NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

August 15, 2022

The Honorable Ara Najarian
Chair, Board of Directors
Los Angeles County Metropolitan Transportation Authority
One Gateway Plaza
Los Angeles, CA 90012

RE: **Strongly Support** SR14 Traffic Safety Improvement Project Motion, Metro Board Planning Committee Agenda Item 10, August 17, 2022 meeting.

Dear Chair Najarian:

On behalf of the North Los Angeles County Transportation Coalition JPA (NCTC) member agencies – Los Angeles County 5th District, the Cities of Lancaster, Palmdale and Santa Clarita – located in North Los Angeles County, we **strongly support** the Metro Board Motion Support SR14 Traffic Safety Improvement Project , Agenda Item 10 for the Metro Board Planning Committee to be held on August 17, 2022. Please see the attached NCTC JPA SR14 Talking Points dated March 2022 for key project, safety, and community highlights.

For years, NCTC members have been working with Caltrans and Metro to address the unsafe conditions currently on the SR14 in the Santa Clarita and Antelope Valleys of North Los Angeles County. The NCTC JPA members appreciate the continued partnership with Metro and Caltrans. In fact, during an August 3, 2022 meeting with NCTC, both Caltrans and Metro outlined next steps for various immediate SR14 Safety Improvements that could be completed, while pursuing a PAED/AA environmental clearance "shovel-ready" study to choose the best locally preferred alternative to improve mobility and freeway conditions. The NCTC JPA Board has allocated $4.7M in Measure M Multi Subregional Program (MSP) funds to the shovel-ready study.

To close, NCTC **strongly supports** the SR14 Traffic Safety Improvement Project Motion, that is scheduled to be considered by the Metro Board Planning Committee at their August 17, 2022 meeting. Thank you for your leadership on this critical lifesaving North Los Angeles County safety and mobility issue.

Sincerely,

Arthur V. Sohikian
Executive Director

Attachment: NCTC JPA SR14 Talking Points, March 2022.

North LA County Transportation Priorities

SR-14 Traffic Safety Improvement Project

1. **SR-14 project is a traffic safety improvement project—not capacity enhancement**
   - SR-14 is the only viable roadway for 500,000 people in Antelope and Santa Clarita Valleys including communities such as Agua Dulce, Acton,
   - Unsafe current sub-standard configuration is same as in 1980: 1,600 collisions and more than 30 deaths between 2014 and 2018.
   - The sub-standard lane drop configuration has created bottlenecks contributing to more accidents and deaths per capita than other similar facilities across the county and state
   - Population skyrocketed since 1980: Antelope Valley nearly doubled in 30 years.
   - Completed the SR-14 Project Study Report.
   - Next step is environmental clearance with Caltrans & Metro. Cost $40-$60 million
   - NCTC has committed $4.7 million of Measure M funds.

2. **SR-14 Traffic Safety Improvement Project consists of correcting the sub-standard lane-drop design to a safe consistent design from Santa Clarita to Palmdale.**
   - Correcting the unsafe sub-standard freeway consists of fixing six locations.
   - The current proposed project is ready for environmental clearance consists of three project locations over 13 miles estimated to cost $170 million and are located between Golden Valley Road Off-ramp to Newhall Avenue, Agua Dulce Canyon Road Off-ramp to Sand Canyon Road OC, and at Newhall Avenue UC to Golden Valley Road.
   - These three locations could be completed by TBD.

3. **North LA County is an Underserved and Equity Focused Community**
   - About 1 in 3 people in North LA County live in an equity focused community
   - Poverty rate: Lancaster - 21.7% Palmdale – 15.6%, Santa Clarita – 8.2%
   - In Palmdale & Lancaster nearly 1 in 10 people are over 65 yrs old. Santa Clarita:11.7%
   - 6.1% of the North LA County population are veterans compared to 3.5% in the County
   - North LA County provides a mobile labor pool needing mobility options to get to work.
   - SR-14 is the only goods movement route between North LA County and Greater LA
   - All transit providers use the SR-14 between the Antelope and San Fernando Valleys
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   - School Free/Reduced Lunch Program, Lancaster K-6 eligible: 75%

SR-14 Traffic Safety Improvement Project (Cont.)

4. SR-14 Freeway is a Strategic Gateway for National Defense

- SR-14 is named the Aerospace Highway since it is a strategic link for national defense
- Serves as an important roadway for 100,000 aerospace workers who work at Edwards Air Force Base, NASA, and other defense related businesses.

5. What is the SR-14 Traffic Safety Improvement Project?

It is a series of lane safety improvements along the SR-14 freeway in six segments. If funding were available to build what is needed, the proposed installations are on both the northbound and southbound direction, in order of prioritization as follows:

Southbound SR-14

1. Golden Valley Road Off-ramp to Newhall Avenue UC
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3. Pearblossom Highway to Escondido Canyon Road OC

Northbound SR-14

1. Newhall Avenue UC to Golden Valley Road
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Due to budget constraints, three segments were identified to be studied into the Environmental clearance phase and preliminary engineering. They are:

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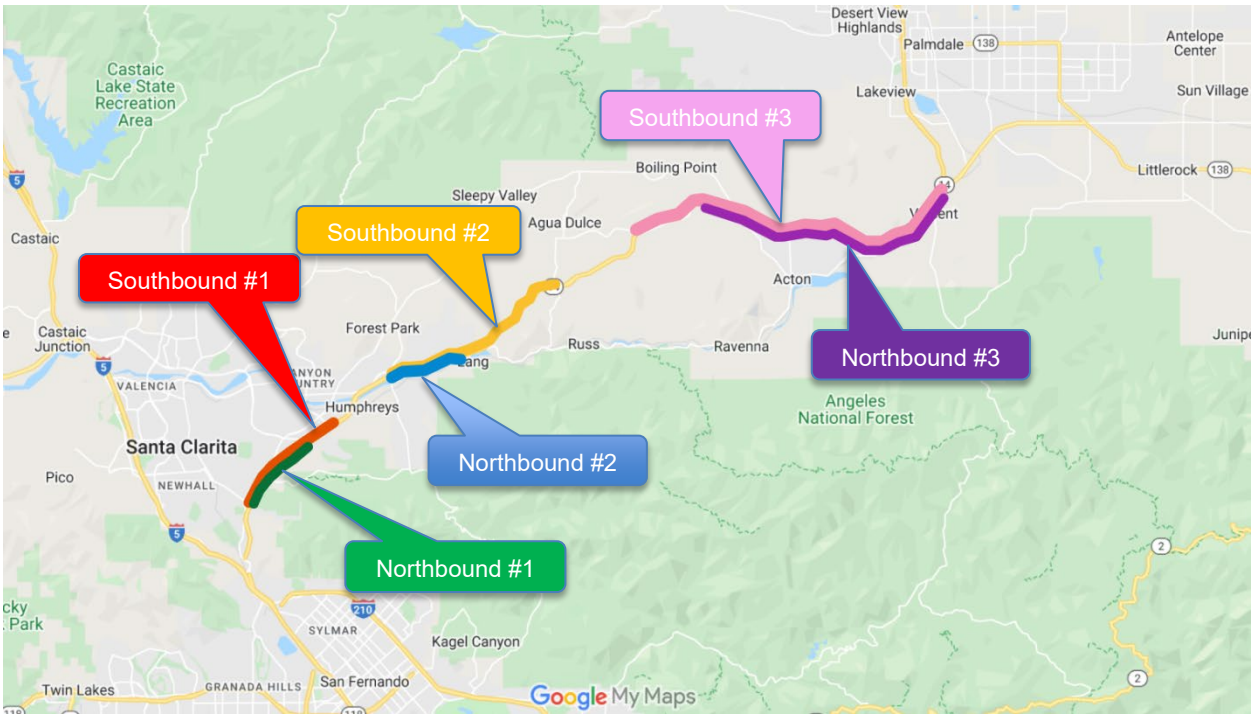
SR-14 Gap Closure/Capacity Improvement Project Map



Southbound SR-14	**Next Phase**
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2. Agua Dulce Canyon Rd to Sand Canyon Rd	Environmental Clearance
3. Pearblossom Hwy to Escondido Canyon Rd	TBD
Northbound SR-14	
1. Newhall Ave to Golden Valley Rd	Environmental Clearance
2. Sand Canyon Rd to Soledad Canyon Rd	TBD
3. Puritan Mine Rd to Pearblossom Hwy	TBD

The estimated cost for completing the three projects identified as a priority is approximately $170 million dollars. These three projects are Southbound 1 & 2, and Northbound 1 and they positioned for environmental clearance. Staff is pursuing state and local sources of funding to build this project. The other three projects have not been evaluated in a Project Study Report and have no start date or estimated cost at this time.

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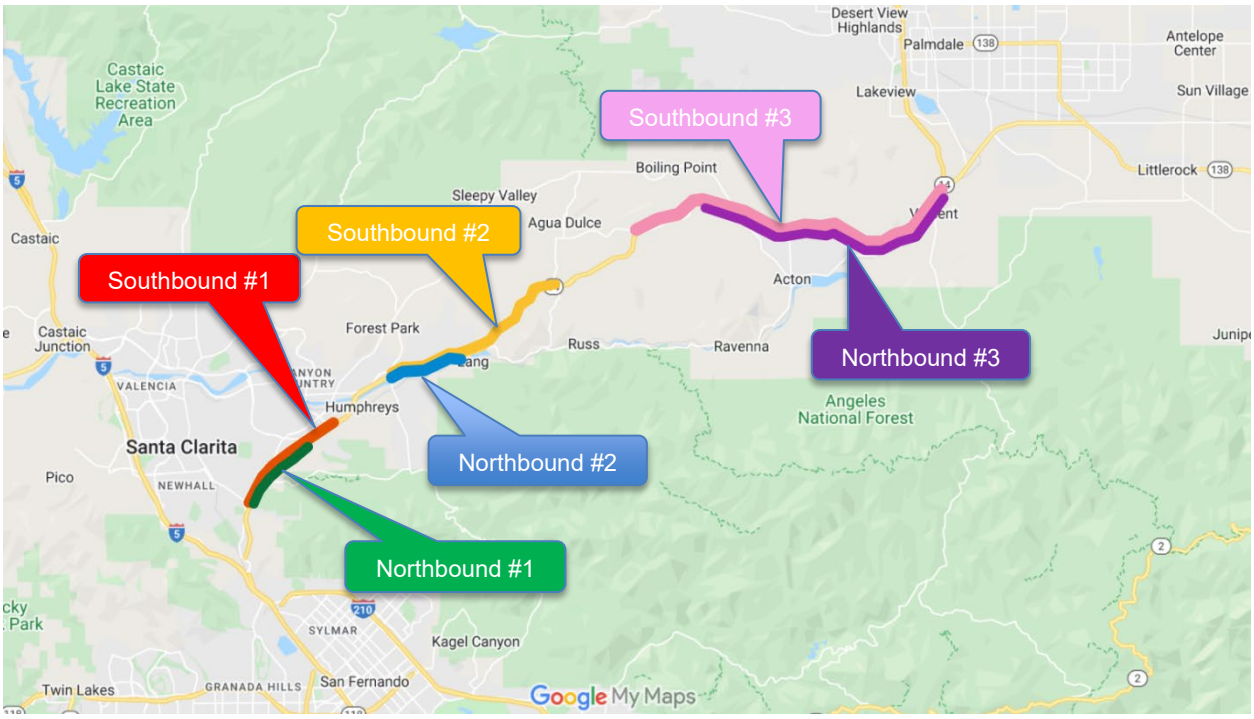
SR-14 Gap Closure/Capacity Improvement Project Map



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R. REX PARRIS
MAYOR

MARVIN CRIST
VICE MAYOR

DARRELL DORRIS
COUNCIL MEMBER

RAJ MAHLI
COUNCIL MEMBER

KEN MANN
COUNCIL MEMBER

JASON CAUDLE
CITY MANAGER

44933 Fern Avenue
Lancaster, CA 935534
661.723.6000
cityoflancasterca.org

August 15, 2022

RE: Strongly Support SR14 Traffic Safety Improvement Project Motion, Metro Board Planning Committee Agenda Item 10, August 17, 2022 meeting

Dear Chair Najarian:

On behalf of the city of Lancaster, a member agency of the North Los Angeles County Transportation Coalition JPA (NCTC), we strongly support the Support SR14 Traffic Safety Improvement Project Motion on the Metro Board Planning Committee August 17, 2022, Agenda.

Please see the attached NCTC JPA SR14 Talking Points (March 2022) for key project highlights. NCTC JPA members have been working for years with Caltrans and Metro on unsafe conditions currently on the SR14 in the Santa Clarita and Antelope Valleys in North Los Angeles County.

The City of Lancaster appreciates the continued partnership with Metro and Caltrans and in fact, during an August 3, 2022 meeting with NCTC, both Caltrans and Metro outlined the next steps for immediate SR14 Safety Improvements that can be completed, while pursuing a PAED/AA environmental clearance "shovel-ready" study to choose the best locally preferred alternative to improve mobility and freeway conditions. NCTC JPA Board has allocated $4.7M in Measure M Multi Subregional Program (MSP) funds to the shovel-ready environmental study.

To close, the City of Lancaster strongly supports the SR14 Traffic Safety Improvement Project Motion, Metro Board Planning Committee Agenda Item 10, August 17, 2022 meeting.

Thank you for your deliberation and leadership on this critical North Los Angeles County mobility issue.

Sincerely,

Marvin E. Crist, Vice Mayor, City of Lancaster

PALMDALE

a place to call home

August 16, 2022

STEVEN D. HOFBAUER
Mayor

RICHARD J. LOA
Mayor Pro Tem

LAURA BETTENCOURT
Councilmember

AUSTIN BISHOP
Councilmember

JUAN CARRILLO
Councilmember

38300 Sierra Highway

Palmdale, CA 93550-4798

Tel: 661/267-5100

Fax: 661/267-5122

TDD: 661/267-5167

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Chair, Board of Directors
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For years, NCTC members have been working with Caltrans and Metro to address the unsafe conditions currently on the SR14 in the Santa Clarita and Antelope Valleys of North Los Angeles County. The NCTC JPA members appreciate the continued partnership with Metro and Caltrans. In fact, during an August 3, 2022, meeting with NCTC, both Caltrans and Metro outlined next steps for various immediate SR14 Safety Improvements that could be completed, while pursuing a PAED/AA environmental clearance "shovel-ready" study to choose the best locally preferred alternative to improve mobility and freeway conditions. The NCTC JPA Board has allocated $4.7M in Measure M Multi Subregional Program (MSP) funds to the shovel-ready study.

Auxiliary aids provided for communication accessibility upon 72 hours notice and request.

To close, NCTC **strongly supports** the SR14 Traffic Safety Improvement Project Motion, that is scheduled to be considered by the Metro Board Planning Committee at their August 17, 2022, meeting. Thank you for your leadership on this critical lifesaving North Los Angeles County safety and mobility issue.

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Austin Bishop
Chairman
North Los Angeles County
Transportation Coalition

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Metro

NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

Caltrans

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Metro NORTH LOS ANGELES COUNTY Transportation Coalition JPA Caltrans

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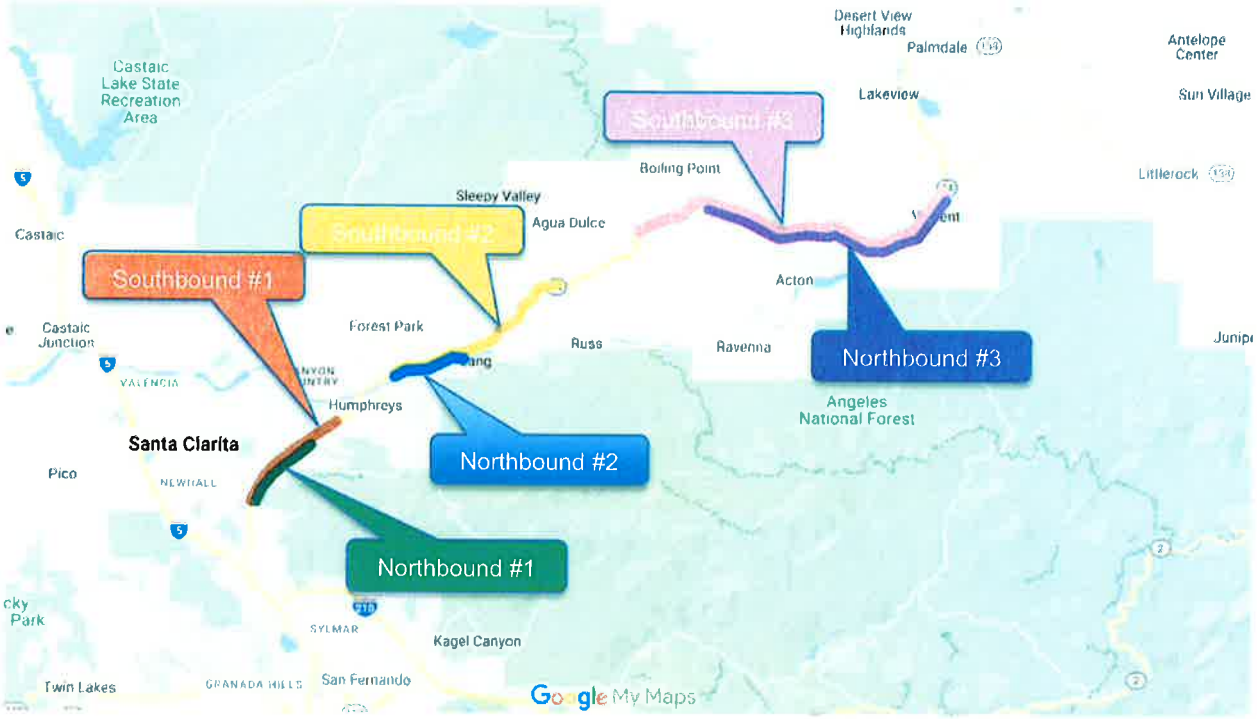
Metro

NORTH LOS ANGELES COUNTY
Transportation Coalition JPA

Caltrans

SR-14 Gap Closure/Capacity Improvement Project Map



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CAPITOL OFFICE
1021 O STREET
SUITE 7630
SACRAMENTO, CA 95814
TEL (916) 651-4025
FAX (916) 651-4925

GLENDALE DISTRICT OFFICE
601 EAST GLENOAKS BLVD.
SUITE 210
GLENDALE, CA 91207
TEL (818) 409-0400
FAX (818) 409-1256

SATELLITE OFFICE
201 EAST BONITA AVE.
SAN DIMAS, CA 91773
TEL (909) 599-7351
FAX (909) 599-7692

SENATOR.PORTANTINO@SENATE.CA.GOV

California State Senate

ANTHONY J. PORTANTINO
SENATOR
TWENTY-FIFTH SENATE DISTRICT

COMMITTEES
APPROPRIATIONS
CHAIR
BANKING & FINANCIAL INSTITUTIONS
GOVERNMENTAL ORGANIZATION
INSURANCE

SELECT COMMITTEES
CALIFORNIA, ARMENIA & ARTSAKH MUTUAL TRADE, ART, AND CULTURAL EXCHANGE
CHAIR

August 11, 2022

The Honorable Ara Najarian
Board Chair, Metro
One Gateway Plaza
Los Angeles, CA 90012

RE: Support for the Metro Gold Line Foothill Light Rail Extension TIRCP Application

Dear Board Chair Ara Najarian:

I am writing to ask Metro to prioritize and fully support the Gold Line Foothill Extension application for the new Transit and Intercity Rail Capital Program (TIRCP) grant program.
This application is to secure the remaining funds needed to complete the Pomona to Montclair segment of the project.

This last piece of the Gold Line Foothill Extension will add miles of light rail service to our region's transit network, easing one of the state's most congested traffic areas. The extension will increase ridership and eliminate greenhouse gas pollutants. It will play an integral role in the economic development of the area by creating housing for families, and enabling quicker travel time for commuters to reach their destinations. This Extension is within a ½-mile of stations, surrounded by multiple universities and colleges, students will have a short walk, bike or bus ride to the station. Tourist and residents visiting the Los Angeles County Fairplex will be able to enjoy their ride with no traffic.

The Foothill Extension project will address existing and future traffic congestion by providing a cost-effective alternative travel option for millions of residents, students, workers and visitors; as well as new opportunities to live and work near transit. It will improve mobility, reduce greenhouse gas emissions, create new connectivity and corridor safety, and benefit numerous disadvantaged communities, a perfect project for our constituents, a project the TIRCP funds should support. Thank you for your consideration of the application.

If you have any questions, feel free to contact me or my Transportation Deputy, Dominick Correy, at (818)409-0400 or Dominick.Correy@sen.ca.gov. Thank you.

Sincerely,

Anthony J. Portantino
Senator, 25th District

August 2022 OPS Public Comments

From: [redacted]
Sent: Monday, August 15, 2022 2:16 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: My public comment for the Operations, Safety, and Customer Experience Committee on 8/18

To whom it may concern,

There are many issues with LA Metro'a rail service, that much is obvious. The main concern I wish to bring up today is that of the digital ETA displays on station platforms and station lobbies. They are virtually always either displaying incorrect information, having important information obscured by borderline irrelevant status updates, or even display zero information at all.

What is going on? I would legitimately like to know what the issue is and what can be done to resolve it. It makes using Metro more difficult than it needs to be and feels like a baseline service for Metro users that is simply ignored.

It feels painfully obviously like no one making the decisions at Metro ever rides Metro, and that's upsetting to me. What can we do to fix this?

Please do SOMETHING or Metro rail will fall into complete disrepair.

Thank you for your time.

[redacted]

From: [redacted]
Sent: Thursday, August 18, 2022 8:01 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Bad service

I've been waiting for bus 53 at central/88th for more than 1 hour and I've been late for work because of the mishandling of this service, some of us don't have time to buy a car, and we depend on this service but this doesn't work.

Allen Matkins

Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law
2010 Main Street, 8th Floor | Irvine, CA 92614-7214
Telephone: 949.553.1313 | Facsimile: 949.553.8354
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K. Erik Friess
E-mail: rfriess@allenmatkins.com
Direct Dial: 9498515478 File Number: 392729.00001/4854-6072-1965.2

VIA ELECTRONIC MAIL

August 18, 2022

Clerk of the Board
Los Angeles County Metropolitan
Transportation Authority
Board Secretary's Office
One Gateway Plaza
Mail Stop 99-3-1
Los Angeles, CA 90012

Email: LangstonCo@metro.net

Re: Objections to the LACMTA's August 25, 2022, hearing on a proposed resolution of necessity for partial condemnation of Spectrum Investment Corporation's property located at 21339 Sherman Way, Canoga Park (APN 2111-030-018) in connection with LACMTA's G Line (Orange) Bus Rapid Transit Improvement Project

Dear Clerk of the Board:

This firm represents Richard Shapiro and his Spectrum Investment Corporation, the owner of 21339 Sherman Way, Canoga Park, which is the subject of the LACMTA's Notice of Hearing to adopt a resolution of necessity authorizing partial condemnation for a permanent partial fee acquisition and a temporary construction easement on the property in connection with LA Metro's G Line (Orange) Bus Rapid Transit Improvement Project.

We submit this letter in lieu of appearing and objecting at the hearing to detail and preserve Spectrum's objections to LA Metro's proposed resolution of necessity. As LA Metro has yet to publish its meeting agenda, Spectrum is unable to include the Agenda Item Number for the adoption of the resolution of necessity in this letter. Spectrum requests that this objection letter be included in the record for the corresponding Agenda Item Number for adoption of the resolution of necessity (once assigned by LA Metro).

We request that copies of this objection letter be distributed to all LA Metro decision-makers prior to their considering the adoption of any resolution of necessity.

OBJECTIONS

1. LA Metro has not satisfied State-mandated prerequisites for adopting a resolution of necessity. More specifically, LA Metro failed to make an offer of just compensation based on an adequate appraisal of the property. Thus, LA Metro can*not* adopt a resolution of necessity.

Under California Eminent Domain Law, a condemning agency must comply with several procedural prerequisites before adopting a resolution of necessity and instituting a condemnation action. Among other requirements, the condemning agency: (1) must appraise the fair market value of the property to be condemned; (2) must make an offer of just compensation reflective of that value; (3) must provide a written statement explaining the basis of the agency's determination of fair market value; and (4) must engage in good faith negotiations before initiating a condemnation action. (Gov. Code, §§ 7267.1, 7267.2; Code Civ. Proc., § 1245.230.)

LA Metro has not completed the above-listed prerequisites for adopting a resolution of necessity to condemn Spectrum's property. Specifically, LA Metro is required to pay Spectrum the fair market value for the property LA Metro intends to take. (Cal. Const., art. I, § 19; Code Civ. Proc., § 1263.310.) Accordingly, LA Metro's appraisal must accurately reflect the fair market value of Spectrum's property and take into account all relevant considerations.

But LA Metro's appraisal is seriously defective, as detailed below. Because of these significant defects in the appraisal, LA Metro has not properly made an offer pursuant to Government Code section 7267.2 and cannot make a finding that it has. Thus, LA Metro cannot properly adopt a resolution of necessity.

LA Metro's appraisal misses the proper value of the property.

Spectrum's property is a corner lot that fronts a major commercial thoroughfare – Sherman Way. It has prime visibility from both Sherman Way and the neighboring major cross street, Canoga Avenue.

Spectrum's current tenant of the property is a vehicle-sales business. But, as LA Metro's appraiser acknowledged, the highest-and-best use of the property is very different from the current use. As the appraiser recognized, the continued use as a vehicle-sales lot is only an interim use until redevelopment plans.

Spectrum's property is ripe for redevelopment. But LA Metro's appraiser missed that the real highest-and-best use is, at a minimum, a quick-serve restaurant, like a Dunkin Donuts, and likely is a dense residential development – not a retail/light industrial use. And the appraiser missed that notching out the primary and most visible corner of the property and then blocking most of the frontage for more than five years makes either of these real highest-and-best uses impossible.

LA Metro's appraisal used non-reflective and outdated comparable sales.

To determine land value, the appraisal includes 10 "comparable" land sales. All of these "comparable" sales were located in different cities from Spectrum's property, with some properties as far as twenty-six miles away. Many land sales were of vacant, unimproved land only, even though Spectrum's property is entitled and improved with a single-story building. The numerous vacant land sales used by LA Metro's appraiser drove down the value conclusion for Spectrum's property. Many of the "comparable" land sales are not reflective of Spectrum's property.

Further, many of the sales dates of these properties were over a year prior to the date of value in LA Metro's appraisal. Some sales were as far back as October 2019, which is a very different real-estate market. Property values have increased dramatically in these last three years. Such outdated "comparable" sales do not reflect fair market value in this rapidly escalating real-estate market. This should be reflected in LA Metro's appraisal.

LA Metro's appraisal grossly underestimates Spectrum's devastating severance damages, both for loss of the corner of the property and arising from LA Metro's taking the bulk of the property's frontage for more than five years as a "temporary" construction easement.

LA Metro is permanently taking approximately 1/3rd of the property's frontage on Sherman Way, drastically reducing the property's visibility and view. Even though this is the prime corner and best portion of the property, LA Metro's appraiser opines to nominal severance damages to the remainder property. Specifically, the appraiser opines to only a 12.5% decrease in value of the remainder in the after condition ($80 per square foot in the before condition versus $70 per square foot in the after condition). This is much too low – the damages to the remainder are dramatically more.

LA Metro's appraisal completely ignores the severance damages that will arise from LA Metro's 65-month "temporary" construction easement that will consume much of the remaining frontage on Sherman Way. This is an extremely long period of time – about 5.5 years. And the construction swallows another 26 feet of the frontage along Sherman Way. So LA Metro will be blocking nearly 60% of the property's frontage along Sherman Way (56 feet of 95 feet total) *for more than five years*. Obviously, during these 5.5 years LA Metro will be preventing Spectrum from redeveloping the property; the property is now de facto frozen in time. Yet LA Metro's appraiser assigned *zero* dollars of severance damages for this.

LA Metro's appraisal misses that its taking renders Spectrum's remainder property an uneconomic remnant. LA Metro has failed to make a proper offer of just compensation to buy the entire property so to as avoid saddling Spectrum with an uneconomic remnant.

All of this means that LA Metro's taking will render Spectrum's remainder property an "uneconomic remnant," meaning that, at Spectrum's request, LA Metro must treat the acquisition as

a full take and must acquire the remainder of the property. (Gov. Code, § 7267.7, subd. (a) ["If the acquisition of only a portion of a property would leave the remaining portion in such a shape or condition as to constitute an uneconomic remnant, the public entity shall offer to acquire the entire property if the owner so desires."]; see also Code Civ. Proc., § 1240.410, subd. (b) ["Whenever the acquisition by a public entity by eminent domain of part of a larger parcel of property will leave a remnant, the public entity may exercise the power of eminent domain to acquire the remnant in accordance with this article."].) The determination of whether a remnant is uneconomic depends on whether it is subjectively uneconomic to the owner, even if the remnant might have market value if sold to someone else. (Caltrans Right of Way Manual, Chapter 8, at § 8.06.22.00 [categorizing "uneconomic remnant" as property that is uneconomic "to the owner"].)

Spectrum is not in a position to be saddled with an odd remnant that is undevelopable for more than five years. Accordingly, on June 9, 2022, Spectrum demanded that LA Metro acquire the entire property as an uneconomic remnant. LA Metro rejected Spectrum's demand without any explanation. Obviously, this was a violation of LA Metro's statutory obligation to negotiate in good faith.

2. Conclusion.

Because the evidence presented in these objections establishes that LA Metro's appraisal is fundamentally flawed, LA Metro must commission a new appraisal that properly assesses Spectrum's property and make a new offer before proceeding with a resolution of necessity. (See Cal. Code Regs., tit. 25, § 6182, subd. (i)(2).)

As set forth above, LA Metro cannot validly adopt any proposed resolution of necessity to condemn Spectrum's property. Spectrum therefore respectfully requests that LA Metro (1) *not* proceed with the adoption of any resolution of necessity and that LA Metro instead (2) obtain a new appraisal that properly values the property and resultant severance damages and (3) make a proper offer to purchase, one that includes an offer to acquire the entire property so as to avoid leaving behind an uneconomic remnant.

Very truly yours,

K. Erik Friess

KEF:nnt

PETERSON LAW GROUP
PROFESSIONAL CORPORATION
SUITE 290
19800 MACARTHUR BOULEVARD
IRVINE, CALIFORNIA 92612

TELEPHONE: (949) 955-0127
FACSIMILE: (949) 955-9007
www.petersonlawgroup.com

August 23, 2022

Los Angeles County Metropolitan Transportation Authority
c/o Collette Langston, Board Clerk
Email: LangstonCo@metro.net

Re: Intent to adopt a Resolution of Necessity to acquire a portion of 21339 Saticoy Street, Canoga Park (APN 2109-031-017; Metro Parcel Nos. MOL-004-001 and -002), for the Metro Orange Line Bus Rapid Transit Improvement Project.

HEARING DATE: August 25, 2022, at 10:00 AM.

Members of the Board:

This office represents property owner Astra Holding, Inc., and Solaris Trading Corporation doing business as Grand American Tire, which operates a tire retail store and regional tire distribution center on the above referenced property. We request that this letter and its attachments (Exhibit 1) be made part of the record at the above referenced hearing, and we request the right to appear at the hearing and be heard at the hearing on this matter.

We object to Metro adopting a resolution of necessity on three grounds:

1. The project is not planned or located in the manner that will be most compatible with the greatest public good and the least private injury. (Code Civ. Proc., §§ 1240.030(b), 1245.230(c)(2));

2. The property sought to be acquired is not necessary for the project. (Code Civ. Proc., §§ 1240.030(c), 1245.230(c)(3));

3. As a result of the first two grounds, above, the offer made by Metro does not rise to the level of a legally compliant offer as a condition precedent to eminent domain. (Govt Code §7267.2; and Code Civ. Proc. §1245.230(c)(4).)

In its decision, we urge Metro to consider that because of the proposed acquisitions, the claims in the resulting eminent domain case may be in the 7-figure range, taking into account severance damages to the remainder property and loss of business goodwill caused by Metro's acquisitions.

Metro seeks to acquire a permanent fee acquisition (184.7 square feet) and a temporary construction easement, or TCE (313.3 square feet), for a 64-month duration (5 years, 4 months). While the proposed acquisitions may seem minimal given the small number of square footage needed by

Metro, the result will have disastrous consequences for Grand American's multi-million dollar tire distribution operation, which stores, sells, ships, and supplies tires on a regional and national level. The property supports a retail store fronting Saticoy Street, and a distribution operation and warehouse, which occupies the majority of the 41,809 square foot property. The acquisitions will have major impacts on both aspects of the business.

The property's main driveway fronts Saticoy Street on the southwest corner of the property, and is a relatively narrow ingress access point for a commercial property of this operation, spanning approximately 42-feet in width. (See **Exhibit 1-1:** Grand American google overhead; all pages have been internally paginated.) This driveway is the main entry point for its retail operations. It is secondary for multi-axle commercial trucks to pick up and deliver tires from Grand American's 22,000 square foot warehouse. The current configuration of the retail store and warehouse on the property provides a workable configuration for access, circulation, parking, and use that the business has uniquely orchestrated over the years and depends on to operate.

1. **The Acquisition will not result in the least private injury.**

Metro's proposed acquisition will be located on this driveway and substantial portions of Grand American's retail parking for customers. Taken together, Metro's acquisition will extend across this relatively narrow driveway for a total of 38 feet across, essentially making the driveway completely useless for 5 years and 4 months, while occupying numerous designated parking spots for the retail building. (**Exhibit 1-2 – 1-5:** Metro PSOMAS acquisition maps; **Exhibit 1-5:** the scope and measurements of the permanent take and TCE; **Exhibit 1-6 – 1-8:** photos and street view captures illustrating the narrow driveway fronting Saticoy).

The duration and scope of the acquisition will render both the driveway and various parking spaces inaccessible and inflict significant problems on the intricate interaction between the retail store, the massive tire warehouse, and the shipping operation on the property. Grand American will likely be required to use traffic flow and circulation control, which will require constant and complex coordination between customers parking, deliveries from multi-axle big-rig trucks, and interaction between the retail store adjacent warehouse. All entry and exit points will occur at the same remaining driveway on the eastside of the property fronting Deering Avenue. This remaining driveway is incapable of facilitating concurrent ingress and egress for every aspect of this multi-faceted business.

The loss of parking spaces on the south portion of property fronting Saticoy will render the property out of code compliance concerning parking ratios required by code; and on a practical level, customers will have no place to park. To make matters worse, the 5 year, 4 month TCE will cause a loss of turning radius; diminished access and maneuverability for not only large semi-trucks, but also emergency vehicles from the fire department; and a loss of access to Grand American's facilities. The TCE duration will turn the driveway fronting Saticoy into a construction warzone, with the remaining driveway fronting Deering Avenue facing bottle-necked vehicles and multi-axel delivery trucks.

As a result, a 5+ year parking issue caused by the TCE and the permanent take, inaccessibility, circulation and code compliance problems will undoubtedly cause customers to simply avoid the property altogether and seek business elsewhere; as well as cause the property to suffer non-conforming status under zoning laws.

2. The property sought is not necessary for the project.

Metro already owns or controls the relatively small square footage of real estate it needs for the proposed addition to the existing Orange Line. As shown in **Exhibit 1-9 and 1-10,** Metro either owns, or has an existing easement adjacent to the western property line of the Grand American property. This brush-covered, vacant dirt strip is more than sufficient for Metro's needs, especially considering that the permanent acquisition is for a mechanical arm crossing with a minimal footprint.

Together with the enormously problematic results the acquisition will cause to the property and the business, this existing Metro dirt parcel within inches of the Grand American driveway has more than sufficient square footage for the proposed mechanical crossing arm. This illustrates that the private property Metro seeks to partially acquire and occupy for an extensive 5 years and 4 months is not needed in order for Metro to accomplish the purposes of the proposed acquisition.

Business owner Grand American, and property owner Astra Holding, vehemently object to adoption of the resolution of necessity; and urge Metro to reconsider its alternatives. If the Metro Board chooses to ignore the valid points in this objection letter, it will almost certainly face a substantial monetary claim in the resulting eminent domain proceeding due to significant severance damages and loss of business goodwill.

Sincerely,

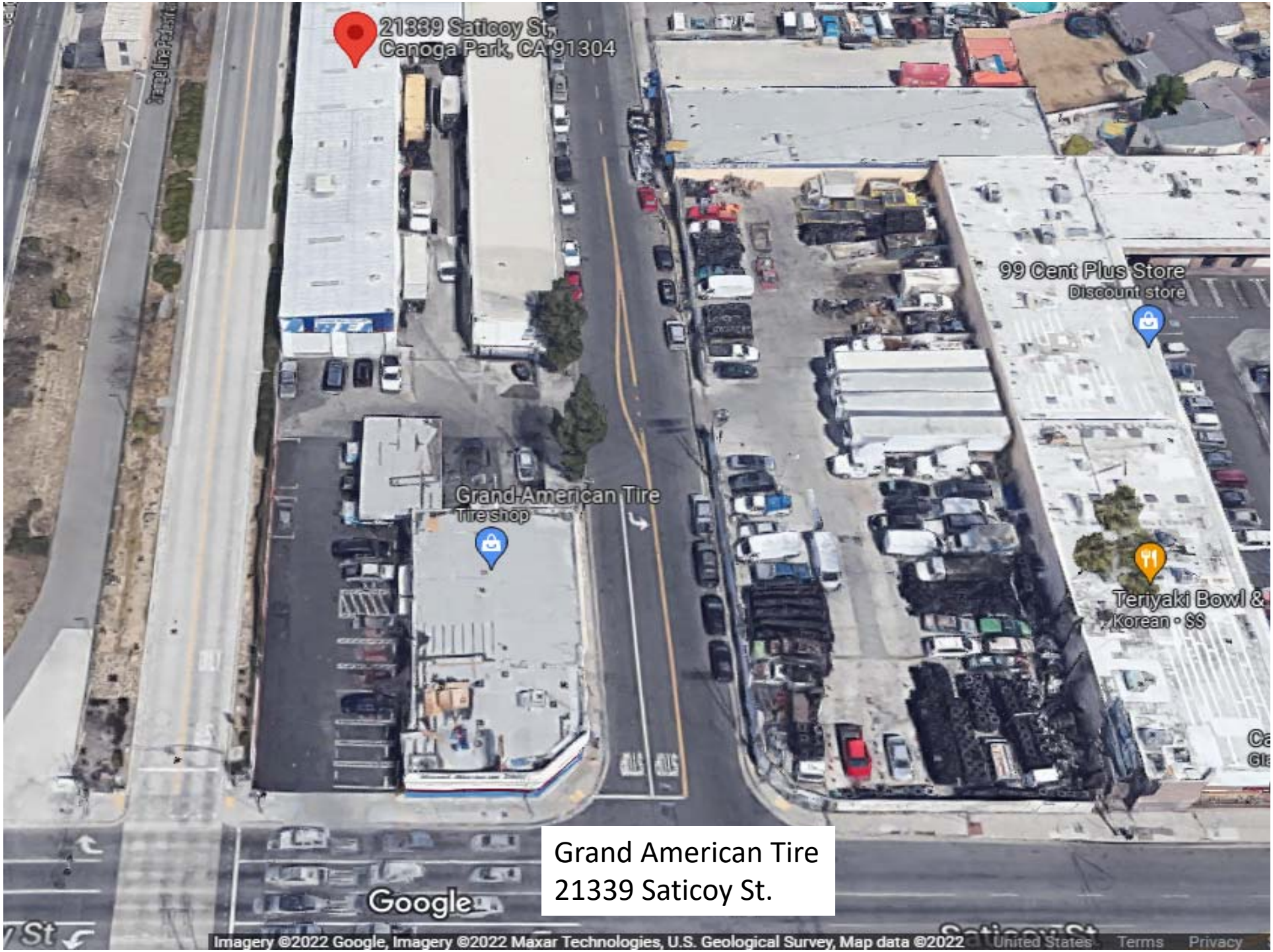
John S. Peterson

Encl.: Exh. 1

cc: Todd R. Moore
Hahn & Hahn LLP
Email: tmoore@hahnlawyers.com

Craig Justesen
Email: JustesenC@metro.net

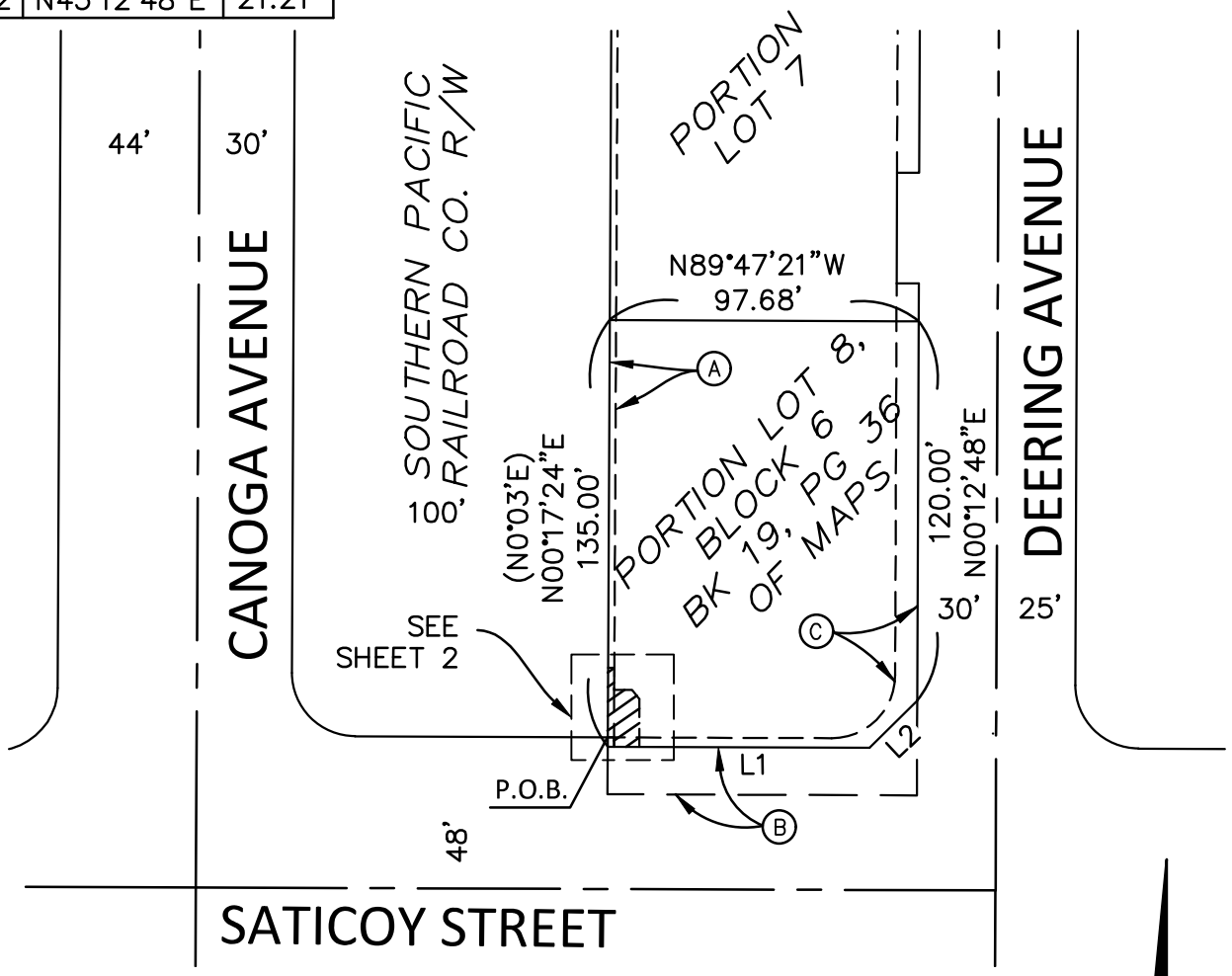
EXHIBIT 1



Grand American Tire
21339 Saticoy St.

Exh. 1-1

TABULATED DATA		
L1	N89°47'21"W	82.86'
L2	N45°12'48"E	21.21'



PLOTTED EASEMENTS

(A) EASEMENT FOR PUBLIC UTILITIES RECORDED IN BOOK 6515, PAGE 32 OF DEEDS.

(B) IRREVOCABLE OFFER TO DEDICATE STREET AND HIGHWAY EASEMENT, RECORDED AS RECORDING NO. 2437 IN BOOK D3553, PAGE 936, O.R.

(C) IRREVOCABLE OFFER TO DEDICATE PUBLIC UTILITIES EASEMENT, RECORDED AS INSTRUMENT NO. 2000-260695, O.R.

0' 30' 60'

SCALE: 1"= 60'

LEGEND

	INDICATES ACQUISITION AREA
— — —	INDICATES CENTERLINE
———	INDICATES PARCEL LINE
– — – — –	INDICATES EASEMENT LINE
P.O.B.	POINT OF BEGINNING
T.P.O.B.	TRUE POINT OF BEGINNING
( )	INDICATES RECORD DATE PER BOOK 19, PAGE 36 OF MAPS

THIS EXHIBIT WAS PREPARED UNDER MY DIRECTION:

02/17/22

THOMAS P. PILARSKI DATE

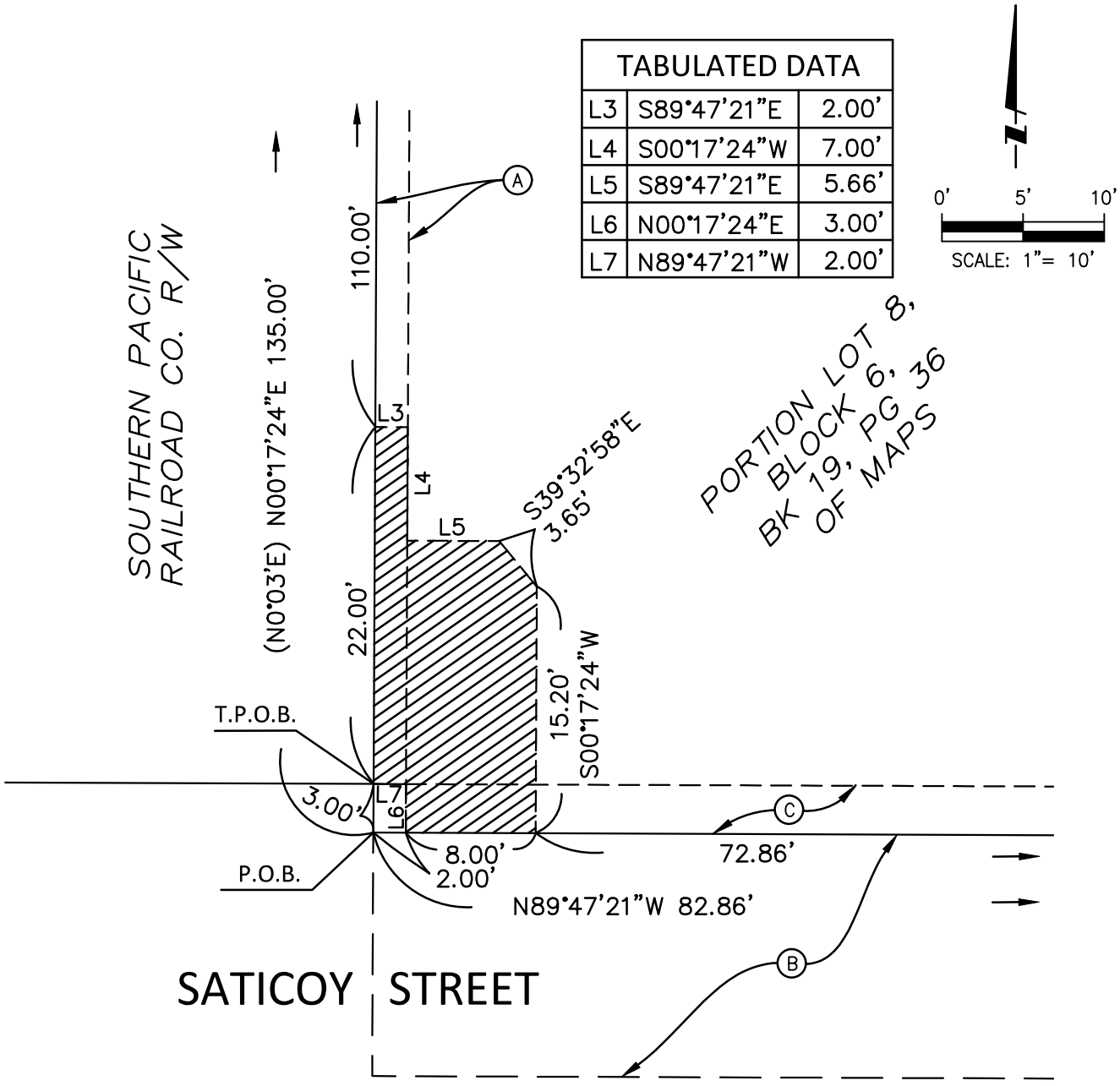
PROFESSIONAL LAND SURVEYOR
THOMAS P. PILARSKI
No. 8732
STATE OF CALIFORNIA

IN THE CITY OF LOS ANGELES,
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

APN: 2109-031-017	SHEET 1 OF 2	SCALE 1" = 60'
EXHIBIT "B" ACQUISITION AREA	PSOMAS 5 HUTTON CENTRE DRIVE, SUITE 300 SANTA ANA, CA 92707 (714) 751-7373 www.psomas.com	DRAFTED JSP CHECKED TP DATE FEB. 17, 2022 JOB NUMBER 2MOT010101

Exh. 1-2

TABULATED DATA		
L3	S89°47'21"E	2.00'
L4	S00°17'24"W	7.00'
L5	S89°47'21"E	5.66'
L6	N00°17'24"E	3.00'
L7	N89°47'21"W	2.00'



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LEGEND

▨	INDICATES ACQUISITION AREA
— - —	INDICATES CENTERLINE
———	INDICATES PARCEL LINE
– – – –	INDICATES EASEMENT LINE
P.O.B.	POINT OF BEGINNING
T.P.O.B.	TRUE POINT OF BEGINNING
( )	INDICATES RECORD DATE PER BOOK 19, PAGE 36 OF MAPS

IN THE CITY OF LOS ANGELES,
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

APN: 2109-031-017	SHEET 2 OF 2	SCALE 1" = 10'
EXHIBIT "B"	PSOMAS	DRAFTED JSP
ACQUISITION AREA	5 HUTTON CENTRE DRIVE, SUITE 300 SANTA ANA, CA 92707 (714) 751-7373 www.psomas.com	CHECKED TP
		DATE FEB. 14, 2022
		JOB NUMBER 2MOT010101

TABULATED DATA		
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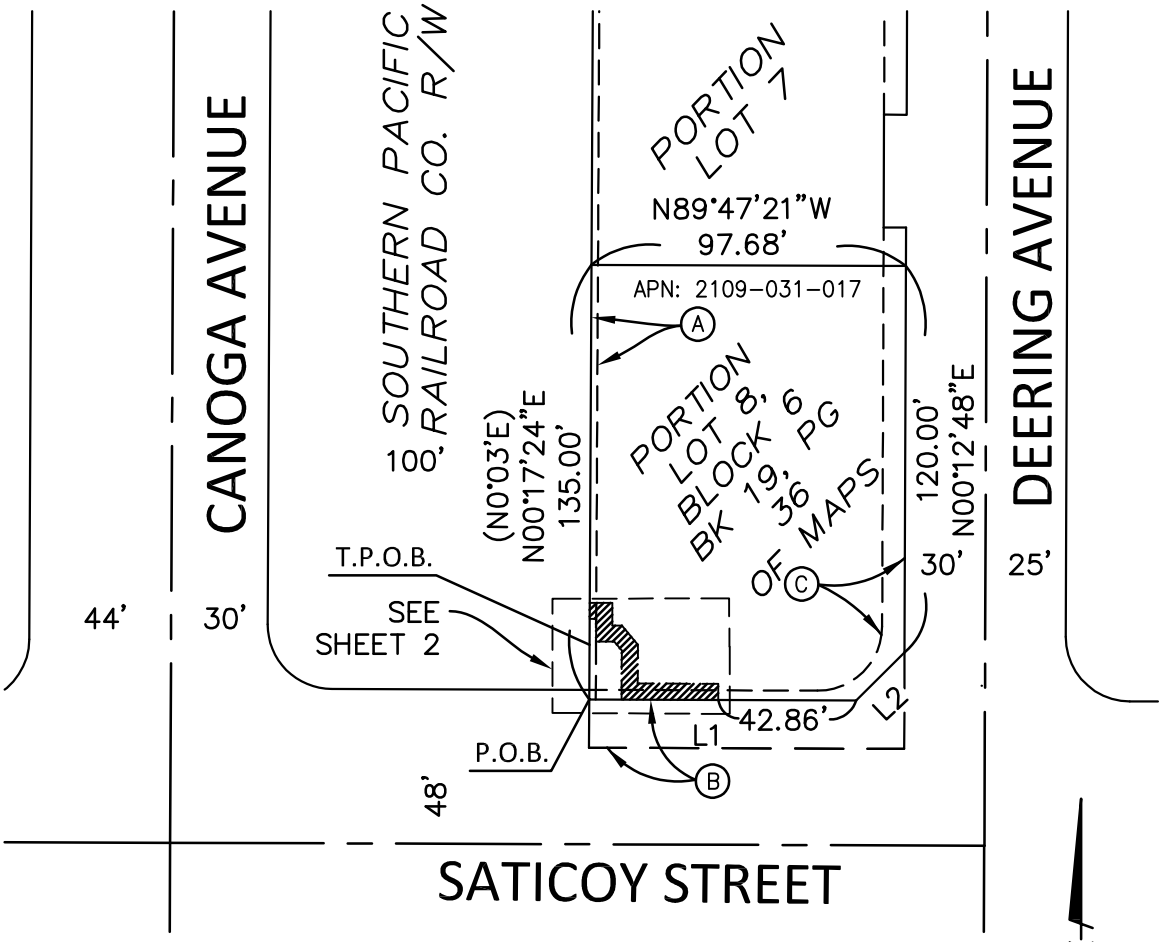
L2	N45°12'48"E	21.21'



LEGEND

▨	INDICATES TEMPORARY CONSTRUCTION EASEMENT
— — —	INDICATES CENTERLINE
———	INDICATES PARCEL LINE
– — – —	INDICATES EASEMENT LINE
P.O.B.	POINT OF BEGINNING
T.P.O.B.	TRUE POINT OF BEGINNING
( )	INDICATES RECORD DATE PER BOOK 19, PAGE 36 OF MAPS

0' 30' 60'

SCALE: 1"= 60'

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THIS EXHIBIT WAS PREPARED UNDER MY DIRECTION:

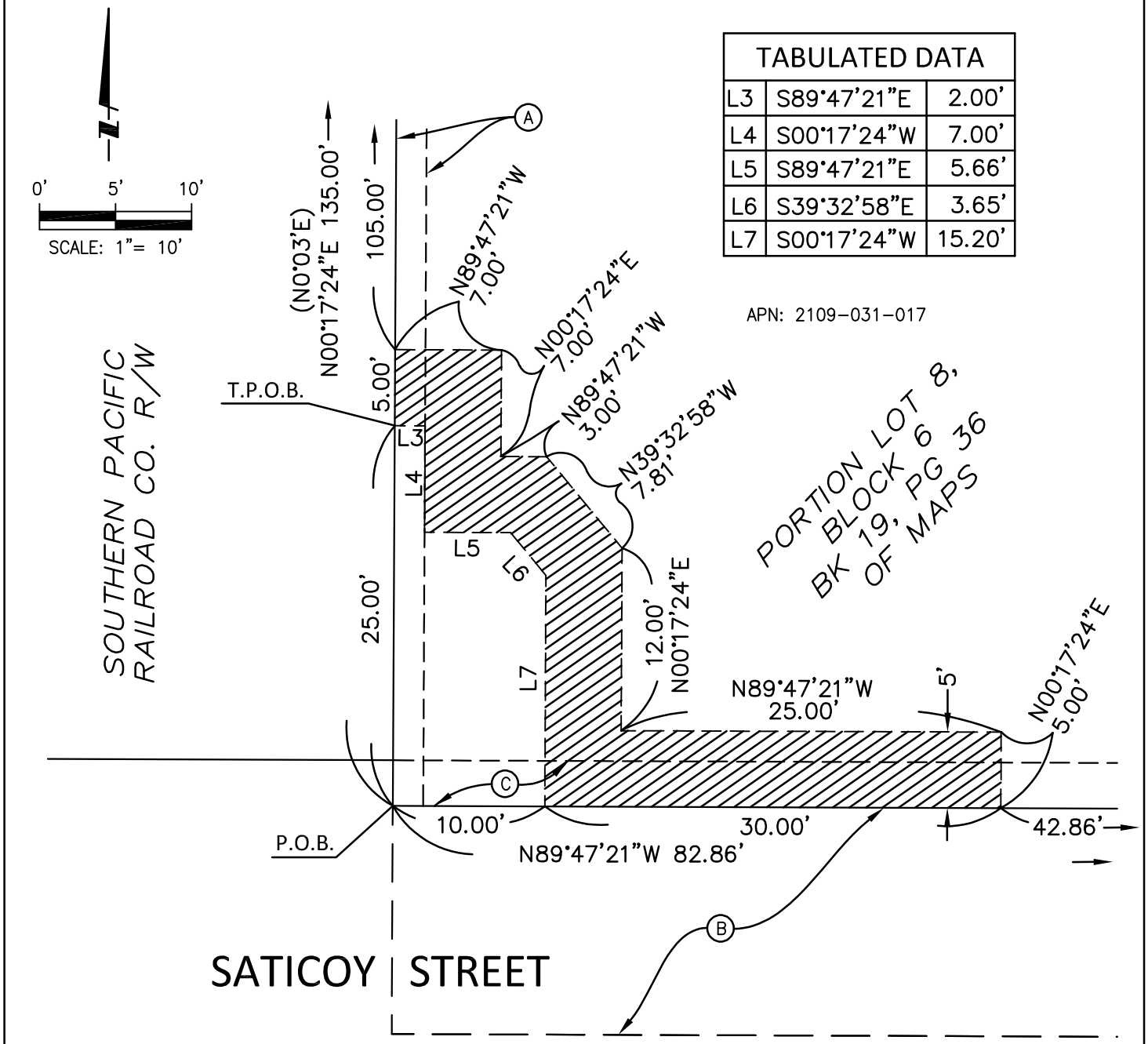
02/22/22

THOMAS P. PILARSKI — DATE

PROFESSIONAL LAND SURVEYOR
THOMAS P. PILARSKI
No. 8732
STATE OF CALIFORNIA

IN THE CITY OF LOS ANGELES,
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

APN: 2109-031-017	SHEET 1 OF 2	SCALE 1" = 60'
EXHIBIT "B" TEMPORARY CONSTRUCTION EASEMENT	PSOMAS 5 HUTTON CENTRE DRIVE, SUITE 300 SANTA ANA, CA 92707 (714) 751-7373 www.psomas.com	DRAFTED JSP CHECKED TP DATE FEB. 22, 2022 JOB NUMBER 2MOT010101



LEGEND

▨	INDICATES TEMPORARY CONSTRUCTION EASEMENT
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APN: 2109-031-017	SHEET 2 OF 2	SCALE 1" = 10'
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EXHIBIT "B" TEMPORARY CONSTRUCTION EASEMENT	PSOMAS 5 HUTTON CENTRE DRIVE, SUITE 300 SANTA ANA, CA 92707 (714) 751-7373 www.psomas.com	CHECKED TP
		DATE FEB. 22, 2022
		JOB NUMBER 2MOT010101

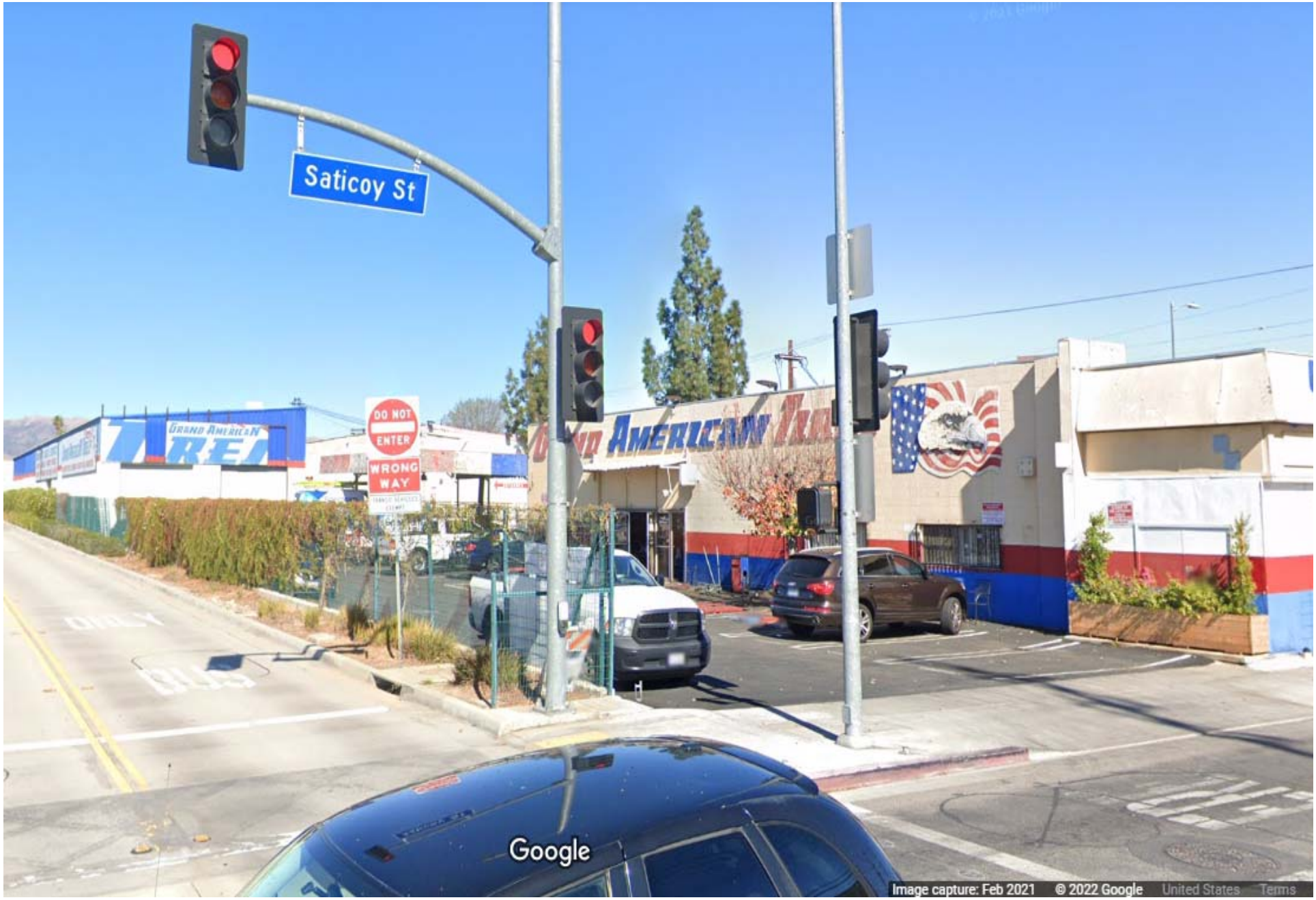
Exh. 1-5

Grand American Tire – South Driveway on Saticoy

Exh. 1-6

Grand American South Driveway

Exh. 1-7



Saticoy / Orange Line intersection

Exh. 1-8

WRONG
WAY
TRANSIT VEHICLES
EXEMPT
GRAND AMERICAN
REI
31007G2

Exh. 1-9

ENTER
WRONG WAY
TRANSIT VEHICLES EXEMPT
START CROSSING
DON'T START
TIME REMAINING
DON'T CROSS

Exh. 1-10

August 2022 RBM Public Comments

From: [redacted]
Sent: Tuesday, August 23, 2022 12:58 PM
To: Board Clerk <BoardClerk@metro.net>
Subject: Board Meeting of August 25 - Item 44

For the Board – Public Comment

Sent from Mail for Windows
It's great that Metro is willing to help the San Gabriel Valley Council of Governments with a loan to help the shortfall of the ACE Projects. As you all know, the ACE Program has, for the most part been a success. However, one must stop and realize facts. Ever since the merger of the San Gabriel Valley Council of Governments and ACE, the ACE program budgets and schedules have been horribly mismanaged. The capital projects are the most expensive undertaking of the COG but the most ignored. Staffing is a problem. The current Director of Capital Projects has resigned, the Director of Government Affairs resigned but was replaced by the Manager of Community Relations who had also resigned. The key Senior Management Analyst at the SGVCOG resigned. Staff turnover is an issue. Unhappy staff cannot be expected to put forth the effort it takes to properly manage projects of this magnitude. The Executive Director has no active participation in overseeing the capital projects.

I would urge you to look carefully at their management, or lack thereof, of the capital projects and ask yourself can they be trusted to continue capital projects. It appears it is no longer their area of expertise. Perhaps its time to hand capital projects over to Metro.

-----Original Message-----
From: [redacted]
Sent: Wednesday, August 24, 2022 11:14 AM
To: Board Clerk <BoardClerk@metro.net>
Subject: Concern about Metro B line

Hello,

I am a metro rider and have noticed that the metro B line in particular has become extremely neglected and dangerous. I would like to express my concern to the metro board in hopes that they will do some thing to address their lack of cleanliness and unsafe conditions in the stations and on the trains. I'm not sure who to communicate with. I don't understand how representation works with the metro board. Can you please point me in the right direction?

Thank you,

[redacted]