



Board Report

File #: 2025-0596, File Type: Resolution

Agenda Number:

REGULAR BOARD MEETING SEPTEMBER 25, 2025

SUBJECT: PUBLIC HEARING ON RESOLUTIONS OF NECESSITY FOR EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the proposed Resolutions of Necessity authorizing the commencement of eminent domain actions to acquire Improvements Pertaining to Realty ("IPR") for the properties identified in Attachment A and described as follows:

1. 14646 Raymer Street, Van Nuys, CA 91405, APN: 2210-025-007; ESFV-E-012-1 (E-012) (IPR); and
2. 14704 - 14714 Raymer Street, Van Nuys, CA 91405 and 14701 - 14707 Keswick Street, Van Nuys, CA 91405, APN: 2210-025-010; ESFV-E-014-1(E-014) (IPR).

The interests being acquired in the above listed properties are referred to herein as the "Property Interests."

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

ISSUE

Acquisition of the Property Interests is required for the construction and operation of the East San Fernando Valley Light Rail Transit Project ("Project"), Maintenance and Storage Facility ("MSF"). After testimony and evidence has been received from all interested parties at the hearings, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolutions of Necessity (Attachments B-1 and B-2) to acquire the Property Interests by eminent domain. Attached is evidence submitted by staff that supports the adoption of the resolutions, and which sets forth the required findings (Attachment A).

BACKGROUND

The Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit ("LRT") system with 14 at-grade

stations. The LACMTA Board certified the Project's Final Environmental Impact Report on December 3, 2020, and the Federal Transit Administration signed a Record of Decision on January 29, 2021. Included in the Final Environmental Impact Statement/ Environmental Impact Report is the initial operating segment (IOS) defined as the southern 6.7 miles of the Project alignment. The IOS is street-running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a Maintenance and Storage Facility (MSF) for the LRT vehicles.

The Project will improve mobility in the area by:

- introducing an improved north-south transit connection between key transit hubs/routes;
- enhancing transit accessibility/connectivity for residents to local and regional destinations and activity centers;
- increasing transit service efficiency; and
- encouraging a modal shift from driving in order to achieve reductions in greenhouse gas emissions.

The MSF will be constructed on the west side of Van Nuys Boulevard on approximately 21 acres, which is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. The MSF will house the fleet of 33 light rail vehicles that will be procured to initiate service on the line. The MSF will also accommodate rail car washing, a paint shop, wheel truing, material storage, a cleaning platform, and a main shop.

Acquisition of the Property Interests is required for the MSF.

DISCUSSION

As required by California Government Code Section 7267.2, written offers of Just Compensation to purchase the Property Interests were delivered to the Owners of Record ("Owners") on February 20, 2024 for parcel E-012 and on February 6, 2025 for parcel E-014. Similarly, written offers of Just Compensation to purchase the IPR's on each parcel were presented to the respective Owners and, where applicable, tenants.

On January 23, 2025, the Board adopted a Resolution of Necessity for Parcel 12. After the Resolution was adopted, LACMTA and the Owner reached a voluntary settlement. No eminent domain action was filed. On April 14, 2025, Metro was granted access by the tenant's attorney to the interior at which point additional IPR was discovered. On May 27, 2025, LACMTA made a new offer for the totality of the IPR, as amended ("Total IPR"), to both Owner and Tenant. Owner and Tenant have failed to reach an agreement with regard to the ownership of the Total IPR, and therefore, LACMTA is unable to determine the owner and proper recipient of compensation for the Total IPR.

Occasionally, despite due and diligent efforts, some of the IPR on a given property is not disclosed or cannot be inventoried in the first review. In order to avoid future situations in which an amended Resolution should become necessary due to a post-Resolution change in the IPR inventory to be acquired, the proposed Resolution now includes a section delegating the Board's authority to the Chief Executive Officer, or their designee, to adjust, post-Resolution, the inventory of IPR identified as an Exhibit to the Resolution so as to match the IPR actually located at the Subject Property.

The Property Interests necessary from Parcel E-014 include IPR. Metro and the Owner reached an agreement on the Fee and closed escrow on September 17, 2025, however, the Owner and Tenant have failed to reach an agreement with regard to the ownership of the IPR, and therefore, LACMTA is unable to determine the owner and proper recipient of compensation for the IPR.

In accordance with provisions of the California Eminent Domain Law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code, (which authorizes the public acquisition of private property by eminent domain/n), LACMTA has prepared and mailed notice of this hearing to the owners and, where applicable, tenants, informing them of their right to appear at this hearing and be heard on the following issues: (1) whether the public interest and necessity require the Project; (2) whether the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury; (3) whether the Property Interests are necessary for the Project; (4) whether either the offers required by Section 7267.2 of the Government Code has been made to the owner(s) of the Property Interests, or the offers have not been made because the owner(s) cannot be located with reasonable diligence; (5) whether any environmental review of the Project, as may be necessary, pursuant to the California Environmental Quality Act (CEQA), has occurred and (6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain. In order to adopt the Resolutions, LACMTA must, based on the evidence before it, and by a vote of two-thirds of its Board, find and determine that the conditions stated in items 1 - 6 above exist.

Acquisition of these parcels will require relocation of seven businesses, however only three business tenants have interest in the IPR, the businesses include a recycling yard, food catering and equipment rentals and parts manufacturers.

A dedicated relocation agent is working with the tenants to explain their benefits, provide referrals for replacement properties and process payments for search, moving, and reestablishment costs. The businesses have been provided with appropriate General Information Notices, Notices of Eligibility, and 90-day Informational Notices. Prior to being required to relocate, the businesses will be provided 30-day notices.

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interests through the use of eminent domain (Attachment A). Staff recommends the acquisition of the Property Interests through eminent domain in order to maintain the Project's schedule.

DETERMINATION OF SAFETY IMPACT

The Board action will not have an impact on LACMTA's safety standards.

FINANCIAL IMPACT

The funds required to support the acquisition, relocation activities, and the recommended right of way action for the Property Interests are included in the adopted Project's Preconstruction budget under Cost Center 8510, Project number 865521, East San Fernando Valley Light Rail Transit Corridor.

Impact to Budget

The sources of funds for the recommended action are Measure R, Measure M, State Grants and Federal Grants. These funds are not operations-eligible for bus and rail operations.

EQUITY PLATFORM

The Project will serve 11 new stations along Van Nuys Boulevard and will improve connections and access to key destinations for Metro's customer base and residents living in several Equity Focus Communities (EFCs) in the East San Fernando Valley.

Offers of Just Compensation were made to the Owners for the Property Interest based on appraisals of fair market value. Fair market value is defined as "the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." Metro staff has been negotiating with the Owners and tenants, but agreements for IPR's have not been reached. Approving this action will allow staff to continue negotiations for the remaining acquisitions while maintaining the project schedule.

Businesses displaced by the Project may receive relocation benefits in accordance with the Uniform Relocation Act (URA). These benefits include both monetary funding and advisory services to mitigate any potential hardships. Agents are assigned to displacees from the beginning of the relocation cycle to guide displaced businesses through their moving and reestablishment processes. Metro will also assist the businesses in finding replacement sites within the community. These relocation services demonstrate Metro's commitment to minimizing business disruption and facilitating business continuity.

VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to Metro's significant investment in rail and bus transit* Metro's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. VMT for the project has already been analyzed for this item through the East San Fernando Valley Transit Corridor DEIS/DEIR. VMT summary can be found in Appendix G of the Transportation Impacts Report published in 2020. VMT was forecasted with Metro's Travel Demand Model using traffic counts collected in 2011, 2012, and 2013. Year 2040 was chosen for the definition of future baseline

conditions. The result of this analysis was that the number of transit trips would reduce the number of trips by auto in general due to mode Preference changes by commuters. A VMT reduction of 54,207 miles was calculated for the project.

**Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.*

IMPLEMENTATION OF STRATEGIC PLAN GOALS

The Project is consistent with the following Metro Vision 2028 Strategic Plan Goals:

- Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.
- Goal 2: Deliver outstanding trip experiences for all users of the transportation system.
- Goal 3: Enhance communities and lives through mobility and access to opportunity.

ALTERNATIVES CONSIDERED

The Board may choose not to approve the recommendation. This is not recommended as it would result in significant delays and cost increases for the Project. Furthermore, delay to the Project will have a detrimental effect on the available Federal and State Grant funding dollars.

NEXT STEPS

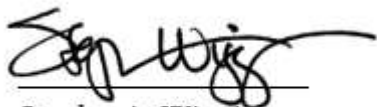
If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interests by eminent domain and to conclude those proceedings either by settlement or jury trial. Counsel will also be directed to seek and obtain Orders of Prejudgment Possession in accordance with the provisions of the Eminent Domain Law. Staff will continue to negotiate with the property owners with the goal of reaching voluntary settlements while concurrently pursuing the eminent domain process to preserve the project schedule. LACMTA will continue to work with tenants to find suitable replacement locations.

ATTACHMENTS

Attachment A - Staff Report
Attachment B-1 - Resolution of Necessity - Parcel E-012
Attachment B-2 - Resolution of Necessity - Parcel E-014

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A handwritten signature in black ink, appearing to read 'Step Wiggins', written over a horizontal line.

Stephanie Wiggins
Chief Executive Officer

ATTACHMENT A

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTIES REQUIRED FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT ("PROJECT") PROJECT PARCELS ESFV-E-012 and ESFV-E-014

BACKGROUND

The property interests sought to be acquired are required by the Los Angeles County Metropolitan Transportation Authority ("LACMTA") for the construction and operation of the Project. The project parcel number, assessor parcel number, address, record property owner and tenant, and nature of the property interests sought to be acquired for the Project are summarized in the table below. The Property Interests are comprised of Improvements Pertaining to Realty ("IPR").

Summary Table 1

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/Tenant	Property Interest(s) Sought
ESFV-E-012-1 (E-012)	2210-025-007	14646 Raymer Street Van Nuys, CA 91405	Franz Neuwirth, Trustee Gretchen Johanna Neuwirth, Trustee	IPR
			SCV Recycling	IPR
ESFV-E-014-1 (E-014)	2210-025-010	14704-14714 Raymer and 14701-14707 Keswick Street, Van Nuys, CA 91405	Joyce S. Berens, Trustee of the Joyce Berens Trust Fund Dated December 5, 2005 - Gene Ray Vaccarello, Gerald Vaccarello, Barbara Vacarello, Dale Vacarello & Diane E. Vacarello - Dona C. Meyer	IPR
			David Barnes, LLC	IPR
			SIT Catering & Event Rentals, Inc.	IPR

Property Requirements:

Purpose of Acquisitions: construction and operation of the East San Fernando Valley Light Rail Transit Project.

Property Interests Sought:

LACMTA seeks to acquire the Improvements Pertaining to Realty (IPR) in the above referenced parcel ESFV-E-014. LACMTA seeks to

acquire only the IPR interest in the parcel ESFV-E-012.

These interests in parcels ESFV-E-012 and ESFV-E-014 are required to construct the Maintenance and Storage Facility (MSF) for the Project. The MSF will be constructed on the west side of Van Nuys Boulevard on approximately 21 acres, which is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. In order to connect the main line alignment to the MSF site, the guideway will curve west off of Van Nuys Boulevard along Keswick Street.

These acquisitions of IPR are collectively referred to herein as the Property Interests.

As required by California Government Code Section 7267.2, written offers of Just Compensation to purchase the Property Interests were delivered to the Owners of Record ("Owners") on May 27, 2025 for E-012 and July 11, 2025 for E-014. Similarly, and in compliance with California Government Code Section 7267.2, written offers of Just Compensation to purchase the IPR on the parcels were presented to Tenants¹, where applicable.

¹ As between Owner and Tenant, LACMTA does not know who claims ownership of the IPR, and for that reason, the offer to purchase the IPR was made to both the Owner and the Tenant.

A. The public interest and necessity require the Project.

The Project is a vital public transit infrastructure investment that will provide improved transit service along the busy Van Nuys Boulevard and San Fernando Road corridors serving the eastern San Fernando Valley. The Project will ultimately provide a 9.2-mile light rail transit system to connect from the Van Nuys LACMTA G Line (Orange Line) Station in the community of Van Nuys to the Sylmar/San Fernando Metrolink Station in the City of San Fernando, providing commuters with significantly more options when navigating Los Angeles County.

The Project will improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes including direct access to Metrolink/Amtrak and G-line stations, enhancing transit accessibility/connectivity for residents to local and regional destinations and activity centers, increasing transit service efficiency, and encouraging a modal shift from driving to achieve reductions in greenhouse gas emissions. It is projected that by the year 2035, there will be 37,759 daily transit trips on the completed Project. The Project will provide new transit service and improved transit connectivity in future years. The Project is consistent with one of LACMTA's overall goals of providing high quality mobility options that enable people to spend less time traveling.

Based on an evaluation of socioeconomic, congestion growth trends, travel conditions, and feedback from the project stakeholder meetings, it is demonstrated that existing and projected levels of traffic congestion in the corridor limit mobility will increase the demand

for reliable transit services. In light of these conditions, the Project supports the public interest and necessity through its ability to:

- Improve mobility in the eastern San Fernando Valley by introducing an improved north-south transit connection between key transit hubs/routes;
- Enhance transit accessibility/connectivity for residents within the eastern San Fernando Valley to local and regional destinations;
- Provide more reliable transit service within the eastern San Fernando Valley;
- Provide additional transit options in an area with a large transit dependent population and high number of transit riders; and
- Encourage modal shift to transit in the eastern San Fernando Valley, thereby improving air quality.

It is recommended that based on the above evidence, the Board find and determine that the public interest and necessity require the Project.

B. The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury.

In September and October of 2017, the Draft Environmental Impact Study/Draft Environmental Impact Report (DEIS/DEIR) was circulated for public review and comment for 60 days. The following six alternatives were evaluated in the DEIS/DEIR:

- No-Build Alternative;
- TSM Alternative;

BRT Alternatives:

- Alternative 1 – Curb-Running BRT Alternative;
- Alternative 2 – Median-Running BRT Alternative;

Rail Alternatives:

- Alternative 3 – Low-Floor Light Rail Transit (LRT)/Tram Alternative;
- Alternative 4 – LRT Alternative.

All build alternatives considered within the DEIS/DEIR (Alternatives 1 through 4) would operate at grade over 9.2 miles, either in a dedicated busway or dedicated guideway (6.7 miles) and/or in mixed-flow traffic lanes (2.5 miles), from the Sylmar/San Fernando Metrolink station on the north to the Van Nuys Metro Orange Line station on the south, with the exception of Alternative 4, which included a 2.5-mile segment within Metro-owned railroad right-of-way adjacent to San Fernando Road and Truman Street and a 2.5-mile underground segment beneath portions of the City of Los Angeles communities of Panorama City and Van Nuys.

Metro applied the objectives below in evaluating potential alternatives for the Project:

- Provide new service and/or infrastructure that improves passenger mobility and connectivity to regional activity centers;
- Increase transit service efficiency (speeds and passenger throughput) in the project study area; and
- Make transit service more environmentally beneficial by providing alternatives to auto-centric travel modes and other environmental benefits, such as reduced air pollutants, including reductions in greenhouse gas emissions in the project study area.

These goals draw upon those presented in the Alternatives Analysis Report completed in 2012. For the purposes of the DEIS/DEIR, these goals were updated and refined to reflect public involvement and further analysis of the proposed project, the project area, and the background transportation system. Based on the project objectives and the public comments received during the 60-day comment period for the DEIS/DEIR, a modified version of Alternative 4 (Alternative 4 Modified: At-Grade LRT) was developed on June 28, 2018, and the Metro Board of Directors formally identified Alternative 4 Modified: At-Grade LRT as the Locally Preferred Alternative (LPA). The primary difference between DEIS/DEIR Alternative 4 and the LPA is the elimination of the 2.5-mile subway portion of DEIS/DEIR Alternative 4. Under the LPA, the entire 9.2-mile alignment would be constructed at grade. The subway portion was eliminated because it would be very expensive, have significant construction impacts, and result in little time savings compared with a fully at-grade alignment.

In addition, Metro determined that the LPA best fulfilled the project's purpose and need to:

- Improve north–south mobility;
- Provide more reliable operations and connections between key transit hubs/routes;
- Enhance transit accessibility/connectivity to local and regional destinations;
- Provide additional transit options in a largely transit-dependent area, and
- Encourage mode shift to transit.

Additional factors that were considered by Metro in identifying Alternative 4 Modified as the LPA include: the greater capacity of LRT compared to the BRT alternatives, the LPA could be constructed in less time and at reduced cost compared to the DEIS/DEIR Alternative 4, fewer construction impacts compared to DEIS/DEIR Alternative 4, and strong community support for a rail alternative.

While the Project will cause private injury, no other alternative locations for the Project provide greater public good with less private injury. Therefore, the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

It is recommended that, based upon the foregoing, the Board find and determine that the Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.

C. The Property Interests are necessary for the Project.

The Property Interests are specifically needed for the southern segment of the Project ("Southern Segment"). The Southern Segment of the Project consists of a 6.7-mile at-grade alignment light rail transit system, which will include 11 new transit stations, 10 Traction Power Substations, and a new Maintenance and Storage Facility ("MSF"). The purpose of the Project is to improve connections and access to crucial destinations while connecting transit users to the growing network in the San Fernando Valley.

The Southern Segment of the Project will operate in the center of Van Nuys Boulevard from the LACMTA G Line (Orange) Van Nuys Station to Van Nuys Boulevard and San Fernando Road. Once constructed, the Project's light rail system will travel in a semi-exclusive right-of-way in the median of Van Nuys Boulevard, separated by a barrier except at signalized intersections. There will be 33 light rail vehicles. The light rail system will be powered by an electrified overhead contact system, a network of overhead wires that distributes electricity to the light rail vehicles.

The MSF will house general administration, operation, and support services. The facility will be used to store the light rail transit vehicles when they are not in operation and to perform inspections, body and heavy repairs, and cleaning and washing of LACMTA's growing light rail vehicle fleet. Meanwhile, the TPSS sites will provide the electricity to power the light rail vehicles.

The Property Interests are required for construction and operation of the Project. Specifically, Parcel E-012 and E-014 are two of the several parcels required to construct the MSF.

The MSF will be constructed on the west side of Van Nuys Boulevard on approximately 21 acres, which is bounded by Keswick Street on the south, Raymer Street on the east and north, and the Pacoima Wash on the west. In order to connect the main line alignment to the MSF site, spur tracks will extend from the guideway and will curve west off of Van Nuys Boulevard north of Keswick Street and continue in a westward direction crossing Raymer Street and into the MSF site.

A portion of the MSF will be located on Parcel E-012 and Parcel E-014. Therefore, the Property Interests are necessary for the construction and operation of the Project.

Staff recommends that the Board find that the acquisition of the Property Interests are necessary for the Project.

D. Offers were made in compliance with Government Code Section 7267.2.

California Code of Civil Procedure Section 1245.230 requires that a Resolution of Necessity contain a declaration that the governing body has found and determined that either the offer required by Section 7267.2 of the California Government Code has been made to the owner of the interest being acquired, or the offer has not been made because the owner cannot be located with reasonable diligence.

California Government Code Section 7267.2 requires that an offer to purchase be made

to the owner(s) in an amount which the agency believes to be just compensation. The amount must not be less than the agency's approved appraisal of the fair market value of the Property Interests being acquired. In addition, the agency is required to provide the Owner with a written description of and summary of the basis for, the amount it established as just compensation.

Staff has taken the following actions as required by California law for the acquisition of the Property Interests:

1. Obtained independent appraisals for real property and for IPR to determine the fair market value of the Property Interests, including consideration of the existing use of the parcel, the highest and best use of the parcel, and, if applicable, impact to the remainder properties;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation for the acquisition of the Property Interests;
3. Determined the owner of the Property Interests by examining the County Assessor's record and preliminary title reports, and determined the tenants of the parcels;
4. Made written offers to the Owners and Tenants, as applicable, for the full amount of just compensation for the acquisition of the Property Interests, which was not less than the approved appraised value of the Property Interests (offers for fee acquisition were made to Owner; offers for IPR were made jointly to Owner and Tenant);
5. Provided the Owners and Tenants, as applicable, with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer; and
6. Provided an informational pamphlet concerning eminent domain in California to the Owner as required by the Eminent Domain Law.

It is recommended that based on the above Evidence, the Board find and determine that the offers required by Section 7267.2 of the California Government Code has been made to each of the Owners and tenants.

E. LACMTA has fulfilled the necessary statutory prerequisites.

LACMTA is authorized to acquire property by eminent domain for the purposes contemplated by the Project under Public Utilities Code §§ 30503, 30600, 130051.13, and 130220.5; Code of Civil Procedure §§ 1230.010-1273.050; and Article I, § 19 of the California Constitution.

F. LACMTA has complied with the California Environmental Quality Act.

The environmental impacts of the Project were evaluated in the Final Environmental

Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by Page 8 of 36 by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

CONCLUSION

Staff recommends that the Board approve the Resolutions of Necessity.

ATTACHMENTS

Exhibit A-1 – Legal Description (E-012)
Exhibit B-1 – Plat Map (E-012)
Exhibit C-1 – Improvements Pertaining to Realty (E-012)
Exhibit A-2 – Legal Description (E-014)
Exhibit B-2 – Plat Map (E-014)
Exhibit C-2 – Improvements Pertaining to Realty (E-014)

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, City of Los Angeles and described as follows:

Parcel A:

The Easterly 95.00 feet measured at right angles from the East line of Lot 6 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 22, Pages 130 and 131 of Maps, in the Office of the County Recorder of said County.

Except therefrom the South 501.00 feet thereof.

Parcel B:

The West 30.65 feet of the East 125.65 feet measured at right angles from the last line of Lot 6 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 22, Pages 130 and 131 of Maps, in the Office of the County Recorder of said County.

Except therefrom the South 501.00 feet thereof.

Parcel C:

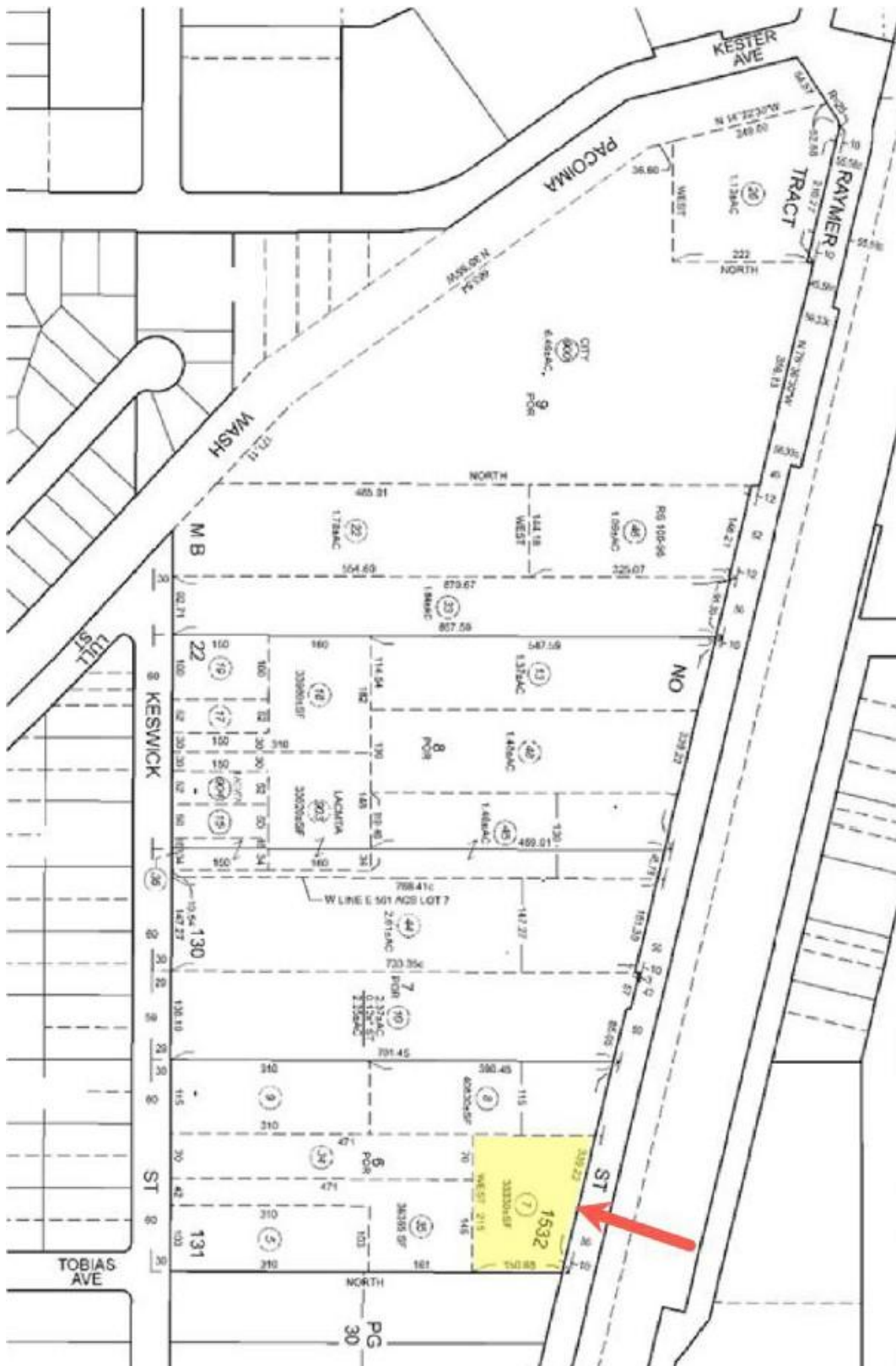
The Easterly 215.00 feet measured at right angles from the East line of Lot 6 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 22, Pages 130 and 131 of Maps, in the Office of the County Recorder of said County.

Except therefrom the easterly 125.65 feet thereof measured at right angles from the East line of said Lot. Also except the South 501.00 feet thereof.

APN: 2210-025-007

(End of Legal Description)

PLAT MAP



IMPROVEMENTS PERTAINING TO REALTY

Page 1 of 3

SCV RECYCLING
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - APRIL 14, 2025

Item No.	Qty.	Description
1	1	Truck scale, in-ground, with 10' x 70' platform, 100,000 lb. capacity, with: 1 Scale pit, concrete, 11' x 71' 1 Weight display, RMS 1 Remote weight display, Matko, Model no.: SBL-4 1 Weight display controller, Scale Systems, Model no.: GSE 650
2	1	Truck scale, above-ground, with 11' x 40' platform, 40,000 lb. capacity, with: 1 Scale platform, concrete, 40' x 16' 1 Weight display controller, Scale Systems, Model no.: GSE 562 1 Remote weight display, Matko, Model no.: SBL-4 2 Ramps, concrete, 11' x 20' 1 Barrier wall, 3/4" steel plate, 40' x 4' high 1 Pipe bollard, 4.5" diameter x 41" high 5 Pipe bollards, 4" x 4" x 30" high 16 Linear feet of guard rail, steel
3	* 32,909	Square feet of concrete and asphalt paving, in yard area, 12" thick gravel base, 18" thick concrete and sphalt, re-inforced
4	1	Lot of perimeter fencing, tubular metal with spear tops and metal beam backing supports, consisting of: 1 Rolling gate, 22' wide x 92" high 1 Rolling gate, 12' wide x 92" high 1 Swing gate, 16' wide x 92" high 1 Swing gate, 7' wide x 8' high 1 Rolling gate, 16' wide x 8' high 1 Rolling gate, 25' wide x 8' high 140 Linear feet of tubular metal fence, 10' high, spear 37 Linear feet of tubular metal fence, 8' high, spear top 34 Linear feet of tubular meat fencing, 8' high, spear 352 Linear feet of tubular metal fence, 8' - 12' high, 3-tiered metal beam backing 6690 protective gate covering on all perimeter fencing and rolling gates, 8' - 12' high

EXHIBIT C-1
PARCEL ESFV-E-012

IMPROVEMENTS PERTAINING TO REALTY

Page 2 of 3

SCV RECYCLING
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - APRIL 14, 2025

Item No.	Qty.	Description
5	1	Concrete block containment structure, 13' x 32' x 40" high, consisting of: 300 Square feet of concrete block wall, 8" thick, reinforced 416 Square feet of concrete base slab 126 Square feet of wood decking on frame, 12' x 10' 6" 1 Steel stairs, 42" x 58" x 48", with hand railing
6	1	Lot of storm water drain system, consisting of: 1 Subterranean water collection vault, 70' x 4' x 10', underneath truck scale, 4' high walls x 12" deep, reinforced concrete, 700 square feet of reinforced concrete foundation base, 12" deep, including 3,500 cubic yards of bulk material excavation 1 Subterranean waste water storage tank, 5,000 gallon, concrete, cone shaped, with manhole, including submersible pump and electrical connection 55 Linear feet of subterranean piping from collection vault to waste water storage tank, 2" PVC
7	17	LED yardlightsg, with conduit and wiring, building and fence mounted, consisting of:
8	1	Built-in wall unit, 46" x 82" x 14", laminate, 6-tier
9	1	Built-in base cabinet, 6' x 30" x 14" to 24" deep, laminate, 5-door
10	1	Built-in file cabinet, 22" x 42" x 25", laminate, 3-drawer
11	110	Square feet of ceramic tile flooring, 12" x 12"
12	1	Alarm system, Bay Alarm, consisting of: 1 Control panel 1 Code pad 2 Motion sensors 1 Door contact
13	1	Overhead canopy, 12' x 3', tubular metal frame, canvas top
14	1	Service counter shelf, 79" x 16", stainless steel

EXHIBIT C-1
PARCEL ESFV-E-012

IMPROVEMENTS PERTAINING TO REALTY

Page 3 of 3

SCV RECYCLING
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - APRIL 14, 2025

Item No.	Qty.	Description
15	1	Security window, 8' x 4', tubular metal, mesh facias
16	80	Square feet of accordion security gate, 8' x 10', metal frame, gates and track
17	32	Surveillance cameras, manufacturer and model no. not available, including wall mounts and cabling to office, consisting of: 21 Exterior 11 Interior
18	59	Square feet of security window bars, tubular metal
19	1	Bollard, 3' high, 5" diameter, metal, concrete filled
20	1	Sign cabinet, 9' x 4', metal, plastic facia
21	4	Bullhorns, manufacturer and model no. not available
22	6	Spotlights, 10" x 5", LED, wall-mounted
23	1	Security door, 30" x 80", tubular metal, metal mesh backing, with number lock
24	27	Wall letters, 10" high, "Welcome/ Bienvenidos/ Recycling", painted
25	18	Wall letters, 6" high, "www.scvrecycling.com", painted
26	1	Lot of painted wall logos, 2- bulls, 1- SVC
27	110	Square feet of pallet rack wall facia
28	265	Square feet of ceramic tile flooring, 12" x 12" tiles
29	1	Wall partition, 77" x 76" x 4", wood construction, plywood facia, 3 rear shelves, 4" to 9" deep, with upper plans storage box, 77" x 21" x 25", wood, 36-cubby
30	227	Square feet of ceramic tile flooring, 12" x 12" tiles

LEGAL DESCRIPTION

The land referred to herein is situated in the State of California, County of Los Angeles, City of Van Nuys and described as follows:

Parcel 1:

The East 2-1/2 acres of Lot 7 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 22, Pages 130 to 132 inclusive of Maps, in the Office of the County Recorder of said County, acreage computed to Southern boundary of the Southern Pacific Railway Company's right of way.

Excepting all minerals, coal, oils, petroleum and kindred substances, natural gas under and in said land.

Parcel 2:

That portion of Lot 22 of Tract No. 16545, as per Map recorded in Book 398, Pages 18 and 19 of Maps, records of said City and County of Los Angeles, bounded on the West and East by the Southerly prolongation of the West and East lines of the land described in Parcel 1 above.

APN: 2210-025-010

(End of Legal Description)

EXHIBIT B-2
PARCEL ESFV-E-014

PLAT MAP



EXHIBIT C-2
PARCEL ESFV-E-014

14701-14707 KESWICK STREET - DAVID BARNES COMPANY

NON-MOVABLE ASSETS - TENANT IMPROVEMENTS

Item No.	Qty.	Description
1	5	Exterior Lights
2	1	Exterior Painted Sign "David Barnes & Co."
3	2	Concrete boxes, 1-40' & 1-20'
4	5	Smog Hogs Interior
5	2	Smog Hogs (Mist Kopfs) Interior
6	1	Group of Power Wiring, Consisting of Transformers, Step Down, Control Panels, Wiring In Flex Rigid and Flexible Cable, Etc.

14704 RAYMER STREET - DAVID BARNES COMPANY

NON-MOVABLE ASSETS - TENANT IMPROVEMENTS

Item No.	Qty.	Description
1	1	Group of Power Wiring, consisting of: Transformer, Sub Station, Step Down, Wiring in Rigid & Flexible Conduits.

1) 14706 RAYMER STREET - SIT CATERING & EVENT RENTAL

NON-MOVABLE ASSETS - TENANT IMPROVEMENTS

Item No.	Qty.	Description
1	1	Stainless steel sink, 3 positions, 10 linear feet
2	1	Closet, wood, 20'x7'x4'
3	2	Green A/C

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY DECLARING CERTAIN IMPROVEMENTS
PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES AND
AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF
EMINENT DOMAIN THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT
PROJECT APN: 2210-025-007; ESFV-E-012-1**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY ("LACMTA") is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

Section 2.

The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

This Board, on January 23, 2025, duly adopted a Resolution of Necessity to acquire, among other things, Improvements Pertaining to the Realty (the "January Resolution") located at the real property identified as APN 2210-025-007 with a street address of 14646 Raymer Street, Van Nuys, CA (the "Subject Property"). Subsequent to the adoption of the January Resolution, additional improvements pertaining to the realty were identified at the Subject Property. Thus, the property interests to be acquired by adoption of this Resolution consist of the amended improvements pertaining to realty that are more particularly described in Exhibit "A" attached hereto and located on the Subject Property ("Property Interests"). Exhibit "A" is incorporated herein by reference. This Resolution shall supersede the January Resolution.

Section 4.

(a) The acquisition of the Property Interests is necessary for the development, construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

(b) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

(c) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property Interests by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a) The public interest and necessity require the Project;
- (b) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;
- (d) The offer required by Section 7267.2 of the Government Code has been made to the owners of the Property Interests. Said offer was accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statement/summary complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

Section 7.

That notice of intention to adopt this resolution was given by first class mail to the owners of the Property Interests to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein and each person whose Property Interests are to be acquired by eminent domain was given an opportunity to be heard.

Section 8.

It is the intention of the Board in adopting this Resolution to acquire all of Improvements Pertaining to Realty at the Subject Property to fulfill the purposes of the Project. A due and diligent effort has been made to identify all of the Improvements Pertaining to Realty on the Subject Property and to describe the same in the attached Exhibit A. If after the adoption of this Resolution Exhibit A is found to not accurately contain all of the Improvements Pertaining to Realty on the Subject Property, the Chief Executive Officer, or their designee, are hereby authorized to make such necessary adjustments to Exhibit A to as to include and identify all Improvements Pertaining to Realty on the Subject Property and to acquire the same as part of the authorization of this Resolution, and such adjusted or amended Exhibit A shall be the Property Interests authorized to be acquired herein.

Section 9.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interests described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interests in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interest, and, with the concurrence and approval of LACMTA Staff, to make minor adjustments to the scopes and descriptions of the Property Interests to be acquired in order to ameliorate any claims for severance damages.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary actions to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. If settlement cannot be reached, Counsel is authorized to proceed to resolve the proceedings by means of jury trial. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 10.

If, after adoption of this Resolution, LACMTA acquires all of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all of the Property Interests to LACMTA, this Resolution as to those

Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of September, 2025.

COLLETTE LANGSTON
LACMTA Board Clerk

Date: _____

ATTACHMENT

Exhibit - A — Improvements Pertaining to Realty

IMPROVEMENTS PERTAINING TO REALTY

Page 1 of 3

SCV RECYCLING IMPROVEMENTS PERTAINING TO THE REALTY EFFECTIVE DATE OF VALUE - APRIL 14, 2025

Item No.	Qty.	Description
1	1	Truck scale, in-ground, with 10' x 70' platform, 100,000 lb. capacity, with: 1 Scale pit, concrete, 11' x 71' 1 Weight display, RMS 1 Remote weight display, Matko, Model no.: SBL-4 1 Weight display controller, Scale Systems, Model no.: GSE 650
2	1	Truck scale, above-ground, with 11' x 40' platform, 40,000 lb. capacity, with: 1 Scale platform, concrete, 40' x 16' 1 Weight display controller, Scale Systems, Model no.: GSE 562 1 Remote weight display, Matko, Model no.: SBL-4 2 Ramps, concrete, 11' x 20' 1 Barrier wall, 3/4" steel plate, 40' x 4' high 1 Pipe bollard, 4.5" diameter x 41" high 5 Pipe bollards, 4" x 4" x 30" high 16 Linear feet of guard rail, steel
3	* 32,909	Square feet of concrete and asphalt paving, in yard area, 12" thick gravel base, 18" thick concrete and sphalt, re-inforced
4	1	Lot of perimeter fencing, tubular metal with spear tops and metal beam backing supports, consisting of: 1 Rolling gate, 22' wide x 92" high 1 Rolling gate, 12' wide x 92" high 1 Swing gate, 16' wide x 92" high 1 Swing gate, 7' wide x 8' high 1 Rolling gate, 16' wide x 8' high 1 Rolling gate, 25' wide x 8' high 140 Linear feet of tubular metal fence, 10' high, spear 37 Linear feet of tubular metal fence, 8' high, spear top 34 Linear feet of tubular meat fencing, 8' high, spear 352 Linear feet of tubular metal fence, 8' - 12' high, 3-tiered metal beam backing 6690 protective gate covering on all perimeter fencing and rolling gates, 8' - 12' high

IMPROVEMENTS PERTAINING TO REALTY

Page 2 of 3

SCV RECYCLING
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - APRIL 14, 2025

Item No.	Qty.	Description
5	1	Concrete block containment structure, 13' x 32' x 40" high, consisting of: 300 Square feet of concrete block wall, 8" thick, reinforced 416 Square feet of concrete base slab 126 Square feet of wood decking on frame, 12' x 10' 6" 1 Steel stairs, 42" x 58" x 48", with hand railing
6	1	Lot of storm water drain system, consisting of: 1 Subterranean water collection vault, 70' x 4' x 10', underneath truck scale, 4' high walls x 12" deep, reinforced concrete, 700 square feet of reinforced concrete foundation base, 12" deep, including 3,500 cubic yards of bulk material excavation 1 Subterranean waste water storage tank, 5,000 gallon, concrete, cone shaped, with manhole, including submersible pump and electrical connection 55 Linear feet of subterranean piping from collection vault to waste water storage tank, 2" PVC
7	17	LED yardlightsg, with conduit and wiring, building and fence mounted, consisting of:
8	1	Built-in wall unit, 46" x 82" x 14", laminate, 6-tier
9	1	Built-in base cabinet, 6' x 30" x 14" to 24" deep, laminate, 5-door
10	1	Built-in file cabinet, 22" x 42" x 25", laminate, 3-drawer
11	110	Square feet of ceramic tile flooring, 12" x 12"
12	1	Alarm system, Bay Alarm, consisting of: 1 Control panel 1 Code pad 2 Motion sensors 1 Door contact
13	1	Overhead canopy, 12' x 3', tubular metal frame, canvas top
14	1	Service counter shelf, 79" x 16", stainless steel

IMPROVEMENTS PERTAINING TO REALTY

Page 2 of 3

SCV RECYCLING
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - APRIL 14, 2025

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15	1	Security window, 8' x 4', tubular metal, mesh facias
16	80	Square feet of accordion security gate, 8' x 10', metal frame, gates and track
17	32	Surveillance cameras, manufacturer and model no. not available, including wall mounts and cabling to office, consisting of: 21 Exterior 11 Interior
18	59	Square feet of security window bars, tubular metal
19	1	Bollard, 3' high, 5" diameter, metal, concrete filled
20	1	Sign cabinet, 9' x 4', metal, plastic facia
21	4	Bullhorns, manufacturer and model no. not available
22	6	Spotlights, 10" x 5", LED, wall-mounted
23	1	Security door, 30" x 80", tubular metal, metal mesh backing, with number lock
24	27	Wall letters, 10" high, "Welcome/ Bienvenidos/ Recycling", painted
25	18	Wall letters, 6" high, "www.scvrecycling.com", painted
26	1	Lot of painted wall logos, 2- bulls, 1- SVC
27	110	Square feet of pallet rack wall facia
28	265	Square feet of ceramic tile flooring, 12" x 12" tiles
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30	227	Square feet of ceramic tile flooring, 12" x 12" tiles

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY DECLARING IMPROVEMENTS
PERTAINING TO THE REALTY NECESSARY FOR PUBLIC PURPOSES
AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE
EXERCISE OF EMINENT DOMAIN EAST SAN FERNANDO VALLEY LIGHT
RAIL TRANSIT PROJECT APN: 2210-025-010; ESFV-E-014-1**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY BOARD OF DIRECTORS ("BOARD") HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

Section 1.

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The property interests described hereinafter are to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

Section 3.

The property interests to be acquired consist of: (i) the improvements pertaining to realty that are more particularly described in Exhibit "C" attached hereto, and located on the real property identified in Exhibits "A" and "B" ("Improvements") (hereinafter Improvements are referred to as the "Property Interests"). Exhibits "A", "B", and "C" are incorporated herein by reference.

Section 4.

(a.) The acquisition of the Property Interests is necessary for the development,

construction, operation, and maintenance of the East San Fernando Valley Light Rail Transit Project ("Project");

(b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on December 8, 2020. The Board found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA. Through the Preliminary Engineering (PE) phase of the Project, design refinements to the southern segment were identified. Environmental analysis and findings of the proposed design refinements were documented in an Addendum to the Final Environmental Impact Report, in compliance with California Environmental Quality Act and approved by the Board in October 2023.

(c.) Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property by eminent domain.

Section 5.

The Board hereby declares that it has found and determined each of the following:

- (a.) The public interest and necessity require the Project;
- (b.) The Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- (c.) The Property Interests sought to be acquired, which have been described herein, are necessary for the Project;
- (d.) The offers required by Section 7267.2 of the Government Code have been made to the owners of the Property Interests. Said offers were accompanied by a written statement of, and summary of the basis for, the amount established and offered as just compensation. The statements/summaries complied with Government Code Section 7267.2, in form and in substance, including by containing the required factual disclosures.

Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property Interests are already devoted to a public use, the use to which the Property Interests are to be put is a more necessary public use than the use to which the Property Interests are already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property Interests are already devoted.

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Section 8.

It is the intention of the Board in adopting this Resolution to acquire all of Improvements Pertaining to Realty at the Subject Property to fulfill the purposes of the Project. A due and diligent effort has been made to identify all of the Improvements Pertaining to Realty on the Subject Property and to describe the same in the attached Exhibit C. If after the adoption of this Resolution Exhibit C is found to not accurately contain all of the Improvements Pertaining to Realty on the Subject Property, the Chief Executive Officer, or their designee, are hereby authorized to make such necessary adjustments to Exhibit C to as to include and identify all Improvements Pertaining to Realty on the Subject Property and to acquire the same as part of the authorization of this Resolution, and such adjusted or amended Exhibit C shall be the Property Interests authorized to be acquired herein.

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and prosecution of said proceedings.

Section 10.

If, after adoption of this Resolution, LACMTA acquires all of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Los Angeles County Metropolitan Transportation Authority at a meeting held on the 25th day of September, 2025.

COLLETTE LANGSTON
LACMTA Board Clerk

Date: _____

ATTACHMENTS

Exhibit - A – Legal Description Exhibit - B – Plat
Map
Exhibit - C – Improvements Pertaining to Realty

LEGAL DESCRIPTION

**The land referred to herein is situated in the State of California,
County of Los Angeles, City of Van Nuys and described as follows:**

Parcel 1:

The East 2-1/2 acres of Lot 7 of Tract No. 1532, in the City of Los Angeles, County of Los Angeles, State of California, as per Map recorded in Book 22, Pages 130 to 132 inclusive of Maps, in the Office of the County Recorder of said County, acreage computed to Southern boundary of the Southern Pacific Railway Company's right of way.

Excepting all minerals, coal, oils, petroleum and kindred substances, natural gas under and in said land.

Parcel 2:

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APN: 2210-025-010

(End of Legal Description)

EXHIBIT "B"
PARCEL ESFV-E-014-1

PLAT MAP



EXHIBIT "C"
PARCEL ESFV-E-014-1

IMPROVEMENTS PERTAINING TO REALTY

14701 – 14707 KESWICK STREET – DAVID BARNES COMPANY

NON-MOVABLE ASSETS – TENANT IMPROVEMENTS

Item No.	Qty.	Description
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3	2	Concrete boxes, 1-40' & 1-20'
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5	2	Smog Hogs (Mist Kopfs) Interior
6	1	Group of Power Wiring, Consisting of Transformers, Step Down, Control Panels, Wiring In Flex Rigid and Flexible Cable, Etc.

14704 RAYMER STREET – DAVID BARNES COMPANY

NON-MOVABLE ASSETS – TENANT IMPROVEMENTS

Item No.	Qty.	Description
1	1	Group of Power Wiring, consisting of: Transformer, Sub Station, Step Down, Wiring in Rigid & Flexible Conduits.

14706 RAYMER STREET – SIT CATERING & EVENT RENTAL

NON-MOVABLE ASSETS – TENANT IMPROVEMENTS

Item No.	Qty.	Description
1	1	Stainless steel sink, 3 positions, 10 linear feet
2	1	Closet, wood, 20'x7'x4'
3	2	Green A/C



Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project Agenda Item # 2025-0596

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

Project: The East San Fernando Valley Light Rail Transit Project extends north from the Van Nuys Metro G-Line station to the Sylmar/San Fernando Metrolink Station, a total of 9.2 miles of a dual track light rail transit (LRT) system with 14 at-grade stations.

The initial operating segment (IOS) is defined as the southern 6.7 miles of the Project alignment. The IOS, identified as the southern segment, is street-running in the middle of Van Nuys Boulevard and includes 11 at-grade center platform stations, 10 traction power substations, and a maintenance and storage facility for the LRT vehicles.

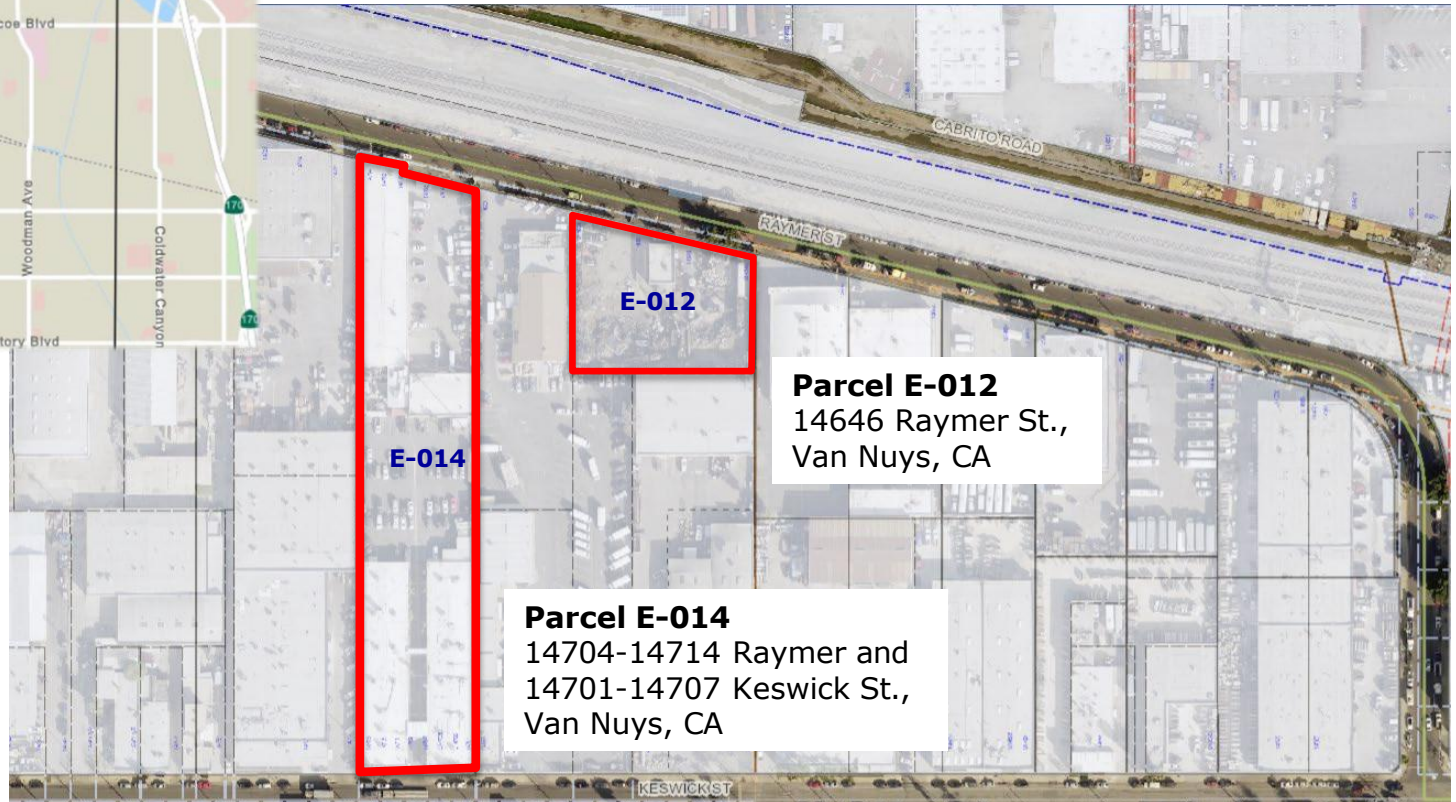
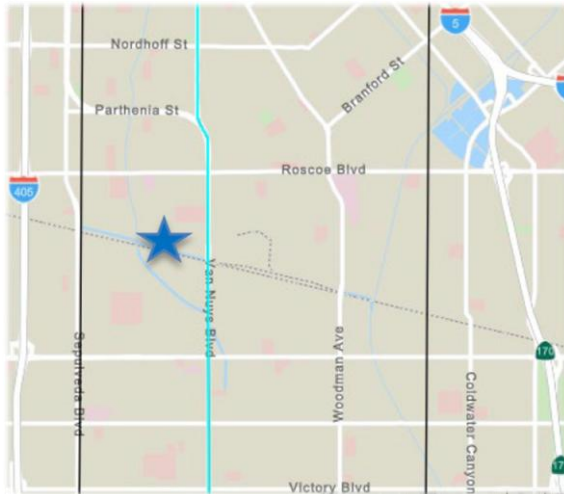
Property Locations: Van Nuys, CA 91405

Property Impacts: Improvements Pertaining to Realty (IPR) interest for Parcel E-012 and IPR interests for Parcel E-014.

Relocation Impacts: Project impacts require the relocation of (7) business, however only (3) have IPR interests to acquire.

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

PARCELS OVERVIEW



E-012

Parcel E-012
14646 Raymer St.,
Van Nuys, CA

E-014

Parcel E-014
14704-14714 Raymer and
14701-14707 Keswick St.,
Van Nuys, CA



Metro

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

PARCELS OVERVIEW

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/Tenant	Property Interest(s) Sought
ESFV-E-012-1 (E-012)	2210-025-007	14646 Raymer Street Van Nuys, CA 91405	Franz Neuwirth, Trustee Gretchen Johanna Neuwirth, Trustee	IPR
			SCV Recycling	IPR
ESFV-E-014-1 (E-014)	2210-025-010	14704-14714 Raymer and 14701-14707 Keswick Street, Van Nuys, CA 91405	Joyce S. Berens, Trustee of the Joyce Berens Trust Fund Dated December 5, 2005 - Gene Ray Vaccarello, Gerald Vaccarello, Barbara Vacarello, Dale Vacarello & Diane E. Vacarello - Dona C. Meyer	IPR
			David Barnes, LLC	IPR
			SIT Catering & Event Rentals, Inc.	IPR



Metro

Public Hearing on Resolutions of Necessity for East San Fernando Valley Light Rail Transit Project

Relocation Benefits Provided to Displaced Businesses:

- Movement of Personal Property and Disconnect and Reconnect Costs
- Re-Establishment Benefits
- Payment for Searching and Related Expenses for a Replacement Site
- Professional services performed before purchase or lease of a replacement site; (feasibility reports, soil testing, etc.)
- Loss of Tangible Personal Property and Substitute Personal Property
- Advisory services
- Move Planning Services

Hearing to Adopt Resolutions of Necessity East San Fernando Valley Light Rail Transit Project

Staff recommends the Board make the below findings and adopt the Resolutions of Necessity:

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Properties sought to be acquired, which have been described herein, are necessary for the proposed Project;
- The offers required by Section 7267.2 of the Government Code have been made to the Owners; and
- Whether the statutory requirements necessary to acquire the properties or property interests by eminent domain have been complied with by LACMTA.



Thank you



Metro