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

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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 MELENDIZ
DON COMPTON
ARTHUR HERNANDEZ
DAN HOFMAN
GARY KERN
DONALD KNIGHT
DONNA ETHINGTON
JESSIE MARQUEZ
TIM HUMPHREY
SUSAN PRICHARD

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

SPEAKER1: Good evening. I'm Katherine McDermott, Deputy Executive Director of the Port of Los Angeles, and we're really pleased to see you coming tonight. I was afraid we'd be talking to ourselves. Thank you for coming.
Before we get started, we have Spanish translation services available. Thelma or Kathy.

Can you raise your hand? Thank you. See Kathy or Thelma if you need Spanish translation services.

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

The scale model of the project is available for viewing in the lobby. If you have any questions or would like to see that, you can step out to the lobby to see it. The process tonight is that we're going to give a short presentation to review the project elements, and then we'll discuss the environmental review process and the findings of the environmental analysis.

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

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

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

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

And those members of the Wilmington Waterfront Subcommittee, it would be nice if you could stand, and we'd like to thank you for your participation and also acknowledge you. Could those members stand that are here.

(Member standing.) Thank you. So I'm going to turn it over to Chris Brown now to provide the overview of the proposed Wilmington Waterfront Development Project. Thank you.

CHRIS BROWN: Thank you, very much, Katherine.

It's been a long time getting here. I know some of you have been with us all three years, and longer than that. Let's step through where we started on this. This is a basic layout of the limits of the project. The main portion of it is centered here on the Banning's Landing buildings, the waterfront atop Slip 5, and Avalon Boulevard to
Harry Bridges Boulevard with a commercial district here between C Street and Harry Bridges. We looked at a bike path and pedestrian and future Red Car down to San Pedro.

The objectives of this project are what we have here: Improve the connectivity of the Wilmington Community to the Waterfront. You've got waterfront community that's landlocked, and want to change that. Enhance livability to public open space and recreation. Enhance economic viability through sustainable economic developments.

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

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

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

This is the master plan that we came up with. As I discussed earlier, it concentrates on waterfronts, bringing public access all the way across the strip here, not just Banning's Landing.

Without obstacles get to the waterfront, pedestrians could come down and we can provide some green space -- a continuing green space down to the water.

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

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

In the interest of not waiting until that was done, we came up with interim project to build as much as we could. And looking at the industrial green technologies throughout this area, and development area, with the plans to work with Clean Air Project and cleaning up the area. The idea was,
why spend that money and spend somewhere else?
Let’s keep the money in this area and taxes and jobs.
We also incorporated the California coastal trail portion here, the link from the west to the waterfront, leaving a right of way for the red car and incorporate another small kind of pocket park along the old red car right of way here to facility. The linkage would provide additional green space.
The full build-out when we get the properties, will allow us to have that green land bridge on the other side of the railroad tracks and provide a lot of open space, lawn, shady areas, and terrace plaza space along there, as well as, an additional large parking lot for the area.
Focusing more on waterfront in this slide we did provide for retail development down at the waterfront, hoping to get another thing to attract people down here. There’s parking on this side. There’s also parking over here which will serve Banning’s Landing.
There will be piers that project out over the water to allow people to interface with the water. We’ve got transitory docks to allow boaters to come up and tie up, and hopefully, go to a restaurant or spend time here in the area. That observation tower remained here and became quite a significant structure, as we’ll see in a little bit.
Reiterating what we have, we have a parking lot over here, parking lot here that will be built in the first phase, and parking lot built when the DWP properties become available. It also shows a pedestrian bridge linking up to the Avalon Triangle area that will be built in the first phase to provide the linkage in the meantime.
This is a rendering of the kind of a bird’s eye view of the water, what we’re expecting this to look like. Here you see the observing tower, as well the pedestrian bridge leading down into this area. The lawn slopes down to provide a performance space, if that comes about, for events like that, and also just a place for people to look at, sit and look at the theater of the ports. We provided a space for the restaurants there. We will look for a developer to come do linkage, bringing people out to the waterfront with Banning’s Landing.
Another view southwest of the area. Looking down from, basically, the top of the land bridge looking down that slope at the water. And then this detail shows a little bit how that land bridge works. Underneath, it will be the railroad tracks. The existing ones and new ones.
Instead of having Water Street right here where it currently is on the waterfront, we’re going to realign it along the railroad tracks to provide more space and put it underneath the tunnel to improve access to the area here. This is the final look, and some of the affects that we can get at
night with the illuminations on that.
So with that, that's a brief summary of
the project. Let me turn it over to Jan to go through
the environmental review, I'd like to make a short
security announcement. There's a black Jetta
blocking the access to the building. Could you please
pull your car forward. Thank you.
So just a quick review of how we got here.
We sent out the NOP or Notice of Preparation for
beginning the environmental review back in
March 2008. We had a scoping meeting here, and with
all the input that we received, compiled the draft
EIR which we released in early December. We've had
a 45 days public review period, and there's a copy
of the draft EIR on the table outside if you'd like
to take a look. We also did sent electronic copies
to everyone, along with the reader's guide, if you
didn't have time to read all 1,500 pages.
We are here tonight at the public meeting.
We will take your input on the analysis and the
draft EIR. The comment period closes at the end of
the month, January 30. Then we hope to compile all
of that and bring a final version of the EIR to the
Board in the spring. We hope to have a
certification hearing.
So this is a laundry list of the
environmental issues that were addressed in the
document. Wide range of issues: Aesthetics to
utilities, we touched on hazards, cultural
resources, and use issues. We are making some
changes to the community plan boundary and Port
master plan boundary in this document.
So touching on there, some noise issues
related to the rail and harbor generating station
nearby. But we were successful in applying
mitigation measures, resulting in just three
significant impacts which remain significant, even
with the mitigation applied where possible -- where
the Board will have to do overwriting considerations
relating to air quality, geology, and noise.

And I'll go into a little detail in a
minute what the details are with those. But we were
successful in reducing everything to less than
significant with mitigation. Here, and some impacts
that were already less than significant.
Regarding the air quality, we do know that NOx
emissions will exceed the threshold in the year
2011, and this is where construction emissions and
operation emissions occur at the same time. We
still have issues related to recreational health
risks, and there's a discussion in there regarding
the Mates III Study and the harbor generating station
hazards. The ultra fine particles are an issue and we're
trying to still deal with greenhouse gas emissions.
Because we have a zero baseline, any emissions over that
are going to be significant.
With geology, it's a fact of life we do
have to deal with seismic hazards. There is nothing
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that could mitigate that; that's a significant
impact. There's construction noise due to pile
driving. I do want you to know we were applying
mitigation measures everywhere we could. The Port
did recently, actually, I think this was last year,
already approved sustainable construction guidelines
to apply to all of our construction equipment, so
we're mitigating our air emissions and noise to the
greatest extent possible.

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

With that, I'm going to go ahead and
conclude this part of the meeting and then throw it
open for public comment. And anyone who would like
to speak will have three minutes. Please fill out a
comment card, and I do have a stack of them here.

What I'm going to do is call your name and then
maybe the two people behind you, and maybe if you
could cue up, and we can get through this in an
orderly fashion.

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

KEN MELENDEZ: My name is Ken Melendez,
Waterfront Development Subcommittee. I've been in
the Wilmington community since 1974 as a business
owner for 25 years I'm retired from, property owner
for over 20 years, I have lived in Wilmington for 20 years.
I now live in Harbor City. Ten years ago retired
from my business got involved in doing volunteer
work on the Wilmington Waterfront Development
Subcommittee.

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

I want to thank all the Wilmington
Waterfront community people here. I want to name
them, there's, basically, eight who have held
together for almost seven years. They don't have to
stand. Charlie Rico, Frank Herrera, right there.
I'm here. Anyway -- Arthur Hernandez right there.
There's been -- Don is back there -- he is over
there hiding. I'm sorry. I'm getting old, my eyes
are going bad. And my three minutes are running up.

I want to thank all them and we held
together through all this, and a number of these
people on this committee were working on this
waterfront for Banning's Landing, like, 20 years
We need to move this thing forward and get something. I appreciate that. He’s from San Pedro, but doesn't matter, we're all one. I want to call attention to Jan and Chris and Dave Mathewson and Katherine McDermott. These are all Port staff and these are all the people that are making this happen too. It’s a tremendous thing.

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

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

DON COMPTON: Ladies and Gentlemen, I’ve been one of the fiercest critics of the project, and there’s an ongoing problem that Dr. John Froines and his wife and I and several others are still looking seriously and the issues related to ultrafines. But let me concentrate you folks on this accomplishment. And Chris Brown mentioned that, roughly, May or April of ’06, they started the public outreach on this. Well, on May 10, ‘06, the education caucus, of which I was Chair, and Arthur Hernandez, Vice Chair, met right here in this building with Roderick Hamilton.

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

Mr. Hamilton was so impressed with that data, that he told the group. And I’m not one who not only chaired the meeting, but took the minutes. He said this would be a wonderful spot, not at the buffer, but, say, across the street for a middle school one day. Wilmington is in desperate need of a second middle school. The day has arrived. This project has now been approved and funded, despite the economic downturn, so there's no better time for all of you who wish to get a second middle school here in South Wilmington where this belongs, to get behind this project, to talk to the mayor’s deputy Ricardo Hong, to urge the mayor to take the focus off of Site F despite the homes being
That Northgate Market and parking area can be
two-thirds and can be designed so we can focus on
bringing the middle school component of the plan
right down here.

Finally, we will have a middle school
where it belongs, one in the south and one in the
northwest. It's up to you folks. If you start
lobbying hard and making telephone calls to Ricardo
Hong, Janice Hahn, to your elected
representatives -- because the WNC is all in favor
of no school on site F. Leave it alone; we are in
an economic decline. And the only source of the
revenue and jobs of any matter is right there on
that site. They take that off for a school, it may
be built, but it won't be staffed. They're going to
lay off 1500 teachers very soon, they have no money
to replace them. So now's the time to stop that
project and come down here if they want to build
something. Let them put in the middle school
component, at least.

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

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

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

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

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

Also, the access to the Pacific Ocean is
wonderful and that access should be in writing for
Wilmington, never to be taken away. Because so many
times we've brought -- we went forward and it was
mentioned and it was, like, taken away or deleted. It's very important for the residents, the people, the indigenous people of Wilmington to have that right to the water. 29 percent of the world only have access to water. So that's where we're at.

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

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

Also, the money should go to the municipal of Wilmington and go to the Wilmington neighborhood council there so that can be turned over to the organization that can handle that money. And the money should not go to the 15th District because there was money allocated years ago, and I think it was about a year ago, and it went to the gap, about $300,000, then I think the lady of the 15th District, they had money for transportation, she gave it away to the Wilshire corridor. Thank you.

JAN GREEN-REBSTOCK: Dan Hoffman.

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

I would also like to thank you -- we talked to business members who are in the area that we're discussing, and the Port has worked collaboratively and cooperatively with those businesses, and we appreciate that and hope it continues. And on a personal note, I would like to thank Wilmington Waterfront subcommittee, who has
worked so hard and so long. Chris, and all the staff at the Port. I've been a resident for 30 years, this is, certainly, one of the nicest things that I've seen come to Wilmington in that time. Thank you very much.

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

GARY KERN: Gary Kern, I'm the effective direct for the Wilmington AC Foundation. I was born and raised here. I've seen a lot of changes come from this community. About 20 years ago, a group of people came together trying to get this building built. After about a ten years' struggle to get the building built, we saw that there could be a good working relationship between the community and the Port. And with the coming together of PCAC community and forming the Waterfront Committee out of that, we decided -- a group of people in Wilmington decided that now was the time to draw a line in the sand and say to the Harbor Department, "You've come as far north as you're going to go." After a lot of discussion, a lot of meetings, a lot of community input, a lot of consensus, which was very uncommon for the people in Wilmington, we find we were able to bring all of our warring factors together and create one united voice. That voice is the culmination of that project today. It's a wonderful project. I think that in coming here, the community is going to see a lot of positive benefits. And I am one proud citizen of Wilmington. Thank you.

DONALD KNIGHT: Donald Knight, president of United States Merchant Marines of World War II. We're the owners and operators of the Lane Victory; I hope you all know about the ship. You may think this is out of the plan, but this is mainly for the Harbor Department, it's going to take two minutes. The ship, although it's not located in Wilmington, it does have a lot of ties here. The current plans for the San Pedro Waterfront Project is to relocate us to the north Harbor water cut. We have several concerns regarding this. The slip appears to be very narrow, we need more room for tugboats. We need two tugs to dock us or put us into a slip.

Number 2, for our six Catalina cruises, we take aboard about 700 or 900 people. These passengers require 4 to 500 parking places, and I don't see that parking places close to the ship where they have it located.

The space is required for loading caterers, goods, supplies, ticketing. I don't see the space for that. The has in location for movies, television series and commercials. Many of these require significant space for the company's equipment, large trucks, et cetera. Probably an acre or more. This is vital revenue to us.
We serve as the training platform for police departments, fire departments, Coast Guard, boat training for merchant seamen, Boy Scouts, Sea Cadets. Being confined to a slip will have significant problems for some of these activities. The alternate plan calls sustainable working group where they have us on a regular dock, as opposed to a slip. It would work far better for us. We ask that this be given more consideration. If we are to remain a viable operating ship in this harbor, these concerns must be addressed. So we respectfully request a meeting with your designers and engineers to make sure some of these issues are resolved. Thank you for the opportunity to speak here tonight.

JAN GREEN-REBSTOCK: Donna Ethington followed by Jessie Marquez. DONNA ETHINGTON: I thought this day would never come. It's our lifetime. That's probably the most exciting thing. It's a huge thing for Wilmington to redevelop that whole area. Remember, talking to the residents on C Street talking about all the trucks.

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

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

Thank you, Port of L.A.

JESSIE MARQUEZ: My name is Jessie Marquez. I was also born and raised here in Wilmington. I'm proud and honored to be here to see in beautiful project come to pass. I want to be able to thank of the Port staff and Port management for them undertaking such a concept, because what we've done here was never in their plans, never in their thoughts, and it took a lot to be able to understand what the relationship means between business and the community.

I want to thank the Wilmington Waterfront Committee, Wilmington residents, and other residents that have come from other areas for their participation to be able to understand what it does take to be a visionary? What does it take to be able to comprehend people's dreams? Many people in Wilmington have thought about developing the waterfront, many people thought, why couldn't this happen? Why couldn't that happen? But we've been able to come together and prove that we can realize
these dreams, we can make the impossible, possible. And that's what we've done. So I'm proud to be able
to say that we support the project. I will be submitting some written
comments. There are a few things that we feel that
still need to be addressed. They're all minor, things we'd like to see because the project area

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

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

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

JAN GREEN-REBSTOCK: Last two speakers of

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

TIM HUMPHREY: I'm a resident of the Long
Beach, and I'm here to advocate the inclusion of
water activities in this project. For about 16
years now, I've been involved with the sport of
rowing, the last seven years as a coach. I recently
stepped down from the Long Beach Association, my
involvement there, and looking to start a new
program. Obviously, the space in Alamitos Bay is
limited. I started looking around with the group
and saw that there's a wonderful opportunity to find
protective flat water in the Port of L.A. in Long
Beach. So we've started contacting USC regarding
possibly starting a community rowing club there.
I'm here tonight at this meeting and discovered that
this proposed site and improvement for the community
would also be a spectacular site to include water
access for recreational activity, especially one
with such low environmental impact.

So it is my hope that high school rowing
will be started, as well as community rowing. My
personal dream is to provide athletic opportunities
for kids from Banning High School, Cabrillo, Port of
L.A. High School that's opening up soon, even as far up as Poly, Compton, Jordan, and really give students that would ordinarily not be able to make the commute over to Alamitos Bay or up to Marina del Rey, which is the other nearest rowing program for the public, to give them an opportunity to come down and experience the sport of rowing.

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

JAN GREEN-REBSTOCK: Susan Prichard.
SUSAN PRICHARD: My name is Susan Prichard, resident of Wilmington. And I love everything in this whole thing. But there is one little point: I've attended a few musical programs here in the summertime. It's extremely hot outside here because of the white top, and if there's anything you can do for shading from this building to the water or -- the trees in your pictures look very straight. I don't know if you can make the trees kind of like -- what's the word I'm looking for -- they'll span out so that he make shade. It will be a lot better because of the water reflection on white can increase -- really adds to the heat in the summertime. Thank you.

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

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

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

(Proceedings concluded.)

STATE OF CALIFORNIA    )
                                )  SS.
COUNTY OF LOS ANGELES  )  

I, KATHERINE JONES, Certified Shorthand Reporter No. 10097 in the State of California, duly empowered to administer oaths, certify:
That said public meeting was taken before me at
the time and place therein set forth and was taken down by
me in shorthand and thereafter transcribed under my
direction and supervision, and I hereby certify that the
foregoing deposition is a full, true, and correct transcript
of my shorthand notes so taken.
I further certify that I am neither counsel for,
nor related to any party to said action, nor in anywise
interested in the outcome thereof.
IN WITNESS WHEREOF, I have hereunto subscribed my
name on this 23rd day of January 2009.

---KATHERINE JONES, CSR No. 10097---

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