

28198
WILMINGTON WATERFRONT DEVELOPMENT PROJECT
SCOPING MEETING

Scoping meeting taken at Banning's
Landing, California, commencing at
6:00 p.m., Thursday, January 15, 2009,
before Katherine Jones, CSR No. 10097.

PAGES 1 - 31

1

APPEARANCES:

KATHERINE MC DERMOTT, POLA Deputy Executive Director of Development
CHRIS BROWN, POLA Engineering Division
JAN GREEN REBSTOCK, POLA Environmental Management Division

COMMENTS BY:

KEN MELENDEZ
DON COMPTON
ARTHUR HERNANDEZ
DAN HOFFMAN
GARY KERN
DONALD KNIGHT
DONNA ETHINGTON
JESSIE MARQUEZ
TIM HUMPHREY
SUSAN PRICHARD

2

Thursday, January 15, 2009; 6:00 p.m.
Wilmington, California

-oOo-

SPEAKER1: Good evening. I'm Katherine
McDermott, Deputy Executive Director of the Port of
Los Angeles, and we're really pleased to see people
coming tonight. I was afraid we'd be talking to
ourselves. Thank you for coming.

Page 1

10 Before we get started, we have Spanish
11 translation services available. Thelma or Kathy.
12 Can you raise your hand?

13 Thank you. See Kathy or Thelma if you
14 need Spanish translation services.

15 Tonight is really a milestone in something
16 we're especially proud of as an organization because
17 I think this has been a process that we've been
18 proud of, that the community's been proud of, and I
19 think this is a project that we all feel really good
20 about. So we really feel this is the culmination of
21 a long process, and we're glad to be here tonight
22 for the public meeting.

23 The scale model of the project is
24 available for viewing in the lobby. If you have any
25 questions or would like to see that, you can step

3

1 out to the lobby to see it. The process tonight is
2 that we're going to give a short presentation to
3 review the project elements, and then we'll discuss
4 the environmental review process and the findings of
5 the environmental analysis.

6 After that presentation, then there will
7 be an opportunity for public comment on the project
8 and the analysis. And the allotted speaking time
9 for each participant is three minutes. So if you're
10 interested in speaking, we would ask you to please
11 complete a speaker's card and turn it in to Kathy or
12 Thelma.

13 I'd like to introduce staff this year to
14 support the process: Chris Brown works for the Port
15 of Los Angeles. I think most of you know that he's
16 the project engineer for the Wilmington Waterfront
17 Development Program.

18 Jan Green Rebstock, also for the Port of
19 L.A., she's the environmental project manager for
20 the Port's waterfront projects.

21 Charles Richmond, in the front here is with
22 Jones & Stokes. He assisted in the environmental
23 analysis for the project.

24 Q And those members of the Wilmington
25 Waterfront Subcommittee, it would be nice if you

4

1 could stand, and we'd like to thank you for your
2 participation and also acknowledge you. Could those
3 members stand that are here.

4 (Members standing.)

5 Thank you. So I'm going to turn it over
6 to Chris Brown now to provide the overview of the
7 proposed Wilmington Waterfront Development Project.
8 Thank you.

9 CHRIS BROWN: Thank you, very much,
10 Katherine.

11 It's been a long time getting here. I
12 know some of you have been with us all three years,
13 and longer than that. Let's step through where we
14 started on this.

15 This is a basic layout of the limits of
16 the project. The main portion of it is centered
17 here on the Banning's Landing buildings, the
18 waterfront atop Slip 5, and Avalon Boulevard to

19 Harry Bridges Boulevard with a commercial district
20 here between C Street and Harry Bridges. We looked
21 at a bike path and pedestrian and future Red Car
22 down to San Pedro.

23 The objectives of this project are what we
24 have here: Improve the connectivity of the
25 Wilmington Community to the Waterfront. You've got

5

1 waterfront community that's landlocked, and want to
2 change that. Enhance livability to public open
3 space and recreation. Enhance economic viability
4 through sustainable economic developments.

5 Again, three years ago, 2006, we started
6 official outreach for this project. In this very
7 room, we had the first public meeting where we
8 talked about general ideas for what people wanted to
9 see in the project era. We broke up into groups and
10 bring ideas forward and speak to the entire group.

11 We came back in July with several concepts
12 for the project for the master plan and asked people
13 to select one and then tell us what they liked about
14 them and submit some of the other ones.

15 From there we came back in October with a
16 draft proposed master plan and asked people what
17 they thought of that. And then finally, in
18 December, we presented the complete master plan with
19 a model, with all the renderings and with a lot of snow
20 out there on Bayview Field. That was a great day.

21 This is the master plan that we came up
22 with. As I discussed earlier, it concentrates on
23 waterfronts, bringing public access all the way a
24 across the strip here, not just Banning's Landing.
25 Without obstacles get to the waterfront, pedestrians

6

1 could come down and we can provide some green
2 space -- a continuing green space down to the water.

3 We came up with an observation tower. We
4 have incorporated water features throughout the
5 project. There's triangle park which we're
6 building; we haven't forgotten about that. We have
7 tied into the commercial district in here linking
8 the Wilmington Community with the waterfront,
9 finally.

10 Since we adopted this master plan, we have
11 moved into the design phase a bit. We refined the
12 plan a bit, and what you see here is the interim
13 phase of the plan, it incorporates the waterfront.
14 We've gotten a little more specific in what that is
15 going to be. We're incorporating the railroad
16 tracks. What it doesn't incorporate is the DWP
17 company here, water and power oil tanks here. We're
18 working on acquiring that property and being able to
19 build the whole project.

20 In the interest of not waiting until that
21 was done, we came up with interim project to build
22 as much as we could. And looking at the industrial
23 green technologies throughout this area, and
24 development area, with the plans to work with Clean
25 Air Project and cleaning up the area. The idea was,

7

1 why spend that money and spend somewhere else?
2 Let's keep the money in this area and taxes and
3 jobs.

4 We also incorporated the California
5 coastal trail portion here, the link from the west
6 to the waterfront, leaving a right of way for the
7 red car and incorporate another small kind of pocket
8 park along the old red car right of way here to
9 facility. The linkage would provide additional
10 green space.

11 The full build-out when we get the
12 properties, will allow us to have that green land
13 bridge on the other side of the railroad tracks and
14 provide a lot of open space, lawn, shady areas, and
15 terrace plaza space along there, as well as, an
16 additional large parking lot for the area.

17 Focusing more on waterfront in this slide
18 we did provide for retail development down at the
19 waterfront, hoping to get another thing to attract
20 people down here. There's parking on this side.
21 There's also parking over here which will serve
22 Banning's Landing.

23 There will be piers that project out over
24 the water to allow people to interface with the
25 water. We've got transitory docks to allow boaters

8

1 to come up and tie up, and hopefully, go to a
2 restaurant or spend time here in the area. That
3 observation tower remained here and became quite a
4 significant structure, as we'll see in a little bit.

5 Reiterating what we have, we have a
6 parking lot over here, parking lot here that will be
7 built in the first phase, and parking lot built when
8 the DWP properties become available. It also shows
9 a pedestrian bridge linking up to the Avalon
10 Triangle area that will be built in the first phase
11 to provide the linkage in the meantime.

12 This is a rendering of the kind of a
13 bird's eye view of the water, what we're expecting
14 this to look like. Here you see the observing
15 tower, as well the pedestrian bridge leading down
16 into this area. The lawn slopes down to provide a
17 performance space, if that comes about, for events
18 like that, and also just a place for people to look
19 at, sit and look at the theater of the ports. We
20 provided a space for the restaurants there. We will
21 look for a developer to come do linkage, bringing
22 people out to the waterfront with Banning's Landing.

23 Another view southwest of the area.
24 Looking down from, basically, the top of the land
25 bridge looking down that slope at the water. And

9

1 then this detail shows a little bit how that land
2 bridge works. Underneath, it will be the railroad
3 tracks. The existing ones and new ones.

4 Instead of having Water Street right here
5 where it currently is on the waterfront, we're going
6 to realign it along the railroad tracks to provide
7 more space and put it underneath the tunnel to
8 improve access to the area here. This is the final
9 look, and some of the affects that we can get at

10 night with the illuminations on that.

11 So with that, that's a brief summary of
12 the project. Let me turn it over to Jan.

13 JAN GREEN-REBSTOCK: Before I go through
14 the environmental review, I'd like to make a short
15 security announcement. There's a black Jetta
16 blocking the access to the building. Could you please
17 pull your car forward. Thank you.

18 So just a quick review of how we got here.
19 We sent out the NOP or Notice of Preparation for
20 beginning the environmental review back in
21 March 2008. We had a scoping meeting here, and with
22 all the input that we received, compiled the draft
23 EIR which we released in early December. We've had
24 a 45 days public review period, and there's a copy
25 of the draft EIR on the table outside if you'd like

10

1 to take a look. We also did send electronic copies
2 to everyone, along with the reader's guide, if you
3 didn't have time to read all 1,500 pages.

4 We are here tonight at the public meeting.
5 We will take your input on the analysis and the
6 draft EIR. The comment period closes at the end of
7 the month, January 30. Then we hope to compile all
8 of that and bring a final version of the EIR to the
9 Board in the spring. We hope to have a
10 certification hearing.

11 So this is a laundry list of the
12 environmental issues that were addressed in the
13 document. Wide range of issues: Aesthetics to
14 utilities, we touched on hazards, cultural
15 resources, land use issues. We are making some
16 changes to the community plan boundary and Port
17 master plan boundary in this document.

18 So touching on there, some noise issues
19 related to the rail and harbor generating station
20 nearby. But we were successful in applying
21 mitigation measures, resulting in just three
22 significant impacts which remain significant, even
23 with the mitigation applied where possible -- where
24 the Board will have to do overwriting considerations
25 relating to air quality, geology, and noise.

11

1 And I'll go into a little detail in a
2 minute what the details are with those. But we were
3 successful in reducing everything to less than
4 significant with mitigation. Here, and some impacts
5 that were already less than significant.

6 Regarding the air quality, we do know that NOx
7 emissions will exceed the threshold in the year
8 2011, and this is where construction emissions and
9 operation emissions occur at the same time. We
10 still have issues related to recreational health
11 risks, and there's a discussion in there regarding
12 the Mates III Study and the harbor generating station
13 hazards. The ultra fine particles are an issue and we're
14 trying to still deal with greenhouse gas emissions.
15 Because we have a zero baseline, any emissions over that
16 are going to be significant.

17 With geology, it's a fact of life we do
18 have to deal with seismic hazards. There is nothing

19 that could mitigate that; that's a significant
 20 impact. There's construction noise due to pile
 21 driving. I do want you to know we were applying
 22 mitigation measures everywhere we could. The Port
 23 did recently, actually, I think this was last year,
 24 already approved sustainable construction guidelines
 25 to apply to all of our construction equipment, so

12

1 we're mitigating our air emissions and noise to the
 2 greatest extent possible.

3 So tonight is your chance, after you've
 4 had a chance to review the EIR, to provide us
 5 comments during this meeting, and I'll give you that
 6 moment in a second. You can fill out a comment card
 7 and leave it with us, or send us a letter by the end
 8 of the month. You can also send an E-mail, and so the
 9 contact information is up there.

10 With that, I'm going to go ahead and
 11 conclude this part of the meeting and then throw it
 12 open for public comment. And anyone who would like
 13 to speak will have three minutes. Please fill out a
 14 comment card, and I do have a stack of them here.
 15 What I'm going to do is call your name and then
 16 maybe the two people behind you, and maybe if you
 17 could cue up, and we can get through this in an
 18 orderly fashion.

19 And the first person to speak will be Ken
 20 Melendez, followed by Don Compton and Arthur
 21 Hernandez.

22 KEN MELENDEZ: My name is Ken Melendez,
 23 Waterfront Development Subcommittee. I've been in
 24 the Wilmington community since 1974 as a business
 25 owner for 25 years I'm retired from, property owner

13

1 for over 20 years, lived in Wilmington for 20 years.
 2 I now live in Harbor City. Ten years ago retired
 3 from my business got involved in doing volunteer
 4 work on the Wilmington Waterfront Development
 5 Subcommittee.

6 I support this 100 percent. I like every
 7 aspect of it. I like the idea of the jobs and
 8 bringing jobs to Wilmington community. I love the
 9 tower, I love the continuation of opening the rest
 10 of this up, the green areas, the red car, I mean, I
 11 like the whole part of it.

12 I want to thank all the Wilmington
 13 Waterfront community people here. I want to name
 14 them, there's, basically, eight who have held
 15 together for almost seven years. They don't have to
 16 stand. Charlie Rico. Frank Herrera, right there.
 17 Cecilia Roman. Gary Kerns. Jessie Marquez is here.
 18 I'm here. Anyway -- Arthur Hernandez right there.
 19 There's been -- Don is back there -- he is over
 20 there hiding. I'm sorry. I'm getting old, my eyes
 21 are going bad. And my three minutes are running up.

22 I want to thank all them and we held
 23 together through all this, and a number of these
 24 people on this committee were working on this
 25 waterfront for Banning's Landing, like, 20 years

14

1 ago. So this has come a long way.

2 We need to move this thing forward and get
3 this thing built. I want to thank Paul for writing
4 an article ahead of time; he's here to write
5 something. I appreciate that. He's from San Pedro,
6 but doesn't matter, we're all one. I want to call
7 attention to Jan and Chris and Dave Mathewson and
8 Katherine McDermott. These are all Port staff and
9 these are all the people that are making this happen
10 too. It's a tremendous thing.

11 We all know Wilmington is difficult.
12 There's a lot of things to overcome with the tanks
13 and trains. This thing can really allow the Port to
14 operate and bring something to the community. Of
15 course, something's going to connect up with the
16 buffer, they're going to build a 30-acre incredible
17 park down there instead of -- I get a yellow light
18 now -- they're going to build a 30-acre incredible
19 park down there that we worked on, call it the L.
20 And that is a huge accomplishment from the TraPac
21 (phonetic) expanding to now being a buffer between
22 the community and the Port.

23 I urge everyone to get behind that
24 project. Let's make it happen for Wilmington.
25 Thank you, very much for coming. Thank you.

15

1 DON COMPTON: Ladies and Gentlemen, I've
2 been one of the fiercest critics of the project, and
3 there's an ongoing problem that Dr. John Froines and
4 his wife and I and several others are still looking
5 seriously and the issues related to ultrafines.

6 But let me concentrate you folks on this
7 accomplishment. And Chris Brown mentioned that,
8 roughly, May or April of '06, they started the
9 public outreach on this. Well, on May 10, '06, the
10 education caucus, of which I was Chair, and Arthur
11 Hernandez, Vice Chair, met right here in this
12 building with Roderick Hamilton.

13 Now, the point of this discussion is to
14 show that this project is something that can save
15 Site F, Wilmington, the market, the bank, by moving
16 that school plan down across from this buffer.
17 Because on May 10 of '06, Roderick Hamilton, who is
18 the Chief real estate promoter for LAUSD, came down
19 here and listened to Chris Brown and his
20 presentation with the graphs and models.

21 Mr. Hamilton was so impressed with that
22 data, that he told the group. And I'm not one who
23 not only chaired the meeting, but took the minutes.
24 He said this would be a wonderful spot, not at the
25 buffer, but, say, across the street for a middle

16

1 school one day. Wilmington is in desperate need of
2 a second middle school. The day has arrived. This
3 project has now been approved and funded, despite
4 the economic downturn, so there's no better time for
5 all of you who wish to get a second middle school
6 here in south Wilmington where this belongs.

7 To get behind this project, to talk to the
8 mayor's deputy Ricardo Hong, to urge the mayor to
9 take the focus off of Site F despite the homes being

10 done. That Northgate Market and parking area can be
11 two-thirds and can be designed so we can focus on
12 bringing the middle school component of the plan
13 right down here.

14 Finally, we will have a middle school
15 where it belongs, one in the south and one in the
16 northwest. It's up to you folks. If you start
17 lobbying hard and making telephone calls to Ricardo
18 Hong, Janice Hahn, to your elected
19 representatives -- because the WNC is all in favor
20 of no school on site F. Leave it alone; we are in
21 an economic decline. And the only source of the
22 revenue and jobs of any matter is right there on
23 that site. They take that off for a school, it may
24 be built, but it won't be staffed. They're going to
25 layoff 1500 teachers very soon, they have no money

17

1 to replace them. So now's the time to stop that
2 project and come down here if they want to build
3 something. Let them put in the middle school
4 component, at least.

5 ARTHUR HERNANDEZ: My name is Arthur
6 Hernandez, I'm a board member of the Wilmington
7 Waterfront Development Committee.

8 All through the years, we have gone
9 forward to meetings and tried to have some sort of
10 margin of success. I was a critic, I was a mentor,
11 and was an advocate in development of the buffer,
12 like so many other people in Wilmington, and not to
13 see any success. But now this is the finale, I
14 cannot believe how much development is going
15 forward.

16 I'd like to take this time to thank
17 everybody that worked on the committee, the Port,
18 the people that made it all happen. It's wonderful
19 to see something that's on the scale of development,
20 it just grade great. I made a note of some of the
21 things in the master plan for Wilmington. I
22 mentioned a few things: There must be a lift for
23 boats around ramps, which I think they already have
24 a ramp easement right here at the Banning's Landing,
25 or if they don't wish to use that, they can either

18

1 have an overhead ramp -- a lift -- lift boats in
2 there. Because it's so important for Wilmington to
3 have access to water.

4 Some of the other ports up and down
5 California don't have access to water, they don't
6 have a Port of Los Angeles, they just have a little
7 beach, and that's it. And they are regressing
8 instead of progressing. Wilmington if we get access
9 to water, we can progress and good forward. One
10 time it was available, we had a fishing fleet in the
11 Wilmington, one of my relatives, Ralph Page, he had
12 a boat and was in charge of the Wilmington bus line
13 that went over the hill and he was very active in
14 Wilmington, that was 40, 50, 60 years ago.

15 Also, the access to the Pacific Ocean is
16 wonderful, and that access should be in writing for
17 Wilmington, never to be taken away. Because so many
18 times we've brought -- we went forward and it was

19 mentioned and it was, like, taken away or deleted.
 20 It's very important for the residents, the people,
 21 the indigenous people of Wilmington to have that
 22 right to the water. 29 percent of the world only
 23 have access to water. So that's where we're at.
 24 Also, Wilmington, we'd like to go forward
 25 with a light rail system, tunnel and rail lines

19

1 going through there. That's great. Also in
 2 Wilmington, we don't want a toy train, we'd prefer
 3 to have a light rail system that would go to
 4 possibly the Green Line, the 110, even the Banning
 5 Short Line for Wilmington Development, or connect to
 6 the Long Beach Blue Line. Or Amtrak, that would
 7 come in and come to Wilmington and connect to the
 8 cruise line in San Pedro. That might be something
 9 that would be better and would expedite the people
 10 in the cruise line, bring them around, take them to
 11 LAX, whichever comes first. That would be great.

12 Also the development should be parallel --
 13 parallel to development of San Pedro. The economic
 14 consideration should be parallel. Because whenever
 15 you have rail lines, there's always one rail line
 16 that's trying to be dominant. Because of that,
 17 there's always been many problems in the development
 18 of rail lines. Angel's Flight, every time they take
 19 it, bring it out, they bill the City Council for
 20 \$300,000. Somebody gets the money. And there
 21 shouldn't be any dispute and if that becomes
 22 successful, the money should be parallel and equal.

23 Also, the money should go to the municipal
 24 of Wilmington and go to the Wilmington neighborhood
 25 council there so that can be turned over to the

20

1 organization that can handle that money. And the
 2 money should not go to the 15th District because
 3 there was money allocated years ago, and I think it
 4 was about a year ago, and it went to the gap, about
 5 \$300,000, then I think the lady of the 15th
 6 District, they had money for transportation, she
 7 gave it away to the Wilshire corridor. Thank you.

8 JAN GREEN-REBSTOCK: Dan Hoffman.
 9 DAN HOFFMAN: Dan Hoffman, director of the
 10 Chamber of Commerce. Thank you for giving us the
 11 opportunity. It's embarrassing, but I went to most
 12 of the meetings and until recently, we didn't
 13 understand that this is separate from what was the
 14 buffer. But at our meeting last Thursday with the
 15 Board of Directors, we had a chance to review, I'm
 16 happy to report the Wilmington Chamber of Commerce
 17 Board of Directors approved the draft EIR and would
 18 like to see you move forward with it.

19 I would also like to thank you -- we
 20 talked to business members who are in the area that
 21 we're discussing, and the Port has worked
 22 collaboratively and cooperatively with those
 23 businesses, and we appreciate that and hope it
 24 continues. And on a personal note, I would like to
 25 thank Wilmington Waterfront subcommittee, who has

21

1 worked so hard and so long. Chris, and all the
2 staff at the Port.

3 I've been a resident for 30 years, this
4 is, certainly, one of the nicest things -- the
5 nicest thing that I've seen come to Wilmington in
6 that time. Thank you, very much.

7 JAN GREEN-REBSTOCK: Thank you. Following
8 Gary will be Donald Knight and then Donna Ethington.

9 GARY KERN: Gary Kern, I'm the effective
10 direct for the Wilmington AC Foundation. I was born
11 and raised here. I've seen a lot of changes come
12 from this community. About 20 years ago, a group of
13 people came together trying to get this building
14 built. After about a ten years' struggle to get the
15 building built, we saw that there could be a good
16 working relationship between the community and the
17 Port. And with the coming together of PCAC
18 community and forming the Waterfront Committee out
19 of that, we decided -- a group of people in
20 Wilmington decided that now was the time to draw a
21 line in the sand and say to the Harbor Department,
22 "You've come as far north as you're going to go."

23 After a lot of discussion, a lot of
24 meetings, a lot of community input, a lot of
25 consensus, which was very uncommon for the people in

22

1 Wilmington, we find we were able to bring all of our
2 warring factors together and create one united
3 voice. That voice is the culmination of that
4 project today. It's a wonderful project. I think
5 that in coming here, the community is going to see a
6 lot of positive benefits. And I am one proud
7 citizen of Wilmington. Thank you.

8 JAN GREEN-REBSTOCK: Donald Knight.

9 DONALD KNIGHT: I'm Donald Knight,
10 president of United States Merchant Marines of World
11 War II. We're the owners and operators of the Lane
12 Victory; I hope you all know about the ship. You
13 may think this is out of the plan, but this is
14 mainly for the Harbor Department, it's going to take
15 two minutes. The ship, although, it's not located
16 in Wilmington, it does have a lot of ties here.

17 The current plans for the San Pedro
18 Waterfront Project is to relocate us to the north
19 Harbor water cut. We have several concerns
20 regarding this. The slip appears to be very narrow,
21 we need more room for tug boats. We need two tugs
22 to dock us or put us into a slip.

23 Number 2, for our six Catalina cruises, we
24 take aboard about 700 or 900 people. These
25 passengers require 4 to 500 parking places, and I

23

1 don't see that parking places close to the ship
2 where they have it located.

3 The space is required for loading
4 caterers, goods, supplies, ticketing. I don't see
5 the space for that. The has in location for movies,
6 television series and commercials. Many of these
7 require significant space for the company's
8 equipment, large trucks, et cetera. Probably an
9 acre or more. This is vital revenue to us.

10 We serve as the training platform for
 11 police departments, fire departments, Coast Guard,
 12 boat training for merchant seamen, Boy Scouts, Sea
 13 Cadets. Being confined to a slip will have
 14 significant problems for some of these activities.
 15 The alternate plan calls sustainable working group
 16 where they have us on a regular dock, as opposed to
 17 a slip. It would work far better for us. We ask
 18 that this be given more consideration. If we are to
 19 remain a viable operating ship in this harbor, these
 20 concerns must be addressed. So we respectfully
 21 request a meeting with your designers and engineers
 22 to make sure some of these issues are resolved.

23 Thank you for the opportunity to speak
 24 here tonight.

25 JAN GREEN-REBSTOCK: Donna Ethington

24

1 followed by Jessie Marquez.

2 DONNA ETHINGTON: I thought this day would
 3 never come. It's our lifetime. That's probably the
 4 most exciting thing. It's a huge thing for
 5 Wilmington to redevelop that whole area. Remember,
 6 talking to the residents on C Street talking about
 7 all the trucks.

8 Now with this whole buffer area, I mean
 9 all those people along C Street will be protected
 10 and, you know, hold a brand new place for the kids
 11 to play. I couldn't be happier. And I gotta hand
 12 it to Ken and Cecilia and Gary and all those that
 13 really pushed this thing along.

14 The only thing we're missing, though, and
 15 I'm glad to see the right people here from the Port,
 16 is we gotta lick this now. We gotta put a
 17 Wilmington Youth Sailing to -- the kids need to ride
 18 their bikes from Banning's Landing to over there.
 19 The whole redevelopment over the, Wilmington Marina,
 20 so we complete the waterfront project, whatever it
 21 takes, to get all this going. I'm excited and I'm
 22 excited for the community. It's a great day.

23 Thank you, Port of L.A.

24 JESSIE MARQUEZ: My name is Jessie
 25 Marquez. I was also born and raised here in

25

1 Wilmington. I'm proud and honored to be here to see
 2 in beautiful project come to pass. I want to be
 3 able to thank of the Port staff and Port management
 4 for them undertaking such a concept, because what
 5 we've done here was never in their plans, never in
 6 their thoughts, and it took a lot to be able to
 7 understand what the relationship means between
 8 business and the community.

9 I want to thank the Wilmington Waterfront
 10 Committee, Wilmington residents, and other residents
 11 that have come from other areas for their
 12 participation to be able to understand what it does
 13 take to be a visionary? What does it take to be
 14 able to comprehend people's dreams? Many people in
 15 Wilmington have thought about developing the
 16 waterfront, many people thought, why couldn't this
 17 happen? Why couldn't that happen? But we've been
 18 able to come together and prove that we can realize

19 these dreams, we can make the impossible, possible.
20 And that's what we've done. So I'm proud to be able
21 to say that we support the project.

22 I will be submitting some written
23 comments. There are a few things that we feel that
24 still need to be addressed. They're all minor,
25 things we'd like to see because the project area

26

1 will be expensive. They need to have some emergency
2 call boxes distributed so in case someone falls
3 down, someone can immediately go to a call box in
4 case there's a robbery or something that might
5 occur, there's a call box to go to. We do need
6 these disbursed throughout the area, and I'm sure
7 the public would like to have that.

8 Regarding our tower, I love the design of
9 the sail, but one thing I did recommend before is
10 that the actual stairway and elevator not be square,
11 that it also have a curvature to it because you have
12 a beautiful swept sail design and not too good
13 looking rectangular, so add curvature to it.

14 Another detail, because we don't have the
15 detail of what the tower is going to be, many
16 people, like myself, you've seen, take photographs
17 in movies. In many cases, they have screens or
18 plexiglass. Well, you need to cutout sections so
19 photographers can get their cameras in there to take
20 photos. There are things that are minor, but we
21 feel would be significant. And we do want this as a
22 tourist destination point. Tourists need to take
23 photos without a scratched plexiglass or screen in
24 front of the lens.

25 JAN GREEN-REBSTOCK: Last two speakers of

27

1 the evening are going to be Tim Humphrey and Susan
2 Prichard.

3 TIM HUMPHREY: I'm a resident of the Long
4 Beach, and I'm here to advocate the inclusion of
5 water activities in this project. For about 16
6 years now, I've been involved with the sport of
7 rowing, the last seven years as a coach. I recently
8 stepped down from the Long Beach Association, my
9 involvement there, and looking to start a new
10 program.

11 Obviously, the space in Alamos Bay is
12 limited. I started looking around with the group
13 and saw that there's a wonderful opportunity to find
14 protective flat water in the Port of L.A. in Long
15 Beach. So we've started contacting USC regarding
16 possibly starting a community rowing club there.
17 I'm here tonight at this meeting and discovered that
18 this proposed site and improvement for the community
19 would also be a spectacular site to include water
20 access for recreational activity, especially one
21 with such low environmental impact.

22 So it is my hope that high school rowing
23 will be started, as well as community rowing. My
24 personal dream is to provide athletic opportunities
25 for kids from Banning High School, Cabrillo, Port of

28

1 L. A. High School that's opening up soon, even as far
2 up as Poly, Compton, Jordan, and really give
3 students that would ordinarily not be able to make
4 the commute over to Alamos Bay or up to Marina del
5 Rey, which is the other nearest rowing program for
6 the public, to give them an opportunity to come down
7 and experience the sport of rowing.

8 Because I believe it has truly life
9 changing principles and opportunities within it, and
10 it would definitely go along with the aesthetic of
11 this project trying to bring vitalization to an
12 industrial area. So, you know, often times you see
13 rowing in movies, a picturesque background, but
14 along the same time, it definitely provides young
15 athletes and adults who want to start something new,
16 gives them a great opportunity in both physical and
17 mental activity.

18 JAN GREEN-REBSTOCK: Susan Prichard.

19 SUSAN PRICHARD: My name is Susan
20 Prichard, resident of Wilmington. And I love
21 everything in this whole thing. But there is one
22 little point: I've attended a few musical programs
23 here in the summertime. It's extremely hot outside
24 here because of the white top, and if there's
25 anything you can do for shading from this building

29

1 to the water or -- the trees in your pictures look
2 very straight. I don't know if you can make the
3 trees kind of like -- what's the word I'm looking
4 for -- they'll span out so that he make shade. It
5 will be a lot better because of the water reflection
6 on white can increase -- really adds to the heat in
7 the summertime. Thank you.

8 JAN GREEN-REBSTOCK: Thank you. Before we
9 conclude the meeting, I was going to give Chris
10 Brown a chance to give you a little briefing on the
11 shade structures that we incorporated into the
12 project, because I know that's a concern of
13 everybody's.

14 CHRIS BROWN: Let me get the right picture
15 here. It is an excellent point, because it does get
16 warm here. There's shade structures along the
17 water, this here. Structures on top in this area,
18 and we are looking at shade trees, not just palm
19 tree type things. We understand; we hear that
20 concern.

21 JAN GREEN-REBSTOCK: With that, this
22 concludes our meeting. Thank you, very much, for
23 coming. Please make sure you take a glance at
24 the model on your way out. Have a good night.

25 (Proceedings concluded.)

30

1 STATE OF CALIFORNIA)
2) SS.
3 COUNTY OF LOS ANGELES)
4)

5 I, KATHERINE JONES, Certified Shorthand Reporter
6 No. 10097 in the State of California, duly empowered to
7 administer oaths, certify:

8 That said public meeting was taken before me at

28198

9 the time and place therein set forth and was taken down by
10 me in shorthand and thereafter transcribed under my
11 direction and supervision, and I hereby certify that the
12 foregoing deposition is a full, true, and correct transcript
13 of my shorthand notes so taken.

14 I further certify that I am neither counsel for,
15 nor related to any party to said action, nor in anywise
16 interested in the outcome thereof.

17 IN WITNESS WHEREOF, I have hereunto subscribed my
18 name on this 23rd day of January 2009.

19
20
21
22
23
24
25

KATHERINE JONES, CSR No. 10097

31