

Messrs. Diaz, Sukys, and Tellis; Hon. Members of the Board of Directors of the
LA Metropolitan Transportation Authority
Re: Proposed Crenshaw Transit Maintenance Facility SDEIS/RDEIR - Comments
April 11, 2011 – page 42

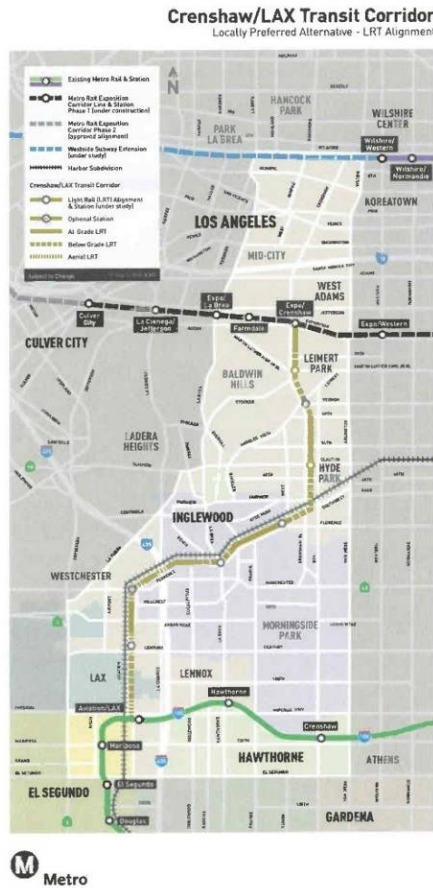
Figure 1-1. Study Area



Source: Adapted from the City of Los Angeles, Department of City Planning, 1974.

Fusion Figure A1-1: DEIS/DEIR Figure 1.1: Crenshaw/LAX Study Area

Messrs. Diaz, Sukys, and Tellis; Hon. Members of the Board of Directors of the
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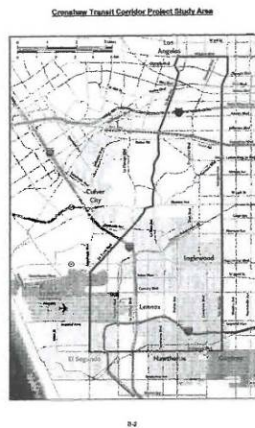


Fusion Figure AI-2: Crenshaw/LAX Transit Corridor from MTA's Website for Crenshaw/LAX Extension Project (as of late January, 2011)



Messrs. Diaz, Sukys, and Tellis; Hon. Members of the Board of Directors of the
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ATTACHMENT E



Fusion Figure A1-3a:
Map of DEIS/DEIR "Study Area" from Dec. 2009 Board Memo (Attachment B)

ATTACHMENT C1

Crenshaw Transit Corridor Recommendation for a Locally Preferred Alternative...
LRT Alternative



Fusion Figure A1-3b:
Map of Maintenance Facility Potential Sites, Dec.
2009 Board Memo

ATTACHMENT C2

Design Options for Further Analysis



Fusion Figure A1-3c:
Map of Maintenance Facility Potential Sites, Dec.
2009 Board Memo

Response to comment S.20-5A.

Comment noted. The structure of the commenter have been noted and the attachments will be included as part of the administrative record.

Response to comment S.20-5B.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-5C.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility. An open process for consideration of a maintenance facility has been carried out. Meetings were advertised. Briefings were accommodated and a full 45-day comment period with full disclosures was conducted.

Response to comment S.20-5D.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-5E.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility. It is noted that the comment acknowledges the presence of uses associated with Division 22 when the Fusion residential development was constructed and that the spatial layout of the residential community was developed in that environmental context.

Response to comment S.20-5F.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-5G.

Comment noted. The project has been developed in compliance with both CEQA and NEPA. The proper noticing and consultation for the proposed project has been ongoing for an extended period of time allowing for disclosure to all affected parties to occur. An extensive public outreach process has been implemented and the potential impacts of the proposed alternatives have been disclosed prior to decision making. The environmental analysis covered all of the elements of a maintenance facility including those elements funded from other sources, such as a paint and body shop. The examination of impacts is actually broader than the commenter suggests. Segmentation would not apply to this condition. Thresholds, which have been identified in the document, are commonly used in the southern California region and are accepted by agencies with jurisdiction in their perspective environmental resources. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

**Response to comment S.20-5H.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-5I.

Comment noted. The project has been developed in compliance with both CEQA and NEPA. The proper noticing and consultation for the proposed project has been ongoing for an extended period of time allowing for disclosure to all affected parties to occur. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-5J.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-5K.

Comment noted. Metro has not committed to part of the project which has been identified in the project description. The environmental analysis covered all of the elements of a maintenance facility including those elements funded from other sources, such as a paint and body shop. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-5L.

Comment noted. Metro has not committed to part of the project which has been identified in the project description. The environmental analysis covered all of the elements of a maintenance facility including those elements funded from other sources, such as a paint and body shop. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility. The SDEIS/RDEIR identifies a need for a maintenance facility based on the requirements for the Crenshaw/LAX Transit Corridor Project. The maintenance alternative sites have a base capacity to serve the need for established for the Crenshaw/LAX Line, except for the Division 22 Northern Expansion Alternative which has been identified as having constrained capacity. The sites also have an identified expansion potential for the Crenshaw/LAX Line which would operate in conjunction with other planned and existing rail lines in the Long Range Transportation Plan for the horizon planning year of 2030. The analysis of environmental impacts was based on a worst case assumption of 70 light rail vehicles to provide the most conservative estimation of impacts. No segmentation of impacts has occurred for the Crenshaw/LAX Transit Corridor maintenance facility. If anything, the impacts have been overstated for the maintenance facility alternative sites because they are based on maximum future expansion potential.

Response to comment S.20-5M.

Comment noted. Metro has not relied on another's examination of effects under NEPA. The commenter does not identify the reliance on "other's" impacts that is implied by the comment so that Metro can

accurately respond to the comment. Metro has identified all possible environmental effects of the proposed project which can be reasonably foreseen.

Response to comment S.20-5N.

Comment noted. As stated in the description of alternatives, the SDEIS/RDEIR took into account the improvements to the existing Division 22 Maintenance facility and not just the additional acquisition of the 3.5 acre parcel. Therefore, the evaluation of impacts is not understated as suggested by the commenter. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-5O.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility. The alternative analysis identified a full range of alternatives that is consistent with the goals and objectives of the Crenshaw/LAX Transit Corridor Project.

Response to comment S.20-5P.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility. The air quality analysis is evaluated for both the operation and construction of a maintenance facility. The SDEIS/RDEIR is intended to be a reader friendly document and the technical analysis to support the air quality conclusions is found and referenced in the Technical Appendix. Air quality thresholds are used to provide a meaningful evaluation of impacts of each of the maintenance site alternatives. The summary of construction impacts the commenter refers to (Table S-8), takes into account both NEPA and CEQA analyses. Therefore, the table represents the worst case conclusions. Significant impacts to localized concentrations are identified in the summary even though there is no impact to localized concentrations under NEPA for the Division 22 Northern Expansion Alternative. Section 3.16 identifies impacts from localized concentrations for both NEPA and CEQA. Under NEPA (Table 3-42), the SDEIS/RDEIR correctly finds that no localized impacts would occur for the Division 22 Northern Expansion Alternative. Under CEQA (Table 3-46), localized impacts would occur for the Division 22 Northern Expansion Alternative. The emissions associated with the operation of a maintenance facility are not substantial enough to warrant a detailed health risk assessment. The generator shown on the site plan is an emergency generator that would operate approximately one hour a month.

Response to comment S.20-5Q.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility. The assumptions stated to evaluate the noise impacts are stated in both the text and technical analyses contained in the technical appendix. The methods used to evaluate impacts are consistent with both state and federal methodology.

**Response to comment S.20-5R.**

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-5S.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility. The analysis of operational traffic impacts was based on a maintenance site facility that serves 70 light rail vehicles. The construction effects are based on previous construction projects of a similar size and duration of construction.

Response to comment S.20-5T.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility. A cumulative analysis was completed in compliance with CEQA/NEPA which took into account the potential air quality effects that the commenter cites. Based on the analysis, the project would not make a cumulatively considerable concentration to operational air quality.

Response to comment S.20-5U.

Comment noted. The economic analysis was based on estimates of costs from lost property tax revenue and job loss. This information was provided as a tool for comparison of the alternatives. The additional revenue sources referred to by the commenter would not be adversely affected by the project based on the analysis of environmental effects. A cost benefit analysis was not conducted for the maintenance site alternatives. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-5V.

Comment noted.



COMMENT: S.20-6. Kevin Brogan, Hill, Farrer & Burrill.



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April 11, 2011

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Via Facsimile and Email (diazroderick@metro.net)

Roderick Diaz
Project Manager
Metro
One Gateway Plaza 99-22-3
Los Angeles, CA 90012

Re: **Comments on Supplemental Draft Environmental Impact Statement/Recirculated Draft EIR, Crenshaw/LAX Transit Corridor**

Dear Mr. Diaz:

This firm represents AMB Spinnaker, the owner of 1000 Redondo Beach Boulevard, Redondo Beach, one of the sites being considered for acquisition by MTA for a maintenance facility for the Crenshaw/LAX Transit Corridor. The LACMTA has designated AMB Spinnaker's site as Site 17. This letter is submitted as additional comment to the public comments made during the hearings on March 1, 2011 and March 31, 2011.

1. Inadequate Project Description of Site 17. An adequate project description is critical to any CEQA analysis. The Supplemental DEIR/DEIS states that Site 17 is not of an adequate size to constitute a complete maintenance facility, and states that an expansion of the existing Division 22 facility will be required if Site 17 is selected. The DEIS/DEIR fails to adequately describe the exact changes and additional facilities that will be required to be placed on the Division 22 site, and fails to study the impacts of those additional facilities, which may or may not include the expansion option described for the possible selection of the Division 22 site. This is a fatal flaw in the analysis.

2. City of Redondo Beach's Opposition. The City of Redondo Beach is opposed to the use of Site 17 as a maintenance facility. In his letter of March 24, 2011, the Honorable Michael A. Gin, Mayor of the City of Redondo Beach, wrote that the City Council of the City of Redondo Beach opposed the MTA's use of Site 17 for a maintenance facility. He submitted a copy of the February 1, 2011 Resolution of the City of Redondo Beach, Resolution No. CC-1102-422, wherein the City Council found that a maintenance facility at Site 17 would violate the Land Use Element of the City's General Plan, would be incompatible, and would disrupt the current and orderly development of the area. The City Council further found that the proposed maintenance facility at Site 17 would be inconsistent with the Goals, Policies and Objectives of the City's General Plan. AMB Spinnaker incorporates the statements in Mayor Gin's letter of March 24, 2011 and, rather than restating them, incorporates objections of the City to the DEIS/DEIR.



Roderick Diaz
April 11, 2011
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3. Inconsistencies In Description of Site 17. The DEIR/DEIS is inconsistent concerning the number of employees at Site 17. At page 2-17, the DEIR/DEIS references 400 employees at Site 17 but the alternative analysis references 250 jobs at page 3-98. Also, the DEIR/DEIS fails to identify the office uses on Site 17, incorrectly stating that there are no commercial or office facilities on Site 17 (page 3-17). An adequate and accurate description of the project, and the proposed uses on the property to be acquired for the project, is critical to a proper CEQA assessment. The inconsistencies and omissions in the DEIS/DEIR show that it is inadequate.

4. The Difficulties of Relocating the Tenants on Site 17. As the DEIS/DEIR noted, “there is no certainty that all displace businesses can be relocated in areas that ensure that there is no adverse effect on their competitive position.” Page 3-28. As many employees of DHL, the major tenant of AMB Spinnaker on Site 17, noted at the public hearing on March 31, 2011, DHL spent years attempting to consolidate its LAX facilities to one facility, and could only do so once it found the 278,816 square foot building owned by AMB Spinnaker. The employees of DHL explained how important it is to DHL for the operations to remain consolidated at one location, such as the facility at Site 17.

5. Underground Gasoline Pipeline and Easement. The DEIS/DEIR states that there are no underground easements impacting Site 17. That statement is incorrect. There is an underground pipeline easement owned by Chevron which has a pipeline transporting highly flammable fluids. This underground pipeline will impact future uses on Site 17 and yet the DEIS/DEIR omits any mention of it, let alone any analysis of its impacts on the MTA’s proposed uses on Site 17.

6. Northrup Grumman’s Letter of April 10, 2011. AMB incorporates the comments reflected in the letter of Northrup Grumman dated April 10, 2011.

7. Other Significant Omissions.

a. The project description fails to consider the access track or the existence or cost of the aerial connection at the existing Metro Green Line Marine Station, as raised at Page 2-13.

b. While the DEIS/DEIR states that the nearest sensitive land use is a school (page 3-50), we understand Northrup Grumman’s adjacent uses are extremely sensitive to noise and vibrations.

c. The stated acquisition costs on Site 17 are substantially understated. DHL spent over \$6 million in tenant improvements on the site, and unlike the other sites, it is substantially improved with a state of the art freight forwarding facility.

d. AMB notes that two of the other parcels, Sites 14 and 15, have significant car rental facilities. The LAX Master Plan anticipates consolidation of all car rental facilities at



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LAX. Proper land planning would be for the MTA to coordinate with the LAX master planners to coordinate both acquisitions and to minimize disruptions. The DEIS/DEIR inadequately studies this issue, dismissing any attempt at coordination between LAX and the MTA.

In conclusion, AMB Spinnaker feels that the public testimony on March 31, 2011 was spot on. Neither Site 17 nor the expansion of the current Division 22 site should be used as a maintenance facility for the Crenshaw/LAX Light Rail line. AMB is opposed to the acquisition of its site.

Very truly yours,

KEVIN H. BROGAN
OF
HILL, FARRER & BURRILL LLP

CC: Martin Coyne, AMB

HFB 1038981.1 A5028003



Response to comment S.20-6A.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-6B.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-6C.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-6D.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-6E.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-6F.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-6G.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

COMMENT: S.20-7. Cyndi Hench, Neighborhood Council of Westchester Playa.



Neighborhood Council of Westchester Playa

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S20 - 7

April 11, 2011

Mr. Roderick Diaz, Metro Project Manager
One Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012-2952
Via email: diazroderick@metro.net

Re: Crenshaw/LAX Transit Corridor MTA Project Maintenance Yard Selection and reiteration of our support for the Manchester/Aviation station.

Dear Mr. Diaz,

We thank you for your extensive outreach efforts and visits to the Neighborhood Council. Our Neighborhood Council representation area includes the Westchester portion of the Harbor Subdivision where the train route will pass both business and residential areas.

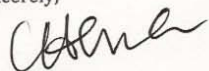
We understand that selection of the subject Maintenance Yard will be addressed later this year. In the last several status meetings you have indicated that the selection process has been narrowed to four sites which vary in size with each located south of Manchester along the route.

Our preferred alternative is Site 3, the largest land area site, which is located just south of the "optional" Manchester/Aviation station. Westchester deserves a station that is accessible and the proposed station at Manchester/Aviation meets that requirement. Selection of Site 3 increases the likelihood of this station becoming a reality and is therefore a win-win alternative. In addition to providing an opportunity for consolidating construction activities with the optional site, this alternative has the least negative impact on area businesses while providing good accessibility.

Sites 2 (Arbor Vitae/Bellanca) and 4 (Marine/Redondo Beach) are also acceptable because they have limited impacts, but they do not provide synergy with the Manchester/Aviation station. Site 1 (Metro22 in Hawthorne), although functional, is less desirable due to its inability to be expanded to meet future increased requirements for greater repair activity needs beyond the current project.

In our previous communication we opposed placement of the maintenance yard and/or station at Hindry because of the impacts on local residences and the distance to feeder line buses. We thank you for listening. We again thank you in advance for listening to us and selecting Site 3.

Sincerely,



Cyndi Hench, President

CC: Councilmember Bill Rosendahl
Supervisor Don Knabe
Supervisor Mark Ridley Thomas

A

B

C



Response to comment S.20-7A.

Comment noted. Metro appreciates the ideas of the commenter and public input is an important part of the planning process. The optional Manchester Station was removed from consideration during the final design process because of low ridership projections. The project has been designed to not preclude the inclusion of Manchester Station over the aerial crossing at a future time.

Response to comment S.20-7B.

Comment noted. Metro appreciates the ideas of the commenter and public input is an important part of the planning process. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-7C.

Comment noted. Please refer to response to comment S.20-7A.

COMMENT: S.20-8. Joe Ahn, Northrup Grumman.

S20 - 8



Northrop Grumman Corporation
Aerospace Systems

One Space Park
Redondo Beach, CA 90278

April 10, 2011

Roderick Diaz, Project Manager
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza, MS 99-22-3
Los Angeles, CA 90012-2952

**Subject: Crenshaw/LAX Transit Corridor SDEIS/RDEIR
Supplemental DEIS/Recirculated DEIR - February 2011
Candidate Maintenance Sites Selected for Environmental Review**

Dear Mr. Diaz:

Northrop Grumman Corporation appreciates the opportunity to provide comments concerning the proposed Crenshaw/LAX Transit Corridor Project and its accompanying SDEIS/RDEIR Supplemental DEIS/Recirculated DEIR - February 2011.

The following comments are submitted to the Metropolitan Transportation Authority (MTA) within the 45-day comment period established by the MTA "Notice of Public Hearing/Notice of Completion and Availability of Supplemental Draft Environmental Impact Report/Recirculated Draft Environmental Impact Report" (NOC) and are intended to become part of the administrative record.

Northrop Grumman operates a 110-acre facility at One Space Park, Redondo Beach, California 90278, which is directly west of the Marine/Redondo Beach Candidate Site, one of the four candidate sites for the Crenshaw/LAX Transit Corridor maintenance and operations project. Northrop Grumman currently employs 8,000 people at the Space Park facility with an annual economic benefit to the region of approximately \$770 million. The Redondo Beach campus plays a key role in the company's aerospace operations that support U.S. Department of Defense (DoD) objectives to carry out the military mission; NASA space exploration, research and development, engineering, test and evaluation, and collection of global climate change data on behalf of the National Oceanic and Atmospheric Administration (NOAA). Northrop Grumman employees have worked in Redondo Beach for more than 50 years on a variety of projects for the DoD, NASA and NOAA (see enclosed factsheet).

As a longtime member of the South Bay business community, Northrop Grumman recognizes the benefits of the Crenshaw/LAX Transit Corridor Project's proximity to our existing operations. We also recognize the regional benefits that may be associated with appropriate regional rail transit development. However, the proposed revisions to existing land-use zoning and the introduction of

A

B



Los Angeles Metropolitan Transportation Authority
Crenshaw/LAX Transit Corridor Marine/Redondo Beach Avenue Maintenance Site
Page Two

light rail maintenance operations adjacent to our facility raise issues that have not been fully addressed in the SDEIR/RCDEIR and do not take into consideration impacts to our continuing operations.

B

The Marine/Redondo Beach Candidate Site would generate noise, sound vibration, radio and wireless frequency, environmental health and site security issues that would impact operations at our state-of-the-art facilities and affect our ability to execute current and future Department of Defense, NASA and NOAA programs to support the military mission and space exploration. Northrop Grumman performs low-level dynamic vibration measurements on space hardware to verify critical performance parameters. At present, these measurements collect vibration amplitude data at the sub milli g (< 1x10e-3 g's) level. Future requirements using non-contact type vibration measurement equipment will collect data in the nano g (1X10e-9 g's) range. Broadband (20 Hz -2000 Hz) PSD measurements above a noise floor of approximately 1X10e-6 g**2/Hz (.005 g RMS) are also typical of the measurements made. Ambient ground vibration conditions detectable at this level become a significant concern in that the true performance measurement can become tainted by ambient vibration. The proposed site design and placement will cause interference in the 2.2 GHz band and interfere with antenna receive operations when the antenna is in the low (close to horizontal) pointing range and impact the operations of the Telemetry Orbital Testing Station roof parabolic antenna.

C

In addition, Northrop Grumman's Space Park site has more than 14 buildings with 170,000 square feet of state-of-the-art clean rooms and laboratories to conduct research and development, testing and manufacturing of space-based platforms, which require controlled ambient air conditioning. Metro site construction activities as well as increased release of air particulates emanating from the maintenance site will degrade the filtration systems and require Northrop Grumman to develop, test and implement new monitoring systems and filtration upgrades, which will disrupt day-to-day operations to develop current and future space programs. Northrop Grumman will submit an addendum to the DEIR/RCDEIR prior the MTA Board hearing on the final site selection.

D

Despite these concerns, we believe that active participation in the environmental process established under the California Environmental Quality Act (CEQA) will give us the opportunity to discuss these issues, to better understand the nature of the project, and to evaluate opportunities for the site's location and development that do not unduly impact Northrop Grumman's operations.

E

Sincerely,

J. Michael Ahn

Joe Ahn
Manager, Government and Public Affairs



Los Angeles Metropolitan Transportation Authority
Crenshaw/LAX Transit Corridor Marine/Redondo Beach Avenue Maintenance Site
Page Three

- enc: Northrop Grumman in Redondo Beach fact sheet
- cc: Office of Los Angeles County Supervisor Don Knabe: Ms. Julie Moore, Mr. Steve Napolitano
Honorable Mike Gin, Mayor of Redondo Beach
Honorable Richard Montgomery, Mayor of Manhattan Beach
Mr. Bill Allen, President and CEO, Los Angeles County Economic Development Corporation
Ms. Jackie Bacharach, Executive Director, South Bay Cities Council of Governments
Mr. Donald Camph, Executive Director, El Segundo Employers Association
Mr. Kelly McDowell, Executive Director, LA County Independent Cities Association
Ms. Helen Duncan, President and CEO, Manhattan Beach Chamber of Commerce
Ms. Creasie James, Chair, South Bay Association of Chambers of Commerce
Ms. Tracy Rafter, President and CEO, Los Angeles County Business Federation
Ms. Marna Smeltzer, President and CEO, Redondo Beach Chamber of Commerce



Northrop Grumman Redondo Beach

www.northropgrumman.com



Northrop Grumman's site in Redondo Beach, California, develops a broad range of systems at the leading edge of space, defense and electronics technology, all of which contribute significantly to the nation's security and leadership in science and technology. The site is also the headquarters of Northrop Grumman's Aerospace Systems sector. Northrop Grumman celebrated 50 years of performance, innovation and discovery in space in 2007.

Site Facts

8,000 employees

400 PhDs

One of the South Bay's largest employers. (With 21,000 employees in Los Angeles County, Northrop Grumman is the second-largest private employer in the region.)

\$770 million annual economic benefit to the South Bay

275 South Bay suppliers

Major Programs

Civil Space	James Webb Space Telescope; Earth Observing Systems - Aqua and Aura; Lunar Crater Observation and Sensing Satellite; Defense Weather Satellite System; Space observatories
Missile & Space Defense	Space Tracking & Surveillance System
High-Energy Lasers	Two of Airborne Laser's high-power lasers; Joint High Power Solid-State Laser
Information Surveillance Reconnaissance	Defense Support Program, Trinidad
Satellite Communications	Payloads for current Milstar satellites and next-generation Advanced Extremely High Frequency Satellite Communications systems
Technology Development	Highly advanced technologies including microelectronics, communications, high-energy chemical and solid-state lasers, and space technologies from propulsion to cryocoolers

Unique Facilities/Capabilities

Clean Room Facilities (ISO 14644-1)

- ISO Class 4 (Class 10)
- ISO Class 5 (Class 100)
- ISO Class 7 (Class 10,000)

Test-Bed (On Orbit) and Development Labs

Microelectronic & Spacecraft Manufacturing

High Bays: 300,000 square feet

- Hook heights up to 72 feet and crane capacities up to 30 tons
- All high bays are nominally ISO Class 8 (Class 100,000) or better

Environmental Testing Facilities (up to full size spacecraft)

- Thermal vacuum chambers
- Acoustic test chambers
- Vibration test tables
- Anechoic test chambers

State-of-the-art technical presentation center, standalone child care center, two full service cafeterias, standalone fitness center

Awards and Recognition

- NASA George M. Low Award
- Goddard Space Flight Center's Contractor Excellence Award
- Six Nunn-Perry Awards from the Department of Defense for Mentor-Protégé program with small socio-economic businesses
- Award of Distinction, U.S. Small Business Administration

Response to comment S.20-8A.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-8B.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-8C.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-8D.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-8E.

Comment noted.



COMMENT: S.20-9. Michael H. Leifer, Palmieri, Tyler, Wiener, Wilhelm & Waldron.

S20 - 9

LAW OFFICES
PALMIERI, TYLER, WIENER, WILHELM & WALDRON LLP
A LIMITED LIABILITY PARTNERSHIP INCLUDING PROFESSIONAL CORPORATIONS

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- | | |
|--------------------------------|-----------------------|
| ANGELO J. PALMIERI (1926-1996) | STEPHEN A. SCHECK |
| ROBERT F. WALDRON (1927-1998) | DONNA L. SNOW |
| ALAN H. WIENER* | RYAN M. EASTER |
| ROBERT C. IHRKE* | ELISE M. KERN |
| JAMES E. WILHELM* | MELISA R. PEREZ |
| DENNIS G. TYLER* | ELIZABETH VALADEZ |
| MICHAEL J. GREENE* | ANISH J. BANKER |
| DENNIS W. GHAN* | MICHAEL I. KEHOE |
| DAVID D. PARR* | ROBERT H. GARRETSON |
| CHARLES H. KANTER* | RYAN M. PRAGER |
| PATRICK A. HENNESSEY | CHADWICK C. BUNCH |
| DON FISHER | ANNIE C. CHU |
| GREGORY N. WEILER | JERAD BELTZ |
| WARREN A. WILLIAMS | HEATHER H. WHITEHEAD |
| JOHN R. LISTER | ERIN BALSARA NADERI |
| CYNTHIA M. WOLCOTT | DEREK M. DEHANKE |
| GARY C. WEISBERG | F. JULIAN FREEMAN III |
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36451-000

April 1, 2011

VIA E-MAIL & U.S. MAIL

Roderick B. Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: US Storage (Hawthorne Mini Venture) Property Located at 14680
Aviation Blvd., Hawthorne, CA

Dear Mr. Diaz:

As you are aware, this office represents the US Storage property located at 14680 Aviation Blvd., Hawthorne, California.

I have been advised that at yesterday's public hearing held in Inglewood, you stated that the costs of the various maintenance site alternatives are being reevaluated and revised. Please provide me with the revised cost estimates of the four alternative maintenance facility sites for our review.

Also, we have received some conflicting information regarding the end of the comment period for the environmental document. In your February 17, 2011 letter to this office, you stated that the public review period will end on April 11, 2011. However, the enclosure to your letter provided that the deadline for comments is April 4, 2011.

A

B

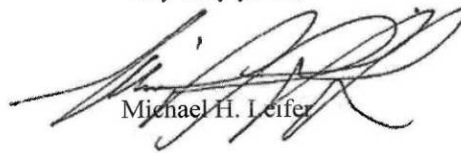


Roderick B. Diaz, Project Manager
April 1, 2011
Page 2

Please confirm that the deadline for public comments to the environmental document is April 11, 2011.

| B

Very truly yours,



Michael H. Leifer

MHL:mp

cc: Clients



Response to comment S.20-9A.

Comment noted. Please refer to Supplemental Master Response regarding the selection of Site #14 (Arbor Vitae/Bellanca) as the site for the maintenance facility.

Response to comment S.20-9B.

Comment noted. Revised costs have been reflected Chapter 8.0 of the FEIS/FEIR for the Crenshaw/LAX Transit Corridor Project. Comments will be accepted until the close of the comment period on April 11, 2011.

COMMENT: S.20-10. Ismael Rodriguez, Sky One Federal Credit Union.

S20 - 10



14600 Aviation Boulevard Hawthorne CA 90250
800.421.7111 www.SkyOne.org

April 11, 2011

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36451-000

VIA E-MAIL & U.S. MAIL

Roderick B. Diaz, Project Manager
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012-2952

Re: Supplemental Draft EIS/Recirculated Draft EIR for Crenshaw/LAX
Transit Corridor and Objection to D-22 Northern Expansion site

Dear Mr. Diaz:

This letter is sent on behalf of the SkyOne Federal Credit Union, located at 14600 Aviation Boulevard, Hawthorne, California. SkyOne Federal Credit Union is a member of the Aviation Center Owners Association.

It is our understanding that the Los Angeles County Metropolitan Transportation Authority ("MTA") is reviewing and analyzing four sites for a new maintenance facility along the proposed Crenshaw-LAX light rail line. One of the sites being considered for the new maintenance facility is the D-22 Northern Expansion Alternative that will require the acquisition of one of the members of the Aviation Center Owners Association—the U.S. Storage facility located at 14680 Aviation Boulevard.

This is to notify the MTA and MTA Board that SkyOne Federal Credit Union is strongly opposed to the selection of the D-22 Northern Expansion Facility alternative for the new maintenance facility.

A