

## Penguin

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So you are in charge of a company so poorly run that you need a \$10 billion-dollar handout to keep it afloat, then you turnaround and grant yourself an obscene bonus. As Gordon Gekko said in the 1987 flick, *Wall Street*, "Greed is good." A gecko is a little lizard, right. They are using a gecko to sell some insurance on the tube, aren't they?

Did you know that they are planning a sequel to *Wall Street*? Heard it was going to be called *Wall Street 2*. Could have thought that title up myself. Not making this stuff up, fans. And Michael Douglas, who won an Oscar for his portrayal of Mr. Gekko some 22 years ago, will be reprising his smarmy role as the ubiquitous rich guy. Good for him.

Also good for him that he scored the hottie Catherine Zeta-Jones a few years back, but as usual, I digress.

Here are a couple of more quotes from the fictional pride of *Wall Street*, circa 1987: When asked how much money was enough, Gekko said: "It's not a question of enough, pal. It's a zero sum game. Somebody wins, somebody loses. Money itself isn't lost or made; it is simply transferred from one perception to another." Okay, so my 401k didn't go down the drain in the last 18 months. The money just went to someone else? Now I feel better about it.

And a final Gekko quote: "Lunch is for wimps." I agree. I favor breakfast, myself. •

## Police Reports

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Imperial Avenue, a RIM Blackberry was lost.

Petty theft report was taken at 1859 hours in the 2000 block of East Mariposa Avenue. Taken were two men's mountain bicycles from the room's balcony, total loss \$252.40.

One female juvenile was detained at 2316 hours from Rosecrans Avenue and Aviation Boulevard for identity theft, falsely obtaining property, burglary, fraudulent use of access cards, and possession of less than an ounce of marijuana.

### MONDAY, OCTOBER 19

An on-line lost property report was taken at 0837 hours. In the 700 block of South Sepulveda Boulevard, a wallet was reported missing.

An on-line petty theft report was taken at 1012 hours. In the 2000 block of East

El Segundo Boulevard, a cellular telephone was taken.

Petty theft report was taken at 1015 hours in the 300 block of Main Street. A front license plate was taken.

Violation of a court order report was taken at 1227 hours in the 700 block of Allied Way.

Missing person report was taken at 1814 hours in the 700 block of Main Street. Missing is a female adult last seen at the location yesterday afternoon.

One male adult was arrested at 2100 hours in the 100 block of South Sepulveda Boulevard for commercial burglary.

Petty theft occurred at 2244 hours in the 500 block of North Sepulveda Boulevard. Taken were miscellaneous items, total loss less than \$50.00.

## Mini-Grants

from front page

of past mini-grant-funded purchases include: butterfly kits, graphing calculators, books for classroom libraries, computer software, art supplies and physical education equipment.

"We had a record number of requests this year—over \$28,000 combined from the various schools," said El Segundo Chamber Executive Director Marsha Hansen. Though at first glance the \$12,000 actually granted seemed to have fallen short of last year's \$20,000, Hansen explained that the 2008 total included close to \$9,000 in previously accumulated funds. "So in reality, we had a record showing this year," she noted.

In hopes of covering some of the additional requests, the Chamber plans to send a wish list to its member businesses to see if they might be willing to donate additional equipment from their offices. "For those who might not be able to donate cash, we may still be able to arrange for items like computer equipment, software, furniture and other kinds of supplies," said Hansen.

In any case, the program's benefits are far-reaching, Hansen pointed out. "On the applications, we ask how many students each project will impact. As we added the number of students for the total number of approved projects, it was over 13,000 kids. Of course, some students may be touched more than once by these projects, such as if they are in multiple classrooms of teachers who have received grants. Also in many instances, teachers will use the supplies they've received for years to come, thus helping children in the future."

This year's business contributors included mini-grant presenting sponsors The Boeing Company, Chevron Products Company and Rotary Club of El Segundo, along with the following general sponsors: Alliant Credit Union, AT & T California, DirecTV, El Segundo Power, LLC, Frank Glynn AIA, Industrial Lock & Security, Los Angeles World Airports, Marcy Dugan Photography, Mattel, Natural Simplicity, NaturWell Center—Holistic Health, Salad Creations, Shiela Fowler/Shorewood Realtors and South Bay Workforce Investment Board.

Meanwhile, last Thursday's Mixer on Main drew a sizable crowd, with the festivities

coinciding with the weekly farmer's market that runs through that block. In addition to the Chamber itself, three business neighbors shared hosting duties for the afternoon: Verch Insurance, Shorewood Realtors and Curves El Segundo. To keep attendees well-fed, Andiamo Pizzeria, El Segundo Fish Company, Old Town Baking Company, Second City Bistro and The Tavern on Main supplied hors d'oeuvres, while farmer's market staples Big Mista BBQ, Frontier Kettle Korn, La Fiesta Movil Salsa and Thai Tiffany also provided various taste treats.

In a separate program that took place at the beginning of the school year, Hansen and company visited schools in both districts, including Wiseburn's new charter public Da Vinci Science and Da Vinci Design, to hand out goodie bags to welcome instructors. Twenty-five Chamber member companies donated such items as gift certificates to local stores and restaurants, pens, movie tickets, health and wellness services and more. "This welcomes the new teachers to the community and let's them know that they have the ongoing support of the business community to promote education," said Hansen.

Welcome bags came courtesy of the following: Ayres Hotel; Big 5 Sporting Goods; Chevron Products Company; Community Bank; Continental Development Corporation; Curves El Segundo; DoubleTree Hotel; El Camino College; Employee Savings Tickets/OBC Publishing Co.; Four Points by Sheraton LAX; Hacienda Hotel; Los Angeles World Airports; Loyola Marymount University Extension; Mary Kay Cosmetics/Betty Newman; Mattel; Natural Simplicity; Northrop Grumman; Raytheon Company; Residence Inn by Marriott El Segundo; Rubio's Fresh Mexican Grill; Salad Creations; Shiela Fowler/Shorewood Realtors; The Lakes at El Segundo; and Vistamar School.

"I think it's fantastic how the community and the businesses come together to support our schools in educating our children -- the future of tomorrow," said Jenny Davies, program co-chairperson along with Shiela Fowler. "I know that the parents, teachers and staff of all the schools are appreciative for any help that these businesses can bring."

## Cityscape

from page 4

the Bradley Terminal, upgrade the amenities and ambiance of other terminals and redo the cross-field taxiway, among other things. Plus they're installing lights and other stuff to help direct airplanes around the airport while they're on the ground, as I said.

None of this work, which costs individual taxpayers, not to mention airlines and passengers, many hundreds of millions of dollars, is going to fix the monumental safety issues at LAX. So how do you reduce runway incursions on the south side of the airport? It's simple, as I said.

Install the same kinds of improvements on the north side that the SAIP project did on the south side. It will fix the problem. And the last five or so of the many safety studies which L.A. City has commissioned over the years will bear me out, I am confident, when they finally come out in a few months.

You see, stoplights and warning signs are fine, and help, but they don't change the basic geometry of LAX. Only by putting airplanes farther apart from one another by using a centerline taxiway do you finally get a high level of safety at all points on the airfield—a safety level that will dramatically reduce the chance of a horrible accident.

No one argues against this position. But some people who live north of LAX say that moving the northern runway 100 feet farther north would lead to devastating noise impacts on them.

## MTA

from front page

invested \$6 million on it so far, the viability of the project will be dependent on finding outside funding assistance for Park Place. According to City officials, the price tag to build a Park Place access throughway as required for traffic mitigation for Phase II will be close to \$35 million.

For now, RSP indicated it is "not prepared to actively oppose the MTA, but would instead would seek clarity of their proposal and to see if there is some way that their plans can help what we believe has to be the overriding goal for the land area—mainly the identification and deployment of funding to ensure that Park Place gets extended."

MTA's South Bay area transportation planning manager Roderick Diaz was a bit vague when asked flat out if his agency might consider subsidizing the cost of Park Place. "For those sites identified for further analysis during the final environmental impact statement/final environmental impact report stage, specific needs of facilities will be identified," he responded.

Meanwhile, El Segundo City officials are not so sure Plaza's Phase II development can proceed even if MTA only takes property north of the Park Place alignment. "It is a considerable stretch to think that MTA would finance all or a substantial portion of the Park Place extension, as they have rejected previous MTA funding requests from the City, while contending that it is a developer responsibility to fund the Park Place extension—particularly as it was incorporated as a traffic mitigations measure in the Plaza El Segundo EIR," said El Segundo Assistant City Manager Bill Crowe.

According to Diaz, MTA's board will choose between the bus and rail alternatives in December. Once the environmental review process wraps up in late 2010, more design work will be done, with construction set to kick off around 2012 and continue through 2018. "With any site, there are processes to seek permits for construction and Metro would work with local cities in a review process," Diaz stated.

In explaining the need for a service yard, Diaz noted that the facility will allow the buses or trains associated with the project to have a place to be maintained, cleaned and stored. On-site staff would include mechanics, vehicle service personnel and their managers. Bus or train operators would also

They are completely wrong. Our city and Inglewood have jointly proposed a plan which would accomplish the basic safety goals of L.A. City's original proposal for the north side of LAX with no new impacts, noise or otherwise, on airport neighbors. Essentially, what our two cities have offered is a plan to move the northern runway 100 feet farther to the north and to build a safe taxiway centered between the two northern runways.

I am confident that the pending safety studies will bear out the need for the proposal that El Segundo and Inglewood have put forth. Meantime, I'm just plain scared.

I'm scared every day that the lack of modern safety improvements on the north side of LAX will lead to an awful, catastrophic accident at the airport.

Remember, please, that the worst accident in the history of aviation happened on the ground in the Canary Islands, when taxiing jumbo jets ran into each other and killed many hundreds of people. The same thing could happen next door to our city. I pray that it does not.

I pray that the airport makes the safety changes it needs to give us all a much safer airport.

And I pray that those who oppose these improvements take a new look, realize that our plan will not harm them and will--undoubtedly--save lives. Please pray with me for airport safety. •

report to the facility. In looking at possible locations, only the El Segundo site and another in Westchester near Manchester and Florence fit the space criteria while also being conveniently situated near existing Metro stations. "Other existing yards do not have the capacity to accommodate the additional buses or trains associated with this project," Diaz pointed out.

Despite El Segundo's opposition to the proposal, the answer won't simply come down to choosing Westchester. That site also poses logistical challenges for MTA because of its proximity to a residential neighborhood. The location in question would additionally displace an existing LA County maintenance yard, other light industrial uses and a community theater.

City concerns aside, Diaz urged local residents and businesspeople to consider the benefits of the Crenshaw Transit Corridor in providing links between El Segundo and LAX, and ultimately to Downtown Los Angeles and the Westside. "Other linkages are also planned to go further south toward Redondo Beach and Torrance," he noted. "The LRT alternative links with the Green Line providing direct connections toward LAX and points north from the existing Metro Green Line stations in El Segundo. Essentially, the project provides important connections that don't exist now. In addition to this improved accessibility, the project will spur job creation both during construction and through the operation of the line."

Crowe was not convinced. "The economic benefits to residents and the City from Plaza El Segundo Phase II would far outweigh those provided by the rail or bus yard project, which removes property from tax rolls and reduces benefits of new retail services, local retail jobs and sales tax revenues," he said.

In the meantime, Metro's board last week approved its 2009 Long Range Transportation Plan (LTRP), which guides county transportation development over the next three decades. Using funds from the passage of Measure R, the new half-cent sales tax for the county as well as federal stimulus monies, the plan anticipates distribution of nearly \$300 billion towards transit services, highway maintenance and related projects throughout the county. The list of recommended projects includes bus and rail operations such as the Crenshaw Corridor Transit Project.