

**MINUTES OF THE REGULAR MEETING OF THE
PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE
TUESDAY, NOVEMBER 16, 2010, 5:30 – 8:00PM
WILMINGTON SENIOR CITIZEN CENTER
1371 EUBANK STREET
WILMINGTON, CA 90744**

ATTENDEES

Kenneth Melendez, PCAC Co-Chair
Carrie Scoville, PCAC Parliamentarian
Richard Havenick, Alternate for Peter Warren, Coastal San Pedro Neighborhood Council
Grant Reed, Voting Member, Harbor City Neighborhood Council
Pat Nave, Voting Member, Northwest San Pedro Neighborhood Council
Thomas Dahlgren, Voting Member for Wilmington Neighborhood Council
Donna Ethington, Voting Member, Wilmington Neighborhood Council
Richard Pavlick, Voting Member, Crescent Area Resident's Association
Frank Anderson, Alternate, Kathleen Woodfield, SP & Peninsula Homeowner's Coalition
Chuck Hart, Voting Member, At-Large (San Pedro)
Frank Herrera, Voting Member, Wilmington Community Advisory Committee
Eleanor R. Montano, Voting Member, Wilmington Community Advisory Committee
Gary Kern, Voting Member, Wilmington Community Advisory Committee
Bill Walles, Voting Member, Harbor Association of Industry and Commerce
Donald Norton, Voting Member, Harbor Association of Industry and Commerce
Joeann Valle, Alternate for Emma Castillo, Harbor City Gateway Chamber
John Schafer, Voting Member, Non-ILWU
Olivia Cueva Fernandez, Voting Member, Education At Large
Lanny Nelms, Voting Member, At Large (BHC)

ABSENTEES

Peter Warren, Voting Member, Coastal San Pedro Neighborhood Council
Kathleen Woodfield, Voting Member, San Pedro & Peninsula Homeowner's Coalition
Andrew Mardesich, Voting Member, San Pedro & Peninsula Homeowner's Coalition
John Miller, Voting Member for San Pedro and Peninsula Homeowner's Coalition
Emma Castillo, Voting Member for Harbor City/Gateway Chamber
Frank O'Brien, Voting Member, L.A. Harbor/Watts EDC
Jayme Wilson, Voting Member, Pacific Corridor Task Force
James Cross, Voting Member, San Pedro Peninsula Chamber of Commerce
Michelle Grubbs, Voting Member, Pacific Merchant Shipping Association
David Beeman, Voting Member, ILWU Local #13

EXCUSED

June Burlingame Smith, Voting, Point Fermin Resident's Association
Lucy Mejia, Voting Member, Wilmington Citizen's Committee
Patrick Wilson, Voting Member, Wilmington Chamber of Commerce

PORT STAFF

Kathryn McDermott, Deputy Executive Director, Business Development
David Mathewson, Director, Planning & Economic Development

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A. **CALL TO ORDER:** Kenneth Melendez, Chair, 6:00PM

B. **OPENING STATEMENT** - AN OPPORTUNITY FOR MEMBERS OF THE PUBLIC TO ADDRESS THE PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE (PCAC)

AS PROVIDED BY THE BROWN ACT, PERSONS IN THE AUDIENCE MAY ADDRESS THE COMMITTEE IN CONNECTION WITH ANY AGENDA ITEM OR DURING THE PUBLIC COMMENT PERIODS. THE COMMITTEE, UNDER ITS RULES, SHALL NOT ADJOURN THE MEETING UNTIL ALL MEMBERS OF THE PUBLIC WISHING TO ADDRESS THE COMMITTEE HAVE HAD THE OPPORTUNITY TO DO SO. ANYONE DESIRING TO SPEAK MUST COMPLETE A SPEAKER CARD AND SUBMIT IT TO THE PCAC SECRETARY.

C. **ROLL CALL:** A quorum of 18 members was present at roll call.
Members who arrived late: Richard Havenick / 19 Members Present

D. **APPROVAL OF THE AGENDA:**
Richard Pavlick, Chair of the San Pedro Coordinated Plan Subcommittee, moved that an emergency action item for the USS Iowa Battleship be added to the agenda.

Pat Nave requested a Point of Order, questioning the relevance of the emergency.

Discussion resulted in the following:

Whereas, the Board of Harbor Commissioners (BHC) had requested input from the PCAC on a berthing location for the USS Iowa Battleship; and whereas, the PCAC would not meet again before November 18, 2010, when the Board was expected to take action on this issue, the PCAC Co-chair ruled that this issue could be addressed as an Emergency Action Item.

Richard Pavlick moved to suspend the rules to add the USS Iowa to the Agenda as an action item. Seconded by Lanny Nelms. The rules were suspended with a vote of 15 Ayes, 0 Nays and 3 Abstentions.

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Thomas Dahlgren moved to add the USS Iowa Battleship to the agenda as an action item. Seconded by Grant Reed. The item was added with 17 Ayes, 0 Nays, and 2 Abstentions. The Agenda was approved as amended.

E. THE MINUTES OF THE SEPTEMBER 21, 2010 AND THE OCTOBER 19, 2010 MEETINGS OF THE PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE (PCAC) WERE APPROVED.

Gary Kern moved to approve the Minutes of the September 21, 2010 PCAC meeting. Second: Tom Dahlgren. Minutes approved with 16 Ayes, 0 Nays and 3 Abstentions.

Richard Pavlick moved to approve the Minutes of the October 19, 2010 PCAC meeting. Second: Gary Kern. Minutes approved with 14 Ayes, 0 Nays and 5 Abstentions.

F. PUBLIC COMMENT:

Ken Melendez opened the floor for public comment: None

G. REPORTS OF CO-CHAIRPERSON AND PORT OF LOS ANGELES STAFF:

David Mathewson, Director of Planning and Economic Development reported that:

- There were no changes in the status of the (6) pending PCAC motions pertaining to the PCAC structure. These motions are pending a working group meeting between Board, Staff, and various PCAC members.
- The BHC will meet on Thursday, November 18, 2010, at 8:30AM, in the Port Administration Building, 2nd floor Board Room. Agenda items will include; the USS Iowa Battleship and Port Tech LA.
- The Port of LA and Port of Long Beach will hold a joint Board meeting, Monday, November 22, 2010, at 2:00PM, at Banning's Landing, as a follow-up on the Clean Air Action Plan (CAAP) Update. The supplemental to the responses on the CAAP comments can be obtained on the POLA website. www.portoflosangeles.org
- The Wilmington Winter Wonderland event will be on December 4, 2010, from 11:00AM to 2:00PM, at the Wilmington Recreation Center between Bay View Avenue and C Street, Wilmington.

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- **The LA Harbor Holiday Afloat Parade will be on December 4, 2010, at 6:00PM. Locations for viewing the parade are as follows:**
 - **Banning's Landing Community Center, 100 E. Water St., Wilmington**
 - **Port of LA Cruise Ship Promenade, 600 N. Harbor Blvd., San Pedro**
 - **Ports O' Call Village, 1100 Nagoya Way, San Pedro**
 - **Cabrillo Marina, 200 Whaler's Walk, San Pedro**

Richard Havenick, requested a response from Port staff on the net impacts from ships that were circumventing the California Air Resources Board (CARB) Low Sulfur Fuel (LSF) Rule.

Mr. Melendez, reported as Chair of the PCAC:

- **He informed the BHC at their November 4, 2010 Board meeting that the general consensus of the PCAC was to berth the USS Iowa Battleship here at the Port of LA. He will submit PCAC's recommendation supporting POLA's recommendation to berth the USS Iowa at Berth 87.**
- **At the last BHC meeting, the Commission President, Cindy Miscikowski, suggested that the PCAC see the presentation that the Maxima Consulting Group gave to the Board earlier in November, on a strategy for redeveloping Ports O' Call and Cabrillo Marina. Mr. Mathewson will provide that presentation this evening.**
- **He submitted a letter to Councilwoman Janice Hahn, asking to have Cathy Beauregard reinstated as the San Pedro At-large voting member.**

Carrie Scoville, stated for the record, that the Central San Pedro Neighborhood Council (CSPNC) identified the following priorities as those that they would like to see come to fruition within the next couple of years.

- **Downtown San Pedro Harbor Plans for 5th to 7th Street**
- **San Pedro/Wilmington Connection Improvements (Front Street/John S. Gibson Blvd. Frontage)**
- **Plaza Park Improvements**

In addition, the CSPNC approved sending a letter to the Mayor, the Council Office (Dist 15) and to the Port of LA supporting the relevance of the PCAC. They also adopted a resolution to retain separate status for the Wilmington Waterfront and San Pedro Coordinated Plan Subcommittees.

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H. EMERGENCY ACTION ITEM:

On November 10, 2010, the San Pedro Coordinated Plan Subcommittee adopted the following resolution supporting Berth 87 as a berthing site for the USS Iowa Battleship. The Resolution was moved by Grant Reed, Seconded by Richard Havenick. The Resolution was adopted with 3 Ayes, 0 Nays and 0 Abstentions.

RESOLUTION:

Whereas, the Port of Los Angeles (POLA) and the Board of Harbor Commission (BHC) have requested input from the PCAC as to the location of the USS Iowa in the Port of LA; and

Whereas, based on economic considerations the north harbor cut is a low priority and would not be completed for several years; and

Whereas, POLA has indicated that in lieu of the north harbor cut they will provide alternate locations for the tall ships and tug boats to be located in the Port of LA, and that the Lane Victory would remain at its present location; and

Whereas, the elimination of the north harbor cut will provide funding for and should expedite completion of other elements of the waterfront plan; and

Whereas, POLA and the Pacific Battleship Center have indicated their preferences for locating the USS Iowa at Berth 87;

Therefore, be it resolved that the Coordinated Plan Subcommittee concurs with and recommends the selection of Berth 87 for the location of the USS Iowa in the Port of LA.

Richard Pavlick introduced the Resolution.

Issues that were discussed included impacts on:

- Eliminating the north harbor water cut
- Spurring the outer harbor cruise ship development
- Cruise ship parking for visitors
- Plans for accommodating the increase in traffic from the freeway
- Plans for accommodating the Crowley Tugs, the Irving Johnson, the Exy Johnson and the visitor slips

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Tom Dahlgren called for the question. The Resolution carried with 17 Ayes, 0 Nays and 2 Abstentions.

I. PRESENTATIONS:

1. Tsunami Response Plan Draft Annex:

Keith Garcia, Emergency Coordinator, for the Port of Los Angeles gave a presentation on an Emergency Evacuation Plan, a Tsunami Response for the City of Los Angeles.

The City of LA has an overall Emergency Operations Plan, consisting of a master plan and various annexes, including a tsunami response annex.

- An Emergency Operations Organization (EOO) was instituted and is made up of various representatives within the City Structure.
- An Emergency Management Committee (EMC) was formed which is comprised of representatives from each of the City's departments. They meet on a monthly basis to discuss emergency management issues and to work on things like emergency response plans in the event of a disaster.
- An Emergency Operations Board (EOB) was established, consisting of a group of General Managers from the fourteen largest departments within the City. This includes the Harbor Department.
- The City's Emergency Management Department (EMD) oversees the process, ensuring that all plans operate affectively, in an efficient manner and that they comply with local city, state and federal laws. The City's EMD supports the management structure.

All LA City Departments work together to ensure compatible disaster evacuation plans. Each Department within the City is required to produce a Department Plan on how they would use their logistical resources and their employees in the event of a disaster. These plans are reviewed and revised on a regular basis.

State law requires the City to produce a local hazard mitigation plan addressing all the hazards in the City and how to handle them. It is also required that these plans be updated every five years.

The Port of LA Evacuation Plan was updated last in 2005. The LA City

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Tsunami Response Plan Annex is currently under revision. The Port of Long Beach has its own separate evacuation plan.

Areas with the highest levels for threats of tsunamis include Alaska, Hawaii and Northern California. The southern coast line of California is also threatened, specifically the City of LA, West LA, Pacific Palisades, Venice, Playa Del Rey, San Pedro, and Wilmington.

Tsunamis are a series of seismic sea waves, triggered by earthquakes, volcanic eruptions, massive undersea landslides or other disturbances that create a vertical displacement of sea water. Tsunami waves can reach hundreds of miles in length and travel at speeds of 600 miles an hour in deep water. Upon reaching shallow water, the ocean floor slows it down, and its amplitude (height) can increase by as much as 40 times.

Tsunamis are typically classified as either local source or distant source Tsunamis. Local source tsunamis can be more devastating in that there is often little or no warning. A local source tsunami can conceivably occur in as little as 5 to 30 minutes, whereas a warning for a distant source tsunami can be anywhere from 5 to 18 hours.

In 2009, the California Emergency Management Agency (Cal EMA), University Southern California (USC), and the California Geological Survey developed new inundation area maps based on a tsunami inundation reassessment of California coastal areas.

Willdan Homeland Solutions, who specializes in a broad range of homeland security and public safety issues, has been contracted to help construct an Emergency Response Plan, Draft Annex for the City of LA. The Draft Annex has been vetted through the City agencies and is pending the approval process. Upon its approval all the integrated plans associated with the Draft Annex/Evacuation Plan will be reviewed and revised, including a City Tsunami Brochure. The anticipated goal is to approve the Annex within a couple of months.

The Emergency Evacuation Plan defines specific roles/responsibilities of all the specific City Departments (i.e. Police, Fire, EMD, Transportation, Department of Rec and Parks, Animal Services, the Department on Disability and Aging, as well as the Harbor Department).

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On the west coast, the Tsunami Warning System begins with the West Coast Tsunami Warning Center, in Palmer Alaska, triggering a National Warning System to the California State Warning Center in Sacramento, CA. The local/county operational areas are notified via the CA Law Enforcement Telecommunications System (CLETS), the California Warning System (CALWAS) and the Emergency Digital Information System (EDIS). Warnings are simultaneously transmitted to local response agencies throughout its 88 cities via the LA Emergency Management Information System (EMIS) and the Alert LA County Emergency Mass Notification System. City, State and Federal services are engaged.

The Emergency Evacuation Plan addresses rapid notification procedures, evacuation routes, and the identification of safe refuge centers. The Plan is consistent with all existing laws and plans, including local, state and federal disability laws.

Tsunami Alerts:

- A Tsunami Warning, the Highest Level, is given when there is a chance that something will happen that will have an impact.
- A Tsunami Watch is when something occurs outside a warning area.
- A Tsunami Information Bulletin is when an earthquake has happened but is not likely to trigger a tsunami.
- A Tsunami Advisory is when something is going on in another part of the world that could lead to a tsunami event.
- A Tsunami Information Message pertains to smaller coastal areas.
- A Tsunami Alert Cancellation is given when all danger has passed.
- Tsunami Communication Test, periodic testing of the systems

Issues/Comments from the Committee regarding the Evacuation Plan:

- Requested copies of the updated inundation maps
- Requested updates on emergency preparedness/response plans for marina residents (Mr. Garcia stated that after the first of the year, the Maritime Operations Division planned on holding a community meeting for the marina residents to discuss emergency preparedness.
- Requested information on the history of tsunamis in San Pedro and Wilmington
- Questioned a greater need for emergency evacuation plans for a terrorist event over a tsunami (END)

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2. Air Quality/Aesthetic Mitigation Program Update:

Teresa Scognamillo, the Environmental Mitigation Coordinator for the Port of LA, provided an overview of the China Shipping Aesthetic Mitigation Program.

As a result of the China Shipping lawsuit, the Judgment/Settlement mandated that the Port set aside \$20 Million for community aesthetic mitigation projects, in addition to \$20 Million for air quality mitigation projects, to offset impacts from Port operations in and around San Pedro and Wilmington. The settlement also stipulated that if the China Shipping container throughput were to exceed a certain capacity, that a \$30 fee for each additional TEU be added to the fund. The judgment was amended in 2004 to include an additional \$3.5 Million for open space. The \$20 million fund for the community aesthetic mitigation program has ultimately evolved into \$30,832,000.

The Aesthetic Mitigation funds for Wilmington have been allocated to ten projects.

- 1. The Wilmington Youth Sailing Center Project was submitted by Pacific Unicom and Donna Ethington (\$3.1 M allocated). It will be located in the Wilmington Marinas, within the Colonia Yacht lease hold. Staff is working to resolve lease issues. The environmental review is underway. Preliminary design work is done. The selection of the facility operator is pending approval of the BHC.**
- 2. The Wilmington Marinas Parkway Project (\$1.4M allocated) was submitted by the Wilmington Boat Owners Association and Donna Ethington. Port staff has been working with the applicant on design ideas. There is currently no implementation schedule for the project, as it is part of the overall planning study for that area.**
- 3. The Friends of Banning Museum and the Department of Recreation and Parks have been working on the Banning Museum Transportation Exhibit Project since 2008. The bottom floor of the museum has been transformed to house a permanent exhibit spotlighting the transportation history of the Harbor between the years 1850 and 1915. Nine hundred thousand dollars (\$900,000) was allocated for this project in conjunction with additional private donations and Prop K funding. The exhibit improvements are about 99% complete. A Grand opening is expected to be scheduled for spring 2011.**

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- 4. The Wilmington YMCA Project (\$2.7M allocated) is located on Avalon Boulevard. The YMCA has a final design for the aquatic center, swimming pool. Upon approval from their Board, they will move forward on the construction documents and obtaining a contractor.**
- 5. The Alameda Street and Harry Bridges Boulevard Landscaping Project was submitted by the Community Redevelopment Agency (CRA) and the Wilmington Industrial Park to develop 1.6 Miles of landscaping along Harry Bridges Boulevard and along the Pacific Harbor Line Railroad. The ground breaking ceremony was held in September 2010.**
- 6. The LA Harbor Angels Gate Lighthouse Restoration Project (\$1.8M). The lighthouse is being restored by the Cabrillo Beach Boosters, who have a Memorandum of Understanding (MOU) with the US Coast Guard to do the work and to maintain the structure thereafter. The Boosters are presently conducting the historical assessments and doing the environmental work. They are moving forward on the design documents and the hiring of contractors.**
- 7. The PCAC allocated \$771,000 to complete the restoration of the Swift of Ipswich, a 70 year old wooden square top sail schooner. The LA Maritime Institute expects to have the restoration completed by next year. At that time, they anticipate expanding the sailing program into Wilmington. Plans include implementing day trips for elementary school students and overnight programs for middle school students.**
- 8. The Robert F. Kennedy Health Institute will be conducting a LA Port Public Health Project at Banning's Landing. The Board approved the MOU in September. Since the project period exceeds three years it requires the approval of the City Council. Upon the Council's approval and the authorized signatures, the Robert F. Kennedy Health Institute can begin planning their programs.**
- 9. The Elementary Storm Water Education Program was submitted by Kennedy Communications (\$75,000 allocated). The program will reach out to student from 4th grade through high school, educating them on how non-point source pollution ends up in, and impacts local waterways. The program also incorporates the "Adopt a Storm Drain" program where high school students and business owners can participate. Some harbor clean up events will be incorporated.**
- 10. The Wilmington Chamber of Commerce was allocated \$50,000 for a LED Sign that will replace their current sign on the corner of Anaheim and Avalon Boulevard. But, because the sign is not located**

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on Chamber property, there are some pending regulation/ordinance issues that can impact the completion of the project. The Chamber requested that this project be held in abeyance until the pending regulations have been finalized. The Port is prepared to move forward.

Ms. Scognamillo mentioned that many of the applicants have stated that they would be happy to come and provide updates to the PCAC as their projects take shape.

The Aesthetic Mitigation Funds for San Pedro were allocated as follows:

1. North Gaffey Street Beautification Project (\$5.2M allocated). Phase I (\$2.5M) is completed and runs down Gaffey Street from Westmont to Gatun. Phase II will address the landscaping from Gatun down Gaffey, under the Freeway at Channel Street to Pacific Avenue (\$2.7M). Port staff will keep the neighborhood council updated.
2. Plaza Park Improvement Project (\$5M). Renovate an existing park between 7th and 13th Street/Harbor Boulevard and Beacon Street in San Pedro. Staff is currently working on concluding negotiations on an agreement with the Department of Recreation and Parks to transfer the necessary funding to complete the project. The scope of work includes engineering and geotechnical/environmental studies of the area to stabilize the hillside, incorporate additional lighting, renovate viewing platforms, repair or replace the existing stairs, and to repair walkways and railings. The MOU is expected to be approved by the Harbor Commission in December 2010.
3. Hey Rookie Swimming Pool Project (\$7M allocated), aka Gaffey Street Pool, was submitted by the Fort McArthur Museum Association. The pool is located on the northeastern slope of Fort McArthur near Angels Gate Park. The pool and the grandstand area will be restored back to its original condition. It will be available for public use. The Museum Association and the Department of Recreation and Parks will restore, manage and maintain the pool.

With regard to the disposition of the mitigation funds for the San Pedro projects, the arbitration between the litigants and the Harbor Department resulted in a judgment for the Harbor Department. They are now moving forward on a MOU for the Hey Rookie Pool. When the MOU is complete, it will go to the BHC for approval.

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Air Quality Mitigation Incentive Program:

Ms. Scognamillo distributed two summary reports, on the Air Quality Mitigation Incentive Program, and asked the Committee to review it for the January PCAC meeting. One summary was for the Air Quality Technology projects and the other was for the Research and Development projects. She will address these projects at the January PCAC meeting. (END)

3. San Pedro Waterfront Commercial Development Strategy:

David Mathewson, Director of Planning & Economic Development, provided an overview of Maxima's November presentation to the BHC, which focused on commercial redevelopment for Ports O' Call (POC) and Cabrillo Marina.

The Maxima Group, a Commercial Redevelopment Consulting Company, was contracted by the Port of LA to do outreach to major developers in the market place, to determine the feasibility for this redevelopment.

Maxima determined that given, present economic conditions, the abundance of retail space, the decline in the rental market, the lack of financing for commercial development, and the absence of commercial development over the past couple of years, that it was infeasible to approach the redevelopment of the POC/Marina by redeveloping or rebuilding from the ground up. It would be difficult to secure major anchors and retail facilities needed to support such a development.

Maxima obtained through its outreach the feedback below:

- Little interest in rebuilding POC/Cabrillo Marina given the extent of the project (nearly 375,000 sq. ft. for POC/80,000 sq. ft. for Marina). The preferred strategy would be to build a critical mass of activities on the waterfront so as to generate interest in POC and the Marina.**
- Lot of interest in the commercial adaptive reuse of Warehouses One, Nine and Ten in lieu of new development.**
- Some interest in utilizing a couple of sites along the waterfront (Berth 87, / 22nd Street parking area) for special event programming, to get more people down to the waterfront.**
- Current lease provisions and Tide Lands Trust restrictions are problematic for commercial developers. There are also various lease entitlements that are specific to cargo handling that conflict with concept of commercial development.**

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- **Bringing the USS Iowa Battleship to the Port of LA would be a huge benefit in that it would bring more visitors and more activity to the waterfront. It has the potential to enhance development along the waterfront. However, there were concerns with regard to its potential berthing site. Its placement could impact the redevelopment of the POC if it were to be berthed in the POC or the Main Channel.**
- **The selection process for developers needs to be streamlined and well managed.**

To streamline the selection process, POLA has created a commercial real estate team from within the Port's Business Development Bureau, who will work closely with Maxima to develop responses and strategies for working with developers on commercial development. We hope that the RFI process will bring in a wide range of proposals to choose from.

There may be opportunities and ways to attract interest from developers for the POC and the marina through the implementation of the waterfront infrastructure improvements like the Downtown Harbor, the Promenade at the Cruise Center, and the City Dock One proposal for the Marine Research Institute. These elements may help to jump start the POC and marina development, as well as provide some critical mass to create activity at the waterfront.

The Board approved the San Pedro Waterfront Plan in September 2010, stipulating that the focus should be on the Downtown first, for which construction should start next year. In terms of moving ahead the strategy is to solicit interest from developers for adaptive reuse of the warehouse sites as well as to look at programming at special event sites. Rather than going through the time consuming process of a Request for Proposal (RFP), the Port is pursuing a Request for Interest (RFI) to see what kind of opportunities or visions there are for the adaptive reuse of the warehouse sites; to see how such concepts have worked in other locations; to see how well potential developers have worked with other agencies in the past; and to see what their financing resources were. After selecting a potential developer, we will work with them on refining the details for their designs.

We are also looking at the language and the entitlements in the leases to better accommodate commercial development here at the Port. We

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will be working with State Lands on potential concepts that may or may not be consistent with the Trust.

The RFI was released today, November 16, 2010. Responses are due by January 12, 2011. We anticipate making the selection by February 2011 and having a development plan approved by spring 2011. We would then follow up with the release of a RFI for the special event sites in December 2011, with responses due in January 2012, and a developer by the end of March.

Since the POC and the Cabrillo Marina projects were already assessed through their own separate environmental documents, the entitlements are already in place for commercial development, and the Port would in affect be able to act quickly should the commercial market place turn around. We are going to continue the developer outreach for the POC and Cabrillo Marina, as well as looking at the lease entitlements. Most of the current POC leases do not expire until 2014, giving us time for the marketplace to turn around, and to continue our outreach, to select a developer, and to formalize concepts consistent with the Tidelands Trust.

Given the current economic conditions and the need to take a creative approach to commercial development along the waterfront, we are looking at adaptive reuse of the warehouses and programming for special event sites, to help build critical mass and increase the activity on the waterfront. (END)

J. REPORTS FROM SUBCOMMITTEES:

The Committee reports were postponed due to the late hour.

1. Air Quality Subcommittee:
2. San Pedro Coordinated Plan Subcommittee:
3. The Port EIRs/Aesthetic Mitigation Subcommittee:
4. Wilmington Waterfront Development Subcommittee:
5. Light, Aesthetics and Noise Subcommittee:
6. Port Master Plan Subcommittee:
7. Water Quality Subcommittee:
8. Traffic Subcommittee:

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J. **GENERAL PUBLIC COMMENT:** None

K. **AGENDA ITEMS FOR TUESDAY, JANUARY 18, 2010 PCAC MEETING, TO BE HELD AT THE WILMINGTON SENIOR CITIZEN CENTER, 1371 EUBANK (CORNER OF EUBANK AND PCH), WILMINGTON, CA 90744:**

The Committee was encouraged to contact either the Secretary or the Chair with agenda items for the next meeting.

L. **ADJOURNMENT:** THERE BEING NO FURTHER BUSINESS, AT APPROXIMATELY 8:00 PM, THE TUESDAY, NOVEMBER 16, 2010 MEETING OF THE PORT OF LOS ANGELES COMMUNITY ADVISORY COMMITTEE WAS ADJOURNED.

Signature on File

Kenneth Melendez, Chair

Port of Los Angeles Community Advisory Committee

Signature on File

Debra Babcock-Doherty, PCAC Executive Assistant

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