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Public Affairs Highlights and Initiatives September 2018

Government Affairs:

1. Participated in City Manager's Communications Meeting
2. In partnership with Department of Health & Human Services completed installation of receptacle related to the Spare Change Changes Everything campaign

Community Outreach:

1. Participated in Council District 3 Belmont Shore Car Show, September 9
2. Participated in READY Long Beach, September 15
3. Continued work toward implementation of volunteer therapy dog program
4. Participated in Council District 7 Fiesta in the Park, September 22
5. Volunteers led 3 tours of the airport for approximately 65 people in September
6. Continued plans to coordinate the Festival of Flight scheduled for November 17

Media:

1. \$58.8M infrastructural and aesthetic upgrade approved for Long Beach Airport, *Long Beach Post*, September 4
2. \$30-million 'dual-brand' hotel expansion breaks ground near Long Beach Airport, *Long Beach Post*, September 6
3. PODCASTL Reward announced in Fred Taft killing; Long Beach Airport renovations, *Long Beach Post*, September 6
4. Real Estate & Development – Long Beach Airport Phase Two Improvements Revealed, *Long Beach Business Journal*, September 10
5. Landing At The Wrong Airport, Like What Happened In Florida Recently, Isn't That Uncommon, *Forbes.com*, September 11
6. BizBrief: Today's News To Know – Long Beach Launches Pilot Program to Support Homeless Community, *Long Beach Business Journal*, September 14
7. Spare change campaign at Long Beach Airport lets passengers help the homeless, *Long Beach Post*, September 14
8. Huntington Beach to form Jet Noise Commission, *Daily Pilot News*, September 18
9. Spare Change For Homeless – Through City – At Long Beach Airport, *Grunion Gazette*, September 19
10. Long Beach Airport on board to become the nation's most sustainable, *Press Telegram*, September 20

11. Forecasts call for rain next week in Long Beach, *Long Beach Post*, September 26
12. Long Beach Air Traffic Up 11%, *Orange County Business Journal*, September 26
13. California Certifies Jensen Deflective Separator as Full Capture System Trash Treatment Control Device, *Cision PRWeb.com*, September 26
14. Local airport police won't cite or arrest passengers traveling with legal amounts of marijuana, *Long Beach Post*, September 27
15. Meeting garners community input, informs about Globemaster Corridor Specific Plan, *Signal Tribune*, September 27
16. BizBrief: Today's News To Know – Long Beach Airport Runway To Reopen After Nine-Month Closure, *Long Beach Business Journal*, September 28
17. Long Beach Airport's busiest runway reopening after 9 months of construction, *Press Telegram*, September 28
18. Runway at Long Beach Airport to reopen after nine months of construction, *OC Breeze*, September 28
19. Social Media
 - Notable events in September: Patriot Day, United States Air Force Birthday, Spare Change Changes Everything Donation Box Installation
 - Facebook is up 16,508 likes in September
 - The best post in September had a reach of 1,897 with 72 reactions, comments, and shares
 - Twitter is up to 12,116 followers in September
 - The best tweet in September generated 6,441 impressions, 9 retweets, and 33 likes
 - Tweets in September generated 77,000 impressions
 - Instagram is up to 4,586 followers in September
 - In September, posts averaged 131 likes each
 - The most popular post earned 186 likes and 1,653 impressions

Arts/Entertainment/Display:

1. LGB Live! Summer Concert Series provided a variety of music in the concourse, September 6, 7, 13, 14, 20, and 21
2. Continued displaying the American Institute of Architects (AIA) awards in the South Concourse, showcasing local award winning architects and/or their projects that are located throughout Long Beach and South Bay areas
3. "SOARS@LGB", a temporary rotating exhibit produced in collaboration with the California State University Long Beach School of Arts and LGB, was installed in the plaza behind terminal and south of baggage claim 3. The first two pieces, "The Mountain" by Manny Krakowski and "Luggage for Native Soil" by Lena Wolek, will be on display for six months.

Advertising/Marketing:

1. Los Angeles Angels of Anaheim, Big A video board advertising, September 10-30
2. Long Beach Business Journal, ¼ page ad, full color, September 11-24 issue
3. Campaign Spare Change Changes Everything at Long Beach Airport
4. Los Angeles Chargers e-Newsletter, 300 x 250 full color ad

5. 2018 ACI-NA Member and Media Directory, ¼ page ad, full color
6. Power4Youth Golf Tournament Tee Sponsorship, September 13
7. Long Beach Fallen Firefighters Golf Tournament Hole Sponsorship, September 17
8. Exhibited at Regional Airlines Association Conference, September 24-25
9. Developed 95th Anniversary branding and continued working on communications strategy
10. Continued coordinating plans for Runway 26L Grand Reopening scheduled October 11

Reports/Presentations:

1. Continued work on a Capital Improvement report highlighting Phase II construction projects
2. Assisted with Director's presentation on the Disabled Passenger Experience at LGB for the Citizen's Advisory Commission on Disabilities, September 13



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Facebook post with most reach in September:



Most liked Twitter post in September:



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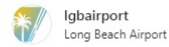
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9 Retweets 33 Likes



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Long Beach Airport

lgbairport Watch the planes take off while you sip on your favorite beverage & wait for your flight, doesn't get better than that. ✈️
#FlyLGB #VacationMode

pjpez83 @lgbairport not soon enough.

tarajboots My favorite part while waiting from PDX to LGB. Yep, still waiting for that trip to be here.... and still waiting.

avkrayez Was in/out of LBG for the first time last week. That atrium, being airside is about the coolest thing I've ever seen in an airport. It's very calming and serene, especially when it's darker. The ramp area not being cluttered with equipment offering a decent view of operations from inside the gate areas is a plus for an avgeek like me.

edisonapts 🗨️



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SEPTEMBER 14

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LONG BEACH AIRPORT

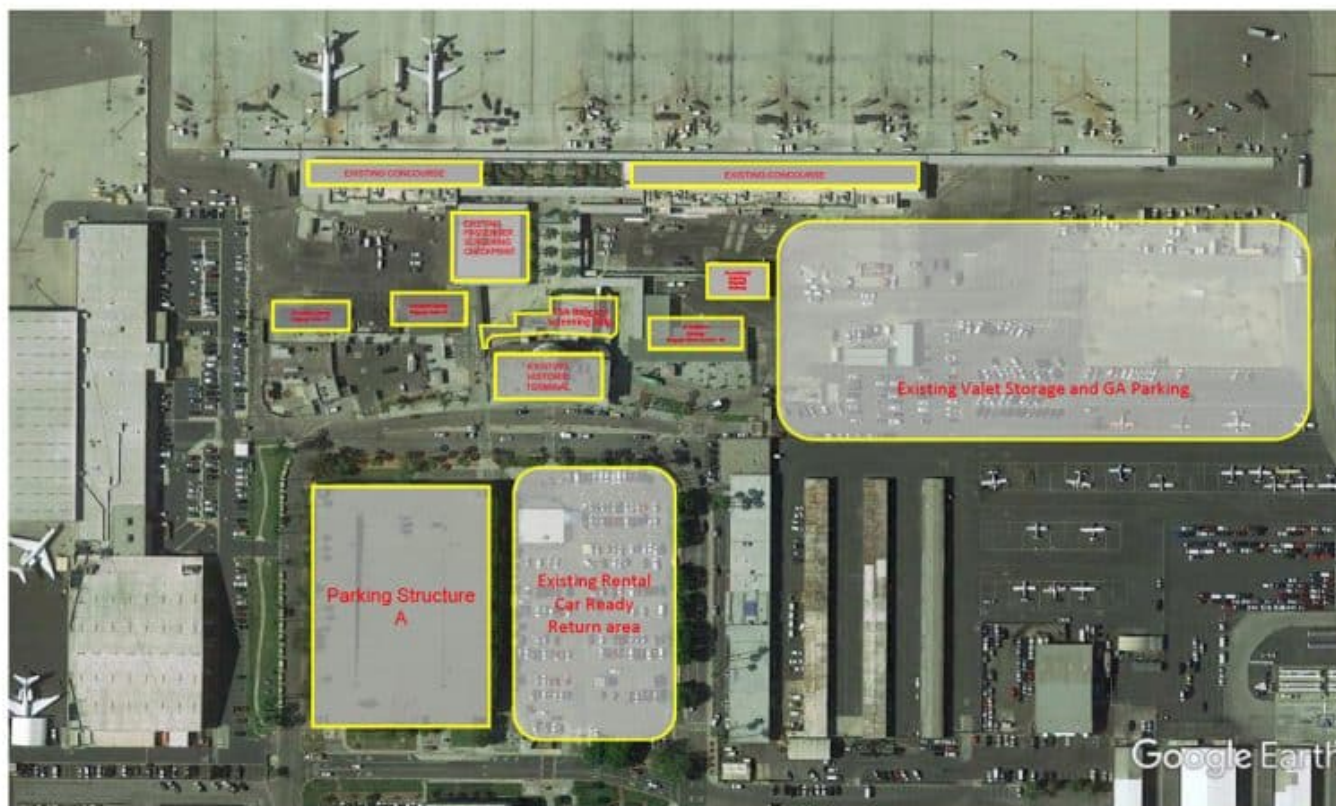
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\$58.8M infrastructural and aesthetic upgrades approved for Long Beach Airport

by **Brian Addison** *in* **News****LONG BEACH POST**

The Long Beach Airport will be seeing upgrades to the tune of somewhere between \$58.8 million—originally estimated to cost \$65 million to \$75 million when it was proposed to the Planning Commission back in March of this year—thanks to approval from the City Council.

The changes are largely infrastructural more than aesthetic, though the latter are included. Just check out how the landscape of the airport's entirety will look from the sky:



Top: Existing topographical layout of Long Beach Airport. Bottom: Upgrades to the topography of Long Beach Airport that are set to go into motion by next year. Courtesy of the Long Beach Airport.

While most remember the first phase of upgrades—completed back in 2012 and earning the airport accolade after accolade after accolade after accolade for its astounding passenger concourse that even convinces my friends from New York to fly into Long Beach—this second phase will create more efficient, simplified pre-

security check-ins, focus on vehicular traffic through altering and expanding its rental car service, expand its ground transportation area, create cleaner, more accessible pathways for its pedestrians, and expand concession opportunities.

However, there are some aesthetic improvements, including removing the security wall that blocks the view of those entering or exiting the concourse, allowing users to take their time in appreciating the lengthy rehabilitation of the historic terminal, and improving interiors.

This includes relocating an existing rental car return area to the north side of the terminal area, as well the construction of a new baggage claim, concession area, and ticketing lobby near the historic terminal. Plans also call for expanding and renovating an existing courtyard.

After winning approval from the Planning Commission and Cultural Heritage Commission—because the terminal is deemed is historical—it was approved by the City Council last week.

LGB is expecting the project to be completed by late 2021.

Here are before and after renderings:



Existing view of Historic Terminal Building from Passenger Concourse Exit (West)





Proposed unobstructed view of Historic Terminal Building from Passenger Concourse Exit (West)



Existing view of Passenger Concourse exit and Meeter-and-Greeter courtyard

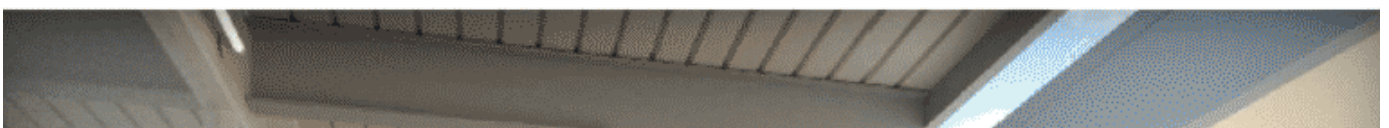




Proposed view of new Consolidated Baggage Claim and Meeter-and-Greeter Courtyard



Existing view of Terminal and breezeway toward Passenger Security Screening building





Proposed view of new Ticketing Lobby toward toward Passenger Security Screening building



Existing view of canopy from west of existing Baggage Claim #3



Proposed view of new Concessions and Bag Claim area



Existing view of Historic Terminal Building (back side)



Proposed view of new Meeter-and-Greeter courtyard from new Concessions and Baggage Claim area

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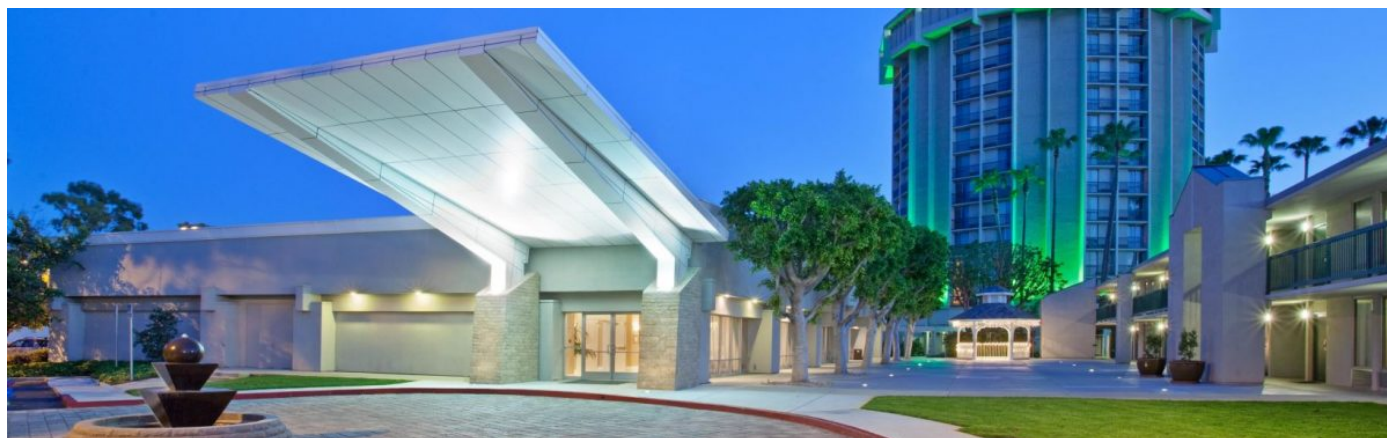

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\$30-million 'dual-brand' hotel expansion breaks ground near Long Beach Airport

by **Brian Addison** in **Development**



After announcing the expansion last year, the area occupied by the 13-story Holiday Inn will welcome a neighboring Staybridge Suites as workers broke ground on the project today.

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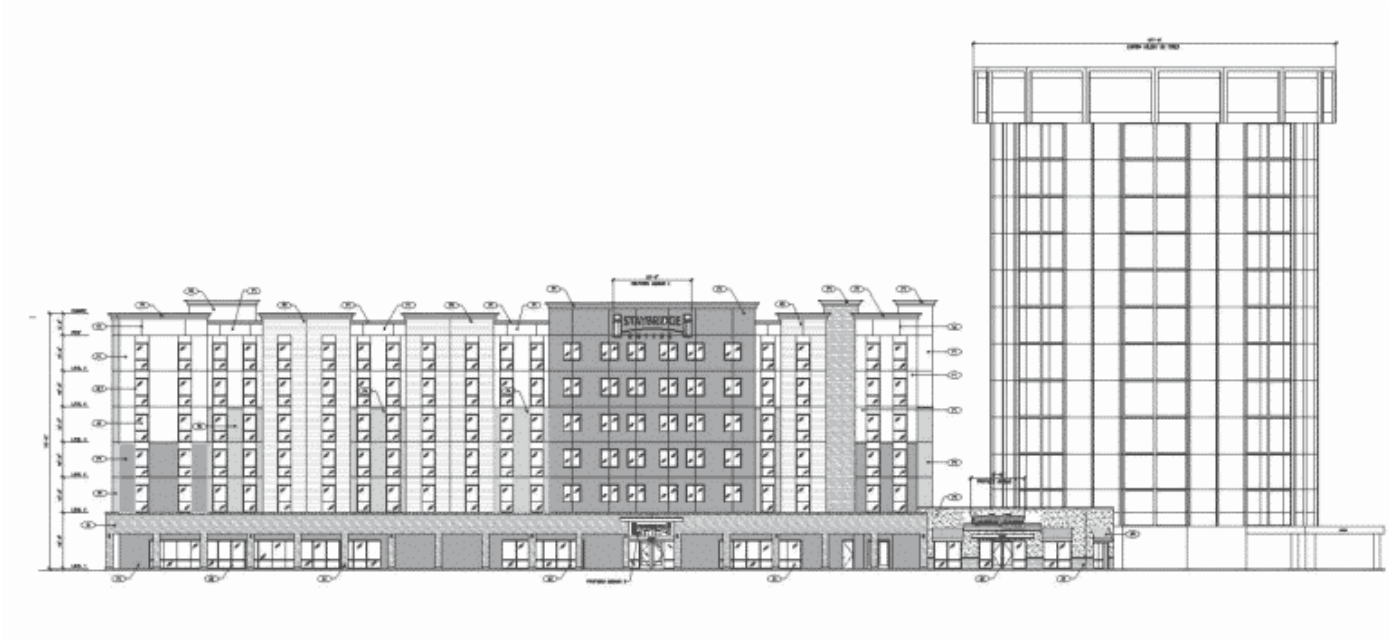
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The sister hotel, a six-story structure that will replace the existing two-story building on the site, will provide an additional 75 rooms to the property located at the northwest corner of Willow Street and Lakewood Boulevard, while also ushering in the “dual-brand” hotel concept to Long Beach.



An architectural drawing of the new building. Courtesy of City of Long Beach.

Facing competition from digital-based short-term rentals via Airbnb, the traditional hotel industry has been forced to face hard choices in order to streamline costs—and that has included combining multiple concepts under one roof. It then expands customer choice and comfort: Each brand gets to provide its amenities while cutting down on back-of-house costs like housekeeping.

UK-based InterContinental Hotels Group owns both the Holiday Inn and Staybridge Suites brands and is no stranger to dual-branding. One of its more high-profile dual-brand concepts—the largest in the group's collection—broke ground in Poland for a 430-room building that will have Holiday Inn occupying the first 10 floors and a Crowne Plaza occupying floors 11 through 21.

With the Long Beach project, the convention space owned by Holiday Inn on the property will expand by some 2,500 sq. ft.—which also means it can now expand its conference sizes in both attendance capacity and footprint, while also giving visitors the chance to experience differing overnight stays.

Add onto this the recent renovation of the mid-century modern circular tower—particularly the addition of Vue, the top-floor restaurant and bar that has garnered a reputation as a solid dining space thanks to the work of Chef Thomas Vertl (much needed on the Eastside)—and its stone's-throw distance from the airport and East Long Beach could see a flurry of new conference and convention activity to boost the local economy.

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10:35 Long Beach Airport renovations
15:30 Reward in Fred Taft case (with Valerie Osier)
22:30 Whine & Dine

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Real Estate & Development

September 10, 2018 | Brandon Richardson, Senior Writer

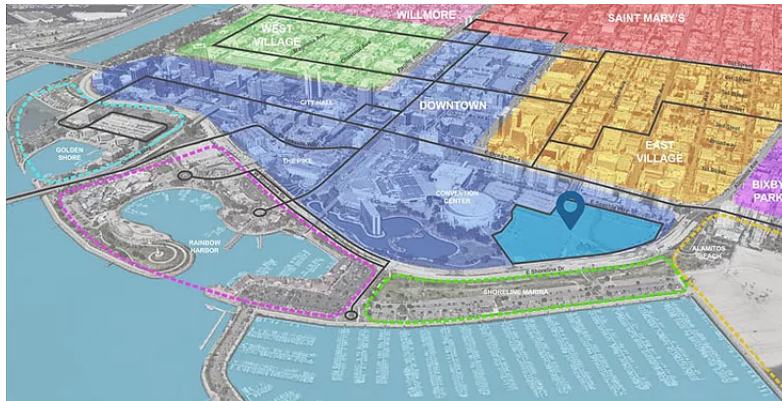
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Mayor Garcia Unveils Waterfront Visioning Plan

At the end of his August 28 Building a Better Long Beach forum held in partnership with the Business Journal, Mayor Robert Garcia announced a visioning process for the city's waterfront and all downtown land south of Ocean Boulevard.

"When you think about California, when you think about the country, there are few great downtowns that are on the water," Garcia said. "The water is an asset for Long Beach and we've got to do a better job of embracing and developing our waterfront. Our waterfront, while beautiful in many ways, is in need of a vision to connect itself to the rest of the downtown and its relationship to the water."



Long Beach Mayor Robert Garcia announced plans to begin a visioning process for all city land south of Ocean Boulevard to better connect and utilize the waterfront. The vision will include discussions about the development of the large parking lot to the east of the Long Beach Convention & Entertainment Center. (Image courtesy of Long Beach Development Services)

The property at the heart of the mayor's vision is the large parking lot to the east of the Long Beach Arena, commonly referred to as the Elephant Lot. The space is utilized by the convention center for overflow parking, as well as numerous events such as the Long Beach Grand Prix, Long Beach Lesbian & Gay Pride, music concerts and festivals, and more. Garcia emphasized that Long Beach residents, stakeholders and partners, such as the Long Beach Area Convention & Visitors Bureau, the convention center management and the Downtown Long Beach Alliance (DLBA), would take part in the visioning process.

The Elephant Lot is large enough to accommodate an entertainment complex the size of L.A. Live, or a sports stadium, or an "enormous amount of commercial or housing opportunities," Garcia noted. Any plans that result from the visioning process won't take place for many years because the lot will host several events when the Summer Olympics come to Los Angeles in 2028.

"We need, as a community, to begin thinking about what should be on that site," Garcia said. "Because I'll tell you what it shouldn't be. It shouldn't be a parking lot."

The Elephant Lot operates as the IndyCar paddock during Long Beach Grand Prix weekend, according to Grand Prix Association of Long Beach President and CEO Jim Michaelian. The association is going to be part of the visioning process, Michaelian said, adding that his goal is to be able to retain the race in its current location with a similar track configuration. He noted that this could still be possible if the site is developed in the future.

Michaelian noted that since the first Long Beach Grand Prix race in 1975, the downtown area has undergone drastic changes in terms of development, including the addition of The Pike Outlets, the Aquarium of the Pacific, Shoreline Village and the expansion of the convention center. New projects and the desires of residents and city officials have changed the track configuration in the past, but the race has endured.

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A 2018 Beacon Economics analysis found that the Long Beach Grand Prix generates \$63.4 million in regional economic output annually, \$33.7 million of which benefits Long Beach. The event creates 351 year-round jobs in Long Beach and 606 in the region as a whole. Tax revenue generated by the race is \$1.8 million for the region, \$700,000 of which benefits Long Beach.

Michaelian said the 44-year partnership between the city and the grand prix association has been “truly remarkable,” and that he has every intention of working with the city to achieve the mayor’s objective.

Charlie Beirne, general manager of the Long Beach Convention & Entertainment Center, echoed Michaelian’s sentiment, adding, “I think it’s a great opportunity, to be quite honest. I’m looking forward to being part of that planning with some input from us. It could give us more access to better and newer facilities, and I think it’d be a plus.”

To make up for lost parking, Beirne said that a parking structure is one element that could potentially be considered. However, he added that if additional parking is not included, the convention center will adjust and adapt.

The concept of developing a vision for the waterfront area is not new. In 2014, the DLBA commissioned the Urban Land Institute to study the waterfront area and make recommendations on how to create stronger pedestrian connectivity within the area, as well as with the rest of the downtown, according to Sean Warner, DLBA placemaking manager. The short- and long-term recommendations included the following:

- Advocate for a PD-6 (Waterfront) visioning process
- Reconfiguring Shoreline Drive
- Activating the vacant lot on the southeast corner of Ocean Boulevard and Pine Avenue
- Creating pedestrian wayfinding to create a seamless user experience
- Extending the urban fabric of downtown’s historic neighborhoods towards the waterfront
- Reconfiguring Marina Green Park into a true waterfront park with active uses to attract residents
- Adding pop-up plazas and vendors along Pine Avenue south of Ocean to help connect the downtown core to the waterfront attractions
- Improving connectivity as part of the Shoemaker Bridge/Shoreline Drive project
- Updating Victory/Santa Cruz Park Design Guidelines
- Creating a governance structure that can address a long-term vision for the waterfront area

“We need to do ourselves a favor and have a sincere discussion in this visioning process,” DLBA President and CEO Kraig Kojian said. “I think with the creativity and the resources that we have in our community, we’re going to be able to find the right use, and certainly be able to look at those alternatives to find a better use than what it currently exists.”

When asked what he would like to see developed on the Elephant Lot, Kojian said it would be unfair to provide his personal opinion. He explained that he does not want the visioning process to be overshadowed by his or anyone else’s opinion, but rather to be a collective vision that best serves the city. The best project will rise to the top, he added.

“The waterfront is critical to connecting the city to our coast. We have an opportunity to rethink what and how and where things should go in our waterfront,” Garcia said. “It’s time for us to think big.”

Oceanfront Hotel/Condo Project To Break Ground Early Next Year

The long-awaited boutique hotel-condominium on Ocean Boulevard at Cherry Avenue project by Silversands Properties USA is expected to break ground in April, according to Chen Hou Lau, managing principal at Tricertus LLC, a company recently retained by Silversands to manage the project.

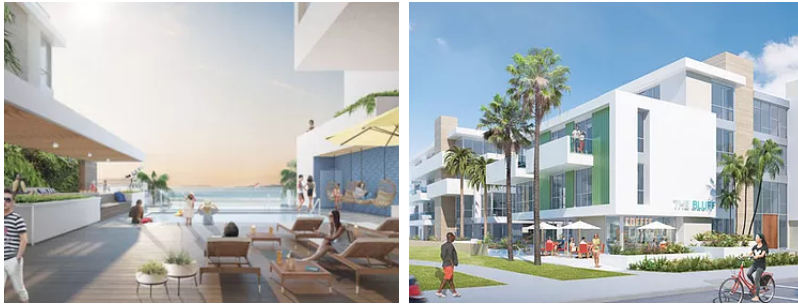


Construction is expected to begin in April 2019 on Silversands Properties USA’s long-awaited hotel and condominium project located at 2010 E. Ocean Blvd. at Cherry Avenue, according to Tricertus LLC Managing Partner Chen Hou Lau. The project includes 40 hotel rooms and 56 condominiums. There will also be 168 parking places. (Rendering courtesy of Studio One Eleven)

"This is one of the last few beachfront hotel and condominium projects that could be built in Southern California where the tenants and guests could actually walk right out onto the sand and enjoy Long Beach," Lau said. "The property itself, in the sense of location, provides something very unique to the whole Los Angeles area."

Located at 2010 E. Ocean Blvd., the project will be four stories from street level. On the beach side, the building will be seven stories, Lau said. Development plans include 40 hotel rooms, 56 condominiums and 168 parking stalls. Most of the rooms and homes will have large decks or balconies, many of which will overlook the ocean and the Queen Mary, he added. Guests and residents can also utilize an on-site gym and swimming pool.

The general public, along with guests and residents, will have access to two full-scale restaurants, including a lounge area, as part of the development, Lau said. Plans also call for a beachfront café, he added.



The project was approved by the Long Beach City Council and the California Coastal Commission in fall 2011. However, in 2013, Silversands took ownership of the project and attempted to re-entitle the site with a new design, including 72 hotel rooms and 33 condos. UNITE HERE Local 11 appealed the project, which was ultimately denied by the commission in September 2014. Silversands eventually opted to continue with the already-approved project.

"There is a shortage of new condominiums available in the Long Beach market. And adding more hotel rooms to prepare for the Olympics in L.A.," Lau said, about why he thinks the project will be successful. "Being on the sand, we'll offer something to customers that doesn't exist in the market."

Long Beach Airport Phase Two Improvements Revealed



Renderings released by Long Beach Airport staff reveal the future look of the airport with nearly \$59 million of improvements in the pipeline. Improvements include a new ticketing lobby, a consolidated baggage claim area, relocating rental car facilities to inside the historic terminal building, pre-security area concessions for those awaiting arriving passengers, ground transportation upgrades and wayfinding signage improvements.

Contracts for the improvements were approved by the Long Beach City Council on May 8 with Long Beach-based architectural and urban design firm Studio One Eleven, VCA Engineers of Alhambra, Dallas-based Corgan Inc. and San Francisco-based Swinerton Builders. The project may be completed as early as fall 2021.

Airport-Adjacent Hotel Breaks Ground

InterContinental Hotels Group and YHB Hospitality celebrated the groundbreaking of its newest Long Beach hotel, Staybridge Suites, on September 6 near the northeastern corner of Lakewood Boulevard and Willow Street. The new six-story, 150-room hotel is replacing 50 Holiday Inn rooms that were located in a two-story building adjacent to the 13-story Holiday Inn Long Beach Airport tower, which will continue to operate throughout the construction process. Aside from increasing the site's room count by 75, the new hotel will bring an additional 3,000 square feet of meeting space and two boardrooms. Staybridge Suites is meant for families and business people staying in the city for an extended period of time, according to Holiday Inn General Manager Mooyon Kim. Full kitchens with full-sized refrigerators are included in the studio, one- and two-bedroom suites. The hotel lobby will

feature a marketplace for guests to shop for food and other goods. Guests will also have access to a state-of-the-art fitness center. Construction also includes upgrades to the pool and deck area, which will be shared by Staybridge and Holiday Inn guests. The hotel is expected to open in December 2019, Kim said. This is the second "dual-concept" hotel in the city, with Hampton Inn and Homewood Suites by Hilton Long Beach Airport having opened at Douglas Park in November of last year.

Kinnery's: Long Beach's Newest Brokerage And Property Management Firm



Cameron Jacques and Brian Russell have teamed up to create Kinnery's Brokerage House & Elite Property Management Inc. Jacques started the boutique company earlier this year and serves as president, while Russell joined the company in August and serves as vice president. The firm focuses on multi-family and commercial investing, Jacques said. Both Russell and Jacques previously served as vice presidents at Coldwell Banker Commercial BLAIR WESTMAC. Through their work as agents, they noted a lack of good property management and saw an opportunity. "I own multi-family investments and I couldn't really find a property management company that knew as much as me when it came to where rent should be, where the market is heading, utilities, expenses – all those kinds of things," Jacques said. "Nobody ever really seemed interested or educated – property management didn't go that far," Jacques said the team's background as real estate agents gives them a fresh perspective on property management. The firm recently purchased an office at 425 E. 4th St., Suite D, and is in the process of building it out. The duo recently conducted interviews to bring on a third staff member. "When you manage an asset, you're managing your client's quality of life," Jacques said. The income derived from the asset may be putting food on the table, paying for children's education, health expenses and retirement. This is something we take very seriously." (Photograph by the Business Journal's Anne Artley)

Real Estate Transactions

The following is a list of transactions closed during the month of August by agents at Centennial Advisers and Marcus & Millichap's Bogie Investment Group:

- Centennial's Doug Shea facilitated the \$1.6 million sale of a 2,881-square-foot owner-occupied office located at 296 Redondo Ave. The space is occupied by Jeannette Architects. The transaction closed on August 23.
- Centennial's Tom Watkins represented the buyer in the \$1.1 million purchase of a five-unit residential complex at 1642 W. 259th St. in Harbor City. The sale closed on August 28. "Tom's knowledge of the buyers who pay the highest price helped us get this closed in 30 days in spite of four out five units vacant at closing," White said.
- Bogie Investment Group Founder Steve "Bogie" Bogoyevac and Senior Associate David O'Keefe were the listing agents of an eight-unit apartment complex located at 4134 E. Fountain St. The \$2.025 million transaction closed on August 24. Hiu Chan of Marcus & Millichap's Long Beach office was the selling agent on the deal. Bogoyevac and O'Keefe were also the listing agents on a six-unit apartment complex located at 909 Locust Ave. that closed on August 7 for \$1.23 million.
- Lonnie McDermott and Brandon Evans of Marcus & Millichap's Encino office were the listing agents for a land sale at 437 E. 5th St. that closed on August 6 for \$1.495 million. Bogoyevac was the selling agent on the transaction.

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Landing At The Wrong Airport, Like What Almost Happened In Florida Recently, Isn't That Uncommon

**Dan Reed** Contributor ⓘ**Aerospace & Defense***I write about airlines, the travel biz, and related industries*

This gigantic Airplane, a heavily modified Boeing 747 called the "Dreamlifter," requires at least 9,000 feet of runway to takeoff. But in 2013 it managed to take off from Jabara Airport in Wichita, KS, where the runway is only 6,100 feet long. The Dreamlifter was operated by Atlas Air, which specializes in large air cargo shipments. Atlas pilots mistakenly landed the Dreamlifter at Jabara instead of nearby McConnell Air Force Base, where it was supposed to pick up major body sections of an unfinished Boeing 787. The Big plane was barely able to get off the runway at Jabara a couple of days later, and only because it was empty and carried a minimal load of fuel to reduce weight. (Daniel Acker/Bloomberg)

At one time or another pretty much everybody has made a wrong turn when behind the wheel, peddling along on a bike, or even on foot. It's good reason to be a little annoyed at yourself, and maybe a little embarrassed if someone catches you doing it.

But a couple of weeks ago two American Airlines pilots made a big, big mistake when they and their Airbus A320 were making their landing approach into Page Field near Fort Myers, FL. That's when an Air Traffic Controller came over the radio to inform them that the airport at which they were supposed to land – Southwest Florida International Airport - was about 7.5 miles to the southeast.

Such “oops!” moments are relatively rare. But ever since July 17, 1938, they've taken a special place in aviation and travel lore. That's when veteran pilot/mechanic Douglas Corrigan, who'd actually worked on building Lindbergh's *Spirit of St. Louis* by hand, took off from Floyd Bennett Field in Brooklyn, New York, bound for Long Beach, CA. But early the next morning he landed instead at at Baldonnell Aerodrome – in *Dublin, Ireland!* Corrigan never admitted it, but most experts believe he'd gone the wrong way on purpose after having been denied many times by the government a permit to attempt the North Atlantic crossing.

So, if you've ever wondered where the nickname “Wrong Way Corrigan” for someone who takes a stupendously wrong turn comes from, that's it.

That American flight on Aug. 30 landed at the right airport without incident, 25 minutes late. But the history of aviation is littered with a surprisingly large number of landings at the wrong airport. Most have involved private planes with relatively inexperienced pilots. A few have also involved military aircraft. But some of the more remarkable such incidents – because of the enormity of the mistake and the number of passengers on board - have involved commercial airlines and pilots.

Such errors are surprisingly easy to make. That explains why hundreds of them involving professional pilots have happened over the ninety years since commercial flight began.

For those of us who aren't pilots it's maybe surprising, but from the air lots of airports, especially smaller ones and those with only one runway, look pretty much alike. That's especially true if there are not any major geographic features like mountains, lakes or rivers, or significant landmarks like a stadium, big buildings or even a whole city's skyline nearby. And because runways often are built to take best advantage of the prevailing winds in any given location, airports that are near to one another often are aligned on the same, or nearly the same directional heading. And, in some cases the codes used by pilots to locate airports using their navigational instruments are surprisingly similar and easy to get wrong when they're being entered into those instruments. Still, it's not supposed to happen, especially with commercial pilots on whom airlines typically spend well more than \$1 million apiece to train continuously over their careers.

MORE FROM FORBES

So, for fun, here's a look at some of the more, um, interesting wrong airport landings (or near-landings).

- Just over two years ago, on July 7, 2016, a Delta Airlines Airbus A320, bound for Rapid City, South Dakota mistakenly landed at Ellsworth Air Force Base about 10 miles away. What's surprising is that a commercial jet somehow made it onto the same runway used by B-1 Lancer bombers before anybody at the base could wave it off. And that wasn't even the first time it happened. In June 2004 a Northwest Airlines A319 bound for Rapid City also mistakenly landed at Ellsworth.
- In January 2014, a Southwest Airlines Boeing 737 headed for Branson Airport south of the tourist city in Southwest, MO, instead landed at tiny Clark Downtown Airport. The 737 requires more than 5,000 feet to land but Clark Airport only offered it 3,738 feet. The pilots used every bit of that runway to bring the plane to a halt, but all 129 people aboard were safe. It took Southwest a couple of days to fix the plane and fly it back off

that same runway – with no passengers and a minimal load of fuel to keep the weight down and the takeoff run short.

- On Dec. 18, 2013 an Ethiopian Airlines Boeing 767, bound for Kilimanjaro International Airport in Kenya wound up at Arusha Airport, 27 miles away, and across the border in Tanzania. You can imagine the passport and VISA problems that caused.
- On Nov. 20, 2013 a giant Boeing 747 “Dreamlifter” bound for McConnell Air Force Base in Wichita mistakenly landed at Jabara Airport a few miles away outside Wichita, KS. The Dreamlifter, operated by Atlas Air, is a heavily modified 747 significantly enlarged to carry major body sections and wings of other planes between factories. The Dreamlifter was supposed to land at McConnell, taxi over to Spirit Aerosystems adjacent to the runway there to pick up the body of a big Boeing 787 and fly it to Washington state, where its wings were to be bolted on. Thankfully the Dreamlifter arrived largely empty and low on fuel. That’s the only way it kept from running off the end of the 6,100-foot Jabara runway. It also somehow safely took off a couple of days later from that same runway, which on paper is more than 3,000 feet too short for the Dreamlifter to use.
- In December 1996 an Atlas Air 747 bound for Pinal Airpark outside Marana, AZ, where it was to be retired from service, landed instead at Avra Valley Airport, Marana’s public airport 12 miles away. The most embarrassing aspect of that landing is that Pinal Airpark is easily distinguished from the air by the hundred or more old jetliners, most of them wide bodies, that line the runways there. Nearly all of them are in various stages of being stripped for spare parts and/or crushed for metal recycling.
- In September 1995 a Northwest Airlines McDonnell Douglas DC-10 bound for Frankfurt, Germany actually landed 200 miles away at Brussels, Belgium. It triggered a minor international incident that ended up with air

traffic controllers accepting blame for supposedly giving the pilots wrong directions.

- A month later a charter flight headed to Kelly Air Force Base in San Antonio landed instead across town at San Antonio International Airport. It was hard to keep that incident quiet. The charter plane was carrying the White House press corps, who were following President Bill Clinton on a trip to south Texas.
- Two other wrong way landings were similarly hard to keep quiet. In January 2003 a charter flight carrying the Notre Dame men's basketball team back home missed South Bend and landed 12 miles away in Elkhart, IN. And in March 1997 the Arkansas Razorbacks' charter flight landed in Springdale, AR.. The players were more than a little surprised when they stepped out and learned they weren't in Fayetteville, where the school is located and where the players had parked their cars at that city's airport 15 miles from the Springdale airport.
- And in what, by one measure is the biggest margin of error in the history of wrong airport landings, in March 1973 a Canadian Transair 737, headed for Sault Ste. Marie, Ontario, mistakenly landed at Sault Ste. Marie, Michigan. According to Google Maps the two cities are 802 miles apart by car - if you drive through Detroit. Of course, they're just across the St. Mary's River, which serves as the international border, from each other. So, while you might expect a bit of a delay getting through customs when crossing the International Bridge there (especially if you aren't carrying your passport because you never expected to leave the country), it's still probably the shorter of the two options.

I wrote my first airline-related news story in May 1982 – about the first bankruptcy filing of Braniff International Airways. That led to 26 years covering airlines and related subjects at the Fort Worth Star-Telegram and USA TODAY.

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Port Of Los Angeles Preliminarily Awarded \$41 Million For Hydrogen Fuel Cell Project

The California Air Resources Board (CARB) preliminarily awarded \$41 million to the Port of Los Angeles for its Zero-Emission and Near-Zero-Emission Freight Facilities project, the port announced today. The total cost of the project is \$82,568,872, with partners matching CARB's funding. The project involves implementing hydrogen fuel cell-powered electric technology for freight facilities to annually reduce greenhouse gas emissions by 465 metric tons. The technologies include: 10 zero-emission, hydrogen fuel cell powered trucks; two new heavy-duty hydrogen fuel stations; and four zero-emissions cargo handling vehicles. The project is supported by Toyota, Kenworth and Shell.

Long Beach Launches Pilot Program To Support Homeless Community

The City of Long Beach launched a pilot program to support the city's homeless population today. The "Spare Change Changes Everything" campaign gives Long Beach Airport passengers a chance to deposit cash and coins in a donation box before entering the security checkpoint. "Community members play an important role in the solution to end homelessness in Long Beach. Thanks to the generosity of travelers, the simple act of dropping in spare change can go a long way to assist others," Mayor Robert Garcia stated. The Long Beach Department of Health and Human Services will use the proceeds to support the homeless community with crisis housing, hygiene products, food, clothing and other services. The pilot program is expected to run through the end of 2019.

City Recognized For Climate Change And Sustainability Initiatives

The Beacon Program, an initiative of the Institute for Local Government, has awarded the City of Long Beach the Silver Level Beacon Award in recognition of steps the city has taken to address climate change, "promote energy innovation and create more sustainable communities." The city achieved 7% overall community greenhouse gas (GHG) reductions and 16% GHG reductions among public agencies. The Beacon Program provides guidelines to county and municipal governments to "create healthier, more efficient and sustainable communities," according to a statement from the city.

Long Beach Receives Award For POW! WOW! Partnership

The League of California Cities has awarded the City of Long Beach with a Helen Putnam Award for Excellence in the category of "Economic Development Through The Arts" for its partnership with the POW! WOW! Long Beach mural festival. The award recognizes cities for "outstanding achievements" in quality of life-related services. POW! WOW! is an annual event that brings international muralists to adorn the urban landscape of the city with their artwork. It began in 2015 thanks to local CEO Julia Huang of interTrend Communications and POW! WOW! founder Jasper Wong. John Keisler, Long Beach Economic Development director, stated that the inclusion of art in public spaces has various economic benefits, including increased property values.

Partners Of Parks Hosts Fundraiser For Local Organizations

Partners of Parks is hosting the fundraiser "Sowing the Seeds of Summer 2019" to benefit neighborhood groups and community organizations on September 29 at the El Dorado

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September 24, 2018

Nature Center's new amphitheater (7550 E. Spring St.) from 5:30-7:30 p.m. The fundraiser recognizes groups and organizations that have contributed to past summer events. The evening includes information about the park's inhabitants, visitation with pets from the Animal Care Center, as well as music, drinks and food. Half of ticket sales go directly to participating groups and organizations, such as Friends of Pan Am Park, Lakewood Village Neighborhood Association, the historic ranchos and Filipino Fest. [Tickets](#) can be purchased online through the Partners of Parks' website.

Camerata Singers Announce Roundtable Panelists

The Long Beach Camerata Singers has announced the panelists for its community roundtable as part of the [Camerata Peace Project 2](#) on Sunday, October 7. The panelists include: Nancy Foster, former first lady of Long Beach; Amy Grat, executive director of EXP (formerly ITEP); Desiree Thomas, trauma program director at MemorialCare Long Beach Medical Center; Rob Langworthy, pastor of Covenant Presbyterian Church; and Melanie Washington, founder of Mentoring a Touch from Above. Third District Councilmember Suzie Price is moderating the discussion. The panel will "explore human interaction and how we show caring as a society," according to the announcement. A concert will follow the discussion.



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Long Beach Airport. Photo courtesy the city of Long Beach.

LONG BEACH AIRPORT

September 14, 2018

Spare change campaign at Long Beach Airport lets passengers help the homeless

by **Kelly Puente** in **Life**



73



Standing in line at Long Beach Airport? Now you can use your spare change to help the homeless.



As part of its approach to address homelessness, the city on Friday announced the “Spare Change Changes Everything” campaign that lets passengers drop coins and cash into a donation box before heading through security screening at the Long Beach Airport.

The donations will go to the Homeless Services Division to help provide support to those experiencing homelessness with services including crisis housing and items such as hygiene products, food and clothing.

“Community members play an important role in the solution to end homelessness in Long Beach,” Mayor Robert Garcia said in a statement. “Thanks to the generosity of travelers, the simple act of dropping in spare change can go a long way to assist others.”

About 1,800 people experience homelessness in Long Beach each day.

Airport Director Jess Romo in a statement said a donation box gives travelers the chance to donate to the local homeless population and serve neighboring communities

“Spare change can make a difference to many people in need,” he said.

Visit [here](#) for more information [↗](#) on donation and volunteer opportunities.

DAILY PILOT NEWS

DAILY PILOT

Huntington Beach to form Jet Noise Commission

By PRISCILLA VEGA

SEP 18, 2018 | 10:45 AM



Huntington Beach residents have expressed concerns about an increase in airplane noise linked to Long Beach Airport, pictured. (File Photo / Los Angeles Times)

The Huntington Beach City Council decided Monday night to create a Jet Noise Commission as part of its long-term plan to continue researching ways to address residents' concerns about increased airplane noise.

The council's unanimous vote approved a seven-member group that will collaborate with airlines and neighboring cities on possible noise solutions.

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“It’s a really serious issue,” Councilwoman Barbara Delgleize said. “Daily we get complaints on this issue. [I’m] still flabbergasted it’s happening all around the U.S. and we haven’t made much more progress.”

The city manager and city attorney have 90 days to amend the municipal code to form the commission and craft guidelines.

Residents have increasingly complained about airplane noise — most of it linked to Long Beach Airport — since the Federal Aviation Administration implemented regional flight path alterations in 2017, but city officials said the issue dates as far back as 2007. The FAA says more than two dozen air routes have historically passed over Huntington Beach.

In January, the city created the Air Traffic Noise Working Group, which has 12 members, some of them former airline pilots, to examine the issue and begin talks with aviation and other officials.

http://www.gazettes.com/news/government/spare-change-for-homeless-through-city-at-long-beach-airport/article_e7084dae-baa1-11e8-96ca-d3f3cd3e2fe9.html

Spare Change For Homeless — Through City — At Long Beach Airport

Harry Saltzgaver Sep 19, 2018

There's been an addition to the security screening process at the Long Beach Airport.

A collection box has been installed allowing passengers to get rid of their spare change before going through security. The Spare Change Changes Everything campaign gets rid of the loose change before going through the body scanner and raises money for homeless support services at the same time.

The Long Beach Health and Human Services Department will use the money through its Homeless Services Division. An average of 1,800 people go through Long Beach Airport security checks every day, so spare change can add up quickly, according to Mayor Robert Garcia.

For more information about the city's fight against homelessness, go to www.longbeach.gov/health/services/directory.

LOCAL NEWS

Long Beach Airport on board to become the nation's most sustainable



A JetBlue flight takes off from Long Beach Airport with blue skies, snow-capped mountains and the Boeing Co. office buildings behind it on a sunny morning. File Photo

By **HAYLEY MUNGUIA** | hmunguia@scng.com | Long Beach Press-Telegram

PUBLISHED: September 20, 2018 at 5:21 pm | UPDATED: September 20, 2018 at 11:25 pm



Long Beach will soon begin to develop a plan to house the country's most sustainable airport, thanks to a unanimous City Council vote last month.

One of the first steps toward establishing that plan happened on Thursday, Sept. 20, when Justin Ramirez, a legislative director for Mayor Robert Garcia, made a presentation to Long Beach's Airport Advisory Commission about the concept.

During his remarks, Ramirez said Garcia hopes the plan will mirror the port's [Clean Air Action Plan](#). That plan established specific strategies for reducing pollution in every aspect of the port's operations, including its ships, trucks, trains and cargo-handling equipment.

According to air emission reports released last month, the Port of Long Beach has experienced significant declines in polluting emissions since 2005, when testing first began under the Clean Air Action Plan. At the port, diesel particulate matter has fallen by 88 percent there, while sulphur dioxides have decreased by 98 percent — all while [the amount of cargo moving through the port has skyrocketed](#).

During an August City Council meeting, Garcia said he hopes the airport plan will have a similarly comprehensive scope that will focus both on the ground operations and the airlines themselves.

Ramirez said that while the city's goal is ambitious, the process for achieving it should be open to input from all.

"It will be a community-driven thing, like what we saw at our port," he said.

Commissioner Phil Ramsdale said that while the plan is a "great idea ... there's a lot of differences between the primarily cargo-focused Port of Long Beach and the primarily passenger-focused LGB."

He said that because many of the sustainability measures taken at the port were based on innovating how cargo is handled, coming up with ways to address sustainability for airport travelers may require more creativity.

Commissioners agreed the first step to take will be to establish an ad-hoc sub-committee, which may work with a similar sub-committee from the Long Beach's Sustainable City Commission, to forge a path forward.

Commissioner Rita Nayak, who has a background in architecture and landscape design, said she would like to serve on that sub-committee. She said one small thing the airport could consider is designing its landscapes in such a way that trees are more effective at capturing carbon.

She also pointed to the Cochin International Airport in India, [which runs on 100 percent solar energy](#), as an example of what the Long Beach Airport could do.

While development on the plan still hasn't technically begun, Ramsdale said that he's aware of the city's hope that the airport's sustainability can be achieved rather quickly. He said that he has met with Councilwoman Stacy Mungo about the goal, and she told him she'd like to see the greener airport within four years.

Ramsdale said he expects [current airport renovation plans](#) will include steps that will help push the sustainability goal forward.

Ramirez said all of those ideas would be welcome as the team moves forward, and he spoke about airlines moving forward themselves to [create zero-emission flights](#).

"This is new territory," he said. "I don't think any airport out there has really committed as much as we are ... We want Long Beach to really make its name known globally as the most sustainable airport in the world."

Tags: [airports](#), [Long Beach Airport](#), [sustainability](#), [Top Stories LBPT](#)



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Hayley Munguia

Hayley Munguia covers Long Beach City Hall for the Southern California News Group. She previously worked as a data reporter for FiveThirtyEight and has written for The Week, the Jerusalem Post and the Austin American-Statesman, among other publications. She's originally from Austin, graduated from NYU and will pet a dog any chance she gets.

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A torrent of rain covered Long Beach on January of 2017. Photo by Brian Addison.

RAIN

September 26, 2018

Forecasts call for rain next week in Long Beach



Forecasts call for rain next week in Long Beach



Rain may be on the way next week in Long Beach. After a year of drought—and one of the hottest summers on record—the wet weather would no doubt be welcome.

Forecasts [↗] call for a 40 percent chance of rain Monday through Thursday next week, with temperatures in the mid-70s. The weekend is expected to be partly-sunny with temperatures in the high 70s.

The 2017-18 rain season, which ended in June, was one of the driest on record with Long Beach Airport, recording just 3.65 inches of rain—more than 7 inches below average.

This year was so bad that the 2019 budget includes \$1.2 million in one-time funding to water local parks, and city officials warn that if drought conditions persist, that won't be near enough.

ORANGE COUNTY BUSINESS JOURNAL ^(/)

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Long Beach Air Traffic Up 11%

By Paul Hughes (/staff/paul-hughes/)

Wednesday, September 26, 2018



(/photos/2017/nov/27/29494/)

Long Beach Airport Photo by Ringo Chiu (/staff/ringo-chiu/).

Long Beach Airport traffic rose 11% year-over-year in August to 350,000 passengers; year-to-date traffic is up 10% to 2.7 million.

JetBlue carried 75% of the total—262,000—up 6% in the month; Southwest flew 48,000 people, a 14% share and up 20%. Three other airlines—American, Delta, and Hawaiian—carried the remaining 40,000 passengers, or 11% of all customers.

All carriers active at the airport for at least a year were up over 2017; Hawaiian began daily non-stop service June 1 and has averaged more than 10,000 passengers a month through summer.

Cargo carrying by FedEx and UPS declined 7% in the month to about 2,000 tons.

Charter flying at Long Beach airport is minimal, at about 250 passengers monthly.

Airport charter tenants, however, are building new facilities at the airport.

California Certifies Jensen Deflective Separator as Full Capture System Trash Treatment Control Device

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JDS System Streamlines Stormwater Trash Compliance

SPARKS, NEV. (PRWEB) SEPTEMBER 26, 2018

The Jensen Deflective Separator (JDS) System has received certification by the California State Water Resources Control Board as a Full Capture System Device for Trash Treatment Control. The statewide certification enables full compliance with stormwater Trash Amendments for public and private retrofit and new development projects.

"We are pleased the JDS System has achieved statewide certification," said Walter Stein, PE, Jensen Precast Stormwater Systems Division Manager. "Our stormwater customers in California will enjoy full compliance with all trash control stormwater regulations at both state and regional levels. We are helping reduce and, in most cases, eliminate 100% of trash discharged from our stormwater drainage systems. We believe the performance of the JDS System to capture trash is unmatched."

Along with requirements to meet certification standards, Jensen Precast engineers provided additional research on the JDS System with the application, including:

- ▶ Full scale and repeatable trash removal efficiency testing.
- ▶ Full scale testing with particles smaller than the required 5 millimeter particle.
- ▶ Scour testing verifying 100% retention of previously captured solids during flow bypass events.

Stormwater treatment continues to grow as a key area of research and product development for Jensen Precast. The company remains committed to dedicating the necessary resources for conduct quantifying performance verification tests to capture trash.

"No other technology being offered has verified the bypass retention efficiency," Stein said. "Once trash and debris go into a JDS System, it's not getting out until properly cleaned. Jensen Precast is an innovator in this area of stormwater treatment, providing a proven system superior to all others."

In May of this year the Cities of Signal Hill and Long Beach, California, completed installation of dual JDS Hydrodynamic Separator units deployed inside two 16-foot diameter precast concrete structures at the southeast corner of the Long Beach Airport. The system has the capacity to take in 166 cubic feet of water per second. Jensen Precast collaborated on the design and construction of the Los Cerritos Channel Sub-Basin 4 Stormwater Capture Facility project with Tetra Tech Inc., Mike Bubalo Construction Company, and GDH Inc.

"Our goal is to provide the best forward thinking solution for every customer every time and surpass expectations," said Eric Jensen, President of Jensen Precast. "Certification of the JDS System is a great example. By streamlining state and regional compliance expectations, our engineering and contractor customers can complete their projects faster and more cost effectively."

- ▶ Learn more about the Jensen Deflective Separator System at <http://www.jensenprecast.com/jds>.
- ▶ See a timelapse video of the Long Beach Airport installation at <https://youtu.be/xGZ-onl1XcM>.
- ▶ Contact Walter Stein about new projects at wstein@jensenprecast.com or (775) 352-6336.
- ▶ Connect with Jensen Stormwater Systems at stormwater@jensenprecast.com or (855) 468-5600.

About Jensen Precast

Jensen Precast is one of the largest independently owned precast concrete companies in the United States. Founded in 1968, the company provides engineered solutions with precast concrete for communities, businesses, and government agencies throughout Arizona, California, Hawaii, and Nevada. Celebrating its 50th Anniversary in 2018, Jensen Precast employs more than 800 workers who design, engineer, manufacture, and deliver products and services to construction and engineering businesses.

Visit JensenPrecast.com for locations, products, quotes, and contact information for expert consultation.

To arrange interviews with Jensen Precast executives, engineers, and product experts, please contact Nicholas Drake at (775) 352-5275 or [ndrake\(at\)jensenprecast.com](mailto:ndrake(at)jensenprecast.com).

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LONG BEACH POST



MARIJUANA

September 27, 2018

Local airport police won't cite or arrest passengers traveling with legal amounts of marijuana

by **Stephanie Rivera** in News



125



Now that recreational marijuana is legal in California, airport police won't cite or arrest travelers carrying legal amounts—at least that's the case at Long Beach Airport and Los Angeles International Air

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While these policies have been in effect since Prop. 64 legalized marijuana starting Jan. 1, the changes got some attention through social media this week [↗](#).

While LGB doesn't have a specific policy, it follows local rules when handling marijuana, said Long Beach Airport spokeswoman Stephanie Montuya-Morisky.

If Transportation Security Administration officers discover marijuana during a routine screening they are required to inform local law enforcement—which would be Long Beach police—to investigate if a crime has occurred, she said.

If the person is 21 years of age or older and carrying the legal amount—28.5 grams (about one ounce) of marijuana or 8 grams of concentrated marijuana—then they are allowed to depart with the substance,

according to Montuya-Morisky.

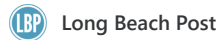
When travelers cross into federal jurisdiction, it's a different story, she said, since marijuana is still federally regulated.

VIDEO: Recreational marijuana now selling in Long Beach

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Four local medical marijuana dispensaries opened their doors for recreational sales on Friday, making Long Beach the latest city in California to offer legal cannabis for anyone over 21.



LAX's marijuana policy states [↗] that airport police allow passengers to travel through the airport with the legal amount, noting, however, that federal law prohibits the possession of marijuana, including in federal airspace.

"Passengers should be aware that marijuana laws vary state by state and they are encouraged to check the laws of the states in which they plan to travel," LAX's policy states.

However, travelers won't get cited or arrested at LAX either if they are found to be carrying the legal amount, said Los Angeles Airport police spokeswoman Alicia Hernandez.

Federal Aviation Administration Pacific Division spokesman Ian Gregor said the agency does not have regulations pertaining to passengers and marijuana but pointed to an FAA advisory issued in March that alerted pilots to the federal regulations and penalties for violators despite some states now legalizing marijuana.

"The bottom line is that even if marijuana possession or cultivation is legal in a state, it is illegal under federal law to use an aircraft to transport marijuana to, from, or within that state," the FAA advisory stated.

Stephanie Rivera covers immigration and the north, west and central parts of Long Beach. Reach her at stephanie@lbpost.com or on Twitter at [@StephRivera88](https://twitter.com/StephRivera88).

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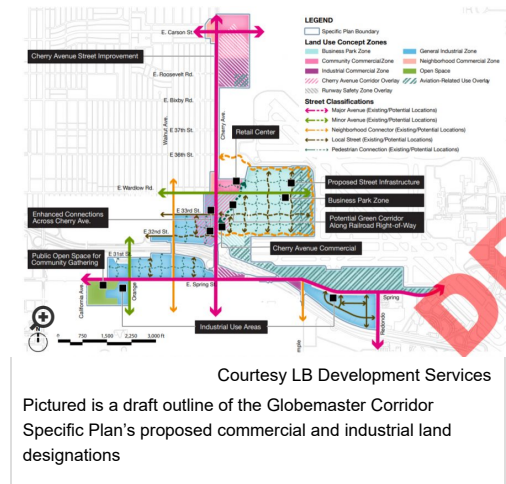
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Meeting garners community input, informs about Globemaster Corridor Specific Plan

The public can write and submit concerns about plan's land uses, potential environmental impacts.

Denny Cristales, Managing Editor • September 27, 2018 • [Leave a Comment](https://signaltribunenewspaper.com/39232/news/meeting-garners-community-input-informs-about-globemaster-corridor-specific-plan/#respond)
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If Wednesday's meeting is any indication, there are a lot of details- environmentally and architecturally- that need to be ironed out before the Globemaster Corridor Specific Plan can begin to take shape in the near future.

The City of Long Beach and a team of consultant firms have been working on the Globemaster Corridor Specific Plan (GCSP), a project that intends to outline and prepare future land use for the area encompassing the former Boeing C 17 manufacturing site and

future land use for the area encompassing the former Boeing C-17 manufacturing site and surrounding commercial industrial corridors. The site in question includes a portion of Cherry Avenue between Spring and Carson streets, and Spring Street between Orange and Redondo avenues, according to the GCSP's website.

The plan targets the central portion of Long Beach that borders Long Beach Airport and the cities of Lakewood and Signal Hill.

The City hosted its third community workshop Wednesday, Sept. 26, at Hughes Middle School, to display a presentation of the draft plan and garner public input about land use in GCSP's designated area. The City, in partnership with environmental firm Dudek and the American Institute of Architects (AIA), has hosted separate workshops in February and June to continually modify the plan and address resident concerns about the proposed developments.

"It's not taking anyone's property, it's not telling anyone that you have to use your property in a new way," Carrie Tai, planning officer with the City's bureau staff, said about the plan and possible impacts on existing properties. "It's a planning study. It studies what you could do in the future, should you choose to, but it also allows you to continue doing exactly what you're doing if you're doing it today."

On display inside the Hughes Middle School cafeteria were maps and outlines of the plan and intended industrial or commercial use for specific areas within the region of the Cherry Avenue corridor and C-17 site. Also visible were some changes that have been implemented since the community met in June and expressed written questions and concerns about the project.

Some modifications of the GCSP include:

- Providing pedestrian-oriented retail amenities
- Improving safety and appearance of streets
- Allowing flexibility in permitted uses and standards
- Protecting existing businesses
- Ensuring sufficient parking
- Improving transit service and bicycle continuity
- Involving more local residents and youth into the planning input

When the Boeing Corporation closed its C-17 Globemaster III assembly facility in Long Beach in December 2015, it left a vacant site that includes a 1.1-million-square-foot enclosed aerospace manufacturing building that is directly adjacent to Long Beach Airport, according to the City's description of the GCSP.

Employment agency Pacific Gateway, with assistance from Long Beach Development Services (LBDS) planning-bureau staff, completed what was known as Phase 1 of the C-17 Transition Master Plan in an attempt to promote proper land use, infrastructure planning and economic development at the former Boeing site.

Last November, Pacific Gateway and LBDS were tasked with Phase 2 of the C-17 Transition Master Plan, simply intended to refine the aspects that were introduced in Phase 1. LBDS planning-bureau staff are preparing a strategy to address long-term uses of the C-17 site and the Cherry Avenue corridor- all of which require the creation of the GCSP, environmental-impact report (EIR) and environmental-impact statement (EIS).

The Specific Plan is in its draft stage, and all aspects of the outline are subject to change, according to city officials. The area the plan modifies- the C-17 site and commercial, industrial corridors- has no residential areas included.

John Kaliski, principal of the AIA and personal firm John Kaliski Architects, detailed the GCSP's intended designation of commercial and retail uses to specific areas in the planning region. Kaliski also went into detail about different tiers of developments, which include distinctions in height, amenities and restrictions that might impact some businesses due to

their close proximity to Long Beach Airport.

He outlined the intended use of each zone on the map.

“Fundamentally, the specific plan refines the land uses that are allowed,” Kaliski said. “And, in my language, it sends a signal to those who want to do new projects in this area of what Long Beach’s expectation is in terms of the type of development that’s expected, the quality of the development and the, if you will, intensity of excellence that Long Beach is expecting.”

Scott Kinsey, planner IV with LBDS, explained to the public that the plan is configuring its proposed land uses and zoning strategies, as necessary, to meet standards of the City’s land-use element (LUE), which has been modified this year.

Ruta Thomas, principal at Dudek, said a notice of preparation was submitted publicly Sept. 12. The City established a public review from the time the notice was submitted to Oct. 11 at 4:30pm, during which the City will accept comments about the project in regard to its mitigation measures and potential alternatives to reduce possible environmental effects.

All comments must be received in writing by 4:30pm on Oct. 11. Reference to the project must be present in a subject line. Craig Chalfant, senior planner with LBDS, is accepting public input via email at craig.chalfant@longbeach.gov or direct mail to 333 W. Ocean Blvd., 5th floor, Long Beach, Calif. 90802.

Thomas said completion of the draft EIR and EIS is projected for early 2019. A 45-day public review period will follow to comment on the documents. Response to comments and completion of the draft EIR and EIS will go into mid-2019, when consideration of project approval will reach the Long Beach City Council and Long Beach Planning Commission.

For more information about the GCSP, visit lbds.info/GMCSP. For a full outline of the draft plan, visit bit.ly/2xKZspr.

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BizBrief: Today's News To Know

September 28, 2018 | Business Journal Staff

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Long Beach Joins Six Other Ports To Create Climate Action Program

The Port of Long Beach (POLB) is partnering with six other international seaports to launch the World Climate Change Program. Through the partnership, POLB is developing "projects to address global warming and meet the goals outlined in the Paris Agreement," according to the announcement. The program will focus on supply chain efficiency, emissions reductions, renewable and zero-emission energy, low-carbon fuels, infrastructure to electrify ship propulsion systems, and other initiatives. Participating port authorities are located in Los Angeles; Rotterdam, the Netherlands; Hamburg, Germany; Barcelona, Spain; Antwerp, Belgium; and Vancouver, Canada.

Port Truck Drivers And Warehouse Workers To Go On Strike

Truck drivers and warehouse workers employed by XPO Logistics and NFI Industries in the harbor area are launching their 16th strike in five years beginning Monday, October 1. The strike is meant to highlight allegations of wage theft and discrimination, according to an announcement from [Justice For Port Drivers](#) (JFPD), a coalition organized by the International Brotherhood of Teamsters. JFPD alleges the two companies have misclassified nearly 900 drivers as independent contractors. Each company has faced legal action for similar claims, and drivers are calling on company customers such as Toyota and Amazon to assist in ridding the U.S. supply chain of what they believe amounts to "indentured servitude."

Long Beach Airport Runway To Reopen After Nine-Month Closure

Runway 08R/26L, formerly named Runway 07R/25L, is reopening at Long Beach Airport (LGB) beginning Friday, October 5, at noon, airport staff announced today. The runway was closed in January for reconstruction and re-designation. The announcement advised that aircraft operations will resume in areas that have not experienced activity in nearly nine months.

Aquarium Festival To Celebrate Latin Heritage

In honor of National Latino Heritage Month and Mexican Independence Day, the Aquarium of the Pacific is hosting the 17th Annual Baja Splash Cultural Festival this weekend, September 29 and 30. The event includes live entertainment, crafts, educational programs and other special activities representing various Latin countries. The festival runs from 9 a.m. to 5 p.m. each day and is included in the price of a general admission ticket. Members get in free. [Click here](#) for more information.

Rick Rackers Names Woman Of The Year 2019

Kathy Lingle has been named the 64th Rick Rackers Auxiliary of the Assistance League of Long Beach woman of the year for 2019. Lingle is a Long Beach native who has volunteered with the Assistance League since she was a teenager. She has served the Assistance League as Rick Rackers chairperson, a member of the corporate partnership committee and as woman of the year chairperson, among other roles. She will be honored at the annual woman of the year luncheon on February 1, 2019.



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LOCAL NEWS

Long Beach Airport's busiest runway reopening after 9 months of construction



One of the Long Beach Airport's three runways. (File photo)

By [MARK EDWARD NERO](#) | mnero@scng.com |

PUBLISHED: September 28, 2018 at 4:15 pm | UPDATED: September 28, 2018 at 4:32 pm



Prepare for takeoff.

After being closed for repairs for nearly nine months, the Long Beach Airport's busiest runway is set to reopen next week, airport officials confirmed Friday, Sept. 28.

The airport's general aviation runway, which is [dedicated to small aircraft traffic](#) and operations by flight schools and flying clubs, has been closed to aircraft since January and is scheduled to reopen Oct. 5. A ribbon cutting is being arranged to mark the event, airport spokeswoman Marlene Arrona said.

Among the work performed on the runway was a reduction in the width from 150 feet to 100 feet; construction of a taxiway connector; and the addition of a run-up area where pilots can warm up their planes' engines. Blast pads were also installed to prevent the spread of debris during takeoffs and landings, Arrona said.

The work is expected to extend the runway's life by at least 20 years, according to the airport.

The cost of construction was \$14.5 million, according to the airport, with part of the money coming from a \$15.3 million grant from the Federal Aviation Administration that the airport received in 2017 for runway reconstruction and upgrades.


The general aviation runway is one of three runways at the airport. The others are the primary runway, where larger commercial aircraft arrive and depart, and a secondary traffic runway. The primary runway underwent a [\\$2 million repair project](#) in May, including repaving work and the laying down of a fuel-resistant coat of asphalt.

Tags: [Long Beach Airport](#), [South Bay](#), [Top Stories LBPT](#)



Mark Edward Nero

Mark Edward Nero covers the Port of Long Beach and the Port of Los Angeles for the Southern California News Group. He first came to the Long Beach Press-Telegram as the newspaper's trade and transportation reporter in 2002. After leaving for a time, he returned in July 2018. In addition to the ports, he also covers the Palos Verdes Peninsula, including the cities of Palos Verdes, Palo Verdes Estates, Rolling Hills and Rolling Hills Estates.


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Runway at Long Beach Airport to reopen after nine months of construction

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Runway 08R/26L (formerly known as Runway 07R/25L) at Long Beach Airport will be reopening for aircraft operations effective Friday, October 5 at 12:00 p.m.


The runway has been closed for reconstruction since January 2018. The community is advised that aircraft operations will be reinstated in areas that have not experienced aircraft activity in almost 9 months.

This article was released by [Long Beach Airport \(http://www.lgb.org/\)](http://www.lgb.org/).

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