
<b>Theme: Works Progress Administration (WPA) / Public Works Administration (PWA), 1930–1941</b>	
<b>Registration Requirements</b>	
<ul style="list-style-type: none"><li>• Must have been constructed between 1930 and 1941 with WPA/PWA assistance.</li></ul>	
<ul style="list-style-type: none"><li>• Significant properties under this theme may be found eligible under Criterion A/1/-B, Criterion B/2/C, and/or Criterion C/3/D-G, K:</li></ul>	
<b>A/1/B</b>	<ul style="list-style-type: none"><li>• A resource would meet NRHP, CRHR, or local registration requirements under Criterion A/1/B, association with a significant pattern of events, if it provides a significant illustration of the role played by the WPA/PWA in local recovery from the Depression and the 1933 earthquake.</li><li>• A majority of the seven aspects of integrity should be present, with association being the most critical.</li></ul>
<b>B/2/C</b>	<ul style="list-style-type: none"><li>• A resource would meet NRHP, CRHR, or local registration requirements under Criterion B/2/C as an individual resource for its association with a significant person whose contributions to the WPA / PWA program can be identified and documented.</li><li>• 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</li></ul>

<sup>25</sup> Derived from Sapphos Environmental, Inc., 158-159.

**Table 3:**  
**Eligibility Standards for Properties Associated with the WPA<sup>25</sup>**

the resource is the best illustration from among the surviving properties associated with the individual.
<b>C/3/D-G, K</b>
<ul style="list-style-type: none"> <li>• A resource would meet NRHP, CRHR, or local registration requirements under Criterion C/3/D-G, K, if it possesses significant architectural quality or association, as defined in the criteria.</li> <li>• The majority of the aspects of integrity must be present, with emphasis on materials, design, workmanship, and feeling.</li> <li>• If the property is a building, it should be a good example of the PWA Moderne style or another style.</li> <li>• The building must also retain its original building footprint from the front and side elevations, with additions visible only from the rear of the residence. Improvements and alterations to the property must be done in kind and should not significantly change the appearance or original design intent of the building.</li> </ul>

### 4.3 Tudor Revival, 1900–1942

The Tudor Revival style was popular in the early twentieth century in the United States, predominantly in the 1920s and 1930s. It was initially associated with the Arts and Crafts movement in England and later became popular in the United States through lifestyle catalogs and pattern books. The style took inspiration from the vernacular architecture of medieval Europe and harkened back to a time before widespread industrialization and romanticized country life and traditionalism.<sup>26</sup> A more practical component of the style's appeal was the asymmetrical nature of its buildings forms that allowed for convenient, organic expansion over time.<sup>27</sup>

As usage of the style progressed into the Period Revival era beginning in the 1920s, its popularity increased exponentially. It was around this time that new technologies such as brick veneering made architectural styles like Tudor Revival more accessible to the middle class, and the style was no longer limited to large, landmark homes for the wealthy.<sup>28</sup>

In Long Beach, the Tudor Revival style was nearly as popular as the ubiquitous Spanish Colonial Revival style during the 1920s and 1930s. Local architect Hugh R. Davies designed several single-family Tudor Revival homes in the Bluff Park area, including one for his brother-in-law; Long Beach architects W. Horace Austin and Joseph Roberts were so fond of Tudor Revival, they applied the style to their personal studios.<sup>29</sup> Throughout the city, Tudor Revival is seen in several pre-World War II neighborhoods, ranging in size from cottages in Wrigley Area and California Heights to grand mansions in Bluff Park.

<sup>26</sup> Sapphos Environmental, Inc., 203-204.

<sup>27</sup> GPA Consulting, "Architecture and Engineering, 1850-1980: Period Revival, 1919-1950," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, January 2016), 21.

<sup>28</sup> Virginia McAlester and Lee McAlester, *A Field Guide to American Houses*, (New York: Alfred A. Knopf, 2006), 358.

<sup>29</sup> Louise Ivers, *Long Beach: A History Through its Architecture* (Long Beach: Historical Society of Long Beach, 2009), 165-169.



**Table 4:  
Eligibility Standards for Tudor Revival Style Properties<sup>30</sup>**

<b>Context: Architectural Character Context</b>
<b>Theme: Tudor Revival, 1900–1942</b>
<b>Registration Requirements</b>
<ul style="list-style-type: none"> <li>Like other period revival residential buildings in Long Beach, Tudor Revival houses and apartment buildings may be found predominantly in neighborhoods developed during the 1920s and 1930s.</li> </ul>
<b>Character-Defining Features</b>
<ul style="list-style-type: none"> <li>One or two stories (occasionally more when used for an apartment building)</li> <li>Steeply pitched, gabled and/or hipped complex roofs (shingle, slate, or tile)</li> <li>Gable ends with prominent bargeboards, uneven rakes</li> <li>Shallow eaves</li> <li>Tall chimneys, sometimes with multiple stacks and pots</li> <li>Asymmetrical plan and elevations</li> <li>Brick (laid in a variety of bond or patterns such as herringbone) exterior, often in combination with stucco or wood shingles; also stucco alone</li> <li>Areas of decorative half-timbering</li> <li>Stone or clinker brick accents</li> <li>Relatively restrained porches with decorative wood brackets</li> <li>Tall and narrow, multilight windows arranged singly or in multiples, divided by prominent mullions, glazed with diamond paning using lead or wood muntins</li> <li>Tudor, Gothic, or round arched window and door openings</li> <li>Broad planked doors with wrought iron hardware</li> <li>Pseudo-quoining around openings</li> </ul>
<b>Integrity Considerations</b>
<ul style="list-style-type: none"> <li>To be significant as an example of the Tudor Revival style, a building must possess the majority of the aspects of integrity, including materials, design, workmanship, and feeling.</li> <li>Most critical are the retention of the asymmetrical design and massing, original siding materials, original windows (sash, glazing, and surrounds), entry, and signature architectural elements, such as half-timbering.</li> <li>Roofing materials may have been replaced but should present a compatible appearance, unless the distinctive character of the design is directly associated with the roof, in which case replacement should replicate the original appearance exactly.</li> <li>Any additions should ideally be located in the rear.</li> <li>An original, detached garage with a similar design scheme would be considered a related feature, unless it has been resurfaced or its garage door incompatibly replaced.</li> </ul>

<sup>30</sup> Derived from Sapphos Environmental, Inc., 204-205.

## 5. EVALUATION AS POTENTIAL HISTORICAL RESOURCE

The property at 3917 Long Beach Boulevard was evaluated for individual listing in the National and California Registers, as well as for designation as a Long Beach Historic Landmark, using established criteria and aspects of integrity.

### 5.1 National Register of Historic Places

#### Criterion A

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The contexts considered in this evaluation were Civic and Governmental Infrastructure and the WPA. Although the two contexts are closely related, the property is evaluated below within each context individually.

The first context considered under Criterion A was Civic and Governmental Infrastructure. The property was constructed in 1938 as the second Fire Station No. 9. The first had been demolished as a result of the 1933 Long Beach earthquake. The new Fire Station No. 9 was constructed in the Los Cerritos and Bixby Knolls neighborhoods at a time when the City had a lack of permanent fire stations as a result of the 1933 earthquake, but limited funding to address these deficiencies during the Great Depression. However, according to *National Register Bulletin #15*, "mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well." Although Fire Station No. 9 was the first fire to be constructed after the earthquake, this association is best evaluated in the context of the WPA. To be eligible under Criterion A within the context of Civic and Government Infrastructure, the fire station would need to be particularly important in fire station history, such as the first fire station constructed in Long Beach. No information was found indicating that Fire Station No. 9 played a significant role in the history of the Fire Department. Therefore, the property does not appear to be significant under Criterion A within the context of Civic and Government Infrastructure.

The second context considered under Criterion A was the WPA. Throughout the 1910s and 1920s, Long Beach fire stations had been constructed using revenue generated by the City. However, with almost half of the city's fire stations demolished in the aftermath of the 1933 Long Beach earthquake and lack of city coffers during the Great Depression, the City of Long Beach appealed to the federal government for help. Relief was found in the WPA, which supported the development of civic, recreational, and educational facilities.<sup>31</sup> According to information available today, two fire stations were constructed by the WPA program in Long Beach. These were the subject property, Fire Station No. 9, and Fire Station No. 7 (see **Figure 26**), completed in 1940 at 2295 Elm Avenue.<sup>32</sup> Though extant and still in use, Fire Station No. 7 has been substantially altered from its 1940 appearance (see **Figure 27**). The property appears to be significant under Criterion A in the area of Institutional Development as it represents the partnership between the City and WPA created to rebuild and add public services after the 1933 earthquake.

<sup>31</sup> Sapphos Environmental, Inc., 108-109.

<sup>32</sup> Goodrich, 82.



Figure 26: Completed in 1940, a new Station No. 7 was the second station to be constructed after the 1933 earthquake by the WPA, 1951 (CSUDH Archives)



Figure 27: Station No. 7 has been altered with the removal of exterior siding, application of textured stucco and replacement windows, 2019 (Google Street View)

### Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. Fire Station No. 9 was constructed by the WPA for the City of Long Beach Fire Department. Since its construction, the building has remained under public ownership as Fire Station No. 9. Many individuals worked at the property since its construction in 1938; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

### Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Fire Station No. 9 was evaluated as an example of the Tudor Revival style designed by prolific Long Beach architect, W. Horace Austin.

Fire Station No. 9 possesses most of the basic features associated with the Tudor Revival style, including its predominately stuccoed exterior; steeply pitched, multi-gabled roofs and dormers; decorative half-timbering; decorative quoin detailing; stepped and castellated parapets; wood paneled and planked doors, one of which retains leaded cathedral glass; and tall, narrow vents beneath the gable peaks. However, the building is lacking in the qualities that are associated with finer examples of the Tudor Revival style, such as slate roof shingles, and brick or stone detailing. Finer examples of the Tudor Revival style also typically retain casement windows with diamond panes and wood paneled doors. The majority of the building's steel sash windows have been replaced with at least one opening enclosed and multiple openings resized. Furthermore, the exterior has been re-stuccoed and the original wood roof shingles have been replaced with asphalt.

Fire Station No. 9 does not fully embody the distinguishing features of the Tudor Revival style and is not an important example in this context. Furthermore, the building followed an established trend in fire station design as a typical example of a Bungalow Station and was not an important

or pioneering example of its type. Thus, the property does not appear to be significant under these aspects of Criterion C.

William Horace Austin Jr. (1881–1942) is noted as the architect on the original drawings.<sup>33</sup> Austin was born in Kansas in 1881. He moved to Long Beach with his family in 1895 and began working in the building trades.<sup>34</sup> He was educated in architecture at the University of Pennsylvania and returned to Long Beach to establish his career, eventually becoming one of the city's most prolific commercial and institutional architects. As such, he is identified in the *Long Beach Historic Context Statement*, as follows:

Austin was a prominent Southern California architect who became well known for his work in the Long Beach area. He practiced from 1906 to 1942 and is credited as being the first major architect with professional credentials to open an office in Long Beach. His obituary called him the "Dean of Architects of Long Beach." Until Austin established his practice in the City of Long Beach, most of the buildings were designed by Los Angeles architects. A number of draftsmen who worked for Austin became well known locally, for example, Kenneth S. Wing. He was particularly renowned for his public school campuses. After the 1933 Long Beach earthquake, he supervised the reconstruction of Wilson High and Washington Junior High School. Austin also designed a number of civic buildings, as well as commercial and residential structures. Austin was elected to the American Institute of Architects (AIA), the nation's highest professional recognition for architectural merit, in 1920 and was the founding president of the Long Beach Architectural Club in 1923. During his career, he designed buildings in other Southern California areas, including Los Angeles, Orange, Riverside, San Diego, and Kern Counties, as well as in northern California and Nevada. And in 1932, he opened a second office in the City of Santa Ana.<sup>35</sup>

Austin had an active independent practice in Long Beach and held various partnerships with other local architects, such as John C. Austin, Frederick M. Ashley, Edward Leodore Mayberry Jr., and Harvey H. Lochridge. Austin worked in a variety of styles, typical of architects at the time. During the early stages of his career, through the early 1910s, Austin designed more modest Craftsman-style single-family residences. By the early 1920s, he designed larger municipal buildings, though he continued to design many residences in period revival styles.

Some of his earliest work, no longer extant, includes the Bixby Hotel (as the firm Austin and Brown, 1906-1908, demolished); the Young Men's Christian Association (in partnership with Edward L. Mayberry Jr., 1920, demolished); and the Long Beach Civic Center (in collaboration with Lochridge, 1923, demolished). Still standing today, the Farmers & Merchants Bank was Long Beach's first skyscraper and a towering symbol of the city's rapid development in the 1920s. The building featured a Beaux Arts-style exterior and is attributed to him in partnership with Claud W. Beelman and Alexander Edward Curlett (1921, 320 Pine Avenue). Examples of public schools include Citrus Union High School in collaboration with John C. Austin (1921, demolished), and the Woodrow Wilson School with Austin and Ashley (1925, 4400 E. 10<sup>th</sup> Street).

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<sup>33</sup> W. Horace Austin.

<sup>34</sup> San Buenaventura Research Associates, *Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings*, (Prepared for Rincon Consultants, Ventura, CA: July 2006), 6-7.

<sup>35</sup> Sapphos Environmental, Inc., "Section 11.0 Architects, Builders, and Developers of Long Beach," *City of Long Beach Historic Context Statement*, (City of Long Beach Department of Development Services, July 2009), 241-242.

Other city buildings include Seal Beach City Hall (1929, 201 8<sup>th</sup> Street) and Santa Ana City Hall #3 in partnership with Harold C. Wildman (1934-1935, 217 N. Main Street). While Seal Beach City Hall was built in the Spanish Colonial Revival style, Santa Ana's city hall featured an Art Deco design.

Some of the buildings designed by Austin are designated Long Beach Historic Landmarks. These include the Ambassador Apartment Building (1925, 35 Alboni Place); Pacific Tower (1923, 205-215 Long Beach Boulevard); Farmers & Merchants Bank; and Long Beach Airport Terminal Building. His work is also listed in the National Register, including Thomas Jefferson Elementary School (1927, 1040 S. Vicentia Avenue, Corona).

While Austin is considered a master architect in Long Beach, *National Register Bulletin #15* states, "The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft."<sup>36</sup> During the Great Depression, Austin sought work through the WPA, as was typical for many architects across the country at the time. Three known WPA projects were completed by Austin, including the subject building (Long Beach Fire Station No. 9), Santa Ana City Hall (former), and Long Beach Airport Terminal Building. Austin had a prolific career and had already fully developed into a well-known architect by the time he designed Fire Station No. 9, which was constructed toward the end of his career.<sup>37</sup> Thus, it would not be considered a particularly important phase in the development of his career, an important aspect of his career, or a particular idea in his or her craft. Therefore, the property does not appear to be significant under this aspect of Criterion C.

The last aspect of Criterion C, the possession of high artistic values, refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal.<sup>38</sup> A building eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend high artistic value. While Fire Station No. 9 does possess some of these architectural features, it does not rise to the level of significance to be considered eligible under this aspect of Criterion C. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. The property is primarily surrounded by low-rise commercial buildings constructed between the late 1940s and 1990s.

In conclusion, the property does not appear to be significant under Criterion C.

## **Criterion D**

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that the property has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

## **Integrity**

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. In the case of architecturally significant properties, the period of significance is normally the date of construction. For historically significant properties, the length of the historic associations usually measures the period of significance. As the property appears significant under Criteria A, as an important example of a WPA fire station in Long Beach,

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<sup>36</sup> *National Register Bulletin #15*, 20.

<sup>37</sup> Austin passed away in Long Beach in 1942; San Buenaventura Research Associates, *Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings*, (Prepared for Rincon Consultants, Ventura, CA: July 2006), 6-7.

<sup>38</sup> *National Register Bulletin #15*, 20.

the period of significance is the date of construction, 1938. Following is a point-by-point analysis of the seven aspects of integrity:

- Location – The place where the historic property was constructed or the place where the historic event occurred.

The building has not been moved; therefore, it retains integrity of location.

- Design – The combination of elements that create the form, plan, space, structure, and style of a property.

No additions have been made to the building. Therefore, the original form remains intact. The flat dormer on the south roof plane has been replaced with new construction due to damaged and deteriorated materials. It appears to be slightly larger than the original dormer, but the roof retains its original configuration and shape in general. The building generally retains its original floorplan. However, two interior spaces have been substantially altered. These include the first-floor dormitory and upper floor radio room. Originally open in plan, the dormitory has been altered by partition walls added to create bedrooms and offices. Originally, the upper floor within the attic of the steep pitched roof was occupied by a radio room and storage room. The space has been reconfigured to accommodate two bedrooms and a restroom. It was also enlarged with an opening to the second floor of the hose tower for a new bedroom space with drop-down ceiling. However, the original plan is still evident despite these alterations. No other alterations appear to have been made the building's form, plan, space, or structure. The building also retains its Tudor Revival-style ornament, mostly intact on all elevations. Although some original doors and almost all original windows have been replaced, the building retains its original primary and secondary entrance doors on the west elevation and almost all original openings. The building retains the overall integrity of design.

- Setting – The physical environment of the historic property.

The immediate setting of the building has been altered. When Fire Station No. 9 was constructed in 1938, a portion of the parcel was landscaped, primarily along the perimeter of the building. Today, landscaping only remains along the base of the entrance porch. The remainder of the parcel has been paved in concrete and the north and south side yards, once open, have been enclosed by fencing. Thus, the integrity of setting has been diminished.

The broad setting has also noticeably changed. The majority of the low-rise residential and commercial buildings that characterized this area in the 1930s and 1940s have been demolished and replaced with new low-rise commercial buildings and multi-family apartment buildings. The immediate adjacent lots have been infilled with larger buildings and narrower setbacks. Therefore, the overall integrity of setting is moderately intact.

- Materials – The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

The building materials have been altered over time. Major alterations include the replacement of the original wood shingle roof with composition shingles, re-stuccoing of the exterior, replacement of all but one original window, and reconfiguration of the window openings on the south elevation. Although most entrances retain original doors,



the garage doors on the west elevation have been replaced with metal roll-up doors. A radio mast, formerly at the center of the tower, was removed at an unknown date. Between 2016 and 2019, the metal WPA plaque was removed from the front elevation of the building.

Original architectural features include half-timbers, parapets with crenellation, quoins, and vent details. Wood window frames, wood panel and planked doors, wood rafter tails, louvered metal vents, copper downspouts, clay chimney pots, and plaster banner and crest above the primary entrance are also intact details.

Most interior spaces retain their original features and finishes. Spaces that are more altered include the radio room and second floor of the hose tower, which were reconfigured as living space. Although the third story of the tower has been closed off, the hose tower retains its original wood ladder, metal pipe railing, and hose roller mechanisms, extant and visible by way of an access panel in the non-original drop-down ceiling (see **Figure 28**). The first-floor dormitory space was also partitioned for use as offices and bedrooms at an unknown date. The kitchen has also been upgraded with new cabinets and appliances.



Figure 28: Top of hose tower, showing walking platform, metal pipe railing and hose rolling mechanism (GPA, 2019)

Most doors on the first floor are original. The main entrance corridor is intact with original oak stairs and railing, original doors and pendant light fixtures. The original fireplace with wood built-in cabinets with glass doors are extant in the reception room, most recently utilized as a gym (see **Figure 9**). Also extant in this room is an original blackboard on the west wall. The wash room and locker rooms are intact with original built-in furniture including built-in wood lockers with cabinets and drawers (see **Figure 11** and **Figure 12**). The apparatus room and watch room are also very much intact with original built-in shelving and drawers, and some original equipment, such as a water pressure gauge (see **Figure 15**). Major alterations in the apparatus room include the reconfiguration of access to the hose tower on the east wall. Although the original wood plank access door is extant, the doorway has been closed off and is now used as shelving. A non-original opening was made south of the door, which now connects the hose tower room, supply room, and apparatus room, each originally individual spaces. The east elevation does retain original wood wainscoting and the ceiling retains the original wood trusses.

Due to some major alterations on the exterior, the integrity of materials is only moderately intact.

- Workmanship – The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

The techniques used in the construction of the building have been diminished as original materials have been removed and/or replaced, such as original multi-light steel sash

windows. However, some details remain intact, such as the faux ashlar exterior treatment (see **Figure 29**). A detail of this treatment is included in the original drawings with the following annotation,

Plaster work marked off to imitate ashlar. Work to be marked off to wide false joints, varied in width. The texture of stones to be varied. Angeles to be rounded and somewhat irregular. Some stones to be built out thicker so surfaces will not all be in same plane.<sup>39</sup>

Another example of intact workmanship is the wood truss ceiling of the apparatus room with hammered metal plates (see **Figure 30**). Therefore, the building only retains a moderate level of integrity of workmanship.



Figure 29: Detail of faux ashlar exterior finish, view of northwest corner (GPA, 2019)



Figure 30: Detail of wood truss ceiling in apparatus room (GPA, 2019)

- Feeling – A property's expression of the aesthetic or historic sense of a particular period of time.

The building conveys integrity of feeling as a Tudor Revival style fire station, constructed in the late 1930s. Physical characteristics that convey its historic qualities include its single-family residential scale, overall massing with asymmetry, and its Tudor Revival style architectural details, such as half-timbering and other wood details combined with cement plaster exterior finishes. Therefore, this aspect of integrity is retained.

- Association – The direct link between an important event or person and a historic property.

The building retains integrity of association as a late 1930s fire station. The property remained in operation as Fire Station No. 9 until recently this year, 2019. Thus, its original use has not been altered. Although its setting has been diminished by the construction of contemporary buildings and denser commercial and multi-family residential development, it retains its sense of a neighborhood-oriented fire station. Design details that are imperative to conveying its association as a fire station include the prominent flag pole affixed to the gable peak on the west elevation, oversized garage doors of the apparatus room, or equipment bay, and presence of the tall hose tower which, although altered on the interior, is unaltered on the exterior and retains its tall, narrow, metal and wood louvered vents designed to help dry out old cloth fire hoses. Thus, the property retains

<sup>39</sup> W. Horace Austin, Sheet 6.





sufficient combined integrity of setting, location, design, workmanship, materials, and feeling to convey integrity of association.

## **Conclusion**

Fire Station No. 9 appears to be significant under National Register Criteria A. However, it may not retain sufficient integrity to be eligible for listing on the National Register as a result of the diminished integrity of setting, workmanship, and materials.

## **5.2 California Register of Historical Resources**

The California Register criteria for eligibility mirror those of the National Register. Therefore, Fire Station No. 9 may not be eligible for listing in the California Register for the same reasons outlined above.

## **5.3 Long Beach Cultural Heritage Ordinance**

The City of Long Beach criteria vary slightly from the National and California Register criteria, but generally mirror the aspects of significance evaluated under the National Register criteria at the local level of significance. Thus, Fire Station No. 9 appears to be significant under local Criterion A for the same reasons outlined under the National Register evaluation above. Although some aspects of integrity have been diminished, such as setting, workmanship and materials, the property does retain sufficient integrity to be considered eligible for listing as a Historic Landmark. Furthermore, the integrity of the Fire Station No. 9 is comparable to the integrity of Station No. 12, which is listed as a Historic Landmark.

## **6. CONCLUSIONS**

Fire Station No. 9 at 3917 Long Beach Boulevard is not currently designated under any national, state, or local landmark or historic district programs. GPA evaluated the property on an intensive level to determine whether it is a historical resource as defined by CEQA. After careful inspection, investigation, and evaluation, GPA concluded that the property appears to be eligible for designation as a Historic Landmark. 3917 Long Beach Boulevard appears to be significant under Criterion A in the area of Institutional Development as an example of a WPA project which specifically addressed a lack of permanent fire stations in Long Beach after the 1933 earthquake. The recommended Status Code is 5S3, appears to be individually eligible for local listing or designation through survey evaluation. Therefore, the property is a historical resource subject to CEQA.

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## **Appendix A - Résumé**



**AUDREY VON AHRENS** is an Architectural Historian II at GPA. She has been involved in the field of historic preservation since 2013. Audrey graduated from the University of Pennsylvania with a Master of Science in Historic Preservation and City Planning where she focused on preservation planning and community economic development. She has since worked in private historic preservation consulting in California. Audrey joined GPA in 2017 and her experience has included the preparation of environmental compliance documents in accordance with the California Environmental Quality Act and Section 106 of the National Historic Preservation Act; historic context statements; Secretary of the Interior's Standards analysis; large-scale historic resources surveys; and evaluations of eligibility for a wide variety of projects and property types throughout Southern California. Audrey is also experienced in coordinating with property owners and local governments in the preparation and review of Mills Act Property Contract applications and the inspection and reporting of properties applying for or with existing contracts.

#### **Educational Background:**

- M.S., Historic Preservation, University of Pennsylvania, 2016
- Master of City Planning, University of Pennsylvania, 2016
- B.A., Architectural Studies, University of Pittsburgh, 2013
- B.A., Urban Studies, University of Pittsburgh, 2013

#### **Professional Experience:**

- GPA Consulting, Architectural Historian II, 2017-Present
- Heritage Consulting, Inc., Intern, 2015-2016
- Tacony Community Development Corp., Intern, 2014
- Pittsburgh History & Landmarks Foundation, Intern, 2013
- University of Pittsburgh, Teaching Assistant, 2012-2013
- City of Pittsburgh Planning Department, Intern, 2012
- Pittsburgh Downtown Partnership, Intern, 2011

#### **Qualifications:**

- Meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

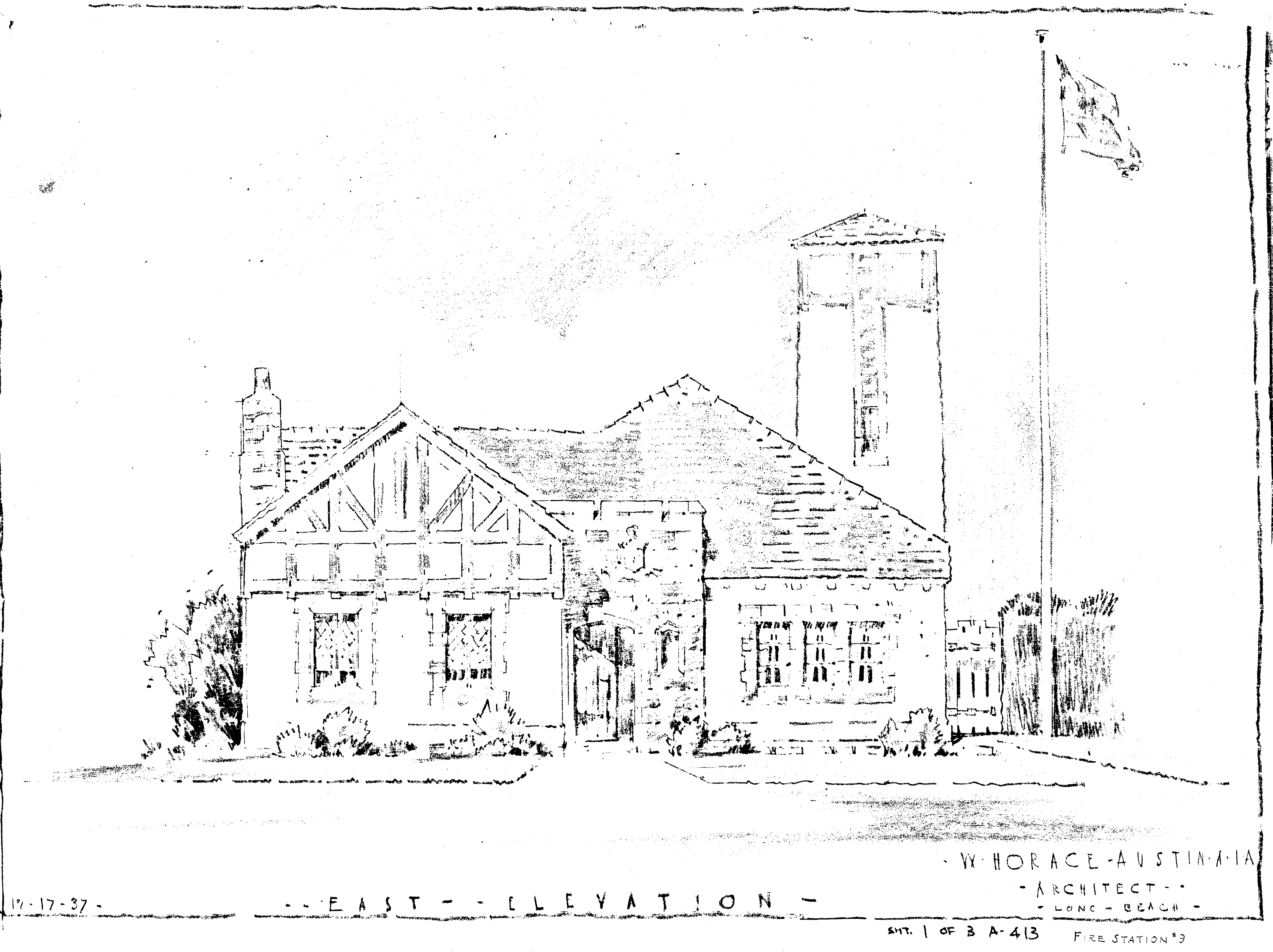
#### **Selected Projects:**

- Late 19<sup>th</sup> and Early 20<sup>th</sup> Century Residential Architecture, Los Angeles Citywide Historic Context Statement, 2019
- West Covina Historic Resources Survey and Context Statement Update, 2018-19
- CF Braun & Company Plant, Alhambra, CEQA Historical Resource Technical Report, 2018-19
- Westlake 619, Los Angeles, CEQA Historical Resource Technical Report, 2018
- Broadway Federal, Midtown Branch, CEQA Historical Resource Technical Report, 2018
- High Speed Rail, Burbank to Los Angeles Project Section, CEQA/NEPA Historical Resource Evaluation Report, 2017-2018
- Golden Avenue Bridge Replacement, Section 106 Historical Resource Evaluation Report, 2017
- Los Angeles Mills Act Program, Inspection Reports, 2017-2019
- Laguna Beach Mills Act Program, Application Reports, 2017-2019
- 91/605, Los Angeles County, Section 106 Historical Resource Evaluation Report, 2017
- 1360 N. Vine Street, Los Angeles CEQA Historical Resource Technical Report, 2017
- Sunset & Western, Los Angeles, CEQA Historical Resource Technical Report, 2017
- Hollywood Roosevelt, Los Angeles, Preservation Plan, 2017
- African American History, Los Angeles Citywide Historic Context Statement, 2017



## **Appendix B – Original Architectural Drawing Set**





12-17-37 -

- - EAST - - ELEVATION -

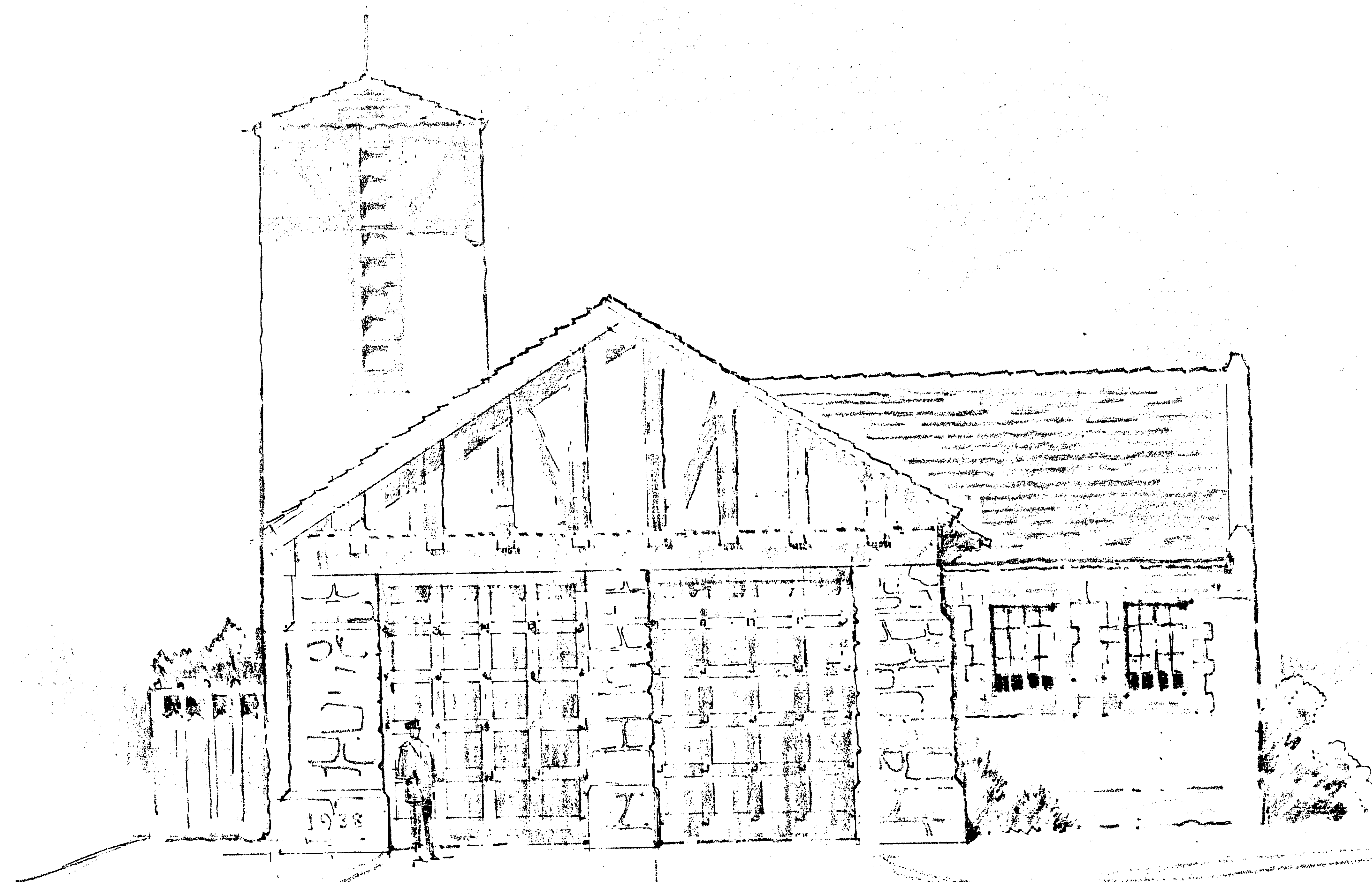
W. HORACE AUSTIN, AIA  
ARCHITECT  
LONG BEACH

SHT. 1 OF 3 A-413 FIRE STATION #9

A - 4 1 3 1 / 3

CERTIFICATE OF AUTHENTICITY  
This is to certify this microphotograph is a true, accurate and complete reproduction of a record in the custody of the **ENGINEERING** Department. Said documents were delivered in the regular course of business for photographing.  
It is further certified that the microphotographic processes were accomplished in a manner and on film which meets with requirements of the National Bureau of Standards for permanent microphotographic copies.  
*W. Horace Austin*  
Architect  
*Geo. Garcia*  
Chief Photographer





12-17-37

WEST - ELEVATION -

W HORACE - AUSTIN - AIA  
- ARCHITECT -  
- LONG - BEACH -

SHT. 2 OF 3 A-413 F FIRE STATION #1

A - 4 1 3

2 / 3

CERTIFICATE OF AUTHENTICITY

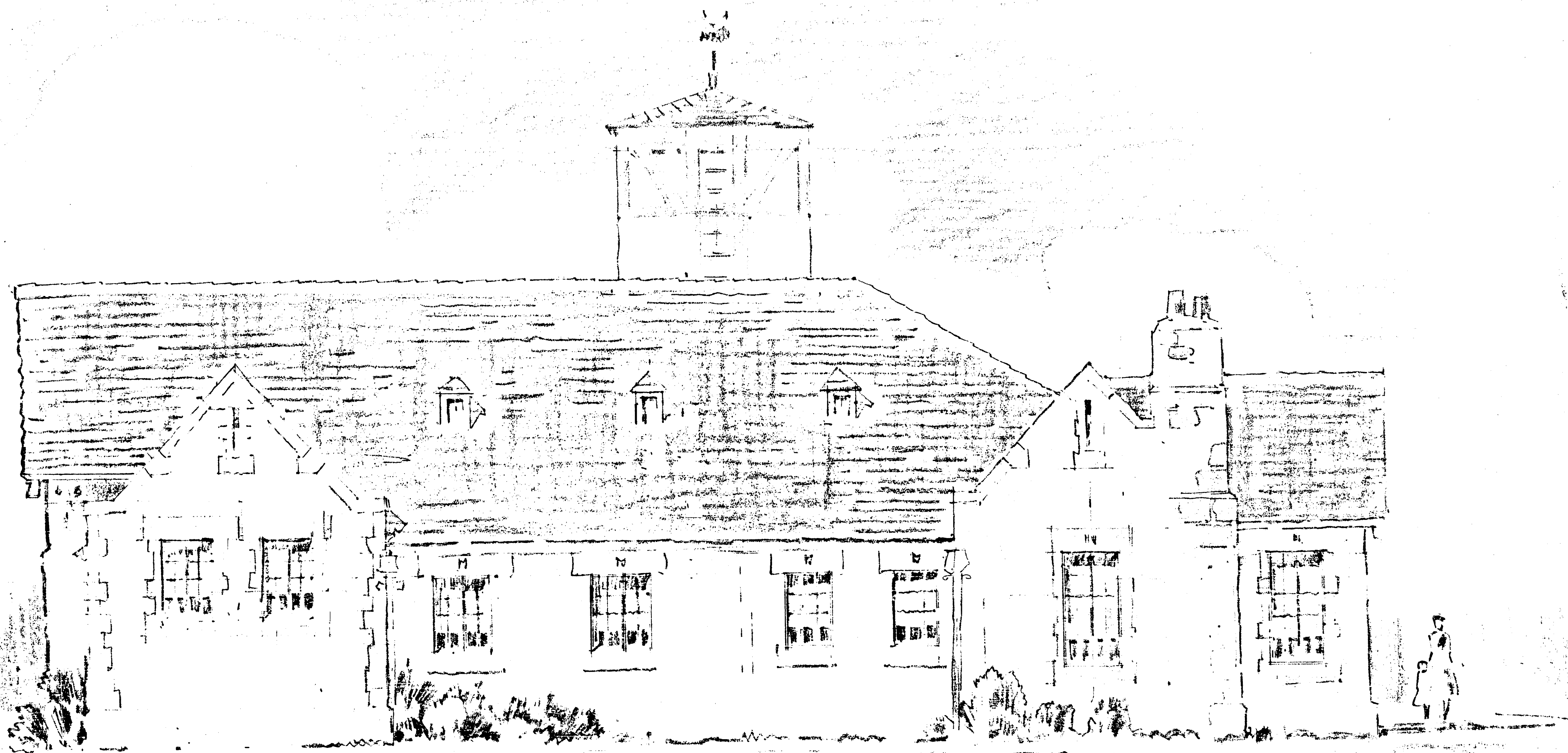
This is to certify this microphotograph is a true, accurate and complete reproduction of a record in the custody of the **ENGINEERING** Department. Said documents were delivered in the regular course of business for photographing.

It is further certified that the microphotographic processes were accomplished in a manner and on film which meets with requirements of the National Bureau of Standards for permanent microphotographic copy.

Date Photographed 12-11, 1975

*[Signature]*  
Custodian of Records  
*[Signature]*  
Camera Operator





- SOUTH - ELEVATION -

W. HORACE AUS  
- ARCHITECT  
- LONG - BEACH

2-17-37-

SHT. 3 OF 3 A-413 F

FIRE STATION #9

A-413

3/3

CERTIFICATE OF AUTHENTICITY

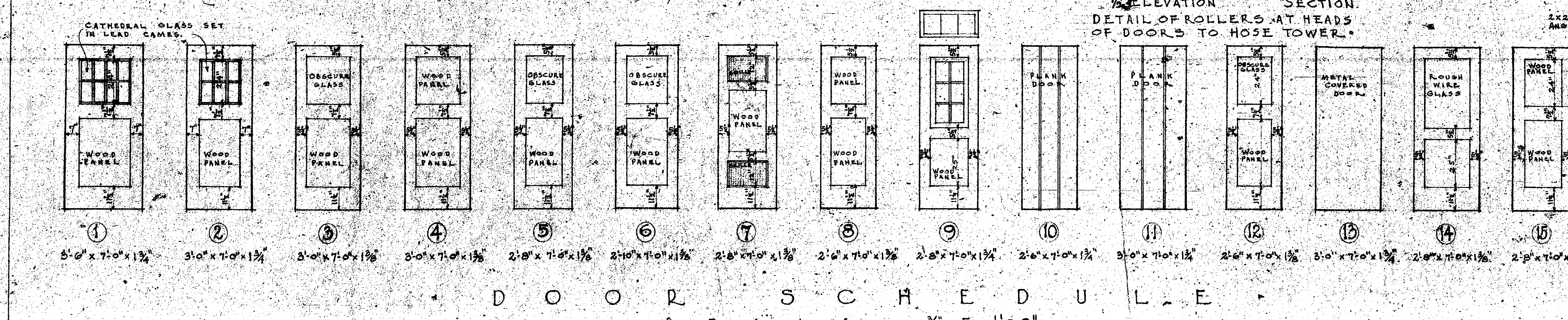
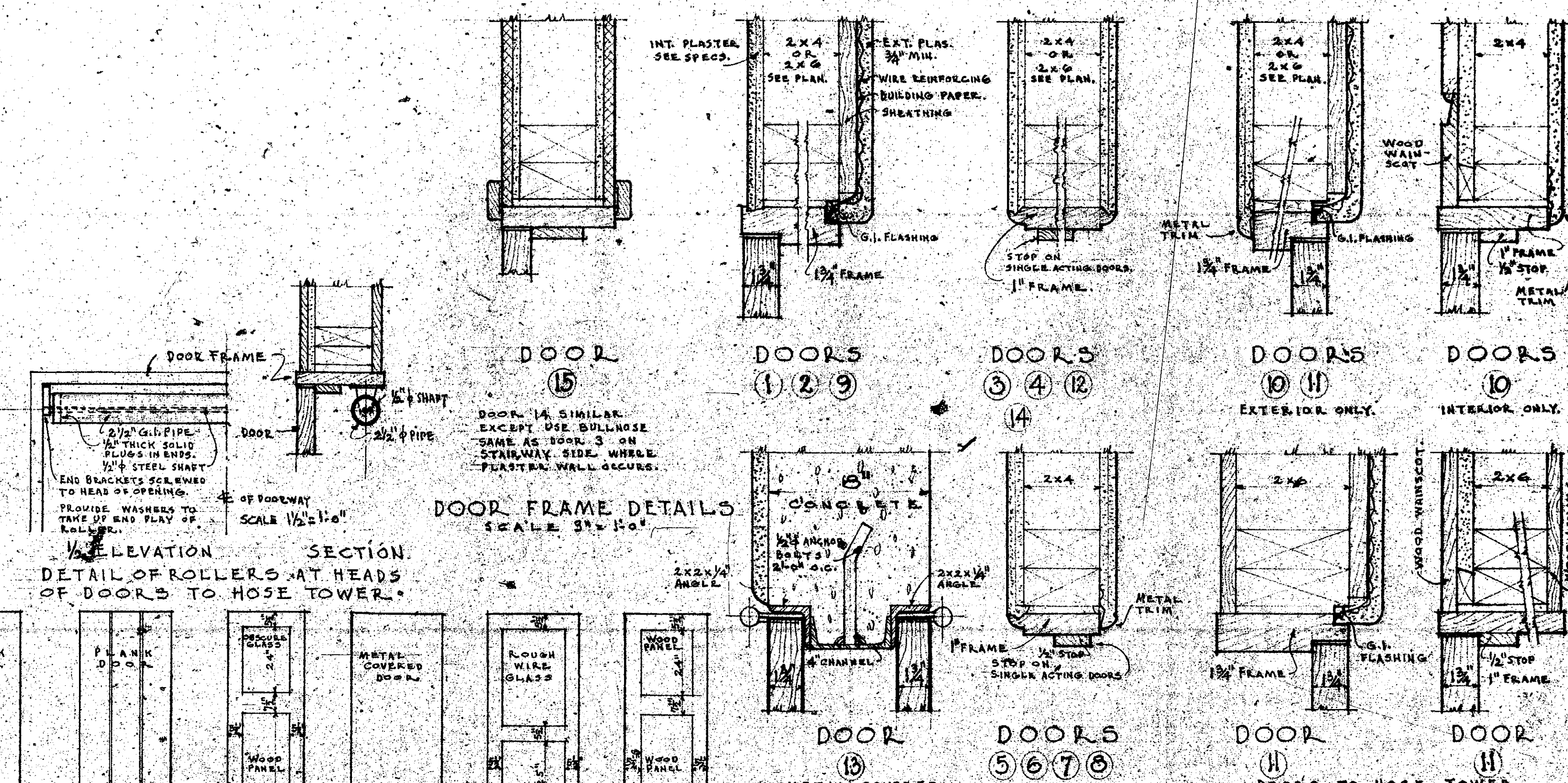
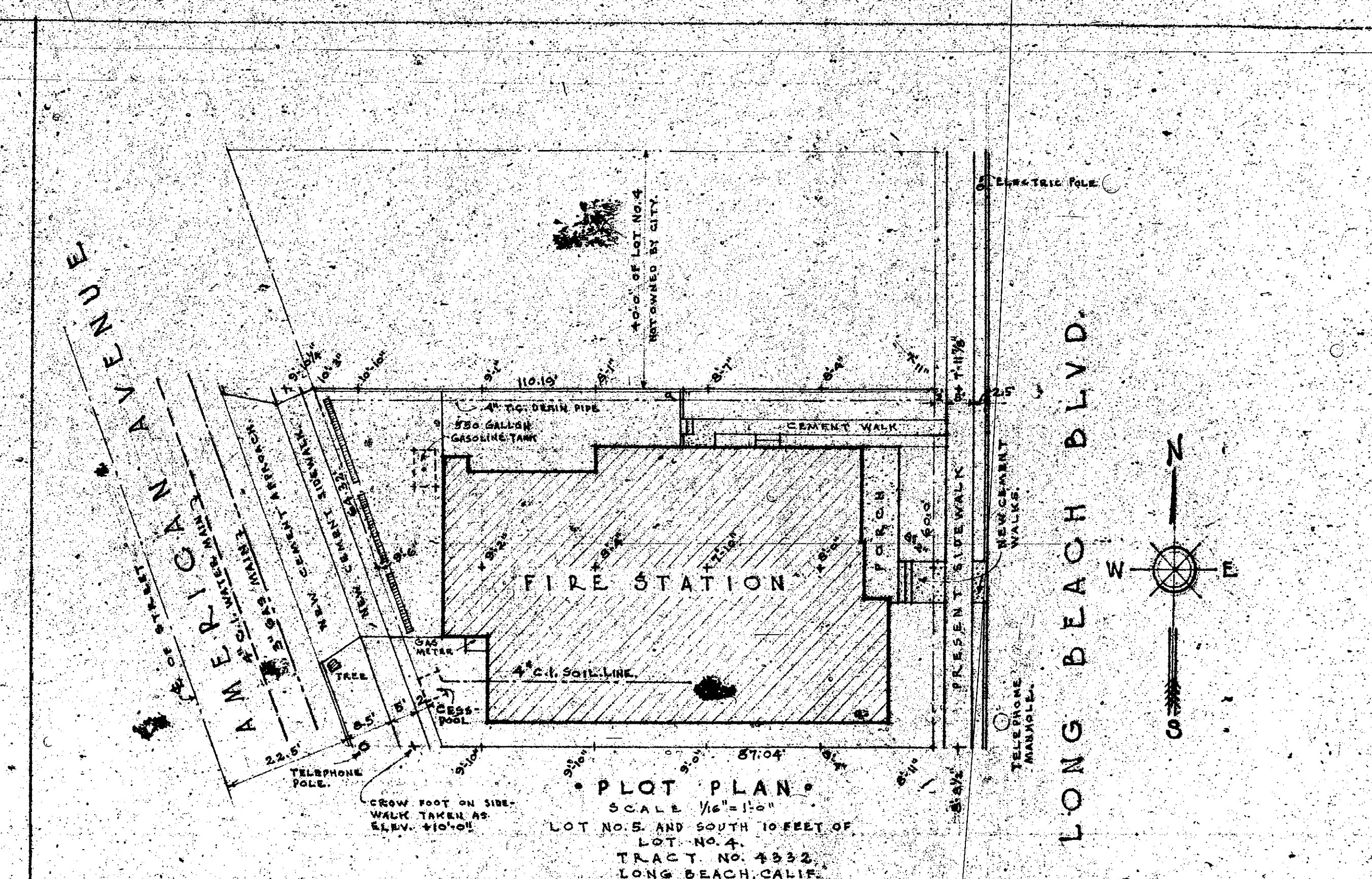
This is to certify this microphotograph is a true, accurate and complete reproduction of a record in the custody of the **ENGINEERING** department. Said documents were delivered in the regular course of business for photographing.

It is further certified that the microphotographic processes were accomplished in a manner and on film which meets with requirements of the National Bureau of Standards for per-

*W. Horace Aus*  
Custodian of Records  
*Leo Garcia*  
Special Agent



FINISH SCHEDULE									
ROOMS	FLOORS	WALLS	CEILINGS	BASE	DOOR TRIM	WINDOW TRIM	PLATE HEIGHT	REMARKS	
Nº 1 APPARATUS	CEMENT FLOOR	WOOD TRUSS AND EXPOSED SHEATHING	WOOD TRUSS AND EXPOSED SHEATHING	CEMENT	SEE DETAILS ON THIS SHEET	SEE DETAILS ON SHEET NO. 4	VARIES	SEE TRUSS DETAIL ON SHEET NO. 4	
Nº 2 DORMITORY	OAK FLOOR	GYPSUM PLASTER	GYPSUM PLASTER	FLUSH WOOD	"	"	9'-0"		
Nº 3 EMERGENCY LIGHTING SET	CEMENT FLOOR	T.S.G. D.R.	T.S.G. D.R.	T.S.G. D.R.	"	NONE	VARIES		
Nº 4 TOOLS	CEMENT FLOOR	T.S.G. D.R.	T.S.G. D.R.	T.S.G. D.R.	"	NONE	VARIES		
Nº 5 HOSE TOWER	CEMENT FLOOR	T.S.G. D.R.	T.S.G. D.R.	T.S.G. D.R.	"	NONE	VARIES		
Nº 6 'A' SUPPLIES	CEMENT FLOOR	GYPSUM PLASTER	GYPSUM PLASTER	GYPSUM PLASTER	"	NONE	5'-0"	1/2" STRIPPING ON CLG.	
Nº 7 'B' SUPPLIES	CEMENT FLOOR	"	"	"	"	NONE	9'-0"		
Nº 8 WATCH BOOTH	CEMENT FLOOR	"	"	"	"	NONE	9'-0"		
Nº 9 LOCKER RM.	OAK FLOOR	"	"	"	"	NONE	9'-0"		
Nº 10 VAULT	CEMENT FLOOR	CEMENT PAINT	CEMENT PAINT	CEMENT PAINT	"	NONE	7'-10"		
Nº 11 STORAGE	CEMENT FLOOR	PUTTY COAT	PUTTY COAT	PUTTY COAT	"	NONE	9'-0"	1/2" STRIPPING ON CLG.	
Nº 12 DRYING RM.	CEMENT FLOOR	CEMENT PLASTER	CEMENT PLASTER	CEMENT PLASTER	"	NONE	9'-0"		
Nº 13 SHOWER	TILE FLOOR	TILE	TILE	TILE	"	NONE	9'-0"		
Nº 14 WASH RM.	TILE FLOOR	TILE	TILE	TILE	"	NONE	9'-0"		
Nº 15 KITCHEN	LINOLEUM FLOOR	PUTTY COAT	PUTTY COAT	PUTTY COAT	"	NONE	9'-0"	1/2" STRIPPING ON CLG.	
Nº 16 CAPTAIN'S RM.	OAK FLOOR	GYPSUM PLASTER	GYPSUM PLASTER	GYPSUM PLASTER	"	NONE	9'-0"		
Nº 17 CORRIDOR	OAK FLOOR	"	"	"	"	NONE	9'-0"	1/2" STRIPPING ON CLG.	
Nº 18 RECEPTION	OAK FLOOR	"	"	"	"	NONE	9'-0"	SEE DETAIL OF MANTEL BOOK SHELVES, ETC.	
Nº 19 RADIO RM.	V.G. DOUB. FIR.	5'-0" HIGH GY. PLAS.	INSUL. BO. OVER GY. PLAS.	INSULATION BOARD OVER GY. PLAS.	"	NONE	8'-0"		
Nº 20 STORAGE	V.G. DOUB. FIR.	"	"	"	"	NONE	8'-0"		
Nº 21 STAIRWAY	"	GYPSUM PLASTER	GYPSUM PLASTER	GYPSUM PLASTER	"	NONE	VARIES		
Nº 22 LAVATORY	OAK FLOOR	"	"	"	"	NONE	9'-0"	SEE DETAILS ON SHEET NO. 4	



FIRE STATION NO. 9  
 NO. 920  
 LONG BEACH BOULEVARD  
 FOR THE  
 CITY OF LONG BEACH  
 CALIFORNIA  
 W. HORACE AUSTIN - ARCHITECT  
 LONG BEACH, CALIFORNIA

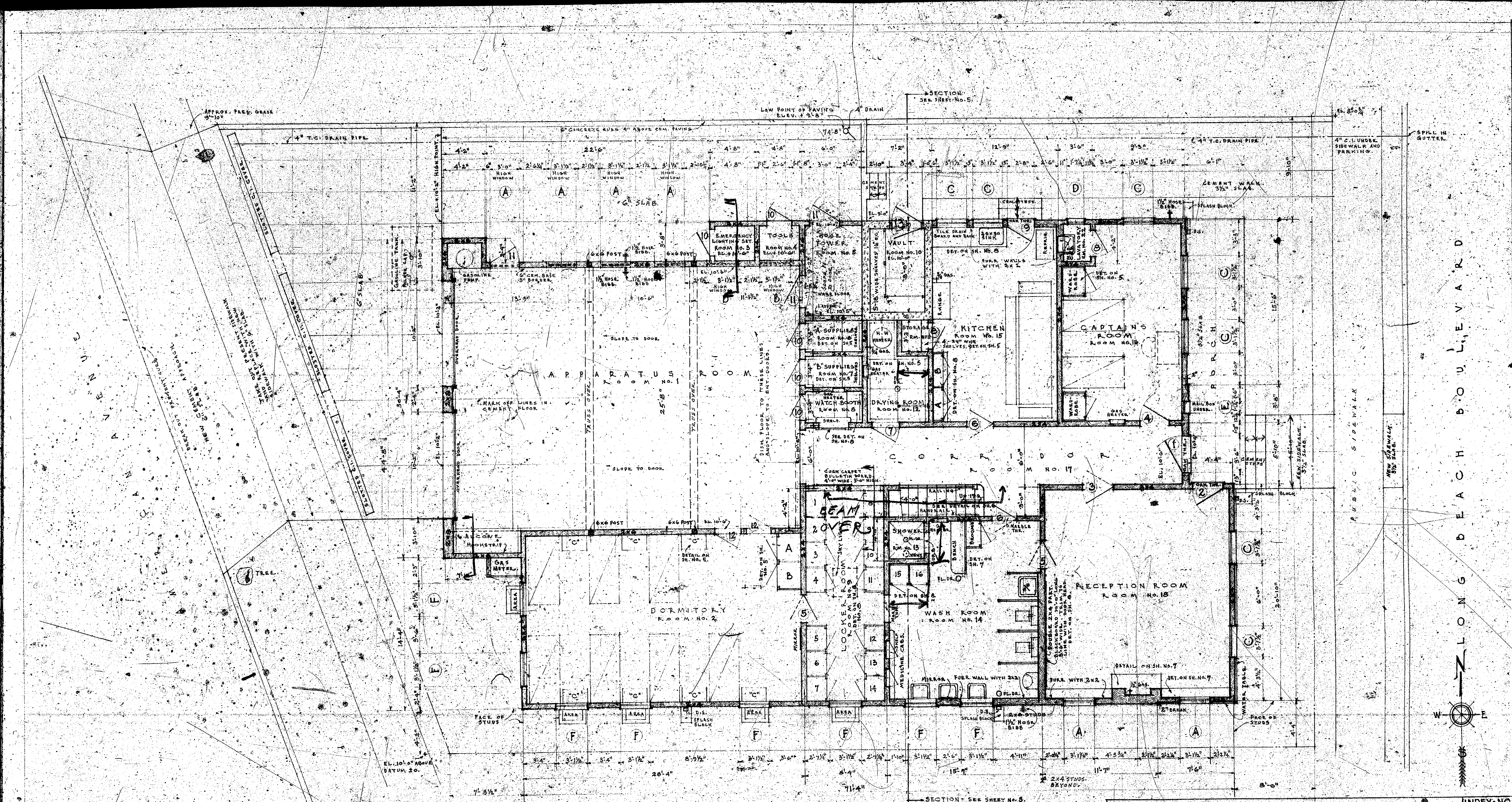
INDEX NO. 920  
 DATE  
 SHEET NO. 1  
 OF 9





It is further certified that the microphotographic processes were accomplished in a manner and on film which meets with requisite needs of the National Bureau of Standards for permanent microphotographic copy.





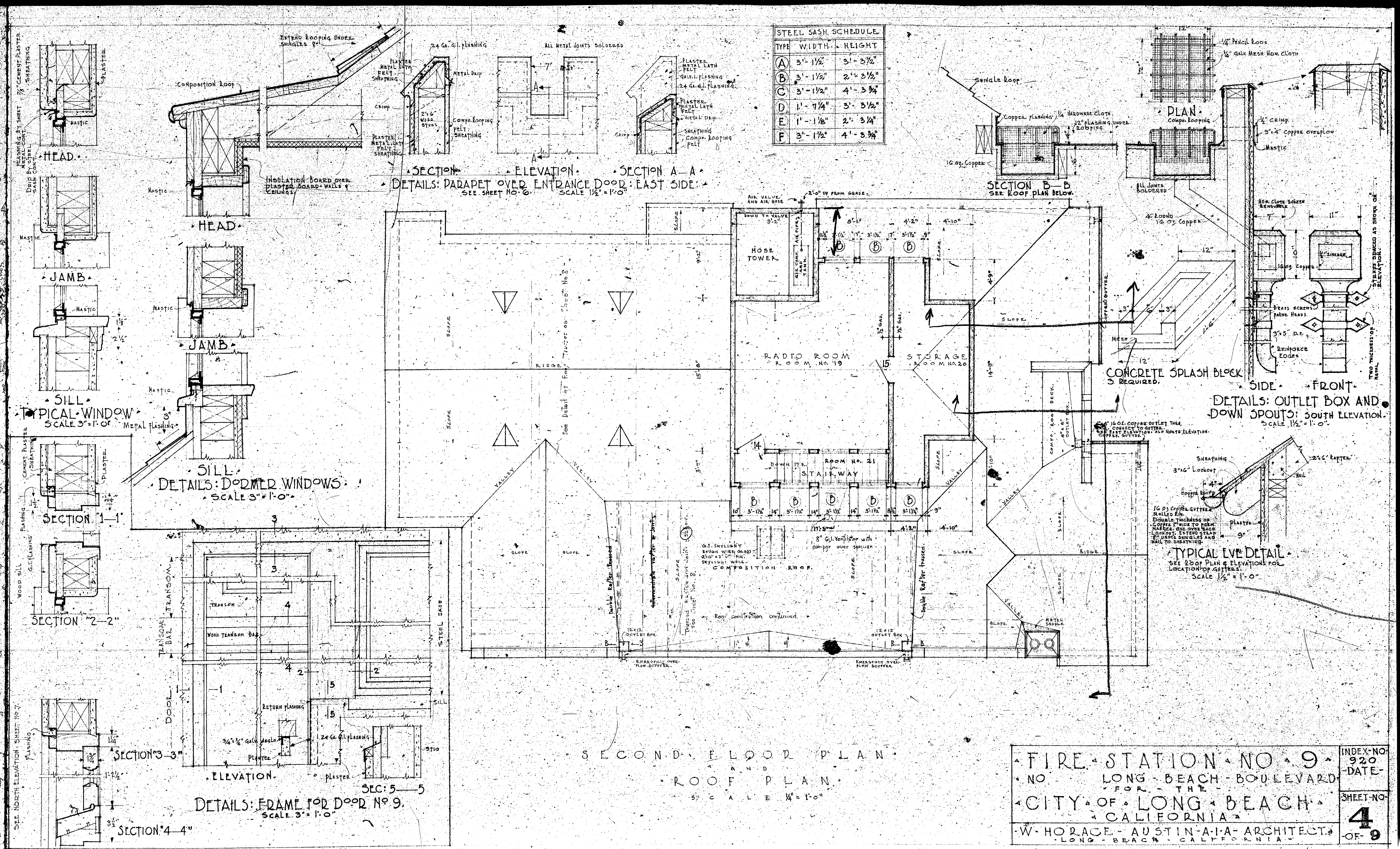
GROUND FLOOR PLAN

FIRE STATION NO. 9  
NO. LONG BEACH BOULEVARD  
CITY OF LONG BEACH  
CALIFORNIA  
W. HORACE AUSTIN AIA ARCHITECT  
LONG BEACH, CALIFORNIA

INDEX NO. 920  
DATE  
SHEET NO. 3  
OF 9



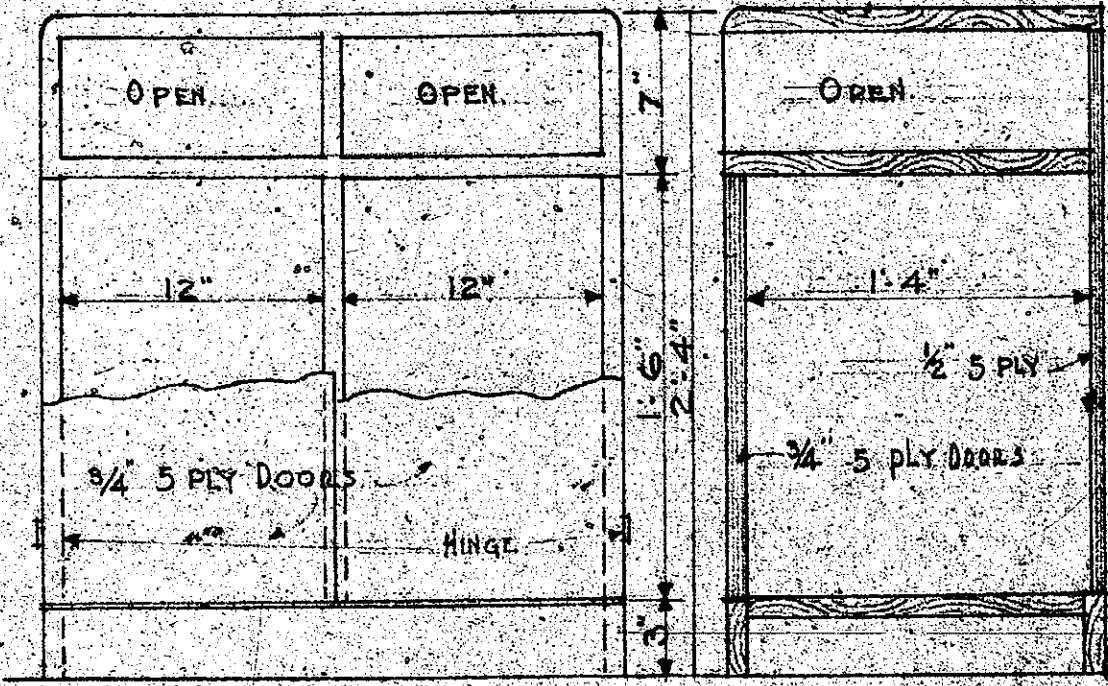
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B	3'-1 1/2"	2'-3 1/2"
C	3'-1 1/2"	4'-3 3/4"
D	1'-7 1/4"	3'-3 1/2"
E	1'-1 1/8"	2'-3 1/4"
F	3'-1 1/2"	4'-3 3/4"



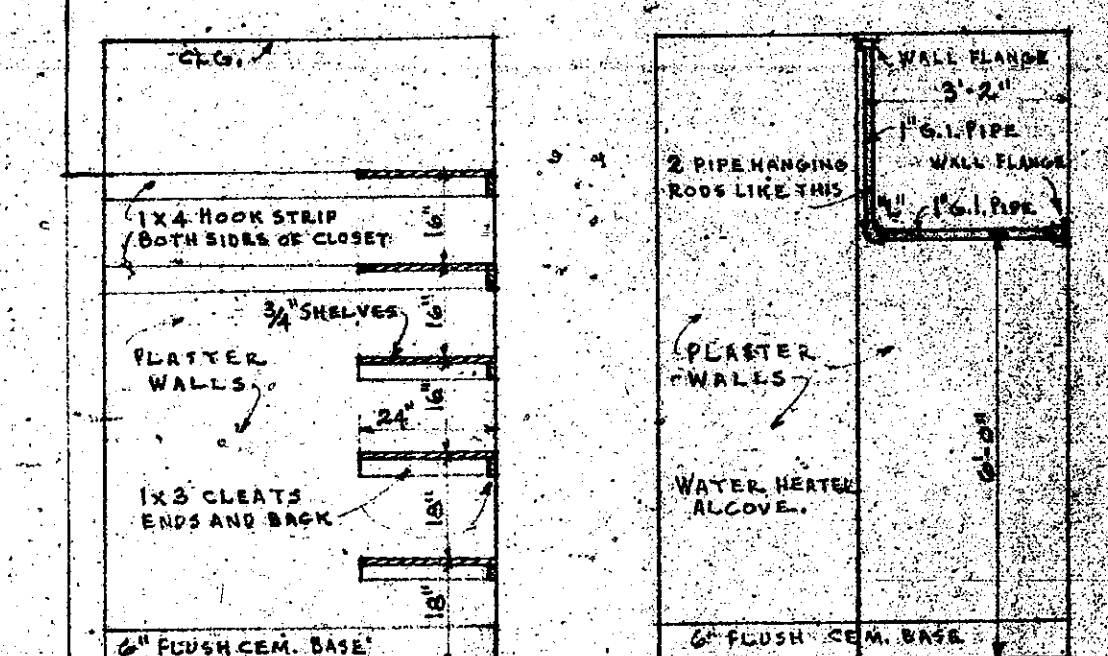
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 NO. LONG BEACH BOULEVARD  
 FOR THE  
 CITY OF LONG BEACH  
 CALIFORNIA  
 W. HORACE AUSTIN - AIA - ARCHITECT  
 LONG BEACH - CALIFORNIA

INDEX NO.  
 920  
 DATE  
 SHEET NO.  
 4  
 OF 9

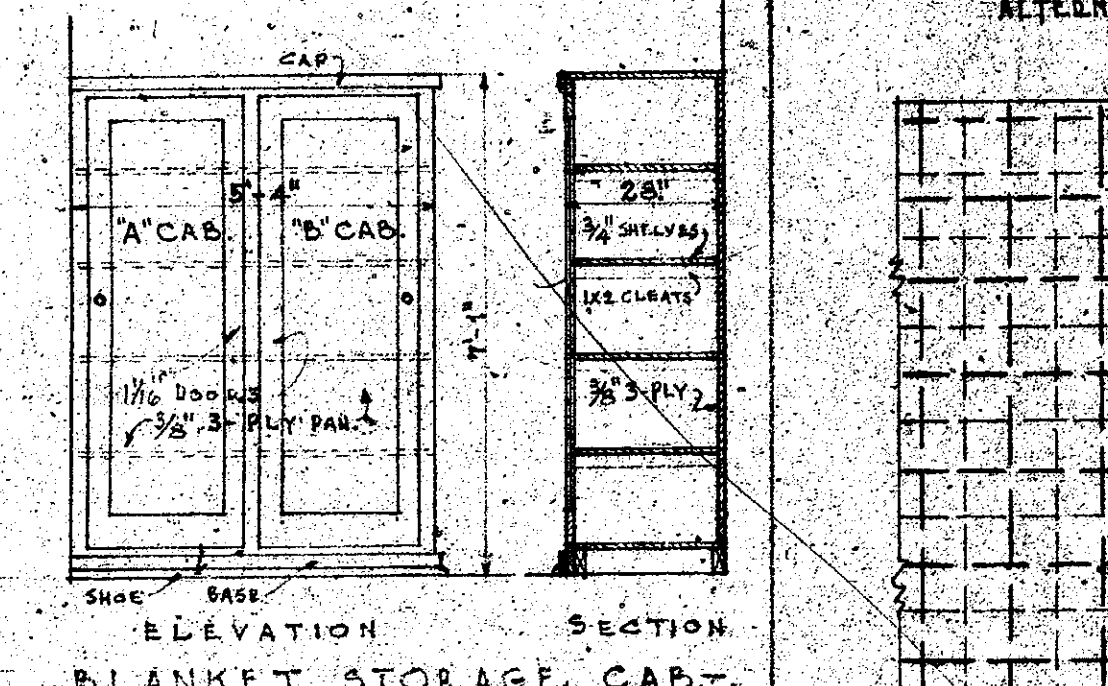




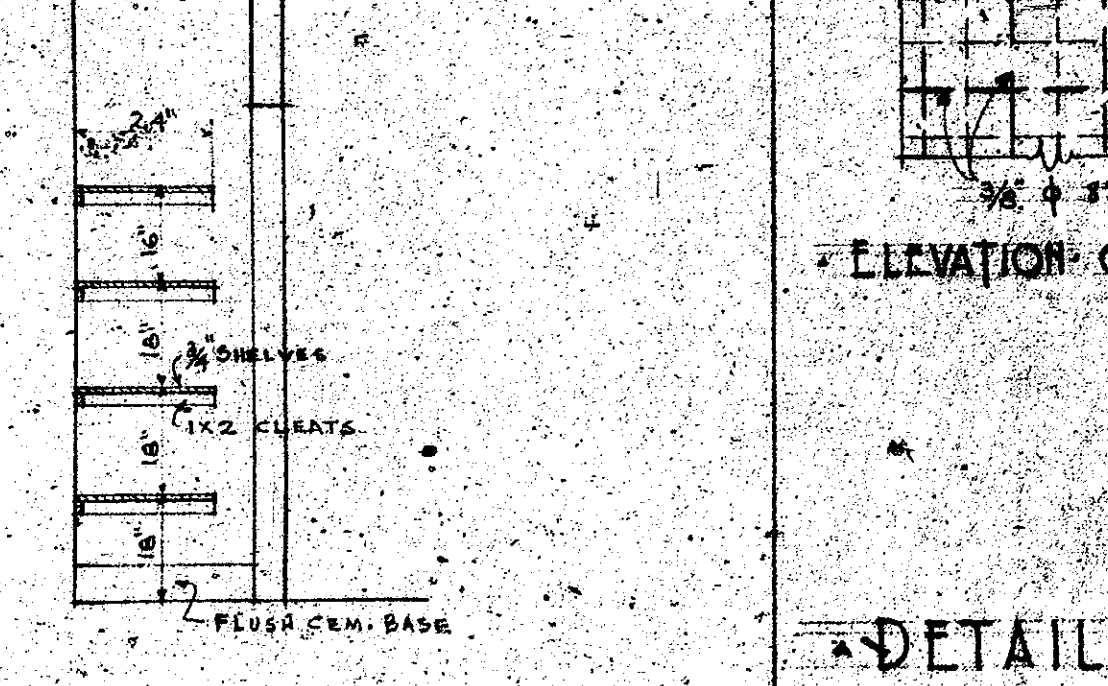
ELEVATION SECTION  
DETAIL OF LOCKERS IN DORMITORY  
SCALE 1/2" = 1'-0"



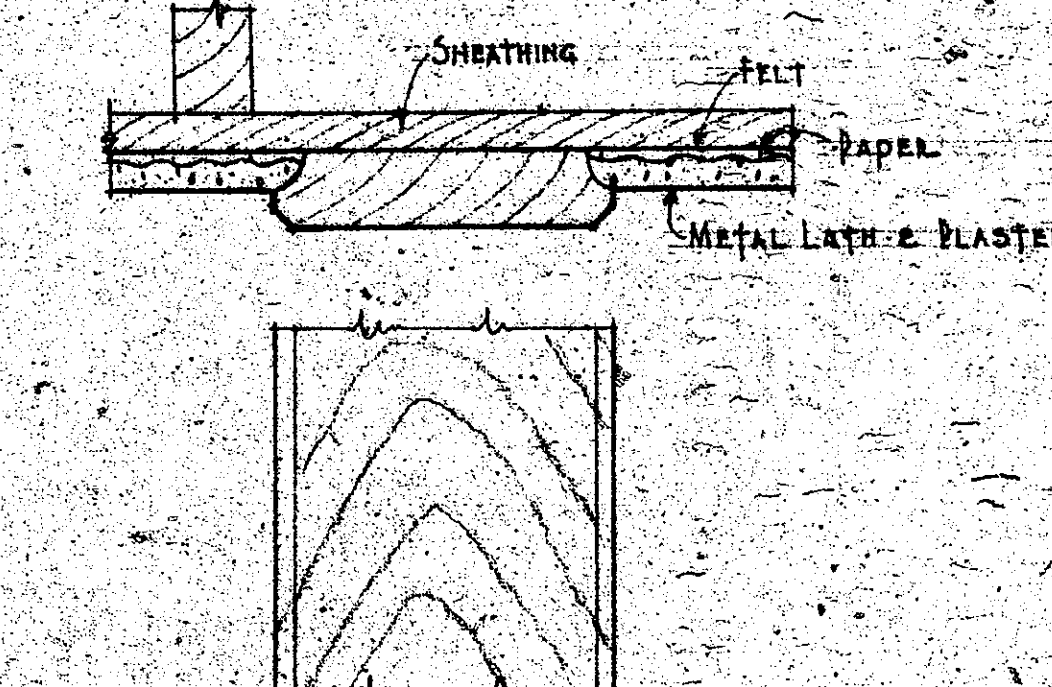
"A" AND "B" SUPPLIES  
ROOMS 6 AND 7  
SCALE 3/8" = 1'-0"



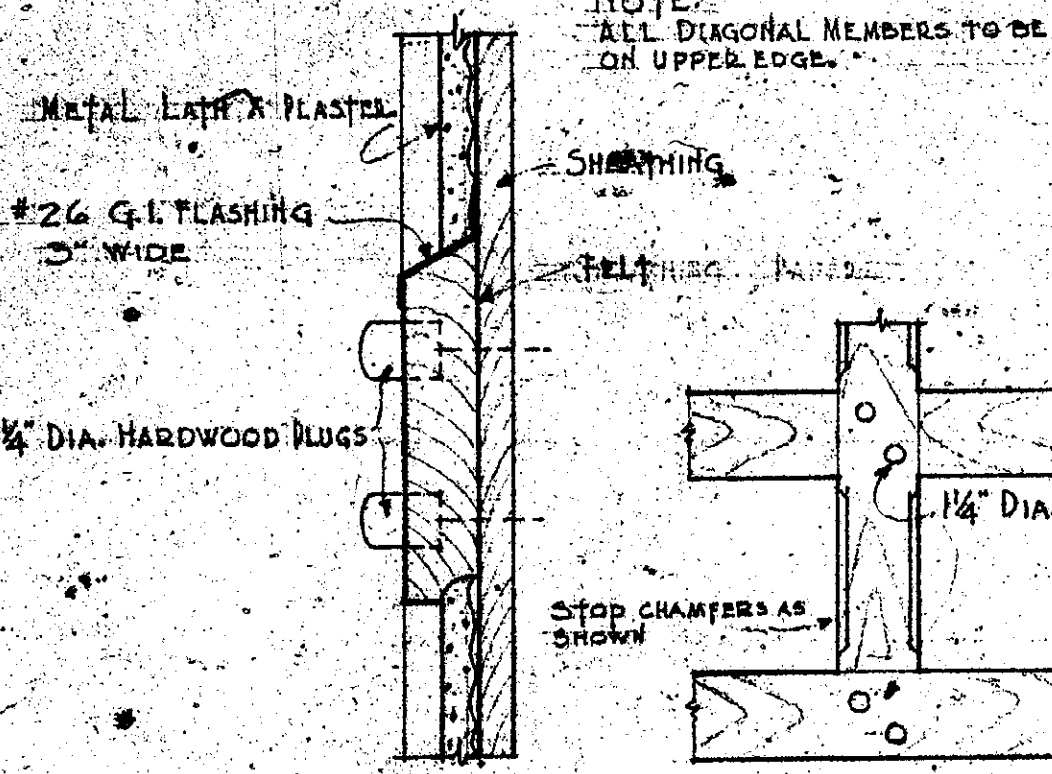
ELEVATION SECTION  
BLANKET STORAGE CABINET IN DORMITORY  
SCALE 3/8" = 1'-0"



DETAIL OF STORAGE R.M. II  
SCALE 3/8" = 1'-0"



VERTICAL HALF-TIMBER



HORIZONTAL HALF-TIMBER

NOTE: ALL DIAGONAL MEMBERS TO BE FLASHED ON UPPER EDGE.

SEE SPECIFICATIONS FOR DESCRIPTION OF HAND CHAMBERS OF HALF-TIMBER SURFACES. GALVANIZED NAILS TO BE USED ON HALF-TIMBER WORK. PLUGS AS SHOWN.

SCALE 3/8" = 1'-0"

NO DIMENSIONS OR SIZES SHOWN

ALTERNATE SLAB: ROOF BENT DOWN 15"

3/8" x 8" O.C. BOTH DIRECTIONS - 3/8" x 1" ANCHOR BOLTS FOR PLATES - 2' x 6" O.C.

1 1/2" CLEAR

3/8" x 8" O.C. BOTH DIRECTIONS

3/8" x 8" O.C. BOTH DIRECTIONS

ALTERNATE ROOF BENT AT ANGLES 15" BOTH WALLS AND SLAB.

END WALL REINFORCEMENT SAME AS SIDE WALLS.

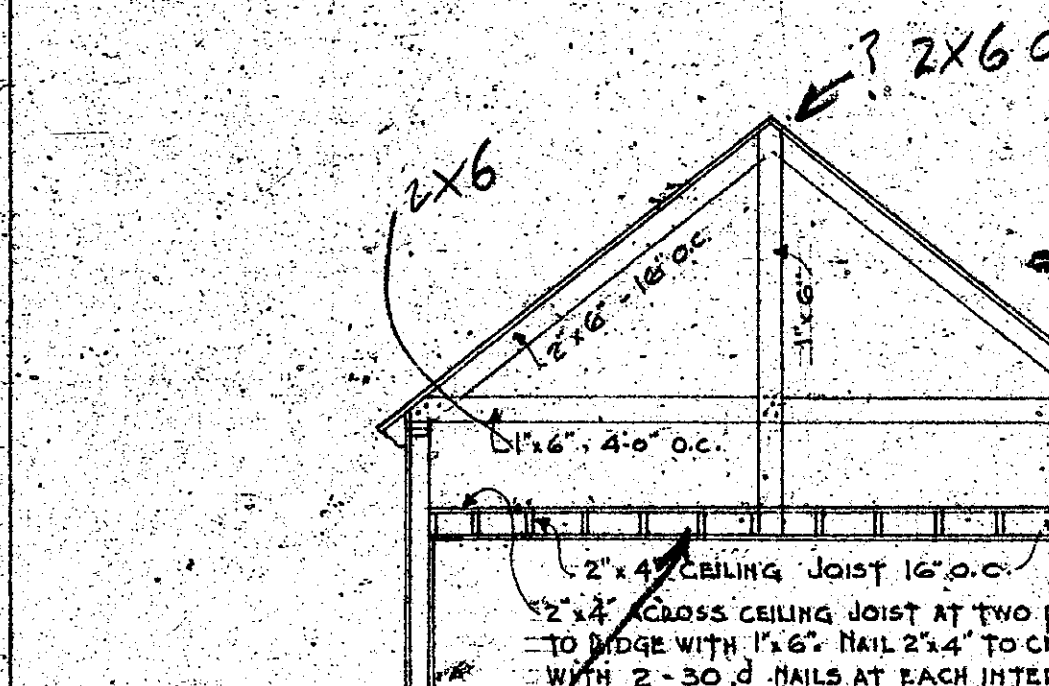
LEAVE CHASE 3/4" DEEP FOR SLAB (IF NOT ROURED AT SAME TIME AS WALLS) ALSO DOWELS 5" O.C.

3/8" x 8" O.C. BOTH DIRECTIONS

RODS CONTINUOUS TO REAR BOTTOM OF FOOTING OR EQUAL NUMBER OF DOWELS OF SAME SIZE AS RODS DOWELS TO LAP 40 DIAMETERS.

SCALE 3/8" = 1'-0"

DETAIL OF VAULT REINFORCEMENT



DETAIL TRUSS THAT CARRIES CEILING

SECTION AT GABLES

SEE SOUTH ELEVATION

PIPE RAIL BENT TO CLEAR LADDER 4"

SEE DETAIL BELOW

PIPE RAIL BENT TO CLEAR LADDER 4"

SEE DETAIL BELOW

PIPE RAIL BENT TO CLEAR LADDER 4"

SEE DETAIL BELOW

PIPE RAIL BENT TO CLEAR LADDER 4"

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PIPE RAIL BENT TO CLEAR LADDER 4"



DETAIL TRUSS THAT CARRIES CEILING

SECTION AT GABLES

SEE SOUTH ELEVATION

PIPE RAIL BENT TO CLEAR LADDER 4"

SEE DETAIL BELOW

PIPE RAIL BENT TO CLEAR LADDER 4"

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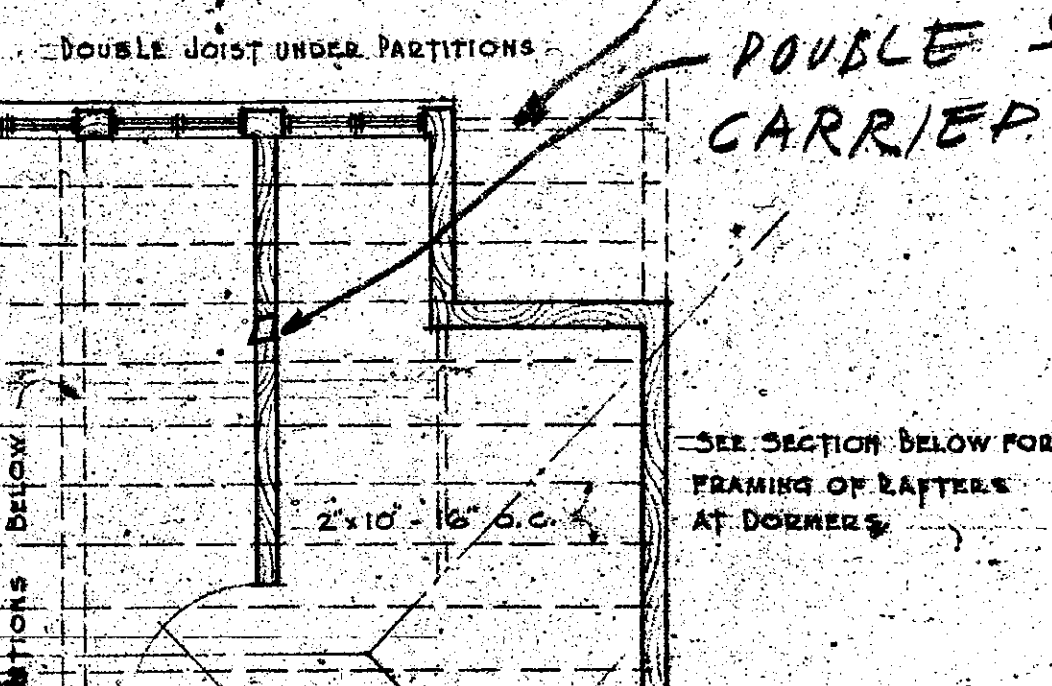
PIPE RAIL BENT TO CLEAR LADDER 4"

SEE DETAIL BELOW

PIPE RAIL BENT TO CLEAR LADDER 4"

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PIPE RAIL BENT TO CLEAR LADDER 4"



DETAIL TRUSS THAT CARRIES CEILING

SECTION AT GABLES

SEE SOUTH ELEVATION

PIPE RAIL BENT TO CLEAR LADDER 4"

SEE DETAIL BELOW

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DETAIL TRUSS THAT CARRIES CEILING

SECTION AT GABLES

SEE SOUTH ELEVATION

PIPE RAIL BENT TO CLEAR LADDER 4"

SEE DETAIL BELOW

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PIPE RAIL BENT TO CLEAR LADDER 4"

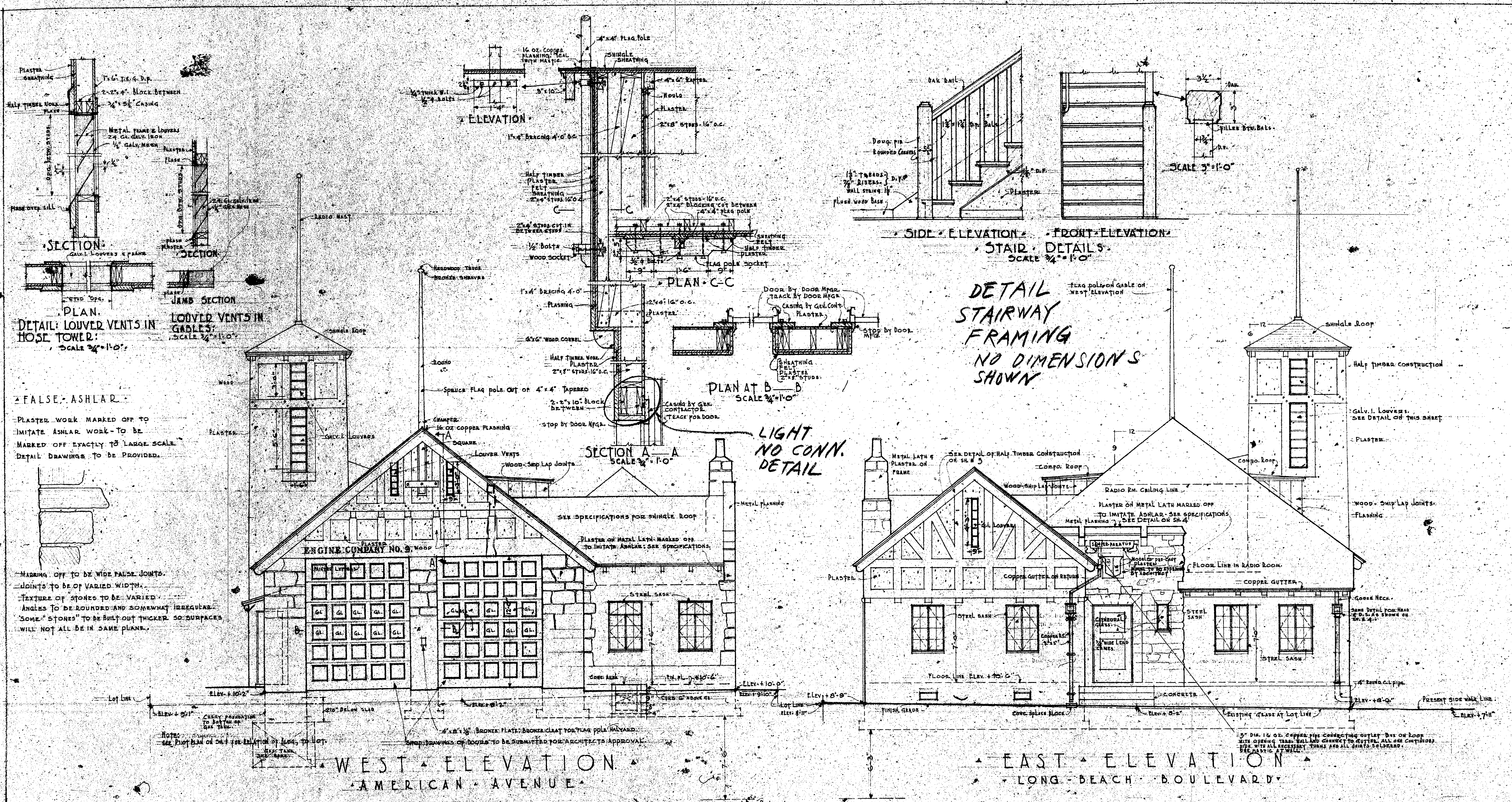
SEE DETAIL BELOW

PIPE RAIL BENT TO CLEAR LADDER 4"

SEE DETAIL BELOW

PIPE RAIL BENT TO CLEAR LADDER 4"





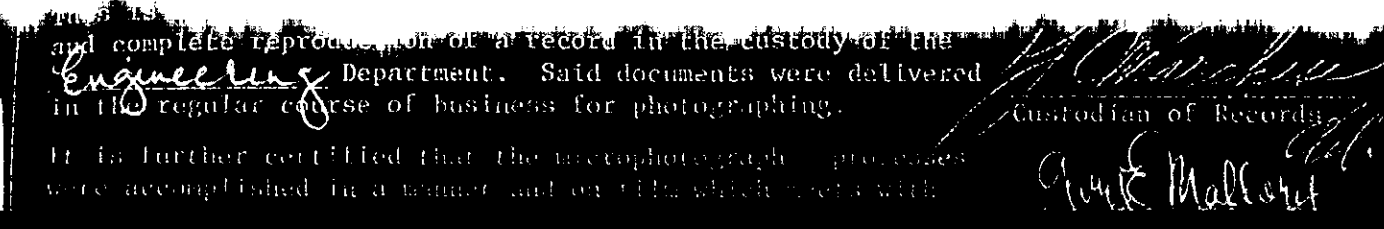
FIRE STATION NO. 9	INDEX NO. 920
NO. 9	DATE
LONG BEACH BOULEVARD	SHEET NO. 6
CITY OF LONG BEACH	OF 9
CALIFORNIA	
W. HORACE AUSTIN ARCHT.	
LONG BEACH	

These drawings were prepared by the City of Long Beach, California, and are the property of the City of Long Beach, California. They are not to be used for any other purpose without the written consent of the City of Long Beach, California.

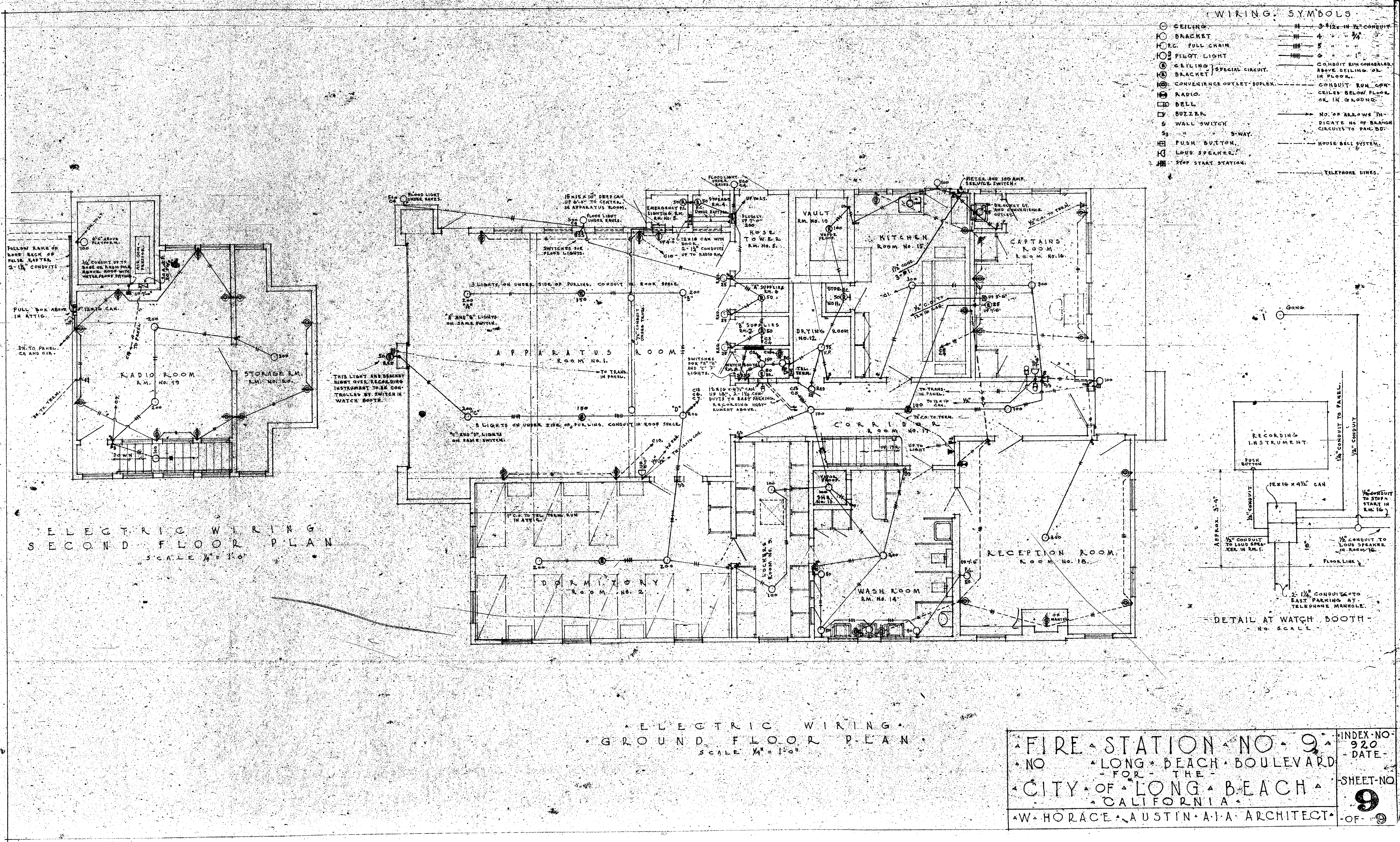
















## **Appendix C – List of Long Beach Fire Department Stations**

Long Beach Fire Department Stations <sup>40</sup>				
Build Date	Station	Location	Type	Status
1906	Station No. 1	210 W. 3 <sup>rd</sup> St.	Urban	Demolished, 1933
1907	Station No. 2	526 E. Anaheim St.	Bungalow	Demolished
1907	Station No. 3	1929 Appleton St.	Bungalow	Demolished
c.1910	Chemical No. 3	2926 E. 65 <sup>th</sup> St.	Bungalow	Demolished
1910	Station No. 4	411 Loma Ave.	Bungalow	Demolished, 1964
1920	Station No. 5	Anaheim & Newport Ave.	Urban	Demolished, 1933
1922	Station No. 6	1355 W. 1 <sup>st</sup> St.	Urban	Demolished, 1960s
1924	Station No. 7	2290 Linden Ave.	Urban	Demolished, 1933
c.1925	Fire College	1417 N. Peterson Ave.	Urban	Demolished
1925	Station No. 9	229 Belmont Ave.	Urban	Demolished, 1933
1925	Station No. 10	1445 N. Peterson Ave.	Bungalow	Extant, local Landmark, substantially altered
1929	Station No. 8	5365 E. 2nd St.	Urban	Extant, local Landmark
1929/ 1936	Station No. 12	6509 Gundry Ave.	Bungalow	Extant, local Landmark
c.1929/1957	Station No. 18 (originally Station No. 13)	3361 Palo Verde Ave. (moved from 2475 Adriatic Ave. in 1957)	Bungalow	Extant
1938	Station No. 9	3917 Long Beach Blvd.	Bungalow	Extant
1940	Station No. 7	2295 Elm Ave.	Bungalow	Extant, substantially altered
1941	Station No. 14	3369 Cherry Ave. / 1838 E. Wardlow Rd.	Bungalow	Extant, local Landmark
1948	Station No. 5	3500 E. Anaheim St	Postwar	Extant, substantially altered
1949	Station No. 3	1222 Daisy Ave.	Postwar	Extant
1950/ 1963	Station No. 17	2241 Argonne Ave.	Postwar	Extant
1951	Station No. 15	Pier F Berth 202	Postwar	Extant
1953 / c.1970	Station No. 16	2890 E. Wardlow Rd.	Postwar	Substantially altered or re-built
1953/ 1964	Station No. 2	1645 E. 3 <sup>rd</sup> St.	Postwar	Extant
c.1954	Station No. 20	401 Pier D Ave.	Postwar	Extant
1956	Station No. 21	225 Marina Dr.	Postwar	Extant
1957	Station No. 13	2475 Adriatic Ave.	Postwar	Extant
1959	Station No. 22	6340 Atherton St.	Postwar	Extant
1959	Station No. 1	100 Magnolia Ave.	Postwar	Extant
1962	Station No. 6	835 Windham Ave.	N/A	N/A
1963	Station No. 19	3559 Clark St.	Postwar	Extant
1963	Station No. 11	160 E. Market St.	Postwar	Extant
1964	Station No. 4	411 Loma Ave.	Postwar	Extant
1967	Station No. 5	7575 E. Wardlow Rd.	Postwar Ranch	Extant

<sup>40</sup> Dates of construction and demolition from *Long Beach Fireman's Historical Museum Photographs Collection*, Department of Archives and Special Collections, University Library, California State University, Dominguez Hills, accessed September 9, 2019, [https://oac.cdlib.org/findaid/ark:/13030/kt0f59r6k1/entire\\_text/](https://oac.cdlib.org/findaid/ark:/13030/kt0f59r6k1/entire_text/).



Long Beach Fire Department Stations <sup>40</sup>				
Build Date	Station	Location	Type	Status
1967	Station No. 10	1417 N. Peterson Ave.	Postwar	Extant
1971	Station No. 14	5200 Eliot Ave.	Postwar	Extant
2000s	Fire Headquarters	3205 Lakewood Blvd.	Contemporary	Extant
2013	Station No. 12	1199 E. Artesia Blvd	Contemporary	Extant
2014	Beach Operations	2100 E. Ocean Blvd.	Contemporary	Extant
2000s	Station No. 24	111 Pier S Ave.	Contemporary	Extant
2002	Station No. 6	330 Windsor Way	Contemporary	Extant



## **Appendix D – DPR 523 Forms**

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
**NRHP Status Code 5S3**

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) Long Beach Fire Station No. 9

P1. Other Identifier: 3917 Long Beach Blvd

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

\*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_; R \_\_\_\_; \_\_\_\_ of \_\_\_\_ of Sec \_\_\_\_; \_\_\_\_ B.M.

c. Address 3917 Long Beach Blvd City Long Beach Zip 90807

d. UTM: (Give more than one for large and/or linear resources) Zone \_\_, \_\_ mE/ \_\_ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 7139-013-900

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The property is occupied by Fire Station No. 9, which was constructed in 1938. The building is one-and-a-half stories in height and generally rectangular in plan. It has a predominately gabled and hipped roof clad in asphalt shingles with a flat roof on the south elevation clad in rolled asphalt. The roof perimeter has shallow eaves with barge boards on the street-facing (east and west) gable ends. The north- and south-facing gable ends are articulated by parapets and at the center of the north portion of the roof is the three-story hose tower. The exterior is mostly covered in cement plaster.

(See continuation sheet)

\*P3b. Resource Attributes: (List attributes and codes) (HP14) Government building



\*P4. Resources Present: ☒ Building  
☐ Structure ☐ Object ☐ Site ☐ District ☐  
Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) View looking west, taken 10/07/2019

\*P6. Date Constructed/Age and

Source: ☒ Historic ☐ Prehistoric  
☐ Both

1938; City of Long Beach, Public Works Department

\*P7. Owner and Address:

City of Long Beach

411 W. Ocean Boulevard

Long Beach, CA 90802

\*P8. Recorded by: (Name, affiliation, and address)

Audrey von Ahrens

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

\*P9. Date Recorded: 10/07/2019

\*P10. Survey Type: (Describe)

Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, "Historical Resources Evaluation Report for 3917 Long Beach Boulevard, Long Beach, California," September 2019

\*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List): \_\_\_\_\_



## BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) Long Beach Fire Station No. 9 \*NRHP Status Code 5S3

Page 2 of 7

B1. Historic Name: Long Beach Fire Station No. 9

B2. Common Name: Long Beach Fire Station No. 9

B3. Original Use: Fire Station B4. Present Use: Vacant

\*B5. Architectural Style: Tudor Revival

\*B6. Construction History: (Construction date, alterations, and date of alterations)

Fire station constructed 1938; window replacements, application of stucco cladding, and roof replacement completed at unknown date.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: None

B9a. Architect: W. Horace Austin

b. Builder: WPA

\*B10. Significance: Theme Institutional Development and the Work Progress Administration Area Long Beach  
Period of Significance 1938 Property Type Government building, fire station Applicable Criteria A (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building was evaluated for potential listing in the National Register of Historic Places, and California Register of Historical Resources, as well as for designation as a Long Beach Historic Landmark.

(See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) None

\*B12. References:

See report for full bibliography.

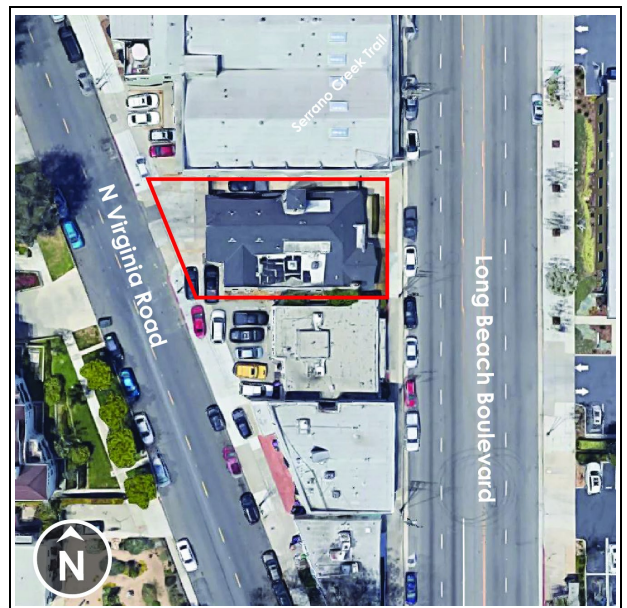
B13. Remarks:

None

\*B14. Evaluator: Audrey von Ahrens

\*Date of Evaluation: October 2019

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 3 of 7

### P3a. Description (cont.)

The east elevation facing Long Beach Boulevard abuts the sidewalk and is asymmetrically arranged. It is generally divided into three bays. The south bay consists of a projecting front-facing gable with the center and north bays slightly set back from the main entrance porch. The center bay is articulated by a flat roof with a crenelated parapet that projects above the hipped roof plane of the north bay. The main entrance is located in the center bay and is accessed by three concrete steps that lead to the concrete porch, which extends the length of the north bay. The center bay is clad in cement plaster scored to imitate ashlar cut stone. The main entrance door is wood paneled with a single-light in the upper panel and is obscured by a non-original metal security door. Centered above the main entrance is a cast plaster coat of arms that reads "SEMPER PARATUS" and "LBFD." A narrow, single-light, steel sash casement window is located just north of the door.

A secondary entrance is situated on the north-facing wall of the south bay. This entrance consists of a wood paneled door with three-over-three divided lights with cathedral glass in the upper panel. Fenestration on the two outer bays is evenly spaced. Each bay has two non-original metal casement windows set within original openings behind non-original metal security bars. A long, narrow, louvered vent is centered beneath the gable peak. The gable has a slight overhang and the end features decorative half-timbering.

The north elevation is set back from the adjacent building and overlooks a narrow side yard paved in concrete. When originally constructed, this elevation was visible from Long Beach Boulevard. The most prominent feature on this elevation is the hose tower. Located near the center, the square tower has a hipped roof. Decorative half-timbers frame the top of the tower. Narrow, louvered wood vents are centered on each elevation of the tower. On the ground floor of the north elevation are multiple side entrances. The westernmost is the kitchen entrance. It is accessed by two concrete steps and consists of a wood paneled door with three divided lights in the upper panel. A metal security door was added at an unknown date. A wood framed transom has been infilled with a wood board and air conditioning unit. A metal door opens to the original vault room. At the base of the tower, a non-original wood paneled door with metal louvered vent is within an original opening. West of the tower is a rectangular projection with shed roof. The north and south exterior walls of the storage room have wood plank doors. At the far west end of the elevation is another opening with non-original wood and louvered metal door providing access to the apparatus room. Fenestration consists of non-original, single-light metal sash windows within original wood frames. A flat dormer projects from the roof plane east of the tower. Although the location and volume of the dormer is original, it was recently reconstructed with all new materials. Three sliding metal sash windows are evenly spaced across the dormer where the original windows would have been. West of the tower, fenestration consist of six, evenly spaced clerestory windows. Non-original metal sashes are within original wood casings.

The west elevation overlooks Virginia Road and is set back from a scored concrete driveway. The elevation is asymmetrically arranged. Two large garage doors are centered beneath the projecting front-facing gable bay on the north. Non-original metal roll-up doors are within the original openings flanked by pilasters clad in scored cement plaster. The gable end has decorative half timbering with a corbelled overhang at the attic level. Beneath the peak, the metal flag pole terminates at a decorative wood sill flanked by narrow, louvered metal attic vents. South of the projecting gable, the elevation is set back. Originally, two window openings were evenly spaced. However, the northernmost opening has been infilled with stucco.

## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 4 of 7

The south elevation overlooks the adjacent property and has a shallow setback. It is the least visible of the four elevations. At the far east end is a chimney. Two prominent gables articulated by decorative cement plaster quoins and stepped parapets flank the elevation. Centered within each gable are narrow attic vents. Fenestration is evenly spaced. The windows were all recently replaced, and openings appear to be resized. A flat dormer projects from the roof plane. Originally, the dormer consisted of five evenly spaced window openings. The three center windows have been replaced with vinyl windows but retain the original wood casings. The outermost window openings have each altered with a roof access door (west) and smaller window opening (east).

### **B10. Significance** (cont.)

#### National Register of Historic Places

##### *Criterion A*

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The contexts considered in this evaluation were Civic and Governmental Infrastructure and the WPA. Although the two contexts are closely related, the property is evaluated below within each context individually.

The first context considered under Criterion A was Civic and Governmental Infrastructure. The property was constructed in 1938 as the second Fire Station No. 9. The first had been demolished as a result of the 1933 Long Beach earthquake. The new Fire Station No. 9 was constructed in the Los Cerritos and Bixby Knolls neighborhoods at a time when the City had a lack of permanent fire stations as a result of the 1933 earthquake, but limited funding to address these deficiencies during the Great Depression. However, according to *National Register Bulletin #15*, "mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well." Although Fire Station No. 9 was the first fire to be constructed after the earthquake, this association is best evaluated in the context of the WPA. To be eligible under Criterion A within the context of Civic and Government Infrastructure, the fire station would need to be particularly important in fire station history, such as the first fire station constructed in Long Beach. No information was found indicating that Fire Station No. 9 played a significant role in the history of the Fire Department. Therefore, the property does not appear to be significant under Criterion A within the context of Civic and Government Infrastructure.

The second context considered under Criterion A was the WPA. Throughout the 1910s and 1920s, Long Beach fire stations had been constructed using revenue generated by the City. However, with almost half of the city's fire stations demolished in the aftermath of the 1933 Long Beach earthquake and lack of city coffers during the Great Depression, the City of Long Beach appealed to the federal government for help. Relief was found in the WPA, which supported the development of civic, recreational, and educational facilities. According to information available today, two fire stations were constructed by the WPA program in Long Beach. These were the subject property, Fire Station No. 9, and Fire Station No. 7, completed in 1940 at 2295 Elm Avenue. Though extant and still in use, Fire Station No. 7 has been substantially altered from its 1940 appearance. The property appears to be significant under Criterion A in the area of Institutional Development as it represents the partnership between the City and WPA created to rebuild and add public services after the 1933 earthquake.

## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 5 of 7

### *Criterion B*

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. Fire Station No. 9 was constructed by the WPA for the City of Long Beach Fire Department. Since its construction, the building has remained under public ownership as Fire Station No. 9. Many individuals worked at the property since its construction in 1938; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

### *Criterion C*

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Fire Station No. 9 was evaluated as an example of the Tudor Revival style designed by prolific Long Beach architect, W. Horace Austin.

Fire Station No. 9 possesses most of the basic features associated with the Tudor Revival style, including its predominately stuccoed exterior; steeply pitched, multi-gabled roofs and dormers; decorative half-timbering; decorative quoin detailing; stepped and castellated parapets; wood paneled and planked doors, one of which retains leaded cathedral glass; and tall, narrow vents beneath the gable peaks. However, the building is lacking in the qualities that are associated with finer examples of the Tudor Revival style, such as slate roof shingles, and brick or stone detailing. Finer examples of the Tudor Revival style also typically retain casement windows with diamond panes and wood paneled doors. The majority of the building's steel sash windows have been replaced with at least one opening enclosed and multiple openings resized. Furthermore, the exterior has been re-stuccoed and the original wood roof shingles have been replaced with asphalt.

Fire Station No. 9 does not fully embody the distinguishing features of the Tudor Revival style and is not an important example in this context. Furthermore, the building followed an established trend in fire station design as a typical example of a Bungalow Station and was not an important or pioneering example of its type. Thus, the property does not appear to be significant under these aspects of Criterion C.

William Horace Austin Jr. (1881–1942) is noted as the architect on the original drawings. Austin was born in Kansas in 1881. He moved to Long Beach with his family in 1895 and began working in the building trades. He was educated in architecture at the University of Pennsylvania and returned to Long Beach to establish his career, eventually becoming one of the city's most prolific commercial and institutional architects.

While Austin is considered a master architect in Long Beach, *National Register Bulletin #15* states, "The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft." During the Great Depression, Austin sought work through the WPA, as was typical for many architects across the country at the time. Three known WPA projects were completed by Austin, including the subject building (Long Beach Fire Station No. 9), Santa Ana City Hall (former), and Long Beach Airport Terminal Building. Austin had a prolific career and had already fully developed into a well-known architect by the time he designed Fire Station No. 9, which was constructed toward the end of his career. Thus, it would not be considered a particularly important phase in the

## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 6 of 7

development of his career, an important aspect of his career, or a particular idea in his or her craft. Therefore, the property does not appear to be significant under this aspect of Criterion C.

The last aspect of Criterion C, the possession of high artistic values, refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal. A building eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend high artistic value. While Fire Station No. 9 does possess some of these architectural features, it does not rise to the level of significance to be considered eligible under this aspect of Criterion C. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. The property is primarily surrounded by low-rise commercial buildings constructed between the late 1940s and 1990s.

In conclusion, the property does not appear to be significant under Criterion C.

### *Criterion D*

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that the property has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

### *Integrity*

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. In the case of architecturally significant properties, the period of significance is normally the date of construction. For historically significant properties, the length of the historic associations usually measures the period of significance. As the property appears significant under Criteria A, as an important example of a WPA fire station in Long Beach, the period of significance is the date of construction, 1938.

The building has not been moved; therefore, it retains integrity of location. No additions have been made to the building. Therefore, the original form remains intact. The building generally retains its original floorplan. However, two interior spaces have been substantially altered. These include the first-floor dormitory and upper floor radio room. No other alterations appear to have been made the building's form, plan, space, or structure. Although some original doors and almost all original windows have been replaced, the building retains its original primary and secondary entrance doors on the west elevation and almost all original openings. The building retains the overall integrity of design.

The immediate setting of the building has been altered. Thus, the integrity of setting has been diminished. The broad setting has also noticeably changed. Therefore, the overall integrity of setting is only moderately intact. The building materials have been altered over time. Major alterations include the replacement of the original wood shingle roof with composition shingles, re-stuccoing of the exterior, replacement of all but one original window, and reconfiguration of the window openings on the south elevation. Due to these major alterations on the exterior, the integrity of materials is only moderately intact. The techniques used in the construction of the building have been diminished as original materials have been removed and/or replaced, such as original multi-light steel sash windows. Therefore, the building only retains a moderate level of integrity of workmanship.

## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 7 of 7

The building conveys integrity of feeling as a Tudor Revival style fire station, constructed in the late 1930s. Physical characteristics that convey its historic qualities include its single-family residential scale, overall massing with asymmetry, and its Tudor Revival style architectural details, such as half-timbering and other wood details combined with cement plaster exterior finishes. Therefore, this aspect of integrity is retained. The property retains sufficient combined integrity of setting, location, design, workmanship, materials, and feeling to convey integrity of association.

Fire Station No. 9 appears to be significant under National Register Criteria A. However, it may not retain sufficient integrity to be eligible for listing on the National Register as a result of the diminished integrity of setting, workmanship, and materials.

### California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, Fire Station No. 9 may not be eligible for listing in the California Register for the same reasons outlined above.

### Long Beach Cultural Heritage Ordinance

The City of Long Beach criteria vary slightly from the National and California Register criteria, but generally mirror the aspects of significance evaluated under the National Register criteria at the local level of significance. Thus, Fire Station No. 9 appears to be significant under local Criterion A for the same reasons outlined under the National Register evaluation above. Although some aspects of integrity have been diminished to the degree the property may not be eligible for the National or State registers, the property does retain sufficient integrity to be considered eligible for listing as a Historic Landmark. Aspects of integrity that have been diminished include setting, workmanship and materials. Furthermore, the integrity of Fire Station No. 9 is comparable to, and arguably more intact than the integrity of Station No. 12, which is listed as a Historic Landmark.

### Conclusion

The property appears to be eligible for designation as a Historic Landmark. 3917 Long Beach Boulevard appears to be significant under Criterion A in the area of Institutional Development as an example of a WPA project which specifically addressed a lack of permanent fire stations in Long Beach after the 1933 earthquake. The recommended Status Code is 5S3, appears to be individually eligible for local listing or designation through survey evaluation.



# Historic Building Documentation Report

## Fire Station No. 9, Long Beach, California

*prepared for*

**City of Long Beach**

411 West Ocean Boulevard, 3<sup>rd</sup> Floor

Long Beach, California 90802

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**April 2020**



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This report was prepared in accordance with the general guidelines of Historic American Building Survey-like (HABS)-level III guidelines as detailed by the National Park Service in the *Historic American Building Survey Guidelines for Historical Reports* (October 2000).

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# Table of Contents

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Part I.	Historical Information .....	2
A.	Physical History.....	2
B.	Historical Context.....	3
Part II.	Architectural Information .....	9
A.	General Statement.....	9
B.	Description of Exterior .....	9
C.	Description of Interior .....	10
D.	Site.....	12
Part III.	Sources of Information .....	13
A.	Architectural Drawings: Original plans on file with City of Long Beach.....	13
B.	Early Views: From the Long Beach Fireman's Historical Museum Photographs Collection, Long Beach .....	13
C.	Bibliography: .....	13
Part IV.	Project Information .....	14

## Figures

Figure 1:	Exterior, view to the southwest, 1939. Photograph from Long Beach Fireman's Historical Museum Photographs Collection. ID # 439. California State University, Dominguez Hills, Archives and Special Collections. Calisphere.org. ....	17
Figure 2:	Exterior, captain and crew stand with Ahrens Fox engine, view to the east, 1940. Photograph from Long Beach Fireman's Historical Museum Photographs Collection. ID #2676_27. California State University, Dominguez Hills, Archives and Special Collections. Calisphere.org. ....	18
Figure 3:	Exterior, view to the northeast, 1951. Photograph from Long Beach Fireman's Historical Museum Photographs Collection. ID # 2726_1. California State University, Dominguez Hills, Archives and Special Collections. Calisphere.org. ....	19



**HISTORIC AMERICAN BUILDINGS SURVEY**

**LONG BEACH FIRE STATION NO. 9, LONG BEACH, CALIFORNIA**

**Location:** Long Beach Fire Station No. 9 is located at 3917 Long Beach Boulevard, Long Beach, County of Los Angeles, California; APN: 7139-013-900.

Long Beach Fire Station No. 9 is located at latitude 33.829760, longitude -118.189547. These coordinates represent the building's northeast corner. This coordinate was obtained on December 13, 2019 using Google Earth Pro. The datum is WGS84. Long Beach Fire Station No. 9's location has no restriction on its release to the public.

**Present Owner:** Long Beach Fire Station No. 9 is owned by the City of Long Beach.

**Present Use:** The property is vacant.

**Significance:** Long Beach Fire Station No. 9 reflects the collaborative relationship between the Works Progress Administration (WPA) and the City of Long Beach which occurred in the aftermath of the 1933 Long Beach Earthquake. The WPA was a government agency tasked with developing public works projects during the Great Depression, including civic, recreational, educational, and institutional facilities. The WPA also served as a source of manpower in the face of natural disasters such as hurricanes, floods, fires, and earthquakes. Long Beach Fire Station No. 9 was constructed as part of a larger effort to rebuild and add public services after the 1933 earthquake and represents an important crux of institutional development and natural disaster relief in the history of Long Beach.

**Historian(s):** This report was prepared by Rincon Architectural Historian Alexandra Madsen and Rincon Senior Architectural Historian Steven Treffers.

## **Part I. Historical Information**

### **A. Physical History**

**1. Date of erection:** 1938

- 2. Architect:** The architect of the Tudor Revival-style Long Beach Station No. 9 was the prolific William Horace Austin. Born in Kansas in 1888, Austin moved with his family to Long Beach at the age of 14. He later studied architecture at the University of Pennsylvania before rejoining his family in Long Beach and beginning work as an architect.

Austin was active in Long Beach from 1906 to 1942 and was deemed the “Dean of Architects of Long Beach” in his obituary. In 1920, Austin was elected to the American Institute of Architects and in 1923 he founded the Long Beach Architectural Club (Sapphos Environmental, Inc. 2009). Austin practiced both independently and collaboratively in Long Beach, often partnering with other notable architects such as Harvey H. Lockridge, John C. Austin, Frederick M. Ashley, and Edward Leodore Mayberry Jr. (GPA 2019). Austin was known for his residential and civic designs, which employed a wide range of architectural styles. Several of his buildings have been designated Long Beach Historic Landmarks, including the Ambassador Apartment Building, Pacific Tower, and Long Beach Airport Terminal Building. During the Great Depression, Austin completed at least three WPA projects: Long Beach Fire Station No. 9, the Santa Ana City Hall, and the Long Beach Airport Terminal Building (GPA 2019).

- 3. Original and subsequent owners, occupants, uses:** The fire station was built in 1938 and operated by the Long Beach Fire Department until 2019 when it was vacated due to the presence of toxic mold. Today, the fire station is vacant and owned by the City of Long Beach.
- 4. Builder, contractor, suppliers:** The WPA was responsible for the construction of the building. The specific builders, contractors, and suppliers were not ascertained.
- 5. Original plans and construction:** As designed and constructed, the subject property is a Tudor Revival-style building, consisting of a single 1.5-story building. The fire station is irregular in plan with an asymmetrical façade and varied massing. Although the building has been subject to some alterations, it retains its overall design and original footprint.

- 6. Alterations and additions:** The building was re-stuccoed and the original roof wood shingles were replaced with composition shingles at an unknown date. It appears that almost all original windows and some original doors, including the garage doors, were replaced.

## **B. Historical Context**

The following historical context was excerpted from the 2019 evaluation of the subject property completed by GPA and adapted from the *City of Long Beach Historic Context Statement*.

### **1. Long Beach**

*3917 Long Beach Boulevard is located on the border between the Los Cerritos and Bixby Knolls neighborhoods in the City of Long Beach. The area is located south of the Southern Pacific railroad tracks between Atlantic Avenue and the Los Angeles River and the Los Altos area in southeast Long Beach. The area remained agricultural into the 1920s with subdivisions of small lots used for farming. By the 1920s, industry became the primary economic force in the area. The discovery of oil led to a population and construction boom and the agricultural land was subdivided, sold, and developed for residential, commercial, and industrial expansion. During the 1920s, the area was one of the fastest growing in Long Beach. The middle class grew tremendously in size and affluence due to wealth created by the stock market as well as the booming oil and lumber industries.*

*Residential building construction in the form of single-family houses, apartment buildings, and bungalow courts was at a record high to meet the growing demand. Residences were designed in more traditional architectural styles such as Tudor Revival, Colonial Revival, and Spanish Colonial Revival.*

*In 1937, the Jotham Bixby Company announced its plans to develop a neighborhood of custom homes called Bixby Knolls. Hundreds of new residences were planned in neighborhoods throughout Long Beach and surrounding areas as a result of population growth during the mid-1930s. A substantial portion of the residential development during this period was situated on land that was formerly associated with Rancho Los Cerritos, owned by the Bixby family. Bixby Knolls quickly established itself as a unique community with several housing developments. Importance was placed on the neighborhood's aesthetic, with everything from architectural styles to street details requiring approval from a design committee.*

*Following the end of World War II, nearly 13 million veterans returned to the United States, ready to buy homes, begin families, and settle down into suburban life away from the city center. Residential development spread throughout North Long Beach, with a number of new subdivisions appearing throughout the Bixby Knolls area. In addition to single-family homes, thousands of new multiple family properties—including duplexes, garden apartments, and “dingbat” apartments—were built after the war.*

*By the late 1950s, the impact of the automobile began to be reflected in the built environment, as the economic potential from commercial establishments along heavily traveled highways and thoroughfares prompted roadside development. Suburban shopping centers appeared adjacent to new developments (GPA 2019:7; Sapphos Environmental, Inc. 2009:49).*

## **2. Long Beach Fire Department**

*The Long Beach Fire Department was established in 1897 when a group of prominent citizens met to organize a fire defense system for the City. The first cavalry consisted of two hand-drawn hose carts and a ladder wagon, all operated by volunteers. Equipment was stored in a shed near the original City Hall. A large bell was attached to a tower near the shed, which alerted the nearby volunteers when their services were needed. In 1902, the City Board of Trustees elected J.F. Corbet, a local businessman, as the first fire chief.*

*By 1906, construction was underway on the City’s first fire station, at the corner of 3<sup>rd</sup> Street and Pacific Avenue. Fire apparatus bonds in the amount of \$30,000 paid for the construction of the new building, as well as for fire alarm boxes, equipment, a steam fire engine, a hose wagon, and a ladder truck. The volunteer fire department was replaced by a full-time, professional one, led by station chief, J. Schewsbury, and assistant chief, G. Craw. The following year, two substations were added to the department: Station No. 2, located at 526 E. Anaheim Street, and Station No. 3, located at 1929 Appleton Street. These stations were constructed as simple bungalows, featuring living quarters for the officer-in-charge and his family, as well as bachelor quarters for the firefighters.*

*In the 1920s, the Fire Department experienced rapid expansion. The discovery of oil in Signal Hill led to a swift growth in population. To keep pace with the related increased demand for public services, the City mandated that oil revenues be utilized to build new infrastructure and new public buildings. At least ten new fire stations were constructed during the 1920s. One of the last fire stations to be constructed during this period was Station No. 12, completed in 1930. However, following the stock market crash of 1929, it was not immediately occupied by the*

*Fire Department due to an overall decrease in City funding for staff. As a result, the expansion of the Fire Department came to a halt.*

*In March 1933, the Long Beach earthquake devastated the city and led to a decrease in the department's resources. Several fire stations, including Stations No. 1, 5, 7, and 9, along with many other buildings throughout Long Beach, were severely damaged by the earthquake and subsequently demolished.*

*Immediately following the earthquake, the various fire stations were housed in small tents until the vacated, severely damaged buildings were demolished and larger tents secured from the Barnum Circus were erected on the lots. Eventually, simple wood-framed buildings, rectangular in plan with hipped roofs, were constructed. These were more durable than tents, though still only temporary remedies. Of the approximately ten stations constructed during the 1920s, only two are extant.*

*The impending war brought much-needed funding back into the Fire Department's budget. In 1941, the City began an emergency ambulance service, with a single truck. By 1947, 16 fire stations provided service and protection to the City's 244,000 residents situated within its 34.7 square miles.*

*As a result of the City's postwar boom, the demand for Fire Department services increased dramatically, and the department was stretched to maintain the same level of service over a far greater area. Additional stations were built in areas where service was lacking. A set of standards was devised to identify areas in need of a fire station; the standards recommended that a fire station be situated within  $\frac{3}{4}$  of a mile from all commercial and industrial areas and within 1  $\frac{1}{2}$  miles from all residential areas. As explained in the City's first Preliminary Master Plan (1958),*

*In the science of firefighting, technical training, experienced personnel and modern equipment are often negated by time and distance. These two criteria, time and distance, are of the utmost importance in the planning of fire station locations and the periodic relocation of existing fire stations in order to keep abreast of changing conditions.*

*The 1958 Master Plan singled out the area east of Lakewood Boulevard, generally known as Los Altos, as being particularly deficient in fire services. The Master Plan noted that, due to the development in the region having occurred in piecemeal fashion, with little or no oversight, the community was lacking any real services. To correct the deficiency, a number of safety improvements were made during the postwar era, including the addition of new equipment, personnel, fire stations, and new hydrants. Since the 1950s, improvements to the fire prevention infrastructure have commenced in concert with the City's population growth (GPA 2019:16-20; Sapphos Environmental, Inc. 2009:146-148).*

### **3. Works Progress Administration / Public Works Administration, 1930-1941**

*Following the stock market crash of 1929 and subsequent years of the Great Depression, the U.S. government initiated a series of programs designed to provide financial aid to states, municipalities, and individuals, in an effort to revitalize the nation's economy and provide relief to the hundreds of thousands of struggling families through the provision of employment. Initiated by newly elected President Franklin D. Roosevelt, the New Deal served to provide the nation with much-needed jobs, infrastructure, and assurance. Under the New Deal's two main infrastructure and employment programs, the WPA and the PWA, some of the nation's most remarkable civic improvement projects were completed.*

*In 1932, Long Beach received \$500,000 from the Reconstruction Finance Corps (later known as the PWA) to provide employment to 1,250 men and women. Following the 1933 earthquake, support from the New Deal programs was largely in the form of grants, loans, and jobs that flowed into the area to aid in the City's rebuilding efforts. The issuing of City permits for new construction increased dramatically. New jobs were created, and a general sense of optimism began to emerge. New school building safety regulations were initiated throughout the state to replace all unreinforced masonry school buildings with reinforced concrete. With nearly two-thirds of the City's school buildings damaged beyond repair, dozens of new school buildings were constructed throughout Long Beach.*

*Many of the public buildings constructed during this period used a similar vocabulary, which came to be known as the PWA style of architecture. The style drew from Beaux Arts Classicism and Art Deco architecture and could be recognized by its symmetrical monumental appearance. Many PWA buildings had stylized, symbolic figural relief sculptures on their facades, as well as main entrances flanked by towering piers. The style is also sometimes referred to as PWA Moderne.*

*Funds were also provided to complete a number of new civic improvement projects. In the early 1930s, Marine Stadium was constructed to host the rowing events for the 1932 Olympic Games. It is listed as a California Point of Historical Interest, a California Historical Landmark, and a Long Beach Historic Landmark. Other funding for improvements came in the form of two new fire stations (No. 7 and No. 9) and repairs to the 1921/1922 City Hall, which had been damaged in the 1933 earthquake. Following repairs and remodeling by architect Cecil Schilling and engineer C.W. Walles, the building was given a PWA Moderne appearance.*

*The WPA is also credited with distinguishing Long Beach with several remarkable pieces of public art. In 1938, one of the greatest local achievements of*



*the WPA, the mural adorning the front of the new Municipal Auditorium, was completed. Located in an arch that dominated the facade of the building, the mosaic tiled mural was the creation of artists Henry Allen Nord, Albert Henry King, and Stanton MacDonald-Wright. Depicting beach recreation, the mural was funded through the WPA and measured 38 feet in height and 22 feet in width. A crew of 47 was necessary to complete the mural, which was the largest in the world at the time of its construction. Also funded under the WPA Federal Art Project, three mosaic murals, created by artist Grace Clements, were completed in the 1941 terminal building at the Long Beach Municipal Airport. The Municipal Auditorium along with the murals was destroyed in 1975, while the terminal building is a designated Long Beach Historic Landmark and the murals remain intact (GPA 2019: 20-22; Sapphos Environmental, Inc. 2009:157-159).*

#### **4. Tudor Revival, 1900-1942**

*The Tudor Revival style was popular in the early twentieth century in the United States, predominantly in the 1920s and 1930s. It was initially associated with the Arts and Crafts movement in England and later became popular in the United States through lifestyle catalogs and pattern books. The style took inspiration from the vernacular architecture of medieval Europe and harkened back to a time before widespread industrialization and romanticized country life and traditionalism. A more practical component of the style's appeal was the asymmetrical nature of its buildings forms that allowed for convenient, organic expansion over time.*

*As usage of the style progressed into the Period Revival era beginning in the 1920s, its popularity increased exponentially. It was around this time that new technologies such as brick veneering made architectural styles like Tudor Revival more accessible to the middle class, and the style was no longer limited to large, landmark homes for the wealthy.*

*In Long Beach, the Tudor Revival style was nearly as popular as the ubiquitous Spanish Colonial Revival style during the 1920s and 1930s. Local architect Hugh R. Davies designed several single-family Tudor Revival homes in the Bluff Park area, including one for his brother-in-law; Long Beach architects W. Horace Austin and Joseph Roberts were so fond of Tudor Revival, they applied the style to their personal studios. Throughout the city, Tudor Revival is seen in several pre-World War II neighborhoods, ranging in size from cottages in Wrigley Area and California Heights to grand mansions in Bluff Park (GPA 2019: 22-23; Sapphos Environmental, Inc. 2009:203-204).*

#### **5. Property History**

## HISTORIC BUILDING DOCUMENTATION REPORT

Long Beach Fire Station No. 9

(page 8)

The fire station was designed by W. Horace Austin as a WPA project in 1938. The building cost \$35,419 and was intended to serve the Los Cerritos, Bixby Heights, Bixby Knolls, and California Heights neighborhoods (*Independent* 1959). The building was not the first Long Beach Fire Station No. 9; the original station was built on Broadway and Belmont. It was demolished after sustaining damage from the 1933 Long Beach earthquake. The building continued to serve as a fire station until 2019 when it was vacated due to the presence of toxic mold.

## **Part II. Architectural Information**

### **A. General Statement**

1. **Architectural character:** The subject building consists of a 1.5-story building featuring many of the character-defining features of the Tudor Revival style of architecture, including: an asymmetrical façade, steeply pitched roof, decorative half-timbering, and stucco exterior.
2. **Condition of fabric:** The subject building is aesthetically in good condition but is infested with hazardous mold.

### **B. Description of Exterior**

1. **Overall dimensions:** Long Beach Fire Station No. 9 is a 1.5-story, approximately 5,548 square foot building with a generally rectangular plan and varied massing. In general, its dimensions are approximately 76' by 46'. It features a three-story hose tower along the north façade.
2. **Foundations:** The fire station has a concrete foundation.
3. **Walls:** Most of the fire station's exterior is clad in stucco; it was re-stuccoed at an unknown date. Decorative half-timbering is featured beneath the gables. Certain bays of the building have cement plaster exteriors that are scored to imitate ashlar stone.
4. **Structural system, framing:** The fire station is wood-framed.
5. **Porches, stoops, balconies, porticoes, bulkheads:** The primary entrance features three concrete steps and a partial-width concrete porch.
6. **Chimneys:** The building had a chimney that was likely removed at an unknown date; a fireplace is situated in the former reception room.
7. **Openings:**
  - a. **Doorways and doors:** The primary entrance is set within a central bay along the primary, east façade and exhibits an original, solid wood-paneled door with a single light, which is covered by a metal security screen. A second entrance is situated within the projecting bay immediately south of the primary entrance. This secondary entrance faces north and features a wood-paneled door with six lights. A wood-plank door with an iron door handle was originally used to access the hose tower on the north façade but is no longer functional. Two additional wood doors on this façade provide entry to utility

spaces. One wood-paneled and six-light door with a metal security gate leads from the kitchen to the north side of the building. Additional points of entry include doors on the north and south façades, and two garage doors on the west façade.

- b. Windows and shutters:** Fenestration is comprised of non-original single-light metal sash windows and vinyl windows. The original wood surrounds were replaced and some original window openings have been infilled or resized. Almost all windows are covered by metal grate security screen coverings. Louvered vents are located beneath gables on the various façades and along the perimeter of the hose tower. A skylight is located on the roof to provide natural light for the second story.

## 8. Roof

- a. Shape, covering:** The building features a complex gabled and hipped roof that is clad in asphalt shingles. A secondary flat roof with a crenellated parapet is located above the primary entrance on the east façade.
- b. Cornice, eaves:** The building features slightly overhanging gables with bargeboards and shallow, exposed eaves on the east and west façades. Gables on the north and south façades have parapets. The hose tower has open eaves beneath its hipped roof with exposed rafter tails.
- c. Dormers, cupolas, towers:** The building has a hose tower that is located along the northern region of the building.

## C. Description of Interior

- 1. Floor plans:** The fire station's floorplan on the first story exhibits a central entrance corridor that branches to the captain's room (office space), kitchen, and control room to the north, apparatus room and dormitory to the west, and reception room (gymnasium) and washroom to the south. The washroom also provides access from the apparatus room to the dormitory. The dormitory was reconfigured from an open floorplan to four separate individual rooms connected by a hallway at an unknown date. The second story originally included a radio room that was reconfigured as living space at an unknown date.
- 2. Stairways, balcony, pulpit, steps:** The stairway is located at the end of the corridor and leads to the radio room (living space) on the second story. The stairs are carpeted, have a wood handrailing along the wall, and a wood balustrade with squared wood balusters. An original wood ladder provided access to the hose

tower; this tower has since been sealed and remodeled to serve as additional living space on the second story.

3. **Flooring:** The carpet, tile, and linoleum flooring do not appear to be original. The apparatus room features an original concrete floor.
4. **Wall and ceiling finish:** Most of the building is finished with drywall, which does not appear to have been majorly altered. The apparatus room retains its original wood truss ceiling.
5. **Openings:**
  - a. **Doorways and doors:** Many interior doors are original to the building. An original solid wood-paneled door provides entrance to the captain's room. Wood-paneled swinging doors with single frosted glass lights open to both the reception room and washroom from the central corridor. A wood-framed glass door embossed with the Long Beach Fire Department logo in gold and featuring 6-light sidelights provides entrance from the apparatus room to the central corridor. An original, paneled wood door covers the storage closet in this room. Restroom stalls in the washroom appear to be original and are constructed of wood. Unoriginal doors are evident in the four bedrooms in the dormitory. A door leads from the second story dormitory to the roof. Doors on the second story appear to be unoriginal but are set within original wood frames.
  - b. **Windows:** All original windows appear to have been removed from the exterior of the building. One small window next to the primary entrance was enclosed, although the original wood sill is extant. Three wood window openings span the length of the stairwell on the second story, allowing natural light to enter the space. These window openings have wood surrounds but no glass panes.
6. **Decorative features and trim:** Seven wood lockers in the hallway between the washroom and dormitories appear to be original. The original fireplace in the reception room features a tapered mantel and is flanked by original wood built-ins. Original wood closets are located in the apparatus room and the washroom. The second story features crown molding in the central common space.

7. **Hardware:** Many original doors and cabinets appear to have their original hardware, including brass doorknobs and hinges. The original mail slot on the east façade is extant and functional. Original lockers retain their brass handles, knobs, and locks.
8. **Mechanical equipment:**
  - c. **Fire Equipment:** Remnants of the fires department's historic equipment remain in the apparatus room, such as an original pressure reader, Silicon diode reader, speakers, and bell alarms.
9. **Original furniture:** Original wood bathroom stalls are in the downstairs washroom. The metal screen and bench used to separate the showers from bathroom stalls features thin metal legs that match those of the stalls.

#### **D. Site**

A historic photograph dating to 1939 depicts the landscaping surrounding the clubhouse as a combination of low grass, shrubs, and saplings. Some of these plantings remain along the east elevation; others along the west elevation were removed and much of the planted areas were paved with concrete for additional parking at an unknown date.

**Part III. Sources of Information**

- A. **Architectural Drawings:** Original plans on file with City of Long Beach.
- B. **Early Views:** From the Long Beach Fireman's Historical Museum Photographs Collection, Long Beach
- C. **Bibliography:**

Goodrich, Glen

2005      *Long Beach Fire Department*. Arcadia Publishing, Charleston, SC.

GPA

2016      SurveyLA Los Angeles Citywide Historical Context Statement: Period Revival Neighborhoods, 1918-1942. Prepared for the City of Los Angeles.

2019      "Historic Resource Evaluation Report for 3917 Long Beach Boulevard," Long Beach, California. GPA Consulting, September 2019.

*Independent*

1959      "20 Years Ago." Long Beach, California. 14 May.

McAlester, Virginia and Lee

2000      *A Field Guide to American Houses*. Alfred A. Knopf, New York.

The Living New Deal

N.D.      "Long Beach Fire Department Station 9." Accessed February 4, 2020 at: <https://livingnewdeal.org/projects/long-beach-fire-department-station-9-long-beach-ca/>

Sapphos Environmental, Inc.

2009      *City of Long Beach Historic Context Statement*. Prepared for the City of Long Beach.

**Part IV. Project Information**

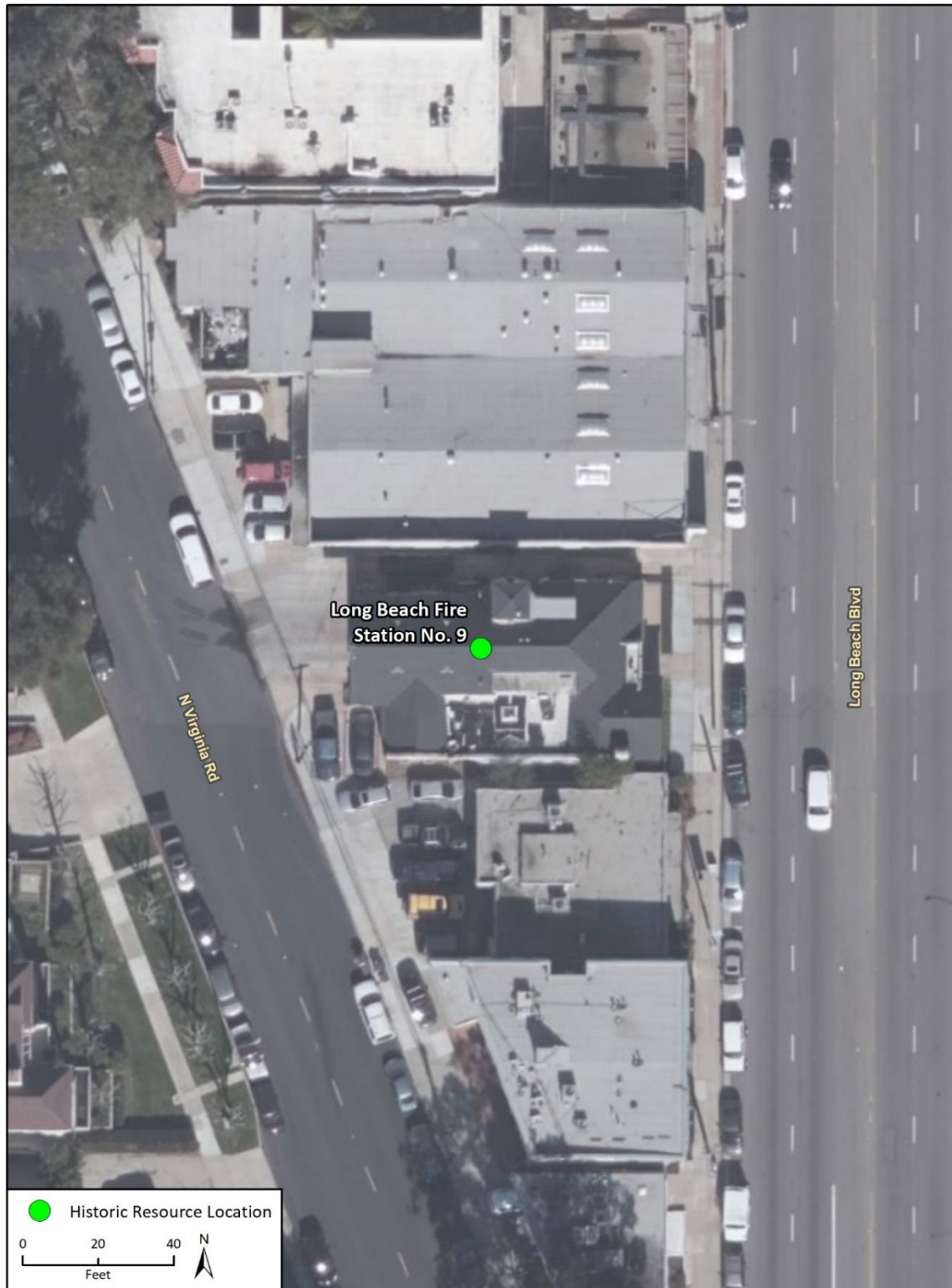
The Historic Building Documentation Report was prepared in February 2020 by Rincon Consultants Inc., on behalf of the City of Long Beach, as partial mitigation for impacts resulting from the demolition of the Long Beach Fire Station No. 9 at 3917 Long Beach Boulevard, Long Beach, California. Steven Treffers, Architectural Historian, served as the project lead and managed the preparation of this report. Alexandra Madsen, Architectural Historian, assisted in the preparation of this report. Rachel Perzel, Architectural Historian, assisted in photographing the subject building on January 29, 2020. The location map was prepared by Audrey Brown, GIS Analyst. Principal and Architectural Historian Shannon Carmack reviewed this report for quality control.



# HISTORIC BUILDING DOCUMENTATION REPORT

Long Beach Fire Station No. 9

(page 15)



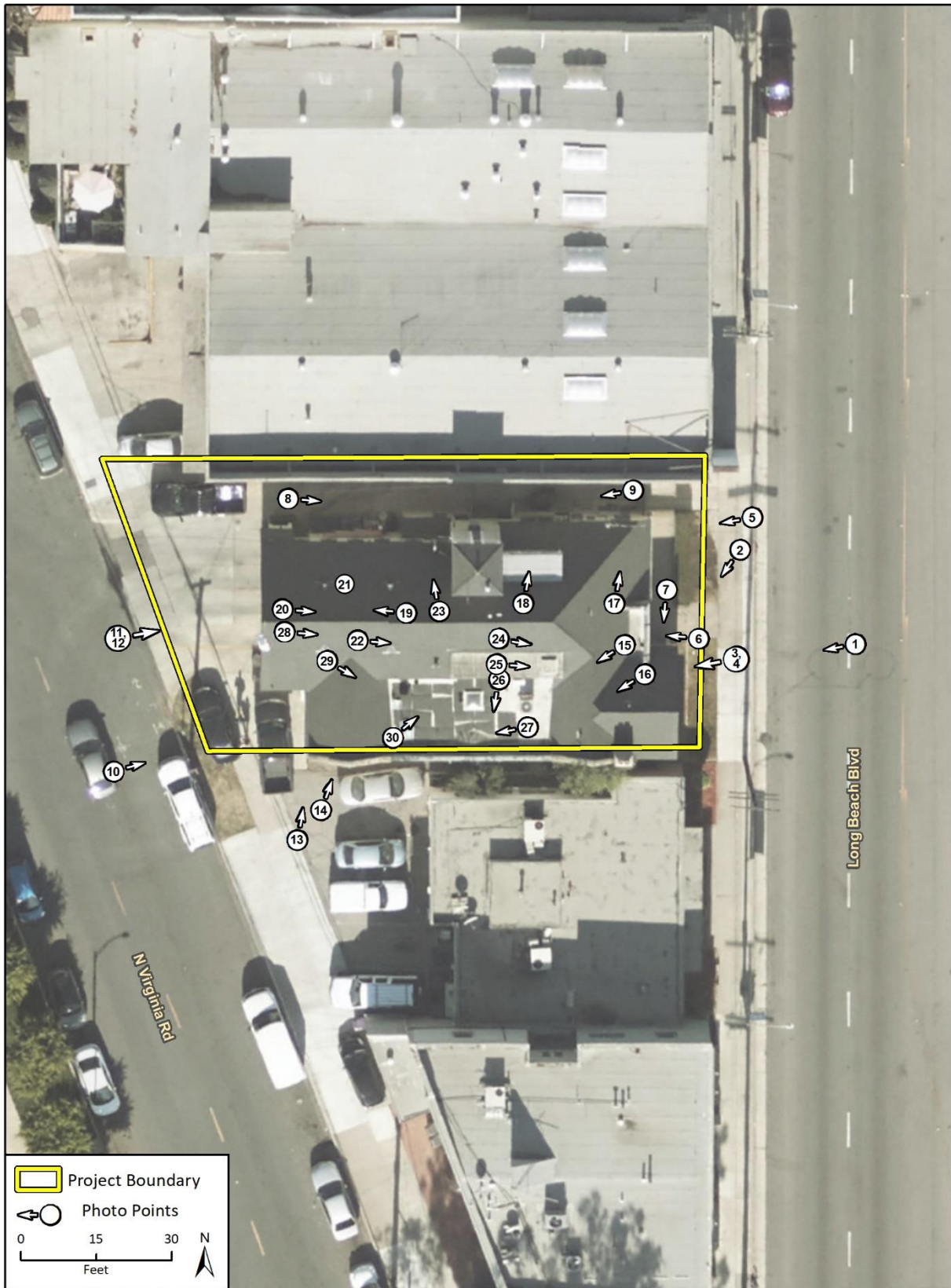
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Fig. 4 Project Location

# HISTORIC BUILDING DOCUMENTATION REPORT

Long Beach Fire Station No. 9

(page 16)



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Fig X Photo Pointst



Figure 1: Exterior, view to the southwest, 1939. Photograph from Long Beach Fireman's Historical Museum Photographs Collection. ID # 439. California State University, Dominguez Hills, Archives and Special Collections. Calisphere.org.



Figure 2: Exterior, captain and crew stand with Ahrens Fox engine, view to the east, 1940. Photograph from Long Beach Fireman's Historical Museum Photographs Collection. ID #2676\_27. California State University, Dominguez Hills, Archives and Special Collections.Calisphere.org.





Figure 3: Exterior, view to the northeast, 1951. Photograph from Long Beach Fireman's Historical Museum Photographs Collection. ID # 2726\_1. California State University, Dominguez Hills, Archives and Special Collections.Calisphere.org.

Attachment E



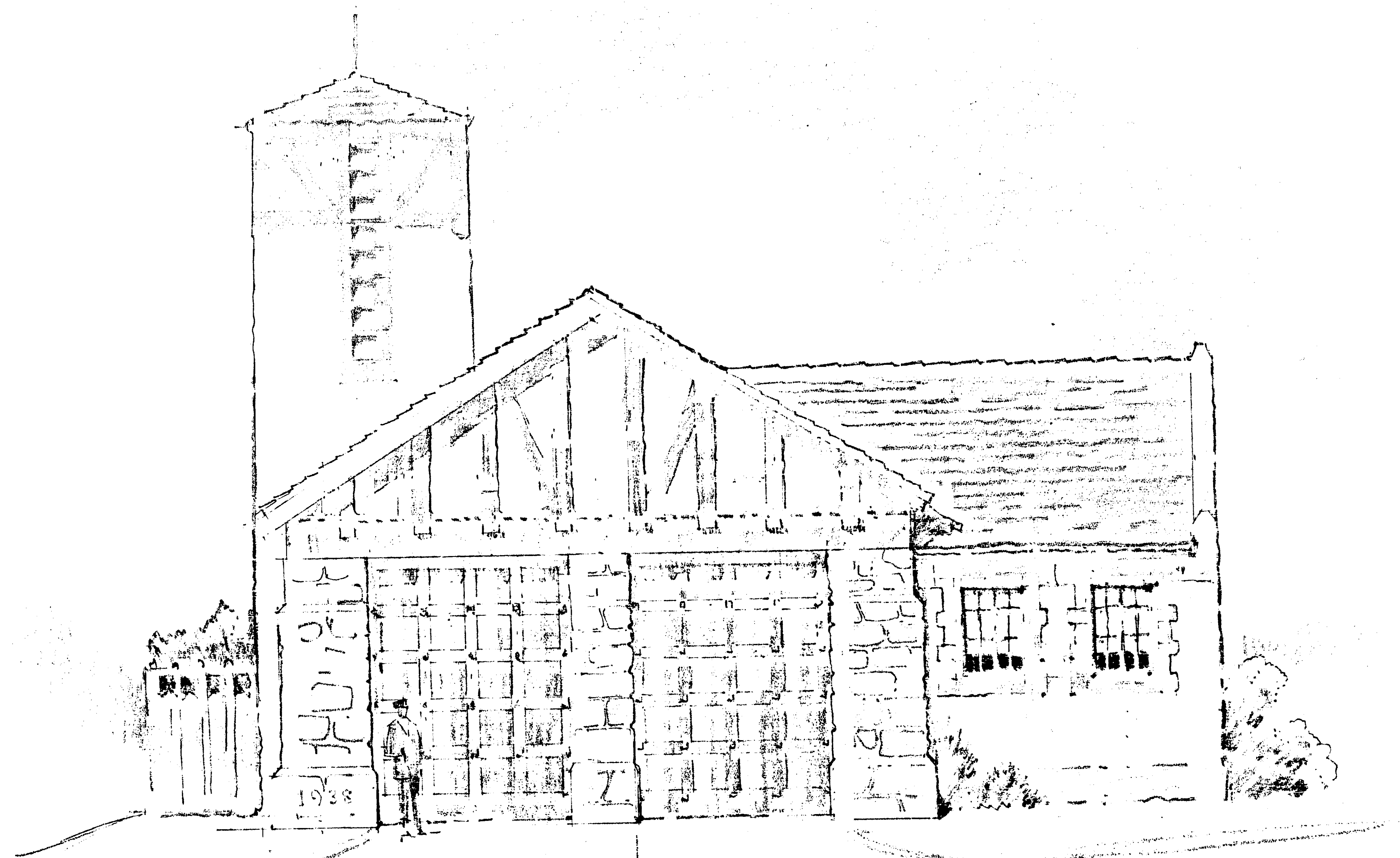
12-17-37 - EAST - ELEVATION - W. HORACE AUSTIN - ARCHITECT - LONG BEACH -

SHT. 1 OF 3 A-413 FIRE STATION #3

A - 4 1 3 1 / 3

CERTIFICATE OF AUTHENTICITY  
This is to certify this microphotograph is a true, accurate and complete reproduction of a record in the custody of the ENGINEERING Department. Said documents were delivered in the regular course of business for photographing.  
It is further certified that the microphotographic processes were accomplished in a manner and on film which meets with requirements of the National Bureau of Standards for permanent reproduction.  
K. W. Garcia  
Custodian of Records  
Camera Operator





12-17-37

WEST ELEVATION -

W HORACE AUSTIN - ARCHITECT -  
LONG BEACH -

SHT. 2 OF 3 A-413 F FIRE STATION #1

A - 4 1 3 2 / 3

CERTIFICATE OF AUTHENTICITY

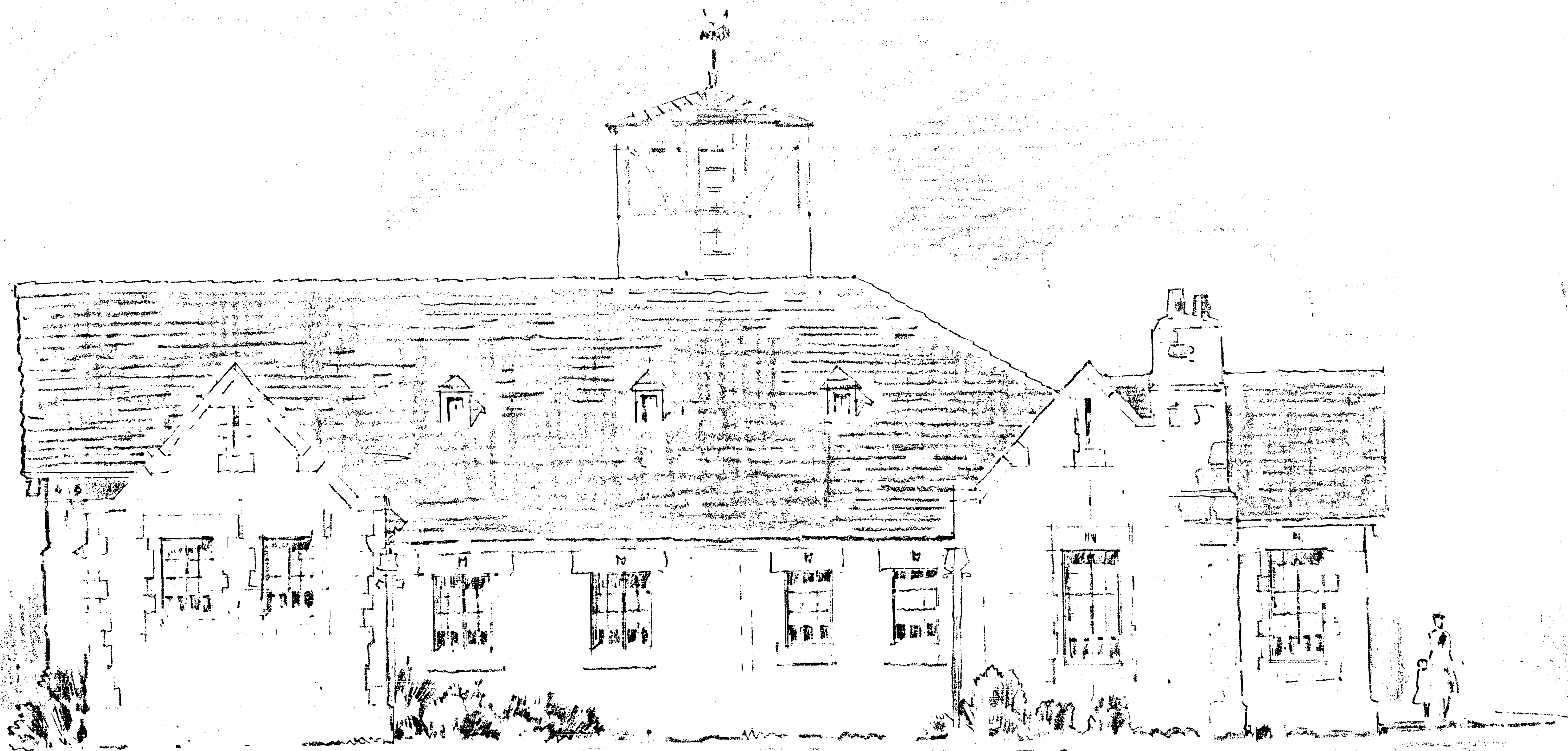
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It is further certified that the microphotographic processes were accomplished in a manner and on film which meets with requirements of the National Bureau of Standards for permanent microphotographic copy.

Date Photographed 12-11, 1975

*[Signature]*  
Custodian of Records  
*[Signature]*  
Camera Operator





- SOUTH - ELEVATION -

W. HORACE AUS  
- ARCHITECT  
- LONG BEACH

2-17-37-

SHT. 3 OF 3 A-413 F

FIRE STATION #9

A-413

3/3

CERTIFICATE OF AUTHENTICITY

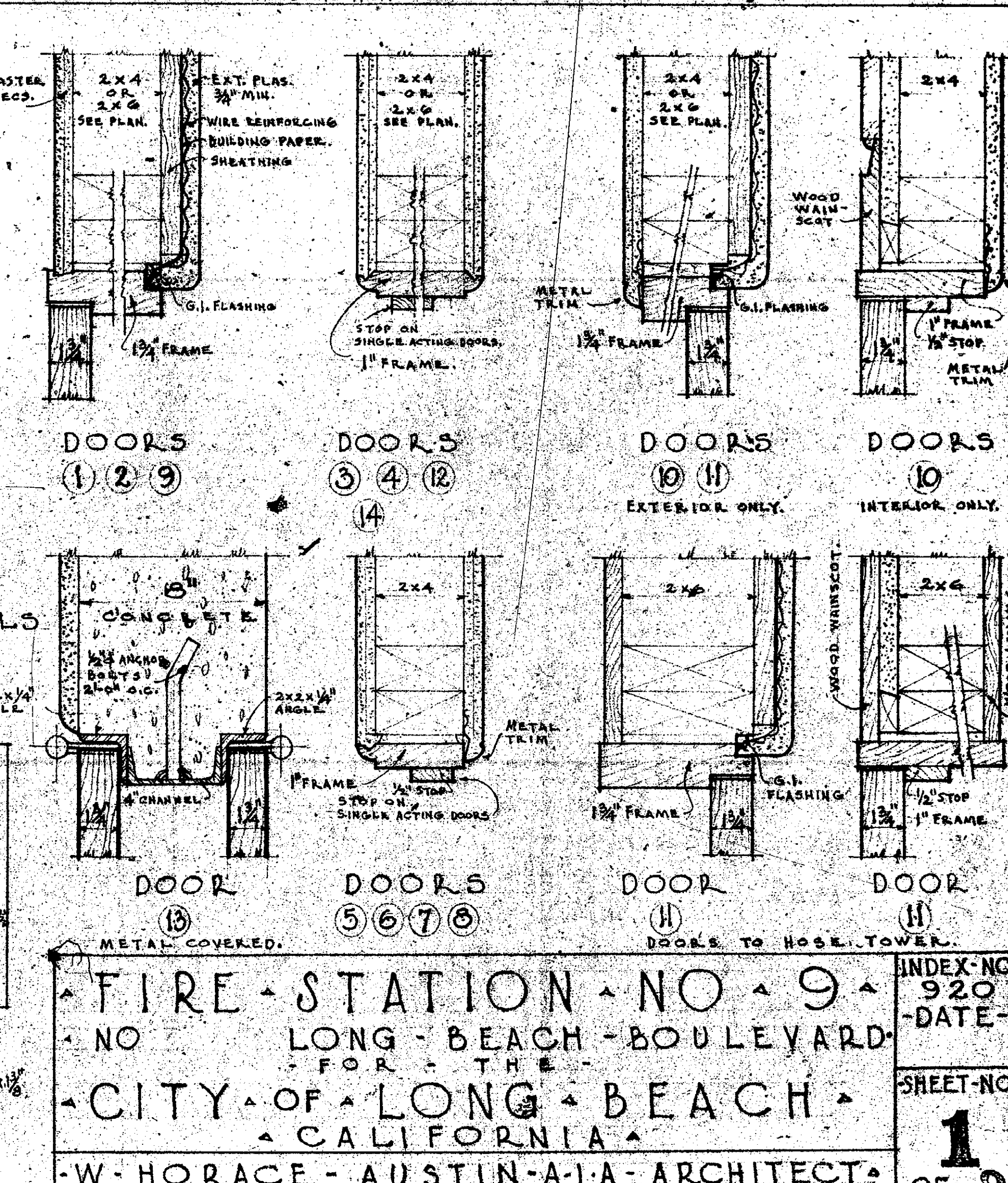
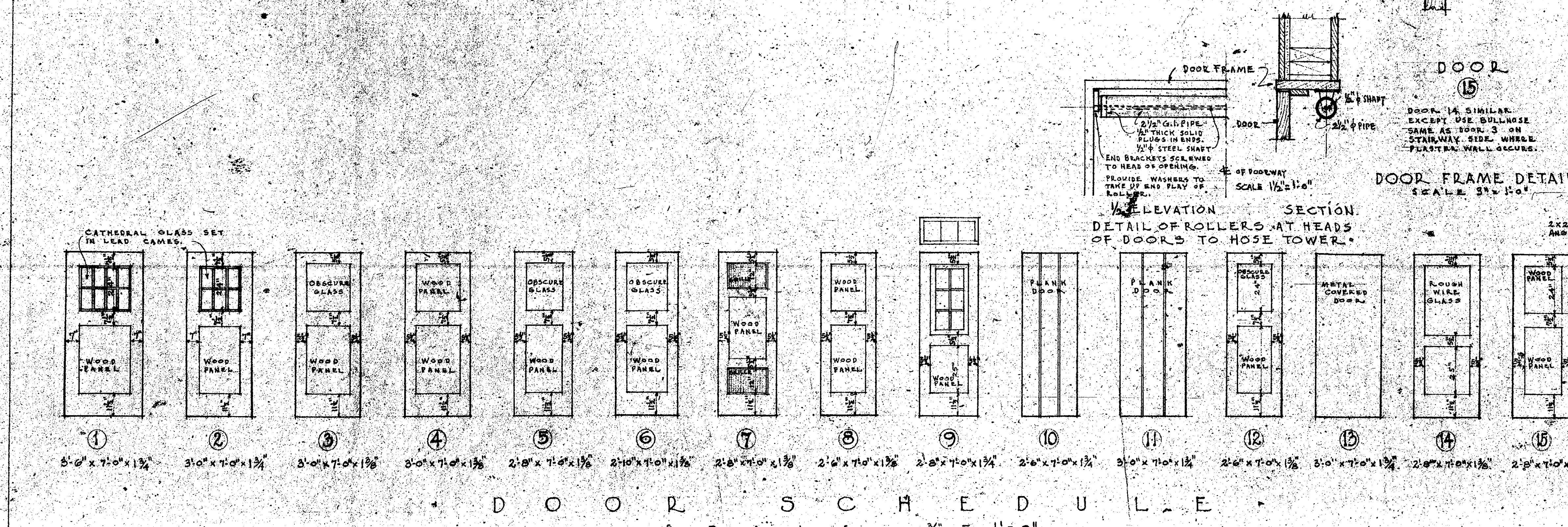
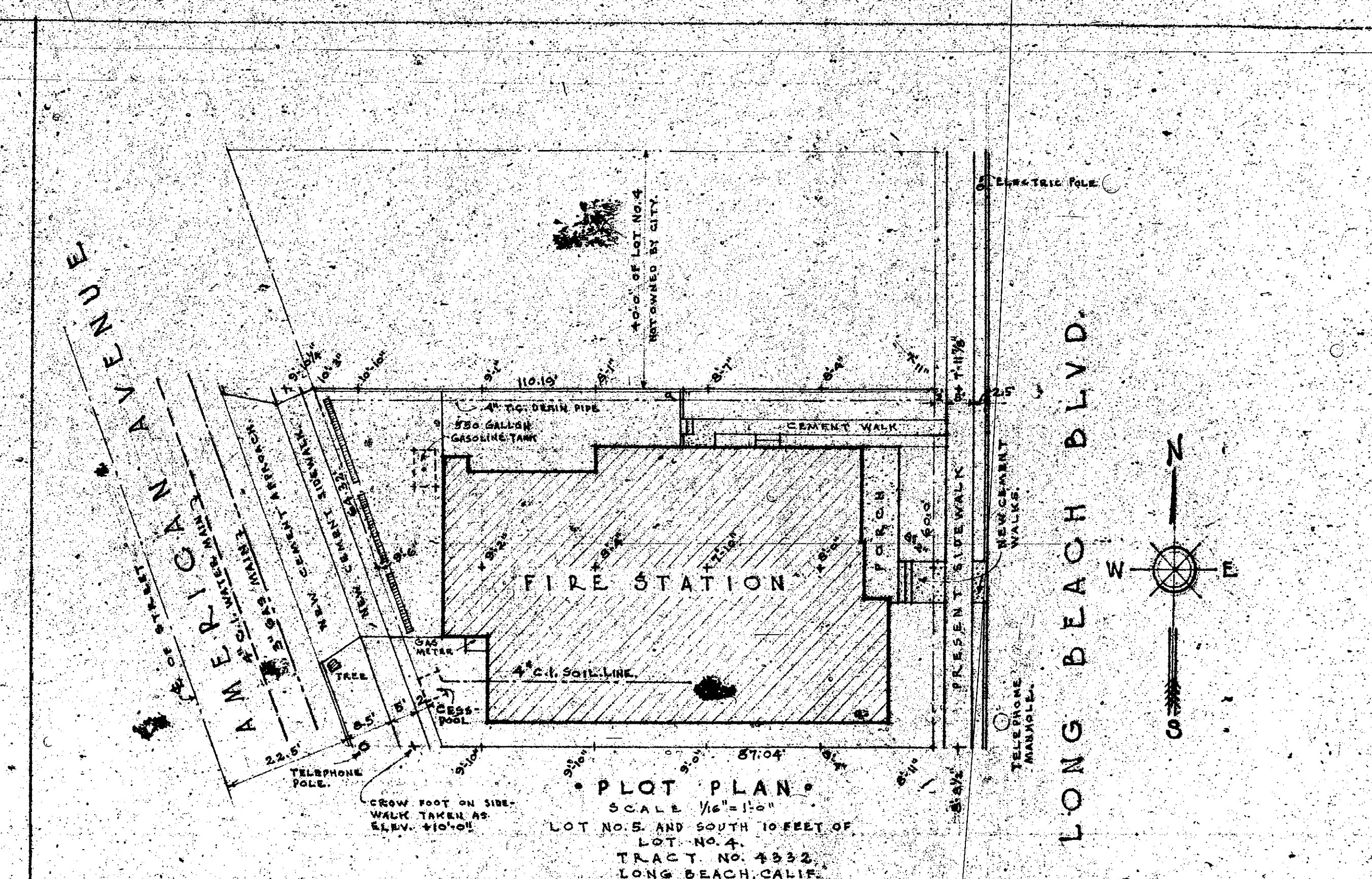
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It is further certified that the microphotographic processes were accomplished in a manner and on film which meets with requirements of the National Bureau of Standards for per-

*[Signature]*  
Custodian of Records  
*[Signature]*  
Bureau of Standards



FINISH SCHEDULE									
ROOMS	FLOORS	WALLS	CEILINGS	BASE	DOOR TRIM	WINDOW TRIM	PLATE HEIGHT	REMARKS	
Nº 1 APPARATUS	CEMENT FLOOR	WOOD TRUSS AND EXPOSED SHEATHING	WOOD TRUSS AND EXPOSED SHEATHING	CEMENT	SEE DETAILS ON THIS SHEET	SEE DETAILS ON SHEET NO. 4	VARIES	SEE TRUSS DETAIL ON SHEET NO. 4	
Nº 2 DORMITORY	OAK FLOOR	GYPSUM PLASTER	GYPSUM PLASTER	FLUSH WOOD	"	"	9'-0"		
Nº 3 EMERGENCY LIGHTING SET	CEMENT FLOOR	T.S.G. D.R.	T.S.G. D.R.	T.S.G. D.R.	"	NONE	VARIES		
Nº 4 TOOLS	CEMENT FLOOR	T.S.G. D.R.	T.S.G. D.R.	T.S.G. D.R.	"	NONE	VARIES		
Nº 5 HOSE TOWER	CEMENT FLOOR	T.S.G. D.R.	T.S.G. D.R.	T.S.G. D.R.	"	NONE	VARIES		
Nº 6 'A' SUPPLIES	CEMENT FLOOR	GYPSUM PLASTER	GYPSUM PLASTER	GYPSUM PLASTER	"	NONE	5'-0"	1/2" STRIPPING ON CLG.	
Nº 7 'B' SUPPLIES	CEMENT FLOOR	"	"	"	"	NONE	9'-0"		
Nº 8 WATCH BOOTH	CEMENT FLOOR	"	"	"	"	NONE	9'-0"		
Nº 9 LOCKER RM.	OAK FLOOR	"	"	"	"	NONE	9'-0"		
Nº 10 VAULT	CEMENT FLOOR	CEMENT PAINT	CEMENT PAINT	CEMENT PAINT	"	NONE	7'-10"		
Nº 11 STORAGE	CEMENT FLOOR	PUTTY COAT	PUTTY COAT	PUTTY COAT	"	NONE	9'-0"	1/2" STRIPPING ON CLG.	
Nº 12 DRYING RM.	CEMENT FLOOR	CEMENT PLASTER	CEMENT PLASTER	CEMENT PLASTER	"	NONE	9'-0"		
Nº 13 SHOWER	TILE FLOOR	TILE	TILE	TILE	"	NONE	9'-0"		
Nº 14 WASH RM.	TILE FLOOR	TILE	TILE	TILE	"	NONE	9'-0"		
Nº 15 KITCHEN	LINOLEUM FLOOR	PUTTY COAT	PUTTY COAT	PUTTY COAT	"	NONE	9'-0"	1/2" STRIPPING ON CLG.	
Nº 16 CAPTAIN'S RM.	OAK FLOOR	GYPSUM PLASTER	GYPSUM PLASTER	GYPSUM PLASTER	"	NONE	9'-0"		
Nº 17 CORRIDOR	OAK FLOOR	"	"	"	"	NONE	9'-0"	1/2" STRIPPING ON CLG.	
Nº 18 RECEPTION	OAK FLOOR	"	"	"	"	NONE	9'-0"	SEE DETAIL OF MANTEL BOOK SHELVES, ETC.	
Nº 19 RADIO RM.	V.G. DOUB. FIR.	5'-0" HIGH GY. PLAS.	INSUL. BO. OVER GY. PLAS.	INSULATION BOARD OVER GY. PLAS.	"	NONE	8'-0"		
Nº 20 STORAGE	V.G. DOUB. FIR.	"	"	"	"	NONE	8'-0"		
Nº 21 STAIRWAY	"	GYPSUM PLASTER	GYPSUM PLASTER	GYPSUM PLASTER	"	NONE	VARIES		
Nº 22 LAVATORY	OAK FLOOR	"	"	"	"	NONE	9'-0"	SEE DETAILS ON SHEET NO. 4	



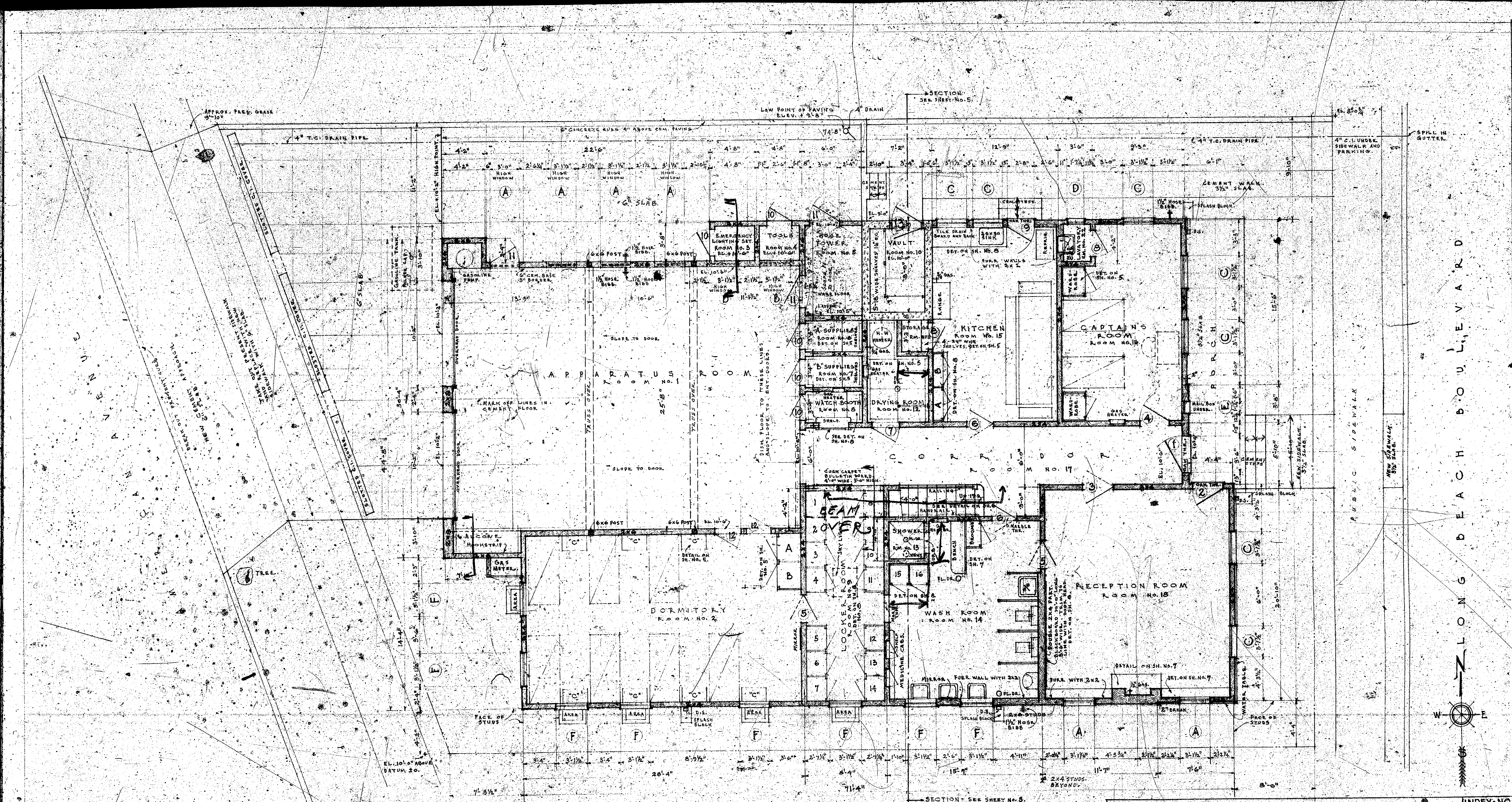
FIRE STATION NO. 9  
 NO. 920 LONG BEACH BOULEVARD  
 FOR THE CITY OF LONG BEACH  
 CALIFORNIA  
 W. HORACE AUSTIN - ARCHITECT  
 LONG BEACH, CALIFORNIA

INDEX NO. 920  
 DATE  
 SHEET NO. 1  
 OF 9









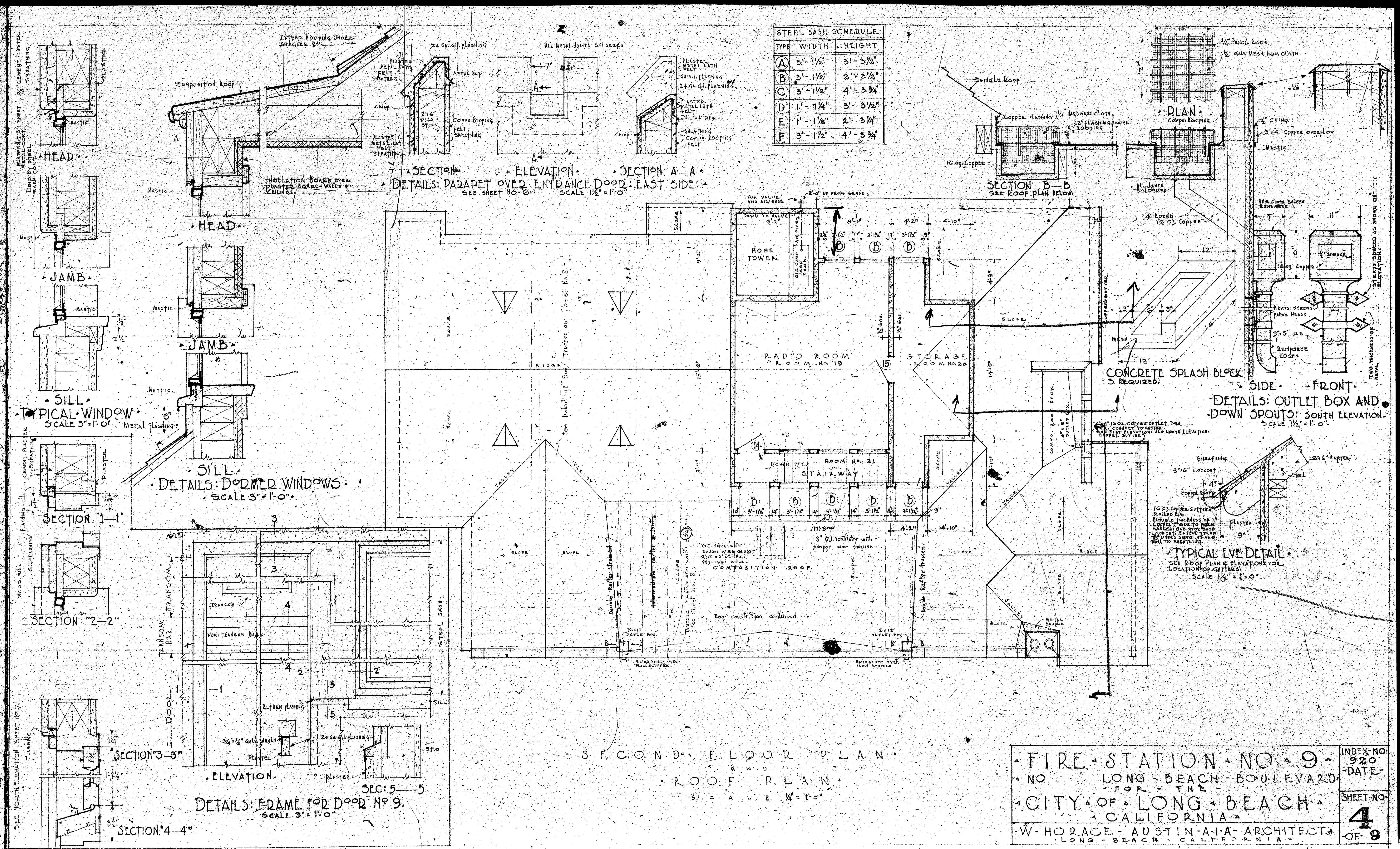
GROUND FLOOR PLAN

FIRE STATION NO. 9  
NO. 920  
LONG BEACH BOULEVARD  
FOR THE  
CITY OF LONG BEACH  
CALIFORNIA  
W. HORACE AUSTIN AIA ARCHITECT  
LONG BEACH, CALIFORNIA

INDEX NO.  
920  
DATE  
SHEET NO.  
3  
OF 9



TYPE	WIDTH	HEIGHT
A	3'-1 1/2"	3'-3 1/2"
B	3'-1 1/2"	2'-3 1/2"
C	3'-1 1/2"	4'-3 3/4"
D	1'-7 1/4"	3'-3 1/2"
E	1'-1 1/8"	2'-3 1/4"
F	3'-1 1/2"	4'-3 3/4"



FIRE STATION NO. 9  
 NO. LONG BEACH BOULEVARD  
 FOR THE  
 CITY OF LONG BEACH  
 CALIFORNIA  
 W. HORACE AUSTIN - AIA - ARCHITECT  
 LONG BEACH - CALIFORNIA

INDEX NO. 920  
 DATE  
 SHEET NO. 4  
 OF 9













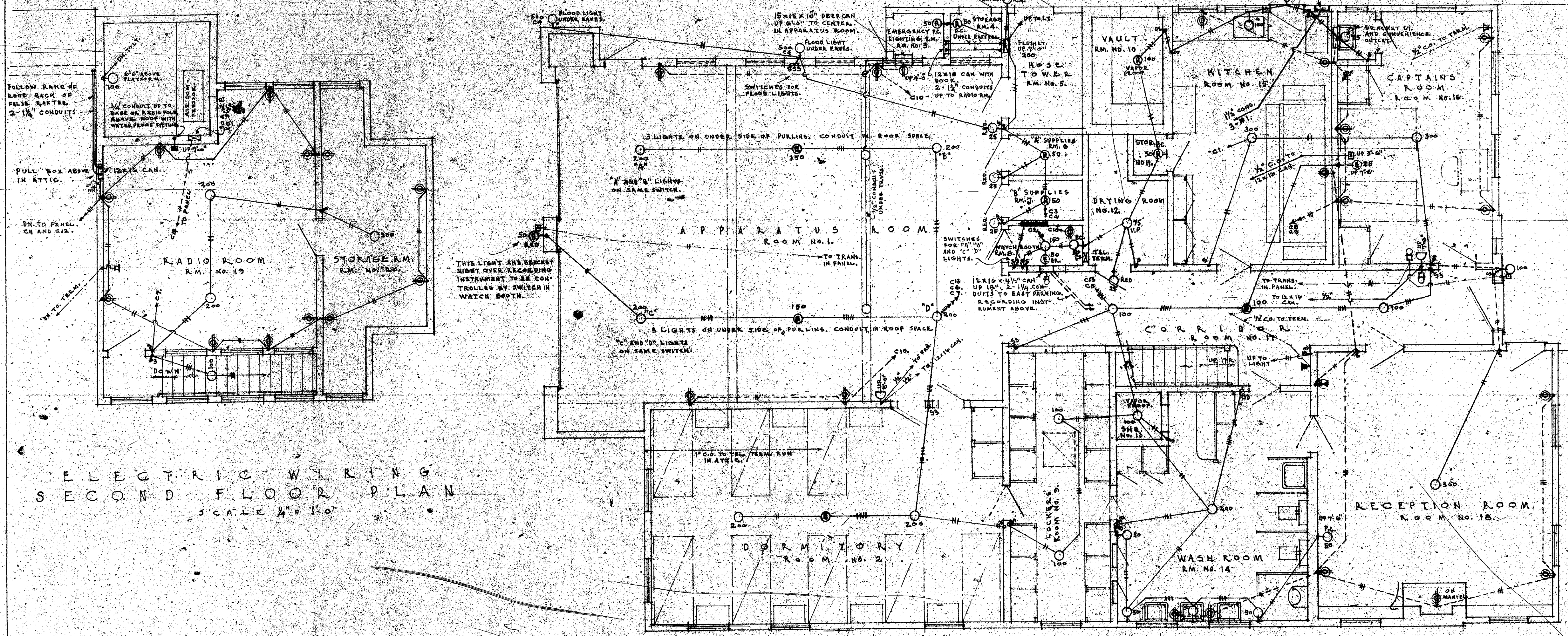






# WIRING SYMBOLS

- CEILING
- BRACKET
- P.C. FULL CHAIN
- PILOT LIGHT
- CEILING SPECIAL CIRCUIT
- BRACKET
- RADIO
- BELL
- BUZZER
- WALL SWITCH
- PUSH BUTTON
- LAMP SPEAKER
- STOP START STATION
- 3-1/2" IN 1/2" CONDUIT
- 4" IN 1/2" CONDUIT
- 5" IN 1/2" CONDUIT
- 6" IN 1/2" CONDUIT
- CONDUIT RUN CONCEALED ABOVE CEILING OR IN FLOOR
- CONDUIT RUN CONCEALED BELOW FLOOR OR IN GROUND
- NO. OF ARROWS INDICATE NO. OF BRANCH CIRCUITS TO PANEL
- HOUSE BELL SYSTEM
- TELEPHONE LINES



ELECTRIC WIRING  
SECOND FLOOR PLAN  
SCALE 1/4" = 1'-0"

ELECTRIC WIRING  
GROUND FLOOR PLAN  
SCALE 1/4" = 1'-0"

FIRE STATION NO. 9		INDEX NO. 920
NO. LONG BEACH BOULEVARD		DATE
CITY OF LONG BEACH		SHEET NO. 9
W. HORACE AUSTIN, AIA, ARCHITECT		OF 9



State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
**NRHP Status Code 5S3**

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) Long Beach Fire Station No. 9

P1. Other Identifier: 3917 Long Beach Blvd

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

\*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_; R \_\_\_\_; \_\_\_\_ of \_\_\_\_ of Sec \_\_\_\_; \_\_\_\_ B.M.

c. Address 3917 Long Beach Blvd City Long Beach Zip 90807

d. UTM: (Give more than one for large and/or linear resources) Zone \_\_, \_\_\_\_ mE/ \_\_\_\_ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 7139-013-900

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The property is occupied by Fire Station No. 9, which was constructed in 1938. The building is one-and-a-half stories in height and generally rectangular in plan. It has a predominately gabled and hipped roof clad in asphalt shingles with a flat roof on the south elevation clad in rolled asphalt. The roof perimeter has shallow eaves with barge boards on the street-facing (east and west) gable ends. The north- and south-facing gable ends are articulated by parapets and at the center of the north portion of the roof is the three-story hose tower. The exterior is mostly covered in cement plaster.

(See continuation sheet)

\*P3b. Resource Attributes: (List attributes and codes) (HP14) Government building



\*P4. Resources Present: ☒ Building  
☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) View looking west, taken 10/07/2019

\*P6. Date Constructed/Age and

Source: ☒ Historic ☐ Prehistoric  
☐ Both

1938; City of Long Beach, Public Works Department

\*P7. Owner and Address:

City of Long Beach

411 W. Ocean Boulevard

Long Beach, CA 90802

\*P8. Recorded by: (Name, affiliation, and address)

Audrey von Ahrens

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

\*P9. Date Recorded: 10/07/2019

\*P10. Survey Type: (Describe)

Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, "Historical Resources Evaluation Report for 3917 Long Beach Boulevard, Long Beach, California," September 2019

\*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List): \_\_\_\_\_

## BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) Long Beach Fire Station No. 9 \*NRHP Status Code 5S3

Page 2 of 7

B1. Historic Name: Long Beach Fire Station No. 9

B2. Common Name: Long Beach Fire Station No. 9

B3. Original Use: Fire Station B4. Present Use: Vacant

\*B5. Architectural Style: Tudor Revival

\*B6. Construction History: (Construction date, alterations, and date of alterations)

Fire station constructed 1938; window replacements, application of stucco cladding, and roof replacement completed at unknown date.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: None

B9a. Architect: W. Horace Austin

b. Builder: WPA

\*B10. Significance: Theme Institutional Development and the Work Progress Administration Area Long Beach  
Period of Significance 1938 Property Type Government building, fire station Applicable Criteria A (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building was evaluated for potential listing in the National Register of Historic Places, and California Register of Historical Resources, as well as for designation as a Long Beach Historic Landmark.

(See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) None

\*B12. References:

See report for full bibliography.

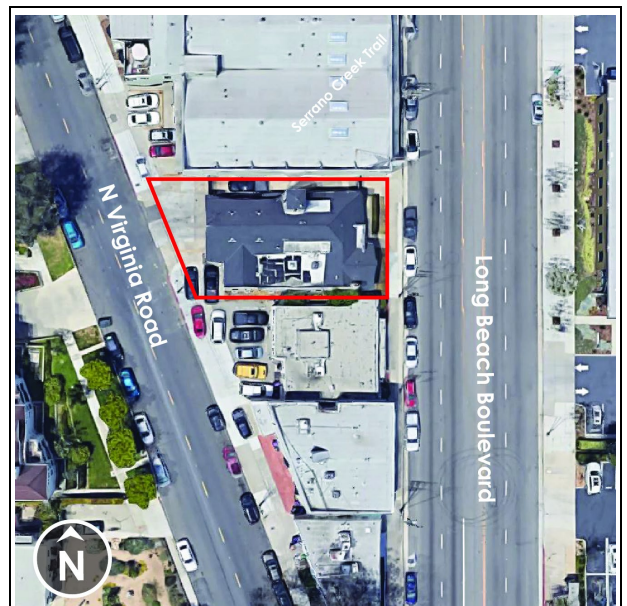
B13. Remarks:

None

\*B14. Evaluator: Audrey von Ahrens

\*Date of Evaluation: October 2019

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 3 of 7

### P3a. Description (cont.)

The east elevation facing Long Beach Boulevard abuts the sidewalk and is asymmetrically arranged. It is generally divided into three bays. The south bay consists of a projecting front-facing gable with the center and north bays slightly set back from the main entrance porch. The center bay is articulated by a flat roof with a crenelated parapet that projects above the hipped roof plane of the north bay. The main entrance is located in the center bay and is accessed by three concrete steps that lead to the concrete porch, which extends the length of the north bay. The center bay is clad in cement plaster scored to imitate ashlar cut stone. The main entrance door is wood paneled with a single-light in the upper panel and is obscured by a non-original metal security door. Centered above the main entrance is a cast plaster coat of arms that reads "SEMPER PARATUS" and "LBFD." A narrow, single-light, steel sash casement window is located just north of the door.

A secondary entrance is situated on the north-facing wall of the south bay. This entrance consists of a wood paneled door with three-over-three divided lights with cathedral glass in the upper panel. Fenestration on the two outer bays is evenly spaced. Each bay has two non-original metal casement windows set within original openings behind non-original metal security bars. A long, narrow, louvered vent is centered beneath the gable peak. The gable has a slight overhang and the end features decorative half-timbering.

The north elevation is set back from the adjacent building and overlooks a narrow side yard paved in concrete. When originally constructed, this elevation was visible from Long Beach Boulevard. The most prominent feature on this elevation is the hose tower. Located near the center, the square tower has a hipped roof. Decorative half-timbers frame the top of the tower. Narrow, louvered wood vents are centered on each elevation of the tower. On the ground floor of the north elevation are multiple side entrances. The westernmost is the kitchen entrance. It is accessed by two concrete steps and consists of a wood paneled door with three divided lights in the upper panel. A metal security door was added at an unknown date. A wood framed transom has been infilled with a wood board and air conditioning unit. A metal door opens to the original vault room. At the base of the tower, a non-original wood paneled door with metal louvered vent is within an original opening. West of the tower is a rectangular projection with shed roof. The north and south exterior walls of the storage room have wood plank doors. At the far west end of the elevation is another opening with non-original wood and louvered metal door providing access to the apparatus room. Fenestration consists of non-original, single-light metal sash windows within original wood frames. A flat dormer projects from the roof plane east of the tower. Although the location and volume of the dormer is original, it was recently reconstructed with all new materials. Three sliding metal sash windows are evenly spaced across the dormer where the original windows would have been. West of the tower, fenestration consist of six, evenly spaced clerestory windows. Non-original metal sashes are within original wood casings.

The west elevation overlooks Virginia Road and is set back from a scored concrete driveway. The elevation is asymmetrically arranged. Two large garage doors are centered beneath the projecting front-facing gable bay on the north. Non-original metal roll-up doors are within the original openings flanked by pilasters clad in scored cement plaster. The gable end has decorative half timbering with a corbelled overhang at the attic level. Beneath the peak, the metal flag pole terminates at a decorative wood sill flanked by narrow, louvered metal attic vents. South of the projecting gable, the elevation is set back. Originally, two window openings were evenly spaced. However, the northernmost opening has been infilled with stucco.

## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 4 of 7

The south elevation overlooks the adjacent property and has a shallow setback. It is the least visible of the four elevations. At the far east end is a chimney. Two prominent gables articulated by decorative cement plaster quoins and stepped parapets flank the elevation. Centered within each gable are narrow attic vents. Fenestration is evenly spaced. The windows were all recently replaced, and openings appear to be resized. A flat dormer projects from the roof plane. Originally, the dormer consisted of five evenly spaced window openings. The three center windows have been replaced with vinyl windows but retain the original wood casings. The outermost window openings have each altered with a roof access door (west) and smaller window opening (east).

### **B10. Significance** (cont.)

#### National Register of Historic Places

##### *Criterion A*

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The contexts considered in this evaluation were Civic and Governmental Infrastructure and the WPA. Although the two contexts are closely related, the property is evaluated below within each context individually.

The first context considered under Criterion A was Civic and Governmental Infrastructure. The property was constructed in 1938 as the second Fire Station No. 9. The first had been demolished as a result of the 1933 Long Beach earthquake. The new Fire Station No. 9 was constructed in the Los Cerritos and Bixby Knolls neighborhoods at a time when the City had a lack of permanent fire stations as a result of the 1933 earthquake, but limited funding to address these deficiencies during the Great Depression. However, according to *National Register Bulletin #15*, "mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well." Although Fire Station No. 9 was the first fire to be constructed after the earthquake, this association is best evaluated in the context of the WPA. To be eligible under Criterion A within the context of Civic and Government Infrastructure, the fire station would need to be particularly important in fire station history, such as the first fire station constructed in Long Beach. No information was found indicating that Fire Station No. 9 played a significant role in the history of the Fire Department. Therefore, the property does not appear to be significant under Criterion A within the context of Civic and Government Infrastructure.

The second context considered under Criterion A was the WPA. Throughout the 1910s and 1920s, Long Beach fire stations had been constructed using revenue generated by the City. However, with almost half of the city's fire stations demolished in the aftermath of the 1933 Long Beach earthquake and lack of city coffers during the Great Depression, the City of Long Beach appealed to the federal government for help. Relief was found in the WPA, which supported the development of civic, recreational, and educational facilities. According to information available today, two fire stations were constructed by the WPA program in Long Beach. These were the subject property, Fire Station No. 9, and Fire Station No. 7, completed in 1940 at 2295 Elm Avenue. Though extant and still in use, Fire Station No. 7 has been substantially altered from its 1940 appearance. The property appears to be significant under Criterion A in the area of Institutional Development as it represents the partnership between the City and WPA created to rebuild and add public services after the 1933 earthquake.

## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 5 of 7

### *Criterion B*

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. Fire Station No. 9 was constructed by the WPA for the City of Long Beach Fire Department. Since its construction, the building has remained under public ownership as Fire Station No. 9. Many individuals worked at the property since its construction in 1938; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

### *Criterion C*

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Fire Station No. 9 was evaluated as an example of the Tudor Revival style designed by prolific Long Beach architect, W. Horace Austin.

Fire Station No. 9 possesses most of the basic features associated with the Tudor Revival style, including its predominately stuccoed exterior; steeply pitched, multi-gabled roofs and dormers; decorative half-timbering; decorative quoin detailing; stepped and castellated parapets; wood paneled and planked doors, one of which retains leaded cathedral glass; and tall, narrow vents beneath the gable peaks. However, the building is lacking in the qualities that are associated with finer examples of the Tudor Revival style, such as slate roof shingles, and brick or stone detailing. Finer examples of the Tudor Revival style also typically retain casement windows with diamond panes and wood paneled doors. The majority of the building's steel sash windows have been replaced with at least one opening enclosed and multiple openings resized. Furthermore, the exterior has been re-stuccoed and the original wood roof shingles have been replaced with asphalt.

Fire Station No. 9 does not fully embody the distinguishing features of the Tudor Revival style and is not an important example in this context. Furthermore, the building followed an established trend in fire station design as a typical example of a Bungalow Station and was not an important or pioneering example of its type. Thus, the property does not appear to be significant under these aspects of Criterion C.

William Horace Austin Jr. (1881–1942) is noted as the architect on the original drawings. Austin was born in Kansas in 1881. He moved to Long Beach with his family in 1895 and began working in the building trades. He was educated in architecture at the University of Pennsylvania and returned to Long Beach to establish his career, eventually becoming one of the city's most prolific commercial and institutional architects.

While Austin is considered a master architect in Long Beach, *National Register Bulletin #15* states, "The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft." During the Great Depression, Austin sought work through the WPA, as was typical for many architects across the country at the time. Three known WPA projects were completed by Austin, including the subject building (Long Beach Fire Station No. 9), Santa Ana City Hall (former), and Long Beach Airport Terminal Building. Austin had a prolific career and had already fully developed into a well-known architect by the time he designed Fire Station No. 9, which was constructed toward the end of his career. Thus, it would not be considered a particularly important phase in the

## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 6 of 7

development of his career, an important aspect of his career, or a particular idea in his or her craft. Therefore, the property does not appear to be significant under this aspect of Criterion C.

The last aspect of Criterion C, the possession of high artistic values, refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal. A building eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend high artistic value. While Fire Station No. 9 does possess some of these architectural features, it does not rise to the level of significance to be considered eligible under this aspect of Criterion C. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. The property is primarily surrounded by low-rise commercial buildings constructed between the late 1940s and 1990s.

In conclusion, the property does not appear to be significant under Criterion C.

### *Criterion D*

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that the property has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

### *Integrity*

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. In the case of architecturally significant properties, the period of significance is normally the date of construction. For historically significant properties, the length of the historic associations usually measures the period of significance. As the property appears significant under Criteria A, as an important example of a WPA fire station in Long Beach, the period of significance is the date of construction, 1938.

The building has not been moved; therefore, it retains integrity of location. No additions have been made to the building. Therefore, the original form remains intact. The building generally retains its original floorplan. However, two interior spaces have been substantially altered. These include the first-floor dormitory and upper floor radio room. No other alterations appear to have been made the building's form, plan, space, or structure. Although some original doors and almost all original windows have been replaced, the building retains its original primary and secondary entrance doors on the west elevation and almost all original openings. The building retains the overall integrity of design.

The immediate setting of the building has been altered. Thus, the integrity of setting has been diminished. The broad setting has also noticeably changed. Therefore, the overall integrity of setting is only moderately intact. The building materials have been altered over time. Major alterations include the replacement of the original wood shingle roof with composition shingles, re-stuccoing of the exterior, replacement of all but one original window, and reconfiguration of the window openings on the south elevation. Due to these major alterations on the exterior, the integrity of materials is only moderately intact. The techniques used in the construction of the building have been diminished as original materials have been removed and/or replaced, such as original multi-light steel sash windows. Therefore, the building only retains a moderate level of integrity of workmanship.



## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 7 of 7

The building conveys integrity of feeling as a Tudor Revival style fire station, constructed in the late 1930s. Physical characteristics that convey its historic qualities include its single-family residential scale, overall massing with asymmetry, and its Tudor Revival style architectural details, such as half-timbering and other wood details combined with cement plaster exterior finishes. Therefore, this aspect of integrity is retained. The property retains sufficient combined integrity of setting, location, design, workmanship, materials, and feeling to convey integrity of association.

Fire Station No. 9 appears to be significant under National Register Criteria A. However, it may not retain sufficient integrity to be eligible for listing on the National Register as a result of the diminished integrity of setting, workmanship, and materials.

### California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, Fire Station No. 9 may not be eligible for listing in the California Register for the same reasons outlined above.

### Long Beach Cultural Heritage Ordinance

The City of Long Beach criteria vary slightly from the National and California Register criteria, but generally mirror the aspects of significance evaluated under the National Register criteria at the local level of significance. Thus, Fire Station No. 9 appears to be significant under local Criterion A for the same reasons outlined under the National Register evaluation above. Although some aspects of integrity have been diminished to the degree the property may not be eligible for the National or State registers, the property does retain sufficient integrity to be considered eligible for listing as a Historic Landmark. Aspects of integrity that have been diminished include setting, workmanship and materials. Furthermore, the integrity of Fire Station No. 9 is comparable to, and arguably more intact than the integrity of Station No. 12, which is listed as a Historic Landmark.

### Conclusion

The property appears to be eligible for designation as a Historic Landmark. 3917 Long Beach Boulevard appears to be significant under Criterion A in the area of Institutional Development as an example of a WPA project which specifically addressed a lack of permanent fire stations in Long Beach after the 1933 earthquake. The recommended Status Code is 5S3, appears to be individually eligible for local listing or designation through survey evaluation.

## **Fire Station No. 9 Replacement Project (SCH No. 2019110206)**

### Findings of Fact and Statement of Overriding Considerations

[https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/final-eir\\_findings\\_5-25-21](https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/final-eir_findings_5-25-21)

### Final EIR

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/fire-station-no--9-replacement-project-final-eir-may-2021>

### Notice of Availability

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/noa-fs9-7-10-20-final>

### Draft EIR

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/fire-station-no--9-replacement-project-deir-ocr>

### Appendix A

[https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-a\\_combined-final\\_ocr](https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-a_combined-final_ocr)

### Appendix B, Part I

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-b---part-i>

### Appendix B, Part II

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-b---part-ii>

## Appendix C

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-c-combined-ocr>

## Appendix D

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-d-combined-ocr>

## Appendix E

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-e-ocr>

## Appendix F

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/appendix-f-final-ocr>

## Notice of Preparation

<https://www.longbeach.gov/globalassets/lbds/media-library/documents/planning/environmental/environmental-reports/pending/fire-station-no.-9-replacement-project-3917-long-beach-boulevard/3917-long-beach-blvd-nop-11-7-19>

## Alejandro Plascencia

---

**From:** [REDACTED]  
**Sent:** Friday, September 15, 2023 1:02 PM  
**To:** DV - Cultural Heritage  
**Subject:** Fire Station No.9

**-EXTERNAL-**

Hello there Heritage members,

I live a few buildings over from Fire Station No.9 but have known about it for years. It looks old fashioned so that just adds to the charm.

So I am all for making it a Historic Landmark.

It's pretty well known in LB and has a history here. Maybe just a fresh coat of paint and a little TLC to make it look better would be all.

Whatever you do, don't have some big company buy it out to demolish it and put up some business or housing!

Thank you for your time :-)

-Steven Jones Jr



**Alejandro Plascencia**

---

**From:** [REDACTED]  
**Sent:** Monday, September 18, 2023 7:12 AM  
**To:** DV - Cultural Heritage; Historic Preservation  
**Subject:** HLM2306-01-3917 Long Beach Blvd

**-EXTERNAL-**

September 15, 2023

City of Long Beach  
Cultural Heritage Commission  
Kathleen Irvine--Chair  
Kevin McGuan--Vice-Chair  
Tasha Hunter  
Marco Pizzo  
Mark Grisafe  
Amy Bodek

Application Number: HLM2306-01-3917 Long Beach Blvd

Public Hearing Notice (CHC) for Fire Station No. 9 (3917 Long Beach Boulevard)

Dear Commissioners,

We are writing to provide additional supporting information regarding the landmark application for Fire Station No. 9 (3917 Long Beach Blvd.), filed in June 2023 with the Department of Development Services.

The Cultural Heritage Commission hearing will be held on September 26, 2023. Once you have the opportunity to review the additional information provided, we are confident you will come to the conclusion that Fire Station No. 9 is a perfect example of the historical and special architectural value which warrants landmark status.

Below is the link to the whole Historical Report submitted by Audrey Von Ahrens, a historical architect for the firm GPA, that was hired by the city of Long Beach.

A portion was submitted with our nomination form, but we wanted you to have the whole document. If you prefer, you can scroll down to page 3, that has the Executive Summary. The report meticulously goes into all the requirements that the Nation, State and City require for Historical Landmark acceptance. There is much detail after this to qualify the summary. It is

fascinating. Pages 31 and 32 give the summary in conclusion. Next, she lists her sources and résumé.

[fs 9 Historical Resource Evaluation Report.pdf](#)

There is another Historic Building Documentation Report for 3917 Long Beach Blvd. prepared by Rincon Consultants, Inc. in April 2020, attached at the end. Scroll to approximately page 64. On page 1 of this report, it includes “Significance” of the property:

“Significance: Long Beach Fire Station No. 9 reflects the collaborative relationship between the Works Progress Administration (WPA) and the City of Long Beach which occurred in the aftermath of the 1933 Long Beach Earthquake. The WPA was a government agency tasked with developing public works projects during the Great Depression, including civic recreational, educational, and institutional facilities. The WPA also served as a source of manpower in the face of natural disasters such as hurricanes, floods, fires, and earthquakes. Long Beach Fire Station No. 9 was constructed as part of a larger effort to rebuild and add public services after the 1933 earthquake and represents an important crux of institutional development and natural disaster relief in the history of Long Beach.”

This report was prepared by Rincon Architectural Historian Alexandra Madsen and Rincon Senior Architectural Historian Steven Treffers.

Hopefully, these two reports will answer any doubt you may have in referring 3917 Long Beach Blvd to the Long Beach City Council for approval as a Long Beach Historical Landmark.

Looking forward to seeing you on September 26, at you next meeting.

Sincerely,  
Jeanne S. Williams, Vice President LCNA

And the Executive Board of the Los Cerritos Neighborhood Association:

Leslie Garretson  
Bob Gill  
Gary Hamrick  
Joe Hower  
Rick Ivey  
LaVonne Miller

# 3917 Long Beach Boulevard

## Long Beach, California



### Historical Resource Evaluation Report

**Prepared by:**

CONSULTING

**G P A**

September 2019



## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>1. INTRODUCTION .....</b>	<b>1</b>
1.1 Purpose and Qualifications .....	1
1.2 Methodology.....	2
<b>2. REGULATORY FRAMEWORK.....</b>	<b>3</b>
2.1 National Register of Historic Places.....	3
2.2 California Register of Historical Resources .....	4
2.3 Long Beach Cultural Heritage Ordinance .....	6
<b>3. ENVIRONMENTAL SETTING .....</b>	<b>7</b>
3.1 Description and History of Surrounding Area.....	7
3.2 Description of the Property.....	7
3.3 History of the Property .....	11
<b>4. HISTORIC CONTEXT .....</b>	<b>16</b>
4.1 Theme: Civic and Governmental Infrastructure, 1888–1965 .....	16
4.2 Theme: Works Progress Administration (WPA) / Public Works Administration (PWA), 1930–1941 .....	20
4.3 Tudor Revival, 1900–1942 .....	22
<b>5. EVALUATION AS POTENTIAL HISTORICAL RESOURCE .....</b>	<b>24</b>
5.1 National Register of Historic Places.....	24
5.2 California Register of Historical Resources .....	31
5.3 Long Beach Cultural Heritage Ordinance .....	31
<b>6. CONCLUSIONS .....</b>	<b>32</b>
<b>7. SOURCES.....</b>	<b>33</b>

### **APPENDIX A – Résumé**

### **APPENDIX B – Original Architectural Drawing Set**

### **APPENDIX C – List of Long Beach Fire Department Stations**

### **APPENDIX D – DPR 523 Forms**





## **EXECUTIVE SUMMARY**

This report presents the results of a historical resource evaluation of the property located at 3917 Long Beach Boulevard in the City of Long Beach. The property is located on the block bounded by Long Beach Boulevard on the east, E. Marshall Place on the north, and N. Virginia Road (originally American Avenue) on the west. It consists of one parcel associated with Assessor Parcel Number (APN) 7139-013-900 that is improved with a one-and-a-half story public building, City of Long Beach Fire Station No. 9, constructed in 1938.

GPA Consulting (GPA) was retained to complete this evaluation to determine whether the property is a historical resource as defined by the California Environmental Quality Act (CEQA). The property is not currently listed under national, state, or local landmark or historic district programs.

After careful inspection, investigation, and evaluation, GPA concluded that the property appears to be eligible for designation as a Long Beach Historic Landmark. Fire Station No. 9 appears to be eligible under Long Beach Criterion A in the area of Institutional Development as it represents the partnership between the City and WPA created to rebuild and add public services after the 1933 Long Beach earthquake. The recommended Status Code is 5S3, individually eligible for local designation through survey evaluation. Therefore, the property is a historical resource subject to CEQA.

## 1. INTRODUCTION

### 1.1 Purpose and Qualifications

This report presents the results of a historical resource evaluation of the property located at 3719 Long Beach Boulevard in the City of Long Beach. The property is located on the triangular block bounded by E. Marshall Place on the north, Long Beach Boulevard on the east, and N. Virginia Road (originally American Avenue) on the west. It consists of one parcel associated with Assessor Parcel Number (APN) 7139-013-900 that is improved with a one-and-a-half story fire station constructed in 1938. GPA Consulting (GPA) was retained to complete this evaluation to determine whether the property is a historical resource as defined by the California Environmental Quality Act (CEQA). Audrey von Ahrens was responsible for the preparation of this report. She fulfills the qualifications for historic preservation professionals outlined in Title 36 of the Code of Federal Regulations, Part 61. Her résumé is attached in Appendix A.



Figure 1: Location of property

## 1.2 Methodology

To evaluate the property as a potential historical resource, GPA performed the following tasks:

1. Requested a records search from the South Central Coastal Information Center to determine whether or not the property is currently listed as a landmark or part of a historic district under national, state, or local programs and whether or not the property has been previously identified or evaluated as a historical resource. This involved a review of the California Historical Resources Inventory System (CHRIS), which includes data on properties listed and determined eligible for listing in the National Register of Historic Places (National Register), listed and determined eligible for listing in the California Register of Historical Resources (California Register), California Registered Historical Landmarks, Points of Historical Interest, as well as properties that have been evaluated in historic resources surveys and other planning activities.

The records search concluded that the property is not included in the CHRIS, and is therefore not listed under national, state, or local landmark or historic district programs.

2. Consulted the City of Long Beach online list of Historic Landmarks to determine if the property is a designated Historic Landmark in the city.<sup>1</sup> This research revealed that the property is not a designated Historic Landmark.
3. Conducted a field inspection of the property to ascertain the general condition and physical integrity of the building thereon. Digital photographs of the building's exterior and interior were taken.
4. Conducted research into the history of the property and building thereon. No building permit records were found. Dates of construction and subsequent alterations were determined by original drawings found at the City of Long Beach Public Works Department as well as additional sources, such as the Los Angeles County Office of the Assessor records, newspaper articles, historic maps, historic aerials, and the Living New Deal website, at [livingnewdeal.org](http://livingnewdeal.org).
5. Conducted research in the archival materials of the Long Beach Firefighter's Museum. The materials include the Long Beach Fireman's Historical Museum Photographs Collection.
6. Consulted the *City of Long Beach Historic Context Statement* to identify the appropriate context, theme, and eligibility standards under which to evaluate the property.
7. Reviewed and analyzed ordinances, statutes, regulations, bulletins, and technical materials relating to federal, state, and local historic preservation designations, and assessment processes and programs to evaluate the significance and integrity of the property as a potential historical resource.

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<sup>1</sup> "Historic Landmarks," City of Long Beach, accessed February 11, 2019, [http://www.lbds.info/planning/historic\\_preservation/historic\\_landmarks.asp](http://www.lbds.info/planning/historic_preservation/historic_landmarks.asp).

## **2. REGULATORY FRAMEWORK**

Generally, a lead agency must consider a property a historical resource under CEQA if it is eligible for listing in the California Register of Historical Resources (California Register). The California Register is modeled after the National Register of Historic Places (National Register). Furthermore, a property is presumed to be historically significant if it is listed in a local register of historical resources or has been identified as historically significant in a historic resources survey (provided certain criteria and requirements are satisfied) unless a preponderance of evidence demonstrates that the property is not historically or culturally significant.<sup>2</sup> The National Register, California Register, and local designation programs are discussed below.

### **2.1 National Register of Historic Places**

The National Register is “an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.”<sup>3</sup>

#### **Criteria**

To be eligible for listing in the National Register, a property must be at least 50 years of age (unless the property is of “exceptional importance”) and possess significance in American history and culture, architecture, or archaeology. A property of potential significance must meet one or more of the following four established criteria: <sup>4</sup>

- A. Associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Associated with the lives of persons significant in our past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Yield, or may be likely to yield, information important in prehistory or history.

#### **Context**

To be eligible for listing in the National Register, a property must be significant within a historic context. *National Register Bulletin #15* states that the significance of a historic property can be judged only when it is evaluated within its historic context. Historic contexts are “those patterns, themes, or trends in history by which a specific...property or site is understood and its meaning...is made clear.”<sup>5</sup> A property must represent an important aspect of the area’s history or prehistory and possess the requisite integrity to qualify for the National Register.

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<sup>2</sup> Public Resources Code §5024.1 and 14 California Code of Regulations §4850 & §15064.5(a)(2).

<sup>3</sup> Title 36 Code of Federal Regulations Part 60.2.

<sup>4</sup> Title 36 Code of Federal Regulations Part 60.4.

<sup>5</sup> *National Register Bulletin #15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, Department of the Interior, 1997), 7-8.



## Integrity

In addition to possessing significance within a historic context, to be eligible for listing in the National Register a property must have integrity. Integrity is defined in *National Register Bulletin #15* as “the ability of a property to convey its significance.”<sup>6</sup> Within the concept of integrity, the National Register recognizes the following seven aspects or qualities that in various combinations define integrity: feeling, association, workmanship, location, design, setting, and materials. Integrity is based on significance: why, where, and when a property is important. Thus, the significance of the property must be fully established before the integrity is analyzed.

## 2.2 California Register of Historical Resources

In 1992, Governor Wilson signed Assembly Bill 2881 into law establishing the California Register. The California Register is an authoritative guide used by state and local agencies, private groups, and citizens to identify historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse impacts.<sup>7</sup>

The California Register consists of properties that are listed automatically as well as those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register and those formally Determined Eligible for the National Register;
- State Historical Landmarks from No. 0770 onward; and
- Those California Points of Historical Interest that have been evaluated by the State Office of Historic Preservation (SOHP) and have been recommended to the State Historical Resources Commission for inclusion on the California Register.<sup>8</sup>

### Criteria and Integrity

For those properties not automatically listed, the criteria for eligibility of listing in the California Register are based upon National Register criteria, but are identified as 1-4 instead of A-D. To be eligible for listing in the California Register, a property generally must be at least 50 years of age and must possess significance at the local, state, or national level, under one or more of the following four criteria:

1. It is associated with events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States; or
2. It is associated with the lives of persons important to local, California, or national history; or
3. It embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values; or
4. It has yielded, or has the potential to yield, information important in the prehistory or history of the local area, California, or the nation.

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<sup>6</sup> *National Register Bulletin #15*, 44-45.

<sup>7</sup> Public Resources Code §5024.1 (a).

<sup>8</sup> Public Resources Code §5024.1 (d).



Properties eligible for listing in the California Register may include buildings, sites, structures, objects, and historic districts. A property less than 50 years of age may be eligible if it can be demonstrated that sufficient time has passed to understand its historical importance. While the enabling legislation for the California Register is less rigorous with regard to the issue of integrity, there is the expectation that properties reflect their appearance during their period of significance.<sup>9</sup>

The California Register may also include properties identified during historic resource surveys. However, the survey must meet all of the following criteria:<sup>10</sup>

1. The survey has been or will be included in the State Historic Resources Inventory;
2. The survey and the survey documentation were prepared in accordance with office [SOHP] procedures and requirements;
3. The resource is evaluated and determined by the office [SOHP] to have a significance rating of Category 1 to 5 on a DPR Form 523; and
4. If the survey is five or more years old at the time of its nomination for inclusion in the California Register, the survey is updated to identify historical resources that have become eligible or ineligible due to changed circumstances or further documentation and those that have been demolished or altered in a manner that substantially diminishes the significance of the resource.

### **SOHP Survey Methodology**

The evaluation instructions and classification system prescribed by the SOHP in its *Instructions for Recording Historical Resources* provide a Status Code for use in classifying potential historical resources. In 2003, the Status Codes were revised to address the California Register. These Status Codes are used statewide in the preparation of historical resource surveys and evaluation reports. The first code is a number that indicates the general category of evaluation. The second code is a letter that indicates whether the property is separately eligible (S), eligible as part of a district (D), or both (B). There is sometimes a third code that describes some of the circumstances or conditions of the evaluation. The general evaluation categories are as follows:

1. Listed in the National Register or the California Register.
2. Determined eligible for listing in the National Register or the California Register.
3. Appears eligible for listing in the National Register or the California Register through survey evaluation.
4. Appears eligible for listing in the National Register or the California Register through other evaluation.
5. Recognized as historically significant by local government.
6. Not eligible for listing or designation as specified.
7. Not evaluated or needs re-evaluation.

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<sup>9</sup> Public Resources Code §4852.

<sup>10</sup> Public Resources Code §5024.1.



The specific Status Codes referred to in this report are as follows:

- 5S3**      Appears to be individually eligible for local listing or designation through survey evaluation.

## **2.3    Long Beach Cultural Heritage Ordinance**

The City of Long Beach's Cultural Heritage Ordinance was adopted in 2015 and codified in Title 2, Chapter 2.63 of the City's Municipal Code. It recognizes individual Landmarks and Landmark Districts.

A cultural resource qualifies for designation as an individual Landmark if it retains integrity and manifests one (1) or more of the following criteria:

- A. It is associated with events that have made a significant contribution to the broad patterns of the City's history; or
- B. It is associated with the lives of persons significant in the City's past; or
- C. It embodies the distinctive characteristics of a type, period, or method of construction, or it represents the work of a master or it possesses high artistic values; or
- D. It has yielded, or may be likely to yield, information important to prehistory or history.

A group of properties qualify for designation as a Landmark District if it retains integrity as a whole and meets the following criteria:

- A. The grouping represents a significant and distinguishable entity that is significant within a historic context.
- B. A minimum of sixty percent (60%) of the properties within the boundaries of the proposed Landmark District qualify as a contributing property.

Like the National and California Registers, Chapter 2.63 defines integrity as the ability of the property to convey its significance, defined by a combination of the following qualities: location, design, setting, materials, workmanship, feeling and association.

### **3. ENVIRONMENTAL SETTING**

#### **3.1 Description and History of Surrounding Area<sup>11</sup>**

3917 Long Beach Boulevard is located on the border between the Los Cerritos and Bixby Knolls neighborhoods in the City of Long Beach. The area is located south of the Southern Pacific railroad tracks between Atlantic Avenue and the Los Angeles River and the Los Altos area in southeast Long Beach. The area remained agricultural into the 1920s with subdivisions of small lots used for farming. By the 1920s, industry became the primary economic force in the area. The discovery of oil led to a population and construction boom and the agricultural land was subdivided, sold, and developed for residential, commercial, and industrial expansion.

During the 1920s, the area was one of the fastest-growing in Long Beach. The middle class grew tremendously in size and affluence due to wealth created by the stock market as well as the booming oil and lumber industries. Residential building construction in the form of single-family houses, apartment buildings, and bungalow courts was at a record high to meet the growing demand. Residences were designed in more traditional architectural styles such as Tudor Revival, Colonial Revival, and Spanish Colonial Revival.

In 1937, the Jotham Bixby Company announced its plans to develop a neighborhood of custom homes called Bixby Knolls. Hundreds of new residences were planned in neighborhoods throughout Long Beach and surrounding areas as a result of population growth during the mid-1930s. A substantial portion of the residential development during this period was situated on land that was formerly associated with Rancho Los Cerritos, owned by the Bixby family. Bixby Knolls quickly established itself as a unique community with several housing developments. Importance was placed on the neighborhood's aesthetic, with everything from architectural styles to street details requiring approval from a design committee.

Following the end of World War II, nearly 13 million veterans returned to the United States, ready to buy homes, begin families, and settle down into suburban life away from the city center. Residential development spread throughout North Long Beach, with a number of new subdivisions appearing throughout the Bixby Knolls area. In addition to single-family homes, thousands of new multiple family properties—including duplexes, garden apartments, and “dingbat” apartments—were built after the war.

By the late 1950s, the impact of the automobile began to be reflected in the built environment, as the economic potential from commercial establishments along heavily traveled highways and thoroughfares prompted roadside development. Suburban shopping centers appeared adjacent to new developments.

#### **3.2 Description of the Property**

The subject property stretches from Long Beach Boulevard on the east to N. Virginia Road to the west. Long Beach Boulevard is a major four-lane street with two-way traffic traveling north-south and a center turning lane. N. Virginia Road is a two-lane street with two-way traffic traveling north-south. The surrounding buildings are generally low-rise commercial buildings constructed between

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<sup>11</sup> Adapted from Sapphos Environmental, Inc., *City of Long Beach Historic Context Statement*, (City of Long Beach Department of Development Services, July 2009).



the 1930s and 2000s, low- to mid-rise multi-family residential buildings constructed between the 1960s and 1980s, and single-family residences constructed between the 1920s and 1950s.

The property is occupied by Fire Station No. 9, which was constructed in 1938 (see **Figure 2**). The building is one-and-a-half stories in height and generally rectangular in plan. It has a predominately gabled and hipped roof clad in asphalt shingles with a flat roof on the south elevation clad in rolled asphalt. The roof perimeter has shallow eaves with barge boards on the street-facing (east and west) gable ends. The north- and south-facing gable ends are articulated by parapets and at the center of the north portion of the roof is the three-story hose tower. The exterior is mostly covered in cement plaster.<sup>12</sup>



Figure 2: 3917 Long Beach Boulevard, looking northwest (GPA, 2019)

The east elevation facing Long Beach Boulevard abuts the sidewalk and is asymmetrically arranged (see **Figure 3**). It is generally divided into three bays. The south bay consists of a projecting front-facing gable with the center and north bays slightly set back from the main entrance porch. The center bay is articulated by a flat roof with a crenelated parapet that projects above the hipped roof plane of the north bay. The main entrance is located in the center bay and is accessed by three concrete steps that lead to the concrete porch, which extends the length of the north bay. The center bay is clad in cement plaster scored to imitate ashlar cut stone. The main entrance door is wood paneled with a single-light in the upper panel and is obscured by a non-original metal security door. Centered above the main entrance is a cast plaster coat of arms that reads "SEMPER PARATUS" and "LBFD." A narrow, single-light, steel sash casement window is located just north of the door.

<sup>12</sup> W. Horace Austin, *Fire Station No. 9, No. 3917 Long Beach Boulevard, For the City of Long Beach, CA*, December 17, 1937, Architectural Drawing Set, Sheet 6. City of Long Beach, Public Works Department.



Figure 3: East elevation, looking west (GPA, 2019)

A secondary entrance is situated on the north-facing wall of the south bay. This entrance consists of a wood paneled door with three-over-three divided lights with cathedral glass in the upper panel. Fenestration on the two outer bays is evenly spaced. Each bay has two non-original metal casement windows set within original openings behind non-original metal security bars. A long, narrow, louvered vent is centered beneath the gable peak. The gable has a slight overhang and the end features decorative half-timbering.

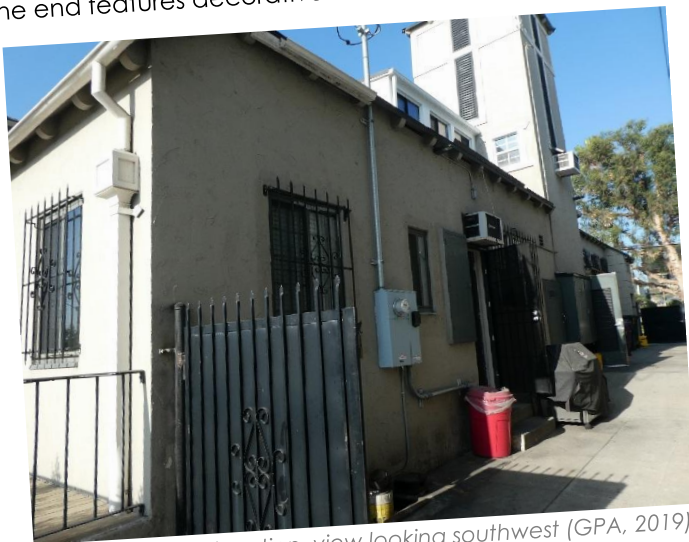


Figure 4: North elevation, view looking southwest (GPA, 2019)



Figure 5: North elevation, view looking southeast (GPA, 2019)

The north elevation is set back from the adjacent building and overlooks a narrow side yard paved in concrete. When originally constructed, this elevation was visible from Long Beach Boulevard. The most prominent feature on this elevation is the hose tower. Located near the center, the square tower has a hipped roof. Decorative half-timbers frame the top of the tower. Narrow,

louvered wood vents are centered on each elevation of the tower. On the ground floor of the north elevation are multiple side entrances. The westernmost is the kitchen entrance. It is accessed by two concrete steps and consists of a wood paneled door with three divided lights in the upper panel. A metal security door was added at an unknown date. A wood framed transom has been infilled with a wood board and air conditioning unit. A metal door opens to the original vault room. At the base of the tower, a non-original wood paneled door with metal louvered vent is within an original opening. West of the tower is a rectangular projection with shed roof. The north and south exterior walls of the storage room have wood plank doors. At the far west end of the elevation is another opening with non-original wood and louvered metal door providing access to the apparatus room. Fenestration consists of non-original, single-light metal sash windows within original wood frames. A flat dormer projects from the roof plane east of the tower. Although the location and volume of the dormer is original (see **Figure 8**), it was recently reconstructed with all new materials. Three sliding metal sash windows are evenly spaced across the dormer where the original windows would have been. West of the tower, fenestration consist of six, evenly spaced clerestory windows. Non-original metal sashes are within original wood casings.



*Figure 6: West elevation, view looking east (GPA, 2019)*

The west elevation overlooks Virginia Road and is set back from a scored concrete driveway. The elevation is asymmetrically arranged. Two large garage doors are centered beneath the projecting front-facing gable bay on the north. Non-original metal roll-up doors are within the original openings flanked by pilasters clad in scored cement plaster. The gable end has decorative half timbering with a corbelled overhang at the attic level. Beneath the peak, the metal flag pole terminates at a decorative wood sill flanked by narrow, louvered metal attic vents. South of the projecting gable, the elevation is set back. Originally, two window openings were evenly spaced. However, the northernmost opening has been infilled with stucco.





Figure 7: South elevation, view looking northeast (GPA, 2019)

The south elevation overlooks the adjacent property and has a shallow setback. It is the least visible of the four elevations. At the far east end is a chimney. Two prominent gables articulated by decorative cement plaster quoins and stepped parapets flank the elevation. Centered within each gable are narrow attic vents. Fenestration is evenly spaced. The windows were all recently replaced, and openings appear to be resized. A flat dormer projects from the roof plane. Originally, the dormer consisted of five evenly spaced window openings. The three center windows have been replaced with vinyl windows but retain the original wood casings. The outermost window openings have each altered with a roof access door (west) and smaller window opening (east).

### 3.3 History of the Property

Fire Station No. 9 was designed by W. Horace Austin in the Tudor Revival style as a Works Progress Administration (WPA) project for the City of Long Beach. The building operated as Fire Station No. 9 from its construction in 1938 until 2019 when it was recently vacated due to the presence of mold.

The building has been altered over time. No building permit records were found. However, major alterations noted during the field inspection include re-stuccoing of the exterior and replacing the wood roof shingles with asphalt. All but one original window has been replaced and the openings on the south elevation appear to have been resized. Other than the garage openings, most entrances retain original doors. A radio mast, formerly at the center of the tower, was also removed and between 2016 and 2019, the metal WPA plaque was removed from the east elevation of the building.





Figure 8: 3917 Long Beach Boulevard in 1940, looking southwest (CSUDH Archives)

Some interior spaces retain their original features and finishes, while some spaces have been remodeled. The radio room, located within the upper half-story of the building, and second floor of the hose tower were reconfigured as living space. The third story of the tower was closed off and the wall between the tower and radio room was removed. However, the original wood ladder and hose rollers are extant and are visible by way of an access panel in the non-original ceiling. The first-floor dormitory space was partitioned for use as offices at an unknown date. The kitchen has also been upgraded with new cabinets and appliances. Most doors on the first floor are original. The original fireplace with wood built-in cabinets and glass doors are extant in the reception room, most recently utilized as a gym (see **Figure 9**). The wash room and locker rooms are also intact with original built-in furniture including built-in wood lockers with cabinets and drawers (see **Figure 11** and **Figure 12**). Both of these rooms retain their original layout as well (see **Figure 13** and **Figure 14**). The apparatus room and watch room are very much intact (see **Figure 15**). Major alterations in the apparatus room include reconfiguration of access to the hose tower on the east wall. Although the original wood plank access door is extant, the doorway has been closed off and is now used as shelving. A non-original opening was made south of the door, which now connects the hose tower room, supply room, and apparatus room, each originally individual spaces.



Figure 9: Former reception room, looking south (GPA, 2019)

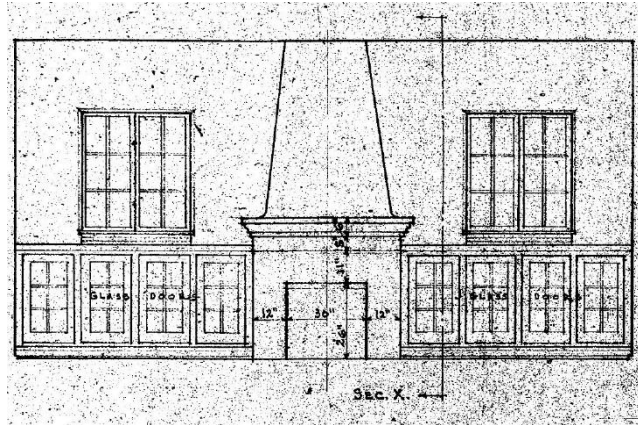


Figure 10: Drawing of fireplace mantel and built-ins in reception room (W. Horace Austin, Sheet 7)



Figure 11: Locker room built-in lockers, looking south (GPA, 2019)

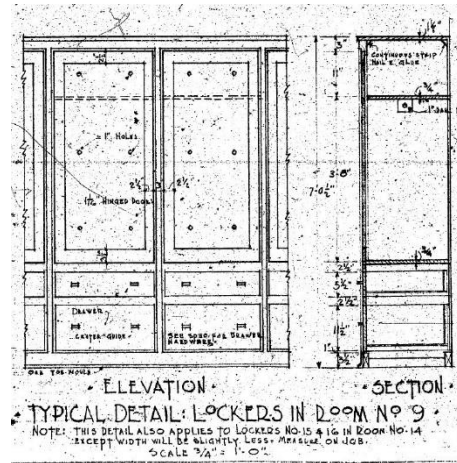


Figure 12: Drawing of built-in lockers in locker room (W. Horace Austin, Sheet 3)



Figure 13: Wash rooms, looking north (GPA, 2019)

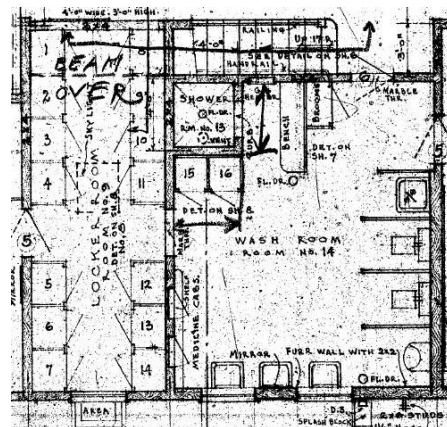


Figure 14: Drawing of wash room floor plan (W. Horace Austin, Sheet 8)



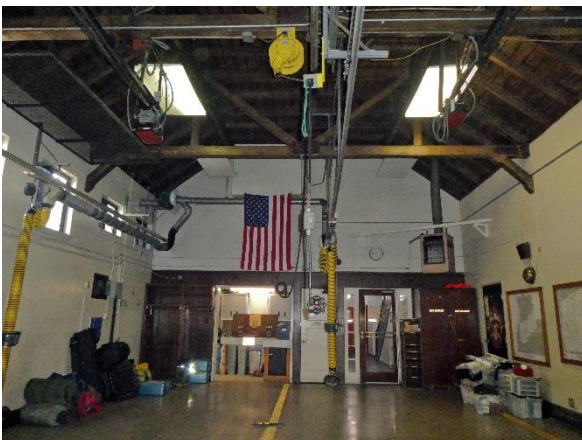


Figure 15: Apparatus room, looking east (GPA, 2019)



Figure 16: 3917 Apparatus room, looking northwest, date unknown. (courtesy, Station No. 9)

According to a Sanborn Map from 1923 and historic aerial photograph from 1932, Fire Station No. 9 was the first building to be constructed on the site (see **Figure 17** and **Figure 18**). The maps illustrate that the surrounding area was moderately developed with a mix of single-family and multi-family residences. A cluster of one-story commercial buildings was located south of the building at the intersection of Roosevelt Road and Long Beach Boulevard, and a few motels were located along Long Beach Boulevard. However, the area was primarily residential.

When the building was constructed in 1938, the surrounding area appears to have remained primarily residential. The buildings immediately adjacent to the property on the north and south along Long Beach Boulevard appear to have been one-story commercial buildings. Other properties along Long Beach Boulevard were single-family or multi-family residences. A bungalow court was located two properties to the north (see **Figure 18** and **Figure 19**). A new mixed-use building located at 3923 Long Beach Boulevard was constructed immediately adjacent the north property line in 1946 (see **Figure 19**).<sup>13</sup> By the 1950s, the surrounding area was a mix of residential, mixed-use, and commercial buildings along Long Beach Boulevard. Single-family residential buildings along Virginia Road continued to be demolished and replaced with larger apartment buildings between the late 1950s and 1970s. Today, Virginia Road is primarily developed with low- to mid-rise multi-family residential buildings and Long Beach Boulevard is primarily developed with low- to mid-rise commercial buildings, although several single-family residences still remain, almost all of which have been converted for commercial use, such as 3949 Long Beach Boulevard.

<sup>13</sup> Los Angeles County Office of the Assessor.

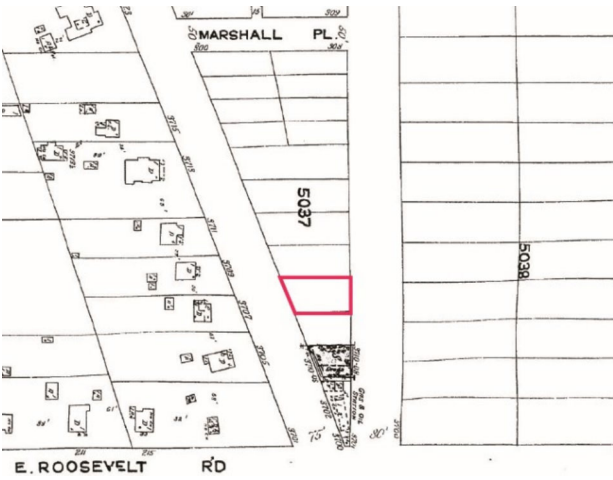


Figure 17: 1923 Sanborn map with property in red  
(Sanborn Map Company)



Figure 18: 1932 Historic aerial photograph with  
property in red (UCSB)

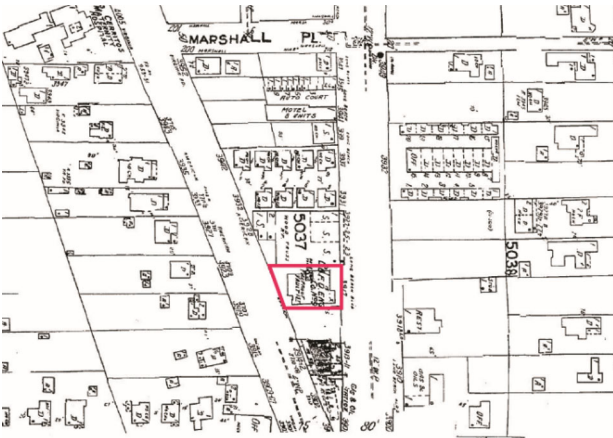


Figure 19: 1950 Sanborn map with property in red  
(Sanborn Map Company)



Figure 20: 1952 Historic aerial photograph with  
property in red (UCSB)



## 4. HISTORIC CONTEXT

The significance of a property must be evaluated within its historic context(s). Historic contexts are those patterns or trends in history by which a specific property is understood. The contexts, themes, and sub-themes discussed below were drawn from the *City of Long Beach Historic Context Statement* and are relevant in judging the significance of the building at 3917 Long Beach Boulevard.

### 4.1 Theme: Civic and Governmental Infrastructure, 1888–1965

#### Fire Department<sup>14</sup>

The Long Beach Fire Department was established in 1897 when a group of prominent citizens met to organize a fire defense system for the City. The first cavalry consisted of two hand-drawn hose carts and a ladder wagon, all operated by volunteers. Equipment was stored in a shed near the original City Hall. A large bell was attached to a tower near the shed, which alerted the nearby volunteers when their services were needed. In 1902, the City Board of Trustees elected J.F. Corbet, a local businessman, as the first fire chief.

By 1906, construction was underway on the City's first fire station, at the corner of 3<sup>rd</sup> Street and Pacific Avenue. Fire apparatus bonds in the amount of \$30,000 paid for the construction of the new building, as well as for fire alarm boxes, equipment, a steam fire engine, a hose wagon, and a ladder truck. The volunteer fire department was replaced by a full-time, professional one, led by station chief, J. Schewsbury, and assistant chief, G. Craw. The following year, two substations were added to the department: Station No. 2, located at 526 E. Anaheim Street, and Station No. 3, located at 1929 Appleton Street. These stations were constructed as simple bungalows, featuring living quarters for the officer-in-charge and his family, as well as bachelor quarters for the firefighters.

In the 1920s, the Fire Department experienced rapid expansion. The discovery of oil in Signal Hill led to a swift growth in population. To keep pace with the related increased demand for public services, the City mandated that oil revenues be utilized to build new infrastructure and new public buildings.<sup>15</sup> At least ten new fire stations were constructed during the 1920s. One of the last fire stations to be constructed during this period was Station No. 12, completed in 1930. However, following the stock market crash of 1929, it was not immediately occupied by the Fire Department due to an overall decrease in City funding for staff. As a result, the expansion of the Fire Department came to a halt.

In March 1933, the Long Beach earthquake devastated the city and led to a decrease in the department's resources. Several fire stations, including Stations No. 1, 5, 7, and 9, along with many

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<sup>14</sup> Derived from Sapphos Environmental, Inc., 146-148.

<sup>15</sup> "Land purchased on Signal Hill in 1911 for the purposes of acquiring utility and water storage was now generating income from oil production. Between 1921 and 1929, this ordinance raised more than the \$6 million for the City, which was put to use for improvements to parks, community hospitals, golf courses, playgrounds, fire stations, police substations, libraries, lifeguard towers, sewer improvements, and pleasure piers. Throughout the 1920s, oil revenues were approximately \$1.2 million per year." Sapphos Environmental, Inc., 145.

other buildings throughout Long Beach, were severely damaged by the earthquake and subsequently demolished.<sup>16</sup>

Immediately following the earthquake, the various fire stations were housed in small tents until the vacated, severely damaged buildings were demolished and larger tents secured from the Barnum Circus were erected on the lots (see **Figure 23**).<sup>17</sup> Eventually, simple wood-framed buildings, rectangular in plan with hipped roofs, were constructed (see **Figure 24**). These were more durable than tents, though still only temporary remedies. Of the approximately ten stations constructed during the 1920s, only two are extant.

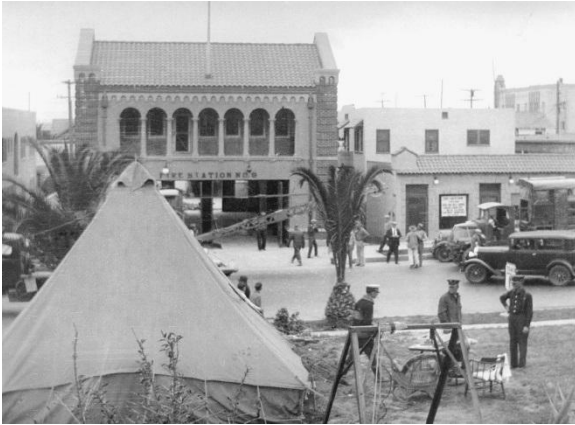


Figure 21: Station No. 9 was considered unsafe immediately after the earthquake and small tents were used as living quarters, 1933 (Goodrich, 83)



Figure 22: Station No. 9 was demolished along with all other unsafe structures, date unknown (CSUDH Archives)



Figure 23: After demolition, a Barnum Circus tent was erected onsite of Station No. 9, date unknown (Goodrich, 86)



Figure 24: Eventually, temporary wood buildings replaced the Barnum Circus tents used for Station No. 9, date unknown (CSUDH Archives)

The impending war brought much-needed funding back into the Fire Department's budget. In 1941, the City began an emergency ambulance service, with a single truck. By 1947, 16 fire stations provided service and protection to the City's 244,000 residents situated within its 34.7 square miles.

<sup>16</sup> "History of the Long Beach Fire Department," *Long Beach Fireman's Historical Museum Photographs Collection*, Department of Archives and Special Collections, University Library, California State University, Dominguez Hills, accessed September 9, 2019, [https://oac.cdlib.org/findaid/ark:/13030/kt0f59r6k1/entire\\_text/](https://oac.cdlib.org/findaid/ark:/13030/kt0f59r6k1/entire_text/).

<sup>17</sup> Glen Goodrich, *Long Beach Fire Department*, (Charleston, SC: Arcadia Publishing, 2005) 83.



As a result of the City's postwar boom, the demand for Fire Department services increased dramatically, and the department was stretched to maintain the same level of service over a far greater area. Additional stations were built in areas where service was lacking. A set of standards was devised to identify areas in need of a fire station; the standards recommended that a fire station be situated within  $\frac{3}{4}$  of a mile from all commercial and industrial areas and within 1  $\frac{1}{2}$  miles from all residential areas. As explained in the City's first Preliminary Master Plan (1958),

In the science of firefighting, technical training, experienced personnel and modern equipment are often negated by time and distance. These two criteria, time and distance, are of the utmost importance in the planning of fire station locations and the periodic relocation of existing fire stations in order to keep abreast of changing conditions.

The 1958 Master Plan singled out the area east of Lakewood Boulevard, generally known as Los Altos, as being particularly deficient in fire services. The Master Plan noted that, due to the development in the region having occurred in piecemeal fashion, with little or no oversight, the community was lacking any real services. To correct the deficiency, a number of safety improvements were made during the postwar era, including the addition of new equipment, personnel, fire stations, and new hydrants. Since the 1950s, improvements to the fire prevention infrastructure have commenced in concert with the City's population growth.

<b>Table 1: Eligibility Standards for Properties Associated with the Long Beach Fire Department<sup>18</sup></b>	
<b>Context: Institutional Context</b>	
<b>Theme: Civic and Governmental Infrastructure, 1888-1965</b>	
<b>Sub-Theme: Fire Department</b>	
<b>Registration Requirements</b>	
<ul style="list-style-type: none"><li>• Was constructed between 1885 and 1965.</li><li>• Retains sufficient integrity to convey its original appearance or use.</li><li>• Significant properties under this theme may be found eligible under Criterion A/1/A-B, Criterion B/2/C, and/or Criterion C/3/D-G, K</li></ul>	
<b>A/1/B</b>	
<ul style="list-style-type: none"><li>• A resource would meet NRHP, CRHR, or local registration requirements under Criterion A/1/B, association with a significant pattern of events, if it illustrates a significant aspect of the theme of government improvements made for the public good in the City.</li><li>• 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.</li></ul>	
<b>B/2/C</b>	
<ul style="list-style-type: none"><li>• A resource would meet NRHP, CRHR, or local registration requirements under Criterion B/2/C as an individual resource for its Association with a significant person whose contributions to history can be identified and documented.</li><li>• The resource must retain integrity of appearance to the period of significance (i.e., the period it was associated with the significant individual).</li><li>• 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.</li></ul>	

<sup>18</sup> Derived from Sapphos Environmental, Inc., "Section 8.0 Institutional Context," *City of Long Beach Historic Context Statement*, (City of Long Beach Department of Development Services, July 2009), 156-157.

**Table 1:**  
**Eligibility Standards for Properties Associated with the Long Beach Fire Department<sup>18</sup>**

<b>C/3/D-G, K</b>	
<ul style="list-style-type: none"> <li>• A resource would meet NRHP, CRHR, or local registration requirements under Criterion C/3/D-G, K, if it possesses significant architectural quality or association, as defined in the criteria.</li> <li>• The majority of the aspects of integrity must be present, with emphasis on materials, design, workmanship, and feeling.</li> <li>• If the property is significant as an example of an architectural style, it should showcase the character-defining features associated with the style</li> </ul>	

Pre-World War II fire stations can be generally grouped into two traditional types. The first is a more urban form, two or more stories in height, set directly on the street with the equipment bay for the fire trucks on the ground floor and dormitories for the firefighters above. These were typically flanked by commercial and institutional buildings of similar scale, massing, and detailing.<sup>19</sup> Many of the earliest fire stations in Long Beach, constructed throughout the 1910s and 1920s, were of this type, typically designed in the Beaux Arts style. Only one fire station of this two-story type, Fire Station No. 8 (5365 E. 2<sup>nd</sup> Street, 1929) is extant in Long Beach today (see **Figure 27**).



*Figure 25: Station No. 8 was constructed in 1929 as a typical urban, two-story fire station, date unknown (Goodrich, 149)*

The second type was the smaller, single-story fire station popularly known as a Bungalow Station.<sup>20</sup> These were designed for residential neighborhoods and thus took the form and scale of a single-family residence, set back from the street with an attached garage and designed in a period revival style, as was popular when the type emerged in the 1920s. Features that distinguished them from residences were the overly tall garage doors and a prominently displayed flag pole.<sup>21</sup> After World War II, there emerged a melding of the two, which “abandoned both the monumental revivalism of the earlier urban firehouse and the cozy residential modes of the Bungalow Station. In their place, it adopted first the simplified functionalism of the Late Moderne, followed by the structural expressionism of Mid-Century Modernism.”<sup>22</sup> By the early 1960s, the two-story urban firehouse had become increasingly rare and the Bungalow Station had all but disappeared.

In Long Beach, the Bungalow Station and two-story urban firehouse were constructed concurrently throughout the first quarter of the century (see **Table 2**). The earliest Bungalow Stations constructed in the 1910s were simple in form and unadorned. They became increasingly stylized and often adopted the popular period revival styles of the time. Unlike the urban firehouse located on busy commercial streets, the Bungalow Station was nestled into the neighborhood and designed to blend into its context.

<sup>19</sup> Daniel Prosser, “Public and Private Institutional Development, 1850-1980: Government Infrastructure and Services, Municipal Fire Stations, Post World War II Fire Stations, 1947-1963,” *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, September 2017), 2.

<sup>20</sup> *Ibid.*

<sup>21</sup> *Ibid.*

<sup>22</sup> *Ibid.*



**Table 2:  
Pre-World War II Long Beach Fire Department Stations <sup>23</sup>**

Build Date	Station	Location	Type	Status
1906	Station No. 1	210 W. 3 <sup>rd</sup> St.	Urban	Demolished, 1933
1907	Station No. 2	526 E. Anaheim St.	Bungalow	Demolished
1907	Station No. 3	1929 Appleton St.	Bungalow	Demolished
c.1910	Chemical No. 3	2926 E. 65 <sup>th</sup> St.	Bungalow	Demolished
1910	Station No. 4	411 Loma Ave.	Bungalow	Demolished, 1964
1920	Station No. 5	Anaheim & Newport Ave.	Urban	Demolished, 1933
1922	Station No. 6	1355 W. 1 <sup>st</sup> St.	Urban	Demolished, 1960s
1924	Station No. 7	2290 Linden Ave.	Urban	Demolished, 1933
c.1925	Fire College	1417 N. Peterson Ave.	Urban	Demolished
1925	Station No. 9	229 Belmont Ave.	Urban	Demolished, 1933
1925	Station No. 10	1445 N. Peterson Ave.	Bungalow	Extant, local Landmark, substantially altered
1929	Station No. 8	5365 E. 2nd St.	Urban	Extant, local Landmark
1929/ 1936	Station No. 12	6509 Gundry Ave.	Bungalow	Extant, local Landmark
c.1929/1957	Station No. 18 (originally Station No. 13)	3361 Palo Verde Ave. (moved from 2475 Adriatic Ave. in 1957)	Bungalow	Extant
1938	Station No. 9	3917 Long Beach Blvd.	Bungalow	Extant
1940	Station No. 7	2295 Elm Ave.	Bungalow	Extant, substantially altered
1941	Station No. 14	3369 Cherry Ave. / 1838 E. Wardlow Rd.	Bungalow	Extant, local Landmark

## **4.2 Theme: Works Progress Administration (WPA) / Public Works Administration (PWA), 1930–1941 <sup>24</sup>**

Following the stock market crash of 1929 and subsequent years of the Great Depression, the U.S. government initiated a series of programs designed to provide financial aid to states, municipalities, and individuals, in an effort to revitalize the nation's economy and provide relief to the hundreds of thousands of struggling families through the provision of employment. Initiated by newly elected President Franklin D. Roosevelt, the New Deal served to provide the nation with much-needed jobs, infrastructure, and assurance. Under the New Deal's two main infrastructure and employment programs, the WPA and the PWA, some of the nation's most remarkable civic improvement projects were completed.

In 1932, Long Beach received \$500,000 from the Reconstruction Finance Corps (later known as the PWA) to provide employment to 1,250 men and women. Following the 1933 earthquake, support from the New Deal programs was largely in the form of grants, loans, and jobs that flowed into the area to aid in the City's rebuilding efforts. The issuing of City permits for new construction increased dramatically. New jobs were created, and a general sense of optimism began to emerge. New school building safety regulations were initiated throughout the state to replace all unreinforced masonry school buildings with reinforced concrete. With nearly two-thirds of the

<sup>23</sup> Dates of construction and demolition from *Long Beach Fireman's Historical Museum Photographs Collection*, Department of Archives and Special Collections, University Library, California State University, Dominguez Hills, accessed September 9, 2019, [https://oac.cdlib.org/findaid/ark:/13030/kt0f59r6k1/entire\\_text/](https://oac.cdlib.org/findaid/ark:/13030/kt0f59r6k1/entire_text/).

<sup>24</sup> Derived from Sapphos Environmental, Inc., 157-159.



City's school buildings damaged beyond repair, dozens of new school buildings were constructed throughout Long Beach.

Many of the public buildings constructed during this period used a similar vocabulary, which came to be known as the PWA style of architecture. The style drew from Beaux Arts Classicism and Art Deco architecture and could be recognized by its symmetrical monumental appearance. Many PWA buildings had stylized, symbolic figural relief sculptures on their facades, as well as main entrances flanked by towering piers. The style is also sometimes referred to as PWA Moderne.

Funds were also provided to complete a number of new civic improvement projects. In the early 1930s, Marine Stadium was constructed to host the rowing events for the 1932 Olympic Games. It is listed as a California Point of Historical Interest, a California Historical Landmark, and a Long Beach Historic Landmark. Other funding for improvements came in the form of two new fire stations (No. 7 and No. 9) and repairs to the 1921/1922 City Hall, which had been damaged in the 1933 earthquake. Following repairs and remodeling by architect Cecil Schilling and engineer C.W. Walles, the building was given a PWA Moderne appearance.

The WPA is also credited with distinguishing Long Beach with several remarkable pieces of public art. In 1938, one of the greatest local achievements of the WPA, the mural adorning the front of the new Municipal Auditorium, was completed. Located in an arch that dominated the facade of the building, the mosaic tiled mural was the creation of artists Henry Allen Nord, Albert Henry King, and Stanton MacDonald-Wright. Depicting beach recreation, the mural was funded through the WPA and measured 38 feet in height and 22 feet in width. A crew of 47 was necessary to complete the mural, which was the largest in the world at the time of its construction. Also funded under the WPA Federal Art Project, three mosaic murals, created by artist Grace Clements, were completed in the 1941 terminal building at the Long Beach Municipal Airport. The Municipal Auditorium along with the murals was destroyed in 1975, while the terminal building is a designated Long Beach Historic Landmark and the murals remain intact.

<b>Table 3:</b>	
<b>Eligibility Standards for Properties Associated with the WPA<sup>25</sup></b>	
<b>Context: Institutional Context</b>	
<b>Theme: Works Progress Administration (WPA) / Public Works Administration (PWA), 1930–1941</b>	
<b>Registration Requirements</b>	
<ul style="list-style-type: none"><li>• Must have been constructed between 1930 and 1941 with WPA/PWA assistance.</li></ul>	
<ul style="list-style-type: none"><li>• Significant properties under this theme may be found eligible under Criterion A/1/-B, Criterion B/2/C, and/or Criterion C/3/D-G, K:</li></ul>	
<b>A/1/B</b>	<ul style="list-style-type: none"><li>• A resource would meet NRHP, CRHR, or local registration requirements under Criterion A/1/B, association with a significant pattern of events, if it provides a significant illustration of the role played by the WPA/PWA in local recovery from the Depression and the 1933 earthquake.</li><li>• A majority of the seven aspects of integrity should be present, with association being the most critical.</li></ul>
<b>B/2/C</b>	<ul style="list-style-type: none"><li>• A resource would meet NRHP, CRHR, or local registration requirements under Criterion B/2/C as an individual resource for its association with a significant person whose contributions to the WPA / PWA program can be identified and documented.</li><li>• 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</li></ul>

<sup>25</sup> Derived from Sapphos Environmental, Inc., 158-159.

**Table 3:**  
**Eligibility Standards for Properties Associated with the WPA<sup>25</sup>**

the resource is the best illustration from among the surviving properties associated with the individual.
<b>C/3/D-G, K</b>
<ul style="list-style-type: none"> <li>A resource would meet NRHP, CRHR, or local registration requirements under Criterion C/3/D-G, K, if it possesses significant architectural quality or association, as defined in the criteria.</li> </ul>
<ul style="list-style-type: none"> <li>The majority of the aspects of integrity must be present, with emphasis on materials, design, workmanship, and feeling.</li> </ul>
<ul style="list-style-type: none"> <li>If the property is a building, it should be a good example of the PWA Moderne style or another style.</li> </ul>
<ul style="list-style-type: none"> <li>The building must also retain its original building footprint from the front and side elevations, with additions visible only from the rear of the residence. Improvements and alterations to the property must be done in kind and should not significantly change the appearance or original design intent of the building.</li> </ul>

### 4.3 Tudor Revival, 1900–1942

The Tudor Revival style was popular in the early twentieth century in the United States, predominantly in the 1920s and 1930s. It was initially associated with the Arts and Crafts movement in England and later became popular in the United States through lifestyle catalogs and pattern books. The style took inspiration from the vernacular architecture of medieval Europe and harkened back to a time before widespread industrialization and romanticized country life and traditionalism.<sup>26</sup> A more practical component of the style's appeal was the asymmetrical nature of its buildings forms that allowed for convenient, organic expansion over time.<sup>27</sup>

As usage of the style progressed into the Period Revival era beginning in the 1920s, its popularity increased exponentially. It was around this time that new technologies such as brick veneering made architectural styles like Tudor Revival more accessible to the middle class, and the style was no longer limited to large, landmark homes for the wealthy.<sup>28</sup>

In Long Beach, the Tudor Revival style was nearly as popular as the ubiquitous Spanish Colonial Revival style during the 1920s and 1930s. Local architect Hugh R. Davies designed several single-family Tudor Revival homes in the Bluff Park area, including one for his brother-in-law; Long Beach architects W. Horace Austin and Joseph Roberts were so fond of Tudor Revival, they applied the style to their personal studios.<sup>29</sup> Throughout the city, Tudor Revival is seen in several pre-World War II neighborhoods, ranging in size from cottages in Wrigley Area and California Heights to grand mansions in Bluff Park.

<sup>26</sup> Sapphos Environmental, Inc., 203-204.

<sup>27</sup> GPA Consulting, "Architecture and Engineering, 1850-1980: Period Revival, 1919-1950," *Los Angeles Citywide Historic Context Statement* (City of Los Angeles Office of Historic Resources, January 2016), 21.

<sup>28</sup> Virginia McAlester and Lee McAlester, *A Field Guide to American Houses*, (New York: Alfred A. Knopf, 2006), 358.

<sup>29</sup> Louise Ivers, *Long Beach: A History Through its Architecture* (Long Beach: Historical Society of Long Beach, 2009), 165-169.

**Table 4:  
Eligibility Standards for Tudor Revival Style Properties<sup>30</sup>**

<b>Context: Architectural Character Context</b>
<b>Theme: Tudor Revival, 1900–1942</b>
<b>Registration Requirements</b>
<ul style="list-style-type: none"> <li>Like other period revival residential buildings in Long Beach, Tudor Revival houses and apartment buildings may be found predominantly in neighborhoods developed during the 1920s and 1930s.</li> </ul>
<b>Character-Defining Features</b>
<ul style="list-style-type: none"> <li>One or two stories (occasionally more when used for an apartment building)</li> <li>Steeply pitched, gabled and/or hipped complex roofs (shingle, slate, or tile)</li> <li>Gable ends with prominent bargeboards, uneven rakes</li> <li>Shallow eaves</li> <li>Tall chimneys, sometimes with multiple stacks and pots</li> <li>Asymmetrical plan and elevations</li> <li>Brick (laid in a variety of bond or patterns such as herringbone) exterior, often in combination with stucco or wood shingles; also stucco alone</li> <li>Areas of decorative half-timbering</li> <li>Stone or clinker brick accents</li> <li>Relatively restrained porches with decorative wood brackets</li> <li>Tall and narrow, multilight windows arranged singly or in multiples, divided by prominent mullions, glazed with diamond paning using lead or wood muntins</li> <li>Tudor, Gothic, or round arched window and door openings</li> <li>Broad planked doors with wrought iron hardware</li> <li>Pseudo-quoining around openings</li> </ul>
<b>Integrity Considerations</b>
<ul style="list-style-type: none"> <li>To be significant as an example of the Tudor Revival style, a building must possess the majority of the aspects of integrity, including materials, design, workmanship, and feeling.</li> <li>Most critical are the retention of the asymmetrical design and massing, original siding materials, original windows (sash, glazing, and surrounds), entry, and signature architectural elements, such as half-timbering.</li> <li>Roofing materials may have been replaced but should present a compatible appearance, unless the distinctive character of the design is directly associated with the roof, in which case replacement should replicate the original appearance exactly.</li> <li>Any additions should ideally be located in the rear.</li> <li>An original, detached garage with a similar design scheme would be considered a related feature, unless it has been resurfaced or its garage door incompatibly replaced.</li> </ul>

<sup>30</sup> Derived from Sapphos Environmental, Inc., 204-205.



## 5. EVALUATION AS POTENTIAL HISTORICAL RESOURCE

The property at 3917 Long Beach Boulevard was evaluated for individual listing in the National and California Registers, as well as for designation as a Long Beach Historic Landmark, using established criteria and aspects of integrity.

### 5.1 National Register of Historic Places

#### Criterion A

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The contexts considered in this evaluation were Civic and Governmental Infrastructure and the WPA. Although the two contexts are closely related, the property is evaluated below within each context individually.

The first context considered under Criterion A was Civic and Governmental Infrastructure. The property was constructed in 1938 as the second Fire Station No. 9. The first had been demolished as a result of the 1933 Long Beach earthquake. The new Fire Station No. 9 was constructed in the Los Cerritos and Bixby Knolls neighborhoods at a time when the City had a lack of permanent fire stations as a result of the 1933 earthquake, but limited funding to address these deficiencies during the Great Depression. However, according to *National Register Bulletin #15*, "mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well." Although Fire Station No. 9 was the first fire to be constructed after the earthquake, this association is best evaluated in the context of the WPA. To be eligible under Criterion A within the context of Civic and Government Infrastructure, the fire station would need to be particularly important in fire station history, such as the first fire station constructed in Long Beach. No information was found indicating that Fire Station No. 9 played a significant role in the history of the Fire Department. Therefore, the property does not appear to be significant under Criterion A within the context of Civic and Government Infrastructure.

The second context considered under Criterion A was the WPA. Throughout the 1910s and 1920s, Long Beach fire stations had been constructed using revenue generated by the City. However, with almost half of the city's fire stations demolished in the aftermath of the 1933 Long Beach earthquake and lack of city coffers during the Great Depression, the City of Long Beach appealed to the federal government for help. Relief was found in the WPA, which supported the development of civic, recreational, and educational facilities.<sup>31</sup> According to information available today, two fire stations were constructed by the WPA program in Long Beach. These were the subject property, Fire Station No. 9, and Fire Station No. 7 (see **Figure 26**), completed in 1940 at 2295 Elm Avenue.<sup>32</sup> Though extant and still in use, Fire Station No. 7 has been substantially altered from its 1940 appearance (see **Figure 27**). The property appears to be significant under Criterion A in the area of Institutional Development as it represents the partnership between the City and WPA created to rebuild and add public services after the 1933 earthquake.

<sup>31</sup> Sapphos Environmental, Inc., 108-109.

<sup>32</sup> Goodrich, 82.



Figure 26: Completed in 1940, a new Station No. 7 was the second station to be constructed after the 1933 earthquake by the WPA, 1951 (CSUDH Archives)



Figure 27: Station No. 7 has been altered with the removal of exterior siding, application of textured stucco and replacement windows, 2019 (Google Street View)

### Criterion B

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. Fire Station No. 9 was constructed by the WPA for the City of Long Beach Fire Department. Since its construction, the building has remained under public ownership as Fire Station No. 9. Many individuals worked at the property since its construction in 1938; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

### Criterion C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Fire Station No. 9 was evaluated as an example of the Tudor Revival style designed by prolific Long Beach architect, W. Horace Austin.

Fire Station No. 9 possesses most of the basic features associated with the Tudor Revival style, including its predominately stuccoed exterior; steeply pitched, multi-gabled roofs and dormers; decorative half-timbering; decorative quoin detailing; stepped and castellated parapets; wood paneled and planked doors, one of which retains leaded cathedral glass; and tall, narrow vents beneath the gable peaks. However, the building is lacking in the qualities that are associated with finer examples of the Tudor Revival style, such as slate roof shingles, and brick or stone detailing. Finer examples of the Tudor Revival style also typically retain casement windows with diamond panes and wood paneled doors. The majority of the building's steel sash windows have been replaced with at least one opening enclosed and multiple openings resized. Furthermore, the exterior has been re-stuccoed and the original wood roof shingles have been replaced with asphalt.

Fire Station No. 9 does not fully embody the distinguishing features of the Tudor Revival style and is not an important example in this context. Furthermore, the building followed an established trend in fire station design as a typical example of a Bungalow Station and was not an important

or pioneering example of its type. Thus, the property does not appear to be significant under these aspects of Criterion C.

William Horace Austin Jr. (1881–1942) is noted as the architect on the original drawings.<sup>33</sup> Austin was born in Kansas in 1881. He moved to Long Beach with his family in 1895 and began working in the building trades.<sup>34</sup> He was educated in architecture at the University of Pennsylvania and returned to Long Beach to establish his career, eventually becoming one of the city's most prolific commercial and institutional architects. As such, he is identified in the *Long Beach Historic Context Statement*, as follows:

Austin was a prominent Southern California architect who became well known for his work in the Long Beach area. He practiced from 1906 to 1942 and is credited as being the first major architect with professional credentials to open an office in Long Beach. His obituary called him the "Dean of Architects of Long Beach." Until Austin established his practice in the City of Long Beach, most of the buildings were designed by Los Angeles architects. A number of draftsmen who worked for Austin became well known locally, for example, Kenneth S. Wing. He was particularly renowned for his public school campuses. After the 1933 Long Beach earthquake, he supervised the reconstruction of Wilson High and Washington Junior High School. Austin also designed a number of civic buildings, as well as commercial and residential structures. Austin was elected to the American Institute of Architects (AIA), the nation's highest professional recognition for architectural merit, in 1920 and was the founding president of the Long Beach Architectural Club in 1923. During his career, he designed buildings in other Southern California areas, including Los Angeles, Orange, Riverside, San Diego, and Kern Counties, as well as in northern California and Nevada. And in 1932, he opened a second office in the City of Santa Ana.<sup>35</sup>

Austin had an active independent practice in Long Beach and held various partnerships with other local architects, such as John C. Austin, Frederick M. Ashley, Edward Leodore Mayberry Jr., and Harvey H. Lochridge. Austin worked in a variety of styles, typical of architects at the time. During the early stages of his career, through the early 1910s, Austin designed more modest Craftsman-style single-family residences. By the early 1920s, he designed larger municipal buildings, though he continued to design many residences in period revival styles.

Some of his earliest work, no longer extant, includes the Bixby Hotel (as the firm Austin and Brown, 1906-1908, demolished); the Young Men's Christian Association (in partnership with Edward L. Mayberry Jr., 1920, demolished); and the Long Beach Civic Center (in collaboration with Lochridge, 1923, demolished). Still standing today, the Farmers & Merchants Bank was Long Beach's first skyscraper and a towering symbol of the city's rapid development in the 1920s. The building featured a Beaux Arts-style exterior and is attributed to him in partnership with Claud W. Beelman and Alexander Edward Curlett (1921, 320 Pine Avenue). Examples of public schools include Citrus Union High School in collaboration with John C. Austin (1921, demolished), and the Woodrow Wilson School with Austin and Ashley (1925, 4400 E. 10<sup>th</sup> Street).

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<sup>33</sup> W. Horace Austin.

<sup>34</sup> San Buenaventura Research Associates, *Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings*, (Prepared for Rincon Consultants, Ventura, CA: July 2006), 6-7.

<sup>35</sup> Sapphos Environmental, Inc., "Section 11.0 Architects, Builders, and Developers of Long Beach," *City of Long Beach Historic Context Statement*, (City of Long Beach Department of Development Services, July 2009), 241-242.

Other city buildings include Seal Beach City Hall (1929, 201 8<sup>th</sup> Street) and Santa Ana City Hall #3 in partnership with Harold C. Wildman (1934-1935, 217 N. Main Street). While Seal Beach City Hall was built in the Spanish Colonial Revival style, Santa Ana's city hall featured an Art Deco design.

Some of the buildings designed by Austin are designated Long Beach Historic Landmarks. These include the Ambassador Apartment Building (1925, 35 Alboni Place); Pacific Tower (1923, 205-215 Long Beach Boulevard); Farmers & Merchants Bank; and Long Beach Airport Terminal Building. His work is also listed in the National Register, including Thomas Jefferson Elementary School (1927, 1040 S. Vicentia Avenue, Corona).

While Austin is considered a master architect in Long Beach, *National Register Bulletin #15* states, "The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft."<sup>36</sup> During the Great Depression, Austin sought work through the WPA, as was typical for many architects across the country at the time. Three known WPA projects were completed by Austin, including the subject building (Long Beach Fire Station No. 9), Santa Ana City Hall (former), and Long Beach Airport Terminal Building. Austin had a prolific career and had already fully developed into a well-known architect by the time he designed Fire Station No. 9, which was constructed toward the end of his career.<sup>37</sup> Thus, it would not be considered a particularly important phase in the development of his career, an important aspect of his career, or a particular idea in his or her craft. Therefore, the property does not appear to be significant under this aspect of Criterion C.

The last aspect of Criterion C, the possession of high artistic values, refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal.<sup>38</sup> A building eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend high artistic value. While Fire Station No. 9 does possess some of these architectural features, it does not rise to the level of significance to be considered eligible under this aspect of Criterion C. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. The property is primarily surrounded by low-rise commercial buildings constructed between the late 1940s and 1990s.

In conclusion, the property does not appear to be significant under Criterion C.

#### **Criterion D**

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that the property has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

#### **Integrity**

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. In the case of architecturally significant properties, the period of significance is normally the date of construction. For historically significant properties, the length of the historic associations usually measures the period of significance. As the property appears significant under Criteria A, as an important example of a WPA fire station in Long Beach,

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<sup>36</sup> *National Register Bulletin #15*, 20.

<sup>37</sup> Austin passed away in Long Beach in 1942; San Buenaventura Research Associates, *Historic Resources Report: Long Beach Press-Telegram and Meeker/Baker Buildings*, (Prepared for Rincon Consultants, Ventura, CA: July 2006), 6-7.

<sup>38</sup> *National Register Bulletin #15*, 20.





the period of significance is the date of construction, 1938. Following is a point-by-point analysis of the seven aspects of integrity:

- Location – The place where the historic property was constructed or the place where the historic event occurred.

The building has not been moved; therefore, it retains integrity of location.

- Design – The combination of elements that create the form, plan, space, structure, and style of a property.

No additions have been made to the building. Therefore, the original form remains intact. The flat dormer on the south roof plane has been replaced with new construction due to damaged and deteriorated materials. It appears to be slightly larger than the original dormer, but the roof retains its original configuration and shape in general. The building generally retains its original floorplan. However, two interior spaces have been substantially altered. These include the first-floor dormitory and upper floor radio room. Originally open in plan, the dormitory has been altered by partition walls added to create bedrooms and offices. Originally, the upper floor within the attic of the steep pitched roof was occupied by a radio room and storage room. The space has been reconfigured to accommodate two bedrooms and a restroom. It was also enlarged with an opening to the second floor of the hose tower for a new bedroom space with drop-down ceiling. However, the original plan is still evident despite these alterations. No other alterations appear to have been made the building's form, plan, space, or structure. The building also retains its Tudor Revival-style ornament, mostly intact on all elevations. Although some original doors and almost all original windows have been replaced, the building retains its original primary and secondary entrance doors on the west elevation and almost all original openings. The building retains the overall integrity of design.

- Setting – The physical environment of the historic property.

The immediate setting of the building has been altered. When Fire Station No. 9 was constructed in 1938, a portion of the parcel was landscaped, primarily along the perimeter of the building. Today, landscaping only remains along the base of the entrance porch. The remainder of the parcel has been paved in concrete and the north and south side yards, once open, have been enclosed by fencing. Thus, the integrity of setting has been diminished.

The broad setting has also noticeably changed. The majority of the low-rise residential and commercial buildings that characterized this area in the 1930s and 1940s have been demolished and replaced with new low-rise commercial buildings and multi-family apartment buildings. The immediate adjacent lots have been infilled with larger buildings and narrower setbacks. Therefore, the overall integrity of setting is moderately intact.

- Materials – The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.

The building materials have been altered over time. Major alterations include the replacement of the original wood shingle roof with composition shingles, re-stuccoing of the exterior, replacement of all but one original window, and reconfiguration of the window openings on the south elevation. Although most entrances retain original doors,

the garage doors on the west elevation have been replaced with metal roll-up doors. A radio mast, formerly at the center of the tower, was removed at an unknown date. Between 2016 and 2019, the metal WPA plaque was removed from the front elevation of the building.

Original architectural features include half-timbers, parapets with crenellation, quoins, and vent details. Wood window frames, wood panel and planked doors, wood rafter tails, louvered metal vents, copper downspouts, clay chimney pots, and plaster banner and crest above the primary entrance are also intact details.

Most interior spaces retain their original features and finishes. Spaces that are more altered include the radio room and second floor of the hose tower, which were reconfigured as living space. Although the third story of the tower has been closed off, the hose tower retains its original wood ladder, metal pipe railing, and hose roller mechanisms, extant and visible by way of an access panel in the non-original drop-down ceiling (see **Figure 28**). The first-floor dormitory space was also partitioned for use as offices and bedrooms at an unknown date. The kitchen has also been upgraded with new cabinets and appliances.



Figure 28: Top of hose tower, showing walking platform, metal pipe railing and hose rolling mechanism (GPA, 2019)

Most doors on the first floor are original. The main entrance corridor is intact with original oak stairs and railing, original doors and pendant light fixtures. The original fireplace with wood built-in cabinets with glass doors are extant in the reception room, most recently utilized as a gym (see **Figure 9**). Also extant in this room is an original blackboard on the west wall. The wash room and locker rooms are intact with original built-in furniture including built-in wood lockers with cabinets and drawers (see **Figure 11** and **Figure 12**). The apparatus room and watch room are also very much intact with original built-in shelving and drawers, and some original equipment, such as a water pressure gauge (see **Figure 15**). Major alterations in the apparatus room include the reconfiguration of access to the hose tower on the east wall. Although the original wood plank access door is extant, the doorway has been closed off and is now used as shelving. A non-original opening was made south of the door, which now connects the hose tower room, supply room, and apparatus room, each originally individual spaces. The east elevation does retain original wood wainscoting and the ceiling retains the original wood trusses.

Due to some major alterations on the exterior, the integrity of materials is only moderately intact.

- Workmanship – The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.

The techniques used in the construction of the building have been diminished as original materials have been removed and/or replaced, such as original multi-light steel sash

windows. However, some details remain intact, such as the faux ashlar exterior treatment (see **Figure 29**). A detail of this treatment is included in the original drawings with the following annotation,

Plaster work marked off to imitate ashlar. Work to be marked off to wide false joints, varied in width. The texture of stones to be varied. Angeles to be rounded and somewhat irregular. Some stones to be built out thicker so surfaces will not all be in same plane.<sup>39</sup>

Another example of intact workmanship is the wood truss ceiling of the apparatus room with hammered metal plates (see **Figure 30**). Therefore, the building only retains a moderate level of integrity of workmanship.



Figure 29: Detail of faux ashlar exterior finish, view of northwest corner (GPA, 2019)



Figure 30: Detail of wood truss ceiling in apparatus room (GPA, 2019)

- **Feeling** – A property's expression of the aesthetic or historic sense of a particular period of time.

The building conveys integrity of feeling as a Tudor Revival style fire station, constructed in the late 1930s. Physical characteristics that convey its historic qualities include its single-family residential scale, overall massing with asymmetry, and its Tudor Revival style architectural details, such as half-timbering and other wood details combined with cement plaster exterior finishes. Therefore, this aspect of integrity is retained.

- **Association** – The direct link between an important event or person and a historic property.

The building retains integrity of association as a late 1930s fire station. The property remained in operation as Fire Station No. 9 until recently this year, 2019. Thus, its original use has not been altered. Although its setting has been diminished by the construction of contemporary buildings and denser commercial and multi-family residential development, it retains its sense of a neighborhood-oriented fire station. Design details that are imperative to conveying its association as a fire station include the prominent flag pole affixed to the gable peak on the west elevation, oversized garage doors of the apparatus room, or equipment bay, and presence of the tall hose tower which, although altered on the interior, is unaltered on the exterior and retains its tall, narrow, metal and wood louvered vents designed to help dry out old cloth fire hoses. Thus, the property retains

<sup>39</sup> W. Horace Austin, Sheet 6.



sufficient combined integrity of setting, location, design, workmanship, materials, and feeling to convey integrity of association.

## **Conclusion**

Fire Station No. 9 appears to be significant under National Register Criteria A. However, it may not retain sufficient integrity to be eligible for listing on the National Register as a result of the diminished integrity of setting, workmanship, and materials.

## **5.2 California Register of Historical Resources**

The California Register criteria for eligibility mirror those of the National Register. Therefore, Fire Station No. 9 may not be eligible for listing in the California Register for the same reasons outlined above.

## **5.3 Long Beach Cultural Heritage Ordinance**

The City of Long Beach criteria vary slightly from the National and California Register criteria, but generally mirror the aspects of significance evaluated under the National Register criteria at the local level of significance. Thus, Fire Station No. 9 appears to be significant under local Criterion A for the same reasons outlined under the National Register evaluation above. Although some aspects of integrity have been diminished, such as setting, workmanship and materials, the property does retain sufficient integrity to be considered eligible for listing as a Historic Landmark. Furthermore, the integrity of the Fire Station No. 9 is comparable to the integrity of Station No. 12, which is listed as a Historic Landmark.



## **6. CONCLUSIONS**

Fire Station No. 9 at 3917 Long Beach Boulevard is not currently designated under any national, state, or local landmark or historic district programs. GPA evaluated the property on an intensive level to determine whether it is a historical resource as defined by CEQA. After careful inspection, investigation, and evaluation, GPA concluded that the property appears to be eligible for designation as a Historic Landmark. 3917 Long Beach Boulevard appears to be significant under Criterion A in the area of Institutional Development as an example of a WPA project which specifically addressed a lack of permanent fire stations in Long Beach after the 1933 earthquake. The recommended Status Code is 5S3, appears to be individually eligible for local listing or designation through survey evaluation. Therefore, the property is a historical resource subject to CEQA.

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## **Appendix A - Résumé**





**AUDREY VON AHRENS** is an Architectural Historian II at GPA. She has been involved in the field of historic preservation since 2013. Audrey graduated from the University of Pennsylvania with a Master of Science in Historic Preservation and City Planning where she focused on preservation planning and community economic development. She has since worked in private historic preservation consulting in California. Audrey joined GPA in 2017 and her experience has included the preparation of environmental compliance documents in accordance with the California Environmental Quality Act and Section 106 of the National Historic Preservation Act; historic context statements; Secretary of the Interior's Standards analysis; large-scale historic resources surveys; and evaluations of eligibility for a wide variety of projects and property types throughout Southern California. Audrey is also experienced in coordinating with property owners and local governments in the preparation and review of Mills Act Property Contract applications and the inspection and reporting of properties applying for or with existing contracts.

#### **Educational Background:**

- M.S., Historic Preservation, University of Pennsylvania, 2016
- Master of City Planning, University of Pennsylvania, 2016
- B.A., Architectural Studies, University of Pittsburgh, 2013
- B.A., Urban Studies, University of Pittsburgh, 2013

#### **Professional Experience:**

- GPA Consulting, Architectural Historian II, 2017-Present
- Heritage Consulting, Inc., Intern, 2015-2016
- Tacony Community Development Corp., Intern, 2014
- Pittsburgh History & Landmarks Foundation, Intern, 2013
- University of Pittsburgh, Teaching Assistant, 2012-2013
- City of Pittsburgh Planning Department, Intern, 2012
- Pittsburgh Downtown Partnership, Intern, 2011

#### **Qualifications:**

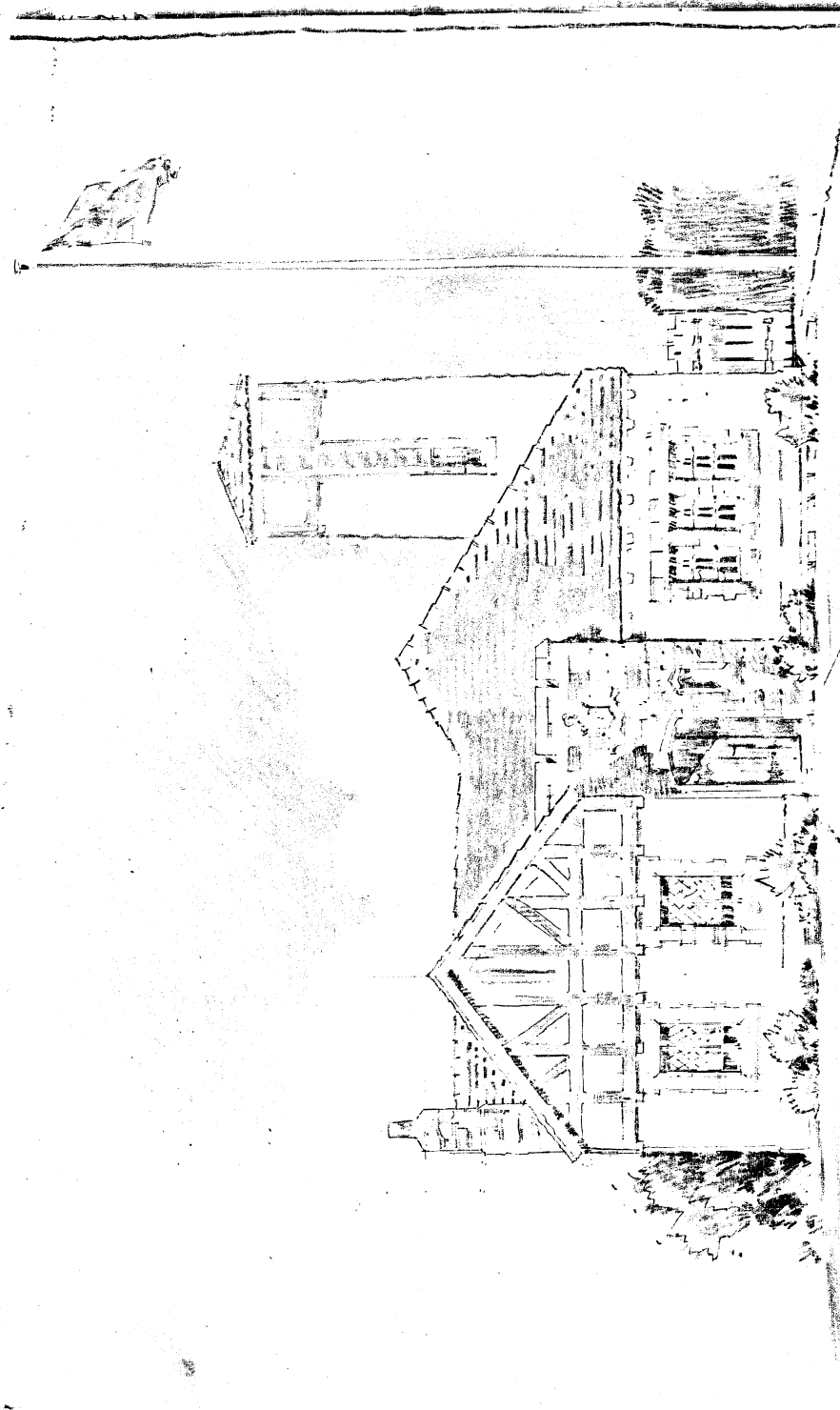
- Meets the Secretary of the Interior's Professional Qualifications Standards for history and architectural history pursuant to the Code of Federal Regulations, 36 CFR Part 61, Appendix A.

#### **Selected Projects:**

- Late 19<sup>th</sup> and Early 20<sup>th</sup> Century Residential Architecture, Los Angeles Citywide Historic Context Statement, 2019
- West Covina Historic Resources Survey and Context Statement Update, 2018-19
- CF Braun & Company Plant, Alhambra, CEQA Historical Resource Technical Report, 2018-19
- Westlake 619, Los Angeles, CEQA Historical Resource Technical Report, 2018
- Broadway Federal, Midtown Branch, CEQA Historical Resource Technical Report, 2018
- High Speed Rail, Burbank to Los Angeles Project Section, CEQA/NEPA Historical Resource Evaluation Report, 2017-2018
- Golden Avenue Bridge Replacement, Section 106 Historical Resource Evaluation Report, 2017
- Los Angeles Mills Act Program, Inspection Reports, 2017-2019
- Laguna Beach Mills Act Program, Application Reports, 2017-2019
- 91/605, Los Angeles County, Section 106 Historical Resource Evaluation Report, 2017
- 1360 N. Vine Street, Los Angeles CEQA Historical Resource Technical Report, 2017
- Sunset & Western, Los Angeles, CEQA Historical Resource Technical Report, 2017
- Hollywood Roosevelt, Los Angeles, Preservation Plan, 2017
- African American History, Los Angeles Citywide Historic Context Statement, 2017



## **Appendix B – Original Architectural Drawing Set**

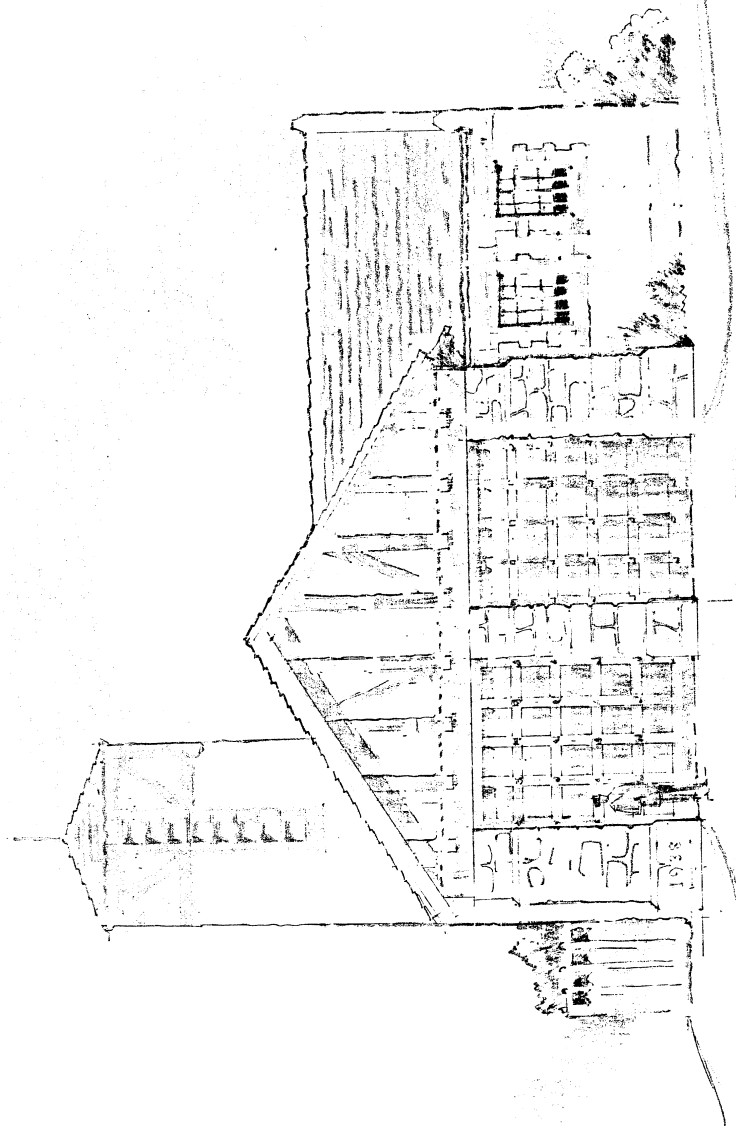


**CERTIFICATE OF AUTHENTICITY**

This is to certify this microphotograph is a true, accurate and complete reproduction of a record in the custody of the **Engineering** Department. Said documents were delivered to the regular course of justness for photostating.

It is further certified that the microphotographic processes were accomplished in a manner on film which meets with requirements of the National Bureau of Standards for per-

A-413 1/3



- W HORACE-AUSTIN -  
- ARCHITECT -  
- LONG BEACH -

WEST - ELEVATION -

SHT. 2 OF 3 A-413 F

12-17-37

CERTIFICATE OF AUTHENTICITY

This is to certify this microphotograph is a true, accurate reproduction of the original document. All documents were delivered to the National Bureau of Standards for microphotography.

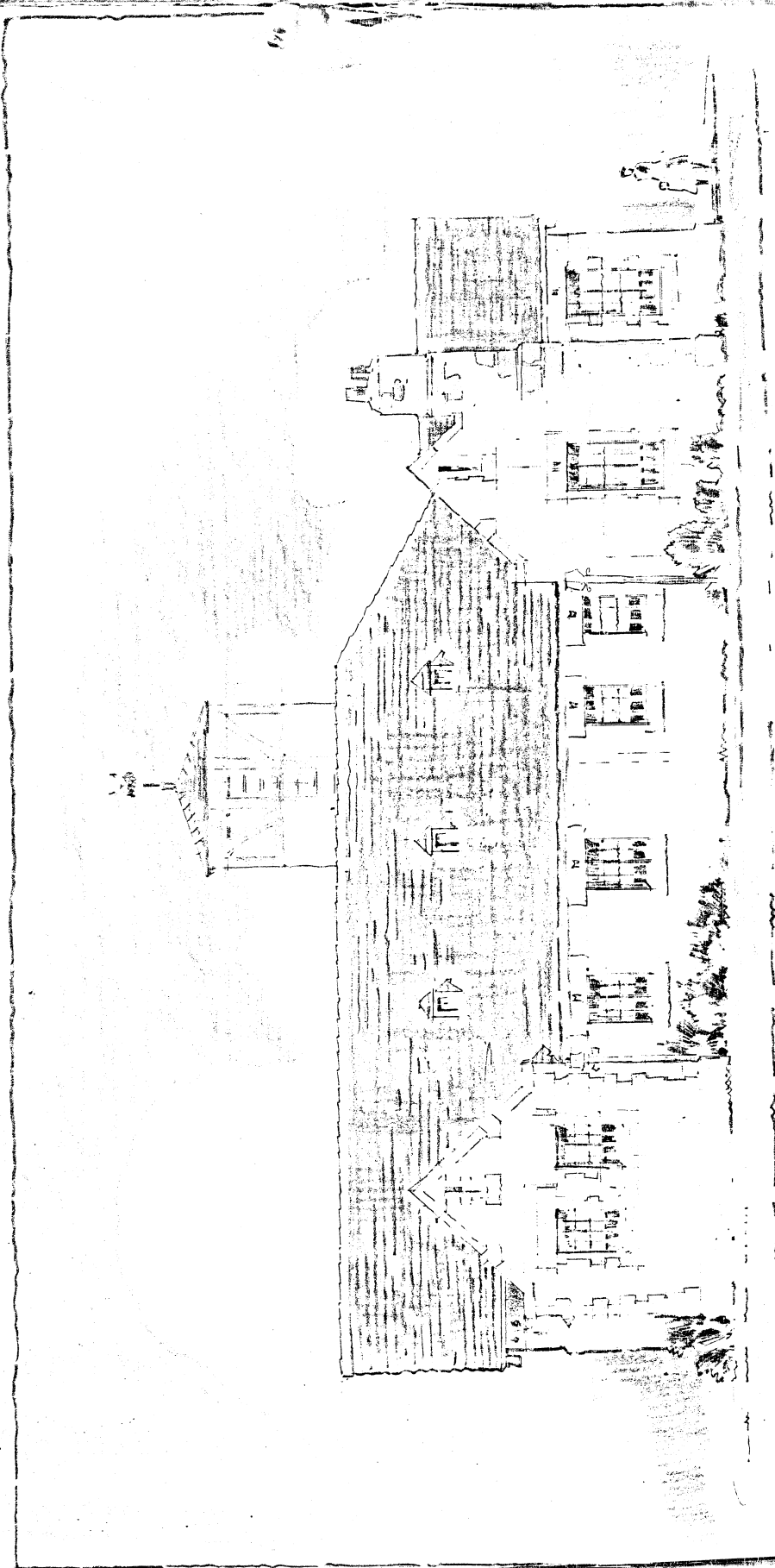
It is further certified that the microphotographic process used was of the highest quality and that the microfilm meets with the requirements of the National Bureau of Standards for permanent microphotographic copy.

*W. H. Horace-Austin*  
Architect  
*W. H. Horace-Austin*  
Architect

Microphotographed 12-11-37

A - 413 2 / 3





NEW-HORACE-AUS  
-ARCHITECT  
-LONG-REAR  
SHY. 3 OF 3 A-413 F FIVE STATION #9

- SOUTH - ELEVATION -

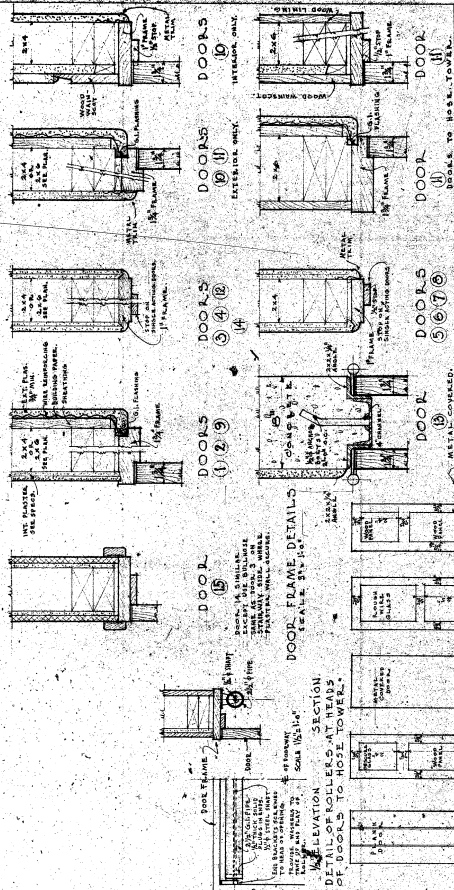
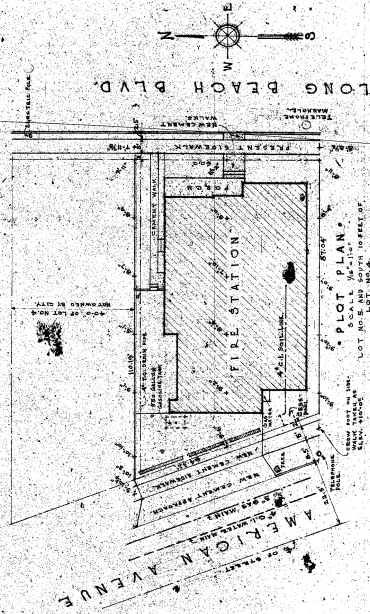
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CERTIFICATE OF AUTHENTICITY  
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It is further certified that the microphotographic process was accomplished in a manner and on film which meets with the requirements of the National Archives and Records Administration.  
For the Director  
*W. H. Jones*

A-413 | 3/3

ROOMS	FLOORS	WALLS	CEILINGS	BASE	DOOR	THRESHOLD	REMARKS
NF1 APPARATUS	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF2 DORMITORY	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF3 LIGHTING	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF4 TOOLS	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF5 HOSE TOWER	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF6 'A' SUPPLIES	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF7 'B' SUPPLIES	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF8 WATCH BOOTH	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF9 LOCKER RM.	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF10 VAULT	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF11 STORAGE	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF12 DRYING RM.	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF13 SHOWER	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF14 WASH RM.	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF15 KITCHEN	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF16 CAPTAIN'S RM.	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF17 CORRIDOR	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF18 RECEPTION	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF19 RADIO RM.	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF20 STORAGE	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF21 STAIRWAY	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS
NF22 LAVATORY	CEMENT FLOOR	CEMENT WALLS	CEMENT CEILING	CEMENT BASE	CEMENT DOOR	CEMENT THRESHOLD	REMARKS

FINISH SCHEDULE



FIRE STATION NO. 9  
NO. 920  
LONG BEACH BOULEVARD  
CITY OF LONG BEACH  
CALIFORNIA  
W. HORACE-AUSTIN, A.I.A. ARCHITECT

DATE: 1-1-20  
SHEET NO. 1 OF 3

SCALE: 1/4" = 1'-0"

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SECTION

DOOR

SECTION

DOOR

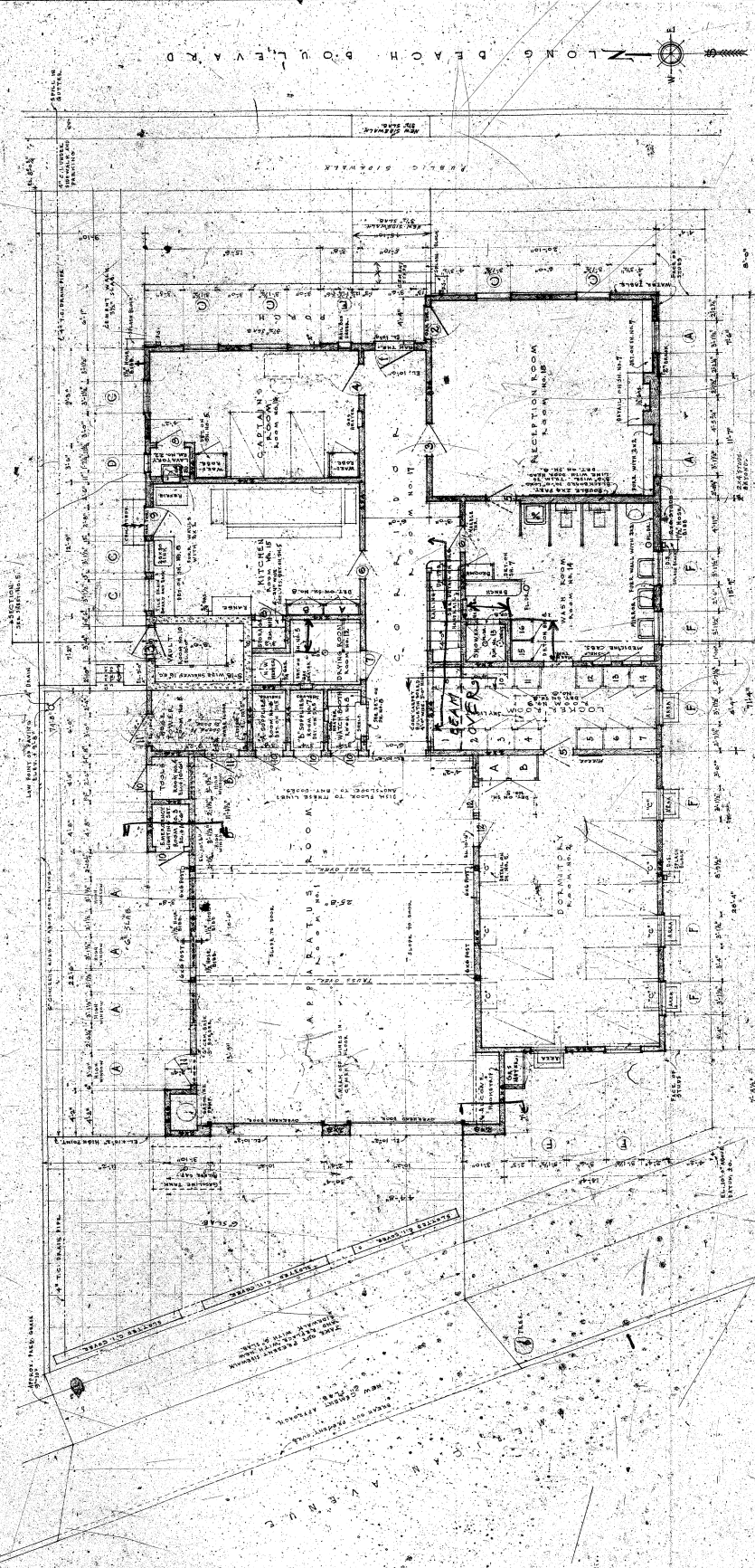
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FIRE STATION NO. 9  
 LONG BEACH BOULEVARD  
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 E. W. HORACE-AUSTIN-ARCHITECT  
 3 OF 9

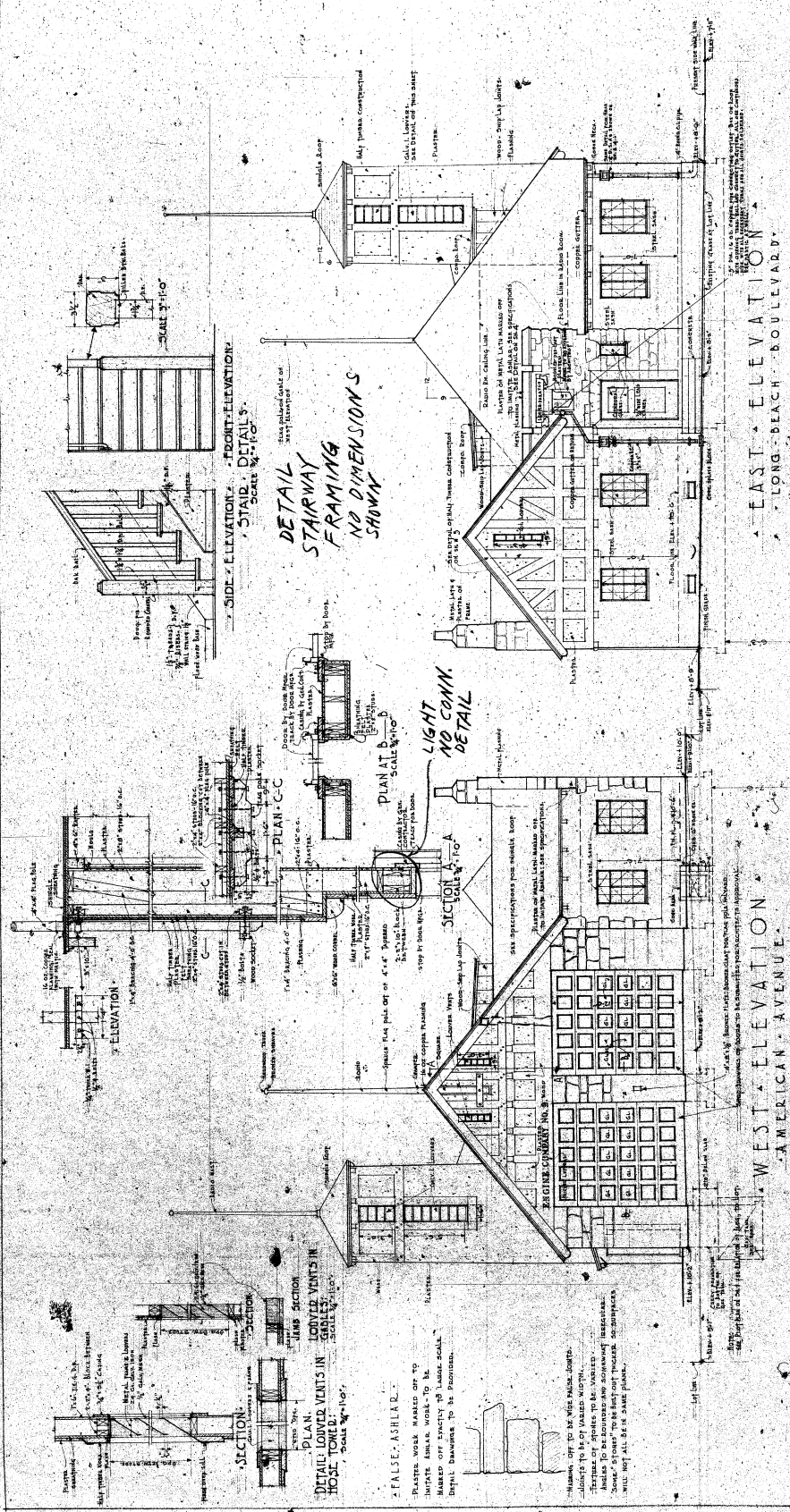
GROUND FLOOR PLAN

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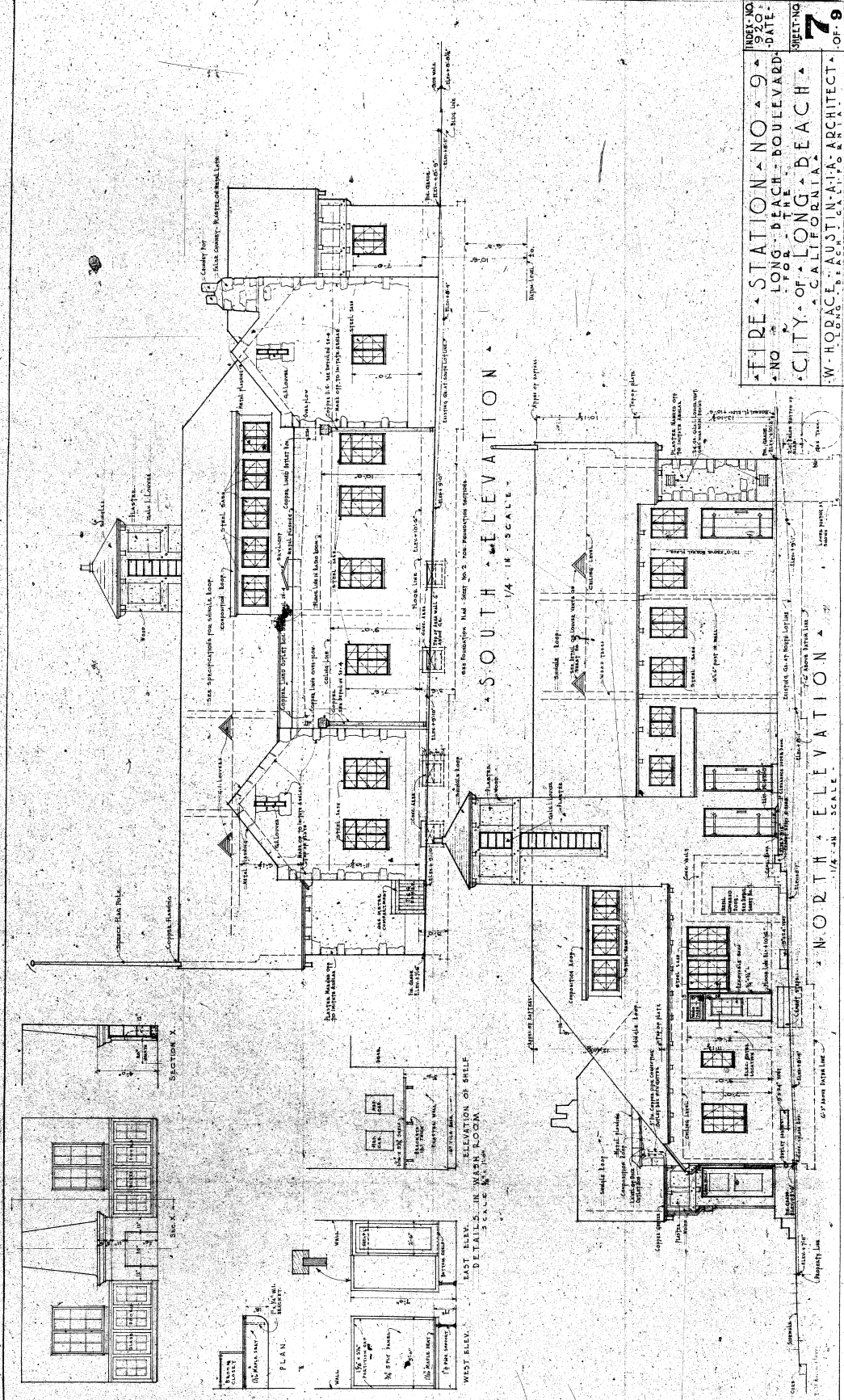




INDEX NO. 920  
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 FIRE STATION NO. 9  
 NO. LONG BEACH BOULEVARD  
 CITY OF LONG BEACH  
 CALIFORNIA  
 W. HORACE AUSTIN ARCHT. OF 9

416111 1270



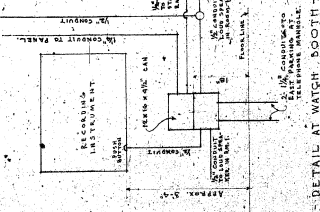


INDEX NO. 9  
DATE: 1910  
PROJECT NO. 7  
STATION NO. 9  
NO. 9  
LONG BEACH BOULEVARD  
CITY OF LONG BEACH  
CALIFORNIA  
W. HORACE, ARCHT. A. H. ARCHT. OF 9

Copyright 1910 by W. Horace, Architect  
All rights reserved  
No part of this drawing may be reproduced  
without the written consent of the architect  
W. HORACE, ARCHT. A. H. ARCHT. OF 9







• ELECTRIC WIRING.  
• GROUND FLOOR SCALE 1/8" = 1'-0"

FIRE STATION NO. 9  
 NO LONG BEACH BOULEVARD  
 LOS ANGELES  
 CITY OF LONG BEACH  
 CALIFORNIA  
 W. HORACE AUSTIN, AIA, ARCHITECT



## **Appendix C – List of Long Beach Fire Department Stations**

Long Beach Fire Department Stations <sup>40</sup>				
Build Date	Station	Location	Type	Status
1906	Station No. 1	210 W. 3 <sup>rd</sup> St.	Urban	Demolished, 1933
1907	Station No. 2	526 E. Anaheim St.	Bungalow	Demolished
1907	Station No. 3	1929 Appleton St.	Bungalow	Demolished
c.1910	Chemical No. 3	2926 E. 65 <sup>th</sup> St.	Bungalow	Demolished
1910	Station No. 4	411 Loma Ave.	Bungalow	Demolished, 1964
1920	Station No. 5	Anaheim & Newport Ave.	Urban	Demolished, 1933
1922	Station No. 6	1355 W. 1 <sup>st</sup> St.	Urban	Demolished, 1960s
1924	Station No. 7	2290 Linden Ave.	Urban	Demolished, 1933
c.1925	Fire College	1417 N. Peterson Ave.	Urban	Demolished
1925	Station No. 9	229 Belmont Ave.	Urban	Demolished, 1933
1925	Station No. 10	1445 N. Peterson Ave.	Bungalow	Extant, local Landmark, substantially altered
1929	Station No. 8	5365 E. 2nd St.	Urban	Extant, local Landmark
1929/ 1936	Station No. 12	6509 Gundry Ave.	Bungalow	Extant, local Landmark
c.1929/1957	Station No. 18 (originally Station No. 13)	3361 Palo Verde Ave. (moved from 2475 Adriatic Ave. in 1957)	Bungalow	Extant
1938	Station No. 9	3917 Long Beach Blvd.	Bungalow	Extant
1940	Station No. 7	2295 Elm Ave.	Bungalow	Extant, substantially altered
1941	Station No. 14	3369 Cherry Ave. / 1838 E. Wardlow Rd.	Bungalow	Extant, local Landmark
1948	Station No. 5	3500 E. Anaheim St	Postwar	Extant, substantially altered
1949	Station No. 3	1222 Daisy Ave.	Postwar	Extant
1950/ 1963	Station No. 17	2241 Argonne Ave.	Postwar	Extant
1951	Station No. 15	Pier F Berth 202	Postwar	Extant
1953 / c.1970	Station No. 16	2890 E. Wardlow Rd.	Postwar	Substantially altered or re-built
1953/ 1964	Station No. 2	1645 E. 3 <sup>rd</sup> St.	Postwar	Extant
c.1954	Station No. 20	401 Pier D Ave.	Postwar	Extant
1956	Station No. 21	225 Marina Dr.	Postwar	Extant
1957	Station No. 13	2475 Adriatic Ave.	Postwar	Extant
1959	Station No. 22	6340 Atherton St.	Postwar	Extant
1959	Station No. 1	100 Magnolia Ave.	Postwar	Extant
1962	Station No. 6	835 Windham Ave.	N/A	N/A
1963	Station No. 19	3559 Clark St.	Postwar	Extant
1963	Station No. 11	160 E. Market St.	Postwar	Extant
1964	Station No. 4	411 Loma Ave.	Postwar	Extant
1967	Station No. 5	7575 E. Wardlow Rd.	Postwar Ranch	Extant

<sup>40</sup> Dates of construction and demolition from *Long Beach Fireman's Historical Museum Photographs Collection*, Department of Archives and Special Collections, University Library, California State University, Dominguez Hills, accessed September 9, 2019, [https://oac.cdlib.org/findaid/ark:/13030/k0f59r6k1/entire\\_text/](https://oac.cdlib.org/findaid/ark:/13030/k0f59r6k1/entire_text/).





Long Beach Fire Department Stations <sup>40</sup>				
Build Date	Station	Location	Type	Status
1967	Station No. 10	1417 N. Peterson Ave.	Postwar	Extant
1971	Station No. 14	5200 Eliot Ave.	Postwar	Extant
2000s	Fire Headquarters	3205 Lakewood Blvd.	Contemporary	Extant
2013	Station No. 12	1199 E. Artesia Blvd	Contemporary	Extant
2014	Beach Operations	2100 E. Ocean Blvd.	Contemporary	Extant
2000s	Station No. 24	111 Pier S Ave.	Contemporary	Extant
2002	Station No. 6	330 Windsor Way	Contemporary	Extant



## **Appendix D – DPR 523 Forms**

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
**NRHP Status Code 5S3**

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) Long Beach Fire Station No. 9

P1. Other Identifier: 3917 Long Beach Blvd

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

\*a. County Los Angeles and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_; R \_\_\_\_; \_\_\_\_ of \_\_\_\_ of Sec \_\_\_\_; \_\_\_\_ B.M.

c. Address 3917 Long Beach Blvd City Long Beach Zip 90807

d. UTM: (Give more than one for large and/or linear resources) Zone \_\_, \_\_ mE/ \_\_ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

APN: 7139-013-900

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The property is occupied by Fire Station No. 9, which was constructed in 1938. The building is one-and-a-half stories in height and generally rectangular in plan. It has a predominately gabled and hipped roof clad in asphalt shingles with a flat roof on the south elevation clad in rolled asphalt. The roof perimeter has shallow eaves with barge boards on the street-facing (east and west) gable ends. The north- and south-facing gable ends are articulated by parapets and at the center of the north portion of the roof is the three-story hose tower. The exterior is mostly covered in cement plaster.

(See continuation sheet)

\*P3b. Resource Attributes: (List attributes and codes) (HP14) Government building



\*P4. Resources Present: ☒ Building  
☐ Structure ☐ Object ☐ Site ☐ District ☐  
Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (view, date, accession #) View looking west, taken 10/07/2019

\*P6. Date Constructed/Age and

Source: ☒ Historic ☐ Prehistoric  
☐ Both

1938: City of Long Beach, Public Works Department

\*P7. Owner and Address:

City of Long Beach

411 W. Ocean Boulevard

Long Beach, CA 90802

\*P8. Recorded by: (Name, affiliation, and address)

Audrey von Ahrens

GPA Consulting

617 S. Olive Street, Suite 910

Los Angeles, CA 90014

\*P9. Date Recorded: 10/07/2019

\*P10. Survey Type: (Describe)

Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

GPA Consulting, "Historical Resources Evaluation Report for 3917 Long Beach Boulevard, Long Beach, California," September 2019

\*Attachments: ☐ NONE ☐ Location Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record

☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record

☐ Artifact Record ☐ Photograph Record ☐ Other (List): \_\_\_\_\_

## BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) Long Beach Fire Station No. 9 \*NRHP Status Code 5S3

Page 2 of 7

B1. Historic Name: Long Beach Fire Station No. 9

B2. Common Name: Long Beach Fire Station No. 9

B3. Original Use: Fire Station B4. Present Use: Vacant

\*B5. Architectural Style: Tudor Revival

\*B6. Construction History: (Construction date, alterations, and date of alterations)

Fire station constructed 1938; window replacements, application of stucco cladding, and roof replacement completed at unknown date.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: None

B9a. Architect: W. Horace Austin

b. Builder: WPA

\*B10. Significance: Theme Institutional Development and the Work Progress Administration Area Long Beach  
Period of Significance 1938 Property Type Government building, fire station Applicable Criteria A (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building was evaluated for potential listing in the National Register of Historic Places, and California Register of Historical Resources, as well as for designation as a Long Beach Historic Landmark.

(See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) None

\*B12. References:

See report for full bibliography.

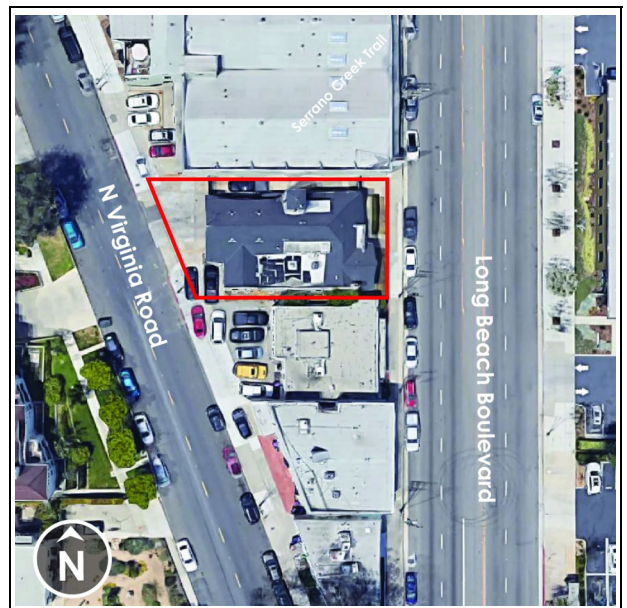
B13. Remarks:

None

\*B14. Evaluator: Audrey von Ahrens

\*Date of Evaluation: October 2019

(This space reserved for official comments.)





## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 3 of 7

### P3a. Description (cont.)

The east elevation facing Long Beach Boulevard abuts the sidewalk and is asymmetrically arranged. It is generally divided into three bays. The south bay consists of a projecting front-facing gable with the center and north bays slightly set back from the main entrance porch. The center bay is articulated by a flat roof with a crenelated parapet that projects above the hipped roof plane of the north bay. The main entrance is located in the center bay and is accessed by three concrete steps that lead to the concrete porch, which extends the length of the north bay. The center bay is clad in cement plaster scored to imitate ashlar cut stone. The main entrance door is wood paneled with a single-light in the upper panel and is obscured by a non-original metal security door. Centered above the main entrance is a cast plaster coat of arms that reads "SEMPER PARATUS" and "LBFD." A narrow, single-light, steel sash casement window is located just north of the door.

A secondary entrance is situated on the north-facing wall of the south bay. This entrance consists of a wood paneled door with three-over-three divided lights with cathedral glass in the upper panel. Fenestration on the two outer bays is evenly spaced. Each bay has two non-original metal casement windows set within original openings behind non-original metal security bars. A long, narrow, louvered vent is centered beneath the gable peak. The gable has a slight overhang and the end features decorative half-timbering.

The north elevation is set back from the adjacent building and overlooks a narrow side yard paved in concrete. When originally constructed, this elevation was visible from Long Beach Boulevard. The most prominent feature on this elevation is the hose tower. Located near the center, the square tower has a hipped roof. Decorative half-timbers frame the top of the tower. Narrow, louvered wood vents are centered on each elevation of the tower. On the ground floor of the north elevation are multiple side entrances. The westernmost is the kitchen entrance. It is accessed by two concrete steps and consists of a wood paneled door with three divided lights in the upper panel. A metal security door was added at an unknown date. A wood framed transom has been infilled with a wood board and air conditioning unit. A metal door opens to the original vault room. At the base of the tower, a non-original wood paneled door with metal louvered vent is within an original opening. West of the tower is a rectangular projection with shed roof. The north and south exterior walls of the storage room have wood plank doors. At the far west end of the elevation is another opening with non-original wood and louvered metal door providing access to the apparatus room. Fenestration consists of non-original, single-light metal sash windows within original wood frames. A flat dormer projects from the roof plane east of the tower. Although the location and volume of the dormer is original, it was recently reconstructed with all new materials. Three sliding metal sash windows are evenly spaced across the dormer where the original windows would have been. West of the tower, fenestration consist of six, evenly spaced clerestory windows. Non-original metal sashes are within original wood casings.

The west elevation overlooks Virginia Road and is set back from a scored concrete driveway. The elevation is asymmetrically arranged. Two large garage doors are centered beneath the projecting front-facing gable bay on the north. Non-original metal roll-up doors are within the original openings flanked by pilasters clad in scored cement plaster. The gable end has decorative half timbering with a corbelled overhang at the attic level. Beneath the peak, the metal flag pole terminates at a decorative wood sill flanked by narrow, louvered metal attic vents. South of the projecting gable, the elevation is set back. Originally, two window openings were evenly spaced. However, the northernmost opening has been infilled with stucco.

## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 4 of 7

The south elevation overlooks the adjacent property and has a shallow setback. It is the least visible of the four elevations. At the far east end is a chimney. Two prominent gables articulated by decorative cement plaster quoins and stepped parapets flank the elevation. Centered within each gable are narrow attic vents. Fenestration is evenly spaced. The windows were all recently replaced, and openings appear to be resized. A flat dormer projects from the roof plane. Originally, the dormer consisted of five evenly spaced window openings. The three center windows have been replaced with vinyl windows but retain the original wood casings. The outermost window openings have each altered with a roof access door (west) and smaller window opening (east).

### **B10. Significance** (cont.)

#### National Register of Historic Places

##### *Criterion A*

To be eligible for listing in the National Register under Criterion A, a property must have a direct association with events that have made a significant contribution to the broad patterns of our history. The contexts considered in this evaluation were Civic and Governmental Infrastructure and the WPA. Although the two contexts are closely related, the property is evaluated below within each context individually.

The first context considered under Criterion A was Civic and Governmental Infrastructure. The property was constructed in 1938 as the second Fire Station No. 9. The first had been demolished as a result of the 1933 Long Beach earthquake. The new Fire Station No. 9 was constructed in the Los Cerritos and Bixby Knolls neighborhoods at a time when the City had a lack of permanent fire stations as a result of the 1933 earthquake, but limited funding to address these deficiencies during the Great Depression. However, according to *National Register Bulletin #15*, "mere association with historic events or trends is not enough, in and of itself, to qualify under Criterion A: the property's specific association must be considered important as well." Although Fire Station No. 9 was the first fire to be constructed after the earthquake, this association is best evaluated in the context of the WPA. To be eligible under Criterion A within the context of Civic and Government Infrastructure, the fire station would need to be particularly important in fire station history, such as the first fire station constructed in Long Beach. No information was found indicating that Fire Station No. 9 played a significant role in the history of the Fire Department. Therefore, the property does not appear to be significant under Criterion A within the context of Civic and Government Infrastructure.

The second context considered under Criterion A was the WPA. Throughout the 1910s and 1920s, Long Beach fire stations had been constructed using revenue generated by the City. However, with almost half of the city's fire stations demolished in the aftermath of the 1933 Long Beach earthquake and lack of city coffers during the Great Depression, the City of Long Beach appealed to the federal government for help. Relief was found in the WPA, which supported the development of civic, recreational, and educational facilities. According to information available today, two fire stations were constructed by the WPA program in Long Beach. These were the subject property, Fire Station No. 9, and Fire Station No. 7, completed in 1940 at 2295 Elm Avenue. Though extant and still in use, Fire Station No. 7 has been substantially altered from its 1940 appearance. The property appears to be significant under Criterion A in the area of Institutional Development as it represents the partnership between the City and WPA created to rebuild and add public services after the 1933 earthquake.

## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 5 of 7

### *Criterion B*

To be eligible for listing in the National Register under Criterion B, a property must be associated with lives of persons significant in our past. Fire Station No. 9 was constructed by the WPA for the City of Long Beach Fire Department. Since its construction, the building has remained under public ownership as Fire Station No. 9. Many individuals worked at the property since its construction in 1938; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

### *Criterion C*

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Fire Station No. 9 was evaluated as an example of the Tudor Revival style designed by prolific Long Beach architect, W. Horace Austin.

Fire Station No. 9 possesses most of the basic features associated with the Tudor Revival style, including its predominately stuccoed exterior; steeply pitched, multi-gabled roofs and dormers; decorative half-timbering; decorative quoin detailing; stepped and castellated parapets; wood paneled and planked doors, one of which retains leaded cathedral glass; and tall, narrow vents beneath the gable peaks. However, the building is lacking in the qualities that are associated with finer examples of the Tudor Revival style, such as slate roof shingles, and brick or stone detailing. Finer examples of the Tudor Revival style also typically retain casement windows with diamond panes and wood paneled doors. The majority of the building's steel sash windows have been replaced with at least one opening enclosed and multiple openings resized. Furthermore, the exterior has been re-stuccoed and the original wood roof shingles have been replaced with asphalt.

Fire Station No. 9 does not fully embody the distinguishing features of the Tudor Revival style and is not an important example in this context. Furthermore, the building followed an established trend in fire station design as a typical example of a Bungalow Station and was not an important or pioneering example of its type. Thus, the property does not appear to be significant under these aspects of Criterion C.

William Horace Austin Jr. (1881–1942) is noted as the architect on the original drawings. Austin was born in Kansas in 1881. He moved to Long Beach with his family in 1895 and began working in the building trades. He was educated in architecture at the University of Pennsylvania and returned to Long Beach to establish his career, eventually becoming one of the city's most prolific commercial and institutional architects.

While Austin is considered a master architect in Long Beach, *National Register Bulletin #15* states, "The property must express a particular phase in the development of the master's career, an aspect of his or her work, or a particular idea or theme in his or her craft." During the Great Depression, Austin sought work through the WPA, as was typical for many architects across the country at the time. Three known WPA projects were completed by Austin, including the subject building (Long Beach Fire Station No. 9), Santa Ana City Hall (former), and Long Beach Airport Terminal Building. Austin had a prolific career and had already fully developed into a well-known architect by the time he designed Fire Station No. 9, which was constructed toward the end of his career. Thus, it would not be considered a particularly important phase in the

## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 6 of 7

development of his career, an important aspect of his career, or a particular idea in his or her craft. Therefore, the property does not appear to be significant under this aspect of Criterion C.

The last aspect of Criterion C, the possession of high artistic values, refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal. A building eligible under this aspect of Criterion C would need to possess ornamentation and detail to lend high artistic value. While Fire Station No. 9 does possess some of these architectural features, it does not rise to the level of significance to be considered eligible under this aspect of Criterion C. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts. The property is primarily surrounded by low-rise commercial buildings constructed between the late 1940s and 1990s.

In conclusion, the property does not appear to be significant under Criterion C.

### *Criterion D*

Criterion D was not considered in this report, as it generally applies to archeological resources. There also is no reason to believe that the property has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

### *Integrity*

To be eligible for listing in the National Register, properties must retain their physical integrity from the period in which they gained significance. In the case of architecturally significant properties, the period of significance is normally the date of construction. For historically significant properties, the length of the historic associations usually measures the period of significance. As the property appears significant under Criteria A, as an important example of a WPA fire station in Long Beach, the period of significance is the date of construction, 1938.

The building has not been moved; therefore, it retains integrity of location. No additions have been made to the building. Therefore, the original form remains intact. The building generally retains its original floorplan. However, two interior spaces have been substantially altered. These include the first-floor dormitory and upper floor radio room. No other alterations appear to have been made the building's form, plan, space, or structure. Although some original doors and almost all original windows have been replaced, the building retains its original primary and secondary entrance doors on the west elevation and almost all original openings. The building retains the overall integrity of design.

The immediate setting of the building has been altered. Thus, the integrity of setting has been diminished. The broad setting has also noticeably changed. Therefore, the overall integrity of setting is only moderately intact. The building materials have been altered over time. Major alterations include the replacement of the original wood shingle roof with composition shingles, re-stuccoing of the exterior, replacement of all but one original window, and reconfiguration of the window openings on the south elevation. Due to these major alterations on the exterior, the integrity of materials is only moderately intact. The techniques used in the construction of the building have been diminished as original materials have been removed and/or replaced, such as original multi-light steel sash windows. Therefore, the building only retains a moderate level of integrity of workmanship.



## CONTINUATION SHEET

Property Name: Long Beach Fire Station No. 9

Page 7 of 7

The building conveys integrity of feeling as a Tudor Revival style fire station, constructed in the late 1930s. Physical characteristics that convey its historic qualities include its single-family residential scale, overall massing with asymmetry, and its Tudor Revival style architectural details, such as half-timbering and other wood details combined with cement plaster exterior finishes. Therefore, this aspect of integrity is retained. The property retains sufficient combined integrity of setting, location, design, workmanship, materials, and feeling to convey integrity of association.

Fire Station No. 9 appears to be significant under National Register Criteria A. However, it may not retain sufficient integrity to be eligible for listing on the National Register as a result of the diminished integrity of setting, workmanship, and materials.

### California Register of Historical Resources

The California Register criteria for eligibility mirror those of the National Register. Therefore, Fire Station No. 9 may not be eligible for listing in the California Register for the same reasons outlined above.

### Long Beach Cultural Heritage Ordinance

The City of Long Beach criteria vary slightly from the National and California Register criteria, but generally mirror the aspects of significance evaluated under the National Register criteria at the local level of significance. Thus, Fire Station No. 9 appears to be significant under local Criterion A for the same reasons outlined under the National Register evaluation above. Although some aspects of integrity have been diminished to the degree the property may not be eligible for the National or State registers, the property does retain sufficient integrity to be considered eligible for listing as a Historic Landmark. Aspects of integrity that have been diminished include setting, workmanship and materials. Furthermore, the integrity of Fire Station No. 9 is comparable to, and arguably more intact than the integrity of Station No. 12, which is listed as a Historic Landmark.

### Conclusion

The property appears to be eligible for designation as a Historic Landmark. 3917 Long Beach Boulevard appears to be significant under Criterion A in the area of Institutional Development as an example of a WPA project which specifically addressed a lack of permanent fire stations in Long Beach after the 1933 earthquake. The recommended Status Code is 5S3, appears to be individually eligible for local listing or designation through survey evaluation.



# Historic Building Documentation Report

## Fire Station No. 9, Long Beach, California

*prepared for*

**City of Long Beach**

411 West Ocean Boulevard, 3<sup>rd</sup> Floor

Long Beach, California 90802

Contact: Christopher Koontz

Via email: [Christopher.Koontz@longbeach.gov](mailto:Christopher.Koontz@longbeach.gov)

*prepared by*

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**April 2020**



**RINCON CONSULTANTS, INC.**

Environmental Scientists | Planners | Engineers

[rinconconsultants.com](http://rinconconsultants.com)

This report was prepared in accordance with the general guidelines of Historic American Building Survey-like (HABS)-level III guidelines as detailed by the National Park Service in the *Historic American Building Survey Guidelines for Historical Reports* (October 2000).

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## Table of Contents

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Part I.	Historical Information .....	2
A.	Physical History.....	2
B.	Historical Context.....	3
Part II.	Architectural Information .....	9
A.	General Statement.....	9
B.	Description of Exterior .....	9
C.	Description of Interior .....	10
D.	Site.....	12
Part III.	Sources of Information .....	13
A.	Architectural Drawings: Original plans on file with City of Long Beach.....	13
B.	Early Views: From the Long Beach Fireman's Historical Museum Photographs Collection, Long Beach .....	13
C.	Bibliography: .....	13
Part IV.	Project Information.....	14

## Figures

Figure 1:	Exterior, view to the southwest, 1939. Photograph from Long Beach Fireman's Historical Museum Photographs Collection. ID # 439. California State University, Dominguez Hills, Archives and Special Collections. Calisphere.org. ....	17
Figure 2:	Exterior, captain and crew stand with Ahrens Fox engine, view to the east, 1940. Photograph from Long Beach Fireman's Historical Museum Photographs Collection. ID #2676_27. California State University, Dominguez Hills, Archives and Special Collections.Calisphere.org.....	18
Figure 3:	Exterior, view to the northeast, 1951. Photograph from Long Beach Fireman's Historical Museum Photographs Collection. ID # 2726_1. California State University, Dominguez Hills, Archives and Special Collections.Calisphere.org.....	19





**HISTORIC AMERICAN BUILDINGS SURVEY**

**LONG BEACH FIRE STATION NO. 9, LONG BEACH, CALIFORNIA**

**Location:** Long Beach Fire Station No. 9 is located at 3917 Long Beach Boulevard, Long Beach, County of Los Angeles, California; APN: 7139-013-900.

Long Beach Fire Station No. 9 is located at latitude 33.829760, longitude -118.189547. These coordinates represent the building's northeast corner. This coordinate was obtained on December 13, 2019 using Google Earth Pro. The datum is WGS84. Long Beach Fire Station No. 9's location has no restriction on its release to the public.

**Present Owner:** Long Beach Fire Station No. 9 is owned by the City of Long Beach.

**Present Use:** The property is vacant.

**Significance:** Long Beach Fire Station No. 9 reflects the collaborative relationship between the Works Progress Administration (WPA) and the City of Long Beach which occurred in the aftermath of the 1933 Long Beach Earthquake. The WPA was a government agency tasked with developing public works projects during the Great Depression, including civic, recreational, educational, and institutional facilities. The WPA also served as a source of manpower in the face of natural disasters such as hurricanes, floods, fires, and earthquakes. Long Beach Fire Station No. 9 was constructed as part of a larger effort to rebuild and add public services after the 1933 earthquake and represents an important crux of institutional development and natural disaster relief in the history of Long Beach.

**Historian(s):** This report was prepared by Rincon Architectural Historian Alexandra Madsen and Rincon Senior Architectural Historian Steven Treffers.

## **Part I. Historical Information**

### **A. Physical History**

**1. Date of erection:** 1938

- 2. Architect:** The architect of the Tudor Revival-style Long Beach Station No. 9 was the prolific William Horace Austin. Born in Kansas in 1888, Austin moved with his family to Long Beach at the age of 14. He later studied architecture at the University of Pennsylvania before rejoining his family in Long Beach and beginning work as an architect.

Austin was active in Long Beach from 1906 to 1942 and was deemed the “Dean of Architects of Long Beach” in his obituary. In 1920, Austin was elected to the American Institute of Architects and in 1923 he founded the Long Beach Architectural Club (Sapphos Environmental, Inc. 2009). Austin practiced both independently and collaboratively in Long Beach, often partnering with other notable architects such as Harvey H. Lockridge, John C. Austin, Frederick M. Ashley, and Edward Leodore Mayberry Jr. (GPA 2019). Austin was known for his residential and civic designs, which employed a wide range of architectural styles. Several of his buildings have been designated Long Beach Historic Landmarks, including the Ambassador Apartment Building, Pacific Tower, and Long Beach Airport Terminal Building. During the Great Depression, Austin completed at least three WPA projects: Long Beach Fire Station No. 9, the Santa Ana City Hall, and the Long Beach Airport Terminal Building (GPA 2019).

- 3. Original and subsequent owners, occupants, uses:** The fire station was built in 1938 and operated by the Long Beach Fire Department until 2019 when it was vacated due to the presence of toxic mold. Today, the fire station is vacant and owned by the City of Long Beach.
- 4. Builder, contractor, suppliers:** The WPA was responsible for the construction of the building. The specific builders, contractors, and suppliers were not ascertained.
- 5. Original plans and construction:** As designed and constructed, the subject property is a Tudor Revival-style building, consisting of a single 1.5-story building. The fire station is irregular in plan with an asymmetrical façade and varied massing. Although the building has been subject to some alterations, it retains its overall design and original footprint.

- 6. Alterations and additions:** The building was re-stuccoed and the original roof wood shingles were replaced with composition shingles at an unknown date. It appears that almost all original windows and some original doors, including the garage doors, were replaced.

## **B. Historical Context**

The following historical context was excerpted from the 2019 evaluation of the subject property completed by GPA and adapted from the *City of Long Beach Historic Context Statement*.

### **1. Long Beach**

*3917 Long Beach Boulevard is located on the border between the Los Cerritos and Bixby Knolls neighborhoods in the City of Long Beach. The area is located south of the Southern Pacific railroad tracks between Atlantic Avenue and the Los Angeles River and the Los Altos area in southeast Long Beach. The area remained agricultural into the 1920s with subdivisions of small lots used for farming. By the 1920s, industry became the primary economic force in the area. The discovery of oil led to a population and construction boom and the agricultural land was subdivided, sold, and developed for residential, commercial, and industrial expansion. During the 1920s, the area was one of the fastest growing in Long Beach. The middle class grew tremendously in size and affluence due to wealth created by the stock market as well as the booming oil and lumber industries.*

*Residential building construction in the form of single-family houses, apartment buildings, and bungalow courts was at a record high to meet the growing demand. Residences were designed in more traditional architectural styles such as Tudor Revival, Colonial Revival, and Spanish Colonial Revival.*

*In 1937, the Jotham Bixby Company announced its plans to develop a neighborhood of custom homes called Bixby Knolls. Hundreds of new residences were planned in neighborhoods throughout Long Beach and surrounding areas as a result of population growth during the mid-1930s. A substantial portion of the residential development during this period was situated on land that was formerly associated with Rancho Los Cerritos, owned by the Bixby family. Bixby Knolls quickly established itself as a unique community with several housing developments. Importance was placed on the neighborhood's aesthetic, with everything from architectural styles to street details requiring approval from a design committee.*



*Following the end of World War II, nearly 13 million veterans returned to the United States, ready to buy homes, begin families, and settle down into suburban life away from the city center. Residential development spread throughout North Long Beach, with a number of new subdivisions appearing throughout the Bixby Knolls area. In addition to single-family homes, thousands of new multiple family properties—including duplexes, garden apartments, and “dingbat” apartments—were built after the war.*

*By the late 1950s, the impact of the automobile began to be reflected in the built environment, as the economic potential from commercial establishments along heavily traveled highways and thoroughfares prompted roadside development. Suburban shopping centers appeared adjacent to new developments (GPA 2019:7; Sapphos Environmental, Inc. 2009:49).*

## **2. Long Beach Fire Department**

*The Long Beach Fire Department was established in 1897 when a group of prominent citizens met to organize a fire defense system for the City. The first cavalry consisted of two hand-drawn hose carts and a ladder wagon, all operated by volunteers. Equipment was stored in a shed near the original City Hall. A large bell was attached to a tower near the shed, which alerted the nearby volunteers when their services were needed. In 1902, the City Board of Trustees elected J.F. Corbet, a local businessman, as the first fire chief.*

*By 1906, construction was underway on the City’s first fire station, at the corner of 3<sup>rd</sup> Street and Pacific Avenue. Fire apparatus bonds in the amount of \$30,000 paid for the construction of the new building, as well as for fire alarm boxes, equipment, a steam fire engine, a hose wagon, and a ladder truck. The volunteer fire department was replaced by a full-time, professional one, led by station chief, J. Schewsbury, and assistant chief, G. Craw. The following year, two substations were added to the department: Station No. 2, located at 526 E. Anaheim Street, and Station No. 3, located at 1929 Appleton Street. These stations were constructed as simple bungalows, featuring living quarters for the officer-in-charge and his family, as well as bachelor quarters for the firefighters.*

*In the 1920s, the Fire Department experienced rapid expansion. The discovery of oil in Signal Hill led to a swift growth in population. To keep pace with the related increased demand for public services, the City mandated that oil revenues be utilized to build new infrastructure and new public buildings. At least ten new fire stations were constructed during the 1920s. One of the last fire stations to be constructed during this period was Station No. 12, completed in 1930. However, following the stock market crash of 1929, it was not immediately occupied by the*

*Fire Department due to an overall decrease in City funding for staff. As a result, the expansion of the Fire Department came to a halt.*

*In March 1933, the Long Beach earthquake devastated the city and led to a decrease in the department's resources. Several fire stations, including Stations No. 1, 5, 7, and 9, along with many other buildings throughout Long Beach, were severely damaged by the earthquake and subsequently demolished.*

*Immediately following the earthquake, the various fire stations were housed in small tents until the vacated, severely damaged buildings were demolished and larger tents secured from the Barnum Circus were erected on the lots. Eventually, simple wood-framed buildings, rectangular in plan with hipped roofs, were constructed. These were more durable than tents, though still only temporary remedies. Of the approximately ten stations constructed during the 1920s, only two are extant.*

*The impending war brought much-needed funding back into the Fire Department's budget. In 1941, the City began an emergency ambulance service, with a single truck. By 1947, 16 fire stations provided service and protection to the City's 244,000 residents situated within its 34.7 square miles.*

*As a result of the City's postwar boom, the demand for Fire Department services increased dramatically, and the department was stretched to maintain the same level of service over a far greater area. Additional stations were built in areas where service was lacking. A set of standards was devised to identify areas in need of a fire station; the standards recommended that a fire station be situated within  $\frac{3}{4}$  of a mile from all commercial and industrial areas and within 1  $\frac{1}{2}$  miles from all residential areas. As explained in the City's first Preliminary Master Plan (1958),*

*In the science of firefighting, technical training, experienced personnel and modern equipment are often negated by time and distance. These two criteria, time and distance, are of the utmost importance in the planning of fire station locations and the periodic relocation of existing fire stations in order to keep abreast of changing conditions.*

*The 1958 Master Plan singled out the area east of Lakewood Boulevard, generally known as Los Altos, as being particularly deficient in fire services. The Master Plan noted that, due to the development in the region having occurred in piecemeal fashion, with little or no oversight, the community was lacking any real services. To correct the deficiency, a number of safety improvements were made during the postwar era, including the addition of new equipment, personnel, fire stations, and new hydrants. Since the 1950s, improvements to the fire prevention infrastructure have commenced in concert with the City's population growth (GPA 2019:16-20; Sapphos Environmental, Inc. 2009:146-148).*

### **3. Works Progress Administration / Public Works Administration, 1930-1941**

*Following the stock market crash of 1929 and subsequent years of the Great Depression, the U.S. government initiated a series of programs designed to provide financial aid to states, municipalities, and individuals, in an effort to revitalize the nation's economy and provide relief to the hundreds of thousands of struggling families through the provision of employment. Initiated by newly elected President Franklin D. Roosevelt, the New Deal served to provide the nation with much-needed jobs, infrastructure, and assurance. Under the New Deal's two main infrastructure and employment programs, the WPA and the PWA, some of the nation's most remarkable civic improvement projects were completed.*

*In 1932, Long Beach received \$500,000 from the Reconstruction Finance Corps (later known as the PWA) to provide employment to 1,250 men and women. Following the 1933 earthquake, support from the New Deal programs was largely in the form of grants, loans, and jobs that flowed into the area to aid in the City's rebuilding efforts. The issuing of City permits for new construction increased dramatically. New jobs were created, and a general sense of optimism began to emerge. New school building safety regulations were initiated throughout the state to replace all unreinforced masonry school buildings with reinforced concrete. With nearly two-thirds of the City's school buildings damaged beyond repair, dozens of new school buildings were constructed throughout Long Beach.*

*Many of the public buildings constructed during this period used a similar vocabulary, which came to be known as the PWA style of architecture. The style drew from Beaux Arts Classicism and Art Deco architecture and could be recognized by its symmetrical monumental appearance. Many PWA buildings had stylized, symbolic figural relief sculptures on their facades, as well as main entrances flanked by towering piers. The style is also sometimes referred to as PWA Moderne.*

*Funds were also provided to complete a number of new civic improvement projects. In the early 1930s, Marine Stadium was constructed to host the rowing events for the 1932 Olympic Games. It is listed as a California Point of Historical Interest, a California Historical Landmark, and a Long Beach Historic Landmark. Other funding for improvements came in the form of two new fire stations (No. 7 and No. 9) and repairs to the 1921/1922 City Hall, which had been damaged in the 1933 earthquake. Following repairs and remodeling by architect Cecil Schilling and engineer C.W. Walles, the building was given a PWA Moderne appearance.*

*The WPA is also credited with distinguishing Long Beach with several remarkable pieces of public art. In 1938, one of the greatest local achievements of*

*the WPA, the mural adorning the front of the new Municipal Auditorium, was completed. Located in an arch that dominated the facade of the building, the mosaic tiled mural was the creation of artists Henry Allen Nord, Albert Henry King, and Stanton MacDonald-Wright. Depicting beach recreation, the mural was funded through the WPA and measured 38 feet in height and 22 feet in width. A crew of 47 was necessary to complete the mural, which was the largest in the world at the time of its construction. Also funded under the WPA Federal Art Project, three mosaic murals, created by artist Grace Clements, were completed in the 1941 terminal building at the Long Beach Municipal Airport. The Municipal Auditorium along with the murals was destroyed in 1975, while the terminal building is a designated Long Beach Historic Landmark and the murals remain intact (GPA 2019: 20-22; Sapphos Environmental, Inc. 2009:157-159).*

#### **4. Tudor Revival, 1900-1942**

*The Tudor Revival style was popular in the early twentieth century in the United States, predominantly in the 1920s and 1930s. It was initially associated with the Arts and Crafts movement in England and later became popular in the United States through lifestyle catalogs and pattern books. The style took inspiration from the vernacular architecture of medieval Europe and harkened back to a time before widespread industrialization and romanticized country life and traditionalism. A more practical component of the style's appeal was the asymmetrical nature of its buildings forms that allowed for convenient, organic expansion over time.*

*As usage of the style progressed into the Period Revival era beginning in the 1920s, its popularity increased exponentially. It was around this time that new technologies such as brick veneering made architectural styles like Tudor Revival more accessible to the middle class, and the style was no longer limited to large, landmark homes for the wealthy.*

*In Long Beach, the Tudor Revival style was nearly as popular as the ubiquitous Spanish Colonial Revival style during the 1920s and 1930s. Local architect Hugh R. Davies designed several single-family Tudor Revival homes in the Bluff Park area, including one for his brother-in-law; Long Beach architects W. Horace Austin and Joseph Roberts were so fond of Tudor Revival, they applied the style to their personal studios. Throughout the city, Tudor Revival is seen in several pre-World War II neighborhoods, ranging in size from cottages in Wrigley Area and California Heights to grand mansions in Bluff Park (GPA 2019: 22-23; Sapphos Environmental, Inc. 2009:203-204).*

#### **5. Property History**



The fire station was designed by W. Horace Austin as a WPA project in 1938. The building cost \$35,419 and was intended to serve the Los Cerritos, Bixby Heights, Bixby Knolls, and California Heights neighborhoods (*Independent* 1959). The building was not the first Long Beach Fire Station No. 9; the original station was built on Broadway and Belmont. It was demolished after sustaining damage from the 1933 Long Beach earthquake. The building continued to serve as a fire station until 2019 when it was vacated due to the presence of toxic mold.

## Maryanne Cronin

---

**From:** Louise Ivers <livers@csudh.edu>  
**Sent:** Monday, September 25, 2023 11:20 AM  
**To:** Maryanne Cronin  
**Subject:** Letter from LB Heritage re Fire Station #9 CHC item #23-029CH  
**Attachments:** October 24.docx

**-EXTERNAL-**

Hi Maryanne,  
I am attaching a letter I wrote to the CHC regarding landmarking Fire Station #9.  
Louise

September 24, 2023

TO: [Cultural.Heritage@longbeach.gov](mailto:Cultural.Heritage@longbeach.gov); [Alison.Spindler-Ruiz@longbeach.gov](mailto:Alison.Spindler-Ruiz@longbeach.gov);  
[Alejandro.Plascencia@longbeach.gov](mailto:Alejandro.Plascencia@longbeach.gov); [city.clerk@longbeach.gov](mailto:city.clerk@longbeach.gov)

FROM: Louise Ivers, Ph.D., Vice President for Advocacy, Long Beach Heritage

SUBJECT: 23-029CH, Designation of former Fire Station #9 as a Long Beach City Landmark

Long Beach Heritage agrees with Development Services staff that Fire Station #9, located at 3917 Long Beach Boulevard, should be declared a Locally Designated Historic Landmark. This building, designed by the well-known architect W. Horace Austin, in 1937 and constructed in 1938 by laborers from the federal Works Progress Administration, retains many of its original architectural elements. Austin's drawings of the Fire Station from 1937 show the present half-timbered gable on the façade, entrance bay with stucco scored to resemble stone blocks, chimney with similar scoring, and a hose tower with half-timbering and a hipped roof. The rear of the building also retains a half-timbered gable. Such original interior details as the fireplace and bookshelves in the reception room, the staircase, the vault, and the wooden ceiling trusses inside the garage and the hose tower remain intact.

According to an article in the *Long Beach Sun* published on September 13, 1938,

The fire station will be an English style two-story frame and stucco building. It will house firefighting equipment to be used in serving Los Cerritos, Bixby Knolls and California Heights. In addition it will contain a vault for records and instructions for the use of the emergency disaster organization, as well as a radio control room and tower for use of the organization. The fire station will cost in the neighborhood of \$35,000.

Another article in the *Press-Telegram* from May 15, 1939 heralded the structure as a "Model Fire Station." It was "designed to contain the necessary facilities consistent with the latest in fire station demands, has been so architecturally treated that its exterior blends with the surrounding residential area without clash." Thus, the building was an important part of Long Beach's emergency disaster system instituted after the earthquake of 1933.

Previous analyses of Fire Station #9 by Galvin Preservation Associates and Rincon Consultants, commissioned by the city, stated that the building qualifies as a Locally Designated Historic Landmark under Criterion A, that it was associated with events that made significant contributions to the broad patterns of city history, particularly because of the partnership between Long Beach and the WPA. Galvin noted that its integrity was comparable to that of Fire Station #12 at 6509 Gundry Avenue of 1929/1936, which has already been declared as a Local Landmark.

Long Beach Heritage believes that Fire Station #9 also qualifies for Landmark status under Criterion C, that it embodies the distinctive characteristics of a type of construction, Tudor Revival. Although it is a relatively modest example of this style, the building retains many character-defining features, such as

the asymmetrically designed façade, half-timbering, effects of stonework, tower, and chimney stack. In addition, many facets of the interior remain intact. The designer, W. Horace Austin (1881-1942), was the first major architect in Long Beach and he graduated from the University of Pennsylvania. He also designed the Pacific Southwest Building of 1923 at 205 Long Beach Boulevard, a Classical Revival structure that was the first skyscraper in the city and is now a Local Landmark. In 1930 he designed the Auditorium at Poly High School, 1600 Atlantic Avenue, which withstood the earthquake three years later. He was the architect of the second Long Beach City Hall in 1923, the Seal Beach City Hall in 1929, and the Santa Ana City Hall in 1935. Numerous fine examples of Austin's residential and commercial buildings can still be seen in our city. Long Beach Heritage concurs with Development Services staff that Fire station #9 is worthy of Local Landmark designation.



## Maryanne Cronin

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**From:** DV - Cultural Heritage  
**Sent:** Monday, September 25, 2023 2:17 PM  
**To:** Maryanne Cronin  
**Subject:** FW: Save Historic Landmark Old FS9

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**From:** Debbie Vardi <[debbie@atvardi.com](mailto:debbie@atvardi.com)>  
**Sent:** Monday, September 25, 2023 12:48 PM  
**To:** DV - Cultural Heritage <[cultural.heritage@longbeach.gov](mailto:cultural.heritage@longbeach.gov)>  
**Cc:** LCNA Info <[Info@loscerritosna.org](mailto:Info@loscerritosna.org)>; News From LCNA <[News@loscerritosna.org](mailto:News@loscerritosna.org)>; Leslie Garretson <[lamiller@pacbell.net](mailto:lamiller@pacbell.net)>  
**Subject:** Save Historic Landmark Old FS9

**-EXTERNAL-**

There is no reason to destroy a Historic Landmark building simply because it was not properly maintained. Please do the right thing and save this significant building and its story to be used for other, maybe even greater, community purposes than that of the fire station it once was. The building's documentation showing when, how and why it was built and the history of purposes it has served should be preserved in the archives of the Long Beach Historical Society from 1938 and into the future. Saving and properly, proactively maintaining Fire Station 9 for the present and future generations to explore and for it to serve successive or combined community purposes such as a community center, an arts and activities hub, home of research, computer and maker laboratories, entertainment center, learning center complete with a specialized library in let's say STEAM and/or arts subjects, a social hall, a cafe and meeting spot, even a theater will contribute to the character of Long Beach rather than be a symbol of lost values and decline in character.

Please do the right thing and save Fire Station 9 in Bixby Knolls & Los Cerritos!

Respectfully submitted,

Debra (Debbie) Vardi  
[debbie@atvardi.com](mailto:debbie@atvardi.com)

**Warning:** We have been advised that an email purporting to be from us has been sent to one of our clients directing them to deposit funds via electronic transfer into an account not belonging to us. We do not accept electronic transfers. Please contact us directly if you receive such an email.

## Maryanne Cronin

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**From:** DV - Cultural Heritage  
**Sent:** Monday, September 25, 2023 2:16 PM  
**To:** Maryanne Cronin  
**Subject:** FW: Fire station on Long Beach Boulevard, 90807

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**From:** Vikki Westerskov <victoria.westerskov@gmail.com>  
**Sent:** Monday, September 25, 2023 12:41 PM  
**To:** DV - Cultural Heritage <cultural.heritage@longbeach.gov>  
**Subject:** Fire station on Long Beach Boulevard, 90807

**-EXTERNAL-**

Just writing to encourage the city council to keep the beautiful appearance of the outside of the building by granting historic status to this site.

Thank you,

Victoria Westerskov  
90807

## Maryanne Cronin

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**From:** DV - Cultural Heritage  
**Sent:** Monday, September 25, 2023 2:16 PM  
**To:** Maryanne Cronin  
**Subject:** FW: Fire Station#9

-----Original Message-----

From: mimi.fox <mimi.fox@verizon.net>  
Sent: Monday, September 25, 2023 10:06 AM  
To: DV - Cultural Heritage <cultural.heritage@longbeach.gov>  
Subject: Fire Station#9

-EXTERNAL-

Please save our historic fire station.

Mimi Fox  
Los Cerritos resident for 73 years

## Maryanne Cronin

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**From:** DV - Cultural Heritage  
**Sent:** Monday, September 25, 2023 2:17 PM  
**To:** Maryanne Cronin  
**Subject:** FW: Fire Station 9

---

**From:** RAE GABELICH <hoorae1@aol.com>  
**Sent:** Monday, September 25, 2023 2:03 PM  
**To:** DV - Cultural Heritage <cultural.heritage@longbeach.gov>  
**Cc:** Rex Richardson <Rex.Richardson@longbeach.gov>; Megan Kerr <Megan.Kerr@longbeach.gov>; Tom Modica <Tom.Modica@longbeach.gov>; Rae Gabelich <hoorae1@aol.com>  
**Subject:** Fire Station 9

**-EXTERNAL-**

Dear Cultural Heritage Commissioners,

Please vote to confirm our FS9 will move forward with the historical designation. This building, even aside from the historical perspective can prove to be a great asset and benefit to our district.

We have other examples across the city where we have repurposed buildings that serve our communities well. For example, within our own district, the Long Beach Historical Society was given a permanent home when our city purchased the Farris Furrier building on Atlantic and leased it to LBHS for \$1.00 per year. It provides another great experience for our residents and houses our city's history. The EXPO is another example. Long Beach purchased what was an old furniture store and turned it into the EXPO Arts Center here in Bixby Knolls. As I'm certain you know it is a gathering place for many. From First Friday's where dozens of artists display and sell their works to children's theatre and workshops. Also serves as the field office for the 5th District and the headquarters for the BKBIA. Every week this facility provides our seniors with activities that enhance their lives and their health.

Fire Station 9 could do similar activities and provide the district with another community center that could house the neighborhood association meetings as well as other important community activities. This district does not have a viable community center in any of our parks like other districts have. The only one is in Scherer Park and is even too small to host a basic adult exercise class! It's one room that at times offers after-school programs for our youth, but still very small for even that.

The idea of selling this historical structure for under \$500K seems to be a poor fiscal decision. Especially if the intent of our city government is to continue to enhance the lives of our residents while also being fiscally responsible. It's an asset that we have in our possession free and clear and with some funding and vision can serve our population well.

In your Development Services report it states the following:

*Three known WPA projects were completed by Austin, including the subject building (Long Beach Fire Station No. 9), Santa Ana City Hall (former), and Long Beach Airport Terminal Building. Austin had a prolific career and had already fully developed into a well-known architect by the time he designed Fire Station No. 9, which was constructed toward the end of his career.*



*Thus, it would not be considered a particularly important phase in the development of his career, an important aspect of his career, or a particular idea in his craft. Therefore, the property does not appear to be significant under this aspect of Criterion C.*

***I would argue that simply because Mr. Austin was at the end of his respected career when he designed this structure suggests it is of little historical significance! Imagine the outcry if the same argument was made about our LGB terminal.***

The Cultural Heritage ordinance in the Long Beach Municipal Code includes four criteria for a cultural resource to qualify for a landmark designation:

- 1. Criterion A: it is associated with events that have made a significant contribution to the broad patterns of the City's history;**
2. Criterion B: it is associated with the lives of persons important to the City's past;
- 3. Criterion C: it embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values;**
4. Criterion D: it has yielded, or has the potential to yield, information important in prehistory or history. In order to be eligible for landmark designation, the building must meet at least one of the aforementioned criteria.

It looks to me as if FS 9 has met at least two of the criteria and possibly three if you also consider Criterion B. as it seems Mr. Austin was important to our city's past.

Respectfully,

Rae Gabelich  
Former 8th District Councilwoman

## Maryanne Cronin

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**From:** At&t Mail Server <russbdoc@pacbell.net>  
**Sent:** Monday, September 25, 2023 11:08 PM  
**To:** DV - Cultural Heritage; Maryanne Cronin  
**Subject:** Public comment regarding Fire Station No. 9

-EXTERNAL-

RE: Notice of Fire Station No. 9

Sept. 25, 2023

Living across from fire station at 3933 N. Virginia Rd a little beyond Marshall Street to Roosevelt Street, there are 7 to 8 large apartment buildings, a nursing home, and from my place, a hair salon, a printing place, and near Roosevelt Street, a dentist – there are too many driveways. We can't see what's coming; a total blind spot is to our left. There's a half-dozen cars/trucks parked all day -plus trucks to help us (such as appliance repair, etc.) that park in the middle of the street. My husband and I got nearly hit broadside by 10-15 feet two separate times – it's horrible!

From San Antonio to Roosevelt, it's nearly  $\frac{3}{4}$  of a mile and there are **no stop signs at all!** A stop sign on Randolph Street and here at 3933, the red signs "STOP" can be put on top of the pole that says "No Parking from 12:30pm to 2:30pm" like I've seen on some streets.

The speed limit is 25MPG, but people race at 45-60MPH! **We are, as others are, desperate, and need a parking lot here.**

I quote my husband, Russell R. Bradford: "This is a dangerous street. My wife and I came close to being killed here twice. A total blind spot. We live here and pay taxes and Long Beach does nothing! Please NO OFFICE, no businesses, NO HOUSING, and no park. Where are all these people going to park? It's awful now. Thank you so much."

Russell R. Bradford

Retired LBPD - Police Officer

Unquote.

My husband died March 27, 2023, will with cancer.

Thank you from my heart,

Marianna Costa Bradford

## Maryanne Cronin

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**From:** DV - Cultural Heritage  
**Sent:** Tuesday, September 26, 2023 1:05 PM  
**To:** Maryanne Cronin  
**Subject:** FW: Fire Station 9

---

**From:** [REDACTED]  
**Sent:** Monday, September 25, 2023 4:57 PM  
**To:** DV - Cultural Heritage <cultural.heritage@longbeach.gov>  
**Subject:** Fire Station 9

**-EXTERNAL-**

Dear Decision Makers:

I urge you to vote to make former Fire Station 9 at 3917 Long Beach Blvd., an Historic Landmark.

Although I do not live in this area, I was born in Long Beach 90 years ago. In my lifetime I have seen so many usable buildings destroyed. Please save and reuse this historic building.

Ann Cantrell  
4th District

## Maryanne Cronin

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**From:** DV - Cultural Heritage  
**Sent:** Tuesday, September 26, 2023 1:05 PM  
**To:** Maryanne Cronin  
**Subject:** FW: Fire Station 9

-----Original Message-----

From: Elizabeth Vozzella [REDACTED]  
Sent: Monday, September 25, 2023 4:58 PM  
To: DV - Cultural Heritage <cultural.heritage@longbeach.gov>  
Subject: Fire Station 9

-EXTERNAL-

Dear Sirs/Madams:

I would like to ask that you preserve this building where Fire Station 9 was housed until recently. It is an amazing building with beautiful architecture. It fits so nicely in our historic neighborhoods here in the Bixby/Los Cerritos area.

At the very least, I would ask that you not make any quick decisions regarding this site. Long Beach has been destroying and tearing down buildings for all of my life. All of those art deco buildings downtown, the Pacific Coast Club, and the buildings on the site of the Ling Beach mall.

I would hope that we can learn from our past mistakes and realize that newer is not always better. Preserve our history and craftsmanship of these buildings.

Sincerely,

Elizabeth Vozzella  
62 year Long Beach resident.  
Sent from my iPhone



## Maryanne Cronin

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**From:** DV - Cultural Heritage  
**Sent:** Tuesday, September 26, 2023 1:05 PM  
**To:** Maryanne Cronin  
**Subject:** FW: Fire Station 9

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**From:** Mike Kowal [REDACTED]  
**Sent:** Tuesday, September 26, 2023 10:43 AM  
**To:** [REDACTED] DV - Cultural Heritage <cultural.heritage@longbeach.gov>  
**Subject:** Re: Fire Station 9

**-EXTERNAL-**

Love it!

[Sent from the all new AOL app for iOS](#)

On Monday, September 25, 2023, 4:57 PM, [anngadfly@aol.com](mailto:anngadfly@aol.com) <[anngadfly@aol.com](mailto:anngadfly@aol.com)> wrote:

Dear Decision Makers:

I urge you to vote to make former Fire Station 9 at 3917 Long Beach Blvd., an Historic Landmark.

Although I do not live in this area, I was born in Long Beach 90 years ago. In my lifetime I have seen so many usable buildings destroyed. Please save and reuse this historic building.

Ann Cantrell  
4th District

## Maryanne Cronin

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**From:** DV - Cultural Heritage  
**Sent:** Tuesday, September 26, 2023 2:53 PM  
**To:** Maryanne Cronin  
**Subject:** RE: 3917 Long Beach Blvd Nomination as a Historical Landmark

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**From:** Jeanne S. Williams [REDACTED]  
**Sent:** Tuesday, September 26, 2023 2:45 PM  
**To:** DV - Cultural Heritage <cultural.heritage@longbeach.gov>  
**Cc:** Leslie Kiefner [REDACTED]; Jeanne Williams [REDACTED]  
**Subject:** 3917 Long Beach Blvd Nomination as a Historical Landmark

**-EXTERNAL-**

September 26, 2023

Dear Commissioners: I would like to note a few items mentioned in the Staff report from Development Services. I sent to you earlier the Historical Resource Evaluation Report by Audrey Von Ahrens that she created for the city of Long Beach regarding 3917 Long Beach Blvd. Please note in bold: **"...Thus, Fire Station No. 9 appears to be significant under local Criterion A for the same reasons outlined under the National Register evaluation above. Although some aspects of integrity have been diminished such as setting, workmanship and materials, the property does retain sufficient integrity to be considered eligible for listing as a Historic Landmark. Furthermore, the integrity of the Fire Station No. 9 is comparable to the integrity of Station No. 12, which is listed as a Historic Landmark."**

The staff report sent to you mentions a lot of other remarks that are omitting important facts. On June 17, 2021, the Planning Commission was to approve the final EIR. It was postponed for the reasons stated in the staff report, but also the Commission requested that the Planning Department work with the Los Cerritos Neighborhood Association is gaining entrance to the property. The Planning Department had no idea that the LCNA was interested in looking to see if the property could be restored and repurposed. Our City Council Member had not forwarded our requests or interest. The Planning Commission also stated that the EIR could come before the commission again after other options were presented or a buyer and their plans for the site. I have to say that working with Maryanne Cronin was wonderful. We jumped through a few approvals from various departs (I remember the Health Department being one) and were just about to come up with a date to gain entrance, when Maryanne was relieved of this process and it was given to Mary Torres. She went immediately to having the property designated "surplus" so that RFP's could be accepted. Completely ignoring the Planning Commission's request. The Planning Commission still has not approved the final EIR for 3917 Long Beach Blvd.

Regarding stating in the report that “a vacant structure could attract nuisance/criminal behavior to the area...”. The windows have bars. No one has broken in. No locks have been broken or doors broken into. The city as a landowner is responsible for taking care of their property. No other landowner would be allowed to treat their property with such a lack of care. Leslie Garretson and I found a side door open in August of 2021. All it needed was a Welcome Mat. The door had not been broken in. We called the police, took pictures and true to form, most likely vagrants had made themselves at home. Pictures are included in this email. At that point Mary Torres hired a company to take care of the outside. That was her strategy for the old City Hall and we all know how that turned out.

There is more that I disagree with on this report, but I would like to point out that the Planning Department agrees that the Former Fire Station meets the requirements for a Historical Landmark in the City of Long Beach. Then the report goes on for three more pages trying to intimidate the commissioners not to approve landmarking. This is not your job to try and predict what the City Council may or may not approve. Please agree with three historical architects (like I pointed out in my previous email) that the Former Fire Station No. 9 meets the city’s requirements for a Historical Landmark.

Thank  
you,







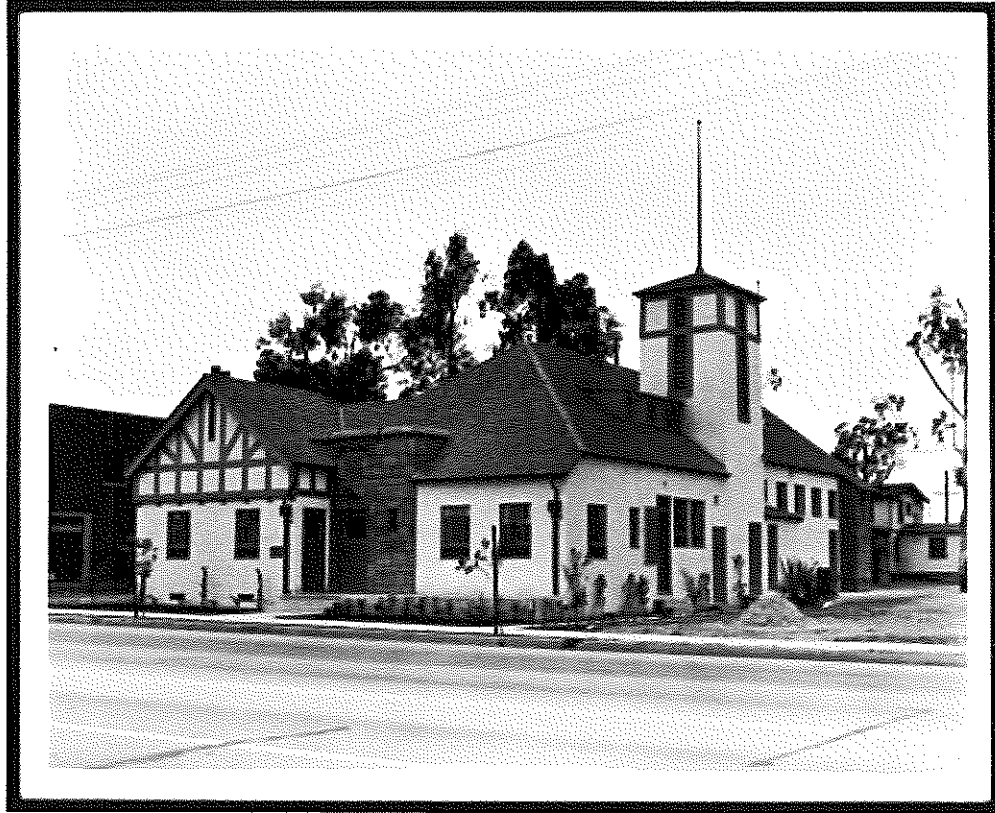
Jeanne S Williams

PHOTO 1940, CSUDH ARCHIVE

FS#9



MAY 13, 1939 PHOTO  
THE NEW STATION NO. 9







# Historic Landmark Designation

## 3917 Long Beach Boulevard (Former Fire Station No. 9)

Cultural Heritage Commission  
September 26, 2023



# VICINITY MAP – PROJECT LOCATION



**Address:** 3917 Long Beach Boulevard

**Parcel Number:** 7139-013-900

**Lot Size:** 5,800 square feet (0.13-acre)

**Building Size:** 5,548-square-foot

**Zoning:** Community Automobile-Oriented (CCA)

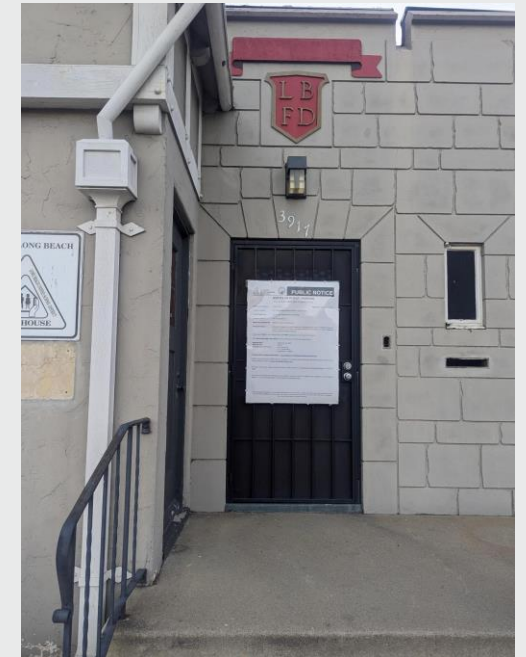
**General Plan PlaceType:** Neighborhood Serving Center or Corridor – Low (NSC-L)

**Property Owner:** City of Long Beach

**Applicant:** Los Cerritos Neighborhood Association



# SITE PHOTOGRAPHS





# SITE PHOTOGRAPHS



Figure 9: Former reception room, looking south (GPA, 2019)

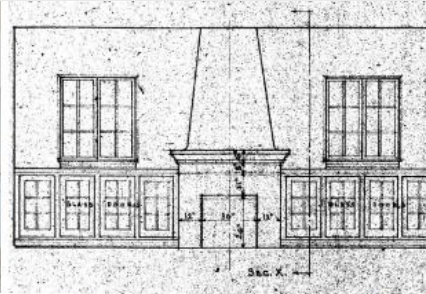


Figure 10: Drawing of fireplace mantel and built-ins in reception room (W. Horace Austin, Sheet 7)



Figure 11: Locker room built-in lockers, looking south (GPA, 2019)

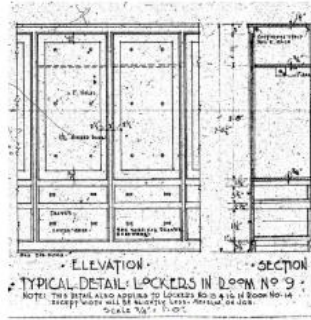


Figure 12: Drawing of built-in lockers in locker room (W. Horace Austin, Sheet 3)



Figure 13: Wash rooms, looking north (GPA, 2019)

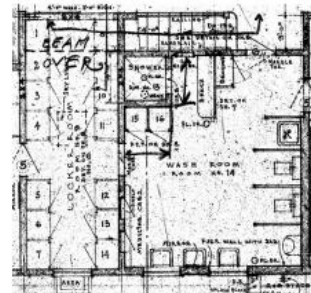


Figure 14: Drawing of wash room floor plan (W. Horace Austin, Sheet 8)



Figure 16: 3917 Apparatus room, looking northwest, date unknown. (courtesy, Station No. 9)



Figure 15: Apparatus room, looking east (GPA, 2019)

# SITE/PROJECT HISTORY

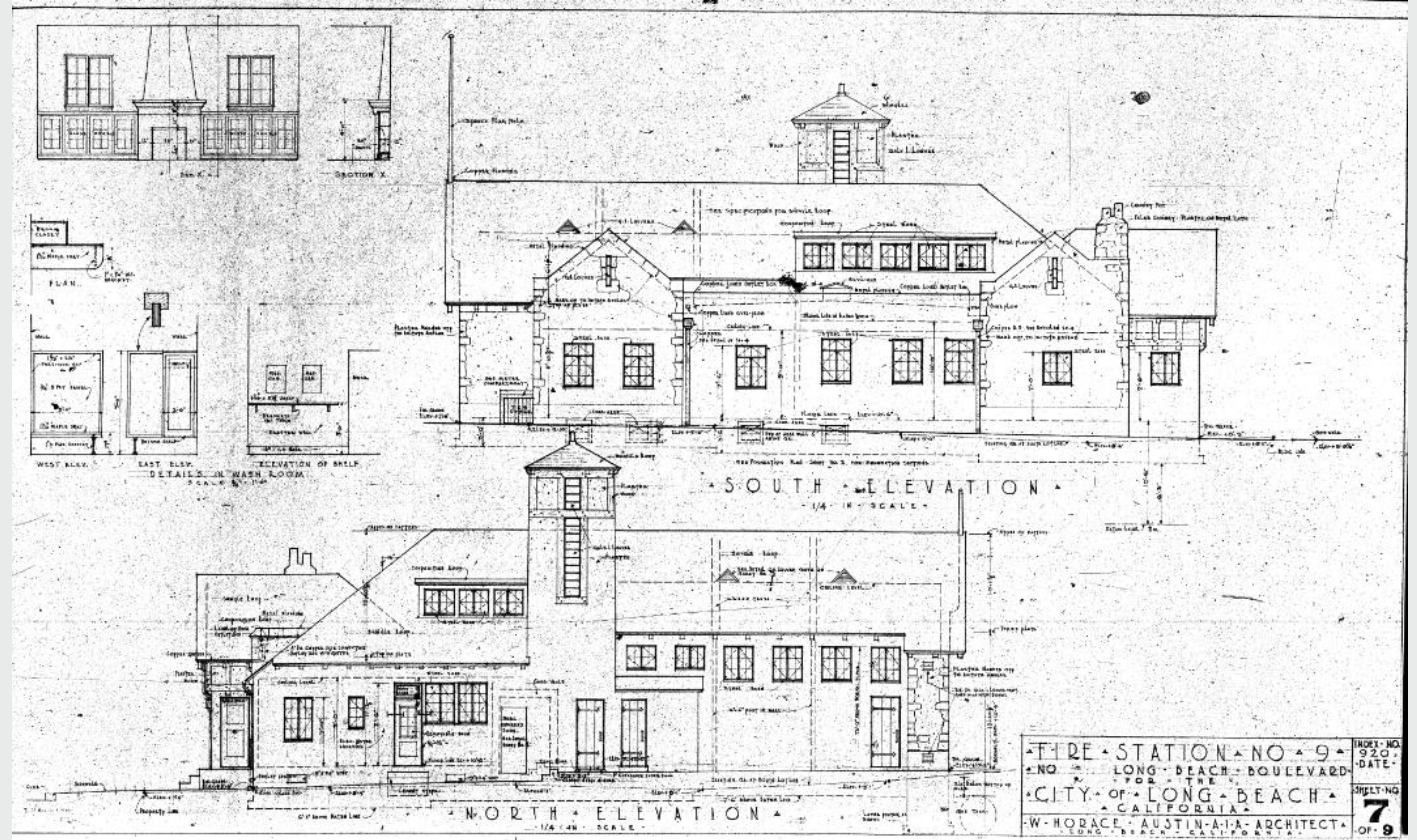
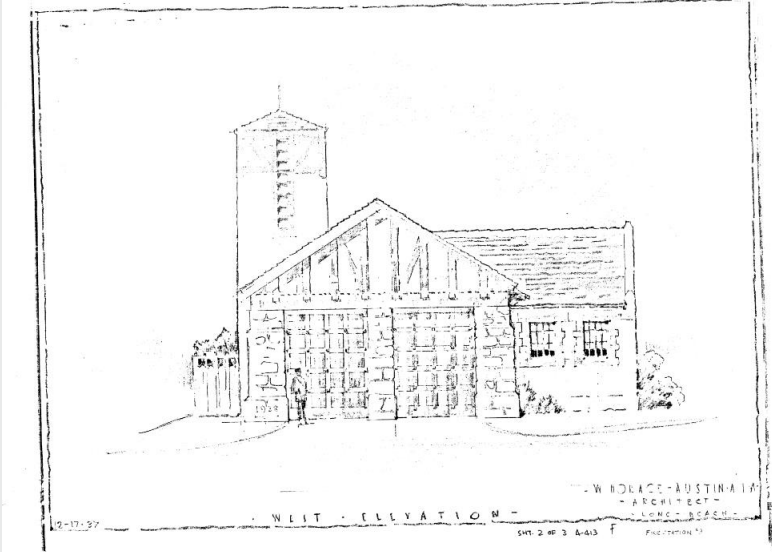
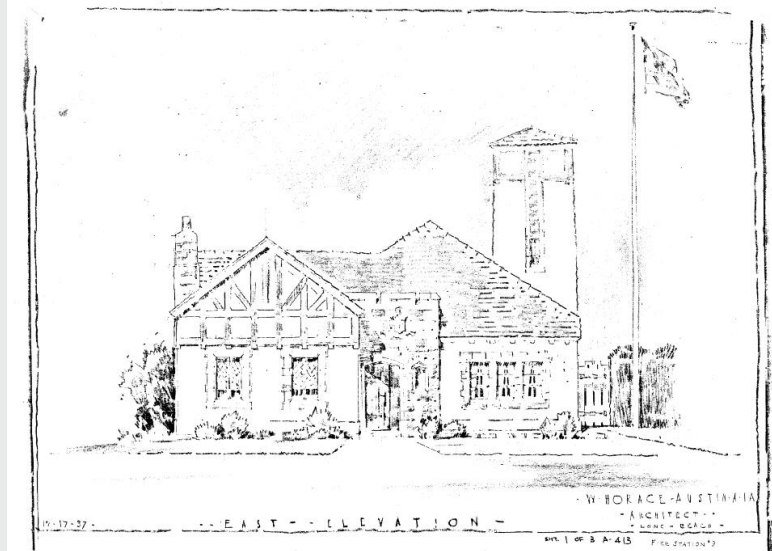
- 1938 - Fire Station No. 9 was designed by W. Horace Austin (1881–1942) in the Tudor Revival style as a Works Progress Administration (WPA) project for the City of Long Beach.
- 2000 - First crew member complaint of visible mold in the Fire Station No. 9 building.
- 2019 - Fire Station No. 9 building determined to be uninhabitable by the Long Beach Fire Department and vacated by fire personnel.
- 2019 - Fire personnel co-located to Fire Station Nos. 13 and 16.
- 2020 - An Administrative Use Permit (AUP) was approved for an interim location for Fire Station No. 9 until a new station can be built. The AUP approval includes the reuse of an existing structure at the former Boeing Fitness Center at 2019 East Wardlow Road (outside fire service area 9).

# SITE/PROJECT HISTORY (CONTINUED)

- 2020 - City entered escrow for the purchase of a property located at 4101 Long Beach Boulevard.
- June 2021 – Planning Commission (PC) public hearing to consider the Environmental Impact Report (EIR) for the demolition of the former Fire Station No. 9, located at 3917 Long Beach Boulevard. PC continues the item to a date uncertain until the property placed for sale and adaptive reuse.
- November 2022 - Department of Economic Development published a bid to solicit proposals for purchase of the property for development or adaptive reuse of the vacant fire station building. No offers were made on the property during the required timeframe.
- January 2023 – City Council certifies EIR and associated entitlements to construct a new Fire Station No. 9 at 4101 Long Beach Boulevard.
- June 2023 – Los Cerritos Neighborhood Association filed an application to landmark the former Fire Station No. 9 at 3917 Long Beach Boulevard.
- July 2023 - Department of Economic Development released another bid to solicit proposals on the property. The bid documentation acknowledged the filing of this Landmark Nomination application to inform potential bidders on the site. Multiple proposals were received through this second bid and are under review by the Department of Economic Development.



# HISTORIC PLANS



# BACKGROUND

- An Environmental Impact Report (EIR) was prepared as part of the Fire Station No. 9 Replacement Project at 3917 Long Beach Boulevard.
- The EIR included a Peer Review and Cultural Resources Study for the Fire Station No. 9 Replacement Project (May 2020), which included a peer review of a previous Historical Resource Evaluation Report (HRER) (September 2019) prepared for the building that identified the fire station as a historical resource subject to the California Environmental Quality Act (CEQA) and individually eligible for local listing or designation under Criteria A.
- The analysis was completed by consultant staff qualified pursuant to Secretary of the Interior Professional Qualifications Standards (PQS) for Architectural History, History, and Archaeology and utilized the State of California Department of Parks and Recreation (DPR) 523 form.
- The same analysis also acknowledged that although the property is eligible for designation, the scope of required property improvements to make the building safe for use is unknown, but likely to require extensive exterior modifications due to which the integrity of the historic structure could be lost.
- To date, the Planning Commission has not taken action on the request to certify the EIR.

# PROJECT SCOPE



- Third-Party Application for Landmark Designation of the Former Fire Station No. 9 building at 3917 Long Beach Boulevard.
- The submitted nomination requests the exterior of the building be protected along with the following interior elements:
  - Reception room with fireplace, built-ins, and blackboard
  - Original doors
  - Original lockers
  - Stairway
  - Apparatus/engine room wood truss ceiling
  - Fire hose tower
  - Vault



# APPLICATION REQUEST

## Application Request

- Designate the former Fire Station No. 9 building located at 3917 Long Beach Boulevard as a Historic Landmark.

## Landmark Designation Criterion

- The Cultural Heritage ordinance includes four potential Criterion for landmark designation:
  - Criterion A - Associated with events that have made a significant contribution to the broad patterns of the City's history;
  - Criterion B - Associated with the lives of persons important to the City's past;
  - Criterion C - Embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values;
  - Criterion D - Or has yielded, or has the potential to yield, information important in prehistory or history.
- In order to be eligible for landmark designation, the building must meet at least **one** of the aforementioned Criterion.

# CRITERION A

Analysis under Criterion A is provided regarding association with two contexts: 1) Civic and Governmental Infrastructure and 2) the WPA:

- The first context considered under Criterion A was Civic and Governmental Infrastructure. The property was constructed in 1938 as the second Fire Station No. 9. The first had been demolished as a result of the 1933 Long Beach earthquake. The new Fire Station No. 9 was constructed in the Los Cerritos and Bixby Knolls neighborhoods at a time when the City had a lack of permanent fire stations as a result of the 1933 earthquake, but limited funding to address these deficiencies during the Great Depression. To be eligible under Criterion A within the context of Civic and Government Infrastructure, the fire station would need to be particularly important in fire station history, such as the first fire station constructed in Long Beach. No information was found indicating that Fire Station No. 9 played a significant role in the history of the Fire Department. Therefore, the property does not appear to be significant under Criterion A within the context of Civic and Government Infrastructure.
- The second context considered under Criterion A was the WPA. Throughout the 1910s and 1920s, Long Beach fire stations had been constructed using revenue generated by the City. However, with almost half of the city's fire stations demolished in the aftermath of the 1933 Long Beach earthquake and lack of city coffers during the Great Depression, the City of Long Beach appealed to the federal government for help. Relief was found in the WPA, which supported the development of civic, recreational, and educational facilities. According to information available today, two fire stations were constructed by the WPA program in Long Beach. These were the subject property, Fire Station No. 9, and Fire Station No. 7, completed in 1940 at 2295 Elm Avenue. Though extant and still in use, Fire Station No. 7 has been substantially altered from its 1940 appearance. The property appears to be significant under Criterion A in the area of Institutional Development as it represents the partnership between the City and WPA created to rebuild and add public services after the 1933 earthquake.



# CRITERION B

- Fire Station No. 9 was constructed by the WPA for the City of Long Beach Fire Department. Since its construction, the building has remained under public ownership as Fire Station No. 9. Many individuals have worked at the property since its construction in 1938; however, collaborative efforts like these are typically best evaluated under Criterion A. Therefore, the property does not appear to be significant under Criterion B.

# CRITERION C

To be eligible for listing under Criterion C, a property must embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction.

- Fire Station No. 9 was evaluated as an example of the Tudor Revival style designed by prolific Long Beach architect, W. Horace Austin. Fire Station No. 9 possesses most of the basic features associated with the Tudor Revival style. However, the building is lacking in the qualities that are associated with finer examples of the Tudor Revival style, such as slate roof shingles, and brick or stone detailing. Fire Station No. 9 does not fully embody the distinguishing features of the Tudor Revival style and is not an important example in this context. Thus, the property does not appear to be significant under these aspects of Criterion C.
- W. Horace Austin (1881–1942) is noted as the architect on the original drawings. Austin had a prolific career and had already fully developed into a well-known architect by the time he designed Fire Station No. 9, which was constructed toward the end of his career. Thus, it would not be considered a particularly important phase in the development of his career, an important aspect of his career, or a particular idea in his craft. Therefore, the property does not appear to be significant under this aspect of Criterion C.
- The last aspect of Criterion C, the possession of high artistic values, refers to a building's articulation of a particular concept of design so fully that it expresses an aesthetic ideal. While Fire Station No. 9 does possess some of these architectural features, it does not rise to the level of significance to be considered eligible under this aspect of Criterion C. Nor does it represent a significant and distinguishable entity whose components lack individual distinction, which generally applies to historic districts.

# CRITERION D

- Criterion D was not considered in the Historical Resource Evaluation Report (GPA 2019), as it generally applies to archeological resources. There also is no reason to believe that the property has yielded or will yield information important to the prehistory or history of the local area, California, or nation.

# NOTICING AND PUBLIC COMMENT

- Public notices were distributed in accordance with Chapter 21.21 of the Long Beach Municipal Code.
- All previously received commenters on the Planning Commission hearing were included in the noticing as interested parties.
- Twelve (12) public comments have been received in response to required noticing.

# CALIFORNIA ENVIRONMENTAL QUALITY ACT

- The CHC's recommendation requires compliance with California Environmental Quality Act (CEQA). If the CHC recommends City Council approve the landmark designation, the action to designate the building as a local landmark would include provisions to preserve existing character defining features that remain on the building. This action aligns with a categorical exemption under Section 15331 of CEQA.
- Furthermore, the Environmental Impact Report (EIR-04-19) (State Clearinghouse No. 2019110206) prepared for the previous application to demolish the former fire station building considered an alternative to adaptively reuse the building, which could result in the demolition of the building due to the extent of remediation needs for the mold issues onsite. The Final EIR identifies one significant and unavoidable impact for the project related to the loss of a historic-age resource.
  - In the event that the property and building is sold to a third party, the findings and analysis, including identified mitigation measures can be referenced. The findings made in the EIR analysis require certification by a discretionary body subject to CEQA.



# CONSIDERATIONS

## CONSIDERATIONS FOR LANDMARKING

- The commercial building meets the requirements for landmark designation.
- The building is complementary to the surrounding area and raises awareness of Long Beach's history and preserves historic resources.
- If the designation is approved, it is recommended that the building be recognized as Original Fire Station No. 9.
- Preservation restrictions should only apply to the preservation of the building in place. The needed remediation of mold issues may require alterations to both the interior and exterior of the building.

## CONSIDERATIONS FOR NOT LANDMARKING

- Both the CHC and the City Council exercise wide discretion in deciding if a building should be landmarked, not just if it could be landmarked.
- The adaptive reuse of this structure could require such extensive exterior modifications that the integrity of the historic structure would be lost. Even once remediation is complete, mold could re-occur in the structure without modification to the roof design, drainage, doors, and windows, which again would result in loss of historic integrity for the structure.
- The property is currently in a disposition process and a delay of ninety days could conceivably give the CHC, City Council, and City overall to have a discussion with the new building owner on how to best preserve the building and what flexibility is needed for their proposed adaptive reuse project.

# RECOMMENDATION

Review the landmark nomination, background materials, make all appropriate findings and make a recommendation to the City Council on whether to designate former Fire Station No. 9 building located at 3917 Long Beach Boulevard in the Commercial Community Automobile-Oriented (CCA) as a Locally Designated Historic Landmark building. (District 5)



**Thank you**

**Maryanne Cronin**

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