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Chris Steinhauser to continue working in public education following 18 years as LBUSD superintendent



Students at Kettering Elementary School used a 3-D printer in the school's Makerspace to produce a Kettering emblem for Long Beach Unified School District Superintendent Chris Steinhauser. (Photograph by Brandon Richardson)

By **ALENA MASCHKE**
Senior Reporter

Chris Steinhauser doesn't care about records. The outgoing superintendent of the Long Beach Unified School District recently announced his retirement, just a few months shy of attaining the distinct honor of being the district's longest-serving leader.

After spending 56 years in the district, first as a student, then as an employee, the decision to leave his post didn't come easy, said Steinhauser. "I'm not ready to retire, I love my job," he said. "But it's just a good time for our organization."

The district's Board of Education is hoping to find Steinhauser's replacement by May after agreeing to open the search to statewide candidates. A 20-member advisory

committee that will include representatives from the board, Cal State Long Beach, teachers associations and other unions will be created to guide the process.

Under Steinhauser's leadership, the district has become a model for surrounding agencies, especially when it comes to narrowing the achievement gap between black and Latino students and their white and Asian counterparts.

In 2018, LBUSD had a graduation rate of 85.5% for black students, far surpassing state and county rates, which were at 73%. The district's Latino students graduated at a rate of 84%, compared to 80% on the state and county levels.

The outgoing superintendent was cautious not to take too much credit for that progress, and noted that there's still plenty of work to be

done. But the conditions are right to continue what has been achieved under his leadership. "I'm very proud of what folks have done and the culture that's here," Steinhauser said.

He also made sure to point out that his retirement from the district is by no means a retirement from public education. "I'm a huge public school advocate. I believe it's the backbone of our democracy," Steinhauser said.

Now, he's hoping to utilize his expertise to help grow opportunities for public school students across the region or even the state. What shape this effort will take or whose payroll he will be on in the future remains to be seen.

"I've been approached by groups, but I haven't signed onto

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Once L.A.'s dumping ground, diverse Carson aims to fix, modernize, grow

By **ALENA MASCHKE**
Senior Reporter

Located just across the 405 and 710 freeways from Long Beach, the city of Carson shares many characteristics with its larger neighbor.

For one, the city is extremely diverse in its racial and ethnic demographics. Roughly a quarter of residents each identify as either white, black or Asian, with nearly 40% identifying as Hispanic, regardless of their race, according to 2019 population estimates published by the U.S. Census Bureau.

Another characteristic Carson shares with Long Beach is its strong connection to the San Pedro Bay ports. "The ports add so much to the economy of the region, and we're part of that," Carson City Manager Sharon Landers said.

Landers joined Carson's city leadership in the spring of 2019, five months after her predecessor, Ken Farfaring, resigned from office. Previously, she served as assistant city manager of Irvine for 12 years.

While Irvine and Carson share a similar history, both were originally founded as ranchos under Spanish land grants and incorporated in the latter half of the past century. Landers said she recognizes that the two cities face different challenges.

"Irvine is a planned community," Landers said. Meanwhile, in Carson: "It's a different mix between industrial and residential."

As an unincorporated area of Los Angeles County, Carson often served as a dumping ground for its larger neighbors,

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Go back in time with the historical 'Clock House,' on the market for \$2.19 million

By **TIM GROBATY**
Columnist

Trolling through real estate listings, Ping-Ponging between bleak apartments and gaudy mansions, I occasionally stumble upon something of big historical note, and the most recent

example is the current offering of the so-called "Clock House," built in 1935 for prominent Long Beach attorney and former president of the United States Golf Association John Clock and his wife Blanche.

The home, listed by Taylor Kincaid of Garcia/Kincaid, is

tucked into a quiet part of Long Beach's Country Club area at 525 Devon Place, though you might have seen it on your right as you head down Devon to Rancho Los Cerritos.

Its listing price of \$2.19 million is less daunting when you

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Portside: Keeping up with The Port of Long Beach



■ By **BRANDON RICHARDSON**
Senior Reporter

Every project undertaken by the Port of Long Beach has a traffic element. From signage to road detours, port Senior Traffic Engineer Rajeev Seetharam and his small team are involved in everything. “We have to make sure traffic is flowing all the time,” Seetharam said. “We can’t afford to have any kind of delay . . . with billions of dollars worth of cargo at stake.” The front line of traffic control within the port complex is signage. Roadways throughout the port are open to the public, Seetharam explained, making signage denoting restricted areas, as well as signage to navigate winding detours through various construction zones, crucial. “We want to make sure that there are no lost drivers . . . and that everybody

gets around the port safely,” he said, noting that his team often collaborates with other entities, such as Caltrans, the City of Long Beach and rail operators, to accomplish its goals. Prior to his work with the port, Seetharam spent about two years in Long Beach’s Public Works Department leading neighborhood traffic management. Before working for the city, Seetharam worked as a consultant in the private sector for eight years, followed by a four-year stint with the Southern California Association of Governments. Seetharam said his favorite aspect of working for the port is the sense of ownership with his projects. “Any project that I do, I can see the results right away,” he said. “If I put in a . . . traffic improvement, I can see it functioning and say, ‘Hey, I did this thing. It’s working.’” (Photograph by Brandon Richardson) ■



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Cargo movement slows at ports of Long Beach, Los Angeles amid China ‘coronavirus chaos’

■ By **KELLY PUENTE**
Staff Reporter

The Port of Long Beach is seeing its lowest labor levels in years as fallout from the coronavirus hits the global supply chain.

The virus was first detected in Wuhan, China in December and has since spread across the globe, infecting more than 80,000 people. China has now cancelled dozens shipments to the ports of Long Beach and Los Angeles in an effort to contain the disease.

Port of Long Beach Deputy Executive Director Noel Hacegaba on Wednesday

said the lower cargo numbers have led to an overall slowdown at the port. If the problem continues, it could have a major impact on the economy, he said.

“Our labor levels have not been this slow in about four or five years,” he said.

Cargo numbers typically drop in February as Chinese businesses close for the Lunar New Year, but imports have now been hit hard with the coronavirus fallout, he said.

The country this month cancelled 53 planned sailings to Long Beach, up from its typical number of about 30 cancellations for February.

Rail and truck activity in the port

is down about 25% percent, with many workers having little work to do, he said.

Overall cargo shipment for both January and February has dropped 6% compared to last year, and while that may not seem like a big number, Hacegaba said, cargo volume is already low due to the recent U.S.-China trade war.

“The uncertainty that was created by the trade war has now shifted to chaos brought on by the coronavirus,” he said.

Hacegaba said the impact will likely grow worse in the coming weeks as factories in China are slow to reopen.

While businesses typically close for two weeks during the Lunar New Year,

the Chinese government extended the holiday in an effort to prevent the spread of the virus. The holiday ended about two weeks ago, but most factories are nowhere close to full operation, he said.

Hacegaba said the port will see a surge in cargo volume when the supply chain resumes.

“We’re bracing ourselves for a very difficult period, but we remain cautiously optimistic that once the factories resume to 100% operation things will get moving again,” he said. “Our focus right now is making sure we’re prepared for the surge.” ■

With a site in hand, grocery co-op begins ‘all out blitz’ to double membership

■ By **JASON RUIZ**
Staff Reporter

The years-long search to bring an independent grocery store to Long Beach took a large step toward becoming a reality last week after the organizers behind the Long Beach Grocery Co-op announced they had found a tentative location.

Damon Lawrence, the executive director of the co-op, told the Post that the group has entered into a memorandum of understanding with Century Housing to occupy a bottom-floor unit of The Beacon housing development that was recently completed at the intersection of Long Beach Boulevard and Anaheim Street.

The Beacon is one of the most recent city efforts to build affordable housing near the Downtown core. The \$80 million project includes two structures, Beacon Place and Beacon Pointe, with 121 affordable senior units and 39 supportive housing units. It could also soon hold the city’s first grocery co-op.

Lawrence said he’s excited about the potential partnership because one the group’s key goals was to provide quality, affordable groceries to areas of town that are in “food deserts” where fresh, healthy foods are scarce. While the group had scouted locations across the city, Lawrence said The Beacon is an ideal fit for what the co-op hopes to represent.

“We’re not in a location where people already have full access,” Lawrence said of the potential of being located at The Beacon. “The accessibility to Downtown and how Downtown is being developed and them not having this type of grocery store close to them, they would be able to just get on the metro, go shop and go home via the Metro.”

But first the co-op has a lot of work to do.

It must double its current membership from about 400 members to 800 members and it has just four months to accomplish that. Becoming a member of the co-op will cost someone \$250, a total that the group allows to be paid over a span of time or in one lump sum.

Members and employees hold shares in the business, with each membership ensuring a vote on issues pertaining to day-to-day operations and on how profits should be spent.

If they’re able to get to 800 members before the mid-June deadline, then it will start another four-month process of gathering capital investments to open the store. The cost is projected to be \$1.4 million, according

to Lawrence.

“We know that this is definitely possible,” he said, acknowledging that other co-ops in the country have had to surpass larger capital campaign goals. “We’ll be working on the capital campaign right away. I think in a city the size of Long Beach it shouldn’t be a problem.”

Lawrence said that one of the biggest problems the group had, aside from explaining what a co-op is, was answering the question of where it would be located. Until last week the group had no real definitive answer.

But after a year of negotiations with Century Housing, they were able to strike a tentative agreement where

the space will be blocked out for the next four months while the co-op seeks additional members. A representative from Century Housing was not able to be reached for comment.

Lawrence said it’s going to be an “all-out blitz” to double its membership where the co-op will be asking current members to serve as surrogates and recruit additional members.

“What we want people to know is what this means, what it means for Long Beach and what the possibilities are going forward with the co-op and having this kind of business structure in the city which Long Beach is sorely missing,” Lawrence said. ■



Damon Lawrence, executive director of the Long Beach Grocery Co-op, announced a tentative location for the co-op on the ground floor of The Beacon, an affordable housing development at the intersection of Long Beach Boulevard and Anaheim Street. (Photograph by Thomas Cordova)

City announces tentative deal with Association of Long Beach Employees

■ By **JASON RUIZ**
Staff Reporter

The city of Long Beach, which is in labor negotiations with a super-majority of its employees, announced Wednesday that it had reached a tentative agreement with the Association of Long Beach Employees (ALBE), one of 10 unions it's trying to close a deal with this year.

ALBE represents about 600 city workers including gas field technicians, plumbers and utility workers. Specific details of the tentative agreement were not made public since the association has yet to approve it, but Alex Basquez, the director of human resources for the city said it would be its first because ALBE workers were previously represented by a separate union.

If the deal with ALBE is approved and

then ratified by the City Council, which could vote on it as soon as this month, it would leave the city with nine additional labor contracts to complete. Basquez said that when subtracting the city's firefighters and police officers unions, both of which reached agreements with the city late last year, there are approximately 4,000-5,000 city employees who will be impacted by the labor negotiations.

The tentative deal with ALBE came after nine meetings with the association since September 2019, according to the release. City has projected that upcoming labor deals could cost the city as much as \$12 million in the coming fiscal year.

"We are happy to have reached a tentative agreement with the Association of Long Beach Employees, with equitable terms that will ensure fairness and fiscal

responsibility," Mayor Robert Garcia said in a statement. "I want to thank ALBE leadership for their work in reaching this agreement."

The city announced a new tentative deal with the Long Beach Fire Department in October in which new skill pay and three separate 3% increases would occur during the contract that will last through September 2022. The estimated cost of that deal was projected at about \$20.4 million.

A deal struck with the Long Beach Police Officers Association was approved in September in which pay raises ranging between 2.5% to 4% would occur over the life of the contract that runs through April 2022. The new police contract also included a controversial clause that will notify officers when public records requests involving them are submitted.

The ALBE contract is expected to be voted on by members of the association within the next week, according to the release put out by the city. However, there is no projection for when agreements with the other nine city employee entities the city is currently negotiation with might be reached.

"They vary by group and there is no specific timetable," Basquez said.

The Long Beach Business Journal reported Feb. 18 that the Long Beach Association of Engineering Employees, one of those still without a new labor agreement, recently filed an unfair labor practice charge against the city in which it claimed the city was drawing out negotiations to renew its contract that expired last September. ■

Long Beach renters receive new protections under City Council's emergency housing law

■ By **STEPHANIE RIVERA**
Staff Reporter

The Long Beach City Council on Feb. 18 gave new meaning to California's Tenant Protection Act, toughening restrictions on landlords and voiding—for now—eviction notices for some renters.

Councilmembers unanimously passed an emergency ordinance to fix what they considered a flaw in the state's new housing law, which went into effect in January and allowed tenant evictions from units that landlords said were going to be demolished or substantially remodeled.

The new state law requires landlords to obtain government building permits to prove the renovations are for more than cosmetic repairs and would require a tenant to vacate the building for at least 30 days. But the law does not say when during the eviction process those permits must be pulled.

Tenant-rights activists and renters facing evictions have argued that this ambiguity lets landlords evict renters without first proving that the renovations meet the thresholds set by the state law.

The City Council, faced with mounting pressure from renters and tenant activists, stepped in to act, apparently becoming the first municipal body in California to strengthen and clarify the new state law.

By a vote of 8-0, the council required that property owners must obtain all necessary building permits before issuing eviction notices to tenants whose units are purportedly being demolished or substantially remodeled.

What's more, the council mandated that all eviction notices issued on or after Jan. 1 are now null and void. They must be reissued under the strengthened standards contained in the City Council's emergency ordinance.

Those eviction notices must include a copy of all issued permits, including "reasonably detailed information" on the scope

of the work and why it can't be done with the tenant in place.

Mike Murchison, a lobbyist representing the Small Property Owners Alliance and Apartment Association of California Southern Cities, said that provision, among others, required a subjective interpretation. "Who decides what is reasonable work?" Murchison asked the council.

In response, 2nd District Councilwoman Jeannine Pearce sought clarification from the Deputy City Attorney Robert Anthony, who said such determinations would fall to the courts during challenges by tenants or landlords.

Murchison also asked the council whether a new online system could be put

in place to help property owners seek extensions of permits and avoid having to personally appear at City Hall. Third District Councilwoman Suzie Price directed city staff to explore a possible online option and report back to the council.

Murchison was one of only two speakers at Tuesday's meeting who spoke in opposition to the ordinance—vastly outnumbered by the renters and advocates who've become a steady presence and voice there.

Norbeto Lopez, project director with Long Beach Residents Empowered (LiBRE), has been a leading advocate for the renters. On Tuesday, he praised Long Beach for being the first city in California to confront the flaws in the Tenant Protection Act.

Working to not only connect renters to legal help but mobilize them into calling their representatives and attend council meetings, Lopez described the process as a "personal fight" for a lot of the families facing eviction.

Lopez said his organization will continue to monitor the implementation of the law and "take this fight further."

"This is just a small band-aid to the solution," Lopez said, "slowly but surely we'll get there."

Renters with specific questions about their situations under the new local ordinance can reach out to Housing Long Beach, LiBRE or Legal Aid Foundation of Los Angeles. ■



Housing activists held up signs on February 18 as the Long Beach City Council approved a motion that requires landlords to pull building permits with the city before notifying tenants that they have to vacate their apartment for planned renovations. (Photograph by Thomas Cordova)

Fire, police and homeless shelter will get more money thanks to budget surplus

■ By **JASON RUIZ**
Staff Reporter

Higher than anticipated sales tax revenue from Measure A and a \$7.9 million budget surplus in the city's general fund will lead to additional investments across Long Beach.

A staff report given to the council Feb. 18 revealed that "general economic growth," departmental savings, a rise in the price of oil and sales tax largely contributed to the roughly \$8 million in surplus that the council distributed.

The redistribution was in addition to Measure A dollars, generated by a voter-approved sales tax increase, that also came in \$11 million over budget and was partially doled out to infrastructure improvements across the city.

A surplus is not uncommon as the city's budget office commonly uses conservative projections when crafting the budget, which sometimes results in extra money being available at the end of the fiscal year. Budgeted projects aren't always completed during the fiscal year, which can also contribute to a year-end surplus.

The excess general fund dollars was divided up across 18 different categories, including \$1.75 million to the construction of the year-round homeless shelter and \$900,000 to the treatment of the city's diseased magnolia trees as well as pension costs and the projected upcoming labor negotiation costs, which are expected to impact the current fiscal year.

"The ability to fund some critical projects is great news, but many important needs remain unfunded including the operational costs of funding the next fiscal year's labor

agreement costs currently estimated at \$12 million," said Grace Yoon, a budget manager in the city's financial management office.

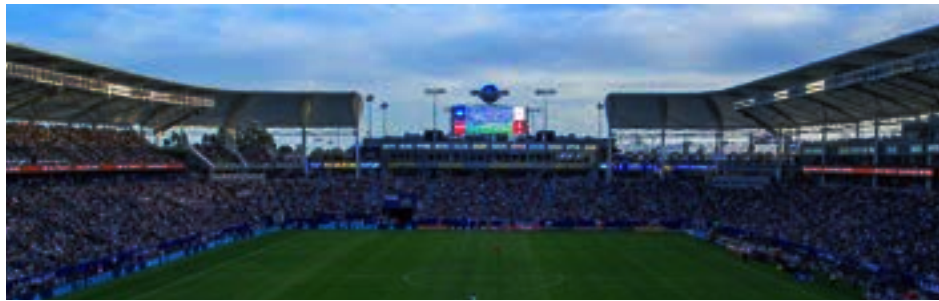
Measure A dollars, which are considered separate from the general fund, outperformed the projected budget by \$11.8 million. That money was divided up among fire department infrastructure—\$4.5 million was allocated to fire engine 17 in the most recent budget while \$3 million was directed toward the re-opening of fire station 9—while the remainder was spread out across multiple departments.

The Long Beach Police Department will see about \$1.8 million of extra Measure A dollars go toward funding its next police academy class that's set to begin in July. Another \$800,000 was allocated toward converting a former landfill in to the new Davenport Park.

The council also allocated \$1.5 million to a previously approved project that will convert El Dorado Park's soccer field into a field turf surface. That project could be completed this year, although an exact timeline was not immediately available.

While the synthetic turf has received some pushback from the public in the past, Mayor Robert Garcia said that they are heavily used and welcomed by the community and pointed to the Long Beach Unified School District's adoption of those kinds of playing surfaces in its schools as evidence that they are safe and kids enjoy playing on them.

"The one thing that I've always believed in when it comes to parks is that to really activate our public spaces including parks, you have to create spaces that people want to come to and people want to enjoy," Garcia said. ■



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Long Beach could beef up food truck regulations after City Council vote



The Long Beach City Council requested city staff to explore the possibility of an ordinance that establishes more detailed rules for food trucks that operate in the city. (Photograph by Brandon Richardson)

■ By **JASON RUIZ**
Staff Reporter

Long Beach may soon adopt additional rules for food trucks after the City Council voted unanimously Feb. 18 to have staff explore what other controls the city could put in place over mobile food businesses.

The item was introduced by Councilwoman Mary Zendejas who said she appreciates food trucks' contributions

to the local culinary scene but her office has received a number of complaints about how they impact local brick-and-mortar businesses.

"They feel that it is unfair for food trucks to operate under a different set of rules and regulations than more traditional restaurants and storefronts while still courting the same customers at the same times and locations as they are along certain business corridors," Zendejas said.

The city does have some guidelines in place for food trucks such as certain requirements for the interiors of the vehicles when it comes to cleanliness and safety. The municipal code requires mobile food vehicles to be inspected at least six times a year.

A special permit is required to operate at events, and there are strict limits on what types of foods can be prepared and how they are cooked. Both a permit from the city and the county are required to legally operate in Long Beach.

However, some City Council members want to go further in crafting an ordinance that could establish more detailed rules for food trucks. Some members voiced support for limiting food trucks' presence near business improvement districts while another asked if the ordinance could provide for areas to opt out of allowing food trucks altogether.

"I think we do have areas where food trucks can thrive and hours in which they can thrive as well. I love going to them after hours when all restaurants are closed but there's a food truck available and you can get some of the best food in the city," said Councilman Al Austin. He agreed that food trucks were a positive part of the city's food scene but concurred with

his colleagues that more could be done to limit their impact on existing businesses.

What's expected to return to the City Council is an ordinance that could codify changes requested by council members if they vote it into law.

Those changes could rein in the kinds of lighting and displays that some food trucks use to attract customers curbside, some of which are out of step with existing city law regarding outdoor displays for businesses. Other changes could govern where the food trucks are allowed to operate and whether they have to allow restroom access.

"We have, in some occasions, some trucks that are literally parking in front of businesses and really damaging that business without really having the same set of rules to follow, so I am very interested in that," said Mayor Robert Garcia.

Garcia added that, in crafting the ordinance, the city should consider the relationships that some brick-and-mortar stores, like some local breweries, have with food trucks, which provide food to their customers who could otherwise be without options.

A report back on the council's options is expected within the next 90 days. ■

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Long Beach Airport wants to make flying fun again through playful pop-ups



Brian Sonia-Wallace wrote poems for travelers making their way through Long Beach Airport on Valentine's Day. (Photograph by Thomas Cordova)

■ By **JASON RUIZ**
Staff Reporter

As travelers milled around the concourse inside Long Beach Airport on Valentine's Day, a patient line of travelers waited at a folding table where a bearded man in a hat was making people cry.

The tears of joy, nostalgia and love were released by poems produced from an antique Remington typewriter by a poet who was positioned in the middle of the open-air concourse typing free poems for travelers.

The attraction was part of the airport's new "We Make Flying Fun Again" initiative that began on Feb. 14 and will run through the end of the year. The pilot program will use pop-up attractions like the poet station to remind travelers of the time when air travel was fun and relaxing.

"The idea is that there used to be a time when people got excited to go to the airport and go on a flight," said airport spokesperson Kate Kuykendall. "Now when people think about airports they think about girding for battle almost. You have to battle traffic. Where are you going to park? What's the ride share situation? All of those things."

Kuykendall said the airport prides itself on being a stress-free environment and the program is a reflection of that. Over the next 10 months it plans to roll out other pop-ups in the concourse for travelers that could include street magicians, jump rope performers, sand sculpture artists and even a pet lounge.

The latter could work in conjunction with the city's animal shelter, where Kuykendall said animals could be showcased to the public but also just get a well-deserved petting. The airport already has pettable volunteers in the form of the therapy dog program it launched in October to help travelers who might feel anxious about flying.

While the program is in its infancy, it is scheduled to run through the end of the year. However, the schedule has yet to be filled out and the airport is open to suggestions, Kuykendall said.

Next month, the airport will roll out a Pop-A-Shot basketball game where travelers can do their best Steph Curry impressions.

"As you can see, people are coming and going, coming and going, so the kind of experiences that you don't have to be there from the start to the end, but you can just swing by, those kinds of experiences are what's best suited for this space," Kuykendall said.

The idea for the program originated from the airport's desire to consistently want to be better. Long Beach Airport has consistently been ranked among the best airports in the nation and this program seeks to reinforce the brand of the airport as "chill" and "quirky."

The program would also put the airport in line with a developing industry trend where giant toys, flash mobs and art museums are becoming more common. Long Beach previously partnered with Cal State Long Beach to place art installations in its concourse.

Long Beach already has a section of its airport where live local mu-

sic is performed on its "LGB Live" stage and under the new program it could expand to showcasing local restaurants. The catch though, would be that most of if not all of these events would be located past security and could only be experienced by travelers.

The program, in its first hours of operation, was already receiving positive reviews from travelers in the concourse Friday afternoon.

Inside the northern section of the terminal where a craft table was set up and full of construction paper and markers two small children hovered over valentines they were designing for their grandparents in Arizona.

Meredith Xepolis, a mother of two from Lomita, said that the craft table was a lifesaver because her family's flight to Phoenix had been delayed and it gave her two toddlers something to focus on.

"It will keep her busy until we get on the plane," Xepolis said, motioning toward her daughter who was working out how to incorporate Fruit Loops into her Valentine. "The more we don't put them in front of a screen the better." ■

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Acura Grand Prix kicks off construction for 46th race

■ Story and photographs by
STEPHEN CARR
Contributor

Construction officially began last week on the 1.97-mile Acura Grand Prix of Long Beach temporary race circuit through the Downtown streets of Long Beach.

Over the next six weeks, more than 2,400 concrete blocks forming the temporary racetrack, debris fencing, grandstand seating, power, telephone lines and other amenities for the massive race will be built.

The 46th annual event is expected to draw some 187,000 fans. The event runs from April 17-19 and features the NTT IndyCar series, IMSA WeatherTech SportsCar Championship, Pirelli GT4 America SprintX, Speed Energy Stadium Super Trucks, Super Drift Challenge and the Historic Formula Atlantic Challenge ■



Grand Prix Association of Long Beach President and CEO Jim Michaelian speaks during a media event kicking off 53 days of construction on the grand prix race circuit.



Crews work on the newly installed barriers along Shoreline Drive in Downtown for the Acura Grand Prix of Long Beach.



Front row, from left: International Union of North America (LIUNA) Local 1309 Business Manager/Secretary-Treasurer Peter Santillan; Grand Prix Association of Long Beach President and CEO Jim Michaelian; Grand Prix Association of Long Beach Director of Operations Dwight Tanaka is handed the keys to two new Honda Ridgeline trucks from Honda Manager of Motorsports Communications T.E. McHale.



LEFT Bicyclists pass by the newly installed grand prix barriers in Downtown Long Beach.

BOTTOM LEFT Construction of the temporary 1.97-mile grand prix track takes 53 days.

BOTTOM RIGHT Crews work on the newly installed barriers for the 1.97-mile Acura Grand Prix of Long Beach course.





The Kirtland Cutter-designed “Clock House” at 525 Devon Pl. in Los Cerritos. (Listing photo)

Go back in time

(Continued from Page 1)

consider the home’s pedigree, and its owners are deservedly termed “stewards” rather than mere owners. And stewardship has been a long-term endeavor at the Clock House. Shortly after John Clock died in 1975, William and Mary Stanton bought the house from Clock’s widow, and became the home’s second owners/stewards.

“We’ve taken good care of the house,” says a cheery Mary Stanton, a Long Beach Unified School District board member for 24 years whose surgeon husband, William, died in Nov. 2018. “Now my dog and I have just been rolling around in a 4,000-square foot home on a huge lot.”

The Clock home is significant both inside and out. The house, with a medley of Colonial, English and Spanish influences, was built for Clock by the noted architect Kirtland Cutter, who soared to fame as a Spokane architect designing several

hundred buildings in that area in late 1800s and the early part of the last century, including the majestic Davenport Hotel, which lays claim to being the first hotel in the country with air-conditioning as well as the birthplace of the crab louie, named for the hotel’s owner Louis Davenport.

In 1893, Cutter designed the Idaho Building, a rustic mansion that was a major draw at the Chicago World’s Fair that year and is considered to be an early precursor to the Arts and Crafts movement.

By the 1930s, Cutter had begun working in California, where he built not only the John Clock House, but also one for for William Stanton’s grandfather on Ximeno Avenue and a few others in Los Cerritos/Bixby Knolls, including the Thomas Rowan House on Linden Avenue, which was later purchased by Gemini/Apollo/Skylab astronaut and McDonnell Douglas vice president Pete Conrad, according to Stanton.

In 1937, Cutter designed the Fleming House on Balboa Island in Newport Beach for Victor Fleming, the director of “The Wizard of Oz”

and “Gone With the Wind.”

The Clock House today mirrors the quality of its stewardship, with loads of rich wood throughout with simple Federalist design features. It has five bedrooms and six baths, a luxurious formal dining room and a kitchen that has old-school touches along with more modern appliances.

Stepping outside, the sprawling grounds of the property, designed by another world-class artist, landscape designer Ralph D. Cornell, have also been maintained, though it’s sometimes more difficult to keep nature from going its own way.

“Unfortunately, trees have a lifespan, so some of the originals have died, but we’ve tried to replace them with the same kind,” said Stanton. “And Blanche wanted all white flowers in the landscaping, which makes the grounds beautiful at night, but I like a little color, so I added some.”

Cornell’s impressive resume includes co-designing Torrey Pines State Natural Reserve in La Jolla and designing Hillside Memorial Park Cemetery, the La Brea Tar Pits, Beverly Gardens and restoring the gar-

dens at Los Cerritos Ranch House.

At the Clock House property, he also decorated the grounds with indigenous plantings, something that he had more than a passing interest in, having written books on the subject, one of which he signed and gave to Blanche, who gave it to the Stantons and, says Mary, she intends to give it to the next stewards of the home.

The Stantons, like the Clocks, were generous with their home, throwing it open to various organizations like the Long Beach Symphony for galas and fundraisers. “We had the space and enjoyed doing it,” said Mary.

And now she’s back on the house hunt for the first time in 45 years.

“I don’t know where I’ll end up buying,” she said. “It’ll be in Long Beach for sure. I don’t move around much.” She was born in town, as was her husband. She went to Wilson, he went to Poly.

“I just need a place for me and my dog,” she said, “and that’s close to one of my children or the other.” ■

Creative residential community plans submitted for North Long Beach



The LAB Holding, creators of the Costa Mesa LAB Anti-Mall, have submitted permit applications to the City of Long Beach for The ARTery, a 14-unit townhouse-style development designed for creative tenants, such as artists. (Rendering courtesy of Studio One Eleven)

■ By **BRANDON RICHARDSON**
Senior Reporter

Permit applications have been submitted for a 14-unit creative residential development in North Long Beach.

“It’s creative space for creative use for creative people,” said Shaheen Sadeghi, founder of LAB Holding. “The clubhouse is shared gallery and commune space where [residents] can gather and have art showings and craft showings or whatever their trade is.”

The project by LAB Holding, the firm behind the Costa Mesa LAB Anti-Mall, is located at 5721 Lime Ave., which is currently a vacant dirt lot. The total building area will be just under 20,000 square feet and will include an affordability component and a density increase, according to Tobin White, operations director of Long Beach-based architecture firm Studio One Eleven.

The townhouse-style units will be three-stories and about 1,200 square feet. Each unit will include an attached garage and a terrace; some will also have a roof deck, according to White. Sadeghi explained that

some of the units open up onto the street to promote connectivity with the surrounding neighborhood.

“We had several workshops with the community. I like the demographics. I like the diversification. A lot of these folks take pride in ownership,” Sadeghi said. “There is a very cool culture, I just feel like this neighborhood really needs love. That’s really our mission.”

The residential development is part of the LAB’s larger North Long Beach revitalization project known as The Beat, which includes the re-development of numerous vacant and underutilized properties along Atlantic Avenue between 56th and South streets. The permitting process for The ARTery could take anywhere between four to six months, according to city staff. Once permitted, Sadeghi said he plans to break ground immediately.

“I’m excited that we’re working through the process with the city. We’re just really anxious to deliver the product to the community,” Sadeghi said. “This product we should be able to do within 12 months, I would say. That’s the goal.” ■

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56 for-sale townhomes coming to North Long Beach



Construction on two townhome developments by City Ventures in North Long Beach is slated to break ground this fall, with the first units expected to be delivered in late 2021. Combined, the projects include 56 for-sale homes. (Renderings courtesy of City Ventures)

■ By **BRANDON RICHARDSON**
Senior Reporter

Two proposed developments along Long Beach Boulevard in North Long Beach will transform vacant parcels into 56 for-sale townhomes by City Ventures, developer of the Huxton townhomes in Downtown, which are sold out.

“[The projects will] remove . . . blighted, underutilized vacant parcels for North Long Beach,” Ryan Aeh, senior vice president of land acquisition for City Ventures, told the Business Journal. “[They will] provide much needed investment and attention to Long Beach Boulevard and continue some of the progress that’s already been made in the area.”

The larger of the two projects, located at 5100 Long Beach Blvd., will include 38 three-story townhomes and 86 parking stalls, up from initial reports by the city that the development would include 33 homes and 75 stalls. The development includes 9,608 square feet of common open space, over 100 square feet more per unit than is required by the city. The common areas include a social event garden and an outdoor living space. Some open space features include a vegetable planter, a barbecue kitchen, a harvest table, small shade structures, seating and enhanced landscaping.

The smaller project is located at 4800 Long Beach Blvd. and will feature 18 three-story townhomes with 41 parking stalls, up from previous reports by the city of 16 homes and 36 stalls. City regulations require only 150 square feet of open space per unit, which would total 2,700 for

the project; however, City Ventures is including 580 square feet per home for a total of 10,435 square feet. Amenities are similar to the 5100 development, with the addition of a community fireplace.

“We specifically designed the communities so that the front doors face the street. [They’re] not . . . walled off or hidden; they really embrace the neighborhood and the streetscape,” Aeh said. “We really feel like they tap that missing middle, which provides homeownership opportunities for young professionals and young families.”

Designs for the North Long Beach homes are similar to Huxton: all homes will be fully electric, featuring energy saving appliances and thermostats, and will include rooftop solar panels and pre-wired hookups for electric vehicles in the garages. The communities will offer homes up to 1,747 square feet in size, with up to three bedrooms. Prices are expected to start in the high \$400,000s.

Both projects are currently in the final entitlement review process, Aeh said, adding that he expects to break ground in the fall. Construction of the two developments will occur simultaneously, with the first units expected to be delivered in late 2021. Aeh said he anticipates the project to be completed in early 2022.

“I’m always proud of the kind of leadership role that we take when we go into an area . . . early on. It’s exciting to see the investment that follows us,” Aeh said. “There are a lot of good things happening in North Long Beach and it’s exciting to be a part of it.” ■

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City Council to consider requiring developers to build affordable housing

■ By **MELISSA EVANS**
Managing Editor

Developers who want to build apartments or condos in Long Beach may soon be required to incorporate affordable units into their projects or pay into a fund that will be used to construct such housing.

The Planning Commission on Feb. 20 took up a proposal for a mandatory inclusionary housing ordinance that has been in the works for nearly three years. The commission voted to move the policy to the City Council, which has the final say.

A big unknown until recently had been the percentage of units in each development that would have to meet the federal definition of low- and moderate-income units for renters and buyers.

In a report to the Planning Commission, staff proposed requiring developers to eventually offer at least 12% of units to those who are low-income or moderate-income earners. The percentage would start at 5% in 2020, and increase to 12% by 2024.

For condominiums, 10% would have to be affordable for those with moderate incomes by 2024.

Under the proposal approved by the Planning Commission, half of the 12% would have to be reserved for those in the moderate-income bracket, a quarter for those who are low-income and a quarter for those who are considered very low-income.

The new law would go into effect on Oct. 1 for the Downtown and Midtown areas, where construction is booming. Midtown includes a narrow stretch that runs largely along transit corridors on Long Beach Boulevard through Central Long Beach.

For all other parts of the city, where multi-unit construction is sparse, the inclusionary housing policy would phase in beginning in January 2021. The city wants time to update a bonus program that could provide incentives for developers to construct housing in these more suburban areas of the city.

The ordinance would apply only to developments of over 10 units.

In some cases, developers could instead pay into a fund that would be used to build affordable housing throughout the city. The proposed amount ranges from \$223,000 per moderate-income unit to \$383,000 for very-low-income units.

For example, if a developer wants to build a 100-unit apartment build-

ing, they would be required to build 12 affordable units: Six of them for moderate-income earners, three low-income units and three very low-income units.

If certain requirements are met, a developer could opt to pay a fee instead for those units: \$2.136 million in lieu of the six low-income units, \$669,000 for the three moderate-income units and \$1.149 million for the three very low-income units.

‘Time will tell’

Long Beach began crafting an inclusionary housing policy in May 2017, a few months before the state enacted a law that allowed cities to impose certain requirements on developers in response to California’s affordable housing crisis.

The requirements, however, cannot act as a restraint on development or deny developers a fair return on their investment, state law says; one of the criticisms of inclusionary housing policies is that they could cause developers to flee, worsening the housing crunch.

Mike Murchison, a lobbyist who works on behalf of developers, said in an email that he is hopeful the policy will not impede development in Long Beach.

“The last thing I would think that our elected officials want to see are developers passing on Long Beach opportunities because of a ‘mandatory’ policy impacting that decision,” he said. “Time will tell.”

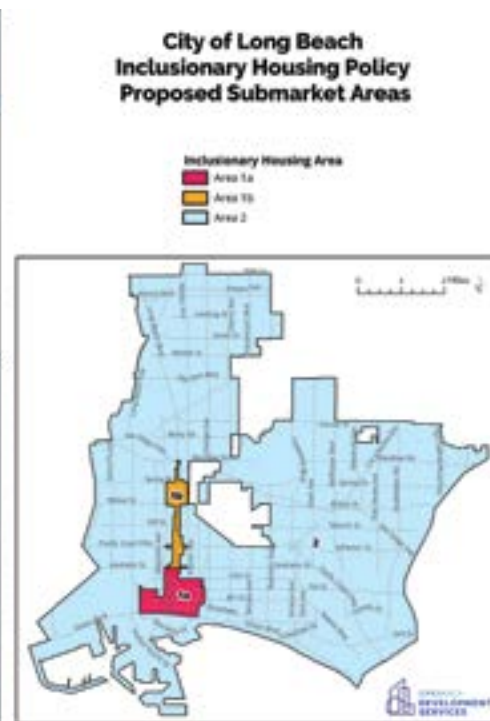
In crafting their policy, Long Beach officials contracted with a consulting firm to study various options and conduct an economic analysis of the housing market in different areas of the city.

The consultants also considered state laws that require cities to contribute to the regional and statewide housing stock. Long Beach, like many other cities, is not meeting its goal.

In 2019, the city should have allowed 7,048 units of housing, but has only permitted 3,256 units.

Any policy that puts requirements on developers must take this into account, the city report says.

The report also noted that inclusionary housing policies only fulfill a small portion of the unmet need for affordable housing. Projects such as The Beacon—a 160-unit affordable housing complex—do much more to add to the housing stock for those in lower-income brackets. These projects



(Maps courtesy of the City of Long Beach)

have access to public funding sources that provide a more cost-efficient way to achieve affordability that imposing

requirements on market-rate developers, the city report said. ■

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After 12 years as assistant city manager of Irvine, Sharon Landers assumed the role of Carson city manager in spring 2019, becoming the first female city manager in Carson's 52-year history.

Carson aims to fix, modernize, grow

(Continued from Page 1)

a history that still impacts the city today. "One of the things we have to deal with here are soil conditions," Landers said, "which make it a little bit more challenging, the work we're doing."

The city is also heavily impacted by traffic to and from the San Pedro

bay ports. The city is home to a number of logistics and trucking companies as a result of its proximity to the port, and drayage trucks regularly travel its streets. Yet, both Landers and Carson Mayor Albert Robles said the city hasn't received any financial support from the ports to maintain and repair its major thoroughfares, which have suffered under the daily load of port truck traffic.

But that may change soon. City leaders recently met with port officials from Los Angeles and Long

Beach to discuss ways in which the ports could help identify and secure funding for infrastructure maintenance and repairs in areas of Carson impacted by port traffic.

"They're starting to think about these gateway communities, and especially Carson, to help us find funds, federal and state, to maintain our truck routes, which are battered by vehicles that are traveling out of the ports or to the ports," Landers said.

For a city the size of Carson, the Census Bureau estimated the number of residents to be around 92,000 in July 2018, it can be hard to make its voice heard, Robles said. "Cities our size, that are adjacent to bigger metropolises, we're overshadowed," Robles said.

Carson deals with many of the same issues its larger neighbors face, such as air pollution, cargo traffic, homelessness. "We're not part of L.A., we're not part of Long Beach, but we're impacted just as much," Robles noted.

It's this imbalance of visibility between Carson and the county's larger, more prominent cities that has motivated Robles to run for a seat on the Los Angeles County Board of Supervisors, he said. The incumbent in

District 2, Mark Ridley-Thomas, is termed out after this year.

If his campaign for the county seat fails in the March 3 primary, Robles said he would make a bid for the mayoral position once again.

High turnover at city hall, especially in the city manager's seat, has been a challenge for Carson. Farfing left the job in November 2017 after serving for three years; before him, the city went through three city managers in less than two years.

As the new city manager, Landers is hoping to increase consistency and clarity of the city's mission, vision and priorities. To do so, she's planning to bring in a consultant—the city's choice for the contract has not been made public yet—who can help identify and aggregate councilmembers' perspectives.

"I don't really have a guidepost to use in trying to figure out their priorities and I really would like to have that," Landers said. "So I'm going to be bringing somebody in and it's going to be an opportunity to develop their strategic priorities."

This will be especially important as the city tries to tackle a challenging budgeting process. Carson has battled with a structural deficit for years, making up for the differ-



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ence between ongoing revenues and expenses with one-time funds each year.

“We always manage to balance our budget and I don’t have any doubt that we’ll be able to balance our budget,” Landers said. “But the fact that we have a structural deficit is a concern to me.”

One way to address the city’s lack of ongoing revenues is to review the fees it collects from local residents and businesses, and make adjustments in accordance with rising costs associated with city services. Carson, like Long Beach, is currently conducting a citywide fee study to do just that.

“It’s the smart thing to do. The council should be allowed to make a very thoughtful decision on where they want to subsidize and where they want to raise the fee,” Landers said.

Effective workforce development is another important pathway toward more economic activity in the city, and the tax revenues that come with it. Landers said the city is working with California State University Dominguez Hills to ensure residents have access to the education and workforce training they need to succeed in the local economy.

“You want to make sure that your residents are the ones who are get-

ting jobs locally,” she said. The campus also acts as a magnet, pulling new residents into the city, Landers explained. “They’re building out student housing, which will be really great for them and for us in terms of bringing young people into the city and integrating them into the city, the fabric of the city.”

As the city aims to become more of a hub for education and business, leadership is working to modernize its facilities and offer public Wi-Fi throughout Carson, starting with city hall and the adjacent Carson Community Center.

“People were coming here for conferences and they couldn’t use Wi-Fi. Now they can,” Landers said. The city manager also initiated an emergency contract to fix technical issues with the council chambers’ livestream equipment and microphones.

More broadly, Landers said she hopes that one day in the not-so-distant future, Carson will be able to truly call itself a “smart city,” and she is working with the Southern California Association of Governments to pursue that goal.

“It will open up the door for us to be more business-friendly,” Landers pointed out. ■

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Teaching, residential capacities grow as Cal State Dominguez Hills celebrates 60th anniversary



Cal State Dominguez Hills President Thomas Parham is pictured with the university's new, state-of-the-art science and innovation building. The three-story, 91,000-square-foot facility includes teaching and research laboratory space for chemistry, biology, physics and the Center for Innovation in STEM Education, including a maker-space fabrication lab. (Photograph by Brandon Richardson)

■ By **ALENA MASCHKE**
Senior Reporter

Walking across the Cal State Dominguez Hills campus, it's obvious that change is underway. The university recently completed construction on a new science center. The construction of two more projects, the Innovation and Instruction Building as well as a new student housing facility, is still in progress.

"There's a lot of excitement and transformation going on here on campus," CSUDH President Thomas Parham said in a recent interview. Parham, a psychologist by training, was appointed to lead the school in March 2018, and since then has made it his mission to expand the campus' real estate footprint.

"I'm fond of reminding folks that there's an old African proverb that

says: It is the outer garment that best adorns the inner beauty of the person," Parham said. "At Dominguez Hills, what we want to make sure is that the university environment is really framed by academic buildings that excite people with just their ambience and the look that best reflects the genius, the scholarship, the academics that go on inside these walls."

The new Science and Innovation Building is a particular point of pride for the CSUDH president, who calls it a "game changer" for the school. Completed last month, the building will soon host teaching labs and faculty offices for biology, chemistry and physics.

It will also serve as the first permanent location for the school's mobile fabrication lab program, which aims to spark interest in the sciences among middle and high school stu-

dents by offering opportunities to use scientific instruments and experiment with different materials. The laboratories, which usually operate out of movable trailers traveling to various local schools, are part of a network established by Fab Lab, the educational outreach component of MIT's Center for Bits and Atoms. CSUDH's program, and its new on-campus location, is sponsored by car manufacturer Toyota, which will see its name prominently displayed in the new center.

According to Parham, the Science and Innovation Building is the school's first new facility supported by state funds in 25 years.

On the western edge of campus, a new 506-bed student housing complex is rising from the dust. Once completed, the new dormitory will nearly double the school's residential

capacity, which currently stands at 647 bed spaces.

Building more on-campus housing has been a priority for Parham. "I would build 3,000 bed spaces on this campus tomorrow if I could," he said. The motivation behind this push for more student housing is that keeping students on campus longer will help keep them engaged in their studies, Parham explained.

"If you don't have to leave at 3 o'clock every day, then you can go work with faculty member X in a lab on your research project, you can be in a mentoring group," he pointed out. "If we can keep [students] on campus longer, then we expose them to not just the academics of the classroom, but the co-curricular learning opportunities that take place in the residence halls."

This is especially important for

students at CSUDH, many of whom are the first in their family to go to college and come from communities that are underrepresented in academia, Parham noted.

“We have a high underrepresented, minority [student] population, a high first-generation population,” he said. “We train a much broader and diverse swatch of students than a lot of other university systems in the country.”

Helping those students navigate and succeed in higher education involves more effort, Parham said. While he expressed gratitude for the financial commitment Gov. Gavin Newsom has made to the Cal State University system, Parham said he would appreciate more consideration for the cost involved with supporting a student population as diverse as his.

“What it takes for me to educate this crop of folk is much more expensive,” he pointed out.

Preparing students for life after graduation is part of the school’s educational mission. To improve their chances of success in the job market, Parham said CSUDH regularly con-

fers with the business community.

“As we think about training the workforce of tomorrow, we have to get [together] with our partners in business and corporations to say: What is it that you’re expecting? What are the attributes that you’re looking for? Where are we in education missing the mark?” he said. “Our goal is not simply to get students through a major, but to take that major and look at how you can take those skills—both academic and co-curricular—and apply them across a broad category of occupational endeavors.”

One new occupational endeavor that will soon be supported by the school’s curricular offerings is occupational psychology. After receiving approval by the state legislature in August 2019, CSUDH is on its way to becoming the first public university in Southern California to offer a doctorate program in that field.

Together with the new science building, which is scheduled to open this summer, the creation of a doctoral program in occupational psychology marks an important milestone for the school as it celebrates its 60th

anniversary this year. Founded in 1960 as “South Bay State College,” the school’s permanent campus in Carson opened in October 1968, just a few months after the city was officially incorporated.

“The 60th anniversary is not just a placeholder to mark the legacy that we have been blessed to inherit. It really is a trampoline that allows us

to project into the future where we want the campus to go, not just in the next 60 years, but certainly in the short interim,” Parham said. “We are an urban and metropolitan university. And if I have my way, I want us to be a model urban university in the nation. And I think we have the potential to be that.” ■



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Thousands of residential units proposed in



The finishing touches are being put on Carson Arts, which includes 46 affordable units for working artists and their families. (Photograph by Brandon Richardson)

■ By **BRANDON RICHARDSON**
Senior Reporter

Thousands of residential units, hundreds of thousands of square feet of retail space and multiple industrial buildings are under construction or proposed in the City of Carson, according to data from city staff. The addition of residential units comes amid a statewide housing crisis that has local, county and state officials seeking methods to encourage development.

“We are doing our part to address the shortage,” Carson Community Development Director Saied Naaseh said. “They’re units that are lacking in this area for younger folks just getting out of college, getting their first job, or young families just getting started that can’t afford traditional single-family units.”

There are 903 residential units currently under construction or approved in Carson, including apartments, townhomes and condominiums. Additionally, more than 4,500 residential units are proposed and at various stages within city departments. Most of the proposed units are within two projects – 1,200 units at 21212 Avalon Blvd. and 2,920 units

at 21207 Avalon Blvd. However, city staff explained that finalized plans will likely have fewer units.

Carson is attractive for developers because of its location; it is nestled between Orange County and Downtown Los Angeles right off the 91, 405 and 110 freeways, Naaseh explained. Its distance from major job hubs makes it more affordable for developers to build, while still being commutable for residents working in either job market, Naaseh said.

Located a short drive to the ports of Long Beach and Los Angeles, as well as its access to three freeways, Carson has long been a sought-after destination for businesses requiring industrial space. The city has numerous industrial parks featuring hundreds of buildings; however, some were constructed decades ago and have become functionally obsolete.

“Industrial properties are really hot in Carson, with vacancies at virtually zero,” Naaseh said. “Prices keep going up because demand is very high. We’ve reached a point where [developers] are buying up older industrial buildings, knocking them down and building new ones.”

The city currently has nine industrial projects at various stages, for

a total of around 1.6 million square feet.

One of the city’s largest and most ambitious developments is a 648,000-square-foot outlet mall by developers Macerich and Simon Property Group off the 405 Freeway at Avalon Boulevard. Plans include shops and restaurants elevated above street level, with ground-level parking, and 2,500 linear feet of frontage along the freeway. There is an additional 117,800 square feet of commercial space in various stages, some as part of mixed-use developments.

The outlet mall project is located atop a former landfill, which requires additional mitigation measures, including 3,000 pilings being driven into the ground to support the structures and keep them from sinking as the landfill dissipates. The first phase of preparations, including the pouring of the foundation, is being overseen by the City of Carson. The site will be handed off to developers in early 2021, at which time construction will begin, Naaseh said.

“It’s very unique. We’re excited because it’s about 44 acres right along one of the busiest freeways in Southern California,” Naaseh said.

“It’s a very desirable site and we found a very desirable use that will bring in sales tax for the city, and will also bring needed amenities to the area.”

To address the city’s needs with regard to future development, staff are in the process of updating Carson’s general plan – development guidelines that layout everything from approved land use to allowable building height. The comprehensive update will ensure the city will be able to provide the appropriate services and that the infrastructure can handle more developments, Naaseh said. The preferred land-use planning will be presented to the community for feedback at the end of March.

The following is a list of developments recently completed, under construction, approved or under review in the City of Carson, compiled by city staff and the Long Beach Business Journal:



Carson amid statewide housing crisis



Union South Bay by developers the Wolff Company and Faring includes 357 residential units and 32,000 square feet of ground-floor retail at 21521-21601 S. Avalon Blvd. (Photograph by Brandon Richardson)

Under Construction

Union South Bay – Mixed-Use
Location: 21521-21601 S. Avalon Blvd.

Developers: Wolff Company, Faring
Description: 357 multifamily residential units, 32,000 square feet of ground floor retail and restaurant uses, a 10,000 square foot public plaza at Carson Street and Avalon Boulevard

Fashion Outlets LA – Commercial
Location: Southwest of Del Amo Boulevard and the 405 Freeway
Developer: Macerich/Simon
Description: Los Angeles Premium Outlets on a 157 acre site – Phase 1 is approximately 460,000 square feet with 82 retail tenants and Phase 2 is approximately 188,000 square feet with 37 retail tenants.

Evolve South Bay – Residential
Location: 20330 S. Main St.
Developer: MBK Homes
Description: 300 multifamily residential units, 12,925 square feet of lease, amenity and commercial space.

Approved

Dolores Condos – Residential

Location: 21915 S. Dolores St.
Description: Five condominium units.

Birch Specific Plan – Residential
Location: 21809-21811 S. Figueroa St.
Description: 32 residential condominium units in a three-story building with ground level parking structure.

Brandywine Residential Project – Residential
Location: 1007 E. Victoria St.
Developer: Brandywine
Description: 34 three-story townhomes with attached parking.

Carson Landing Townhomes – Residential
Location: Northeast corner of Central Avenue and Victoria Street
Developer: Brandywine
Description: 175-unit residential condominium project, including 95 three-story townhome units and 80 three-story stacked flat units.

Chick-Fil-A – Commercial
Location: 20501 Avalon Blvd.
Description: Demolition of existing buildings for a new 4,962-square-

foot restaurant with drive-through, outdoor seating patio and play-place.

The Carol Kimmelman Sports Academic Complex – Recreational
Location: 340 Martin Luther King Jr. St.

Developer: Carol Kimmelman Foundation
Description: Tennis courts, soccer fields and learning centers operated by the United States Tennis Association, Galaxy Foundation and Tiger Woods Foundation, respectively.

California State Dominguez Hills Master Plan – Mixed-Use
Location: 1000 Victoria St.
Developer: State of California
Description: New faculty, staff and student housing; new office, retail and entertainment center; state-of-the-art gymnasium; conference center; and incubator and convention space.

Tesoro Tank Farm – Industrial
Location: 1150 E. Sepulveda Blvd.
Developer: Tesoro
Description: Construction of six above-ground storage tanks.

Gardena Industrial Building – Industrial

Location: 439 E. Gardena Blvd.
Description: 3,800-square-foot industrial building.

Under Review

223rd Condos – Residential
Location: 123 E. 223rd St.
Description: Nine three-story residential condominiums.

Cambria Court Condos – Residential
Location: 345-349 E. 220th St.
Description: 35 condominiums.

JPI/Kott Specific Plan – Mixed-Use
Location: 21212 Avalon Blvd.
Description: 1,200 apartments and townhomes, 15,000 square feet of retail and a 200-room hotel.

Rand – Mixed-Use
Location: 225 W. Torrance Blvd.
Description: 356-unit apartment complex.

Raising Cane's Restaurant – Commercial
Location: 20707 Avalon Blvd.
Description: 3,200-square-foot restaurant with indoor seating for 60.



Crews work on the exterior of Union South Bay, located across the street from Carson City Hall. (Photograph by Brandon Richardson)

(Continued from Page 19)

CT Warehouse – Industrial
 Location: 333 W. Gardena Blvd.
 Description: 145,840-square-foot warehouse and manufacturing facility.

Creek at Dominguez Creek, Victoria Golf Course – Recreational
 Location: 419 Martin Luther King Jr. St.

Developer: Plenitude Holdings
 Description: A 170,000-square-foot multi-use indoor sports complex, 80,000-square-foot youth learning, 7,500-square-foot indoor skydiving, 80,000-square-foot marketplace, 35,000-square-foot clubhouse, 50,000-square-foot recreation/dining and a 35,000-square-foot sports wellness center.

223rd Industrial Buildings – Industrial
 Location: 2112 E. 223rd St.
 Developer: Panattoni
 Description: Three light industrial buildings totaling 292,400 square feet.

Air Products Expansion – Industrial
 Location: 23300 S. Alameda St.
 Description: Company currently produces gaseous hydrogen and is proposing an expansion of their plant to produce liquefied hydrogen.

Rascals Restaurant – Commercial
 Location: 205 E. Carson St.
 Description: A 2,512-square-foot restaurant.

Perry Street Industrial – Industrial
 Location: 21611 Perry St.
 Developer: Ken Philipps
 Description: Three light industrial buildings on a 120,000-square-foot lot.

Imperial Avalon Mobile Home Park Closure and Specific Plan – Mixed-Use
 Location: 21207 Avalon Blvd.
 Developer: Faring Capital
 Description: Mobile home park closure request, proposing mixed-use development with 2,920 residential units, 27,296 square feet of commercial space and a 27,360-square-foot

medical office building.

Prologis Dominguez – Industrial
 Location: 18701-18931 Wilmington Ave.
 Description: Two industrial warehouses with office: 318,186 square feet and 120,540 square feet.

Completed (within the last 18 months)

Vera Lane – Residential
 Location: 21801 Vera St.
 Description: 18 condominiums.

Bella Vita – Residential
 Location: 402 E. Sepulveda Blvd.
 Developer: Equassure
 Description: 65 affordable residential units for seniors, 3,000 square feet of ground floor retail, and a community garden.

Sky South Bay Moneta – Residential
 Location: 21720 Moneta Ave.
 Developer: Equassure
 Description: 13 apartments.

Carson Arts Project – Residential
 Location: 21205 Main St.

Description: 46 affordable units.

Veterans Village – Residential
 Location: 600 W. Carson St.
 Developer: Thomas Saffron
 Description: Four-story, 51-unit affordable housing mixed-use project with 2,500 square feet of commercial space.

Alere Industrial Building – Industrial
 Location: 200 E. Alondra St.
 Developer: Alere
 Description: A 137,000-square-foot warehouse with 10,000 square feet of office space.

AL2 Warehouse – Industrial
 Location: 21900 Wilmington Ave.
 Developer: Alpert and Alpert
 Description: 411,840-square-foot industrial warehouse.

California Pak – Industrial
 Location: 17706 S. Main St.
 Developer: California Pak
 Description: 101,270-square-foot warehouse industrial building. ■

Superintendent

(Continued from Page 1)

anything yet, because I make sure that what I do is really maximizing where I believe I can be an asset,” Steinhauser said. “What I have to do is find [out] where I can help the public system grow.”

While Steinhauser feels confident about the position LBUSD is in financially, the public system overall is feeling the pressure of rising pension liabilities, declining enrollment and the increasing cost of special education, he said.

“One of my hopes and challenges would be: How can I help other school systems get through those tough waters like we’ve been able to?” he said.

One guiding principle of Steinhauser’s approach to financial planning has been to project revenues and costs comparably long-term: His administration relied on five-year budget plans. Consistency in schools’ offerings to students was one primary objective of that approach.

“We get one shot with our children,” he said. “I have to make sure that what we do is good and is ongoing.”

The increasing cost of living in Southern California and the Long Beach area will be one of the biggest challenges for the district, Steinhauser projected.

“One of the big concerns I do have for the future is: how do my own employees stay here, live here, raise their families here. Because that’s really, really important,” he



LBUSD Superintendent Chris Steinhauser is retiring after holding the position for 18 years. (Photograph by Brandon Richardson)

said. “That’s how your community becomes better and stronger.”

As for his decision to leave, Steinhauser pointed to an interaction with a student who had recently moved to the district from Watts. The student, who was on his way to

college at the University of California, told Steinhauser that moving to Long Beach and going to school in the district had drastically changed his academic trajectory. How, he asked, was it possible that his opportunities and outlook changed so much by just a few

miles distance?

“That’s a great question, and that shouldn’t be,” Steinhauser said. “As an educator you say: how can we make sure that all kids, no matter what system they live in, have that opportunity?” ■

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Voters statewide to decide on controversial \$15B bond measure for education facility projects



Construction is underway on an \$18.4 million, 530-stall parking structure at Long City College's Pacific Coast Campus. The project is being paid for using Measure LB bond funds approved by voters in 2016. (Photograph by Thomas Cordova)

■ By **BRANDON RICHARDSON**
Senior Reporter

Voters statewide are casting their ballots to determine whether to approve Proposition 13, a \$15 billion bond to fund public school district, community college and state university new facility development and modernization projects.

The Long Beach Unified School District Board of Education adopted a resolution in support of the bond, which could bring as much as \$330 million in state funds for projects in local schools, said district spokesman Chris Eftychiou.

“We have 85 schools and we have been working diligently to upgrade our facilities, but the need is still great,” he said.

Prop. 13 is the end result of Assembly Bill 48—dubbed the Public Preschool, K-12, and College Health and Safety Bond Act of 2020. Authored by Assemblyman Patrick O’Donnell, D-Long Beach, the bill was signed by Gov. Gavin Newsom in October, effectively placing the

proposition on the March 3 ballot.

If approved, Prop. 13 would allocate \$9 billion for K-12 facilities, including \$500 million each for career technical education and charter school facilities. The bond also includes \$6 billion (\$2 billion each) for community college, California State University and University of California facilities.

Local bonds are often paid for by increasing property taxes, while state bonds are repaid out of the general fund. The state’s Legislative Analyst’s Office estimates Proposition 13 to cost around \$26 billion, which includes 35 years of interest accrual. Approximately \$740 million—or 0.5% of the state’s general fund—would be used annually to repay Prop. 13 bonds.

The leading opponent of Prop. 13 is the Howard Jarvis Taxpayers Association, led by President Jon Coupal. In a Feb. 18 op-ed published on EdSource, Coupal called for voters to reject the proposition, claiming it would ultimately lead to local governments raising property taxes.

“Under this Prop. 13, the caps on local bond debt would go from 1.25% of assessed property value to 2% for elementary and high school districts,” Coupal wrote, and from 2.5% to 4% for unified school districts and community college districts.”

By increasing the caps on local bond debt, Coupal noted that previously authorized bonds that put debt over the cap could be issued. Additionally, new local education-based bond measures, which require 55% approval to pass, could be placed on future ballots. Coupal argued that increased local bond debt repayment would fall squarely on property owners through increased taxes.

With the ever-looming housing shortage throughout the state, legislators included a provision in Prop. 13 that would prohibit school districts from assessing developer fees on multifamily residential developments located within a half-mile of major transit stops, such as light rail. For all other multifamily developments, allowable developer fee levels

would be reduced to 20%.

“New housing construction drives the need for new school buildings,” Coupal noted. “Why should the developers of new housing get a special tax break while existing property owners, who have been paying for school bonds all along, are asked to pay more?”

The limitations on developer fees would be in place until Jan. 1, 2026.

A recent audit by the state of the California Lottery says the organization owes schools millions, which has added fuel to Prop. 13 opposition. The audit found that the state lottery has not increased its education funding in proportion to net revenue increases, which resulted in a \$36 million shortfall for fiscal year 2017-18. According to the California Lottery website, it gave \$1.7 billion—equal to about 1% of the state’s annual budget for public schools—during that fiscal year, and \$34.2 billion since 1985.

Numerous education-based associations and unions support Prop. 13, including the California School

Boards Association, the California Teachers Association, the California Federation of Teachers, the California State University Board of Trustees, the Community College League of California and the California Charter Schools Association. Dozens of state legislators also support the bond, including Sen. Lena Gonzalez.

Approximately 71% of the CSU system's 23 campuses are at least 40 years old, with 23% being 60+ years old, according to documents on the California State University, Long Beach, website. Future needs for CSULB include \$3.5 million in renovations for Horn Center classrooms, an \$8.77 million water heating replacement project, \$1 million for shelter-in-place classroom locks and a nearly \$140 million new-construction project to replace Peterson Hall 1, which is 60 years old and listed on the CSU Seismic Review Board's Priority 2 list.

"[Prop. 13] represents part of a multi-pronged approach to financing the CSU's facility needs," according to the school's website. "If the bond is not approved, financing of many of the facilities and deferred main-

tenance needs would be drawn from already strained operating funds."

Long Beach City College has submitted two projects for Prop. 13 funding: \$37 million for the renovation of classrooms in Building B at the Liberal Arts Campus and over \$118 million for the construction of a new 150,000-square-foot classroom building on the Pacific Coast Campus.

Long Beach residents previously approved bond measures to modernize and expand local schools – the \$1.2 billion Measure K in 2008 and the \$1.5 billion Measure E in 2016. Since 1998, California voters have approved five bond measures for school facilities – Prop. 1A (1998), Prop. 47 (2002), Prop. 55 (2004), Prop. 1D (2006) and Prop. 51 (2016). The state propositions total nearly \$54 billion for K-12 and higher education facilities, with the last passing with 55% of the vote.

"Prop. 13 would help us to make significant upgrades to our schools and would allow us to stretch our locally approved school bonds further," Eftychiou said. ■

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