

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-B-004-1, and ESFV-B-005-1

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-004-1 (B-004)	2210-022-040 2210-022-056	7921 – 7929 Van Nuys Blvd, Panorama City, CA 91402	<i>Van Nuys at Blythe LLC, a California limited liability company (Owner)</i>	IPR
			Short Stop #27 (Tenant)	IPR
			The Shoe Palace (Tenant)	IPR
ESFV-B-005-1 (B-005)	2653-002-030	8751 Van Nuys Blvd, Panorama City, CA 91402	8229 Van Nuys, LLC * (Owner)	Fee

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-004, and B-005, LACMTA seeks to acquire fee interests in the real property as well as the Improvements Pertaining to Realty (IPR) These interests are required to construct two Traction Power Substations (TPSS) for the Project. These acquisitions of fee interest and of IPR are collectively referred to herein as the Property Interests. (The attached exhibits depict all property interests for each parcel for reference purposes. However, only the Fee Interest is sought for B-005 and only the IPR interest is sought for B-004.)

A written offer of Just Compensation to purchase the fee interest was presented to the Owner of record on: September 10, 2025 for parcel B-004, August 5, 2025 for parcel B-005, 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 the IPR on the parcels were presented to the Owners and Tenants¹.

¹ As between Owner and tenants on B-004 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 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-004, and B-005 are two of several parcels 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 jointly 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 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 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-1 – Parcel B-004 - Legal Description
Exhibit B-1 – Parcel B-004 - Plat Map
Exhibit C-1 – Parcel B-004 - Improvements Pertaining to Realty
Exhibit A-2 – Parcel B-005 - Legal Description
Exhibit B-2 – Parcel B-005 - Plat Map

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:

THE EAST 95 FEET OF THE NORTH 130 FEET OF LOT 14 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, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEEDS OF RECORD.

PARCEL 2:

THE WEST 3 FEET OF THE EAST 98 FEET OF THE NORTH 130 FEET OF LOT 14 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, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEEDS OF RECORD.

APN: 2210-022-056

PARCEL 3:

THE EAST 63 FEET OF THE SOUTH 100 FEET OF THE NORTH 130 FEET OF THE WEST 237 FEET OF THE EAST 335 FEET OF LOT 14 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, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEEDS OF RECORD.

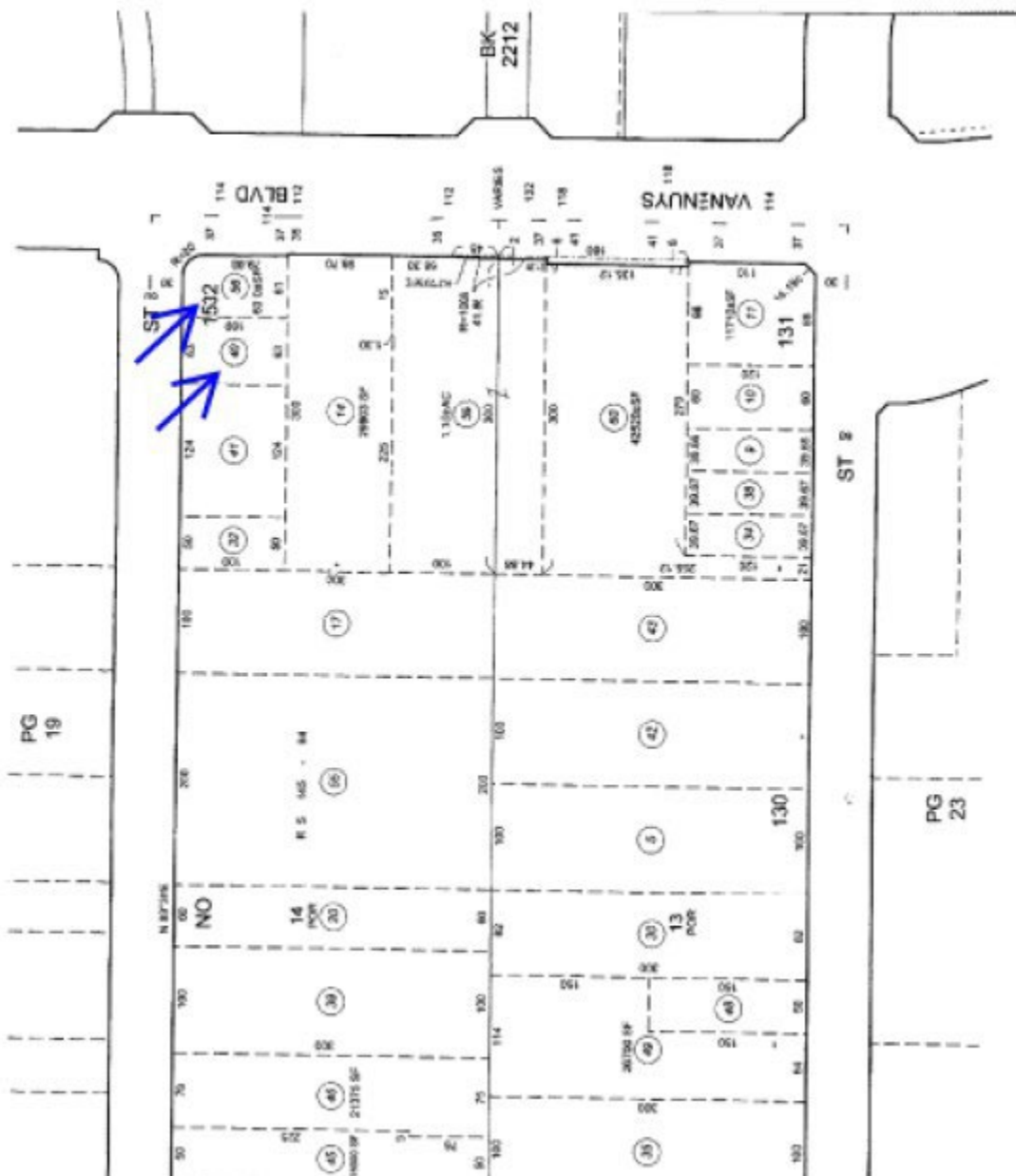
PARCEL 4:

THE EAST 63 FEET OF THE NORTH 30 FEET OF THE WEST 237 FEET OF THE EAST 335 FEET OF LOT 14 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, ALL OIL, GAS, MINERALS AND OTHER HYDROCARBON SUBSTANCES, LYING BELOW THE SURFACE OF SAID LAND, BUT WITH NO RIGHT OF SURFACE ENTRY, AS PROVIDED IN DEEDS OF RECORD.

APN: 2210-022-040

PLAT MAP



IMPROVEMENTS PERTAINING TO REALTY

SHOE PALACE
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 1, 2025

Item No.	Qty.	Description
1	1	Roll-down security shutter, 57" x 9' high, metal, metal mesh fascia
2	36	Linear feet of retail area divider wall panel, 10' high x 8" thick, assumed to be wood framing, painted drywall fascia, 4" high base wood trim, wood, with electrical outlets
3	1	Roll-down security shutters, 40" x 9', metal, solid metal panel fascia
4	2	Roll-down storefront window shutters, 9' high, 1- 9' wide, 1- 11' wide, metal, metal mesh fascias
5	1,040	Square feet of retail area ceramic tile flooring, 24" x 24", polished white
6	312	Square feet of ceramic tile flooring, 24" x 6", simulated wood décor
7	138	Square feet of ceramic tile floor in retail area, 24" x 12", polished block
8	20	Surveillance cameras, manufacturer and model no. not available, including wall mounts and cabling to office, consisting of: 17 Interior 3 Exterior
9	3	Sign cabinets, 6' x 10' x 3" deep, aluminum cabinet, interior illumination, LED, printed vinyl fascia, electrical, wall-bolted
10	22	Channel letters sign, 24" high, metal cabinet, plastic fascia, illuminated, "Shoe Palace", "SP", wall-mounted
11	2	Sign cabinets, 3' x 3', metal cabinet, plastic fascia, illuminated, "Nike logo", "Air Jordan logo", wall-

SHOE PALACE
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 1, 2025

Item No.	Qty.	Description
12	30	Linear feet of divider panel wall, 14' high, 8" deep, metal frame, gypsum board fascia, 1 door opening, 39" x 81", including 241 square feet of brick fascia, 8" x 5" x 2.5"
13	52	Linear feet of divider panel wall, 14' high, metal frame, dual-sided gypsum board fascia, 8" deep, with rolling security door, Dasma, model no. not available, 40" x 90", metal
14	2	Ceiling speakers, Yamaha, model no. not available, 18" x 12", including wiring and install
15	2	Ceiling speakers, Sony, model no. not available, 22" x 8" (estimate)
16	1	Alarm system, consisting of 1 control panel, 2 keypads, 1 motion sensor, wall-mounted, and 5 motion sensors, ceiling-mounted
17	150	Linear feet of track light, including 80 spotlights, 5" diameter
18	1	Lot of installation, assembly and electrical connections for open shoe display shelving

SHORT STOP #27
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 1, 2025

Item No.	Qty.	Description
1	30	Channel letter signs, 24" high, metal cabinet, plastic fascia, illuminated, "Liquor/ Checks Cashed"
2	1	Sign cabinet, 4' x 8', metal cabinet, plastic fascia, illuminated, "Liquor Mercado", wall-mounted
3	1	Sign cabinet, 4' x 8', metal cabinet, plastic fascia, illuminated, double-sided, "Liquor Mercado"
4	4	Signs, 24" diameter, metal, "Western Union", including 2 wall mounts
5	1	Canopy, 12' x 3' x 2', metal frame, canvas top
6	5	Sconce lights, 3" diameter x 12" high, metal, LED, wall-mounted, including installation
7	156	Square feet of window sign, vinyl, images of produce and meat
8	8	Window letter sign, 4" high, vinyl, "We Accept"
9	36	Window letters, 8" high, vinyl, "Verdura Fresca Carniceria Cortes Al Gusto"
10	27	Window letter sign, 10" high, vinyl, "Fresh Produce Fresh Meat Market"
11	3	Banner signs, 4' x 3', wall-mounted
12	1	Wall sign, 28" x 44", cardboard
13	1	Sign cabinet, 10' x 26", metal cabinet, plastic fascia, illuminated, "Carniceria", wall-mounted
14	1	Lot of water and electrical connections for water dispenser
15	1	Banner sign, 4' x 2', vinyl, "Western Union"

SHORT STOP #27
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 1, 2025

Item No.	Qty.	Description
16	1	Scullery sink, 3' x 3' x 2', stainless steel, single compartment, 18" x 13" x 18", right side drainboard, single mixing faucet, including plumbing
17	1	Floor sink, 12" x 10" x 12", ceramic, metal crate top, food catcher
18	1	Floor drain, 5" diameter, missing top
19	1	Scullery sink, Everest, Model no.: ES3-18-2, 90" x 35" x 24", stainless steel, 3-compartment, 18" x 11" x 18", dual drainboard, including single mixing faucet with pre-rinse sub assembly, plumbing
20	1	Hand sink, 20" x 13" x 20", stainless steel, including single mixing faucet, plumbing
21	1	Hand sink, 17" x 5" x 15", stainless steel, including dual-sided splashguards, single mixing faucet, plumbing
22	1	Outlet, 240V, single for meat saw
23	8	Linear feet of wall shelf, 15" deep, laminate, metal brackets
24	11	Linear feet of wall shelf, 20" deep, laminate, metal brackets
25	155	Square feet of FRP wall panel
26	41	Linear feet of drain pipe, 2" diameter, PVC
27	360	Square feet of ceiling tile, 2' x 2' tiles, washable surface
28	1	Wall sign, 8' x 4', cardboard, "image of a cow"
29	1	Lot of supplemental electricity for meat case
30	2	Wall shelves, 48" x 12", stainless steel

SHORT STOP #27
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 1, 2025

Item No.	Qty.	Description
31	7	Linear feet of wall shelf, 15" deep, laminate, metal brackets
32	17	Surveillance cameras, ENS & manufacturer not available, including wall mounts and cabling to office, consisting 2 Exterior, dome housing type 13 Interior, dome housing type 2 Interior, lipstick type
33	1	Alarm system, ADT, consisting of: 1 Control panel 1 Code pad 3 Door contacts 6 Motion sensors 1 Siren 1 Panic button
34	700	Square feet of accordion window security gates, metal track and gates, storefront mounted, consisting of: 1 5' x 10' 2 6' x 10' 1 13' x 10' 2 20' x 10'
35	1	Floor sink, floor recessed, enamel on metal, plumbing
36	1	Walk-in/ reach-in cooler, 29.5' x 8' x 10.5', insulated metal panel construction, interior illumination, 3 dual coil fan blowers, Larkin, model no. not available, R-22, remote mechanical compressor, 12 reach-in glass doors, 28" x 73", tempered, 28.5 linear feet of beverage merchandising rack, metal, 8-tier on average
37	1	Service counter, 18' x 34" x 30", metal base, laminate top, 2-tier under rear storage, 2 security gates, 24" x 22", metal frame, metal mesh fascias, 1 lot of electrical and outlets for POS equipment

SHORT STOP #27
IMPROVEMENTS PERTAINING TO THE REALTY
EFFECTIVE DATE OF VALUE - MAY 1, 2025

Item No.	Qty.	Description
38	1	Remote compressor package for refrigerated produce case, manufacturer and model no. not available, including insulated piping, 1.5" diameter, metal
39	1	Check cashing office/ room construction, 9' x 9' overall, consisting of: 18 Linear feet of wall partitioning, 11' high, assumed to be wood framing, dual-sided drywall fascias 13 Linear feet of bullet resistant window, 1/2" thick, 58" high, metal frame, 2 under window transaction trays, 12" x 10", stainless steel, 2 through-window speaking vents, 5.25" diameter 22 Linear feet of built-in open base cabinetry, laminate on wood, 34" high x 24" deep countertop, 2 under tiers 13.5 Linear feet of exterior service counter, 9" to 16" deep, laminate on wood 1 Door, 3' x 79", wood, solid core, with dead bolt lock hardware 1 Lot of electrical outlets for computer equipment 16.5 Linear feet of upper wall shelving, 18" deep laminate, with wall brackets 1 Lot of vinyl window sign letters, 2" to 5" high, "Checks Cashed/ Money Orders/ Money Transfers, etc."
40	2	Convex security mirrors, with wall arms and brackets, 1-26", 1- 36"
41	8	Linear feet of wall shelving, 15" deep, laminate, with wall brackets

LEGAL DESCRIPTION

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

THE REAL PROPERTY IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS: LOTS 4 AND 5 OF TRACT 19309, AS PER MAP RECORDED IN BOOK 484, PAGES 20 AND 21 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 2653-002-030

PLAT MAP

