

LONG BEACH

BUSINESS JOURNAL

An edition of the Long Beach Post



Brandon Richardson / Business Journal

A COSCO Shipping vessel is loaded at the Long Beach Container Terminal, one of the greenest in the world, at the Port of Long Beach.

New federal bill aims to reduce air pollution from shipping

By Kelly Puente

In her home just off the busy 710 Freeway near Jordan High School, Marche Robinson said much of her life revolves around managing asthma. A native of Compton and North Long Beach, Robinson has asthma, as do all of her five children, who range in age from 16 to 27. Three of her grandchildren also have asthma, she said, adding that her 7-year-old grandson is unable to attend school because his condition is so severe.

“The trucks keep going by on the freeway and polluting the air,

and we can’t breathe in our home,” she said. “It’s no joke. Something needs to be done.”

Robinson was one of several concerned community members to attend a town hall meeting late last month on ocean shipping pollution hosted by Rep. Alan Lowenthal, D-Long Beach, Pacific Environment and the Long Beach Alliance for Children with Asthma.

The meeting at the Hyatt Regency in Downtown Long Beach was a chance for Lowenthal to showcase his new bill, called the Clean Shipping Act, aimed at cutting air emissions in the

shipping industry. Lowenthal, a longtime politician who is retiring this year, said he’s been pushing to clean up the ports of Long Beach and Los Angeles for decades since he first saw the soot in residents’ windowsills while campaigning as a Long Beach city councilman.

He said he is now seeing growing support from the ports and lawmakers as climate change intensifies.

“The model has changed, and I think right now the business model that both ports realize is that you can have economic development, and you can protect the environment, and you can protect the neighborhoods around the port,” he told the crowd. “We have a long way to go to really fulfill that model. The time (to act) is now.”

Under the bill, introduced in July and co-sponsored by Rep. Nanette Barragán, D-San Pedro, the U.S. Environmental Protection Agency would set stricter carbon emission standards for fuels used by ships and would set requirements to eliminate in-port ship emissions by 2030.

The effort comes as the ports of Long Beach and Los Angeles,

Port channel deepening project moves forward

By Brandon Richardson

Plans to deepen channels at the Port of Long Beach took another step forward last week.

The Long Beach Board of Harbor Commissioners voted unanimously on Sept. 12 to approve the final environmental impact report for a project that will see 7.4 million cubic yards of sediment relocated to help the nation’s second-busiest seaport operate more efficiently. The vote came two months after the U.S. Army Corps of Engineers greenlit the plans.

Assistant Secretary of the Army Michael Connor issued a decision on the port’s Deep Draft Navigation Feasibility Study and Channel Deepening Project on July 6, writing that the plan is “technically feasible, economically justified, in accordance with environmental statutes, and in the public interest.”

The port’s executive director Mario Cordero also touted the project’s necessity.

“I certainly agree 100% that what’s before you has a significant national benefit,” Cordero said during the

Continued on page 10

Work begins on Long Beach Airport’s historic terminal building

By Brandon Richardson

Sophisticated bachelor Richard Nugent thinks he’s taking a trip alone.

But Dr. Matt Beemish hatched a plan to get Judge Margaret Turner on the same flight in the hopes that the two would end up together.

Nugent (Cary Grant) and Turner (Myrna Loy) are pleased to see each other on the tarmac, just as Beemish (Ray Collins) predicted.

“You remind me of a man,” Turner says.

“What man?” Nugent asks. “The man with the power,” she says. “What power?” he responds. “The power of hoodoo,” she says. “Who do?” he replies. “You do,” she says. “Do what?” he says. “Remind me of a man,” Turner repeats.

Continued on page 6

LONG BEACH
BUSINESS JOURNAL

211 E. Ocean Blvd., Ste. 400
Long Beach, CA 90802

PRSRT STD
U.S. POSTAGE
PAID
Los Angeles, CA
PERMIT NO. 447

Continued on page 9

In This Issue:
Ports & Transportation



Ports & Transportation 3

New LNG-powered ship christened at Port of Long Beach's Pier A3

Long Beach general aviation leader named head of national association5

Port of Long Beach's Community Grants Program combats negative impacts5

Ports work toward 2030 goal for full fleet of zero-emission cargo equipment8

Long Beach company joins effort to explore space as the future of global logistics12

Electric, zero-emission truck fleet coming to the Port of Long Beach12

Port of Long Beach just misses August cargo record18

Newswatch 21

Owners of former City Place property hope to add housing, pedestrian-only zone21

76 affordable units to be built in the Traffic Circle area21

City adopts \$3.2B budget with new last-minute spending on libraries, bonuses22

Planning Commission approves Century Villages at Cabrillo redevelopment plan22

Planning Commission OKs 226-home River Park project23

Downtown outreach program sparks complaints from local residents and business owners24

Long Beach to allow some temporary parklets to stay in place until January26

SUBSCRIBE TODAY!

(562) 912-0161
LBBJ.com/subscribe

Editorial: (562) 655-7678
editor@LBBJ.com

Advertising: (562) 912-0161
info@LBBJ.com

Long Beach Business Journal
211 E. Ocean Blvd., Ste. 400
Long Beach, CA 90802

Editorial Deadline:
Two weeks prior to publication. Email press releases to editor@lbbj.com.

Advertising Deadline:
Wednesday prior to publication.

See editorial calendar at
lbbusinessjournal.com/advertise.

Facebook LongBeachBusinessJournal
Twitter LBBizJourn
Instagram LBBusinessJournal

Editor **Hayley Munguia** // Advertising Director
Andrea Estrada // Visuals Editor **Brandon Richardson** // Columnist **Tim Grobaty** //
Reporters **Laura Anaya-Morga, Fernando Haro Garcia, Cheantay Jensen, Tess Kazenoff, Anthony Pignataro, Kelly Puente, Brandon Richardson, Jason Ruiz** // Graphic Designer **Candice Wong** // Publisher Emeritus **George Economides**

The Long Beach Business Journal is a publication of Pacific Community Media. The Business Journal is published every other Tuesday. Reproduction in whole or in part without written permission is strictly prohibited unless otherwise stated. Opinions expressed by perspective writers and guest columnists are not necessarily the views of the Long Beach Business Journal.



monday morning coffee

&

Biz Brief

FREE email newsletters about issues, events and meetings for the week.

Monday Morning Coffee is sent out at 7 a.m., and BizBrief is news of the day, sent out Wednesday and Friday afternoons.



Brandon Richardson / Business Journal

George Pasha IV, president and CEO of The Pasha Group, speaks during the christening ceremony of the company's brand new LNG-powered container ship.

New LNG-powered ship christened at Port of Long Beach's Pier A

Pasha Hawaii's new 'Ohana Class container ship, dubbed George III, arrived in Long Beach on Aug. 31.

By Brandon Richardson

Earlier this year, the Port of Long Beach became the first West Coast seaport with the ability to refuel ships powered by liquified natural gas (LNG). And late last month, the first LNG-powered container ship to refuel on the West Coast called at the nation's second busiest port, marking a major milestone toward greener operations.

Pasha Hawaii's new 'Ohana Class container ship, dubbed George III, arrived in Long Beach on Aug. 31 at the SSA Marine terminal on Pier A for refueling and was christened by the Pasha family the following day, with port officials, mariners and union leaders in attendance. The ship became the first LNG-powered vessel to refuel on the West Coast on Aug. 17.

"This would be a very proud day for my dad," President and CEO George Pasha IV said, fighting back tears during the ceremony for the ship named after his father.

The Long Beach call marked the completion of the 774-foot-long

vessel's maiden voyage. The ship travels a 14-day loop from Honolulu to Oakland to Long Beach and back to the island state.

Pasha is crucial for the island state's connection to the mainland, second only to Matson in terms of the volume of goods carried to Hawaii. About 70% of goods carried by Pasha come from Long Beach, according to Edward Washburn, senior vice president of fleet operations.

The new LNG ship has a capacity of 5,000 20-foot-equivalent units (the standard measure of a shipping container) and was designed from the ground up to be as efficient as possible, Washburn said.

When most new U.S. cargo ships are built, companies choose from an "off-the-shelf" design, Washburn explained. The hull for the George III, however, was designed specifically for Pasha's use, which resulted in a wider and shorter ship optimized for efficiency. The ship's rudder and propeller were developed at the Maritime Research Institute in the Netherlands.

"It's safe to say this is the most hydrodynamically efficient container ship in the world," Washburn said.

Pasha has a total of seven ships, including the George III. One ship is in reserve, while another, the Horizon Reliance, is currently being retrofitted to operate using LNG and is expected to re-enter service later this year. With five ships in continuous operation, Pasha has a vessel in Long Beach five days a

week, Washburn said.

The company plans to convert another one of its ships to LNG, but some ships in its current fleet are not compatible for the conversion due to their age, Washburn said. Pasha has another brand new LNG ship—the Janet Marie, named for George IV's mother—slated for delivery in December, he added.

In 2016, Washburn said the late George Pasha III challenged him and the team to construct a cleaner ship. In August 2017, Pasha signed a contract with a shipyard for the

vessel's construction. Construction began in fall 2018.

The ship cost \$214,799,826 to construct, Washburn said. With the prices of materials having skyrocketed amid the pandemic, he said it would cost about \$300 million to replicate today. The total cost to Pasha was \$225 million, which includes spare parts, delivery costs and more.

But for the sake of being environmental stewards, the company was happy to pay it.

"Other carriers will certainly look at this as an example of what can be done and how they can help their communities environmentally," Washburn said. "It's good for everybody."

George III surpasses the International Maritime Organization's 2030 emission standards for ocean vessels, according to the port. It also aligns with the port's goals of environmental sustainability outlined in its Clean Air Action Plan that targets all zero-emissions cargo-handling equipment by 2030 and all zero-emission drayage trucks by 2035.

While it still runs on fossil fuel, the LNG-powered ship produces far less emissions than traditional ships that run on diesel. George III produces 99.9% less diesel particulate matter and sulfur oxide compared to diesel ships. It also emits 90% less nitrogen and 25% less carbon dioxide.

Despite the ship's cleaner footprint, environmental groups say it is not enough, demanding zero emissions instead.

"LNG is not a clean fuel—it is a fossil fuel that contributes to air pollution and climate warming," Allyson Brown of Pacific Environment said in an email. "We're already enduring climate change impacts around the globe, including the deadly wildfires, heatwaves and drought we face here in California."

"We are out of time for transition solutions," Browne added. "We need zero-emission solutions, and we need to start scaling them for use now."

Continued on page 19



Brandon Richardson / Business Journal

Pasha Hawaii president and CEO George Pasha IV, left, stands in front of the new ship, George III, named after his father. The vessel is the only LNG-powered container ship operating on the West Coast. Thursday, Sept. 1, 2022.

TRANSPORT BY TRANSPORT BY BRAGG



BRAGGCOMPANIES.COM
 (800) 4CRANE-1

CONNECT WITH US



JACOBSEN PILOT SERVICE
LONG BEACH PILOTS
SINCE 1924

Piloting the biggest ships in the world and safely bringing in billions worth of cargo.

www.jacobsenpilot.com

Long Beach general aviation leader named head of national association



Thomas R. Cordova / Business Journal

Curt Castagna, president and CEO of Aeroplex Group, at the Long Beach Airport.

By Brandon Richardson

A Long Beach local has taken the helm of the National Air Transportation Association.

Curt Castagna became the association's 11th president and CEO on Sept. 1 after his predecessor Timothy Obitts, who had been in the role for nearly three years, stepped down.

"Being a local kid, growing up here and being passionate about Long Beach and being able to represent the association is an honor," said Castagna, who has been immersed in the aviation world since 1978, when he started taking flying lessons out of Long Beach Airport as a high school student.

"This is kind of the pinnacle of where I'm at in my career," he said. "I'm excited about it."

The association, which was established 80 years ago and advocates for the general aviation industry in Washington, D.C., represents nearly 3,700 aviation businesses. In addition to representing the interests of its members before Congress and federal agencies on topics such as alternative fuels, flight training and illegal charters, the association provides a range of services, including workers' compensation and workforce training and insurance programs.

NATA also assists members with regulation compliance services, medical certification programs and even advertising, according to its website.

The group's membership includes airports, flight schools, charter companies, aircraft management companies and various fixed-base operators, including several in Long Beach, Castagna said.

"What's interesting is I'd say about 90% of the activity at Long

Beach Airport is general aviation related," rather than commercial, Castagna said. "When you talk to the community, they obviously identify it with Southwest, or previously JetBlue, but those operations are just a small percentage."

After getting his pilot's license, Castagna, who went to Cal State Long Beach, said he spent some time flying out of the small Long Beach airfield. In 1984, Castagna began pumping gas and washing airplanes

"Being a local kid, growing up here and being passionate about Long Beach and being able to represent the association is an honor."

- Curt Castagna, National Air Transportation Association President and CEO

for a company that operated out of the same building he works in today.

He worked his way up to manager before being hired by Aeroplex Group Partners team in 1991. Castagna was named president and CEO of Aeroplex in 1997, a position he has held ever since.

Aeroplex was first founded at Van Nuys Airport—the busiest general aviation airfield in the world—in the 1970s. The firm's primary focus is the development and management of facilities at airports, namely office and hangar space that is leased to companies that provide aviation support and maintenance, Castagna said.

Today, the company owns and manages about 1.5 million square feet of office and hangar space,

according to Castagna, including more than 200,000 square feet on 16 acres in Long Beach.

"Over the last few years we've probably completed \$60-plus million worth of development at Van Nuys," Castagna said, adding that the company has expanded significantly over the past five years, with projects now in Dallas, Florida, Seattle and Bozeman, Montana.

Aeroplex also does consulting for airports, Castagna said, noting the company works with airports across the country.

Through Aeroplex, Castagna has been a member of the association for many years, he said. Prior to assuming his new role this month, Castagna served on the NATA board for almost seven years. At various times he served as treasurer, vice chair and chairman, the latter of which was for an extended two-year term during the pandemic.

This leadership transition follows a succession plan set up by the association in 2016 to leverage longtime members with a wealth of industry experience to drive meaningful change within the organization and for the industry.

"We all welcome Curt's expansive industry experience and knowledge of the association in helping to further NATA's impact through advocacy advancements, education

Port of Long Beach's Community Grants Program combats negative impacts

By Tess Kazenoff

More than a decade after it first launched, the Port of Long Beach's Community Grants Program continues to combat the port's environmental impacts.

Earlier this month, the port released the program's annual report for 2021, which showed that it invested over \$2.7 million in community projects last year.

As the nation's largest voluntary port mitigation initiative, the Community Grants Program is a more than \$46 million effort to invest in community projects focused on air and water quality, noise pollution and traffic over the next 12 to 15 years.

The port's efforts to combat its environmental impacts began in 2009 with the Mitigation Grants Program, a previous iteration of the current program.

However, the initial grants program focused solely on mitigating the port's impact on air quality, and for many Long Beach residents, a wider focus was needed.

"Certainly the community wanted to see broader applicability of the programs, and we were happy to go through that effort," said Morgan Caswell, manager of air quality practices at the port.

In order to expand the program, an analysis to determine the exact extent of environmental impacts was necessary, and in 2017, the port conducted a Community Impact Study, the first of its kind for any seaport, which created a model for other seaports to follow, said Caswell.

The results of the analysis concluded that the port contributed to increased traffic, decreased water quality due to air pollutants that settle in water bodies, and noise due to trucks, all of which were concerns cited by residents, Caswell said.

As a result, not only did the grants program adapt to fund mitigation efforts in these areas, but the eligibility area was also improved to be more encompassing; all of Long Beach now qualifies for Community Grants Program funding, as well as parts of Wilmington, Paramount, Compton and Carson.

The port now also places an increased priority on projects in areas that are most vulnerable to the port's environmental impacts, such as Downtown and along the 710 Freeway corridor.

Not only do residents in North, West and Central Long Beach experience the highest levels of pollution in the city, but residents in West Long Beach in particular, along with other communities near the port, have the highest cancer risk from air pollution and higher rates of asthma in the state, according to the Los Angeles Times.

Continued on page 18

Historic Terminal

Continued from cover

“What man?” Nugent asks.
“The man with the power,” she says.
“What power?” he says.
“Give up?” Turner asks.
“Give up. Let’s go,” Nugent says.
The pair then walk across the tarmac of the Long Beach Airport and board a plane as the music swells and the 1947 film “The Bachelor and the Bobby-Soxer” ends.

Prior to the playful banter on the tarmac, the film saw the actors inside the terminal building of what was then known as Daugherty Field Long Beach Municipal Airport. The building was still relatively new, having opened in 1941. Some of the features in the building, including the beautiful tile mosaic floors, remain in what is now a historic Long Beach landmark.

Designed and created by Grace Richardson Clements, the mosaics and other features are at the center of a \$16.7 million renovation and preservation project now underway in the historic building, which will restore, preserve and modernize the facility.

“When you have these cherished pieces of art, like this mosaic floor, it’s like a Rembrandt that just happens to serve as a utility,” John Thomas, historic preservation consultant for the project, said. “You don’t write it off, you rehab it.”

The building is only open to airport staff who work on the second floor, but they will all be moved out by the end of the year, according to Stephan Lum, a senior civil engineer and acting engineering officer at the airport. Workers have already begun removing counters and carpeting that have revealed more of the mosaic tiles.

The pieces of art include old flight paths over the Western Hemisphere, the city seal that includes smoke stacks that were officially removed from the emblem decades ago, a ship, an oil derrick, a salmon, a sunrise, a zodiac circle and even the hand of Clements herself using a pencil to dial a rotary telephone.

Through the renovation, Thomas said the team hopes to find at least two more mosaic vignettes intact—a 1920s-era propeller plane and a sailboat. “The demo work is very cautious and steady, it’s very peaceful,” Thomas said, noting that it takes special care to not damage the historical elements of the building. “Preservation is like peeling an onion,” he added. “Sometimes the more you get into it, the more you cry.”

Over the years, through construction and the expected wear and tear of millions of travelers, some of the mosaics have suffered damage. Oddly enough, Thomas said, the Secretary of the Interior’s standards for historic preservation do not allow for repairs to be



Courtesy of Long Beach Airport

The now historic terminal building at Long Beach Airport in 1941, the year it opened.



Brandon Richardson / Business Journal

Numerous murals adorn the floor of Long Beach Airport’s historic terminal building, including the original city seal that features smoke stacks, a ship, an oil derrick and even the hand of Grace Richardson Clements dialing a rotary telephone. Clements is the artist behind the mosaics.

exact—the new and the old must be easily differentiated.

Already there have been repairs to the floor’s tiles, which are easily detectable due to the difference in color and texture.

Clements’ art at the airport was funded through the Works Progress Administration’s Federal Arts Project of the Roosevelt administration following the Great Depression. Artists were one of the groups hardest hit by the dramatic economic downturn, and Clements was a great leader for women artists of the time, bringing several in to assist in her work at the airport, Thomas said.

“These are interesting artifacts of story, of place and evolution,”

Thomas said. “It’s important to keep these buildings in place, to reuse buildings when possible.”

She also painted murals on several of the walls inside the building that have long since been painted over, Thomas said. Such coverups are much more difficult—and far more costly—to undo, he said. There is, however, the option of having the murals recreated using photos and various films shot within the space.

Thomas will work with airport staff to create a preservation protection plan for the original features, including the mosaics, original Philippine wood accents, the original clock and more.

Preservation, however, is only

one aspect of the work that will be done inside the building. The bulk of the funding—about 35%—will go toward seismically retrofitting the building, Lum said.

“The seismic retrofit is a voluntary upgrade, we’re not required to upgrade the building by code,” Lum said. “But we want to preserve this as a local landmark and we want to protect it for as long as possible.”

The upgrade will touch all five floors of the building, Lum said. It will include reinforcing walls, fiber wraps on columns and, in some places, additional steel bracing, he said.

In its original form, as seen in the 1947 film, there was a



Thomas R. Cordova / Business Journal

The now historic terminal building at Long Beach Airport in 2022.



Historic photo courtesy of Long Beach Airport. Modern photo by Brandon Richardson / Business Journal

The largest Grace Richardson Clements tile mosaic inside Long Beach Airport’s historic terminal building, which depicts old flight routes across the Western Hemisphere, is seen here in the 1950s or ‘60s and in 2022.

walkway down the middle of the terminal building that opened up directly onto the tarmac. For years, the back of the building was blocked by the airport’s baggage inspection area, which has now been removed as part of the Phase II Terminal Area Improvements.

The renovation will see the corridor reopened, allowing guests to walk through the historic terminal and out into what will be a new meeter-greeter plaza with

nearby concessions.

“This is a high-end travel hospitality setting. It’s no different than a hotel, frankly—it serves traveling customers,” Thomas said. “One thing about Long Beach, we love to be friendly to our travelers. So it’s got to be appealing.”

Once all staff have been moved out of the building, Lum said the project should be completed in about 10 months. Upon reopening, the building—which previously housed



Courtesy of Long Beach Airport

This 1963 photo of Long Beach Airport shows the walkway out of the historic terminal building directly onto the tarmac.

the ticketing lobby—will serve as the new car rental area.

Thomas and Lum said the team is already working with the car rental vendors about their equipment needs. But everything done inside the building, right down to the furniture, will be period appropriate to when the building first opened, Lum said.

The administrative offices will return to the second floor of the historic building, Lum said. Next year, the airport also plans to put out a request for proposals that would include the reopening of Legends of Aviation, the popular restaurant that closed in 2014.

A few ticketing kiosks will still be available on the ground floor for passengers who do not need to check bags, Lum added.

The new ticketing lobby and baggage inspection facility directly south of the historic terminal was the first project of Phase II to be completed. It opened its doors to passengers in May.

The next major project is a new baggage claim area, which is well into construction. The project is on schedule and should be completed sometime in December, Lum said. However, opening

a new facility during the busy holiday travel season may not be ideal, he said, so there is a chance that the opening will be delayed until after the new year.

When the new baggage claim area opens, the old space will be decommissioned, Lum said, and work can begin for the last project of Phase II—new pre-security restrooms, baggage service offices and concessions.

“So we’re definitely nearing the homestretch,” Lum said, adding that the full Phase II program is expected to be completed by the end of next year.

A roadway improvement project was initially part of Phase II but was put on the backburner with other projects amid economic uncertainty brought on by the pandemic. The roadway project, however, recently received federal funding and will proceed sooner than expected, Lum said.

A car return lot and a ground transportation hub for buses, taxis and rideshares, however, remain in limbo.

“Those are still on hold right now,” Lum said. “We already have quite a bit on our plate ... but we do intend to get there at some point.” ■



Courtesy of the Port of Long Beach

An electric stacking crane at Pier J at the Port of Long Beach.



Courtesy of the Port of Long Beach

A Taylor toploader at Pier J at the Port of Long Beach.

FROM THE EDITOR: HAYLEY MUNGUIA

Ports work toward 2030 goal for full fleet of zero-emission cargo equipment

The San Pedro Bay ports have been at work for more than three years now on a plan to convert all of their cargo-handling equipment to zero-emission technology by 2030.

Late last month, the ports released the project's first three-year update report, which found there has been significant progress toward achieving that goal. But the document also made clear that plenty of work lies ahead.

The plan to have a full fleet of cargo-handling equipment that produces zero emissions is a major component of the San Pedro Bay Ports Climate Action and Adaptation Plan, which seeks to mitigate the ports' impacts on the environment and local communities. It's important because, as the Port of Long Beach's Air Quality Practices Manager Morgan Caswell said in an interview, "we absolutely need to see transformation here at the Port of Long Beach, and particularly for our local communities who bear the burden of port-related impacts."

"We are trying to address that in a variety of ways," Caswell added, "but we really do see cargo-handling equipment as a good opportunity."

While the ports are working to move all cargo-handling equipment to zero-emission technology, the initial 2018 feasibility assessment for the project and the recently released update report noted that a special focus is being placed on four types of high-horsepower, diesel-powered equipment: yard tractors, top handlers, rubber-tired gantry cranes and large-capacity forklifts. According to the 2018 assessment, those four types of equipment collectively emit more than 85% of the total pollutants from the ports' entire cargo-handling fleet.

Among those four types of equipment, though, there's a huge variation in the challenges of converting to zero-emission technology.

Rubber-tired gantry cranes are the furthest along, with near-zero-emission options already fully available and fully zero-emission options not far behind. Battery-electric yard tractors, meanwhile, have seen significant progress since 2018. There

aren't any zero-emission or near-zero-emission options available for top handlers or large-capacity forklifts, but the report released last month noted that manufacturers "have demonstrated significant progress to advance the commercial and technological maturity" of battery-electric technology for both types of equipment.

The varying levels of progress for the four types of technology highlight a significant challenge the twin ports face in this effort: To move to a completely zero-emission fleet, zero-emission equipment must be available—and as of now, that's not the case.

Caswell acknowledged that difficulty and noted that part of the reason for the effort and the plan to publish update reports throughout the 12-year project is to highlight the demand for the technology and encourage manufacturers' work to develop it.

"The assessment is intended to influence," she said. "So we do aggregate this information and analyze data from our real-world demonstration projects such that the original equipment manufacturers, also called OEMs, understand where the shortcomings are in their technology."

"It's also a great resource for companies trying to break into this space and provide this type of equipment to marine terminals," Caswell added.

The reports break down the progress on each type of technology into five parameters:

- Commercial availability, which gauges whether a piece of equipment can be ordered and delivered at a volume large enough to realistically serve the ports;
- Technical viability, which tests whether the equipment can perform the necessary duties specifically in a seaport setting, rather than in a less-demanding site such as a warehouse;
- Operational feasibility, which measures whether the equipment can serve the two full shifts that are currently expected from diesel technology;
- Infrastructure availability, which takes into account the equipment necessary to support zero-emission technology, such as charging stations; and
- Economic workability, which weighs the costs of purchasing and maintaining the zero-

emission equipment against the same costs for its diesel equivalents.

Each of those metrics is key to the project's success, Caswell said, and she pointed to one lesson the ports have already learned the hard way.

"One of the biggest challenges we experienced in the first three years, I think if you spoke to our terminal operators, is ... we don't have a charging standard for cargo-handling equipment," she said.

As the technology is still being developed, Caswell said many companies have their own proprietary chargers to support their specific products. At one point, she said, the port installed some chargers to serve yard tractors, but operators found that those chargers didn't support tractors that were purchased later on.

"They very quickly became obsolete, and it became very clear we needed to coalesce as a state—or, we'd rather prefer, as a nation—around one charging standard," Caswell said, "and so that was an important lesson learned."

As the ports continue to work toward the 2030 goal, there are sure to be plenty more lessons learned. And given how many factors are involved in achieving a full fleet of zero-emission cargo-handling equipment—almost all of which the ports themselves don't control—it's unclear how realistic that timeline is.

Caswell said one important piece of determining the timeline's feasibility is a project that's currently underway to develop zero-emission infrastructure master plans in partnership with terminal operators. Those master plans will identify the zero-emission equipment that will be used in the terminals, the infrastructure that equipment will require, the schedules for deploying that equipment, the costs associated with it and the preliminary designs for implementation.

"I think, without those roadmaps at each terminal, it's really difficult to say whether or not we'll be able to meet that 2030 timeline," she said. But, "here at the Port of Long Beach, we're still driving toward that 2030 goal." ■

Air Pollution

Continued from cover

which bring in a combined 40% of United States imports, continue to see record-breaking cargo numbers, fueling pollution in a region choking with some of the nation's dirtiest air.

Worldwide, the shipping industry emits 1 billion tons of climate pollution per year, according to the International Maritime Organization, the United Nations agency that regulates shipping. That accounts for about 3% of the world's greenhouse gas emissions, but experts say that number could reach 17% by 2050 as global trade increases.

The IMO has set a goal of cutting shipping emissions in half by 2050 compared to 2008 levels, but experts say the effort is not enough to reduce the worst impacts of climate change and doesn't align with the Paris climate agreement.

With slow progress internationally, environmentalists are pushing for the United States to force its own regulations on shipping pollution, but industry leaders are concerned that some new regulations could lead to higher costs and a possible disruption to the nation's supply chain.

Last year, the pandemic fueled an unprecedented global shipping bottleneck, leaving a backlog of container ships parked off the coast and spiking air pollution levels in vulnerable neighborhoods, like Long Beach's Westside, which has long seen higher asthma and cancer rates.

A report from the California Air Resources Board found that increased cargo movement and congestion at the ports in March 2021 resulted in 14.5 extra tons per day of smog-causing nitrogen oxides and an extra 0.27 tons of particulate matter compared to pre-pandemic base levels. The increase was equivalent to exhaust from nearly 50,000 large diesel trucks.

Cargo ship emissions have since dropped from their peak in November 2021 and have remained close to pre-pandemic levels, due in part to a queuing system from Pacific Maritime Management Services requiring ships to wait farther offshore, according to a June report from CARB. But the region still faces an increase in greenhouse gas emissions as the ports grapple with 28% higher cargo levels compared to 2019.

With green initiatives, the ports have made gains in reducing air emissions since 2005 base levels, but progress in recent years has slowed as the harbor complex continues to see record cargo numbers. The ports are working toward meeting a goal of deploying all zero-emissions cargo-handling equipment by 2030 and zero-emission drayage trucks by 2035.

Meanwhile, Lowenthal, who was elected to Congress in 2013, said he hopes his Clean Shipping Act will

lead to clearer air in communities surrounding the ports. Lowenthal said he decided to introduce the bill this year after seeing support from the European Union and the IMO on pushing for change.

Though he's set to leave office, he said he's confident the bill will carry through.

"There will be many people who will support it," he said.

Long Beach residents like Breanna Vincent, whose 5-year-old son has asthma, hope to see some relief. Vincent, who lives in North Long Beach, said she attended the Aug. 31 town hall meeting to get more information on clean air efforts.

"I just want them to do something soon," she said. ■

Your Shipping Choices Can Help Protect Blue Whales & Blue Skies

WEBINAR
with EPA SmartWay
September 27, 11 a.m.
Register at link below

www.bluewhalesblueskies.org/retailers

Protecting Blue Whales & Blue Skies
A partnership for cleaner air, safer whales, and a quieter ocean

Image: John Calambokidis

JMC²

CIVIL + STRUCTURAL ENGINEERING

PROVIDING HIGH QUALITY TRANSPORTATION SERVICES SINCE 1996

LICENSED IN 34 STATES

Small Business Certifications

METRO: Small Business Enterprise State of California SBE (#33202)

LA County: LSBE (Vendor #05996201)

Cities: Los Angeles (LSB), Long Beach (SBE) Other

Government Agencies:

Port of Los Angeles VSBE

Port of Long Beach VSBE

LAUSD

MWD

Contact: T - 310.241.6550 jmc-2.com



Brandon Richardson / Business Journal

The Matson Kauai navigates the main channel as it departs the Port of Long Beach.

Port Channel

Continued from cover

Sept. 12 commission meeting.

Project details

The \$170 million project will deepen various channels, basins and berths, as well as widen key passages within the port complex. Features of the project include:

- Deepening the Long Beach Approach Channel from 76 feet to 80 feet along the passage through the breakwater at Queen's Gate.
- Easing turning bends in the Main Channel to deepen a wider area to 76 feet.
- Deepening portions of the West Basin from 50 to 55 feet.
- Constructing an approach channel and turning basin to Pier J South with a depth of 55 feet.
- Deepening the Pier J Basin and the Pier J South Slip to 55 feet.
- Improving the breakwaters at the entrance to the Pier J Basin to allow for the deepening of the basin and slip.
- Depositing dredged material in either nearshore sites for reuse or federally approved ocean disposal sites.
- Constructing a new electric substation to power dredging equipment used within Queen's Gate.

The project cleared the federal government's cost-effectiveness hurdle, according to port staff. The total cost of the project will be shared, with the port on the hook for \$109 million and the remainder being federal funds, according to port spokesman Lee Peterson. The project builds on previous dredging completed in 2014 that deepened most of the Main Channel to 76 feet. Planning for the new project began a year later, using funding left over from the 2014 effort, according to the port. "Anticipating and preparing for the future is the hallmark of a world-class port," Sean Gamette, the managing director of engineering

services at the port, said in an August statement.

Environmental impacts vs. benefits

The Army Corps' approval confirms the project is in line with multiple federal laws, including the Clean Air Act, the Clean Water Act, the Endangered Species Act, the Marine Mammal Protection Act and the Coastal Zone Management Act.

But the project is expected to generate nitrogen oxides, particulate matter, carbon monoxide and volatile organic compounds at levels that exceed South Coast Air Quality Management District daily thresholds, according to a staff report.

During the commission meeting, community groups and a lawyer from Earth Justice spoke out against the project due to concerns over pollution. Earth Justice was part of the coalition that lobbied against and successfully stopped the 710 Freeway widening project.

To limit environmental impacts, the project will utilize electric dredging equipment as well as Tier 3 harbor craft and Tier 4 off-road construction equipment, which produce less emissions, according to a staff presentation. Equipment idle time also will be limited to five minutes.

Despite the mitigating measures, "significant air quality impacts are expected to remain," the staff report reads.

Under the California Environmental Quality Act, however, agencies can balance a project's benefits against its adverse impacts. The dredging project has several "overriding considerations," including economic, legal, social, technological and other benefits, that "outweigh the unavoidable adverse environmental effects," according to the staff report.

During the meeting, Harbor Commissioner Frank Colonna said the project is an "absolute necessity" and a "critical element of [the port's] evolution."

The Port of Long Beach ranked 19th in the world in 2020 in terms of

container volumes, according to data from the World Shipping Council. As one of the busiest container terminals in the world, some of the largest ships in operation call in Long Beach. But tidal flows and weather currently limit when the largest ships can navigate the complex, port officials say.

The dredging project will give ships more room to maneuver, which will increase efficiency and safety, according to staff.

"Increasing the depth below the ship's keel and making the channels wider is a huge improvement for navigational safety," Tom Jacobsen, president of Jacobsen Pilot Services said in an August statement. The family-owned company has provided pilot service to the port since 1924.

Deeper and wider waterways also will reduce the need for lightering, port staff said, which is the process of tankers transferring their liquid bulk cargo to smaller vessels. Bigger tankers will now have the clearance to enter the port themselves.

Similarly, the project will allow larger container ships to carry more cargo, which will reduce the number

of ship calls, delays and wait times, which reduces overall emissions from the massive vessels.

The deepening project also will reduce transportation and product costs, according to the staff report.

Jacobsen lauded the port's various efforts to increase efficiencies and reduce emissions, including the Long Beach International Gateway Bridge and the Long Beach Container Terminal at Middle Harbor.

"All of this takes years of planning and forethought," he said.

Next steps

With the approval of the final environmental report, the board will next need to approve a harbor development permit to advance the project. Once permits are approved, the port and Army Corps will proceed with design and engineering agreements, detailed planning and budgets, seeking bids for construction contracts, and funding, Gamette said during the meeting.

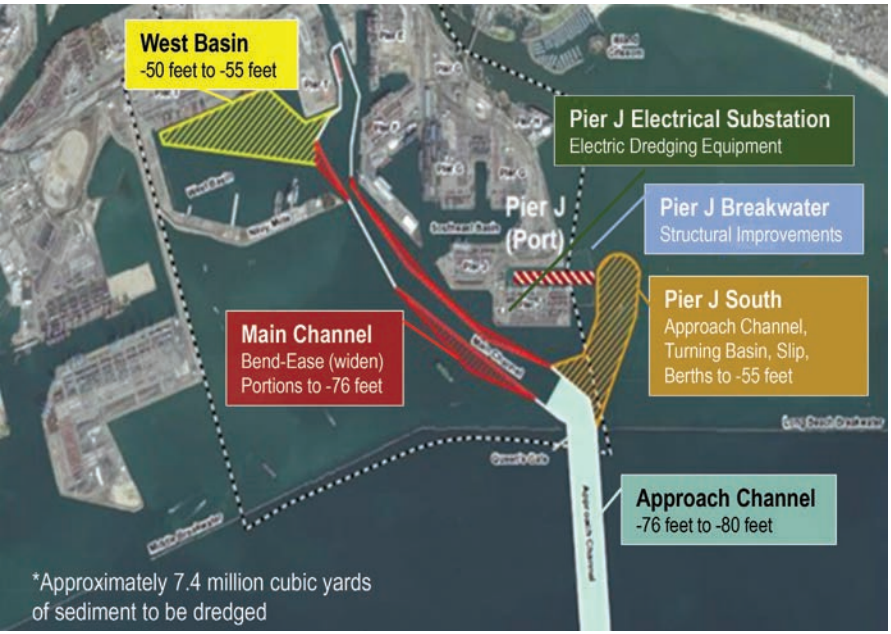
The Army Corps is already set to contribute \$8 million toward pre-construction, engineering and design. The funding became available as part of the Infrastructure Investment and Jobs Act, which was signed by President Joe Biden in November.

Dredging is expected to begin in 2025 and take three years to complete, according to port staff.

The port will maximize the reuse of sediment by replenishing an undersea borrow site off the coast and using it for future port redevelopment projects, where feasible, according to staff. If used for port construction such as building leasable terminal space, the sediment could save the agency tens of millions of dollars.

"Strong federal support represents a huge vote of confidence in the Port of Long Beach and work we've been doing together to ensure this economic engine continues to power Southern California and the nation into the future," Gamette said in August.

Reporter Jason Ruiz contributed to this report. ■



Courtesy of the Port of Long Beach

A map of the Port of Long Beach's channel deepening project.



We extend our deepest gratitude to
Craig Dougherty and **Jayne Lastusky**
Dougherty/Patriot Insurance Services
for their generous sponsorship of our
2022-2023 Classical Season Opening Night,
Saturday, October 1, 2022





Courtesy of Rocket Lab
A Rocket Lab Electron launch vehicle takes off from the firm's New Zealand launchpad.

Long Beach company joins effort to explore space as the future of global logistics

By Brandon Richardson

The coronavirus pandemic shined a light on the shortfalls of the global supply chain with backlogs and delays, and the U.S. government is looking to mitigate those challenges in a few ways: first, by investing in infrastructure for existing transportation, but also by looking to the stars.

Long Beach-based manufacturer and launch service provider Rocket Lab earlier this month announced a new research and development agreement with the U.S. Transportation Command to explore the possibility of using the firm's Electron and Neutron launch vehicles to transport cargo around the world.

"Point-to-point space transportation offers a new ability to move equipment quickly around the world in hours, enabling a faster response to global emergencies and natural disasters," Rocket Lab founder and CEO Peter Beck said in a statement.

The agreement also will explore the use of Rocket Lab's Photon spacecraft to establish on-orbit cargo depots and deliver re-entry capability, according to the announcement. The Photon's maiden mission in July was a success, having orbited the Earth 37 times in six days before deploying NASA's CAPSTONE satellite on a ballistic lunar transfer trajectory to the moon.

Rocket Lab's Electron rocket has proven itself as a reliable launch vehicle capable of rapid successive missions. Since its first test launch in May 2017, the firm has successfully put 149 satellites into space across 29 launches. Most recently, the company completed three missions

in the span of five weeks, a record launch cadence for Rocket Lab.

In December, Rocket Lab unveiled the plans for its next-generation 8-ton payload class Neutron launch vehicle. The new rocket is capable of carrying a much larger payload than the Electron—28,660 pounds compared to 661 pounds—"making it a perfect fit to enable fast development of vital resources while eliminating the en-route stops and air refueling required by air cargo solutions," Beck said.

The Rocket Cargo effort is the fourth Vanguard program as part of the Air Force's 2030 Science and Technology strategy. Rocket Cargo was announced on June 4 of last year, with the U.S. Space Force designated as the lead service for the program.

The Air Force Research Laboratory is leading the effort, while the Space and Missile Systems Center serves as the program executive officer.

Delivering cargo via rocket is not a new concept, according to an Air Force press release, but the historically high costs of launch and small payload capability have been prohibitive until firms like Rocket Lab and SpaceX created the new generation of rockets that has lowered price points and expanded payload size.

While Beck and his company see the benefits of the partnership from a commercial and humanitarian vantage point, the Department of Defense is also focused on military applications.

"Rapid logistics underpins our ability to project power," Gen. Arnold W. Bunch, Jr., commander of Air Force Materiel Command said last year. "That is the fundamental motivation for initiating the Rocket Cargo program." ■

Electric, zero-emission truck fleet coming to the Port of Long Beach

By Brandon Richardson

Mario Cordero climbed into the cab and behind the wheel of a new semi-truck last week. When he turned the key, only the faintest sound could be heard from the engine of the battery-electric, zero-emission Kenworth truck. When he hit the gas and the truck eased forward, it was nearly silent.

Cordero, executive director of the Port of Long Beach, along with city and state officials and executives from various companies celebrated 4 Gen Logistics' and Electrify America's move toward zero-emissions

drayage trucking. With the help of state and federal funding, 4 Gen—which has bases both at the Port of Long Beach and in the Inland Empire—recently put in an order for 61 battery-electric trucks to use at the port.

"The port wants to be the greenest in the world, so we made a commitment all the way back in 2008," David Duncan, the fourth-generation owner of 4 Gen, told the Business Journal. "We also see customer demand for it."

4 Gen, which is approaching its 80th year of operations, has a fleet consisting of 60 diesel trucks and four battery-electric trucks, the latter of which have been in

Continued on page 17



Brandon Richardson / Business Journal
New battery-electric, zero-emissions drayage trucks by Kenworth and Volvo that are going into operation at the Port of Long Beach as part of 4 Gen Logistics' fleet.



Brandon Richardson / Business Journal
Port of Long Beach Executive Director Mario Cordero test drives a new battery-electric, zero-emissions drayage truck in the port complex.

Accelerate Long Beach
Presented by
BANK OF AMERICA
NAVIGATING THE FUTURE
2022

Thursday, Sept. 29, 2022
8:00 AM - 12:00 PM
Long Beach Convention Center
AccelerateLB.com

Long Beach Economic Partnership
CALIFORNIA STATE UNIVERSITY
LONG BEACH
Office of Economic Research
LONG BEACH Economic Development

THANK YOU TO OUR PRESENTING SPONSOR

BANK OF AMERICA

Your business faces unique challenges and opportunities, and Bank of America can help you meet them all. Our dedicated and local relationship managers work closely with you to understand your specific needs and deliver comprehensive financial solutions. From loans and lines of credit to cash management and risk mitigation, we help position you for growth, increased efficiency and greater insight into your finances.

Bank of America is one of the world's leading financial institutions, serving individual consumers, small and middle-market businesses and large corporations with a full range of banking, investing, asset management and other financial and risk management products and services. The company provides unmatched convenience in the United States, serving approximately 67 million consumer

and small business clients with approximately 4,000 retail financial centers, approximately 16,000 ATMs, and award-winning digital banking with approximately 55 million verified digital users. Bank of America is a global leader in wealth management, corporate and investment banking and trading across a broad range of asset classes, serving corporations, governments, institutions and individuals around the world. Bank of America offers industry-leading support to approximately 3 million small business households through a suite of innovative, easy-to-use online products and services. The company serves clients through operations across the United States, its territories and approximately 35 countries. Bank of America Corporation stock (NYSE: BAC) is listed on the New York Stock Exchange.

A MESSAGE FROM LBEP BOARD CHAIR RYAN ALTOON

Long Beach is known as a city built on optimism and inclusion, with a "can do" spirit, embracing diversity and welcoming new-comers.

After weathering national and international upheavals including a global pandemic, our community is ready to focus on the days ahead and discover insights to successfully navigate the future.

Over the last two years, the Long Beach Economic Partnership (LBEP) has hosted the Economic Forum online, with speakers from across industry sectors and virtual guests from all over the country and around the world. These events have directly led to investment right here in our city.

With this in mind the LBEP, in collaboration with California State University Long Beach (CSULB) and the City of Long Beach, is pleased to bring you this year's Accelerate Long Beach Economic Forum, back in person at the Long Beach Convention Center.

Lead economist Robert Kleinhenz will report on economic trends including consumer spending, housing, trade and employment, and his economic outlook will provide information business leaders need to plan and prepare for the months ahead.

Representatives from the City and its partners will share their thoughts on where we're headed and how we can increase opportunities throughout our region and our business community.

Our Featured Sponsor, Bank of America, will offer insights on the region's economic growth, and the Port of Long Beach will be here with a special announcement. In our panel discussion we'll highlight Advanced Air Mobility, one of the nation's emerging sectors, to discuss where this dynamic new industry is headed and the opportunities it presents in Long Beach.

By making this event a priority, the LBEP, its board and its leadership are honored and pleased to bring together our community of speakers, sponsors and partners to provide this window into the future.

We hope you find Accelerate Long Beach a welcome opportunity to re-engage with one another as community members and business associates, as volunteers and civil servants, as colleagues and friends. On behalf of the LBEP, welcome back.

THANK YOU TO OUR FEATURED SPONSORS

verizon
SUNSTONE

THANK YOU TO OUR GOLD SPONSORS

BOEING
Kimley»Horn
BUSINESS JOURNAL

THANK YOU TO OUR SILVER SPONSOR

Marriott INTERNATIONAL

THANK YOU TO OUR BRONZE SPONSORS

DOWNTOWN LONG BEACH ALLIANCE
STUDIO ONE ELEVEN
PORT OF LONG BEACH

ACCELERATE LONG BEACH PRESENTED BY BANK OF AMERICA

VERIZON BUSINESS RELEASES FINDINGS FROM THIRD ANNUAL STATE OF SMALL BUSINESS SURVEY

Verizon Business released findings from its third annual State of Small Business Survey, conducted by Morning Consult. With responses from more than 600 small and midsize businesses, the data shows that challenges such as inflation, labor and the U.S. economy are top concerns. Despite this, businesses remain upbeat regarding their future, with 56% of small and midsize businesses believing they will be better a year from now than they are today. Other areas of concern include cybersecurity and businesses’ outlook for the 2022 holiday season. Download the full survey results.

“While there has been a tightening of the belt by businesses of all sizes, they have also seen the benefit of continued innovation and technology investment to drive sales, employee engagement, and improved customer experience,” said Aparna Khurjekar, Chief Revenue Officer, Business Markets and SaaS, at Verizon Business. “We are committed to providing our small business customers with a suite of integrated tools that will give them the technological edge they need to succeed.”

KEY FINDINGS

Inflation and supply chain issues remain top concerns. Nearly half (44%) of small and midsize business decision makers are concerned about supply chain issues affecting holiday season sales and approximately one in three (35%) are worried about economic hardships and inflation impacting their sales.

Workforce and economy woes. More than 82% of respondents express inflation worry, and, compared to the two previous years, respondents this time are more likely to be concerned about their own financial security (72% in Aug. 22, vs. 66% in 2021 and 67% in 2020). However, 80% of businesses surveyed haven’t laid off employees, and 87% haven’t reduced their employees’ wages.

Technology investments are the last to be cut. Compared to cutting spending on operational investments (39%) and employee events (59%), only 29% have already cut or plan to cut technology investments in the next six months.

Connectivity technology upgrades driven by revenue. Nearly half (48%) of technology additions made by small and midsize businesses initially were to drive customer acquisition, and 53% of businesses who have added to their tech stack invested to better connect with existing customers.

Cybersecurity concerns linger. Consistent with 2021, a majority of small and midsize business decision makers consider the following a risk to their business this year: viruses (55%), malware and ransomware (54%), sensitive data vulnerabilities (51%), password theft (51%), and spam and phishing (50%).

Innovation to match consumer tastes. 48% of businesses surveyed began offering new products and services to adapt to changing consumer needs in the past year.

Discrepancies in small business owners’ 2022 expectations. While 68% of small and midsize business decision makers expected their business to be doing better in 2022 vs. 2021, only 46% say that business has improved.

Hospitality industry hit hard. Small businesses in food & beverage, restaurants & bars, and retail are more worried than other industries about bouncing back to pre-COVID levels with a more cost-conscious public. Ensuring inventory levels and fulfillment schedules amid continued supply chain disruptions was a concern for businesses in food & beverage (72%), restaurants & bars (69%) and retail (62%). Cash flow disruptions were also a concern: food & beverage (65%), restaurants & bars (59%) and retail (66%).

THANK YOU LONG BEACH ECONOMIC PARTNERSHIP BOARD MEMBERS

Randal Hernandez
Ryan Altoon
Damon Austin
Todd Bauer
Garrett Bell
Alicia Berhow
Carolyn Caldwell
Jane Close Conoley
Blair Cohn

Debra Fixen
Mark Guillen
Noel Hacegaba
Jeremy Harris
Dennis Hum
Julia Huang
Emily Jameson
John Keisler
Peter Kosas

Bonnie Lowenthal
Silvano Merlo
Austin Metoyer
Walter Larkins
Sunny Lay Chang
Keith Kobata
John Molina
Mike Munoz
Alan Pullman

Nick Schultz
Cameron Smyth
Diana Tang
Mark Taylor
Adey Tesfaye
Chris Wacker
Sharon Weissman
Cherie Williams
Jim Zehmer

ACCELERATE LONG BEACH PRESENTED BY BANK OF AMERICA

SUNSTONE MANAGEMENT: A PRIVATE CAPITAL FIRM THAT IS FOUNDER FOCUSED, MARKET MODERN, AND SUSTAINABLE

Sunstone Management is a diversified private capital firm that invests in diverse early-stage tech entrepreneurs. We believe in the aspirational power of California to attract and inspire the world’s most ambitious investors and entrepreneurs. We deliver exciting economic growth opportunities through innovative public-private-partnerships and our unique experience across government, education, and private sectors to support high-quality investment, entrepreneurship, and community development.

At Sunstone Management, Inc., our investment philosophy is focused on the long-term success of our investors and investments, centered on three key components:

Founder Focused. We invest—both capital and technical assistance—in diverse, highly-motivated people with a demonstrated passion for solving challenging problems. We invest at the earliest stages of development to capture value and strengthen the chances of long-term success.

Market-Modern. We invest in market modern technologies—products, services, and solutions—that are highly and quickly scalable, and can modernize the way we do business across all sectors.

Sustainable. We invest in sustainability—financial, social, and environmental—that promises long-term growth for both our investors and our investments. We believe that sustainable business is good business.

Sunstone Management is a founding partner of the Long Beach Accelerator – a successful tech accelerator that was developed in partnership with the City of Long Beach and California State University, Long Beach (CSULB). Sunstone Management is also a strong supporter of the

CSULB Institute for Innovation & Entrepreneurship’s (IIE) programming. Together, Sunstone Management, the Long Beach Accelerator, and the CSULB IIE are working to develop a vibrant entrepreneurial ecosystem that promotes investment opportunity, early-stage entrepreneurship, and community!

AGENDA

Registration and Networking	8:00	Conference Registration & Networking Time; breakfast buffet
Welcome	8:30	Randal Hernandez , Immediate Past-Chairman, Long Beach Economic Partnership
City of Long Beach & CSULB Welcoming Remarks	8:40	Roberto Uranga , Councilman, District 7, City of Long Beach Dr. Jane Close Conoley , President, Cal State University Long Beach
ECONOMIC FORECAST	9:00	Dr. Robert Kleinhenz , Office of Economic Research, CSULB <i>with an introduction by Dr. Seiji Steimetz, Interim Associate Dean, College of Liberal Arts, CSULB</i>
Presenting Sponsor Remarks	10:00	Emily Jameson , SVP, Business Bank Market Executive Los Angeles/South Bay, Bank of America
BREAK	10:15	
LBEP Overview & Update	10:30	Ryan Altoon , Chairman, Long Beach Economic Partnership
Special Announcement	10:40	Leah Goold-Haws , Interim Director, Long Beach Economic Partnership Dr. Noel Hacegaba , Deputy Executive Director, Port of Long Beach
FEATUREPANEL:AdvancedAirMobility	10:55	Introduction: Cynthia Guidry , Director, Long Beach Airport Moderator: Garrett Reim , Space & Emerging Technologies Editor, <i>Aviation Week</i> Panelists: Curt Castanga , President & CEO, National Air Transportation Association Emilien Marchand , Director Ecosystem Partnerships, Wisk Aero George Kivork , Head of U.S. State & Local Policy, Joby Aviation
Closing Remarks	11:50	Ryan Altoon & Randal Hernandez

ACCELERATE LONG BEACH PRESENTED BY BANK OF AMERICA

KIMLEY-HORN: ENGINEERING, PLANNING, AND ENVIRONMENTAL CONSULTING WITH INTEGRITY AND DEDICATION

Kimley-Horn is a full-service engineering, planning, and environmental consulting firm providing services to both public and private sector clients nationwide. Since 1967, Kimley-Horn has continually grown from a small group of traffic engineers and transportation planners to a multidisciplinary engineering firm of more than 6,100 employees in 107 offices nationwide, including offices in Orange and Downtown Los Angeles, and the firm is excited to expand their presence to Long Beach! Today, as a fully integrated multidisciplinary consulting firm, Kimley-Horn offers a variety of in-house services, including:

Civil Engineering/Roadway Design

Transportation Planning

Traffic Engineering

Intelligent Transportation Systems (ITS)

Electric Vehicle (EV) Planning and Design

Landscape Architecture and Urban Design

Sustainability

Environmental Permitting, Assessment, and Remediation

Utility Design and Coordination

Water and Wastewater/Utilities

Stormwater

Aviation Planning and Design

Transit Planning and Design

Due Diligence

Development Services/Site Civil

Urban Infill Development

Telecom

Program Development and Management

Kimley-Horn's continued growth and stability over the past 54 years is the direct result of the firm's commitment to integrity and dedication to providing quality services. Clients know they can count on Kimley-Horn—that's why almost 90% of Kimley-Horn's business can be attributed to repeat clients. They know that Kimley-Horn's engineers, planners, and environmental scientists apply creativity and rigor to deliver outstanding results. Kimley-Horn has a long track record of developing solutions with a sense of urgency that save clients time and money. Whether a client's business is national or local, and whether the projects involve public infrastructure or private development, Kimley-Horn always seeks to increase success.

Kimley-Horn's exceptional ability to deliver has been recognized throughout the industry. According to Engineering News-Record—a top news source for the construction, architecture, and engineering industries—Kimley-Horn now ranks 10th overall among the nation's top 500 design firms, up five positions from the previous year.

Beyond a dedication to exceptional client service, Kimley-Horn prides itself on putting their people first. Employees know Kimley-Horn for its commitment to its core purpose, which is "to provide an environment for our people to flourish." People are fulfilled, motivated, and challenged in different ways. In order to foster individual aspirations, the firm supports its people as they grow into larger roles and take on responsibilities that are important to them. Growing professionally, having fun with colleagues, and finding satisfaction in work are central to the way of life at Kimley-Horn. This culture has been recognized externally as well—for the 15th year in a row, Kimley-Horn is excited to be named one of Fortune's 100 Best Companies to Work For! Kimley-Horn is proud to have also made these top FORTUNE and Great Places to Work lists:

Best Workplace for Consulting and Professional Services
Best Workplace for Women
Best Workplace for Millennials,
Best Workplace for Parents

For more information and to explore open opportunities with Kimley-Horn, please visit: www.kimley-horn.com



At the Long Beach Economic Partnership, we believe in the power of collaboration. LBEP is an action-oriented organization that will sustain, grow business and expand citywide economic opportunities with a global vision that is locally focused through meaningful partnerships. We firmly believe that a simple strategy, unwavering focus and deliberate actions will allow us to deliver on our vision for dependable growth.

Our Mission

At the Long Beach Economic Partnership, we believe in the power of collaboration. LBEP is an action-oriented organization that will grow business, jobs, and economic opportunity throughout Long Beach.

Our Vision

Long Beach is a model city for inclusive innovation and economic growth fueled by diverse people, entrepreneurs, and businesses.

Long Beach Economic Partnership is a 501(c)3 nonprofit public benefit corporation that fosters public private partnerships to grow the economy and jobs in Long Beach. LBEP sees Long Beach as a model city for inclusive innovation and economic growth fueled by diverse people, entrepreneurs, and businesses. Our areas of focus include business attraction and retention, business growth, technology and innovation, workforce readiness and advancing our communities for a stronger economy and rapid response to economic challenges and opportunities.

For more information visit lbep.org.

Electric Truck Fleet

Continued from page 12

operation for about four years, said. The company recently ordered 41 Volvo and 20 Kenworth trucks that will come online over the next several years.

As the new generation of electric trucks comes online, 4 Gen will decommission its diesel trucks, Duncan said.

"4 Gen Logistics ... will have a 100% zero-emission fleet starting in 2025, 10 years before it is required," Duncan said during remarks at the Sept. 13 event.

The California Air Resource Board voted in August to require all drayage trucks operating in the state to be zero-emission by 2035, which is in line with the Long Beach and Los Angeles ports' Clean Air Action Plan. CARB will require all other medium- and heavy-duty vehicles to be zero-emission by 2045.

But the new trucks are not cheap. Duncan said a diesel truck with a similar build runs about \$150,000. The new Volvos and Kenworths, meanwhile, run about \$450,000, he said.

Thanks to various grant programs through CARB, CALSTART, the twin ports and the South Coast Air Quality Management District,

however, Duncan said the company only had to pay around the cost of a traditional diesel.

Gideon Kracov, an AQMD board member who was also appointed to CARB by Gov. Gavin Newsom, was on hand for the event, and praised the efforts by 4 Gen and the port.

"It's no secret that Southern California suffers from some of the worst air pollution in the nation," Kracov said, noting that goods movement by ship, train and trucks is the largest cause of pollution in the South Coast Basin.

"So everyday, [we] are working to find innovative and practical solutions to reduce air pollution and protect the health of the millions of people we serve."

To that end, the South Coast Mobile Source Air Pollution Reduction Committee provided \$7 million toward the trucks and accompanying electric infrastructure, Kracov said.

Electrify America, in partnership with 4 Gen, will install "massive" multi-watt battery energy storage systems at the port and in Rialto, which will store energy during off-peak times to allow for trucks to continue operating uninterrupted and without overworking the power grid, Duncan said. The companies also will operate over 90 charging stations between the two locations, he said.



Brandon Richardson / Business Journal

Two people check out a new Kenworth battery-electric, zero-emissions drayage truck at the Port of Long Beach.

The charging stations will have the capability to fully recharge the trucks in three hours, Duncan said. The Volvo trucks can travel about 220 miles on a single charge, while the Kenworths have a range of about 150 miles, which means the Kenworth trucks will stay local, while the Volvos make trips to the Inland Empire, Duncan said.

During the event, Niki Okuk, alternative fuels program manager with CALSTART, a nonprofit that has worked with the shipping industry for 30 years to lower emissions, noted that when

she joined the program three years ago, there was not a single zero-emission semi-truck on the market. She praised all the partners involved in bringing these trucks to market.

"As someone whose family has lived on this freight corridor for generations, whose family has worked in these trucks, who is also raising three small children who go to school not far from this exact place, I extend my deep gratitude," Okuk said. "Thank you for protecting the lives of my family, of my children." ■



MAKE A DIFFERENCE
1 CITY 16 CAUSES 222+ NONPROFITS

Long Beach Gives is an annual, citywide giving event to raise awareness and inspire community giving for Long Beach nonprofits.

Donate Now
LongBeachGives.org

Find Your Cause, Donate, & Share

@LongBeachGives #LongBeachGives



Port of Long Beach just misses August cargo record

By Brandon Richardson

Dockworkers and terminal operators at the Port of Long Beach fell short of setting a new record for cargo movement in August, officials announced last week.

Last month, crews moved 806,940 20-foot-equivalent units, the standard measure for a shipping container, which is down just 746, or 0.1%, from last year's record-setting August.

Imports into Long Beach were down 5.6% to 384,530 TEUs compared to August 2021, while exports increased 1.6% to 121,408 TEUs. The number of empty containers moved also increased by 7.2% to 301,001 TEUs.

Across the San Pedro Bay, the Port of Los Angeles saw a more drastic decline in August, Executive Director Gene Seroka announced during a press conference last week. Last month, Los Angeles moved 806,000 TEUs, a 15% decrease from the same month the year before.

During his remarks, Seroka said about 40,000 TEUs were diverted

from LA to Long Beach in August due to union discussions over "health and safety measures around the automated area" that "should be resolved very soon." Another 60,000-80,000 TEUs could be diverted to Long Beach during September, he added.

"That will be temporary," Seroka said. "We want to keep the cargo flowing for the American people."

Seroka also noted that the San Pedro Bay ports have lost some freight to the East Coast in large part because of the ongoing negotiations between the International Longshore and Warehouse Union and the Pacific Merchant Shipping Association. The labor contract expired in July, but work has continued at the West Coast ports.

Some companies were "hedging their bets," Seroka said, noting the severe bottleneck of ships at the San Pedro Bay ports earlier this year.

"We'll continue to raise the competitiveness bar," Seroka said. "We'll continue to fight for every piece of freight we can get."

While Long Beach missed the mark in August, it has set cargo records in six of the last eight months,



Two ships sit berthed at the Long Beach Container Terminal at Middle Harbor at the Port of Long Beach.

officials said. Through August, the port has moved 6,600,560 TEUs, a 4% increase from the same period as last year, which saw the most cargo moved through Long Beach in the port's 111-year history.

"We're making great strides in reducing the number of ships queuing to enter the San Pedro Bay ports complex and quickly moving imports and empty containers out of the terminals," Port of Long Beach Executive Director Mario Cordero

said in a statement.

As of Sept. 15, there were 11 container ships awaiting their turn at berths at the ports of Long Beach and Los Angeles, according to Seroka. This is down from a record of 109 ships in January of this year, according to the Marine Exchange of Southern California.

"We are collaborating with stakeholders to provide more information, more space and more flexibility across the supply chain," Cordero said. ■

LNG Ship

Continued from page 3

Port officials and shippers, for their part, say the technology for zero-emission container ships is not yet ready to serve the world market. Diesel-powered ships can carry anywhere from a few thousand to over 24,000 TEUs.

"The technology is not scalable to the market at this point," Port of Long Beach Deputy Director Noel Hacegaba said, adding that LNG is a positive stepping stone toward zero-emissions. "There is a lot of momentum to get us there."

The world's first electric autonomous cargo ship successfully completed its maiden voyage in Norway earlier this

year. While this is a major achievement for the industry, it would take more than 62 of the Norwegian vessels to replace a single large diesel ship.

The electric ship's deadweight (its total weight capacity, including everything from cargo to crew to food) is 3,200 tons. The deadweight of large container ships, meanwhile, can surpass 200,000 tons.

Alabama-based startup Fleetzero is working toward electric cargo ships with the capacity to carry 3,000 to 4,000 TEUs.

"But there is nothing that is commercially viable that can create this horsepower," Washburn said, comparing the electric ships to George III. "We're excited about trying anything, but this is the most efficient you can get for maritime fuel for high horsepower." ■



Maureen Pasha Larson, senior vice president and general manager of The Pasha Group, pushes the button to release the bottle of champagne during the christening ceremony for the company's newest ship, George III, which was named for her father.



A bottle of champagne smashes on the hull of the LNG-powered George III, the newest addition to The Pasha Group's fleet.

Community Grants

Continued from page 5

The Los Angeles-Long Beach metropolitan area has also been ranked in the past for having the worst ozone pollution in the nation.

The Port of Long Beach has both long-term and short-term goals to combat its environmental impact: By 2030, the port plans to transition to zero-emission cargo-handling equipment, and by 2035, the port has a similar plan to move to zero-emission trucks, both of which were laid out in the 2017 Clean Air Action Plan.

Since the initial 2009 program, over \$65 million has been set aside for community health, facility

improvements and community infrastructure; to date, \$36.5 million has been committed.

"We're actually taking dollars and giving them to the community to perform the projects, and they weigh in on which projects they'd like to see, as well," Caswell said. "Annually, we do outreach to the community to understand what their priorities are for projects in the coming year, and I think that's also pretty unique, having a grant funding program that's really based on community input."

Of the \$2.7 million awarded last year, \$837,645 went to supporting three parks and open space projects, while \$462,645 was awarded to the City of Long Beach, \$175,000 was granted to the Conservation Corps of Long Beach, and \$200,000 went to

the City of Paramount.

Stephens Middle School in West Long Beach was the recipient of an edible teaching garden benefitting nearly 800 students, and plans to improve Admiral Kidd Park, which burned down, are currently in motion at a cost of roughly \$463,000.

In addition, five solar power generation and two solar water heating projects were approved, totaling almost \$1.9 million. Recipients included the City of Long Beach Public Works Department, the First Congregational Church, Long Beach City College's Liberal Arts and Pacific Coast campuses and the Memorial Medical Center Foundation.

Last year, the port also released its first solicitation for health care programs, said Caswell, which resulted in \$3.7 million being granted to asthma programs, including \$3 million to The Children's Clinic, St. Mary Medical Center and the Long Beach Alliance for Children with Asthma in an effort to increase reach and reduce overlapping services, said Caswell.

"It's really encouraged the level of collaboration that we would like to see amongst health care organizations," Caswell said.

In 2021, the port also provided \$649,195 to the nonprofit Pools of Hope to be used over the next three years—although not a traditional asthma care provider, the organization offers a therapeutic, warm-water pool to people of all abilities, with a focus on assisting with overall wellness.

"Those two projects are pretty

exciting, it's a new model for us that we're trying now," said Caswell. "So far, it seems to be going well, but more to come on that."

Thanks to grants from the port that Pools of Hope has received since 2019, and a partnership with St. Mary, the nonprofit operates a mobile clinic in areas accessible to students in North Long Beach, Compton and Paramount for asthma screenings, treatment and education.

The mobile clinic currently provides services at the Pools of Hope facility and at various community events, with plans to soon go directly to Long Beach schools, said executive director Patricia Dixon.

Since the program relaunched in June, it has done outreach to 5,000 students and has provided direct services to 100 students, Dixon said.

"It means everything to us, we're helping to fill a gap in services for a lot of these parents," said Dixon. "There's no cost to the parents out of pocket, so that's the amazing thing about it, and to keep children in school and hopefully keep them out of the emergency room, helping to save lives, it means everything."

On Sept. 27, the port will be conducting a workshop for potential solar projects, which has \$2 million allocated, and for the first time, the port plans to conduct a solicitation for bicycling and pedestrian infrastructure later this year, with \$3 million in funding available, Caswell said.

"We're pretty excited to move that forward to see what the interest is for bicycling and pedestrian projects," Caswell said. ■



Pools of Hope has received funding from the Port of Long Beach Community Grants Program since 2019 to provide asthma-related services to youth in North Long Beach, Compton and Paramount.

OPPORTUNITY ZONES

BY THE NUMBERS

6

PROPERTIES PURCHASED

\$33,785,128

CAPITAL GAINS INVESTED

\$8,040,086

FED CAPITAL GAINS TAX DEFERRED UNTIL 2027

\$804,086

FED CAPITAL GAINS FORGIVEN

\$12,277,044

10 YEARS OF 'OZ' CASH FLOW

\$8,040,086

10 YEARS CAPITAL GAINS FREE APPRECIATION

\$4,049,100

10 YEARS DEPRECIATION VIA 'OZ' INVESTMENTS

CALL (562) 269-4844

TO LEARN ABOUT 'OZ' INVESTING

CENTENNIALADVISERS.COM

THANK YOU

Rancho Los Cerritos would like to thank our sponsors. Your contributions allowed our 2022 gala to be a success! RLC would like to extend a special thanks to our platinum sponsors

Port of Long Beach
F&M Bank
The Metropolitan Water District of Southern California

Thank you for your continued support of Long Beach's first home.

RANCHO LOS CERRITOS

Sharing stories of the diverse peoples whose contributions have shaped Southern California
rancholescerritos.org (562) 206-2040

PERFORMING LIVE

9/24

**SARAH
MCLACHLAN**
TERRACE THEATER

10/14

**CHELSEA
HANDLER**
TERRACE THEATER

10/1

**LONG BEACH
SYMPHONY
CLASSICS**
BEETHOVEN'S 5TH
TERRACE THEATER

10/15-16

**RAMEELO
RAAS GARBA**
GRAND BALLROOM

8/23, 25, 26, 27

JO KOY
TERRACE THEATER

10/2

**RUMBA
FOUNDATION
FAMILY CONCERT
UNDER THE SEA**
TERRACE THEATER

1/7, 2023

JOYCE MANOR
ARENA THEATER

300 EAST OCEAN BLVD. LONG BEACH CA 90802

★ *Your home for* ★
LIVE ★
EVENTS
WWW.LONGBEACHCC.COM

Owners of former City Place property hope to add housing, pedestrian-only zone



A rendering of the forthcoming Mosaic development that looks onto the intersection of Fifth Street and the Promenade North. The team behind the project hopes to turn the Promenade into a pedestrian-only zone that extends north to Sixth Street.

The team behind the reimagined development, which was rebranded as Mosaic this past March, met with the local community earlier this month.

By Hayley Munguia

A complete renovation is coming to a large portion of the Downtown Long Beach shopping center formerly known as City Place.

The team behind the reimagined development, which was rebranded

Continued on page 25

76 affordable units to be built in the Traffic Circle area

By Brandon Richardson

A vacant lot formerly occupied by a derelict commercial office building near the Traffic Circle will be transformed into dozens of affordable residential units for previously unhoused, low-income residents.

Excelsior Housing Group, a new company headquartered in Long Beach and founded in 2019, is building the \$41 million project, which is called 26 Point 2 and includes 76 affordable units and one unit for an onsite manager.

"The local nature of this project is truly special," CEO Dana Trujillo said in a statement. "I couldn't imagine a better project than 26 Point 2 to be our first."

Located at 3590 E. Pacific Coast Highway, the project will rise five stories next door to the single-story thrift store Out of the Closet. The decision to name the development after the length of a marathon was made to "represent the strength in persevering through obstacles and injuries," according to the announcement.

Work on the site began in February, with the team re-abandoning an oil well, which was originally abandoned a century ago, to modern environmental standards. The re-abandonment took about five months, according to F&M spokesperson Amanda Earnest Fuller.

The project is expected to open in December 2023, Earnest Fuller said.

Residents of 26 Point 2 will have access to a multipurpose room with a kitchen and lounge, outdoor courtyard and barbecue areas and onsite social services through Harbor Interfaith. Funding for the social services will be administered by the Los Angeles County Department of Health Services.

The money for social services initially will come from Measure H, a sales tax that funds housing and homelessness programs approved by nearly 70% of Los Angeles County voters in 2017. Future funding will come from the California Advancing and Innovating Medi-Cal program.

"The ongoing housing affordability crisis in California is contributing to the imminent need for housing that helps those that are experiencing homelessness throughout the state," Tahia Hayslet, executive director of Harbor Interfaith Services, said in a statement. "We are very excited and grateful for this opportunity to provide services-enriched permanent housing for our most vulnerable neighbors."

Farmers & Merchants Bank, also a Long Beach company, and San Pedro-based Harbor Interfaith Services partnered with Excelsior to apply for and secure \$1 million in grant funding for the project



A rendering of 26 Point 2, a new housing development being built at 3590 E. Pacific Coast Highway that will offer 76 affordable units.

through the Federal Home Loan Bank of San Francisco's 2022 Affordable Housing Program.

The grants are awarded annually through a competitive application process. This year, the bank awarded \$31.9 million toward the construction of 2,712 affordable units across 39 projects in California, Arizona and Nevada.

As a member of the FHL Bank of San Francisco, F&M is the sponsor of the project and facilitated the grant application process, which only a member bank can do, according to Earnest Fuller. Once the grant is awarded, F&M coordinates the documents required to disburse the funding.

The project also is funded with Low Income Housing Tax Credits, tax exempt bonds, funding from the

Long Beach Community Investment Company and Los Angeles County Development Authority, and Project Based Housing Choice Vouchers from the Housing Authority of the City of Long Beach. Additionally, the National Equity Fund is the equity partner, with construction and permanent loans provided by California Bank & Trust, Lument, Fannie Mae and the California Municipal Finance Authority.

Bridge financing was provided by Century Housing Corporation, Enterprise Community Loan Fund and National Housing Trust.

"This project will be a valuable asset to our community and we are grateful for the opportunity to assist in achieving their mission," F&M Vice President Cheryl Ryman said in a statement. ■

City adopts \$3.2B budget with new last-minute spending on libraries, bonuses

By Jason Ruiz

The Long Beach City Council voted earlier this month to adopt the city's \$3.2 billion budget, including some last-minute tweaks that will give a boost to city services like libraries, legal defense funding for immigrants facing deportation and provide nearly \$6 million in employee-retention bonuses.

Long Beach's budget was originally projected to have a \$36 million deficit this year, but it's been propped up by COVID-19 relief dollars from the state and federal government and a rebounding local economy, which allowed this year's budget to be balanced.

This year's budget includes a five-year infrastructure spending plan that will require the city to issue bonds to pay for \$150 million of the roughly half-billion-dollar project, which also includes significant allocations of state and local tax revenue.

The discussions at the Sept. 6 meeting largely focused on recommendations from the council's Budget Oversight Committee, which unveiled its list of requests hours before the council meeting began.

They included additional funding to bolster the city's language access program that provides translation and other services for non-English speaking members of the community and a \$900,000 allocation to fund enforcement of the recently approved health care worker minimum wage increase, which the council adopted in August.

Two of the biggest last-minute allocations were for library services and city employee pay, topics that have brought out people in droves to demand that the council provide more funding. The council voted to add \$400,000 for library materials in addition to what had already been proposed and another \$1.2 million to expand library hours.

One million of that would be structural funding, but it's unclear where that money will come from. The budget originally called for about \$8.3 million in library salaries.

City Manager Tom Modica advised the council earlier in the meeting that committing to ongoing spending might hurt the bonds the city intends to issue to fix roads and

other public assets.

"We're in the middle of projecting a structural deficit next year of \$25.6 million that's probably larger than that," Modica said, noting that contracts for police, fire and non-sworn city employees would be renegotiated in the coming year.

The end of federal COVID-19 recovery funds, which are helping cover multiple initiatives in this budget, and anticipated costs for oil production abandonment could make next year's budget process tough, Modica said.

The \$5.8 million in employee retention funds were added in response to an outpouring of city employees who called for a cost-of-living increase in this year's budget. The International Association of Machinists and Aerospace Workers (IAM), which represents over 2,800 city employees, has pushed repeatedly at City Council meetings for the bonuses, saying members are having trouble making ends meet.

It's not clear how the money would be distributed, but it will be doled out sometime after Oct. 1.

"I think that is a good faith effort to show that we care and we're listening to our city employees," said Councilmember Al Austin, who chairs the Budget Oversight Committee.

Council members also directed additional funding toward the Long Beach Justice Fund (\$300,000), which raises the total to \$1.1 million for legal defense services for residents facing deportation.

There were still some unanswered questions after the vote, like how and when the city's new park ambassador program will be rolled out to replace the existing park ranger program, something that a local theme park operator objected to after multiple break-ins at their El Dorado Park facility.

The council could also still opt to reduce tax rates on cannabis operators in the city, something that business owners have pushed for in recent months.

The adopted budget projects that about \$12 million will be generated by the additional taxes paid by cannabis retailers and other operators, but Mayor Robert Garcia said that a full discussion on cannabis taxes could be headed to the council in the coming weeks. ■

Planning Commission OKs 226-home River Park project

By Jason Ruiz

A proposed housing development that could add 226 homes along the Los Angeles River in Long Beach will move forward to the City Council after the city's Planning Commission voted to recommend its approval earlier this month.

Known as River Park, the project would consist of 74 two-story single-family homes, 99 two-story row townhomes and 53 carriage townhomes, a dozen of which would be reserved for very-low income buyers.

Those 12 units, currently slated to be located at the southernmost portion of the project, would be reserved for those making 50% or less of the area median income, or \$59,500 per year for a family of four in Los Angeles County.

The Newport Beach-based developer, Integral Communities, previously helped build the Riverdale development along the river in North Long Beach.

River Park would be built on a roughly 20-acre site situated just south of the 405 Freeway along the river near the city's Wrigley neighborhood. The site is bounded by Baker Street and Wardlow Road and is between the river path and Golden Avenue.

The site, which had been used as a former oil field wastewater treatment site, will require significant remediation before any homes can be built. Previous reports estimate that the project could be complete by June 2026.

The Planning Commission's 4-1 vote came after multiple members of surrounding communities objected to the project, which they said was improper for the area, could displace migratory birds and would remove one of the last big parcels of land that could be developed into open space in a part of the city that lacks it.

"A housing development like this wouldn't be built along any other river," said Benjamin Harris, a lawyer representing Los Angeles Waterkeeper, a group dedicated to protecting waterways in the region. "The LA River is a river, not a concrete channel. It should be viewed as a river."

Members from a local advocacy group called Riverpark Coalition, which is not related to the proposed development, sought to preserve the site for potential park development.

"We need green and park space, not a project and a gated community that very few are going to be able to utilize," said Leslie Garretson, a board member of the coalition.

Last year, the coalition lost its battle to block an RV storage facility from being built on an 11-acre parcel of land just north of the proposed housing project.

Before the council approved that project, the city released a report that



A rendering of the proposed River Park housing project along the Los Angeles River that now heads to the Long Beach City Council for approval.

identified parcels of land along the river that could potentially be acquired and developed into open space.

The city identified two parcels owned by the county that straddle the river and could be developed into open space for an estimated \$27 million, not including the purchase price.

The report did not include the Baker Street parcel for multiple reasons, including that it's privately owned and would include additional costs to remediate the soil to make it safe for people to visit.

The River Park housing project would include a 4.8-acre park that would connect to the existing Baker Street Park and would help buffer the homes from the 405 Freeway on the north. The new park would include bathrooms and a soccer field, according to the plans.

The developers said the park would be open to the public and supported through homeowners association fees. Other improvements that are stipulated in the deal require the developer to make improvements to the neighboring Wrigley Heights Dog Park and create a pedestrian walkway that connects to the Wardlow bridge that crosses over the river.

Council members will have the final say on whether the project is approved. It is likely to be on the council agenda in the coming months. ■

CITY OF
LONG BEACH

Bid Opportunities

Title	Bid Number	Due Date
Transportation Mobility Supplies - Traffic Signs	PW-22-139	09/22/2022
Steel and Related Materials	CE-22-098	09/22/2022
Commercial Corridor Facade Improvement Program (CCFIP)	DV-22-101	09/26/2022
CS/MS Gas Chromatograph Mass Spectrometer Field Kit	FD-22-130	09/28/2022
Cannabis Equity Dispensary RFP	CM-22-135	09/28/2022
Litter-Free Long Beach Program Coordinator	PW-22-148	09/29/2022
On-Site Vehicle Washing	PW-22-092	09/29/2022
Well Preventative Maintenance	WD-22-002	09/30/2022
Consultant Services for Downtown Shoreline Visioning (PD-6)	DV-22-104	10/04/2022
As-Needed Fencing	CE-22-155	10/04/2022
R-7200 Terminal Roadway Improvements Project at Long Beach Airport	AP-22-152	10/05/2022
Transportation Mobility Supplies - Delineators	PW-22-151	10/07/2022
Point in Time Homeless Count App Request for Proposals	HE-22-124	10/13/2022

Bidder Registration

To receive notifications of bid opportunities, register with the city, and download additional bid details, visit www.longbeach.gov/purchasing.

Auto Lien Sale Auction

3111 E. Willow Street
Long Beach, CA 90806
(562) 570-2828
<http://www.longbeach.gov/autoauction>

Sept 27 & Oct 11, 2022
Registration & Viewing:
8:00 A.M. - 9:50 A.M.

Planning Commission approves Century Villages at Cabrillo redevelopment plan

By Anthony Pignataro

The Long Beach Planning Commission unanimously approved a plan earlier this month that will guide the redevelopment of the Century Villages at Cabrillo over the next decade.

The commission's approval of the Specific Plan means the supportive housing community is one step closer to increasing its number of affordable housing units to 1,380. The City Council still has to approve the plan.

"It's a great plan and a piece of the puzzle to addressing housing and homelessness in the city," said Chris Kooztz, the city's acting director of Development Services, before the Sept. 1 meeting.

Over the next 10 years, the Century Villages at Cabrillo, which currently provides housing to about 1,500 people on any given night—a large portion of whom are veterans—will redevelop old naval housing buildings, converting those structures into "modern affordable housing and service facilities," according to a city staff report on the project.

The plan also "strengthens linkages" throughout the community by standardizing streets, connecting walkway and bicycle networks and extending the transit system, according to city officials.

Brian D'Andrea, president of the Century Villages at Cabrillo, told commissioners that the Specific Plan was a "roadmap and a guide" for the community as it expands to help more people.

Once owned by the U.S. Navy, the 27 acres of parcels that became the Century Villages at Cabrillo were transferred in 1997 to the nonprofit Villages at Cabrillo to provide transitional and permanent housing to homeless people and those at risk of becoming homeless, according to city officials.

The community has been under redevelopment since 2011, according to Development Services records on the project. When the 90-unit Cove apartment building that's currently under construction is finished, the

Continued on page 26

Grow your business
with SBA Loans

SBA Loan Program Highlights

• Loans up to \$5,000,000

• Fully-amortized loans

• Up to 90% financing

• No balloon payments

Come see the difference at ICB!

INTERNATIONAL
CITY BANK

249 E. Ocean Boulevard
Long Beach • 562-436-9800

Member
FDIC

icb.biz



Thomas R. Cordova / Business Journal

Darryl Reese, volunteer right, passes out food boxes to the hungry and needy at Christian Outreach in Action as they serve up breakfast in Long Beach.

Downtown outreach program sparks complaints from nearby residents and business owners

A petition has called for the relocation of Christian Outreach in Action, which provides food, free diapers and other services to those in need.

By Laura Anaya-Morga

Twice a day, seven days a week, dozens of people line up outside the brick building on the corner of Third Street and Linden Avenue, ready to accept whatever hot meal the volunteers at Christian Outreach in Action have prepared that day. It's a guarantee and something they can count on, and it's been that way for almost 40 years.

On busy days, the COA, a non-denominational nonprofit organization that provides food, free diapers and other services, serves up to 1,000 people, according to Executive Director Dixie Dohrmann.

Recently, however, community members have called on the city to relocate the COA closer to the city's Multi-Service Center on the Westside.

Supporters of a petition calling for its relocation have cited an increase in crime, violence, drug use, yelling, loitering, trash, urine

and public defecation near their residences and businesses; the list of grievances goes on.

"Everyone is familiar with the litany of problems created by the unchecked homeless population as the feeding at COA pulls them to the area and keeps them here," the petition reads.

The issue was brought to the attention of the Downtown Long Beach Alliance, a property and business improvement district composed of local business owners, city workers and community members who are committed to cultivating, preserving and promoting a "healthy, safe and prosperous Downtown for all," as stated in their mission.

During the DLBA's Sept. 1 meeting, Joe Harding, the person behind the petition, spoke to the group about the issues he and others have noticed.

"We are taking a creative, different and, yes, controversial look at what may be causing and adding to these issues on a daily basis," he said.

Harding argued that the COA's business model of providing food on a daily basis is to blame for the increase in delinquency near the area. "Those showing up for food come and never leave. They surround us all day long," he said.

According to Harding, stakeholders have been left out of the conversation surrounding homeless outreach and assistance and at times, at the expense of the safety and comfort of business owners and

employees in Downtown.

"We want our streets back. We want our small businesses to thrive. What we're dealing with on a daily basis is doing just the opposite," Harding said.

The COA says they have heard the complaints and they understand, but the problem has nothing to do with the services they provide; officials said their business model has remained the same since it began in 1987.

There is no doubt that the issue has gotten worse since the pandemic began, said Dohrmann.

Since 2020, homelessness in Long Beach increased by 62%. Over one-third (1,214) reported having a severe



Thomas R. Cordova / Business Journal

Reginald Coge, left, packs meals while working in the kitchen at Christian Outreach in Action as they serve up breakfast for the hungry and needy in Long Beach.

mental illness, while 704 people reported having chronic medical conditions and 951 had substance abuse issues, according to data from this year's point-in-time count.

The issue, Dohrmann suspects, perhaps became more noticeable at the start of the pandemic when the COA had to align with the county's indoor dining restrictions. People now line up outside and take their meals to go instead of enjoying their meals inside.

Dohrmann has worked at the COA for over 20 years and at times questions, "What would they do if we didn't help them?"

After first hearing about the complaints a few weeks ago, the COA ramped up its cleaning efforts, making sure to pick up trash on the street and in alleyways at least twice a week. Twice a month, the group invites the public to volunteer to do a larger sweep of the area.

On top of meal distribution, the COA also provides free diapers every Friday for struggling mothers, a food bank for low-income families and a free clinic.

"I do understand, as a business person, I do understand (the complaints) and I understand that the homeless are a problem for some of them. It's something that we can't totally control," said Dohrmann.

"It's everybody's issue ... We're doing our part to help it."

"They should be proud that their community does something for people," she said of those who support the petition.

Eric Lopez, director of the Long Beach Public Works Department, told the group that there is not much the city can do in terms of relocating the organization or its operations as the organization is independent.

"We don't have the authority to move private enterprises or private businesses or residents from their property," said Lopez.

The city will, however, be opening discussions between both parties to talk further about what can be done to ensure that the COA is operating harmoniously with and not causing a disturbance to residents, acknowledging that the issue is complex and requires proper attention to address. ■

City Place

Continued from page 21

as Mosaic this past March, unveiled its plans for the project to the local community earlier this month.

While the property itself spans 14 acres, work to revitalize the development will focus on two specific parcels: the former Walmart site on the southwest corner of Long Beach Boulevard

and East Sixth Street and the retail building directly to its south, which is currently home to GameStop, Fashion Island and a T-Mobile store.

"We've been working with the city for over a year now. We've gone through multiple rounds of site plan review," Oren Hillel, director of development for Waterford Property Company, said during the Sept. 1 community meeting. "We've gotten the project to a really successful and exciting place."



Courtesy of Turnbridge Equities and Waterford Property Company

A rendering of the forthcoming Mosaic development that shows the intersection of Fourth Street and The Promenade North. The property owners hope to close off this portion of the Promenade to vehicular traffic.



Courtesy of Turnbridge Equities and Waterford Property Company

An overhead rendering of the forthcoming Mosaic development in Downtown Long Beach.



Courtesy of Turnbridge Equities and Waterford Property Company

A rendering of the forthcoming Mosaic development in Downtown Long Beach.

Waterford, along with Turnbridge Equities and Monument Square Investment, announced the joint acquisition of the shopping district in March 2021. Conceptual plans submitted to the city in December indicated a desire to build three new eight-story buildings that would offer 900 residential units, more than 30,000 square feet of ground-floor commercial space and a standalone commercial pavilion—and the details shared at the Sept. 1 meeting largely aligned with those plans.

The parcel on the southwest corner of Long Beach Boulevard and East Sixth Street, the team shared, will consist of a 269-unit residential development and pedestrian paseo at its northern end and a mixed-use building at its southern end that will include 359 residential units and 19,000 square feet of commercial space.

The parcel at the southwestern corner of Long Beach Boulevard and East Fifth Street, meanwhile, will transform into a mixed-use building with 272 units and 20,000 square feet of commercial space.

It's unclear what the team's development timeline is. In February, city officials indicated that it could take more than a year for the property owners to obtain permits to begin demolition of the current buildings.

But the team that provided the Sept. 1 presentation, which included Hillel along with Waterford co-founder Sean Rawson and Turnbridge Managing Director Michael Gazzano, said the work that's been underway over the last year and a half has focused on more than just designing new buildings.

Gazzano said the team has placed an emphasis on security, which has included replacing more than 600 light bulbs, hiring a security expert and strengthening the relationship with neighbors and the Long Beach Police Department. The team has also made upgrades to the complex's roofing, landscaping and heating, ventilation and air conditioning

systems, among other improvements.

But perhaps the most important effort so far, Hillel said, has been to engage members of the surrounding community and ensure the new project reflects their wishes.

To that end, the team plans to make the retail complex more pedestrian-friendly by closing The Promenade to vehicular traffic between Fourth and Fifth streets and extending that pedestrian zone north to Sixth Street. The paseo would run between the former Walmart property and the parking garage to the west.

Hillel noted that city officials have indicated they are "fully in support" of the pedestrian zone.

"We think this can be a pretty incredible plaza here," he said.

The property's owners also hope to make the area more attractive through new murals and live music while maintaining community programming that already exists.

"One of the things we've learned was the importance of the farmers market out here on Fridays as well as the night market here on Thursday nights, so we've been working with the operators of those two markets to make sure that they can stay here and we can celebrate them and their programming," Gazzano said, "and also we can install bollards at both the ends of the street to make it safer, as well as other lighting opportunities and things like that, to keep them here."

Overall, the team said, the goal is to create a vibrant next chapter for the area.

"I think what we've learned the last year and half of owning this property is what some of these small business owners have gone through the last couple years, and how resilient they've been and how hard they've fought to keep their businesses open, which is pretty inspirational," Gazzano said. "I think having more residents on site will help them with their businesses, hopefully. More people will be supporting local restaurants and shops." ■

Long Beach to allow some temporary parklets to stay in place until January

Businesses that are going through the application process for permanent installations can keep their temporary structures through Jan. 2.

By Jason Ruiz

Long Beach businesses hoping to keep their outdoor parklets up longer got some help from the City Council earlier this month, when the panel voted at its Sept. 6 meeting to extend a September teardown deadline into the first few days of 2023.

The council had voted in June to require parklets and other outdoor installations to be taken down by the end of September if a business was pursuing making them a permanent fixture.

Those that were deemed not feasible by the city’s traffic engineer

or whose owners had not expressed interest in permanent status had to be removed in July.

A proposal by Mayor Robert Garcia now allows those businesses that are going through the application process to make their installation permanent to keep their temporary structures through Jan. 2.

At one point the city had about 120 outdoor dining locations, but Garcia said that currently, the city has 19 locations that have applied for a permanent structure.

“Because of the way the permitting process goes, there’s no guarantee that all 19 will be permitted,” Garcia said.

The city has already determined which locations are feasible for a permanent location and which ones would not be due to safety or public right of way issues. The extension would only apply to those businesses that were deemed suitable and are going through the application process.

Parklets and other outdoor eating areas located in parking lots allowed businesses to seat people during the

pandemic when indoor dining was not allowed by local health orders, and the program has continued to allow them to seat people who still prefer to eat outdoors.

Businesses that have submitted applications include Downtown restaurants like the Breakfast Bar on Atlantic Avenue and Modica’s, but also a few locations along Broadway (Panxa Cocina and Bar Black).

At least six are located in Belmont Shore, according to city records from last month. Applicants in Belmont Shore include Open Sesame, Legends and Rance’s Chicago Pizza.

Some residents in Belmont Shore have been outspoken against the city’s efforts to extend the program and again called for a complete ban on parklets in that neighborhood because of their effects on parking and homes in the vicinity of the parklets.

“They’re simply a gift of public space to a handful of businesses,” said Jeff Miller, a Belmont Shore resident. “They do not serve the public good.”

Some of the locations within the coastal zone, which is the area

south of Broadway for most of the city, also face another hurdle before they can be approved because they’ll have to complete a coastal permit process as required by the California Coastal Commission.

Permanent parklets are likely to look a lot different than some of the temporary structures that were put up by businesses and kept open over the past few years. They must meet specific design requirements that will improve both the aesthetics of the parklets and also the safety for patrons and pedestrians.

Applicants could have an additional year to build their installations if they’re approved by the city, but Councilmember Stacy Mungo Flanigan asked that the process be sped up and those locations found to be ineligible to have their structures removed.

“We don’t want to sit in a temporary structure for another four months until January and then potentially another 12 months after that,” Mungo Flanigan said.

The council voted unanimously to extend the program. ■

Century Villages

Continued from page 22

villages will include 865 dwelling units, 54,730 nonresidential square feet and 512 parking spaces, according to city staff.

The redevelopment plan approved by the commission calls for demolishing 235 of those dwelling units, along with 10,030 square feet of amenities, including convenience stores, the cafeteria and weight room, another 10,200 square feet of educational uses, 7,250 square feet of administrative services and 153 parking spaces.

The majority of buildings that will be demolished are along Williams Street and toward the north end of San Gabriel Avenue, according to the project’s environmental impact report.

Once that’s completed, 750 new housing units will be built, as well as 77,000 square feet of amenities, 15,000 square feet of educational uses, 17,000 square feet of commercial/retail uses, 48,000 square feet of administrative and supportive services and 518 parking spaces, according to the Specific Plan.

When completed in 2033, Century Villages at Cabrillo will include 1,380 dwelling units, 79,350 square feet of amenities, 15,000 square feet of educational uses, 22,850 square feet of



Century Villages at Cabrillo in Long Beach.

Thomas R. Cordova / Business Journal

commercial/retail uses, 67,050 square feet of administrative and supportive services and 877 parking spaces.

Construction activities from the project could generate increased air pollution that would exceed the South Coast Air Quality Management District’s regional thresholds for volatile organic compounds and nitrogen oxides, according to the project’s Environmental Impact Report. Painting would produce the volatile organic compounds while construction equipment exhaust would be the source of the nitrogen

oxide, according to the report.

Even with mitigation measures like dust control and regulations on the use of construction equipment, the air quality impacts would still be “significant and unavoidable,” according to the EIR.

The project could also generate a net increase in greenhouse gas emissions that would be “potentially significant,” according to the EIR.

In a Statement of Overriding Considerations, which is commonly included in projects like this, city officials said these impacts are acceptable because the benefits of

the project outweigh its effects on the environment.

West Long Beach residents have long lived with some of the city’s highest air pollution rates.

The project could also impact the habitats of overwintering Monarch butterflies, nesting birds and raptors like red-tailed hawks, and bats, according to an Aug. 2, 2021 letter from Department Fish & Game officials to the city that’s included in the project’s environmental documents.

But city officials dispute that, saying surveys conducted in late September and mid-October 2021 showed that no overwintering Monarch butterflies were observed at the proposed redevelopment sites, and other studies have showed that no bats nest there, according to the project’s Environmental Impact Report. As for nesting raptors, city officials responded that while they could not locate any such habitats, they will complete nesting bird surveys prior to the removal of any trees or vegetation.

The City Council still has to approve the Specific Plan. Koontz did not know when that would take place, though it has to happen on or before its Dec. 13 meeting, he said.

Assuming the City Council also approves the project, construction is expected to start in early 2023, according to city officials. ■

We Don’t Just Build Buildings— We Masterplan



OVER 25 MILLION SQ FT PORTFOLIO SPANNING FROM COAST TO COAST



Building on our legacy.

With over a century of success as our legacy, Watson Land Company delivers functional, high-quality buildings within masterplanned industrial centers—matched with impeccable customer service.

Locate a Watson masterplanned center near you:
[watsonlandcompany.com](https://www.watsonlandcompany.com)



Community Sponsorships

The Port of Long Beach will accept applications from nonprofit groups to sponsor community events and programs. Applications are open through Sept. 30 – if you're a member of a local nonprofit, find out more at polb.com/sponsorships.



Port of
LONG BEACH
THE GREEN PORT



Port of
LONG BEACH
THE PORT OF CHOICE