

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)

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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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