

In This Issue



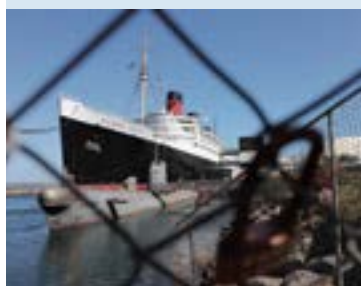
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On the Job: A Long Beach bus driver's route through the pandemic



Shellee Franks, 41, Long Beach Transit bus driver, makes her way through Downtown Long Beach. Photo by Thomas R. Cordova.

On the Job is a standing feature in the Long Beach Business Journal, where we spend a day with workers in different professions throughout the city. If you have a suggestion, please email alena@lbbj.com.

■ By **ALENA MASCHKE**
Senior Reporter

Shellee Franks has been driving buses across Long Beach and beyond for 15 years. On this chilly, overcast morning—a moment of relief after a relentlessly hot Labor Day weekend—Franks is on the 173 Line, Studebaker to Downtown.

The longest bus line in the Long Beach transit system, it covers over 30 miles worth of pavement and stops in six cities: Long Beach, Lakewood, Hawaiian Gardens, Artesia, Cerritos and Norwalk.

Bus drivers, or operators as the agency prefers to call them, provide an essential service for a section of Southern

California's population that is often forgotten: those who don't drive, be it for financial or other reasons.

But this morning, Line 173 is fairly empty. A few passengers who boarded at the Downtown Transit Center have all exited by the time the bus swings around the Traffic Circle. It cruises by the Walter Pyramid, presiding over an eerily empty Cal State Long Beach campus, unnoticed.

Normally a busy portion of the route, Franks passes by the campus bus shelters without picking up any passengers. With school moved online as a result of the pandemic, there are no students to pick up or drop off.

Students, especially those attending the city's public schools, make up a significant portion of Long Beach Transit's ridership.

Because the Long Beach Unified School District, the third largest in the state, doesn't have its own yellow

bus program, the agency is responsible for transporting students to and from schools. Under normal circumstances, those students account for 40% of the agency's overall ridership.

Because of the dramatic decline in ridership during the pandemic, Long Beach Transit operates on a reduced "Sunday" schedule, with most buses running on a once-per-hour or less frequent tact.

To fill in any gaps, the agency sends out "tripper" buses like the one Franks is driving this Tuesday morning, meant to pick up any overflow from the bus that departed 15 minutes before her. Franks adds up the number of passengers in her head and writes them down on a clipboard.

"They're trying to see how many buses they really need out here," she said.

Long Beach Transit's drivers have been working three days per week instead of the

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Cerritos Auto Square bouncing back after car sales plummeted during the second quarter

■ By **BRANDON RICHARDSON**
Senior Reporter

Auto sales account for a third of sales tax revenue generated in the city of Cerritos, with the Cerritos Auto Square bringing in \$10.9 million in 2019. The city's fiscal year 2020-21 budget—which went into effect July 1—is \$124.4 million, which accounts for any anticipated impacts by COVID-19, meaning auto sales account for nearly 9% of the city's annual budget.

"The Cerritos Auto Square is the single largest sales tax generator for the city, and a pivotal part of our community," Cerritos Mayor Naresh Solanki said.

Cerritos dealerships began 2020 with sales on par with the previous year. According to city data, tax revenue generated by car sales in the first quarter of this year totaled \$2.5 million, down slightly from \$2.55 million during the same period last year.

But the impacts of the coronavirus pandemic were not truly felt until late March when state and local leaders announced business closures that resulted in mass layoffs statewide and historic unemployment claims. While car dealerships were deemed essential and remained open, the widespread impacts on the general public naturally were passed on to the auto industry.

"Sales in March and April were way down," said Marc Cannon, chief marketing officer for AutoNation, the parent company of AutoNation Toyota Cerritos. While sales have

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Southwest awarded all 17 flight slots vacated by JetBlue



Southwest is doubling its Long Beach presence up to 34 daily flights per day. Photo by Brandon Richardson.

■ By **BRANDON RICHARDSON**
Senior Reporter

Southwest Airlines has been awarded all 17 flight slots at Long Beach Airport soon to be vacated by JetBlue, the city announced Wednesday, Sept. 2.

“Southwest picking up all available flight slots at the Long Beach Airport so quickly is a testament to the strength of our airport and their commitment to succeeding here in Long Beach,” said Mayor Robert Garcia in the announcement.

JetBlue, the largest air carrier at Long Beach Airport for nearly two decades, announced that it was pulling out of the municipal airport in July. The airline’s final flight out of Long Beach is slated for Oct. 6.

Following the JetBlue announcement, airport staff reached out to air carriers to update the waiting list for additional flight slots. While multiple carriers expressed interest, they said the timing—in the midst of a pandemic that has decimated passenger numbers—was not ideal for taking on addi-

tional slots.
The allocation doubles Southwest’s presence in Long Beach from 17 to 34 daily flights. The airline has not announced the destinations of its new slots but is expected to increase its current offering of nonstop flights from Long Beach.
“This is a vote of confidence in the boutique travel experience we offer at our airport,” airport Director Cynthia Guidry said. “We are thrilled to see Southwest increase their presence at LGB and grateful for their ongoing partnership.”
Southwest began service in Long Beach in 2016 with four daily flights and has steadily increased service as JetBlue has relinquished slots over the last several years.
Long Beach Airport has one of the strictest noise controls in the country, which limits daily flights to 53.
The remaining daily flight allocations include 12 by Delta Airlines, three by American Airlines, two from Hawaiian Airlines and one each by FedEx and UPS. ■



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Candidate Q&As

We asked each of the candidates in the Nov. 3 election a series of questions. Here are their responses.



Cindy Allen



Robert Fox

City Council District 2

The District 2 runoff includes candidates Robert Fox, 68, a Realtor and property manager, and Cindy Allen, 53, a business owner and retired police officer. Both are registered Democrats.

District 2 includes the Downtown waterfront, and most of Alamitos Beach. The incumbent, Jeannine Pearce, is not seeking reelection.

In the March 3 primary, Fox received roughly 25% of the vote; and Allen received 24%.

The following answers have been edited for space, but the candidates' full responses can be found at <https://cyc.lb-post.com/>.

What changes, if any, would you like to see to the way police are financed and governed?

Fox: It is my goal to see that LBPB compensation is brought in line with the majority of comparable Southern California policing agencies in terms of pensions and pay scales. The reliance on overtime is a major financial burden even as exhausted officers have to make split-second life and death decisions. We

need to reign in overtime and restore Community Oriented Policing.

The goal is to get back to the sense of LBPB being peace officers, rather than a paramilitary force. I want officers assigned for two years or more in the same area, and mandate they get out of their cars, walk the commercial corridors, introduce themselves to our shop owners, and get to know our urban residents. When people get to know one another, the likelihood of conflict is reduced. Police will soon realize what community is about and how better to serve us. Abuse issues rapidly would begin to lessen. A big part of that is also unlocking and opening our substations to the public, which used to be the case years ago. I want to open the front desks to citizen volunteers overseen by the watch commanders as we had in the past. This saves money and brings everyone closer together.

Allen: I believe we must tackle police reform, governance and oversight. I don't want to sacrifice patrol, but I do believe that reallocating funds to other city departments that are better equipped to handle certain issues would be beneficial to the city. Having previously served as

an officer with LBPB, I know that not every service needs an armed police officer to respond. Many wellness checks, homeless services, property disputes and other calls can be better handled by social and mental health services, often at a lower cost to the city. A key to this will be proper dispatcher training to determine which resources are needed.

In the city's Framework for Reconciliation, what would you prioritize, if anything?

Allen: We must proactively develop youth programming to ensure that young residents of Long Beach are able to get an education and climb the economic ladder. This includes park, after-school and peer support programs to reach as many people as possible. I would also prioritize efforts to change the culture in our police department and bring in outside agencies for additional training.

As the former owner of multiple businesses in Long Beach, I have a long track record of building consensus to get things done. I will continue this as a councilwoman, as I believe I am the best candidate to work with the wide variety of stakeholders involved in our issues. I have laid out my platform at cindyallen.com/issues. The only way we can accomplish these goals is by bringing people together.

Fox: We need to: reform the police; remove bad cops; provide systematic support for Black, minority and [People of Color] communities to benefit from small business opportunities; and provide education and mentoring support for youth and start up businesses.

I consider the framework adopted by the Council to be highly insufficient as a response to the outrage generated by systemic racism and discrimination. While I agree with some provisions, such as early intervention when it comes to troubled police officers, creation of the youth development office, and more financial literacy classes, these initiatives do not go nearly far enough. The reality is we are one of the most diverse cities in the world, and we have always had all the tools to achieve harmony and mutual success, but we have been shooting ourselves in the feet. With only \$1.6 million dedicated to this goal, it is clear this was not an important item for City Hall.

Would you change anything regarding the way the city has handled the COVID-19 health pandemic?

Allen: I believe we opened too soon because we are so closely aligned with L.A. County. Long Beach is fortunate to have our own health department and should make decisions that are more specific to Long Beach. We need to get our businesses opened back up, but we can't do that without getting our COVID numbers down. This means clamping down more on large group gatherings and enforcing social distancing guidelines. Proper enforcement would allow us to safely open all of our small businesses and bring our economy back.

Fox: There has never been a plan, and there has never been true transparency since the beginning of this crisis earlier this year. This City Hall avoids transparency like the plague and only gets shamed into releasing information by reporters occasionally exposing scandal, such as the cover up of COVID-19 cases and deaths in nursing homes. Why do we have to force City Hall to tell us the truth?

We should have had a plan, with health experts, real creativity, protocols and proactive assistance to make sure every business can get our people back to work in whatever way possible that's safe, as soon as possible.

How would you advocate for your district while keeping in mind the city's enormous fiscal problems over the next few years?

Allen: COVID has introduced new expenses and cut our city's tax base, which will lead to budget problems for years to come. To tackle those issues, we need to be realistic. Our primary focus should be to ensure we are funding core services. As the economic engine, I am especially concerned with the needs of the 2nd District. All departments will have to look at ways to become more efficient in providing services. As a former business owner, I have experience making those tough budget decisions.

Fox: I would first advocate for a new Broadway that restores parking. This "road diet" has proven a complete disaster. A little paint on the road is more cost effective than the loss of all our businesses. I would revisit the meters on Fourth Street and find the actual preferences of

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the people even if it meant walking to each door on the street and the adjacent neighborhoods. I would create diagonal parking, preferential parking districts, stripe the parking spaces throughout the district, reduce the street sweeping tickets back to the 2015 level of \$40. I would get an insurance policy so that we might use adjacent commercial parking lots at night without cost to the owners. ■

City Council District 6



Dee Andrews



Suely Saro

The District 6 runoff includes candidates Dee Andrews, 80, the incumbent councilman and a substitute teacher, and Suely Saro, 39, an adjunct professor and project specialist. Both are registered Democrats.

District 6 includes much of Central Long Beach, including the area just west of Signal Hill and north of Downtown.

In the March 3 primary, Saro received 42% of the vote and Andrews received 26%.

The following answers have been edited for space, but the candidates' full responses can be found at <https://cyc.lb-post.com/>.

What changes, if any, would you like to see to the way police are financed and governed?

Saro: I believe that we must reassess, reimagine, and redefine what public safety is and how that is reflected in the budget. I believe this is an opportunity to reexamine law enforcement and how they are responding to social problems that they may not be best equipped to address. Today, police are called on to respond to verbal disputes, homelessness issues, and a wide array of non-violent incidents. Many of these calls can and should be handled by specially trained individuals whose primary role is not law enforcement. This could give law enforcement the time and capacity to effectively do their job to address and solve violent crimes.

Andrews: The murder of George Floyd has reopened the wounds of Black Americans. As a Black man who has lived in this district for over 70 years, I have personally witnessed these types of injustices, and I know that this is a moment we can use to bring positive change. My community's fight has now become everyone's fight and we can make change together.

I worked with fellow councilmembers to draft a reconciliation framework that will call on the city to listen to our stories of racial injustice, reform our police department and invest in our community. The Long Beach Police Department can always do better. As councilmembers, we need to ensure their job is to protect and serve the community. Over the years and with budget cuts they have been forced to become case workers, social workers, homeless outreach workers, and we really need to move away from that. I have been advocating for a full audit of our police department to ensure we are investing appropriately and making improvements and changes where needed.

In the city's Framework for Reconciliation, what would you prioritize, if anything?

Saro: I want to thank many of the organizers and advocates that have been relentlessly fighting for racial equity and justice. I am very glad to see the city of Long Beach taking a step toward addressing racial injustices by facilitating listening sessions to develop the Framework for Reconciliation. I believe we must end systemic racism. I have and continue to prioritize investing in our community. Specifically, I think we need to consider investing in community resources and alternative non-law enforcement programs for violence prevention and rehabilitation (e.g. social workers, behavioral health specialists, psychologists, counselors, therapists, substance abuse rehabilitation and domestic violence).

I believe that we need to redesign our law enforcement approach to community safety. I think it is critical to explore non-police alternatives to law enforcement emergency response. I would like to explore creating alternative phone numbers and dispatch systems for non-violent emergency calls for service, with the engagement of mental health professionals in trauma-informed crisis response. Furthermore, it is critical to advance health and economic equity to eliminate social and economic disparities in the community most impacted by racism.

I believe that we need to redesign our law enforcement approach to community safety. I think it is critical to explore non-police alternatives to law enforcement emergency response. I would like to explore creating alternative phone numbers and dispatch systems for non-violent emergency calls for service, with the engagement of mental health professionals in trauma-informed crisis response. Furthermore, it is critical to advance health and economic equity to eliminate social and economic disparities in the community most impacted by racism.

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Andrews: Don't get me wrong, I am grateful for the process we went through because it gave us a starting point as an entire city, not just one council district. We listened to the community by convening stakeholders to craft meaningful policy, budgetary, charter and programmatic changes, but we are not done.

This Framework for Reconciliation was just the beginning of the conversation. I was not supportive of the rushed process it went through. Progress and improvement need to truly be inclusive. I spoke to these issues the night we passed it at the City Council level; if you talk to some stakeholders, they felt excluded from this process.

Ultimately, we will continue to work with residents, community organizations, activists, the police department and experts to effectively implement changes the community would like to see. It needs to be a process that is inclusive of everybody. This is rooted in African American experiences but needs to be mindful and inclusive of the many other minorities with similar struggles who have yet to be heard in the same way.

I am prioritizing the need to create a framework that addresses the injustices of all races and minorities across all sectors. We need solutions to economic inclusion, employment opportunities, growth within our city employees and infrastructure and investment across the board.

Would you change anything regarding the way the city has handled the COVID-19 health pandemic?

Saro: Mayor Robert Garcia and the Long Beach Department of Health and Human Services have worked hard with county and state leaders to protect public health, and their approach is driven by data and the best available evidence. District 6 has the highest COVID-19 infection rates in the city, and it has the highest percentage of households living in poverty. Our community has a high concentration of low-income seniors, who are particularly at risk of not only contracting COVID-19 but of dying from it. We have an obligation to those seniors to do more.

The 6th District is home to many essential workers who are low income and who often live in multi-generational homes with extended family. When one person in the home contracts COVID-19, many people are suddenly at extremely high risk. In addition to Project Room Key, which provides rooms for people experiencing homelessness, we should also have a program that will enable essential workers who test positive to quarantine themselves, protecting their family, friends and community.

Andrews: Like most Americans, we were caught off guard by the coronavirus. This has been a difficult year. My district has been the hardest hit by the pandemic. In Long Beach and across the United States, communities of color have been the most at-risk for catching this disease. I believe this is the wake-up call Long Beach leaders and all leaders need to reinvest in public health, especially in communities of color. I am proud of the work my office has been doing, we have been calling residents, working with community-based organizations to host food giveaways, deliver meals and providing outreach to small business owners to ensure they are aware of the grants and

(Continued from Page 5)

assistance the federal and local level are providing. If there is one thing I would change it's how fast we were able to transition into providing updates in various languages. I advocated for this since we began having media reports and we eventually hosted multilingual virtual town hall meetings, but it did take us a moment to configure our translation services and that was unfortunate.

How would you advocate for your district while keeping in mind the city's enormous fiscal problems over the next few years?

Saro: The 6th district has disproportionately high rates of poverty, pollution and crime. Our communities have gotten the short end of the stick for some time. But this is about much more than simple fairness: Dollars spent in the 6th District will go further to raising the standard of living in our neighborhoods than in places that have already seen significant investment. I'm running for City Council because our neighborhoods have suffered from a severe lack of attention and leadership. COVID-19 has had a major impact on the city's budget; that's a reality. I'll work to do better and do more with the resources we have, and ensure that the money we spend is used efficiently on behalf of residents.

Andrews: If the last few months have proven anything, it is that Black and Brown communities need equitable

reinvestment. Without it, there is no dismantling systemic racism. I believe that argument is one people are more open to than they used to be. Whether it is business leaders, workers, community activists, whoever, they are more likely to realize the civil injustices facing Black and Brown people are tied to the economic history of Black and Brown communities. I have a proven track record of bringing family-sustaining jobs, new businesses, and investment to our community. I have initiated programs to improve opportunity, infrastructure, education, and health outcomes here. I am the best candidate to seize this moment and continue to fight for my district. ■

City Council District 8

The District 8 runoff includes candidates Al Austin, 51, the incumbent councilman and a labor representative, and Tunua Thrash-Ntuk, 45, economic development director. Both are registered Democrats.

District 8 includes parts of North Long Beach and Bixby Knolls.

In the March 3 primary, Thrash-Ntuk received 35% of the vote and Austin received 30%.

The following answers have been edited for space, but the candidates' full responses can be found at <https://cyc.lb-post.com/>.

What changes, if any, would you



Al Austin

like to see to the way police are financed and governed?

Austin: At the strong urging of the community and City Council, LBPD has made significant changes in policy and training over the last few years that has resulted in much less use of force and officer involved shootings. Understanding that we still have much to improve with the culture of policing, I will continue to be a force for impactful change. Our city has a responsibility to be smarter with our strategies in our approaches to homelessness, mental health, and substance abuse challenges. I support reforming Long Beach's existing civilian oversight commission (CPCC) by clarifying and expanding its authority, including the commission's ability to compel statements from officers. LBPD policies, training and tactics should always support safety, preservation of life and less violent interactions. I expect Long Beach to be the standard as a city when it comes to public safety and community engagement.

Thrash-Ntuk: We have a duty as a city to ensure the safety of all residents, regardless of race, creed and gender identity. Our national conversation about the intersection of race and policing calls us to reimagine what public safety truly means. The Long Beach Police Department needs to restore trust, especially with communities of color. I will be an independent voice committed to closely examining our police department's practices, training and culture. I have pledged not to accept political contributions from the Police Officers' Association and will push for transparency and accountability in our department.

The Long Beach Police Department's budget is \$265 million, representing 44% of our city's overall budget. Our current level of spending is unsustainable for the long-term fiscal health of our city. We need to re-evaluate our police officers' duties and adopt strategies for responses to issues such as homelessness and mental health crises that may be better handled by social workers and medical professionals.

In the city's Framework for Reconciliation, what would you prioritize, if anything?

Austin: Long Beach should continue to prioritize broad community engagement and increase our emphasis on



Tunua Thrash-Ntuk

equity in the areas of health, education, housing and economic development. This document was developed over a six-week period in response to the murder of George Floyd at the knee of a Minneapolis police officer, and weeks of unrest and peaceful protest. The Framework for Reconciliation adopted by the Council is intended to influence future policies, strategies and administration of our city. Funds allocated to the newly created Office of Equity should be used to support evidence-based strategies to expand opportunities and outcomes for Black residents of Long Beach. In the short term we must focus our attention on improving health, housing and re-entry support for our residents. I support a big picture approach to responding to our needs and building a better Long Beach.

Thrash-Ntuk: I support the Racial Equity and Reconciliation Initiative the city is pursuing as a response to the tragic death of George Floyd. I am particularly interested in how we address social and economic disparities through economic opportunity and homeownership programs. As the co-chair of the city's "Everyone-In" Economic Inclusion Policy Task Force, we brought together more than 250 local community partners, business leaders, and policymakers to strategize on how Long Beach can better create an economy that includes and benefits every resident. I have also spent my career as an economic development practitioner. I've helped finance and build thousands of affordable housing units, increase capital for small businesses and advocate for smarter public policy around neighborhood revitalization.

As we begin pursuing an economic recovery strategy, we will have an opportunity to focus on creating an inclusive economy through supporting women and minority-owned businesses with access to capital and streamlining the start-up process for entrepreneurs. We can also focus on employee ownership of long-standing Long Beach businesses by designing ownership succession plans.

We also need to provide more opportunities for homeownership in our city. When a family owns their home, they provide stability for their extended family and become rooted in our community for generations. The opportunity to create generational wealth for communities

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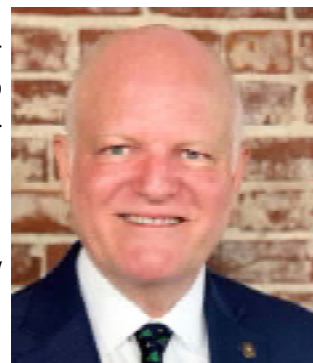


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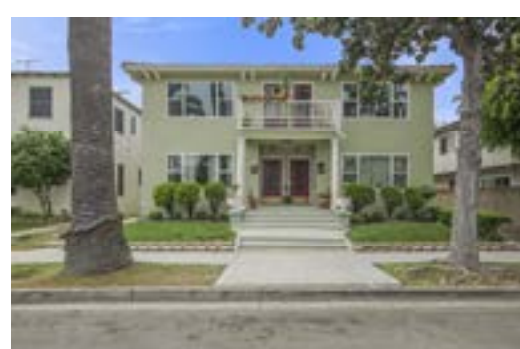
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traditionally excluded from the housing market should be a key part of our racial equity conversation. I want to explore ways we can preserve our affordable housing through a cooperative ownership model that empowers tenants to pool resources and purchase property in their neighborhood.

Would you change anything regarding the way the city has handled the COVID-19 health pandemic?

Austin: Under these unprecedented circumstances, our city has responded well, by immediately activating a Joint Information Center with interdepartmental teams that work around the clock to execute our city's response to the many challenges presented by COVID-19 emergency health orders. The Long Beach City Council has wasted no time in responding by approving several urgency policies, and well over \$25 million in financial support to help renters and small businesses in Long Beach. I led the effort to create the LB CARES program that is providing rental assistance to over 2,000 Long Beach families. Keeping Long Beach residents healthy and safe will always be the most important consideration with the understanding that small businesses must be allowed greater flexibility to adapt to the difficult circumstances facing us. Our local businesses have been hit hard along with their employees. COVID-19 has presented us with a public health and economic dilemma.

Thrash-Ntuk: I commend our city leaders and the public health department for taking swift action to respond to the COVID-19 pandemic. From providing relief to tenants and small businesses to providing meals to seniors, the mayor and City Council put politics aside and came together to focus on the immediate needs of the city.

I believe the city could have focused on early testing and outreach resources to areas of the city that have populations most severely impacted. COVID-19 has disproportionately affected African Americans, Latinos, and Asian Pacific Islanders who are most likely to have jobs deemed essential. Only when we had city data analyzed by a third party did the city finally react and provide us with a North Long Beach testing site.

Our policies and actions need to improve dramatically to include all parts of our city, and I will make that a priority as a councilwoman.

How would you advocate for your district while keeping in mind the city's enormous fiscal problems over the next few years?

Austin: The city's fiscal challenges over the next few years will likely affect every community in Long Beach. As chair of the city's Budget Oversight Committee I am doing my very best to mitigate the impacts. My strong knowledge of District 8 and the city's budget, and years of experience in local government and labor relations will allow us to continue delivering results. Many of the major projects planned for the 8th District are already funded and are nearly ready for construction. I have secured over \$10 million for the Market Street Improvement Plan which will be a 2.5-mile-long "Complete Streets" reconstruction project connecting Cherry Avenue to the L.A. River; over \$8 million secured toward the purchase and construction of a new Fire Station 9 on Long Beach Boulevard; and over \$5.5 million secured toward final development of Davenport Park. This does not include our 8th District residential streets and alley improvement plan and the tens of millions in private investment planned for new housing and retail along corridors. North Long Beach is coming up! Over the next four years I will continue building stronger communities and leading on initiatives that improve safety and livability for everyone in Long Beach.

Thrash-Ntuk: Our city needs to find more sustainable streams of revenue to ensure our city can weather the COVID-19 economic storm hitting us now and in the next few years. We rely on boom and bust industries, such as tourism, to fund our budget, making us vulnerable when times get tough, we have a budget crisis. We need to diversify our tax base and ensure we make our city friendlier to small businesses that create the newest jobs, who are likely to be more invested in the long-term success of all of Long Beach.

We will need to make sacrifices, but we need to ensure that our under-resourced neighborhoods do not bear a dis-

proportionate brunt of the fiscal downturn.

I believe in strength in numbers and welcome civic engagement. I will organize block-by-block to identify our needs and prioritize our mosaic of neighborhoods' demands from city hall. I intend to increase the number of neighborhood associations in my community and facilitate local leadership development. I will listen to residents in a respectful manner and seek a collaborative approach with neighborhood leaders so we can create a unified vision for our district's future. ■

LBSUD Board of Education District 2



Tonia Reyes Uranga



Erik Miller

The Long Beach Unified School Board of Education District 2 runoff includes candidates Tonia Reyes Uranga, 66, an educator and nonprofit board member, and Erik Miller, 35, a nonprofit leader. Both are registered Democrats.

District 2 includes much of Central and West Long Beach. The incumbent, Felton Williams, is retiring.

In the March 3 primary, Reyes Uranga received 38% of the vote and Miller received 33% of the vote.

The following answers have been edited for space, but the candidates' full responses can be found at <https://cyc.lbpost.com/>.

In the COVID-19 era, how will you ensure an equitable learning en-

vironment given the huge disparities in LBUSD?

Reyes Uranga: LBUSD has historically had huge disparities in learning environments and now that COVID-19 has uncovered these inequities, we can no longer pretend they do not exist, and things need to change. While the district has distributed hundreds of Chromebooks and hot spots, the reality is that the district has run out of hot spots and many students lack connectivity. There is also an affordability issue when considering broadband accessibility in some areas. The district must target resources to the schools and high-need students. The district should:

Implement implicit bias training and micro aggression identification for all staff and teachers.

Reduce suspensions, expulsions and other disciplinary actions in favor of restorative justice initiatives.

Ensure LCAP & Title I dollars go directly to high-need students that need the resources.

Focus dollars on low-performing schools and advance more community schools.

Establish regular meetings with the district and the city to focus on crime and violence in, near and around our schools.

Miller: First and foremost, we must ensure that our most vulnerable students have equitable representation on the school board. I'm proud to have the support of the board's only current Black member, Felton Williams, who has championed equitable learning environments for the past 16 years.

On the board, I look forward to continuing Williams' work on equity by building on my experience as a non-profit leader and mentor. My priorities include:

Ensuring that students of color have equal access to the same opportunities and resources that their peers have.

Implementing transparent metrics that track the educational progress of students of color to ensure that our most vulnerable young people are not falling behind.

Championing mentorship programs that give our most vulnerable students the encouragement, guidance and support they need to succeed.

Facilitating a safe and positive learning environment for students of color, which includes ending the presence of LBPD in LBUSD and ensuring that our public safety systems protect, rather than discriminate against, Black and other students of color.

Ensuring that distance learning programs do not disadvantage more vulnerable students, particularly low-income students of color.

How would you address the relationship between teachers and the district, given the acrimony this year over whether they would have to return to classrooms?

Reyes Uranga: The teachers and the district have always had a good relationship, as [the Teachers Association of Long Beach, or TALB] and the district

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have worked together well in the past. Given these uncertain and unprecedented times, and the appointment of a new superintendent, this time has proved challenging for open and transparent communication for both TALB and the district. TALB represents the teachers at LBUSD and its job is to bargain collectively and meet and confer with the district to ensure a safe and healthy teaching environment for its members. I do believe we should have some flexibility for ALL teachers and staff in the critical decision-making process to return to the classroom. This includes Head Start and Adult School personnel as well as non-certificated employees.

Miller: Having led nonprofit organizations, I know how to build consensus, listen and tackle difficult problems with limited resources. This experience will be critical as we work with teachers and the district to address the many challenges ahead.

Both teachers and the district have the same goal: to ensure that our students receive a world-class education in LBUSD. During the global pandemic, teachers must be able to stay safe and healthy—particularly elderly and immune-compromised teachers. While we know that keeping our teachers healthy is in the interest of everyone, we must also ensure that our district can continue to function and our students can continue to learn.

Having grown up in LBUSD, I know that teachers, students and parents are strong—and we'll get through this together.

Do you agree with the city's Framework for Reconciliation, and if so, how would you implement the proposals within the school district?

Reyes Uranga: The number one issue by respondents who identified as "Black or People of Color" identified education reform as the number one "key finding," yet only three pages were dedicated to that finding. It is very clear how we should translate the issues of the framework to actionable items by the district. While these are two separate entities, we need to come together and meet regularly over issues of crime and violence in and around our schools. We have issues around traffic, parking impacts, children's safe passage to and from school, health and safety issues. I would propose that an effort should be made to align the city's "Framework" and the district's "Equity Plan" so that more collaboration can be achieved by working together. We need to look at the Long Beach Promise through an equity lens and reassess our human resource development. It is all our responsibility as electeds to advance racial and gender equity and work toward the elimination of poverty in our community.

Miller: The framework is a positive step forward that can help us build a better Long Beach for everyone—and ensure that our students of color have the same opportunities as everyone else, while we work to end systemic racism in our institutions.

However, the framework is just that:

a framework—a beginning—that we must build on and translate into action. I am pleased that so many community members shared their thoughts and experiences with the city during the listening process, and that community members consistently cited improving public education as a key priority.

On the board, I will help implement the framework's recommendations, which include:

- Improving education in underserved areas and incorporating more Black history in classrooms.
- Advocating for more funding to specifically serve our most vulnerable schools and students.
- Increasing after-school programs, sports and arts programs, and teen center programs.
- Increasing social services and counseling for students.
- Supporting and mentoring students of color to reduce barriers to college and careers.
- Narrowing the digital divide for our students by increasing access to free WiFi services and counseling for students. ■

LBCC Board of Trustees Area 4



Herlinda Chico



Lee Loveridge

The Long Beach City College Board of Trustees Area 4 primary election includes Herlinda Chico, 47, a staff

member for Supervisor Janice Hahn; Lee Loveridge, 47, a community college professor; and Richard Gaylord, a real estate broker (Gaylord did not respond to our questions).

Area 4 includes much of southeast Long Beach, Signal Hill and Catalina Island. The incumbent, Doug Otto, is not seeking reelection.

The following answers have been edited for space, but the candidates' full responses can be found at <https://cyc.lbpost.com/>.

In the COVID-19 era, how will you ensure an equitable learning environment given the huge disparities in the LBCC district area?

Chico: It is written in the Long Beach Community College District's Mission to provide equitable student learning, but in this health crisis we realized very quickly the disparities among our students. What can we do immediately? Three things: 1) Advocate for and prioritize CARES Act funding to be directed to the classroom and student support. 2) Request a study to thoroughly evaluate LBCC's technology infrastructure to ensure we are doing everything we can to close this digital divide. 3) Re-evaluate the Long Beach College Promise through a racial equity lens.

We must also seize this opportunity to plan long-term. This new model of distance learning should be expanded to provide access to traditionally mar-

ginalized communities. Through the creation of a virtual satellite campus, we can reach communities like Catalina Island where students are part of the Long Beach College Promise but must relocate off the island to attend LBCC or incur huge transportation costs to commute. The new trustee will also have a role in updating the college district's strategic plan. Through our shared governance, I will work with all stakeholders to ensure that the new plan aligns with the current needs of students and faculty. It is also important to host community listening sessions for collaborative input from all stakeholders including collegial consultation.

Loveridge: As a professor, I strive to make my courses as accessible as possible. This includes making certain my course materials can be read both synchronously and asynchronously so that students with less reliable internet connections can still follow the material. It also means structuring the course so that students have many opportunities to learn the material and demonstrate their capability.

As a board member, I will support multiple training opportunities, so that professors can learn to provide equitable instruction at the times they are preparing classes. I will support providing professors and students with adequate hardware to offer and access the

(Please Continue to Page 10)

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(Continued from Page 9)

courses, and I will encourage city and state efforts to provide internet access throughout the city.

Given the economic impact of the health pandemic, what role, if any, do you see for LBCC and other community colleges in addressing the challenges ahead in the workforce?

Chico: Community colleges have always been an accessible and affordable option for many people looking for a new career. Sadly, we anticipate an increase of people forced to make a career change because of the devastating effects of COVID-19 on the business community. If our economy is to get back on track, we need a robust and skilled workforce and LBCC will play a critical role for many people. Additionally, many four-year college students are choosing to take their general education classes at local community colleges since universities are continuing distance learning. It is imperative we monitor enrollment and prepare for additional students, this includes working closely with our legislators to strongly advocate for additional CARES Act funding.

Loveridge: LBCC will be central in building Long Beach's workforce in the coming years. With a contracted economy, more people will be seeking education and enhanced job skills and we need to be ready to provide it. The economy will rebound in the future, but workers need to prepare for that rebound by learning and growing as much as possible.

LBCC, like all community colleges, is stepping up its effort to offer quality courses in the safest possible format. Professors and administrators have shown tremendous agility in pivoting to an online presentation of courses, and they will continue to do so, if we as a board and a local community give them the resources they need to serve us.

LBCC and other community colleges will likely face tough fiscal challenges in the years ahead. Would you support cutting back vocational programs, or other services offered by LBCC?

Chico: I am committed to protecting vocational classes and apprenticeship programs because community colleges, particularly LBCC, are a vital piece of the workforce pipeline that keeps the

regional economy healthy. To ensure we offer an array of opportunities for students to transition successfully, I will create additional pathways to good paying jobs, building new partnerships between our district and local businesses, community organizations and labor unions. Not only does LBCC need to maintain fiscal responsibility but also plan for financial stability. This will require effective oversight and careful planning that produces a realistic assessment of things like grants, financial aid, and contracts to name a few. LBCC's main goal is to provide a quality education and ensure student success. To achieve that, we must protect faculty and staff from layoffs. If necessary, LBCC trustees must consider using some of the \$33 million in reserve.

Loveridge: That seems like a patently ridiculous idea. As we come out of the lock down, there will be an enhanced need for skilled laborers capable of filling the needs of a rebounding economy. It would be terribly short sighted to decrease the capacity of the city's largest vocational educator.

We will need to look closely at which expenses are not relevant during the cri-

ses, and we will need to lobby hard to the state and the populace to continue to support us through a trying time.

As LBCC looks to fill its superintendent-president position, what qualities would you seek in a potential leader for the district?

Chico: The new superintendent-president should possess the highest level of integrity, strong communication skills and knowledge of the institution and the diverse communities it serves. Additionally, they should be able to consensus build, and possess a willingness to work with the board and all stakeholders for continuous improvement of the institution to restore public trust.

Loveridge: We need someone who is committed to the success of students and supporting faculty and staff in helping students to reach their goals. They will need to be mindful of budgets and fiscal responsibility while recognizing the need to take risks to invest in the city when it most needs training and skills growth. They should be committed to Long Beach City College and the growth and success of the city as a whole. ■

Queen Mary operator improperly applied for a more than \$2 million coronavirus relief loan



The Queen Mary has been shuttered since early May due to the COVID-19 pandemic. Photo by Brandon Richardson.

■ By **KELLY PUENTE**
Staff Reporter

A principal for Urban Commons, which operates the Queen Mary, has been accused of applying for a more than \$2 million federal Paycheck Protection Program (PPP) loan without first notifying the managers of its publicly traded entity on the Singapore Stock Exchange.

Urban Commons, a Los Angeles-based real estate and investment firm, has been mired in financial problems since it signed a lease to run the city-owned landmark in 2016.

The company, which created Eagle Hospitality Trust in 2019 to list on the Singapore Stock Exchange, has since clashed with trust managers who have cited the company for repeated defaults and not fulfilling financial obligations.

In the latest concern, Eagle Hospitality managers issued an Aug. 14 statement to investors noting that Taylor Woods, one of the heads of Urban Commons, improperly applied for and received a loan under a federal program meant to help small businesses retain employees during the coronavirus pandemic.

Woods applied for the loan even though he was not authorized to do so and has been removed as a Queen Mary lessor, according to the statement. The loan was approved for between \$2 million and \$5 million, but that money has not been accounted for, the statement said.

Eagle Hospitality said trustee managers were never notified of the loan.

"...(N)either the Special Committee nor (trustee managers) was aware of, nor did any of them authorize, the QM PPP Application. Furthermore, no portion of the QM

PPP Loan proceeds from the (lender) was received by the QM Master Lessor," the statement said.

After discovering the issue, Eagle Hospitality managers sent a demand letter to Woods on July 9 requesting more information. Managers received a response on July 15 stating that the loan was the "result of errors in certain payroll records" and that the issue would be resolved within two weeks. However, Eagle Hospitality in its Aug. 14 statement to investors said the issue still had not been resolved.

Eagle Hospitality said it also contacted the federal Small Business Association's task force for investigating improper PPP loans. An SBA spokesperson, Miryam Barajas, on Wednesday said the agency does not comment on individual loans.

Federal records show that at least two limited liability corporations connected to the Queen Mary through Urban Commons applied for federal small business loans.

On May 4, a \$2 million to \$5 million loan was approved for Urban Commons Queensway LLC to retain 410 jobs.

Another \$2 million to \$5 million loan was approved on May 3 for EHT QMLB, LLC to retain 500 jobs.

Urban Commons has a web of limited liability corporations for its many properties. For the Queen Mary, the company previously held the Urban Commons Queensway entity, but it switched to EHT QMLB in May 2019 as part of a restructuring.

The company in a statement this week said it made a clerical error when it applied for a PPP loan under the older Urban Commons Queensway entity, which is not eligible for a federal loan because it is foreign owned. The current EHT QMLB is a U.S.-based entity.

Urban Commons in a statement said the issue is being resolved and that the lender is

working with the SBA to realign the loan to the correct entity. The company declined to say where the loan money currently is.

"An administrative error was made, whereby a Paycheck Protection Program (PPP) loan application was submitted in the incorrect entity name," the company said. "However, steps were proactively taken to address the issue."

The Queen Mary and its hotel have been closed since early May due to the COVID-19 pandemic, with no indication of when it will reopen. Urban Commons said some Queen Mary employees have been furloughed while others have been laid off.

The Queen Mary Hotel/Urban Commons Queensway sent notices to lay off 480 people on May 7, according to the California Development Department. The status of whether those layoffs were temporary or permanent is listed as "unknown at this time." The Queen Mary Hotel alone sent notices for an additional 80 layoffs on the same date.

Like many in the hospitality industry, Urban Commons, which has a portfolio of more than a dozen hotels across the country, has faced major financial problems in the coronavirus pandemic. However, the company was showing signs of struggles before the pandemic and is currently being investigated by Long Beach's city auditor.

Among the concerns for the audit, the city in 2016 issued \$23 million in bonds for emergency repairs for the aging ship, but funds ran out and some projects were sidelined as many critical repairs ran over budget. City Auditor Laura Doud has said she is looking into how that money was spent.

On March 19, Eagle Hospitality Trust halted trading on the Singapore Stock exchange following a notice of default on a \$341 million loan to Urban Commons from Bank of America. Trading remains closed. ■

County installs 16 ballot drop boxes throughout Long Beach for general election in November

■ By **STEPHANIE RIVERA**
Staff Reporter

County election officials have installed 16 Vote-by-Mail ballot drop boxes throughout Long Beach, including at libraries and public facilities, in preparation for the Nov. 3 general election.

The Registrar-Recorder/County Clerk's office had been planning on placing the drop boxes throughout the city since last year, said Long Beach City Clerk Monique De La Garza, but with so many changes to the election process—including shifting oversight from the city to the county, switching from polling places to vote centers and changing the primaries from June to March—the city didn't have the opportunity to work with county officials to install them during the March primary election.

De La Garza called the installation of the drop-off boxes great timing. "I think Long Beach is a really strong Vote-By-Mail city and it made sense to have these boxes," she told the Post earlier in the week.

The drop boxes are located at:

- Bixby Park Community Center, 130 Cherry Ave.
- Bret Harte Neighborhood Library, 1595 W. Willow St.
- Burnett Neighborhood Library, 560 E. Hill St.
- Dana Neighborhood Library, 3680 Atlantic Ave.
- El Dorado Park West Community Center, 2800 N. Studebaker Road
- Freeman Community Center, 1205 Freeman Ave.
- Heartwell Park Community Center, 5801 Parkcrest St.
- Houghton Park Community Center, 6301 Myrtle Ave.
- Long Beach City Hall, 411 W. Ocean Blvd.
- Long Beach Senior Center, 1150 E. Fourth St.
- Marina Vista Park, 5355 E. Eliot St.
- Mark Twain Neighborhood Library, 1401 E. Anaheim St.
- Michelle Obama Neighborhood Library, 5870 Atlantic Ave.
- Ramona Park, 3301 E. 65th St.
- Scherer Park, 4600 Long Beach Blvd.
- Veterans Park, 101 E. 28th St.

All 16 drop boxes were installed last week and will be open 24 hours per day, seven days a week starting on Oct. 5 when Vote-by-Mail ballots begin to be mailed out to registered voters. They will remain open until 8 p.m. on Election Day on Nov. 3.

Similar to mailing ballots, these ballot boxes do not require postage. Non-Long Beach residents will be able to drop off their VBM ballots in any of these locations as well.

At a media briefing, Long Beach

Mayor Robert Garcia encouraged constituents to vote by mail, calling it a safe and secure process.

Garcia also announced a partnership with Cal State Long Beach in the works where the campus would serve as a drive-thru VBM ballot drop off location the weekend before the election. Details will be forthcoming.

During an earlier press conference this week, Garcia also dismissed national rhetoric calling into question the ability of the U.S. Postal Service to mail ballots to every registered voter as the Trump administration announced operational changes recently (which it later reversed) that would potentially slow mail service.

"We want to encourage folks this upcoming election to cast ballots and to vote by mail because everyone will be receiving a ballot," Garcia said.

In response to the coronavirus pandemic, county officials voted in April to send Vote-by-Mail ballots to every registered voter for the November election. This also means that there will be fewer vote centers available this time around.

De La Garza said there are at least three confirmed vote centers that are big enough to allow for social distancing in Long Beach for November, though it's unclear at this point if the county will open any more. They include the social halls at Cesar E. Chavez Park in Downtown, MacArthur Park in Central Long Beach and Pan American Park in East Long Beach.

The vote centers will be open for at least 10 days before Election Day, she said.

Last year, the city hosted 34 vote centers.

Pop-up centers, known as flex centers, that are open between one to four days, will also be open closer to the election, De La Garza noted. These allow access to those experiencing homelessness, people with a disability and older adults.

De La Garza said her office plans on doing extensive education and outreach efforts, including connecting with hard-to-reach communities through advertising in utility bills, billboards, newspapers, social media and with the help of community-based organizations.

"We're trying to figure out how to be effective in getting the word out," De La Garza said.

Notable election dates:

- Sample ballots will be mailed out between Sept. 24 and Oct. 13
- Vote-by-Mail ballots will be mailed out starting Oct. 5
- The deadline to register to vote is Monday, Oct. 19. To check your voter registration status, click [here](#).
- Early voting period runs from Oct. 5 to Nov. 2
- Election Day is Nov. 3 ■



A couple walks by an official ballot drop box at Bixby Park in Long Beach. Photo by Thomas R. Cordova.

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Local transit agencies, lifelines for essential workers, face historic budget shortfalls



After missing his bus, a man sits and waits for the next one in Downtown Long Beach. Photo by Brandon Richardson.

■ By **ALENA MASCKE**
Senior Reporter

While many employees across the region continue to work remotely, public transportation remains crucial to those whose work cannot be performed from home. Food service workers, store clerks and health care professionals are among the essential workers who continue to ride buses and trains to their places of employment.

For local transit agencies, this presents a significant challenge: While overall ridership and revenue have

dropped dramatically, the costs of providing their essential transportation services haven't decreased.

"The COVID-19 stay-at-home orders were necessary to stop the spread, but they have had a devastating effect on our revenue sources," said David Sotero, communications manager with LA Metro.

In addition to fare revenue, the agency relies heavily on funds generated by sales taxes, which have also dropped significantly as all bars, many retail shops and dine-in service at restaurants remain closed.

In the meantime, costs have in-

creased as a result of the pandemic.

"While our revenues have plummeted, COVID-19 has increased our operating costs," Sotero said. "The agency is estimating an increased cost of over \$200 million over the next fiscal year to protect our employees and our customers."

In total, LA Metro currently expects a revenue loss of \$1.6-\$1.9 billion related to the coronavirus.

For Long Beach Transit, which provides a majority of the city's local transportation options and serves as a connector between Long Beach neighborhoods and Metro's A Line, the financial outlook is equally grim.

On March 22, the agency reduced its daily bus service to a 6 a.m. to 9 p.m. schedule and completely suspended its water taxi service.

While fare revenues have tumbled, the agency's healthcare, workers compensation and insurance costs continue to increase.

The cost of providing healthcare for its employees and payouts on workers compensation claims had been steadily increasing for years, a trend that is likely to be exacerbated as a result of the pandemic.

"I'm certain that we will see an increase in these expenses," LB Transit CEO Kenneth McDonald told the agency's board of directors during a budget presentation last week.

The increased cost of premiums for personal liability and property damage insurance are an especially stark example of the increased operating

costs faced by LB Transit during this unprecedented time.

According to McDonald, the agency will have to shell out \$1.2 million in insurance premiums for the upcoming fiscal year, triple the annual premium it paid in previous years. This is due to the potential costs associated with coronavirus-related claims by employees and passengers, he explained.

Meanwhile, fare revenues have essentially evaporated. Over the entire month of May, LB Transit collected only \$684 worth of fares. This is in part due to the decline in ridership, but losses have intensified as passengers enter at the back of buses instead of the front, where fares are usually collected, to protect the safety of bus operators.

Similar to LA Metro, Long Beach Transit is expecting a significant decline in federal, state and local subsidies, as these are usually funded by sales tax revenues.

But despite these significant financial challenges, McDonald said the agency is not planning to lay off any of its more than 800 employees.

Instead, the transit agency will utilize the \$29.2 million in federal CARES Act funding and 10% of its reserves to keep its buses running and its staff employed.

"Employees have stepped up and shown their commitment to the community and the customers we serve," McDonald said. "The picture of the budget is tough, but I believe that we will weather this storm." ■

On the job

(Continued from Page 1)

usual five because of the system's reduced schedule. So far the agency has been able to avoid pay cuts or layoffs, in part due to financial assistance offered through the federal CARES Act.

For Franks, the reduced workload has been an important opportunity to recharge. Despite the added protections—passengers now board buses through the backdoor and the seating area is separated from the driver's cabin by a yellow metal chain—Franks said driving a bus during a pandemic has been mentally taxing.

"I did get tested, but that doesn't ensure that you won't get it as soon as you walk off," she said. It's hard for her to stay away from her family to observe social distancing guidelines, when her job requires her to interact with strangers on a daily basis, she noted.

"We can't control it, because we have to come to work," Franks added.

Pandemic or not, being in close

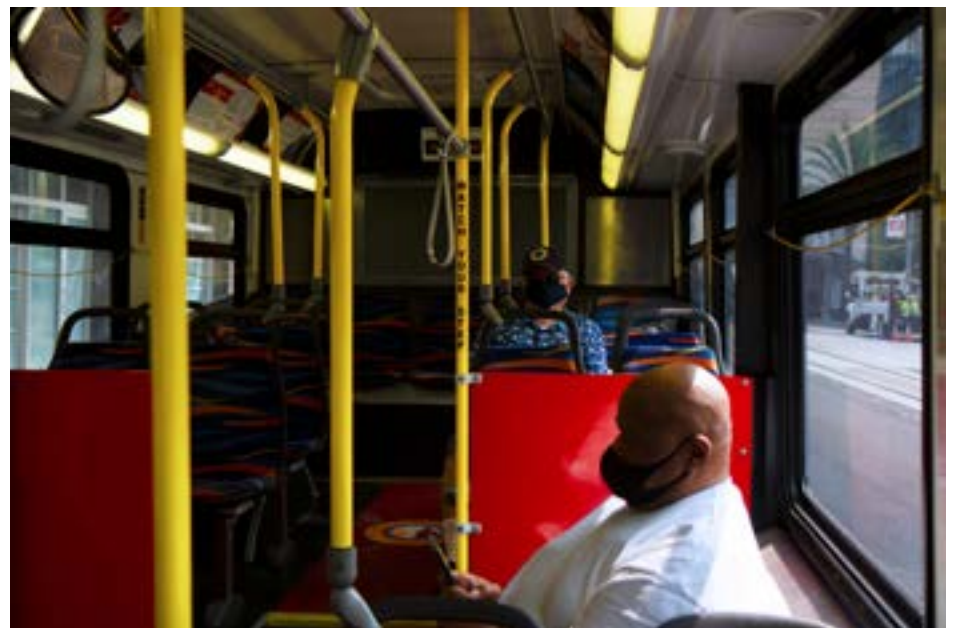
contact with the public on a day-to-day basis is the most difficult part of the job, she explained. "You have to have patience and understanding," Franks said. "Because a lot of people are going through stuff and they take it out on you."

Having grown up in a housing project in Compton, Franks said she's always had a thick skin, a trait that has helped her deal with the adverse situations she's encountered on the job. "You can not be soft out here," she said.

From racist insults to arguments over fare payment, Franks said handling tension is part of the job and drivers tend to harden up over time.

"When I didn't use to drive buses but ride buses as a teenager, I used to think: Why does the bus driver always have an attitude?" she said. "Becoming a bus driver, I've seen the other side of it. We're human, just like you are."

The most important quality for a bus driver, according to Franks, is an ability to multitask and adapt. "You



Two masked riders wait for their bus to depart in Downtown Long Beach. Photo by Brandon Richardson.

have to learn to adjust yourself. Each bus, each situation," she said. This year, that includes a global health crisis.

To Franks, resting her hands on the

steering wheel and her foot on the gas pedal is almost therapeutic.

"You know when you overthink stuff?" she asked. "When you drive, all you're thinking about is driving." ■

From bikes to scooters, the pandemic has changed how people get around



A bicyclist rides down the Broadway bike lane in Downtown Long Beach. Photo by Brandon Richardson.

■ By **BRIAN ADDISON**
Staff Reporter

The COVID-19 pandemic has brought an intriguing aspect to the way in which people get around: More SoCal residents are ditching their cars—un-

less it's absolutely needed for a lengthy commute—in favor of skateboards, scooters and bikes.

With anxiety high over close proximity to crowds, people are seeking alternatives that provide open air and space—and that means ditching car-

pooling, rideshare services and public transportation. Even more, with school going digital, kids are still at home, leaving parents to figure out new ways of getting their kids outside—like, for example, skating lessons with former pro skateboarder Kurtis Colamonico.

The 36-year-old father and skate teacher has operated Skate Kids, his school for budding boarders, since 2011 and it's remained a steady business for his family. But the pandemic has led to more clients.

"There has undoubtedly been a big increase—my business has been in a boom," Colamonico said. "And I think it's because most kid activities are shut down. I refused to shutter my skate lessons because being outdoor active and having fun is what a kid's life is all about—and this pandemic has really stopped that for a lot of families across Long Beach."

LB Skate, owned by Tim Scanlan, noted that skateboard sales have been on the climb for years—but that the pan-

demic pushed those sales even further and that "wasn't really a shocker given the circumstances." However, beyond the obvious fact that people are wanting to get outside, Scanlan notes two things that are driving up skateboard sales: nostalgia and family.

"My biggest takeaway from all this is I'm seeing more people stop in because of nostalgia: 'I am 30-something years old and I used to skate but I don't skate because of my job but now my job is working from home and now I can take a half hour to go skating,'" Scanlan said. "Also, it's also like a dad and son tossing the ball type thing. These dads who may be like me at 37 are bringing in the whole family. It's not just him; it's a daughter, son, mom, and dad. You have to start thinking about volume on that level."

When it comes to bikes, the same "boom" has been going on for a handful of years, with the U.S. entering its largest spike in bike sales since the mid-

(Please Continue to Page 16)

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A Lime scooter rider speeds down the Third Street bike lane in Downtown Long Beach. Photo by Brandon Richardson.

(Continued from Page 13)

1970s, according to the nonprofit People For Bikes, which tracks bike sales day by day across the nation. March, when the pandemic hit, saw a 1,200% increase in bike units sold over the same month last year.

“Bike sales, for the most part, haven’t slowed down at all,” said Johnny Tully, CEO of Pedal Movement, a local organization dedicated to all things bicycling. “There are fewer drivers on the road since more people are working from home, which in turn leaves the roads less congested and safer for alternative transportation.”

Tully notes that one of the major barriers in getting new bicyclists on the roads is safety. With 2018 being the deadliest year for bicyclists since 1990,

distracted drivers and high speeds often deter travel on two wheels, especially those new to bicycling. However, with a significant decrease in traffic along with increased infrastructure and temporary traffic-calming elements thanks to the city’s Open Street Initiative, more are feeling this is the best time to use a bicycle.

“People are being asked to stay local, and they’re realizing bicycles are one of the best ways to get around locally,” Tully said. “We’ve seen more families than ever out on rides in the evening. People are digging up old bikes from their garages, tuning them up, and cruising around their neighborhoods.”

The other major player in the triad of micro-mobility—e-scooters—has also experienced the silver linings of



A roller skater cruises down The Promenade North between Broadway and Third Street in Downtown Long Beach. Photo by Brandon Richardson.

an otherwise economically detrimental pandemic. After facing a shutdown that lasted nearly five months, e-scooter companies like Lime and Bird are back up and running in Long Beach, seeing an uptick in return riders, as well as new riders and longer trips.

“We’re very happy to be back in Long Beach since it’s a great market for micro-mobility,” said Jasmine Wallsmith of Bird. “We’ve seen a tremendous amount of riders return to using Bird as a way to move around the city.”

Lime is no different: It has doubled its fleet size and still cannot keep up with demand, according to Karla Owunwanne, Southwest Director of Government Relations for Lime. On top of that, when comparing August of 2019 to

August of 2020 for Lime riders in Long Beach, Owunwanne said that the ridership has not only increased but is taking place in more parts of the city than ever before.

“Previously, we saw that ridership was pretty much contained to districts 1, 2, and 3,” Owunwanne said. “We are now seeing people riding in almost every other district regularly. Given that we’re still grappling with COVID-19, it’s more important than ever that we work with cities to increase mobility options that are open air and naturally socially distanced. As communities begin to reopen, this is one of many micro-mobility options that will allow citizens to move around safely and support local businesses.” ■

LA Metro to look into free fares for all bus and train riders

■ By **BRIAN ADDISON**
Staff Reporter

Metro Los Angeles has formed a task force that will begin exploring how it can eliminate fares for all riders on its network of buses and trains.

The work for the program, dubbed the Fareless System Initiative, began Sept. 1, with a final presentation to the Metro Board of Directors planned by the end of the year to outline possible funding sources along with varying scenarios as to how the program could tangibly play out.

Metro CEO Phil Washington noted at a recent board meeting that eliminating fares—while having never been fully achieved at any large metro system worldwide—should be used as an “economic development tool” that encourages transit use among those who often dismiss it in favor of a car while also saving money for those who de-

pend on transit as their main form of transportation. He also said that this is an “essential part” of the county’s recovery from the COVID-19 pandemic.

LA Metro has “a moral obligation” to look into a fareless system and help the region recover from both the COVID pandemic and its effects, Washington said in a statement. Fare-free transit, he said, could change the life trajectory of millions of people and families in L.A. County.

According to Metro, the task force will look at the following areas for study:

- Funding opportunities in terms of local, state and federal grants, and/or re-prioritizing Metro funds—such as revenues from advertising or sponsorships—that may be available to pay for a free fare program.
- The impact of fareless transit on other transit agencies in L.A. County. Metro will work with other transit

agencies to look at the impact on their ridership and the issue of local and state fund allocations—which are, in part, based on fare revenues.

- Determining how much it costs the agency to collect fares in terms of equipment purchase and upkeep, staff and enforcement. In fiscal year 2019, which ended prior to the pandemic, Metro collected between \$250 and \$300 million in fares versus \$1.9 billion in operating costs—for a fare recovery ratio of approximately 13%. That percentage has been in decline for the past 20 years and is expected to decline further as operating costs rise.
- The impact of a fareless LA Metro system on ridership, the rider experience, the 16 Munis, Access Services, Metrolink, the safety of Metro employees, the impact on car traffic, and the impact of a fareless system on bus and train service levels and

operations.

- How fareless transit will mitigate and/or eliminate allegations of targeting people of color for fare enforcement.

“We also need to learn more about how a fareless system would affect the ongoing issue of homelessness in our region and on the Metro system, an issue that we hear about from riders almost every day,” wrote Steve Hyman of Metro. “We do think that free fares would encourage higher ridership and having more people on buses and trains would likely make riders feel safer.”

Metro emphasized that this study period does not mean fares have been immediately eradicated. Until the study is presented to the board and its proposal approved, all fares remain active on Metro buses and trains. ■



A masked sales associate shows vehicles to a prospective client at Norm Reeves Ford Superstore at Cerritos Auto Square. Photo by Brandon Richardson.

Auto square

(Continued from Page 1)
been slowly increasing each month,

Cannon said they have yet to reach a normal level.
Cannon said he could not release specific sales data per company policy.

Nationwide, auto sales declined 33.3% during the second quarter compared to 2019, according to an S&P Global Market Intelligence analysis.

From April through June, U.S. car sales totaled 2.95 million units—1.47 million fewer than the second quarter of 2019.

Only South Korea’s Hyundai and Kia Motors anticipate operating profits from the second quarter, analysts said. On the flip side, Ford is predicting \$5 billion in losses. Globally, auto sales are expected to be down 20-25% this year compared to 2019.

Cerritos’ second quarter auto sales data will not be available until October or November, according to Laurie Kajiwarra, marketing supervisor for the city. The total sales tax forecast for fiscal year 2019-20 was \$34 million but year-end estimates are showing a \$3.3 million shortfall.

The Auto Square has been a cornerstone of the city’s economy since its development in 1979 when the Cerritos Redevelopment Agency worked to improve Studebaker Road followed shortly by the groundbreaking of S&J Chevrolet later that same year. Today, Cerritos Auto Square is one of the largest auto malls in the world, with over 23 brands available and almost 10,000 vehicles in stock along the half-mile stretch of road.

In the early days of the pandemic, Cannon said sales plummeted because of uncertainty—people did not want to spend on vehicles when their

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A sales associate speaks with potential customers at Kia of Cerritos. Photo by Brandon Richardson.



Two identical signs have stood at either end of the half-mile stretch that is the Cerritos Auto Square for decades. Photo by Brandon Richardson.

(Continued from Page 17)

livihoods were up in the air. As the months wore on, he said people adjusted and demand for cars began to increase.

“People need transportation but they don’t want to use public transportation,” Cannon said, citing health concerns. “And people are moving away from rideshare.”

While pricing for sedans remains

competitive, Cannon said trucks and SUVs are in high demand, which has driven prices up. He noted that this trend began prior to the pandemic but has continued throughout the year.

With renewed demand, Cannon said dealerships are facing a new issue: low inventory. He explained that when demand crashed in April due to the pandemic, manufacturers decreased production, with some plants

being shut down completely. Additionally, many parts manufacturers around the world had to close factories for periods of time for safety, which further slowed vehicle production.

A lack of inventory may deter some buyers if they have their mind set on a certain make, model, color and package, Cannon said. However, there is plenty of inventory for shoppers who are more flexible, particularly in the

nearly new used car section, he added.

While the industry is bouncing back, Cannon said a cloud of uncertainty remains and that no one can predict when normal auto sales levels will return.

“None of us know how the pandemic is going to play out,” Cannon said. “The recovery is going to come as the pandemic shifts and we learn more about it.” ■

CITY OF LONG BEACH

BID OPPORTUNITIES

TITLE	BID NUMBER	DUE DATE
Homeland Security Grant Admin Support	RFP PD20-067	09/16/2020
Sanitary Sewer Rehabilitation & Replacement Program Project 6 (SSRRP-6)	WD-11-20	09/16/2020
Provide Roach Control Services for Sanitary Sewers	WD-14-20	09/21/2020
State Legislative Representation Services	RFP CM20-070	09/24/2020
Intelligence Analyst Services	RFP PD20-073	09/24/2020
USAR Training Courses	RFQ FD20-037	09/24/2020
El Dorado Park West Artificial Soccer Turf Field	R-7167	10/02/2020
Bay Shore Library Façade Improvements	R-7180	10/02/2020
Video Surveillance Installation Maintenance & Repair	RFP TI20-047	10/08/2020

Bidder Registration
To receive notifications of bid opportunities, register with the City of Long Beach at www.longbeach.gov/finance/business-info/purchasing-division/purchasing-division/ Additional details on upcoming bids and how to register can be found on the website.

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Shadow Park community is Cerritos' luxury enclave

■ By **TIM GROBATY**
Columnist

If you've got a million dollars or more rattling around in your real-estate mad-money jar and you're looking at the city of Cerritos as a place to settle for a while, you're probably going to be doing your house-hunting in Shadow Park, a secure 394-house luxury enclave just north of Don Knabe Community Regional Park and south of South Street, between Shoemaker and Bloomfield avenues.

Security is just one of the amenities in the Shadow Park community. There are three entry gates, one with a 24-hour manned gate for visitors to check in and the others electric for residents. That security is augmented by on-site patrol, plus, says Realtor Jodilyn Ogawa, of Keller Williams Pacific Estates La Mirada, "the residents here kind of all know each other and they know when something's not right."

The neighborhood was planned with high-dollar luxury in mind in 1977 and 1978, and that has been kept up over the decades, says Ogawa, who lives in Shadow Park, as do her parents, who are original owners in the community.

"There are lots of trees here and they take really good care of them, trimming them every year. The streets are extra wide and they're slurry sealed every few years," says Ogawa. "They're the most beautiful streets in the city."

The monthly HOA for residents in Shadow Park is \$234, which covers a lot besides the security and street and tree maintenance. The community has access to a swimming pool and spa, a clubhouse, lighted courts for tennis, basketball and volleyball, a 1.4-mile greenbelt walking path and a picnic area.

There are additional benefits of living in the community, including its proximity to the 56-acre Knabe Park and being a part of the ABC School District, most importantly (for those families that include bright kids) the award-winning 7-12 Whitney High School that is constantly ranked near the top of the state's and nation's best high schools by Newsweek, U.S. News & World Report and others.

From a Realtor's point of view, there's a big downside to this bucolic and amenity-laden lifestyle, and that's the fact that people are loath to move away from the tree-lined avenues and spacious houses of Shadow Park.

"People don't like to leave," said Ogawa. "People really love it here and there are quite a few original owners in the neighborhood."

So listings are rare and they don't linger long in the listings. At the end of August, there were only three Shadow Park homes on the market, all over \$1 million.

The least expensive is a \$1.23 million four-bedroom, 2.5-bath home with 2,287 square feet of living space at 12733 Alconbury St., a quiet cul-de-sac. It's an easy walking distance to the clubhouse and its surrounding amenities.

The formal living room has cathedral ceilings, the family room features a granite fireplace and a wet bar.

The oversize master suite includes a fireplace and a large walk-in closet.

Moving up a notch is a 3,049 square-foot five bedroom, three-bath home on a large, 8,556 square-foot lot at 12967 Moorshire Drive.

Like other homes in the neighborhood, it has a tile roof and formal living and dining rooms along with a family room with a fireplace. There's also a fireplace in the master suite and a three-car garage.

Topping out the current listings is a 2,562 square-foot four-bedroom home at 12750 Alchester St., listed at \$1.458 million.

The home has recently undergone a \$300,000 renovation with some lush trimmings including Italian marble, solid wood flooring, wrought iron, chandeliers, custom drapes, crystal in-



A \$1.23 million four-bedroom home at 12733 Alconbury St. on a quiet cul-de-sac in Shadow Park. Listing photo.

laid crown moulding and an en suite bathroom with Jacuzzi.

On the rare occasion that a resident of Shadow Park has a hankering to move on, Ogawa is, of course, obliging and will talk them through the sale and into the future. "It's part of my job to

help people to visualize what the next place is going to be for them," she said. "They want to sell, where do they go next? It's all about what kind of life you're looking to live and what you visualize your life to be." ■

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Building A Better Long Beach: From residential to medical buildings, there are more than 60 developments in the pipeline across the city



Crews work on the new Laserfiche headquarters in Long Beach. Photo by Brandon Richardson.

■ By **BRANDON RICHARDSON**
Senior Reporter

The COVID-19 pandemic has had a significant impact on development projects throughout Long Beach—stalling out some in the planning phase, delaying ongoing construction and, in some cases, forcing developers to bow out. But despite the challenges, there are more than 60 projects at various phases citywide.

“The city is pleased to see continued robust investment and development,” said Christopher Koontz, deputy director of Long Beach Development Services. “While COVID-19 has impacted every aspect of development ... our partners have been working hard to keep projects moving so they can deliver jobs, housing, goods and services Long Beach residents need.”

Residential development is the most active in the city, with over 7,000 units at various stages—newly completed, under construction, approved, under review or proposed. Project types include apartments, condominiums, townhomes and detached single-family homes ranging from affordable to luxury. More than 920 affordable units are included in the total development figure.

Affordable units are subsidized through local, state and federal funding, allowing developers to construct projects at a lower cost and guarantee rents below market value. Many affordable developments cater to specific groups such as seniors, veterans and those experiencing or at risk of experiencing homelessness.

Despite the hospitality industry taking a major hit due to the pandemic, plans for multiple hotel projects are still on the books. Between six projects, more than 1,200 hotel rooms are under construction or proposed.

While office space construction is nowhere near booming, it isn’t nonexistent in Long Beach. Laserfiche is in the midst of constructing its new headquarters on Atlantic Avenue—a four-story office

building totaling nearly 103,000 square feet. The project and Laserfiche’s recommitment to Long Beach, has repeatedly been touted by Mayor Robert Garcia as a testament to the bullishness of businesses in the city and abroad.

Medical office development in Long Beach was stagnant for years; however, multiple projects are currently under construction in the form of more than 220 beds and nearly 100,000 square feet of medical space.

Many of the residential projects are considered mixed-use, which means they include retail and restaurant space, typically on the ground floor. Some hotel projects also include dining and bar areas that are open to the public. In all, more than 2.17 million square feet of commercial space is in the Long Beach development pipeline.

Commercial space includes retail and restaurant, office and industrial.

“While we expected and are seeing some slowdown in new permits being issued, we know that approved projects as well as those projects now in the planning and entitlement stages will be crucial to the overall economic recovery,” Koontz said. “These projects are putting Long Beach residents back to work and building a better Long Beach for all.”

The following is a comprehensive list of development projects throughout the city compiled by Long Beach Development Services and Business Journal staff.

Completed

2nd + PCH

Address: 6400 E. Pacific Coast Hwy.
Developer: CenterCal Properties
Height: Two stories
Commercial Space: 175,000 square feet of retail, 70,000 square feet of restaurant space
Parking stalls: 1,150 stalls
Amenities: 11-acre dining, shopping destination
Start/Completion: 2018/2019

AMLI Park Broadway

Address: 245 W. Broadway
Developer: AMLI Residential
Height: Seven stories
Units: 222
Commercial space: 6,007 square feet
Parking stalls: 320
Amenities: A pool and deck areas, a podium-level clubhouse, fitness center and multi-purpose rooms.
Start/Completion: 2016/2019

The Beacon

Address: 1201-1235 Long Beach Blvd.
Developer: Century Housing
Height: Beacon Place, seven stories; Beacon Pointe, five stories
Units: 160 affordable housing units
Commercial space: 6,184 square feet
Parking stalls: 200 car, 72 bicycle
Amenities: The two buildings will be connected at their third levels by a 23,735-square-foot courtyard featuring a 1,311-square-foot community room. Other residential amenities include a 1,100-square-foot library, two media rooms (one per building), supportive services space and a 1,400-square-foot fitness center.
Start/Completion: 2017/2019

The Linden

Address: 434 E. Fourth St.
Developer: SARES-REGIS Group
Height: Five stories
Units: 49
Commercial space: 2,500 square feet
Parking stalls: 82
Amenities: Fitness center, outdoor kitchen, multiple outdoor community spaces and a bicycle kitchen.
Start/Completion: 2017/2019

The Pacific

Address: 230 W. Third St.
Developer: SARES-REGIS Group
Height: Seven stories
Units: 163
Parking stalls: 244 car, 50 bicycle
Amenities: Rooftop deck and clubroom with a kitchen, fitness center, outdoor kitchen, community living rooms, and a bike workshop and storage room.
Start/Completion: 2017/2019

Pacific Edge

Address: 2300 Redondo Ave.
Developer: Pacific Edge Industrial
Height: One story
Commercial space: Three light industrial buildings
Parking stalls: 638
Amenities: Buildings will total 424,050 square feet with office space.
Start/Completion: 2018/2019

Pacific Pointe Northwest

Address: 3881 McGowen St.
Developer: SARES REGIS Group
Height: Two Stories
Commercial space: Four buildings to-

taling 390,000 square feet, ranging from 75,000 square feet to 135,000 square feet
Parking stalls: 665
Amenities: Two-story executive office space, 3 percent skylights, secure concrete truck courts, dock-high and grade-level loading, LED lighting on sensors and 30- and 32-foot clear heights.
Start/Completion: 2018/2019

Under Construction/Approved

5N^o at The Streets

Address: 495 The Promenade North
Developer: Shooshani
Height: Four stories
Units: 20
Commercial space: 4,604 square feet
Parking stalls: 30
Start/Completion: 2018/TBA
Status: Under construction

The Alamitos

Address: 101 Alamitos Ave.
Developer: SARES-REGIS Group
Height: Seven stories
Units: 136
Commercial space: 2,560 square feet
Parking stalls: 174
Amenities: Fitness center, rooftop deck and club room, and a bike kitchen and storage room
Start/Completion: 2017/2020
Status: Under Construction

Aster

Address: 125 Long Beach Blvd.
Developer: Raintree-Evergreen, LLC
Height: Eight stories
Units: 218
Commercial space: 7,292 square feet
Parking stalls: 312 car, 44 bicycle
Amenities: An 11,600-square-foot courtyard with a swimming pool, spa, barbecue area, and lounge seating, and a 749-square-foot rooftop lounge.
Start/Completion: TBA
Status: Approved

Bloom at Magnolia

Address: 460 W. Pacific Coast Highway
Developer: LINC Housing
Height: Four stories
Units: 40 affordable housing units
Commercial space: 49,543 square feet
Parking stalls: 20 spaces
Amenities: A community room.
Start/Completion: 2020/TBA
Status: Approved

The Breakers Building

Address: 210 E. Ocean Blvd.
Developer: Pacific 6
Height: 14 stories
Units: 175 hotel rooms
Commercial space: 13,300 square feet
Parking stalls: TBA
Amenities: Ground-floor dining and wine bar, penthouse dining, rooftop bar, spa and fitness spaces, and meeting rooms.
Start/Completion: 2019/TBA

Status: Under construction

Broadway Block

Address: 200-250 Long Beach Blvd.
Developer: ONNI Development Group
Height: One seven-story mid-rise and one two story
Units: 432
Commercial space: 32,807 square feet
Parking stalls: 582 car, 104 bicycle stalls
Start/Completion: 2019/TBA
Status: Approved

Cherese Mari Laulhere Children's Village

Address: 2801 Atlantic Ave.
Developer: MemorialCare
Height: Four stories
Units: 67 exam rooms
Amenities: 80,000 square feet of medical office space
Start/Completion: 2019/2021
Status: Under construction

Civic Center Mid-Block

Address: 321 W. Ocean Blvd.
Developer: TBA
Height: Two eight-story buildings
Units: 580, with 58 affordable units
Commercial space: 40,000 square feet
Parking stalls: 887
Start/Completion: TBA
Status: Approved

The Hotel

Address: 107 Long Beach Blvd.
Developer: Yogesh Patel
Height: Five stories
Units: 34 hotel rooms
Parking stalls: 1,440
Start/Completion: December 2018/TBA
Status: Under construction

Inkwell

Address: 127-135 E. Broadway
Developer: Raintree-Evergreen, LLC
Height: Eight stories
Units: 189
Commercial space: 10,000 square feet
Parking stalls: 268 car, 40 bicycle
Amenities: A fitness room, club room, roof decks and a swimming pool.
Start/Completion: TBA
Status: Approved

Laserfiche

Address: 3435-3459 Long Beach Blvd., 3464 Locust Ave.
Developer: Laserfiche
Height: Four-story office and three-story parking garage
Commercial space: 102,848 square feet of office space
Parking stalls: 428 car, and 42 bicycle
Start/Completion: 2019/TBA

Locust Long Beach Apartments

Address: 1112-1130 Locust Ave.
Developer: South Park Group
Height: Seven stories
Units: 97
Parking stalls: 122 car, 20 bicycle
Amenities: A bicycle kitchen, a fitness center, recreational space and a

2,588 square-foot courtyard.
Start/Completion: TBA
Status: Approved

Long Beach at 14th

Address: 1400 Long Beach Blvd.
Developer: Long Beach Square Partners, LLC
Height: three stories
Units: 65 affordable units
Commercial space: 2,000 square feet
Parking stalls: 90
Start/Completion: TBA
Status: Approved

Long Beach Garden Condominiums

Address: 1570-1598 Long Beach Blvd.

Height: Four stories
Units: 36
Commercial space: 10,000 square feet
Parking stalls: 87
Amenities: Gym, private balconies and a community garden.
Start/Completion: 2016/TBA

Magnolia and Broadway

Address: 500 W. Broadway
Developer: Ensemble Real Estate
Height: Seven stories
Units: 141
Commercial space: 4,110 square feet
Parking stalls: 191 car, 21 EV, 94 bicycle
Amenities: Ground-floor retail space and a bike kitchen.

Start/Completion: 2020/TBA
Status: Under construction

Mixed-Use Project

Address: 1101-1105 Long Beach Blvd.
Developer: Rockefeller Kempel
Height: Eight stories
Units: 119
Commercial space: 6,000 square feet
Parking stalls: 153 car, 45 bicycle
Amenities: A pool deck.
Start/Completion: TBA
Status: Under construction

Mixed-Use Project

Address: 201-245 W. Pacific Coast Highway

(Please Continue to Page 22)

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(Continued from Page 21)

Developer: Kay Mendoza
Height: Six stories
Units: 138
Commercial space: 26,647 square feet
Parking stalls: TBA
Start/Completion: TBA
Status: Approved

Mixed-Use Project

Address: 507 N. Pacific Ave.
Developer: Anastasi Development Company
Height: Seven stories
Units: 157 condominiums
Commercial space: 9,000 square feet
Parking stalls: 209
Amenities: Two recreation decks and a rooftop deck.
Start/Completion: TBA
Status: Approved

New Industrial

Address: 2400 E. Artesia Blvd.
Developer: Bridge Development
Height: Two stories
Commercial space: 415,592-square-foot industrial building
Parking stalls: 433
Start/Completion: TBA

Ocean Center

Address: 110 W. Ocean Blvd.
Developer: Pacific6
Height: 14 stories
Units: 80

Commercial Space: 6,720 square feet
Parking stalls: 83
Amenities: Rooftop terraces and common spaces.
Start/Completion: 2018/TBA
Status: Under construction

Ocean View Tower

Address: 200 W. Ocean Blvd.
Developer: MEIAO Investment
Height: 12 stories
Units: 106
Parking stalls: 150
Amenities: A pool and Spa, community room, fire pit and a fitness room.
Start/Completion: 2017/TBA
Status: Under construction

Pacific-Pine

Address: 635 Pine Ave./636 Pacific Ave.
Developer: Holland Partner Group
Height: Two eight-story buildings
Units: 271 with 11 affordable units
Commercial space: 1,305 square feet
Parking stalls: 341 car, 56 bicycle
Amenities: Ground-floor retail and an amenity room.
Start/Completion: 2018/2021
Status: Under construction

Restaurant Project

Address: 2528-2590 N. Lakewood Blvd.
Developer: Lakewood Willow, LLC.
Height: One story

Commercial space: 11,562 square feet
Parking stalls: 93
Amenities: Three restaurants in two new buildings, outdoor dining, and new site landscaping.
Start/Completion: 2019/TBA

Residences at Linden

Address: 135 Linden Ave.
Developer: Residences at Linden, LLC
Height: Seven stories
Units: 82
Commercial space: 4,091 square feet
Parking stalls: 135 car, 20 bicycle
Amenities: A gym, a club room, a courtyard, an enclosed terrace and an outdoor roof terrace.
Start/Completion: TBA
Status: Approved

Residential Project

Address: 320 Alamitos Ave.
Developer: Urbana Development, LLC
Height: Seven stories
Units: 77
Parking stalls: 105
Amenities: A rooftop deck and a community room.
Start/Completion: TBA
Status: Approved

Residential Project

Address: 825 E. Seventh St.
Developer: Firth Howard
Height: Five stories
Units: 19
Parking stalls: TBA
Start/Completion: TBA
Status: Approved

Residential Project

Address: 101 Pacific Coast Highway
Developer: MKP Plaza, LLC
Building Height: TBA
Units: 26
Commercial space: 5,000 square feet
Parking stalls: TBA
Start/Completion: TBA
Status: Approved

Residential Project

Address: 1500 E. Anaheim St.
Developer: Bridge Housing Group
Height: Five stories
Units: 88 affordable units
Commercial space: A children’s medical clinic, and office and retail space.

Parking stalls: TBA
Start/Completion: TBA
Status: Approved

Residential Project

Address: 2221 W. Williams St. – Century Villages at Cabrillo
Developer: Century Affordable Development, Inc.
Height: Four stories
Units: 90 affordable units
Parking stalls: 40
Start/Completion: TBA
Status: Approved

Residential Project

Address: 250 E. Broadway
Developer: Raintree-Evergreen, LLC
Height: Eight stories
Units: 218
Commercial space: 7,292 square feet
Parking stalls: 312
Start/Completion: TBA
Status: Approved

Senior Housing Project

Address: 941 E. Pacific Coast Highway
Developer: Mercy Housing
Height: Four stories
Units: 68 affordable units
Parking stalls: 38
Amenities: Classroom spaces, a kitchen and a courtyard.
Start/Completion: TBA
Status: Approved

Shoreline Gateway

Address: 777 E. Ocean Blvd.
Developer: Anderson Pacific, LLC
Height: 35 stories
Units: 315
Commercial space: 6,700 square feet
Parking stalls: 458
Amenities: A 4,081 square foot rooftop deck and a 793-square-foot community room.
Start/Completion: 2018/TBA
Status: Under construction

Sonata Modern Flats

Address: 207 Seaside Way
Developer: Ensemble Real Estate
Height: Five stories
Units: 113
Commercial space: 2,000 square feet
Parking stalls: 176
Amenities: A media room, a roof deck, and a club and fitness room.

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A lift transports materials to the second building of the Pacific-Pine development, which consists of two eight-story residential mid-rise buildings. Photo by Brandon Richardson.

Start/Completion: 2017/2020
Status: Under construction

Staybridge Suites

Address: 2460 N. Lakewood Blvd.
Developer: YHB Hospitality
Height: Six stories
Units: 125 hotel rooms
Parking stalls: 385
Amenities: About 16,500 square feet of meeting and event space and a fitness center.
Start/Completion: 2018/2020
Status: Under construction

Supportive Housing Project

Address: 3590 E. Pacific Coast Highway
Developer: Excelerate Housing Group
Height: Four stories
Units: 77 affordable units
Parking stalls: 18
Amenities: On-site supportive services to be provided by Mental Health America of Los Angeles and 12,253 square feet of open space.
Start/Completion: TBA
Status: Approved

Third + Pacific

Address: 131 W. Third St.
Developer: Ensemble Real Estate
Height: A 23-story high rise and an eight-story mid-rise
Units: 345
Commercial space: 16,000 square feet
Parking stalls: 483
Amenities: A fitness center and 5,841 square-feet of club rooms.
Start/Completion: TBA
Status: Approved

Townhomes

Address: Pacific, Pine and 14th Street
Developer: Habitat for Humanity, Greater Los Angeles
Height: Two stories
Units: 10
Parking stalls: TBA
Start/Completion: 2020/TBA

The Uptown

Address: 6141-6191 Atlantic Ave.
Developer: Westland Group
Height: One story
Commercial space: 30,422 square feet
Parking stall: 115

Amenities: Restaurant and retail uses incorporating private patios and public spaces
Start/Completion: TBA/TBA

Uptown Commons

Address: 6600-6630 Atlantic Ave. and 609-695 Artesia Blvd.
Developer: Frontier Real Estate Investment
Height: One story
Commercial Space: 12,578 square-feet
Parking stalls: 84
Amenities: A bank, multiple restaurants and one drive-thru
Start/Completion: 2019/2020

Veterans Affairs Projects – VA Long Beach Healthcare System

Community Living Center:
Address: 5901 E. Seventh St.
Developer: U.S. Department of Veterans Affairs
Height: Three stories
Units: 120 beds
Amenities: 181,000 square feet of living and community space.
Parking stalls: New structure planned as part of a future construction phase.
Start/Completion: 2019/2021
Mental Health Inpatient Building
Height: Two stories
Units: 45 beds
Amenities: 82,000 square feet of health care space.
Start/Completion: 2019/2020
Mental Health Outpatient Building
Height: Two stories
Amenities: 80,000 square feet of health care space.
Start/Completion: 2019/2020

West Gateway

Address: 600 W. Broadway
Developer: Trammel Crow
Height: Six buildings between six and 40 stories
Units: 756 Units
Commercial space: 3,200 square feet
Parking stalls: 1,440
Start/Completion: TBA
Status: Approved

Proposed/Under Review

Adaptive Reuse Hotel Project

Address: 110 Pine Ave.



Masked patrons pick up food and enjoy the outdoor dining area at Uptown Commons, North Long Beach's newest retail center, which includes multiple restaurants and the area's first bank branch. Photo by Brandon Richardson.

Developer: Pine Street Long Beach, LLC
Height: 13 stories
Units: 210 hotel rooms
Commercial space: 6,000 square feet
Parking stalls: TBA
Amenities: A rooftop food and beverage space, and 7,659 square-feet of recreation space
Start/Completion: TBA
Status: Proposed

Affordable Senior Housing

Address: 2515-2545 Atlantic Ave.
Developer: DIDM Development
Height: Five stories
Units: 154
Parking stalls: 98
Start/Completion: TBA
Status: Proposed

American Life Hotel

Address: 100 E. Ocean Blvd
Developer: American Life, Inc.
Height: 30 stories
Units: 429 hotel rooms
Commercial space: 50,359
Parking stalls: 151
Amenities: 23,512 square feet of restaurant space and 26,847 square feet of meeting and ballroom space.
Start/Completion: TBA
Status: Under Review

Assisted Living Facility

Address: 810 Pine Ave.
Developer: Global Premier Develop-

ment
Height: 10 stories
Units: 78 affordable units
Parking stalls: 70
Amenities: A rooftop garden and a terrace.
Start/Completion: TBA
Status: Under review

The Beat

Address: Atlantic Avenue from 56th to 60th streets
Developer: LAB Holding, LLC
Height: One story
Commercial Space: TBA
Parking stalls: TBA
Amenities: An interconnected, village-style mixed-use project.
Start/Completion: TBA
Status: Proposed

First Street Hotel

Address: 123 W. First St.
Developer: Pacific Property Partners
Height: 38 stories
Units: 280 hotel rooms
Parking stalls: 252
Amenities: A lounge, fitness room, terrace and restaurant space.
Start/Completion: TBA
Status: Proposed

Lightwell

Address: 401 E. Ocean Blvd.
Developer: Ford Do
Height: 10 stories

(Please Continue to Page 24)



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(Continued from Page 23)

Units: 257
Commercial space: Ground-floor re-tail
Parking stalls: N/A
Start/Completion: TBA
Status: Under Review

Mixed-Use Project

Address: 1401 Long Beach Blvd.
Developer: City Fabrick
Building Height: TBA
Units: 160
Commercial space: Ground-floor re-tail
Parking: TBA
Start/Completion: TBA
Status: Under Review

New Industrial

Address: 929 W. Anaheim St.
Developer: Alere Property Group
Height: TBA
Commercial space: 63,419 square feet
Parking stalls: 131
Start/Completion: TBA
Status: Under Review

New Townhomes

Address: 4800 Long Beach Blvd.
Developer: City Ventures
Height: Three stories
Units: 16
Parking stalls: 36
Start/Completion: TBA
Status: Proposed

New Townhomes

Address: 5100 Long Beach Blvd.
Developer: City Ventures
Height: Three stories
Units: 33
Parking stalls: 75
Start/Completion: TBA
Status: Proposed

Ocean Village

Address: 1-11 Golden Shore
Developer: Greenlaw Partners
Height: Two eight-story buildings and one seven story
Units: 738
Commercial space: 10,000 square feet
Parking stalls: 1,063
Amenities: An entertainment terrace, fireside terrace, garden room, game lawn, and a resort pool and spa.
Start/Completion: TBA/TBA
Status: Under review

Queen Mary Island

Address: 1126 Queens Highway
Developer: Urban Commons
Height: TBA
Units: TBA
Commercial space: 36,349 square feet
Parking stalls: 5,772-6,472
Amenities: A 2,400-foot-long boardwalk with retail shops, cafes, and entertainment space
Start/Completion: TBA
Status: Under review



Construction continues on the new Laserfiche corporate headquarters on Long Beach Boulevard, less than one block from its current home. Photo by Brandon Richardson.

Residential Project

Address: 636 Locust Ave.
Developer: Starpoint Properties
Height: 7 Stories
Units: 108
Commercial space: 1,045 square feet
Parking stalls: 136
Start/Completion: TBA
Status: Under Review

River Park

Address: 712 Baker St.
Developer: Integral Partners Fund-ing, LLC
Height: TBA
Units: 226 apartments, 152 attached townhomes, 74 detached single-family

homes
Parking stall: 511
Start/Completion: TBA
Status: Under Review

Silversands

Address: 2010 E. Ocean Blvd.
Developer: Silversands Properties USA
Height: Four stories
Units: 40 hotel rooms and 56 condo-minium units
Parking stalls: 168
Amenities: A series of patios, roof decks and roof gardens.
Start/Completion: TBA
Status: Proposed ■

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Photograph by
Jose Cordon



Bridge grand opening delayed—once again



The Gerald Desmond Replacement project could open as early as October after multiple delays. Photo by Thomas R. Cordova.

■ By **BRANDON RICHARDSON**
Senior Reporter

Initially expected in July, the opening of the yet-to-be-named Gerald Desmond Bridge Replacement was first delayed until Labor Day weekend. Further delays have pushed the opening once again to, at the

earliest, October.

“We have strict construction standards for the contractor to meet—there is a tremendous oversight for every detail about this bridge,” Port of Long Beach Capital Programs Executive Duane Kenagy said in an email. “So, naturally, all of this combines to a process that has been taking lon-

ger than original projections.”

The new bridge is the first cable-stayed bridge for vehicle traffic in California and has many firsts for bridges in the U.S., Kenagy said. Unique features include dampers to control movement and specially designed expansion joints that can move up to 6 feet in three directions in the event of

a major earthquake, he added.

As of Tuesday, installation is still underway on the cable stay dampers and more than 70 seismic sensors throughout the structure. Additionally, the bridge still requires a final concrete overlay on the main span and the installation of dampers under the bridge where the main span meets the approaches.

While implementing new technologies has added unforeseen days to construction, COVID-19 has also played a role in delaying the bridge opening. In a July interview, Kenagy said contractors were facing supply chain issues brought on by pandemic and that safety measures such as social distancing slowed construction further.

An opening time frame for the Mark Bixby Memorial Bicycle Pedestrian Path is still being identified, Kenagy said. Previously, he said the path would likely open a few weeks after the bridge because they cannot complete it until current traffic detours are removed.

The port is in the process of reviewing bids and selecting a contractor for the Ocean Boulevard Bikeway Connector Project, which will provide improved access to the pedestrian path.

“It’s important to remember this bridge is being built to last at least 100 years,” Kenagy said, “and is one of the most ambitious bridge projects in the country.” ■

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