



Board Report

File #: 2025-1039, **File Type:** Resolution

Agenda Number: 30.

**REGULAR BOARD MEETING
FEBRUARY 26, 2026**

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

ACTION: APPROVE RECOMMENDATION

RECOMMENDATION

ADOPT the proposed Resolution of Necessity authorizing the commencement of an eminent domain action to acquire the Fee Simple Interest (“Fee Interest”) and certain Improvements Pertaining to Realty (“IPR”) for the property identified in Attachment A and described as 9462 Van Nuys Boulevard and 14540 Plummer Street, Panorama City, CA 91402, APN: 2264-030-016, 078; ESFV-B-006-1 (B-006).

The interests being acquired in the above-listed property 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”), specifically for a Traction Power Substation (“TPSS”) for the Project. After testimony and evidence has been received from all interested parties at the hearing, 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 Resolution of Necessity (Attachment B) to acquire the Property Interests by eminent domain. Attached is evidence submitted by staff that supports the adoption of the resolution, 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 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 vehicle miles traveled.

TPSS units are required along the alignment to support vehicle operations. TPSS units are electrical substations that provide direct current to the LRT vehicles. There are 9 proposed TPSS units, placed at approximately 0.75-mile intervals, along the alignment and 1 proposed TPSS unit at the MSF. The TPSS units are placed where maximum power draw is expected and to continue to operate in case one TPSS unit is offline.

Acquisition of the Property Interests is required for TPSS.

DISCUSSION

As required by California Government Code Section 7267.2, a written offer of Just Compensation to purchase the Fee Interest was delivered to the Owner of Record (“Owner”) on August 21, 2025. Similarly, written offers of Just Compensation to purchase the IPR’s were presented to the Owner and the named tenant.

The Owner of the parcel has not accepted the offer for its Fee Interest. In addition, the Owner of B-006 and the named tenant have not agreed on ownership of the IPRs nor accepted LACMTA’s offer of Just Compensation for the IPRs. Because acquisition of all Property Interests is necessary for the construction and operation of the Project, staff recommends the acquisition of the Property Interests through eminent domain to obtain possession in order to maintain the Project’s schedule and to construct and operate the TPSS. LACMTA will continue in good faith to try to complete the purchase of the Property Interests even after commencement of the action, in which case Owner and tenant will not need to participate in the litigation with regard to their resolved interests in the parcels.

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), 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 Resolution, 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 Property Interests will require relocation of the commercial tenant which operates a rehabilitation clinic, as well as a residential tenant and two billboards. A dedicated relocation agent is working with the tenants to explain benefits, provide referrals for replacement properties and process payments for search, moving, and reestablishment costs and residential benefits. The named tenant and residential tenancy have been provided with appropriate General Information Notices, Notices of Eligibility, and a 90-day Informational Notices. Prior to being required to relocate, the commercial tenant and residential tenant 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).

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 acquisitions, relocation activities, and the recommended right of way action for the properties referenced in this report 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 actions include Measure R, Measure M, State Grants, and Federal Grants. These funds are not 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 to Metro's customer base and several Equity Focus Communities (EFCs) in the East San Fernando Valley. In addition, the Project will deliver several other benefits to the area including enhanced transit mobility and enhanced transportation to important community resources.

The Property Interests being required are necessary to construct the project and deliver its benefits to the community. Offers of Just Compensation for the Property Interests were made to the Owner on August 21, 2025 for parcel B-006. The offers were based on the Property Interests 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 of the Property Interests, but agreements have not been reached. Approving this action will allow staff to continue the acquisition negotiations for the remaining acquisitions while maintaining the project schedule.

Occupants 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 displacees through their moving and reestablishment processes. Metro will also assist the displacees in finding replacement sites within the community. These relocation services demonstrate Metro’s commitment to minimizing the impacts of displacement and relocation.

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 Metro Vision 2028 Strategic Plan Goal 1: Provide high-quality mobility options that enable people to spend less time traveling.

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 detrimental effects 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 - Resolution of Necessity

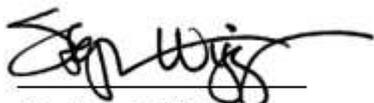
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Stephanie Wiggins

Chief Executive Officer

STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF THE PROPERTY REQUIRED FOR THE EAST SAN FERNANDO VALLEY LIGHT RAIL TRANSIT PROJECT (“PROJECT”) PROJECT PARCEL B-006-1

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 assessor parcel number, project parcel number, address, record property owner and tenant, purpose of the acquisition, and nature of the Property Interests sought to be acquired for the Project are summarized as follows:

Summary Table 1

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/Tenant	Property Interest(s) Sought
ESFV-B-006-1 (B-006)	2264-030-016 2264-030-078	9462 Van Nuys Boulevard and 14540 Plummer Street, Panorama City, CA 91402	Coast United Advertising Co., Inc., a California corporation (<i>Owner</i>)	Fee; Improvements Pertaining to Realty (IPR)
			Western Pacific Med-Corp (<i>Tenant</i>)	IPR.

Property Requirements:

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

Property Interests Sought:

With regard to Project parcel B-006, LACMTA seeks to acquire fee interests in the real property as well as certain Improvements Pertaining to Realty (IPR). These interests are required to construct a Traction Power Substations (TPSS) for the Project. This acquisition of fee interest and of IPR is collectively referred to herein as the Property Interests.

A written offer of Just Compensation to purchase the fee interest was presented to the Owner of record on: August 21, 2025, as required by California Government Code Section 7267.2. Similarly, and in compliance with California Government Code Section 7267.2, written offers of Just Compensation to purchase certain IPR’s on parcel B-006 were presented to the Owner and the named Tenant¹.

¹ As between Owner and the named 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 named 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 the 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.

The Project will cause private injury, however, 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. 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 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 B-006 is required to construct the TPSS.

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 two independent appraisals, one of the real property and one of the 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;
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 a preliminary title report, and determined the tenant of the parcel;
4. Made written offers to the Owner and Tenant 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 (offer for fee acquisition was made to Owner; offer for IPR was made to Owner and Tenant);
5. Provided the Owner and Tenant 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 offer required by Section 7267.2 of the California Government Code has been made to the Owner and the named tenant.

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 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 Resolution of Necessity.

ATTACHMENTS

Exhibit A – Parcel B-006 – Legal Description

Exhibit B – Parcel B-006 – Plat Map

Exhibit C – Parcel B-006 – Improvements Pertaining to Realty (IPR)

**EXHIBIT A
PARCEL B-006**

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

A PORTION OF LOTS 38 AND 60 OF [TRACT NO. 12139](#), IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN [BOOK 236, PAGES 38, 39 AND 40](#), OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

LOT COMMENCING NORTH 89 DEGREES 29 MINUTES 5 SECONDS WEST, 118.25 FEET FROM THE NORTHEAST CORNER OF LOT 60; THENCE, NORTH 89 DEGREES 29 MINUTES 5 SECONDS WEST, 79.86 FEET; THENCE, SOUTHWEST ON A CURVE, CONCAVE TO SOUTHEAST, RADIUS EQUALS 20 FEET, 31.56 FEET; THENCE, SOUTH 0 DEGREES 6 MINUTES 30 SECONDS WEST, 79.86 FEET; THENCE, SOUTH 89 DEGREES 29 MINUTES 5 SECONDS EAST, 100 FEET; THENCE, NORTH 0 DEGREES 06 MINUTES 30 SECONDS EAST, TO THE POINT OF BEGINNING.

[APN: 2644-030-016](#)

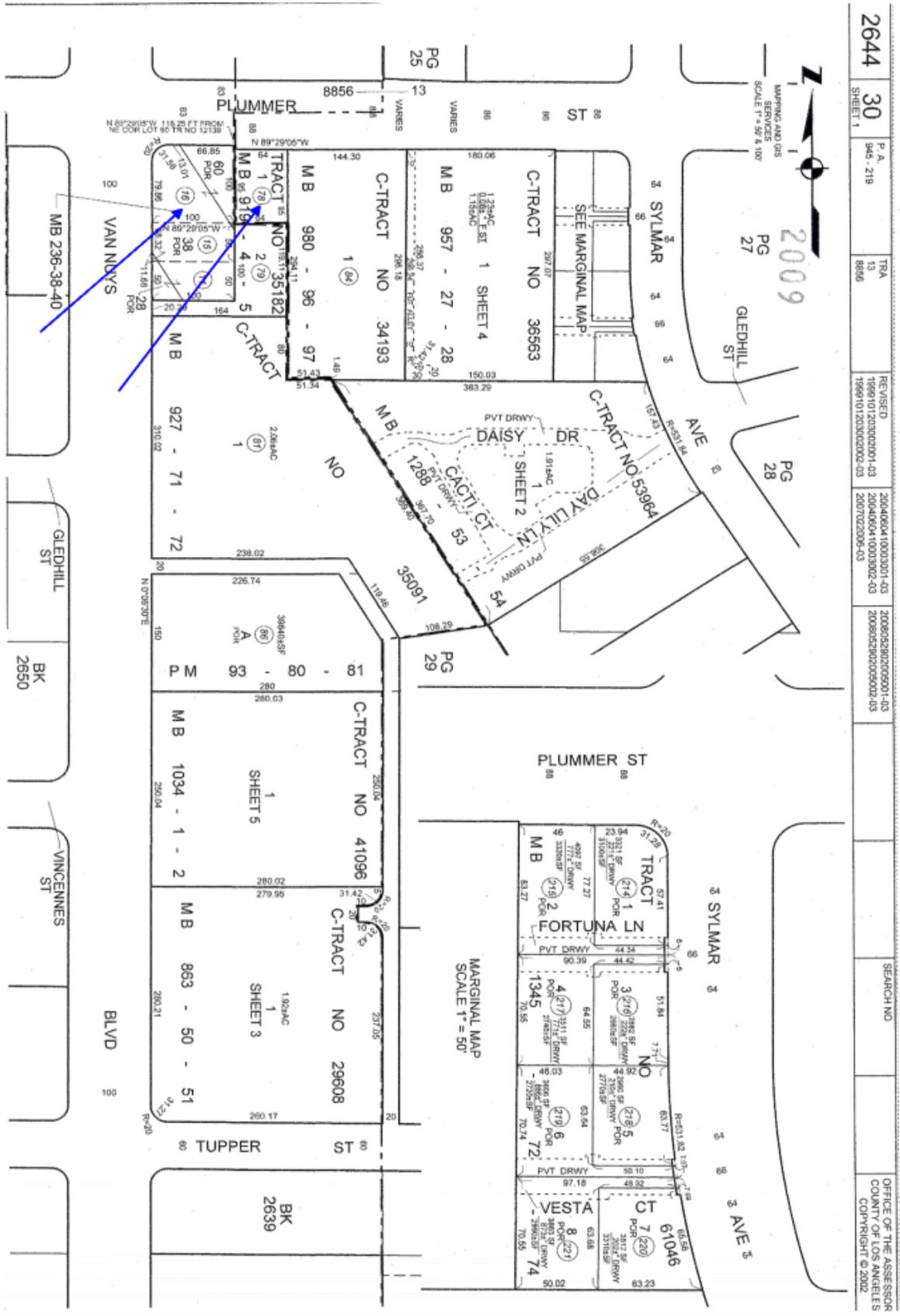
PARCEL 2:

LOT 1 OF [TRACT NO. 35182](#), IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN [BOOK 919, PAGE 4](#), OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

[APN: 2644-030-078](#)

EXHIBIT B
PARCEL B-006

PLAT MAP



IMPROVEMENTS PERTAINING TO REALTY (IPR)

Two (2) Outdoor Advertising Signs (Billboards):

Qty.	Description
1	Offset single poster panel, Clear Channel, Face No. 001631, 24' x 12', metal frame backing and catwalks, I-beam uprights, illuminated.
1	Straight double 8-Sheet media poster panel, Lamar, 12' x 6', dual-sided, Face No. not available, metal frame, single upright pole, non-illuminated.

Other IPR:

Item No.	Qty.	Description
1	8	Surveillance cameras, manufacturer and model no. not available, dome housing type, including wiring to DVR
2	1	Pass-through lab door, 25" x 30", painted wood, wood trim
3	1	Medication station build-out, consisting of: 2 Water spigots/ sinks, 12" x 9", with 7" x 4" x 2" metal pan, single nozzle with lever, plumbing 2 Privacy panels, 30" x 80", painted wood 1 Service counter, 46" x 12", wood
4	1	Wall cabinet, 6' x 30", wood, 4-door
5	25	Linear feet of pony wall/ reception divider wall, 34" to 46" high, assumed to be wood framing, painted drywall facia, 1 gate, 3' wide, wood, metal handle and hardware, including 15 linear feet of glass paneling, 36" high to 48" high, metal window frame mounted, 13" deep laminate countertop
6	1	Lot of data cabling, computer networking and telephone cabling for 10 workstations, including wall jacks
7	1	Security system, consisting of: 2 Keypads, Honeywell 1 Control panel 5 Motion sensors 4 Door contacts
8	1	Through-wall ventilator, manufacturer and model no. not available, 15" x 15"
9	1	Through-wall transaction window, 5" x 4", wood construction, with framed trim, 10" x 9"

**RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN
TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY
INTERESTS AND 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: 2644-030-016 and 2644-030-078;
ESFV-B-006-1**

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.

The property interests to be acquired consist of: (i) the fee interest in the real
property described in the legal description attached hereto as Exhibit "A" and
depicted in the plat map attached hereto as Exhibit "B" ("Fee Interest"); and (ii) the
improvements pertaining to realty that are more particularly described in Exhibit "C"
attached hereto ("Improvements") (hereinafter the Fee Interest and Improvements
are collectively 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.

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.

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 Interests, 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 9

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 26th day of February 2026.

Date: _____

COLLETTE LANGSTON
LACMTA Board Clerk

ATTACHMENTS

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

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

A PORTION OF LOTS 38 AND 60 OF [TRACT NO. 12139](#), IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN [BOOK 236, PAGES 38, 39 AND 40](#), OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:

LOT COMMENCING NORTH 89 DEGREES 29 MINUTES 5 SECONDS WEST, 118.25 FEET FROM THE NORTHEAST CORNER OF LOT 60; THENCE, NORTH 89 DEGREES 29 MINUTES 5 SECONDS WEST, 79.86 FEET; THENCE, SOUTHWEST ON A CURVE, CONCAVE TO SOUTHEAST, RADIUS EQUALS 20 FEET, 31.56 FEET; THENCE, SOUTH 0 DEGREES 6 MINUTES 30 SECONDS WEST, 79.86 FEET; THENCE, SOUTH 89 DEGREES 29 MINUTES 5 SECONDS EAST, 100 FEET; THENCE, NORTH 0 DEGREES 06 MINUTES 30 SECONDS EAST, TO THE POINT OF BEGINNING.

[APN: 2644-030-016](#)

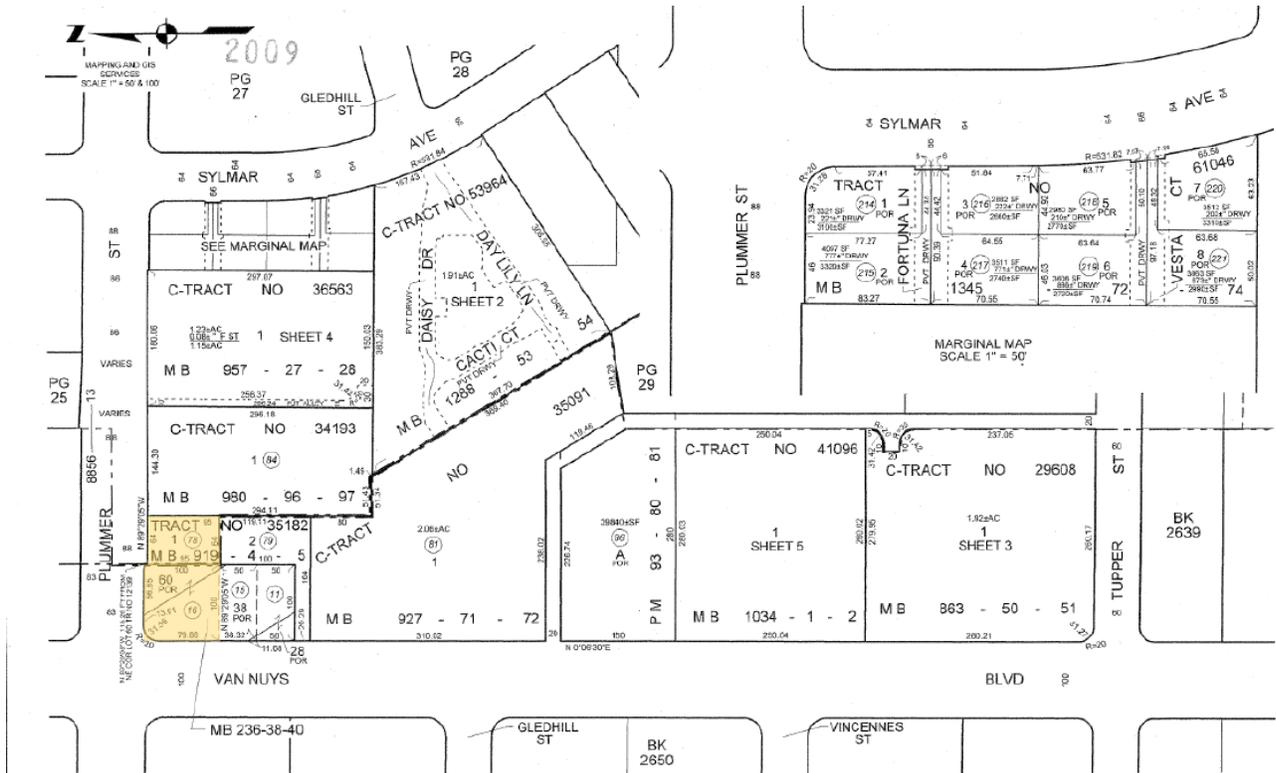
PARCEL 2:

LOT 1 OF [TRACT NO. 35182](#), IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN [BOOK 919, PAGE 4](#), OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

[APN: 2644-030-078](#)

EXHIBIT "B"
PARCEL ESFV-B-006-1

PLAT MAP



IMPROVEMENTS PERTAINING TO REALTY (IPR)

Two (2) Outdoor Advertising Signs (Billboards):

Qty.	Description
1	Offset single poster panel, Clear Channel, Face No. 001631, 24' x 12', metal frame backing and catwalks, I-beam uprights, illuminated.
1	Straight double 8-Sheet media poster panel, Lamar, 12' x 6', dual-sided, Face No. not available, metal frame, single upright pole, non-illuminated.

Other IPR:

Item No.	Qty.	Description
1	8	Surveillance cameras, manufacturer and model no. not available, dome housing type, including wiring to DVR
2	1	Pass-through lab door, 25" x 30", painted wood, wood trim
3	1	Medication station build-out, consisting of: 2 Water spigots/ sinks, 12" x 9", with 7" x 4" x 2" metal pan, single nozzle with lever, plumbing 2 Privacy panels, 30" x 80", painted wood 1 Service counter, 46" x 12", wood
4	1	Wall cabinet, 6' x 30", wood, 4-door
5	25	Linear feet of pony wall/ reception divider wall, 34" to 46" high, assumed to be wood framing, painted drywall facia, 1 gate, 3' wide, wood, metal handle and hardware, including 15 linear feet of glass paneling, 36" high to 48" high, metal window frame mounted, 13" deep laminate countertop
6	1	Lot of data cabling, computer networking and telephone cabling for 10 workstations, including wall jacks
7	1	Security system, consisting of: 2 Keypads, Honeywell 1 Control panel 5 Motion sensors 4 Door contacts
8	1	Through-wall ventilator, manufacturer and model no. not available, 15" x 15"
9	1	Through-wall transaction window, 5" x 4", wood construction, with framed trim, 10" x 9"



Hearing to Adopt Resolution of Necessity

East San Fernando Valley Light Rail Transit Project

Agenda Item # 2025-1039



Regular Board Meeting
February 26, 2026

Hearing to Adopt Resolution of Necessity 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 Impacts: Full Fee Simple (Fee) and Improvements Pertaining to Realty (IPR) interests for Project Parcel B-006.

Property Locations: Panorama City, CA 91402

Relocation Impacts: Project impacts require the relocation of one (1) named business, one (1) residential tenancy, and two (2) billboards.

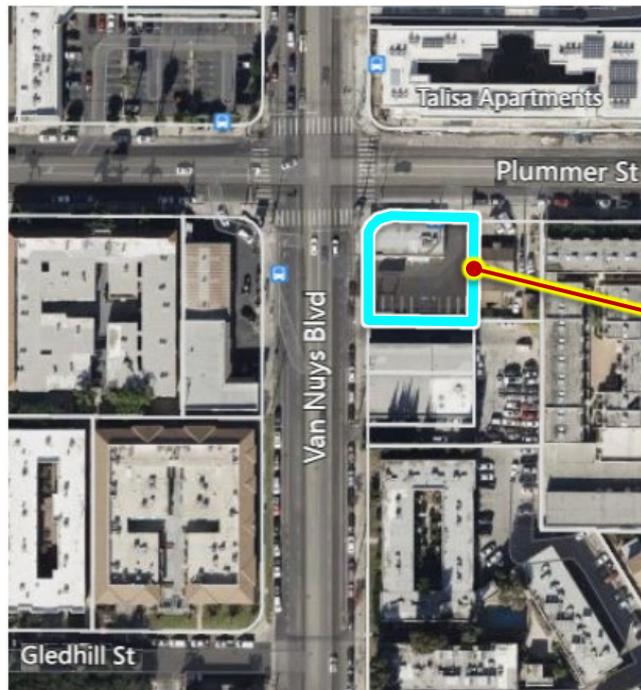


Hearing to Adopt Resolution of Necessity East San Fernando Valley Light Rail Transit Project

PARCEL OVERVIEW

Parcel B-006

9462 Van Nuys Blvd., and
14540 Plummer Street,
Panorama City 91402



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

PARCEL OVERVIEW

Project Parcel Number	Assessor's Parcel Number	Parcel Address	Property Owner/ Tenant	Property Interest(s) Sought
B-006	2264-030-016 2264-030-078	9462 Van Nuys Boulevard and 14540 Plummer Street, Panorama City 91402	Coast United Advertising Co., a California corporation (<i>Owner</i>)	Fee; IPR
			Western Pacific Med-Corp (<i>Tenant</i>)	IPR

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

Relocation Benefits Provided to Business Displacees:

- Advisory Services
- Movement of Personal Property and Disconnect and Reconnect Costs
- Re-Establishment Benefits
- Payment for Searching and Related Expenses for a Replacement Sites
- 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
- Move Planning Services

Relocation Benefits Provided to Residential Displacees:

- Advisory Services
- Moving Costs
- Replacement Housing Payments
- Incidental Expenses



Metro

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

Staff recommends the Board make the below findings and adopt the Resolution 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