A man rides a bike across Long Beach Boulevard in front of the Broadway Block, a 432-unit mixed-use development in Downtown that includes a 23-story high-rise tower and a seven-story mid-rise building, Wednesday, June 22, 2022.

Brandon Richardson / Business Journal
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By Christian Mey-Suzuki

As the 2018 Olympics—set to be
hosted in Los Angeles—draw nearer,
Long Beach continues to prepare for its
role in the international event.
Mayor Robert Garcia announced the “8 by 28” initiative in 2016,
which highlights eight major development projects the city is
aiming to complete by the time the Olympics arrive in town.
Some of the projects—which are mostly being funded by
Tidelands Operating Funds—are a result of the initiative,
but they were brought under the umbrella as a representation of the
city’s efforts to revitalize the area that will act as the
Long Beach Sports Park, the main hub for the Olympics.
Here is a look at the progress of these eight projects that are part of the
initiative.

Metro Blue Line improvements

Improvements to the Metro Blue Line—now known as the A Line—is
one of the first projects completed as part of the initiative. LA Metro
pumped around $350 million into the improvements to the agency’s
oldest line in service, which launched in 1990.

The renovation, which wrapped up in November 2020, modernized the
connection between the Seventh Street/Metro Center in Long Beach
and the Compton Station.

“We’ve been pushing Metro for a long time to really upgrade the A Line,”
City Manager Tom Modica said. “Now we have brand new stations
that got redone and brand new cars that got redone.”

These improvements were made by Metro mainly to bring the line up
to modern safety and technology standards. That includes the addition of
crossline crossovers and signal systems and the addition of digital displays to
stations on the line.

This project helps connect Long Beach with the Blue Line, which will
be one of the two main hubs of the 8 by 28 initiative.

Beach concession stand improvements

Improvements to three of four
concession stands along several of the
city’s beaches have already
been finished.

The completed stands—which are
located at Bayshore Beach, Juniper
Street and Grand Avenue—are
hosted by their own food vendors.

In Bayshore Beach, all 10 stands
are All, a heavy metal themed burger
establishment that caught the
public’s eye when it was featured as
a food truck on Ford Network’s Great
Food Trucks. A water delivery was
also installed at the city at this
stand, which has been so successful
that Joshua Hickman, who serves
as the Business Operations Bureau
Manager for the Department of
Public Works, said inspired a similar
project in Downtown currently
under construction. (Those projects
are not related to the newly installed
“Wright at Alamitos Beach.”)

The erstwhile for the Granada
location has yet to start operations as it works
through the Coastal Commission
permit process, but the stand is open
after receiving a major facelift and a
“water feature playground.”

Juniper’s location received a
similar renovation to the Granada
location, but it was given a different
color scheme to differentiate the
stands. It has welcomed Saltwater
Deck, which serves grass-fed beef
burgers, wraps, breakfast burritos
and fresh yoghurt.

The fourth location, which is
currently under construction at
 Alamitos Beach, is the largest
project among the concession stand
improvements. Unlike the other
projects, an entirely new structure
is being built at Alamitos Beach.
The “core and shell” construction—
which refers to the construction of
the structure of a building before
developing individual units—was
recently completed, Hickman said.

Gaucha Grill—an Argentine restaurant—
will set up shop at the Alamitos Beach
stand, which will include a full kitchen and bar
for the restaurant. The restaurant is
working through its final permits.

However, the stand is expected to
open for business by the end of
next year. “We’re going to be a cool, cool place
once that gets opened,” Hickman said.

Airport improvements

At the Long Beach Airport, which will
welcome many Olympic attendees during the
Phase II Terminal Area Improvement Project is set to improve the
tavel experience.

A new ticketing lobby opened
to passengers at the airport in May,
which has already helped to expedite the
check-in process. Improving the
baggage claim area is another point of
focus, which Modica expects to be
completed at the end of this year.

COVID almost ended that project completely as people weren’t flying anymore,” Modica said. “But I would say because we had such a long
time, we’re not really that far off
schedule.”

Other amenities that will be
included in the improvement project
are a rental car return lot to facilitate
another rental car use, general
terminal improvements including to
the roadways, and an overhaul of the
airport’s Meet and Greet Plaza.

Modica said he expects the
overall project to wrap up by the
2028 deadline.

Belmont Veterans Memorial Pier

A redesign of the Belmont
Veterans Memorial Pier, which was
originally built in 1916 at 39th Place
originally built in 1916 at 39th Place
and moved 100 feet away from its
original location in 1955, enhances
the site as a venue to view sailing
events during the Olympics.

The pier is currently straight, at about 1,800 feet long and 20 feet wide through most of its length, but the redesign—which went through a winning phase in which community members provided input on four potential designs—could change that.

A memo released by the city
in April stated Long Beach was
bringing an engineering firm to
study a rainbow-shaped design,
which community members said reminded them of the iconic Rainbow Pier.

“The community really wholeheartedly preferred the horseshoe shaped pier, which harkens back and pays homage to the Bath-Pow Pier that was once a focal point Downtown,” Hickman said.

While the design has been
approved, Hickman said that the
timeline is still up in the air. He
said that the project is still set to be completed by the 2028 deadline, but the exact timing is unclear.

“It’s going to take a little while to get through the concept phase, get through the technical studies,” Hickman said. “But the project is currently in line for that
2028 deadline.”

Lifeguard towers

Another item on the list is
replacing the city’s 23 lifeguard
towers, which are nearing the end
of their 40-year lifespan.
Under Construction

LA-4027
Address: 901 De Forest Ave.
Long Beach Municipal Urban Center
Start/Completion: 2021/2022
**Under Construction**

Residential Project

Meritage Commons
Address: 4525 E. Ocean Blvd.
Start/Completion: 2022/TBA

Parking: Attached garages

Approved

NORTH LONG BEACH

Completed

Bridgepoint Gateway
Address: 2400 E. Artesia Blvd.
Developer: Bridgepoint Gateway Partners
Building Height: 36 feet
Size: 416,000-square-foot facility
Parking: 453 parking stalls
Amenities: Rooftop access with 360-degree views, access to office space, mezzanine, community space
Start/Completion: TBA

Approved

North Beach
Address: 1770 Elm Ave./421 W. 14th Street
Developer: City Ventures
Building Height: Four stories
Size: 113,000 square feet
Parking: 150 stalls
Amenities: Community lounge space, office and garage parking and new mobility improvements to stress around Metro A Line Anaheim Station
Start/Completion: TBA

Approved

Edgewood Point
Address: 5100 Long Beach Blvd.
Developer: City Ventures
Building Height: Three stories
Units: 38 townhomes
Parking: 67 stalls
Amenities: Rooftop access with 360-degree views, access to office space, mezzanine, community space
Start/Completion: 2021/2022

Residential Project

Lakewood
Address: 4350 Long Beach Blvd.
Developer: City Ventures
Building Height: Three stories
Units: 31 townhomes
Parking: 67 stalls
Amenities: Rooftop access with 360-degree views, access to office space, mezzanine, community space
Start/Completion: TBA

Residential Project

Midway
Address: 2450 E. Artesia Blvd.
Developer: Urban Pacific
Building Height: Three stories
Units: Five units
Parking: 39 stalls
Amenities: Rooftop access with 360-degree views, access to office space, mezzanine, community space
Start/Completion: 2020/2021

Approved

Long Beach Airport

Completed

New Ticketing Lobby & Checked Baggage Inspection
Building Height: One story
Size: 26,450 square feet
Amenities: Relocation of airline ticketing and concierge services into new, 18,700-square-foot building that also includes 2,000 square feet of airside operation space over new baggage handling space
Start/Completion: 2020/2021

Under Construction

Bags Claim
Building Height: One story
Size: 13,000 square feet
Amenities: 380 linear feet of airside baggage claim devices for passenger service and a total of 240 linear feet of airside baggage claim devices
Start/Completion: 2020/Expected completion in late 2021

Historic Terminal Renovation
Amenities: Future home of airside car customer service operations, security upgrades and major renovations, will be restored to its classic west wing
Start/Completion: 2018/Expected completion in late 2023

Approved

Final Phase II Projects
Projects approved under Terminal Modernization, community, ground transportation center and rental car quick-reach
Will complete the Phase II Terminal Area Improvement Program
Part of the city’s B L A Y Olympics initiative

NORTH LONG BEACH

Completed

Bloom at Magnolia
Address: 1720 Magnolia Ave.
Developer: Linco Housing
Building Height: Four stories
Units: 40 affordable housing units
Parking: 20 parking spaces
Amenities: Computer lab, office space for case managers, bicycle parking, indoor and outdoor community space
Start/Completion: 2020/2021

Woodbridge Apartments
Address: 1211 37th Ave., 431 W.
33rd St.
Developer: Century Affordable Development
Building Height: Two, three-story buildings
Units: 57 residential units
Parking: 106 parking spaces
Amenities: Rehabilitation and preservation of existing affordable housing project
Amenities: Public: access to on-site supportive services providers
Start/Completion: 2019/2021

Laserlicht
Address: 3443 Long Beach Blvd.
Developer: John Development
Building Height: Four stories
Size: 370,000 square feet
Parking: 344 parking spaces
Amenities: Creative office building, large windows and terraced decks, along with a series of rooftops
Start/Completion: 2021/2022

Long Beach Senior
Address: 951 E. Pacific Coast Highway
Developer: Mercy Housing
Building Height: Four stories
Units: 58 affordable housing units
Commercial Space: 4,000 square feet
Parking: 38 stalls
Amenities: Access to commercial and residential facilities, gated access
Start/Completion: 2021/2022

The Vault
Address: 3200 New York St.
Developer: Adaptive Reuse Project
Building Height: Four stories
Units: 19 large-scale apartments
Parking: 248 stalls
Amenities: Rooftop access with panoramic views, fire pit, spa, fitness center and gated entrance
Start/Completion: 2020/2021

Approved

Residential Project

Palisades
Address: 3640 E. Artesia Blvd.
Developer: Melia Hotels
Building Height: Five stories
Units: 192 affordable housing units
Commercial Space: 5,632 square feet
Parking: 126 stalls
Start/Completion: 2021/2022

Residential Project

Redondo Beach
Address: 2450 E. Artesia Blvd.
Developer: Lincoln Housing
Building Height: Seven stories
Units: 33 affordable housing units
Parking: Attached garages
Amenities: Multi-purpose recreation, community, health and wellness center
Start/Completion: TBA

Shoshower Bridge
Improves traffic safety operations
Increases multi-modal connectivity
Start/Completion: TBA

The Cove
Under Construction

Anahiem & Walnut
Address: 1221 W. 14th St.
Developer: BRIDGE Housing
Building Height: Four stories
Units: 88 affordable housing units
Commercial Space: 13,900 square feet
Parking: 140 stalls
Amenities: Community health and wellness center, expansive roof deck, commercial office and health
Start/Completion: 2022/2022

Approved

Rhythm
Address: 5801-5893 Atlantic Ave.
Developer: Brandony Arms
Building Height: Three stories
Units: 84
Commercial Space: 2,249 square feet
Parking: 30 parking stalls for guests
Amenities: Rooftop access with 360-degree views, access to office space, mezzanine, community space
Start/Completion: TBA

Midtown & West Long Beach

Completed

Los Tanguos
Address: 1735 Long Beach Blvd.
Developer: ANCAH, California
Building Height: Four stories
Units: 135 affordable housing units
Commercial Space: 3,936 sq. ft.
Parking: 68 residential parking spaces
Amenities: Community parking spaces
Start/Completion: 2019/2021

Millennium Omni
Address: 115-128 W. 14th St./4148 E.
Pacific Coast Highway
Developer: Habitat for Humanity of Greater Los Angeles
Building Height: Two stories
Units: 122 townhomes
Parking: Three guest parking spaces
Amenities: Rooftop access with panoramic views, fire pit, spa, fitness center and gated entrance
Start/Completion: 2020/2021

Downtown Long Beach

Completed

The Union
Address: 2401 Long Beach Blvd.
Developer: Skid Row Housing Trust
Building Height: Seven stories
Units: 159 affordable housing units
Commercial Space: 4,000 square feet
Parking: 458 stalls
Amenities: Access to rooftop deck containing multiple decks, featuring landscaping and hardscape amenities, including bocce, seating, as well as a 92-square-foot roof deck
Start/Completion: 2018/2022

Ocean View Tower
Address: 200 E. 14th St.
Developer: HAPCO Development
Building Height: Three stories
Units: 36 townhomes (22 reserved for lower-income households)
Parking: Ground-level garages
Amenities: Commercial Space: 4,000 square feet
Start/Completion: 2021/2022

Proposed & Under Review

Residential Project

Admiral
Address: 2531-2545 Atlantic Ave.
& E. Artesia Blvd.
Developer: Affordable Tomorrow
Building Height: Five stories
Units: 100 affordable housing units
Parking: 76 stalls
Amenities: Approximately 19,000 square feet of common and private open space
Start/Completion: TBA

Residential Project

Avon
Address: 1557 E. Artesia Blvd.
Developer: Olson Urban Housing
Building Height: Six stories
Units: 15
Amenities: Designed around a central motor court area with common open space between the center and surrounding units
Start/Completion: TBA
### EAST LONG BEACH

#### Completed

**Dorado**
- Address: 3655 Norwalk Blvd.
- Developer: Pulse Home Company, LLC
- Building Height: Two stories
- Units: 40
- Parking: 10-car parking garage

**Queen Beach**
- Address: 1338-1340 East 21st St.
- Developer: Urbana Development
- Building Height: Three stories
- Units: 127
- Parking: 116 stalls

**The Regency Palms II**
- Address: 1180 N. Linwood Ave.
- Developer: American Life, Inc.
- Building Height: Ten stories
- Units: 78
- Parking: 86 stalls

**Partake Collective**
- Address: 456 Elm Ave.
- Developer: Partake Collective
- Building Height: Three stories
- Units: 48
- Parking: 95 stalls

**Newman Palace**
- Address: 100 E. Ocean Blvd.
- Developer: Newman Properties, USA, Inc.
- Building Height: Four stories
- Units: 40
- Parking: 85 stalls

**Airway Office Park**
- Address: 6255 E. Pacific Coast Highway
- Developer: Carmel Partners
- Building Height: Eight stories
- Units: 69
- Parking: 26,000 square feet

**Calypso**
- Address: 636 Locust Ave.
- Developer: Connecticut Properties
- Building Height: Seven stories
- Units: 208
- Parking: 135 stalls

**Paramount**
- Address: 1112-1130 Locust Ave.
- Developer: Locust Equities
- Building Height: Seven stories
- Units: 97
- Parking: 122

**Urbana Development**
- Address: 1601 Earl Warren Drive
- Developer: Urbana Development
- Building Height: Eight stories
- Units: 472

#### Proposed & Under Review

**Mixed-Use Project**
- Address: 6615 E. Pacific Coast Highway
- Developer: Canal Partners
- Building Height: Six stories
- Units: 340, including 71 affordable units
- Commercial Space: 3,390 square feet
- Start/Completion: TBA

**Sunrise of Long Beach**
- Address: 3340 N. Los Coyotes Diagonal
- Developer: Sagesrest Planning + Environmental
- Building Height: Two stories
- Units: 4 units
- Parking: Surface parking lot

**Belmont Beach and Aquatic Center**
- Address: 4200 E. Ocean Blvd
- Developer: Beach City Capital
- Building Height: Eight stories
- Units: 243
- Parking: 5,000 square feet

**Industrial for Sale**
- Address: 1310 & 3816 Stimson Court
- Developer: Morgan Development
- Building Height: Two stories
- Units: 1,400
- Parking: 1,200 stalls

**Industrial for Sale**
- Address: 6550 E. Pacific Coast Highway
- Developer: Onni Development Group
- Building Height: Five stories
- Units: 493
- Parking: 86 stalls

**Industrial for Sale**
- Address: 600 E. Pacific Coast Highway
- Developer: Onni Group
- Building Height: Five-story buildings
- Units: 670
- Commercial Space: 4,000 square feet
- Start/Completion: TBA

**Mixed-Use Project**
- Address: 6770 E. Pacific Coast Highway
- Developer: Holland Partner Group
- Building Height: Six stories
- Units: 303, including 13 affordable units
- Commercial Space: 3,390 square feet
- Start/Completion: TBA

**Menifee N. Project**
- Address: 3201 N. Menifee N.
- Developer: Residential

**Armory Arts Collective**
- Address: 301 W. Ocean Blvd.
- Developer: Gundry Partners, LP
- Building Height: Two-story building
- Units: 540
- Parking: 435 stalls

**Breakwater Commons**
- Address: 321 W. Ocean Blvd.
- Developer: TBD
- Building Height: Nine-story mid-rise building
- Units: TBD

**Partake Collective**
- Address: 180 E. Ocean Blvd.
- Developer: Partake Collective
- Building Height: Twelve stories
- Units: 150
- Parking: 1,012 stalls

**Fifth + Pacific**
- Address: 456 Elm Ave.
- Developer: Fifth + Pacific
- Building Height: Eight stories
- Units: 670
- Parking: 593 stalls

**Office/Restaurant Project**
- Address: 2200 W. Seventh St.
- Developer: Executive Realestate
- Building Height: Eight stories
- Units: 273
- Parking: 338 stalls

**The Regency Palms II**
- Address: 933-973 N. Rosecrans Ave.
- Developer: The Regency Palms II
- Building Height: Six stories
- Units: 25
- Parking: 93 stalls

**The Art Hotel**
- Address: 1031 E. Ocean Blvd.
- Developer: American Life, Inc.
- Building Height: Six stories
- Units: 429
- Parking: 144 stalls

**Belmont Beach and Aquatic Center**
- Address: 4200 E. Ocean Blvd.
- Developer: Beach City Capital
- Building Height: State-of-the-art community aquatic space for recreation, teaching, competition and therapy.
- Start/Completion: 2023

**Belmont Beach and Aquatic Center**
- Address: 4200 E. Ocean Blvd.
- Developer: Beach City Capital
- Building Height: State-of-the-art community aquatic space for recreation, teaching, competition and therapy.
- Start/Completion: 2023

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- Address: 1031 E. Ocean Blvd.
- Developer: American Life, Inc.
- Building Height: Six stories
- Units: 429
- Parking: 144 stalls

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- Start/Completion: 2023
Mayoral hopefuls share their visions for future of development in Long Beach

By Christian May-Suzuki

The Long Beach mayoral race, which voters will decide in November, is down to two candidates: 9th District Councilmember Ron Richardson and 3rd District Councilmember Suzie Price, each with their own views and approach on how to tackle the various issues in the city, including development.

The Business Journal spoke with both Richardson and Price to get a better understanding of their thoughts on property development in Long Beach. Their responses have been edited for length and clarity.

Richardson believes that Long Beach has and should approach development as a community, where every part has its own say in what happens at any given time.

Price supports Richardson’s idea that every part of Long Beach should have representation, but believes that the community is “small enough that it can be done in a participatory way.”

Price notes that the city has had a unique perspective, because if one community has been able to turn around the economy and attract investment in North Long Beach, then the city should be able to do anything anywhere, right?

Now, need that perspective on both Second Street and Alamitos Shore. You’ve got closed down grocery stores on Los Coyotes in East Long Beach and North Long Beach, so we are in discussions to bring two new grocers to North Long Beach right now. From that standpoint, I have the hands-on experience of working together with the community on development that helps bring it up.

“I also think that there needs to be balance left in what we develop with and for local residents. We don’t make sure that there is protection in place to keep people from being forced out of their neighborhoods, then we’re a part of the problem, not the solution. Life support like protections for tenants, no not lose policies, inclusionary housing, these are policies and I’ve helped champion in the city that helped make sure that as we invest and as we grow as a city, we do so in a way that doesn’t leave low-wage workers and working families behind. SP: I think we’ve done a great job over the last eight years in terms of seizing development opportunities that makes sense for the city, but I think we have a lot more potential.

I see the city, especially our waterfront area, as having so much untapped potential. There are opportunities for us to showcase everything that Long Beach has to offer and really focus on our waterfront areas in a way that we have never been able to before. I think the focus of the city moving forward really should be in two places. One is to the waterfront, figuring out how to have development there that makes sense and brings people to the waterfront. Whether that is in existing things like museums, public art, a remote campus for either CSULB or CSUSB, sports or concert venues, we should have amenities that bring people to the waterfront.

The second area where our focus should be is on more mixed-use developments that offer housing. Whether it is by revitalize our commercial corridors and large shopping centers that are no longer serving a purpose of attracting retail into mixed use developments is something that we need to focus on.

As we think about that, you look at where we need a lot of housing right now. We need more senior housing and middle income workforce housing for sure. You look at the Senior Arts Colony that we built in Long Beach, it’s a great concept and allows for a lot more development.

...Continued on page 10

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New townhouse project coming to North Long Beach

By Christian May-Suzuki

A new zoning plan in North Long Beach has officially been put into use for the first time.

Urban Pacific earlier this month celebrated the groundbreaking for a new project, the first of its kind in the city of Long Beach. The project is one of five similar developments around the city. Its five units will be funded mainly for working class families that live with multiple generations of relatives.

The five units, four will have five bedrooms and five bathrooms, with the last being a two bedroom, one bathroom unit. Many of the households that Urban Pacific’s founder, Urban Pacific Founder and CEO Scott Choppe believes will qualify for these units because of their multi-generational status, meaning that ensuring income requirements is difficult.

There are no specific income ranges required to apply, but Urban Pacific’s focus will be on households making between $35,000 and $50,000 a median income. For a household of four, that equates to $35,088 per year.

“We’re not only required to make sure the family that’s going to live there is going to be able to qualify, they’re going to have to show that the income of the household is going to be at least $35,088 per year. So, if we’re looking at a household of four, they’re going to have to be making at least $35,088 per year, as well as the family members that are moving into the house. We’re looking at four incomes at that rate.”

While COVID-19 brought development to a halt in cities across the country and the world, construction continued to bloom in Long Beach— albeit at a slower pace.

“One thing we did really early on, which was not the case in other big cities. When the pandemic hit, we made a direct appeal to the governor, as did a couple of mayors in California, for not to stop construction of projects,” Mayor Robert Garcia told me over the phone last week, “and we got that.”

These days, construction across the city is nearing its pre-pandemic level. There’s about $300 million worth of projects that have been permitted and are under construction and about 4,000 residential units currently in the pipeline.

Garcia attributes the ongoing momentum to Long Beach’s early action in 2020.

“As far as the state’s plan, once there were the …

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While COVID-19 brought development to a halt in cities across the country and the world, construction continued to bloom in Long Beach— albeit at a slower pace.

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Garcia attributes the ongoing momentum to Long Beach’s early action in 2020.

“As far as the state’s plan, once there were the ...
Mayoral Hopefuls

Continued

RR:
I think the Elephant Lot presents an opportunity to meet some of the city’s biggest challenges. In the past few years by adopting policies like our inclusionary housing policy, which does incentivize affordable housing projects. Right now, our number one source of affordable housing creation in the city is our ADUs. That’s not time affordable, but it does provide different price points for people to be able to enter the housing market. I think we need to continue to do that where it makes sense. I think trying to promote and incentivize more affordable housing projects is critical for us and working with developers to streamline their approval processes will help in that endeavor.

SP:
I think the other thing that we really should be doing more of is public-private partnerships with the city, or the city can leverage some of its own credit rating and financial status to be able to work with private developers to create more affordable housing projects.

Those kinds of partnerships provide opportunities for us to enhance our affordable housing stock, but it needs to be done together.

If you are elected, what would be the first thing you do or embark on for change development in the city?

SP:
Our first of the things that I will do as mayor is establish a deputy mayor for economic development, recovery. This will be sort of a cabinet level position in the Mayor’s Office who can help lead and grow a Long Beach Advisory Team whose job is to explore opportunities to attract businesses and high-paying jobs to our city, and housing in particular. When people think about doing business with Long Beach, we should think about three words: ease, speed and predictability. It should be as easy and fast, you should know what to expect from our city, and we should know how long it’s going to take and how much it will cost.

In the first 100 days, I’m going to convene partners in education and health care to see what commitment and partnerships can be made to produce housing that’s truly affordable for the average family with students in public schools here in Long Beach. I’m going to make sure that whatever we do in partnership with those communities who are very invested in making sure that we get it right. We’re going to partner with educational institutions, nonprofits and community development corporations to make sure that we have the right people at the table to make community smart development in our city.

RR: It’s a really simple thing. We could add more planners for our city’s Development Services team. We have fewer planners per capita than most of our peer cities, and that has resulted in a lot of delays and a disincentive for people to want to invest in the city. Given the potential that we have a city of our size, we really need to have more developers and a streamlined process.

I also think it’s important for us to consider having an architect on our staff to help with the broader vision on projects we review. We have an amazing team already in place, but we have a team that is short staffed and often doesn’t have the ability to have a watchful eye over every project.

I would love to have an architect on our team who’s connected with the broader architectural associations in the city and the region. We can have a peer review and more of an eye on what the future developments look like and how they fit together so that we have some consistency in the city in terms of style and direction.

Or, maybe not.

Your gas bill is going up. Global and local demand for natural gas is at an all-time high while supply patterns are unsettled. It’s easy to see that natural gas costs are going to go up - for everyone.

However, while natural gas prices are rising, other forms of home heating/cooling are already far higher and growing at an even faster rate. Ultimate, natural gas costs remain less than the alternatives and natural gas users can take solace in their, and still economical, energy choice.

How much is it up to you. Long Beach Energy Resources is committed to keeping your gas costs as low as possible. Still, our calculations indicate the average Long Beach customer will see their summer season bill increase by about $14 per month.

It’s time to conserve. You did a fine job last winter and there’s no reason you can’t do it again now. Make saving energy a goal, maybe even a contest around the house. Insulate and turn the water heater down a bit and be conservative with your pool heater this summer. Take shorter showers, wash laundry in cold water, and create quick and easy meals that use less gas.

Ultimately, it’s consistently doing the little things that add up to significant savings.

Join us on Facebook for news, conservation tips, and fun! @LBEnergyResources

Mayoral Hopefuls

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Mayoral Hopefuls

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**Olympic Initiative**

Continued from Page 3

their service lives. But that process has proved more complex than initially anticipated.

One challenge came when one of the towers, painted with a rainbow of colors and dubbed a Pride Tower to celebrate the LGBTQ community during 2020’s Pride Month, was vandalized and burned down almost a year later. A new Pride Tower was erected in June last year.

While the timeline for this project has not been significantly impacted by COVID or this incident, the cost may have increased. Hickman estimated that the cost for each pile tower was around $60,000, but that number is from prior to the pandemic.

“There’s been some inflation and other things that have impacted different costs,” Hickman said. “So those are somewhat old numbers.”

Hickman could not provide current estimates for the cost.

**Long Beach Arena**

The Arena itself received renovations in the form of the Pacific Ballrooms in 2019, but there is still one major step that needs to be taken to prepare the venue for the Olympics.

“Our arena is heatedly used right now, but the seats aren’t really used,” Modica said.

Once a place that hosted a plethora of concerts and some of the biggest sporting events in the world, including volleyball events at the 1984 Olympics, the arena has since seen its use shift to events like conferences that fit within the arena space itself and don’t require use of the built-in seating.

Now, the city is looking to prepare the arena for its return to its roots—and the seating needs to be upgraded.

The arena’s seating is the primary issue that needs to be addressed for spectators to view handball events, which Modica expects to be completed by the 2028 deadline.

On top of seating upgrades, Modica said there will be small improvements to HVAC and other systems that keep the building functioning behind the scenes. The full scope of the improvements has yet to be finalized.

**Convention Center hotel**

While there are plenty of hotels in the downtown area, city officials hope to provide even more accommodations in the immediate vicinity of the Long Beach Convention Center to maximize convenience for visitors.

To that end, work is ongoing on a new hotel at 100 E. Ocean Blvd., at Pine Avenue, was key to facilitating the physical expansion of the Olympic Park. For the project were shown to the public in 2018, and the land—30 acres of land—has been sold to American Life, Inc. Modica said, but COVID-19 caused a long delay in the process.

“Obviously in the pandemic hotel financing has become difficult,” Modica said. “They’re looking to get their project up and going.”

Despite this, Modica expects the project to be complete in time for the Olympics, but the timeline is still unclear. The hotel will join a long list in Long Beach’s Downtown scene, but its location is crucial for Modica and his team.

“That will be a huge, 20-story hotel right there on our key corridor overlooking the entire event,” Modica said. “So that’ll be a major tourist experience in addition to the other things in less affluent communities.

Plans for the new complex feature 125-meter pool alongside a shallower pool for classes and youth. Diving boards will be installed at several different heights, and the existing outdoor pool will be replaced by another more permanent pool as part of the complex, which will be outfitted with new restrooms and showers. Seating is also key for spectators, and plans for the project call for almost 2,000 seats to be built throughout the complex, including 1,350 at the main pool.

Currently, Modica said the project is in its financing stages, and the team working on the project is hoping to have that completed by the end of the year, with construction expected to start soon after.

The pool is not expected to be completed by the 2028 deadline, and the cost is expected to be in excess of $50 million. Modica said specific projections on the costs for the pool and other projects will be shared in an upcoming town hall on the initiative.

A rendering of the Belmont Beach and Aquatic Center.

**LGBTQ cultural district coming to Broadway**

By Jason Ruiz

Long Beach is moving forward with its designation of the Broadway Corridor as an LGBTQ cultural district to recognize the contributions of the LGBTQ community.

The City Council voted unanimously last week in favor of having city management start discussions with residents, LGBTQ community members and historians on how to proceed with the potential designation.

Mayor Robert Garcia, the city’s first openly gay mayor, said the corridor is an intersection of political activism, inclusion and a safe haven for the city’s LGBTQ community for decades and it was time to recognize the historical contributions and significance of the corridor.

“It was the one place you could go to and be open, come out and be with friends,” Garcia said.

The corridor, broadly defined in Garcia’s letter to the city’s Corridor Designation Task Force regarding the Broadway corridor between Alamitos and Junipero streets and the adjacent neighborhoods, but the scope of any district is likely to be decided through community input.

Councilmember Cindy Allen co-authored the request and said that the corridor played a central part in the LGBTQ community’s history and that the city should stay focused on even more welcoming and inclusive events.

Allen echoed Garcia in pointing out the significance the corridor still plays for the community.

“She is homes away from homes, community gathering centers and make people feel safe in our community when so many of the others have not,” Allen said. “LGBTQ-owned businesses in the area. It’s unclear how long the outreach process will be on how much designating the cultural district could cost the city. Part of the request asked for an initial feasibility assessment and for the city manager to identify funding.

The city typically starts its annual budget process in July, when the mayor and city manager release a tentative budget, followed by public hearings in August and September before the council adopts the full budget before the start of the fiscal year in October.

What recession would mean for commercial and residential development in Long Beach

By Christian Miy-Sunuki

So far, 2022 has been a year of economic red flags. The Federal Reserve raised interest rates by 75 basis points to combat a surge in inflation to the highest since December 1981. The NASDAQ saw 5,000 points from the same time last year—and almost 10,000 points since May.

The commercial real estate market has seen a reduction in many new projects, and economists agree that those trends are a combination of recession stemming, just two years ago, and also its own recession. But the quick turnaround offers insight into how the commercial real estate market might change.

Overall value of the properties dropped by significantly more than the actual number issued. Luckily for Long Beach, though, proving the greatest threat is when economic factors are looking grim and new permits aren’t being issued. When banks commit funding to a project that takes many years, they can simply pull out of their obligations if they see a recession coming.

“We did see a transition to those smaller projects that have potentially less value,” Orci said. “But when you’re in the middle of a development, even if a recession hits, you can still go.”

Eric Sussman, adjunct professor of accounting and real estate at UCLA, said: “You’re already out of the ground, you’re not going to go bankrupt. You’re going forward with the development. The place, the financing, and now they’re moving forward because of the length of the process to approve and construct such developments.”

Long Beach is not immune to this trend. Development is still able to move forward, Orci said, but the amount of smaller projects and major commercial projects made those options unattractive during the recession.

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City extends ban on development along two West Long Beach corridors until June 2023

By Jason Ruiz

A moratorium blocking the construction of residential developments along two West Long Beach corridors has been extended after the City Council asked for another 12 months to give planners more time to update zoning in the area.

The existing moratorium applied to the Santa Fe Corridor between Pacific Coast Highway and Wardlow Road and the Willow Street Corridor between the 710 Freeway and the city’s boundary with Wilmington. It was set to expire June 15.

The ban was put in place in June 2021 at the request of Councilmember Roberto Uranga, who said that continued development before new zoning laws were implemented could lead to the loss of valuable space for a grocery store, pharmacy or even a coffee house—amenities the area is lacking.

“We need to activate those two streets, and they need to be developed and be more neighborhood-serving,” said Uranga, who represents Long Beach West.

A city memo said the Development Services Department needs more time to continue the community engagement process and satisfy posting requirements before approving the zoning changes.

Long Beach updated its land-use policies in recent years but has yet to implement those changes through all communities, meaning that decades-old zoning laws are currently in effect in some parts of the city.

The Santa Fe and Willow corridors are designated to have up to three stories of development, but new land-use plans would encourage using the bottom story for neighborhood-serving purposes like retail or restaurants.

Gilbert Ayala said he purchased a property in the affected area in 2020 with the hope of developing what used to be a parking lot into two duplexes, but before he was able to pull permits for the project the moratorium was approved.

But that was after he spent money on an architect and other pre-development building processes, Ayala said. “I don’t think it’s fair to me.”

Ayala said, “I followed all the guidelines the city gave me to follow. I think I should be compensated for the money I spent on my property. A market study aimed at attracting investment to the area has also not been completed. The memo said that the study is likely to begin in July and could take up to 14 months to complete.

The moratorium went into effect June 21 and will run another 12 months or until the city’s zoning is brought up to date with its recently adopted policies.

However, Allison Spindler-Ruiz, the acting planning bureau director for the city, said she anticipated the new zoning should be ready to be voted on by the end of 2022.

Developer breaks ground on Douglas Park office condos

By Christian May-Suzuki

After more than a decade, Douglas Park near Long Beach Airport is nearing completion.

Urbana Development last week celebrated the groundbreaking of the two-building Airway Office Park, which is billed as the final office project in the 20-acre Douglas Park business development.

“This is a success story,” 7th District Councilmember Rex Richardson said. “It’s a watershed moment. Airway Office Park will occupy 3.5 acres of land across two units. The first, at 3800 Sinnamon Court, will be approximately 52,093 square feet and will share a lot with a roughly 37,680-square-foot building at 3766 Sinnamon Court. Units in the two buildings will span 2,900-square-foot parking for tenants.

Both buildings will feature a total of 74 individual office condominiums ranging from approximately 3,000 to 61,000 square feet. These units will each have individual signage opportunities, through agreements for a full floor or building are also available for interested parties.

Units will be built with patio and balcony space and are outfitted with roll-up glass doors to facilitate the flow of natural light into the units.

Urbana Development has been deeply involved in the Douglas Park development project, most recently completing The Terminal at Douglas Park.
Experience the joy and wonder of fireworks at the Long Beach Waterfront!

A spectacular show celebrating our independence and Long Beach community, with free viewing areas along the scenic waterfront like Shoreline Village, Liones Lighthouse for Sight, and Rainbow Harbor. Arrive early to explore our shops and restaurants, and head to the water for the show at 9 p.m. Go to visitlongbeach.com for details.

July 4th

Blue Shield of California to bring jobs to Long Beach

Nonprofit insurance provider Blue Shield of California, the state’s third largest health plan, recently signed a long-term lease for office space in East Long Beach that will bring over 1,200 jobs to the city.

The company signed a 12-year lease for 75,755 square feet of office space at 3840 Kilroy Airport Way in East Long Beach office campus. The five-story, roughly 100,000-square-foot building has sat vacant for about two years after Epson America relocated its 1,000 jobs to the city.

The five-story, roughly 100,000-square-foot building has sat vacant for about two years after Epson America relocated its 1,000 jobs to the city.

By Brandon Richardson

"Blue Shield has decided to consolidate some of its office spaces in the Los Angeles region," the company said in an email to the Business Journal. "This aligns with Blue Shield’s new hybrid approach to work, which gives employees flexibility to remain working from home much of the time, purposefully using the office space for activities best done in person."

Though its leaseback with BH Properties announced on June 13 it had purchased two Monterey Park office buildings from Blue Shield for $51 million in a leaseback deal with the health provider.

"Blue Shield was attracted to Long Beach for its diverse, exceptional talent pool," the company stated in its press release. "Blue Shield is looking to leverage Long Beach as a central location for LA employees, proximity to the nearby Long Beach airport and many other local amenities."

The news comes shortly after BH Properties announced on June 13 it had purchased two Monterey Park office buildings from Blue Shield for $51 million in a leaseback deal with the health provider.

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Neither the dockworkers union nor the agency representing their employers expects a deal to be reached prior to the expiration of the current agreement.

By Brandon Richardson

As negotiations between the two groups intensify, fears are growing of a repeat of the pandemic that saw cargo volumes drop briefly, volumes surged as Asian ports reopened and online shopping exploded due to stay-at-home orders. The demand has not subsided, and the ports continue moving record amounts of cargo amid the global coronavirus pandemic. At the ports of Long Beach and Los Angeles, the twin ports alone account for more than 30% of all U.S. imports. After the initial shock of the pandemic that saw cargo volumes drop briefly, volumes surged as Asian ports reopened and online shopping exploded due to stay-at-home orders. The demand has not subsided, and the ports continue moving record amounts of cargo amid the global coronavirus pandemic. At the ports of Long Beach and Los Angeles, the twin ports alone account for more than 30% of all U.S. imports.

High demand and increased rates have resulted in record profits for shippers to the tune of $60 billion in 2021, according to Bloomberg. In the first quarter, the container industry had a profit of over $60 billion, marking the sixth consecutive quarterly record, Seatrade Maritime News reports. Record profits have a cost for shippers, however, economists warn. Extended periods of heightened freight costs are hurting inflation, economists Nicholas Skidmore and Daphne Page told Bloomberg.

The two parties, however, have stated no such disruptions will overburden supply chains. The views are the industry's sentiment, according to Port of LA Executive Director Gene Siskava. High demand has recently been hovering just under $14,000. While profits should be able to cover demanded pay raises, PMA recom missioned itself to advancing automation at the ports—likely a sticking point with workers. Union leaders are likely looking for raises that outpace the historic inflation rate. With the resources we have, it is their strategic location in the world’s choke points. Working in the ports provides a lot of leverage,” Wilson said. While profits should be able to cover demanded pay raises, PMA recom missioned itself to advancing automation at the ports—likely a sticking point with workers. Union leaders are likely looking for raises that outpace the historic inflation rate. With the resources we have, it is their strategic location in the world’s choke points. Working in the ports provides a lot of leverage,” Wilson said.

In 2002, heated negotiations led to PMA, which represents more than 22,000 workers at 29 ports, and the Pacific Maritime Association could not come to an agreement. During that time, dockworkers spent over two years moving record amounts of cargo amid the global coronavirus pandemic. At the ports of Long Beach and Los Angeles, the largest port complex in the United States, movement is less efficient and would cost thousands of jobs. While port officials are not part of negotiations, they do work closely with both parties involved. Port of Long Beach Executive Director Mario Cordero recently said automation should not be the focus of ports—at least not now. “Before we spend money on that type of infrastructure, let’s explore how we can create velocity with the resources we have today,” Cordero said in a June 2 interview. “We can substantially increase velocity and productivity with the workforce we have today, which has been so essential working day in and day out since the beginning of this pandemic.”

Cordero has been a proponent for moving the U.S. supply chain, including terminal operations, trucking and warehousing, to an all-24-hour model, which is used in Asian ports and others around the world. The majority of cargo into the San Pedro Bay ports comes along transport routes from Asian countries. To that end, several pilot programs are underway to test the 24-hour model at the ports of Long Beach and L.A.

“This is something that has legs. We have opened the door.” — Mario Cordero

The third most expensive home for sale in Long Beach right now shouldn’t surprise you with its listing price of $9,999,000. The address alone is impressive: 5 The Colonnade. The location is unbeatable, sitting on the point at Alamitos Bay, so there’s no having to lower the mast to sneak through bridges. Just get up and go. The site is listed at $5M

The home was built with redwood siding and shakes. A low rustic fence was built in front of the house. The result, said Beverly, “is what I call modern farmhouse.”

The living room was curly redwood with a knotty cedar and the walls were papered with a brown-and-yellow plaid pattern. Cabinets were knotty cedar. The result, said Beverly, “is what I call modern farmhouse.”

The buying does get to keep the three boat slips, though. And, even if you have to build an abbreviated home on the lot, you really can’t beat the view. The buyer does get to keep the three boat slips, though. And, even if you have to build an abbreviated home on the lot, you really can’t beat the view.

It’s been sitting vacant and poorly maintained to the point that the first thing you’re going to have to do when you buy it is tear it down. It’s listed by Spencer Snyder for its land use only, and for sure it is highly marketable land.

But, to further complicate your acquisition, the home’s current owner, who also owns the house next door, is redrawing the lot lines to increase his property’s footprint, which will cut into your lot size.

The buyer does get to keep the three boat slips, though. And, even if you have to build an abbreviated home on the lot, you really can’t beat the view.

A home destined for destruction on Treasure Island in Naples.

A tear-down on Naples’ Treasure Island is listed at $5M

COLUMNS: TIM GROBATY

A column destined for destruction on Treasure Island in Naples.
By Brandon Richardson

Using a new flight slot recently relinquished by another carrier, Southwest Airlines has announced daily, nonstop service from Long Beach to Nashville, with service set to begin Nov. 6.

The flights will depart every morning at 5 a.m. from Long Beach, traveling to Nashville International Airport. On weekdays, after a 45-minute stop, the aircraft will continue directly to Ronald Reagan Washington National Airport in Arlington, Virginia, which is a primary airport for Washington, D.C.

“We’re grateful to the city of Long Beach for additional access to the airport that will bring travelers much more than 150 nonstop travel to and from Nashville,” Adam Decaire, vice president of network planning for Southwest, said in a statement. “Nashville frequently brings dozens of cities in the East within faster reach, and the fastest trip between Long Beach and the heart of the nation’s capital region.”

Travelers can arrive in D.C. as early as 10 a.m. and a half hours after departing Long Beach.

Tickets for the Nashville service are available now at Southwest.com. Of Long Beach’s 53 daily flight slots, Southwest now holds 38 and flies to 25 U.S. cities. The latest flight slot was one of two recently relinquished by Delta—the other was awarded to the city’s newest carrier, Breeze Airways.

The Nashville route was part of a broader Southwest schedule announcement, which included flights between San Jose and Palm Springs, Nashville and Steamboat Springs, Colorado, and San Diego and Colorado Springs. For years, daily flight slots have gone unused at Long Beach—even before the pandemic, as JetBlue began quietly winding down service out of the small municipal airport. As the facility continues to rebound after the coronavirus pandemic, decorated air travel, the use of additional slots by the city’s leading carrier is welcome.

“We welcome this exciting new addition to Southwest’s nonstop destinations from Long Beach Airport,” the airport’s director Cynthia Guidry said in a statement. “Beyond Nashville, this new service adds flexibility and options for travelers to connect to the East Coast and Southwest’s broader network.”

Nonstop flight to Nashville coming to Long Beach Airport

A Southwest aircraft comes in for a landing at Long Beach Airport.

By Jason Ruiz

Long Beach will allow some of the city’s outdoor dining parklets and other temporary installations to apply for extensions as they work toward a permanent status, but the outdoor dining program that was one of the earliest polices passed by the City Council to help businesses during the pandemic will largely end at the end of this month.

The vote came during the council’s June 14 meeting after hours of testimony from some residents who said the installations were an eyesore that had become a public nuisance in the form of traffic hazards, loud noises and in some cases, public urination. Restaurateurs argued that the program had allowed them to survive and that they were still a necessary part of the city’s dining scene. Some customers’ preference to still sit outdoors because of the pandemic.

Ryan Hoover, the owner of K.C. Basquian’s in Naples and a member of the Long Beach Restaurant Association, said the program was a godsend but with thousands of COVID-19 cases still being reported daily and signals that another mask mandate could be enacted at the county level, the program should be extended.

“I think it’s a little too early to close this program’s door,” Hoover said.

Jeff Court, who owns Belmont Athletics Club, said he was 100% supportive of the program at the start of the pandemic, but said it’s now time to end the program to free up the vital parking spaces that all businesses on Second Street need for their patrons.

“Now the rest of us need what we all share, back,” Court said. “It’s really that simple.”

About 120 parking stalls are currently used by parklets, representing about 10% of all available street spaces across Second Street.

Businesses with existing temporary parklets had until June 1 to notify the city of their interest in making outdoor setups permanent. Ineligible locations and those who don’t express interest in making their sites permanent will have until mid-July to remove them. Other non-parklet installations, like those set up on public or private parking lots, will be eligible to apply for an extension through the end of September. At the program’s peak, there were about 130 parklets, sidewalk dining or other outdoor dining setups in parking lots and other non-public areas that allowed businesses to open and serve patrons when health orders placed a ban on indoor dining.

That number has shrunk to 120 such locations, many of which are expected to go away after the program ends at the end of the month.

Joy Contreras, a spokesperson for Long Beach Public Works, said that sites would still have to be evaluated by the department to ensure they’re compliant with laws protecting people with disabilities and that they don’t present a traffic hazard or block other city infrastructure like storm drains or bus stops.

Even then, getting approved for a permanent parklet won’t be as simple as gaining city approval, Contreras said. For parts of the city in the coastal zone, like Belmont Shore, the parklets will also have to get a coastal development permit through a separate process that is administered through the city. So, far about 30 businesses have expressed interest in wanting to operate a permanent parklet beyond the city’s current program.

Seventeen of those are along Second Street in Belmont Shore, where the largest concentration of parklets has existed for the past two years—and where the most vocal opponents of the program have called for its end.

“We have more parklets in our 14 blocks than probably anyone in any other district,” said longtime Belmont Shore Business Association director Deb Rossi.

Rossi, who returned to her position in a temporary role earlier this year, said the temporary parklets have been controversial, as parking-related issues typically are in Belmont Shore.

The parklets have helped some businesses bring in more revenue on the weekends because they have more space to seat people, and Rossi believes that a handful will end up following through with permanent installations.

However, non-restaurant owners want their parking back and feel they’re given restaurant enough of a break over the past two years, Rossi said. Rossi isn’t against permanent parklets but said some businesses have made a living off parklets, giving a leg up while applications are pondered or processed.

“I think it’s only fair, that if one goes, they should all go,” Rossi said of the city’s temporary parklets.

Even if they apply for permits.

Melinda Cotton has lived in Belmont Shore since 1983 and said that parking has always been an issue, but the introduction of the parklets has exacerbated the parking shortage and forced customers who could park on Second Street to park on the residential streets instead.

“We basically the parking lot for Santa and Second, we’ve always been,” Cotton said.

Cotton, a member of the Belmont Shore Residents Association, said that the parklets have also created issues for people with disabilities who sometimes have to navigate sidewalks and for public transit because delivery trucks sometimes use areas designated for buses to park and unload their products to restaurants.

A group named “Parking, Not Parklets” circulated a petition to present to the council to show the support to remove all the temporary parklets and banning new permanent ones from being approved.

Cotton said there’s a historical precedent to block them, pointing to a 2012 decision to block developers at George’s Creek Cafe from building a parklet in front of its Second Street location.

While upward of 12 businesses in Belmont Shore could ultimately apply for a permanent parklet, Cotton said the group has no number it would like to see.

“Zero, for the Shore,” Cotton said. “But we’re not trying to tell other parts of the city what to do.”

City parklet program is ending, but staff will consider extensions for owners hoping to make them permanent

The pandemic-era outdoor dining program will largely end at the end of this month.

A Locate worker tears down the large temporary patio area in the parking lot in front of Enrique’s Mexican Restaurant in southeast Long Beach.

By Jason Ruiz
Long Beach Airport recovery continues, pacing ahead of nationwide rebound

By Brandon Richardson

More than 282,000 travelers passed through Long Beach Airport in May, up 4.7% from May 2022 and almost 4% from the same month last year, according to city data released earlier this month. Just two months into the pandemic, May 2020 saw traffic at the small municipal airport drop 96% compared to the same month the year before. The new data shows passenger volumes, which totaled 10,069 in 2020, jumped 47.4% below 2019 levels. That comparison is relatively unchanged from April, which was down 7.6% from 2019.

“For the third month in a row, we are over 96% of pre-pandemic levels, which marks a significant recovery in LGB’s passenger traffic,” airport Director Cynthia Guadry said in an email. “We expect this trend to continue and are looking forward to a strong summer travel season.”

City Council approves new management agreement for imperiled Queen Mary

By Kelly Flusa

It’s not the best kept secret among restuarant fans, especially those who live in or near Belmont Shores, but it’s been confirmed that South of Nick’s Mexican Kitchen, part of the Irvine-based restaurant chain Nick’s restaurants that includes the popular Nick’s on Second, will be opening in the Shore at 1550 E. Second St.

“I’m super excited about this new restaurant,” said the property’s owner Aaron Tofani, a Belmont Shore resident and businessman who’s active as a local resident and a local resident of Nick’s Mexican theme. “It’s a great fit for the Shore.”

The upscale South of Nick’s currently has beach area locations in San Clemente and Laguna Beach. Long Beach will also join those other locations in having a South of Nick’s and the traditional Nick’s, South of Nick’s has already announced a long Beach Cultural Heritage hearing regarding its plans for adaptive reuse of the 1929 Spanish Colonial Revival building, the former Bank of Belmont Shore, a Long Beach History Landmark.

The building was originally one story, designed for Long Beach architect/engineer Ray A. Sites. The building featured stucco walls, red tile roof, arched windows and a corner tower element. It 111 its roots in the restaurant business, with an eatery named Patty’s Restaurant being the first business to occupy the commercial building.

Several restaurants followed at the site through 1970, when the building was significantly remodeled by Long Beach architect Francis H. Gentry, at which time a second floor was added and the building was changed from a restaurant to the Bank of Belmont Shore. The most recent use of the building was by Chase Bank.

The architecture retained the Spanish Colonial touches, which should fit well with the South of Nick’s historically themed. Exterior modifications planned for the building include the removal of existing storefront windows, installing new wall tiles along the perimeter of the archways, and the construction of a new outdoor patio.

There is no opening date set for either South of Nick’s or the traditional Nick’s. South of Nick’s has already announced a Long Beach Cultural Heritage hearing.

Coldwell Banker Commercial Blair has thrived in Downtown Long Beach since 1992. Today, with our integrity, ingenuity and entrepreneurial spirit, we serve this beloved city’s commercial real estate needs with passion. We are committed to ushering in the next great age for Long Beach, working alongside industry business leaders to promote the city’s civic growth.
Gerald Desmond Bridge demolition begins July 9

By Christian May-Suzuki

The long-planned demolition of the Gerald Desmond Bridge officially slated to begin next month.

Port of Long Beach announced earlier this month that the deconstruction of the bridge, which has been closed to traffic since early October 2021, will begin at 6 a.m. July 9.

This first step will involve the removal of a 400-foot span of the bridge suspended 150 feet over the Port of Long Beach Channel at the port. Vehicle traffic on the International Gateway Bridge, which replaced the Gerald Desmond Bridge, will not be affected by the demolition, but the waters the bridge hang over will be closed to all traffic from the beginning of the operation until it is 11 a.m. July 9.

The remaining section of the bridge will be deconstructed and lowered onto a barge for removal, but materials from the old bridge will be recycled wherever possible,” according to a release announcing the demolition.

Commission closing in on design for Belmont Shore’s new entryway signage

By Jason Ruiz

Belmont Shore is inching toward replacing its decades-old wooden entryway signage as the neighborhood’s parking commission is eyeing funding for two new signs to greet visitors to the community.

The process to replace the treatment last block of shops and restaurants, which has been underway for about five years, is expected to wrap up as soon as funding becomes available.

The Belmont Shore Parking and Business Improvement Advisory Commission, which oversees the area and directs those revenues toward improvements along the corridor, seems to have landed on a decision to replace the “old and tired” sign that has become a “bullet for terminus.”

While a design hasn’t formally been approved, the commission has expressed unanimous support for one rendering and has signaled that it would like to see the project completed in the near future.

Mayor Hannah Weise, who is in office in December.

Commissioner Warren Hoffmann presented the likely design, a 22-foot-tall pole with LED lights spelling out “Welcome to Belmont Shore,” at the commission’s May meeting.

The design is meant to resemble the historic streetlights lining the Belmont neighborhood and, if approved, could be installed as early as this year, or the end of the year.

The SEIU-UHW, which represents more than 200,000 workers across the state, has also launched petitions in nine other major cities including Los Angeles, San Diego, the Park, Downey and Culver City.

The main SEIU represents more than 5,000 workers in the United States, including aides, technicians, janitors, and other health care workers, but also members of the California Nurses Association.

The benefit would be available to both current and former employees, as well as their families

Commission closing in on design for Belmont Shore’s new entryway signage

The commission is expected to be one of the major events in the city’s public health care system, alongside the design of the new facility.

The health care workers would be able to receive the new facility’s care, which would be available to both current and former employees, as well as their families.

The benefit would be available to both current and former employees, as well as their families.
Able ARTS Work becomes a 1st-time property owner with building in Bixby Knolls

By Tess Kazenoff

After nearly 40 years of providing the Long Beach community with accessible art services, Able ARTS Work has purchased its first building.

The organization launched an ambitious capital campaign in November 2020 for $2 million, and found and CEO Helen Dolas was determined to convert the property she was raising funds for—without her organization.

“I have a home of our own now,” said Dolas, “and we’re going to be there, we’re going to be safe, we don’t have to move out anymore, people know where to find us.”

Throughout its history of providing creative art services and art therapy to individuals with disabilities, the nonprofit has moved nearly every decade, often due to climbing rent prices, each time having to navigate finding a safe location that is fully accessible and affordable. In 2022, Able ARTS Work purchased its first location on Atlantic Avenue in Bixby Knolls.

“A property is very important to us, a place that’s small enough to do what we do,” said Dolas.

“The visibility is so great for our students and our families and for the community,” she said. “It’s going to provide us also with additional opportunities for sustainability and revenue for Able ARTS Work, as a nonprofit, so we can continue to expand into our work, but also in providing those services for even more people.”

For Dolas, purchasing a home for her organization has been a dream since the opening of their clinic in 1981, and it could not be more exciting for her and the community she serves, she said.

“Every dance was dancing,” she said, explaining that many participants have already submitted ideas to be incorporated into the new space.

Apart from the building’s regular services in two day, Able ARTS Work intends for the new building to be a home for community gathering, not only offering free art and wellness workshops, but professional art therapy to individuals with disabilities.

Biden talks inflation, supply chain, infrastructure at Port of Los Angeles

By Kelly Puente

President Joe Biden paid a visit to the Port of Los Angeles, the nation’s busiest, earlier this month to address inflation and supply chain issues amid the skyrocketing costs of consumer goods.

“Standing on the waterfront with a backdrop of cargo containers and tugboats, Biden said the twin ports of Long Beach and Los Angeles play a critical role in inflation,” the Associated Press reported.

“Of the keys to fight inflation is by lowering the costs of moving goods through the supply chain,” he said.

Biden said the ports have made significant gains since December in reducing the historic supply chain backlog, with 40% fewer cargo containers clogging the docks compared to last November. Both ports are expected to break another record for cargo movement.

Last month, the Port of Long Beach set its busiest month on record, where Long Beach saw its second busiest month ever.

Biden said several major infrastructure initiatives, such as the Port of Long Beach’s Pier B on-dock rail project, will continue to improve the supply chain.

The port, which will transform the Pier B rail yard into a high-tech rail support facility that can move at least 30% of cargo, cleared the federal environmental review process earlier this year.

While Americans are understandably anxious over the rising costs of food, gas and other goods, Biden said the nation’s job market remains strong, with employment numbers at historic lows.

“The job market is the strongest it’s been since World War II, notwithstanding the inflation, and the unemployment rate remains at historic lows,” he said.

Biden, during his visit, framed the problem as a global challenge, triggered by the pandemic and then by Russia’s invasion of Ukraine.

“The effect to improve the supply chain also comes at a time when contract negotiations are underway for more than 39,000 workers on the West Coast ports. The contract for the International Longshore and Warehouse Union expires July 6, but negotiations are expected to extend past that date, unless both parties agree to mediation,” the Associated Press reported.

The Associated Press contributed to this article.
**Italian meal at home.**

necessary to replicate an authentic

had long been requested by patrons.

move Michael's management said

The Promenade.

“It kept us afloat.”

meals from their menu. It was

made pasta, sauces and family
even toilet paper, as well as fresh-
to dine in. During the pandemic,

restaurant had launched during

reason behind the change was

Italian groceries.

where customers can buy a range of

Michael's on Naples will be

average, those who use technology in

are clear, explained Wells—on

this huge need, because we felt that

class time dedicated to technology or

right tech or even knowledge in

those topics and responding to real-
is more than just the individual

Students learn coding, robotics and more with Shared Science

By Cheantay Jensen

Shared Science began in 2018, when Michelle Wells, Jennifer Crans, and Trish Tsoiasue were all moms to second graders in the Long Beach Unified School District.

With aging computer programs and little class time dedicated to technology or engineering topics, they knew a change had to be made.

"We just thought there was this huge need. Because we felt that having access to technology and understanding how the world works would be essential for our second graders when they get to the time to pursue careers," said Wells.

The kindergarten through 12th grad students at Shared Science's STEM-in-school, after-school, summer and special event programming buildings concepts over the years, starting by discovering, exploring and learning to code with robotics—all activities that Wells says help build curiosity and ignited interest.

but introducing STEM to youth is more than just the individual

topics and science of technology and computer, and math, said Wells.

"It’s about the integration of these topics and responding to real-world topics and providing real-world problem-solving techniques," she said.

It's also about introducing these early topics, and combating the stereotypes that may come with the industry, said Wells.

“We have seen such a change in family perspectives for girls participating particularly in the last few years,” said Wells. “But when we first started, it was primarily boys, like 70, 80% boys, and tracking over the last few years, we’re now up to 40% girls, so we’re getting closer but it’s still not 50-50.”

Shared Science aims to make the introduction to STEM as seamless as possible, even going directly into schools and community sites so that families won’t hold on to stereotypes like math is hard, or not very important in computer science, that coding is just for boys or just for nerds.

For women and people of color in these fields, there can be even more barriers to combat, as both a student and later on when working in the industry, said Wells.

"You want to start early, begin fostering those positive attitudes, so that even first graders who are experiencing some math anxiety wouldn’t hold on to stereotypes like math is hard, or not very important in computer science, that coding is just for boys or just for nerds.

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Continued from page 28

processes, said Wells. 
health care providers, she said.
teachers, therapists and community

this is accomplished partially

combatting the added barriers,

John Gogian Family Foundation),
grants, including $1 million from the
bank loan for another $1.25 million
payment on the building, located
over $1 million to put a 50% down

health issues in our community."

address the mental and emotional

promote social cohesiveness and

this larger building, we’ll be able to

minority populations, and so with

inclusion opportunities for adults

“We’re generating art-driven

permanent way,” said Dolas.

Collaborating with other
organizations such as the Salvation
Army and the Boys and Girls Club
also allows Shared Science to offer
no-cost programming thanks to
private funding, said Wells.

Army and the Boys and Girls Club
occurs naturally, and it’s all about life

that space where those synergies can

place where they belong, where they

with dignity and feel like they have a

Maslow’s hierarchy of needs, and it’s

chance to make friends and to feel

where these individuals were isolated

and fostering creativity.

path opportunities to artists of all

continuing to provide artistic career

visits last year, said Dolas.

and in the meantime, it is
continuing to provide artistic career
path opportunities to artists of all
abilities, while bridging connections and
fostering creativity.

“Back in the day, it used to be that
where these individuals were isolated
(without being) afforded the

chance to make friends and to feel

a community and belonging,” said
Dolas. “Our mission is based on
Maslow’s hierarchy of needs, and it’s a

low before learning and being able to

offer the space where people can feel

safe, and be respected and be treated

with dignity and feel like they have a

place where they belong, where they

as creative goals.

Able ARTS Work provides that

space where those synergies can occur naturally, and it’s all about

life transformation,” said Dolas. “And we

use the arts to create that bridge.”

Contribute to Able ARTS Work’s capital
campaign at ahomeofourown.funraise.org.

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Able ARTS Work

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