

**STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF REAL PROPERTY UNDERLYING A PORTION OF BRONSON AVENUE NORTH OF RODEO ROAD AND SOUTH EXPOSITION BOULEVARD IN THE CITY OF LOS ANGELES (THE “PROPERTY”) FOR THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT**

**BACKGROUND**

The Property is required for the construction and operation of the Crenshaw/LAX Transit Corridor Project ("Project"). The address, record owner (as indicated by a title report prepared by Stewart Title Company), physical description, and nature of the property interest sought to be acquired for the Project is summarized as follows:

<b>Assessor's Parcel Number</b>	<b>Parcel Address</b>	<b>Owner</b>	<b>Purpose of Acquisition</b>	<b>Property Interest(s) Sought</b>
N/A	Real property underlying a portion of Bronson Avenue north of Rodeo Road and south Exposition Boulevard in the City of Los Angeles	3339 Exposition Place, LP	Light Rail Transit Alignment, Station Plaza, park & ride facilities, and related purposes	Fee simple interest of 2,579 square feet in the real property underlying a portion of Bronson Avenue north of Rodeo Road and south Exposition Boulevard in the City of Los Angeles

A written offer for the fee simple property interest was presented to the Owner on September 20, 2013. To date, the offer has not been accepted, and negotiations have not resulted in a settlement agreement.

**A. The public interest and necessity require the Project.**

The public interest and necessity require the Project for the following reasons:

1. The existing population and employment density in the Crenshaw/LAX Transit Corridor ("Corridor") is extremely high and very transit dependent. The Corridor population and employment densities are four times higher than Los Angeles County as a whole. The Corridor has a high concentration of low-income, minority, transit-dependent residents. More than 49 percent of all Corridor households are designated as low income. In addition, 16 percent of all households in the Corridor do not have access to an automobile, compared to 8 percent in the County's urbanized area. Forecasts show a growing transit-dependent population, with a projected 55 percent increase in Corridor residents that rely on, or will rely on the area's transit system. The Project will provide significant improvements in transportation and attendant access to economic (employment) opportunities for low-

income, elderly, transit-dependent persons living in the Crenshaw/LAX Transit Corridor area.

2. Implementation of the Project will result in a reduction of vehicle miles per day and reduction of auto air pollutants.
3. The Project will relieve congestion on the already over capacity 1-405 San Diego and the 1-10 Santa Monica Freeways and surrounding major thoroughfares. In addition, it will reduce the parking demands in the Westside area by providing an alternative means of transportation, competitive in rush-hour travel times with the automobile.
4. The Project will be a major link in the existing county-wide rail transit system, and will thereby provide alternative means of transportation during fuel crises and increased future traffic congestion.
5. The Project will meet the need for improved transit service of the significant transit-dependent population within the Project area.

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.**

On September 11, 2009, a Draft Environmental Impact Statement/ Draft Environmental Impact Report (DEIS/DEIR) was circulated and reviewed by interested and concerned parties, including private citizens, community groups, the business community, elected officials and public agencies. Public hearings were held to solicit citizen and agency comments. A total of four alternatives, including two build alternatives, were presented in the September 2009 DEIS/DEIR. On December 20, 2009 the Board adopted the Light Rail Transit (LRT) Alternative as the Locally Preferred Alternative (LPA), after review and consideration of the comments received from circulation of the 2009 DEIS/DEIR. The Board certified the Final Environmental Impact Report (FEIR) on September 22, 2011. A Record of Decision was received from the Federal Transit Administration on December 30, 2011.

The Project is a LRT dual-track alignment, which will extend from the existing Metro Exposition Line at Crenshaw and Exposition Boulevards. The LRT line will travel 8.5 miles to the Metro Green Line Aviation/LAX Station and will serve the cities of Los Angeles, Inglewood, Hawthorne, and El Segundo, and portions of unincorporated Los Angeles County. The Project includes eight approved stations:

- Crenshaw/ Exposition
- Crenshaw/ Martin Luther King Jr. Bl.
- Crenshaw/Vernon (Leimert Park)
- Crenshaw/Slauson
- Florence/West
- Florence/La Brea

- Florence/Hindry
- Aviation/Century

The Corridor has some of the highest population and employment density in the Southern California region, as well as the highest proportion of transit ridership. No significant expansion of existing freeway and street networks is planned to accommodate this growth. During various community meetings, the residents of the Corridor area expressed their need for improved transit service because many are transit -dependent and need better access to the region's educational, employment, and cultural opportunities. The Locally Preferred Alternative (LPA) addresses those needs and moves more people in a way that is energy efficient and with the least environmental impact.

The Project will cause private injury, including the displacement or relocation of certain owners and users of private property. 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.

Due to its bulk, the FEIS/FEIR is not physically included in the Board's agenda packet for this public hearing. However, the FEIS/FEIR documents should be considered in connection with this matter. 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 is necessary for the Project.**

The Property is needed for the construction and operation of the Expo/Crenshaw Light Rail Transit Alignment, Station, and Park & Ride Facilities in conjunction with the Project. The Property requirements are based on the approved FEIS/FEIR for the Project. Staff recommends that the Board find that the acquisition of the Property is 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, 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 be made to the Owner and 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. In addition, the agency is required to provide the Owner with a written statement 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:

1. Obtained an appraisal to determine the fair market value of the Property;
2. Reviewed and approved the appraisal, and established the amount it believes to be just compensation;
3. Determined the Owner of the Property by examining the county assessor's record and the title report;
4. Made a written offer to the Owner for the full amount of just compensation - which was not less than the approved appraised value; and
5. Provided the Owner with a written statement of the basis for, the amount established as just compensation.

It is recommended that the 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.

### **CONCLUSION**

Staff recommends that the Board approve the Resolution of Necessity.