**Gambol Industries, Inc’s Open Letter to the Los Angeles City Council**

Gambol Industries, Inc., has been negotiating with the Port of Los Angeles to develop a ship repair and ship building facility in an unused portion of the port. Gambol proposes to invest approximately $75 million in a project that will result in 250 jobs and $10 million in wages per year. The facility will be built on the southwestern portion of the Port of Los Angeles and will be ready for use in 2012. The Port of Los Angeles claims that it needs to completely fill in the proposed site for use as a ship building and repair yard. The site has been a shipyard since the 1920s, but in recent years, has been unused and in decay. We thought our good idea three years ago when we proposed re-opening the historical former Southwest Marine (SWM), 50% of dredged materials for its Middle Harbor Redevelopment Project (MHRP). It will need this in early 2011, which is well within time for the SWM to be developed. It will take approximately $75 million to build the proposed facility and another $50 million to install the rock dike.

Another reason given by the Port of Los Angeles for rejecting Gambol’s plan is the port’s claim that it needs the Southwest Marine facility to store the dredged materials which they want to relocate behind a rock dike to be used as a ship building and repair yard. This necessitates those dredged materials a few miles will surely be a mere fraction of these savings. Additionally, air quality around the ports will be enhanced, yards of dredge material for its Middle Harbor Redevelopment Project (MHRP). It will need this in early 2011, which is well within time for the SWM to be developed. It will take approximately $75 million to build the proposed facility and another $50 million to install the rock dike.

In many instances, the decision that the City Attorney does not provide legal counsel to guide the APCs, does not provide the APCs with legal support at the hearings is due to budgetary constraints, which are contrary to the law, and which — in some circumstance — can be devastating to an applicant, as it makes us effective advocates for our clients.

We have no interest in speculating about the reasons for this resistance. However, after spending millions of dollars working with the Port of Los Angeles, Gambol reached a deal and is willing to bring dry-dock building back to Los Angeles.

**Christine Essel, CEO of CRA/LA Speaks at JMBM Business Issues Forum**

Christine Essel, the newly appointed Chief Executive Officer (CEO) of the Los Angeles Community Redevelopment Agency (CRA/LA), was the featured speaker at recent JMBM’s “Business Issues Forum” hosted by Ben Reznik. Ms. Essel has taken command in a time where the Port of Los Angeles is hosting the Pan-American Games in the 1990s. She brings with her 22 years of experience representative, and developing the Green Technology Corridor. CRA/LA is also participating in development of 32-harbor Dismantled

I want to reach out to development and financial communities with the message that there is a need and improved CRA/LA services to work closely with them to bring economic vitality back to our city. I saw myself as a change agent envisioning the transformation of CRA/LA. But I decided to accomplish this, tried the scenario of the development and financial communities to be in a situation to invest on your support.

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A s I see it, the challenge in this new assignment is to develop an agency which is viewed as being unfriendly. It appears to be a good time indeed to redefine and improve CRA/LA services to the development and financial communities with the message that there is a need and improved CRA/LA services to work closely with them to bring economic vitality back to our city. I saw myself as a change agent envisioning the transformation of CRA/LA. But I decided to accomplish this, tried the scenario of the development and financial communities to be in a situation to invest on your support.

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