



## Board Report

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File #: 2026-0251, File Type: Resolution

Agenda Number: 16.

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**SPECIAL BOARD MEETING  
APRIL 15, 2026**

**SUBJECT: PUBLIC HEARING ON RESOLUTION OF NECESSITY FOR WESTSIDE PURPLE  
LINE EXTENSION SECTION 1 PROJECT**

**ACTION: APPROVE RECOMMENDATION**

### **RECOMMENDATION**

ADOPT the Resolution of Necessity authorizing the commencement of an eminent domain action to acquire a permanent subsurface easement ("Property Interest") from the property known as 3839 Wilshire Boulevard, Los Angeles, CA 90010 APN: 5503-031-018 identified in Attachment A ("Property").

(REQUIRES TWO-THIRDS VOTE OF THE FULL BOARD)

### **ISSUE**

Acquisition of the Property Interest is required to allow certain infrastructure, which was used in the construction of the Westside Purple Line Extension Section 1 Project ("Project"), to remain in place. After consideration of the evidence submitted by staff (Attachment A) and after testimony and evidence has been received from all interested parties at the hearing, Los Angeles County Metropolitan Transportation Authority ("LACMTA"), by a vote of two-thirds of its Board of Directors ("Board"), must make a determination as to whether to adopt the proposed Resolution of Necessity (Attachment B) to acquire the Property Interest by eminent domain.

### **BACKGROUND**

Previously, LACMTA acquired a 10-year temporary construction easement (TCE) on the Property for the construction of the Project. Specifically, the Property was used as a construction laydown area and as the site of an access shaft that was constructed for the removal of the tunnel boring machine. Prior to the expiration of the TCE, the Project removed portions of the shaft and related infrastructure, including everything within eight (8) feet of the surface, but needs to leave some of the support of excavation for the shaft in place underground. Accordingly, LACMTA is seeking to acquire the Property Interest containing approximately 479 square feet in size, in the location of the shaft infrastructure that is being left in place.

### **DISCUSSION**

A written offer of Just Compensation to acquire the Property Interest was delivered to the Owner of Record ("Property Owner") by a letter dated December 22, 2025, as required by California Government Code Section 7267.2. The Property Owner has not accepted the offer of Just Compensation, and the parties have not reached a negotiated settlement for the acquisition. Instead, the Property Owner filed an inverse condemnation lawsuit against LACMTA, relating in part to the shaft infrastructure that remains in place. Because the Property Interest is necessary for the Project, staff recommends the acquisition of the Property Interest through eminent domain. This will allow LACMTA to compensate the owner for the Property Interest and to simultaneously address and resolve the inverse condemnation action.

In accordance with the provision of the California Eminent Domain law and Sections 30503, 30600, 130051.13, 130220.5 and 132610 of the California Public Utilities Code (which authorizes the public acquisition of private property by eminent domain), LACMTA has prepared and mailed a notice of this hearing to the Property Owner informing them of their right to appear at this hearing and be heard on the following issues: 1) whether the public interest and necessity require the Project; 2) whether the Project is planned or located in the manner that will be most compatible with the greatest good and the least private injury; 3) whether the Property Interest is necessary for the Project; 4) whether either the offer required by Section 7267.2 of the Government Code has been made to the Property Owner, or the offer has not been made because the Property Owner cannot be located with reasonable diligence; 5) that any environmental review of the Project, as may be necessary, pursuant to the California Environmental Quality Act (CEQA) has occurred; and 6) whether LACMTA has given the notice(s) and followed the procedures that are a prerequisite to the exercise of the power of eminent domain.

After all the testimony and evidence has been received from all interested parties at the hearing, LACMTA must make a determination as to whether to adopt the proposed Resolution of Necessity to acquire the Property Interest by eminent domain. In order to adopt the resolution, LACMTA must, based on the evidence before it, and by vote of two-thirds of its Board, find and determine that the conditions stated in items 1 - 6 above exist.

Attached is the Staff Report prepared by staff and legal counsel setting forth the required findings for acquiring the Property Interest through the use of eminent domain (Attachment A).

There are no displacements of residents or local businesses as a result of the Property Interest.

### **DETERMINATION OF SAFETY IMPACT**

The Board action will not have an impact on LACMTA's safety standards.

### **FINANCIAL IMPACT**

The funding for this acquisition of Property is included in the Fiscal Year 2026 budget under Project 865518 Westside Purple Line Extension Section 1, in Cost Center 8510 (Construction Project Management), Account Number 53103 (Acquisition of Land), Fund 6012 of Land Account 53103.

### Impact to Budget

The approved FY26 budget is designated for the Project and does not have an impact on operations funding sources. The funds were assumed in the Long-Range Transportation Plan for the Project. The tunneling elements of this project are not eligible for Proposition A and C funding.

### EQUITY PLATFORM

The Property Interest is required for the completion of the Project. The Project will provide greater operational safety, decrease travel time, improve air quality, and increase access to the corridor, especially for those who work, visit, or live along the corridor or will use it to access other key destinations across the County. This public good will also support the fulfillment of Metro's LA County Traffic Improvement Plan under Measure M.

There are no displacements of residents or local businesses resulting from the acquisition of this Property Interest. An offer for the Property Interest was delivered to the Property Owner by letter dated December 22, 2025, based on appraisal of fair market value. Fair market value is defined as "the highest price on the date of valuation that would be agreed to by a seller, being willing to sell but under no particular or urgent necessity for so doing, nor obliged to sell, and a buyer, being ready, willing, and able to buy but under no particular necessity for so doing, each dealing with the other with full knowledge of all the uses and purposes for which the property is reasonably adaptable and available." As of today, LACMTA staff have not reached an agreement with the Property Owner. Approving this action will allow staff to proceed with obtaining the necessary Property Interest and protect LACMTA from further exposure; meanwhile staff can continue negotiation efforts.

### VEHICLE MILES TRAVELED OUTCOME

VMT and VMT per capita in Los Angeles County are lower than national averages, the lowest in the SCAG region, and on the lower end of VMT per capita statewide, with these declining VMT trends due in part to LACMTA's significant investment in rail and bus transit.\* LACMTA's Board-adopted VMT reduction targets align with California's statewide climate goals, including achieving carbon neutrality by 2045. To ensure continued progress, all Board items are assessed for their potential impact on VMT.

As part of these ongoing efforts, this item is expected to contribute to further reductions in VMT. This item supports LACMTA's systemwide strategy to reduce VMT through investment activities that will improve/benefit and further encourage transit ridership. LACMTA's Board-adopted VMT reduction targets were designed to build on the success of existing investments, and this item aligns with those objectives.

Specifically, this Project will result in a reduction of Vehicle Miles Traveled (VMT) on the highway system, leading to decreased roadway congestion, pollutant emissions, and fossil fuel consumption. "The Locally Preferred Alternative (LPA) will have a beneficial effect on the regional transportation network by reducing Vehicle Miles Traveled (VMT), and peak-hour trips compared to both existing conditions and future projections. For example, in 2035, the LPA (Century City Constellation Option) is expected to result in approximately 581,000 fewer regional VMTs compared to the No Build

Alternative." (Source: Westside Subway Extension, Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR), January 2012).

\*Based on population estimates from the United States Census and VMT estimates from Caltrans' Highway Performance Monitoring System (HPMS) data between 2001-2019.

### **IMPLEMENTATION OF STRATEGIC PLAN GOALS**

The Board action is consistent with LACMTA Vision 2028 Goal #1: Provide high quality mobility options that enable people to spend less time traveling. Adoption of the Resolution of Necessity is a required step to acquire the Property Interest for the Westside Purple Line Extension - Section 1 Project which will provide an improved mobility option.

### **ALTERNATIVES CONSIDERED**

The Board could choose not to approve the recommendation. This is not recommended as it will result in increased exposure and costs for the Project.

### **NEXT STEPS**

If this action is approved by the Board, LACMTA's condemnation counsel will be instructed to take all steps necessary to commence legal proceedings in a court of competent jurisdiction to acquire the Property Interest by eminent domain and to conclude those proceedings either by settlement or jury trial.

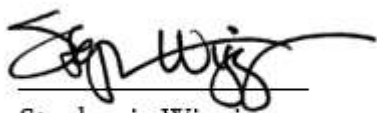
### **ATTACHMENTS**

Attachment A - Staff Report

Attachment B - Resolution of Necessity

Prepared by: Craig Justesen, Executive Officer, Real Estate, (213) 922-7051  
Holly Rockwell, Senior Executive Officer, Real Estate/TOC,  
(213) 922-5585  
Nicole Ferrara, Deputy Chief Planning Officer, (213) 547-4322

Reviewed by: Ray Sosa, Chief Planning Officer, (213) 547-4274



Stephanie Wiggins  
Chief Executive Officer

**ATTACHMENT A**

**STAFF REPORT REGARDING THE NECESSITY FOR THE ACQUISITION OF A PERMANENT SUBSURFACE EASEMENT (“PROPERTY INTEREST”) REQUIRED FOR THE WESTSIDE PURPLE LINE EXTENSION SECTION 1 (“PROJECT”)**

**BACKGROUND**

The Property Interest is required because infrastructure is to remain in place after construction of the Westside Purple Line Extension Section 1 ("Project"). The parcel address, record property owner, and nature of the Property Interest sought to be acquired for the Project are summarized as follows:

| <b>Assessor's Parcel</b> | <b>Parcel Address</b>                      | <b>Property Owner</b>   | <b>Purpose of Acquisition</b> | <b>Property Interest(s)</b>   |
|--------------------------|--|---|-------------------------------|-------------------------------|
| 5503-031-018             | 3839 Wilshire Blvd., Los Angeles, CA 90010 | <b>SUN DEK YANG, JINNEY DAO, and NANCY LIM, Trustees all as tenants in common</b> | Shaft infrastructure          | Permanent Subsurface Easement |

**Property Requirements:**

Purpose of Acquisition is required because infrastructure is to remain in place after construction of the Project.

**Property Interest Sought:**

Acquisition of a permanent subsurface easement containing approximately 479 square feet in the property.

A written offer of Just Compensation was mailed to the Property Owner by letter dated December 22, 2025 for the acquisition of the Property Interest. The Property Owner has not accepted the offer of Just Compensation. Consequently, LACMTA is seeking a Resolution of Necessity in order to ensure compensation for the infrastructure left in place in connection with the Project.

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

The need for the Project is based on population and employment growth, the high number of major activity centers served by the Project, high existing transit usage, and severe traffic congestion. The Project area bisects 12 large population and employment centers, all of which are served by extremely congested road networks that will deteriorate further with the projected increase in population and jobs. This anticipated growth will further

affect transit travel speeds and reliability, even with a dedicated lane for express bus service on Wilshire Boulevard. The public interest and necessity require the Project for the following specific reasons:

1. The population and employment densities in the Project area are among the highest in the metropolitan region. Approximately five percent of the Los Angeles County population and 10 percent of the jobs are concentrated in the Project 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 improve transportation equity by meeting the need for improved transit service of the significant transit-dependent population within the Project area.
6. The Project will help meet Regional Transit Objectives through the Southern California Association of Governments' (SCAG's) Performance Indicators of mobility, accessibility, reliability, and safety.

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.**

An Alternatives Analysis (AA) Study was initiated in 2007 to identify all reasonable, fixed-guideway, alternative alignments and transit technologies within the proposed Project Area. The fixed-guideway alternative alignments studied and analyzed during the AA process were heavy rail transit (HRT), light rail transit (LRT), bus rapid transit (BRT), and monorail (MR). Due to its capacity to meet the anticipated ridership demand and limit the number of transfers, HRT was identified as the preferred technology for further study.

In January 2009, the Metro Board approved the AA Study and authorized preparation of a Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR). A total of seven alternatives, including five heavy rail subway (HRT) Build Alternatives, a No Build Alternative, and a relatively low-cost Transportation System Management (TSM) Alternative, were presented in the DEIS/DEIR. The 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.

In October 2010, the Board approved the DEIS/DEIR and the Wilshire Boulevard to Santa Monica HRT option was selected as the Locally Preferred Alternative (LPA) for further analysis in the FEIS/FEIR. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012.

The approved LPA will extend HRT (as subway) approximately nine (9) miles from the existing Metro Purple Line terminus at the Wilshire/ Western Station to a new western terminus at the West Los Angeles Veterans Affairs Hospital (Westwood/ VA Hospital Station). The LPA will include seven new stations spaced in approximately one-mile intervals, as follows:

- Wilshire/La Brea
- Wilshire/Fairfax
- Wilshire/La Cienega
- Wilshire/Rodeo
- Century City
- Westwood/UCLA
- Westwood/VA Hospital

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 Interest is necessary for the Project.**

The Property Interest is required because infrastructure is to remain in place. The Property Interest encumbers approximately 479 square feet in the Property. The Property Interest is described in Exhibit A and is depicted on the Plat Map attached as Exhibit B to the Resolution of Necessity. The Property was chosen based upon the approved FEIS/FEIR for the Project.

Staff recommends that the Board find the acquisition of the Property Interest is necessary for the Project.

**D. An offer was 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 Interest:

1. Obtained appraisals to determine the fair market value of the Property, which included consideration of any immovable fixtures and equipment;
2. Reviewed and approved the appraisals, and established the amount it believes to be just compensation;
3. Determined the Owner of the Property by examining the county assessor's record, a preliminary title report, and occupancy of the Property;
4. Made a written offer to the Owner for the full amount of just compensation – which was not less than the approved appraised value;
5. Provided the Owner with a written statement of, and summary of the basis for, the amount established as just compensation with respect to the foregoing offer.

It is recommended that based on the above evidence, the Board find and determine that the offer required by Section 7267.2 of the California Government Code has been made to the Owner.

**E. LACMTA has fulfilled the necessary statutory prerequisites.**

LACMTA is authorized to acquire property interest 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.**

A draft EIR/EIS was circulated for public review and comment. The FEIS/FEIR was released in March 2012 for public review. On April 26, 2012, the Board certified the FEIS/FEIR, and in May 24, 2012, it approved the route and station locations for the Project. A Record of Decision was received from the Federal Transit Administration in August of 2012. The FEIS/FEIR documents therefore comply with the California Environmental Quality Act. Since that time, none of the circumstances identified in CEQA

Guidelines Section 15162 have occurred which would require the preparation of a subsequent EIR. As set forth above, LACMTA has also fulfilled the statutory prerequisites under Code of Civil Procedure § 1240.030 and Government Code § 7267.2.

Accordingly, LACMTA has fulfilled the necessary statutory prerequisites to acquire the Property Interest by eminent domain.

### **CONCLUSION**

Staff recommends that the Board adopt the Resolution of Necessity.

### **ATTACHMENTS**

- 1 – Legal Description (“Exhibit A”)
- 2 – Plat Map (“Exhibit B”)

**EXHIBIT A  
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:

Being all that portion of Lots 15 and 16, Block "H" of Westminster Place, in the City of Los Angeles, as per map recorded in Book 9 of Maps, Page 61, in the Office of the County Recorder of Los Angeles County, California, described as follows:

**COMMENCING** at the southeast corner of said Lot 16; thence along the south line of said Lot 16, also being the north line of Wilshire Boulevard (50' foot half-width), North 89°46'40" West, 100.10 feet to the **POINT OF BEGINNING**; thence continuing along said north line, North 89°46'40" West, 4.00 feet; thence leaving said north line, North 01°11'08" East, 44.06 feet; thence South 89°45'10" East, 49.02 feet; thence South 00°08'04" East, 44.04 feet to said north line; thence along said north line, North 89°46'40" West, 3.55 feet; thence leaving said north line, North 00°08'04" West, 40.52 feet; thence North 89°45'10" West, 41.55 feet; thence South 01°11'08" West, 40.54 feet to the **POINT OF BEGINNING**.

The upper elevation limit of the subsurface easement herein described, is a horizontal plane with an elevation of +192.00 feet and the lower elevation limit of the subsurface easement herein described is a horizontal plane with an elevation of +120.00 feet, based on the NAVD-88 datum elevation of 198.35 feet for City of Los Angeles Benchmark No. 12-16091. The upper limit of this easement varies approximately 8 to 9 feet below finish grade (existing surface elevation in January of 2011), and the lower limit of this easement varies approximately 80 to 81 feet below finish grade (existing surface elevation in January of 2011). These elevations were determined from the Los Angeles County Metro Westside Purple Line Extension Project – Section 1 project definition drawings.

This description prepared by me or under my direction:

  
James L. Elliott, P.L.S. 6334

10-22-20  
DATE



Affects APN: 5503-031-018

# EXHIBIT B PLAT MAP

|   |  |  |  |
|---|--|--|--|
| GRANTOR : Y. K. YANG AND S. D. YANG, AS TRUSTEES OF THE Y. K. YANG AND S. D. YANG FAMILY TRUST UNDER DECLARATION DATED OCTOBER 12, 2001 |  | The data shown on this map and/or plat are compiled from public sources and are subject to field verification. |  |
| DESCRIPTION : LOT 16, BLOCK H, WESTMINSTER PLACE, M.B. 9/61   |  |  |  |
| BENCH MARK :  |  |  |  |
| TITLE REPORT : FIDELITY NATIONAL TITLE NO. 11-725139028-RH  | ADDRESS : 3839 WILSHIRE BLVD LOS ANGELES 90010 |  |  |
| ASSESSOR'S REF. : 5503-031-018  | R.O.W. REFERENCE : R-001; W-0103-1             |  |  |
| NO.   | DATE   | REVISION DESCRIPTION   |  |

EXHIBIT "B"

| LINE SEGMENT | BEARING       | DISTANCE |
|--------------|---------------|----------|
| L1           | N 89°48'40" W | 4.00'    |
| L2           | N 89°48'40" W | 3.55'    |

LOT 15

WESTMINSTER PLACE

BLOCK H

M.B. 9/61

LOT 16

5503-031-018

MANHATTAN PL. 75'

W-0103-1

44.05' N01°11'08"E

49.02' N89°45'10"W

41.55' N89°45'10"W

40.54' N01°11'08"E

40.52' N00°08'04"W

44.04' N00°08'04"W

L1

POB

N 89°48'40" W

100.10'

POC SE COR LOT 16

50'

50'

100'

WILSHIRE BLVD.

| PARCEL             | TOTAL  | W-0103-1 |
|--------------------|--------|----------|
| AREA - SQUARE FEET | 22,457 | 479      |

**LOS ANGELES COUNTY  
METROPOLITAN  
TRANSPORTATION AUTHORITY**

APPROVED BY:

*[Signature]* 10/23/20

SEA PROJECT MANAGER      DATE

PARCEL PLAT

W-0103-1

SHEET 1 OF 1

CONTRACT NO./DESIGN UNIT

SCALE 1" = 40'

DATE 10/23/2020

DRAWN BY C. DAVIS

CHECKED BY J. ELLIOTT

REV. DATE      REV. NO.

## ATTACHMENT B

### **RESOLUTION OF THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY DECLARING CERTAIN REAL PROPERTY INTEREST NECESSARY FOR PUBLIC PURPOSES AND AUTHORIZING THE ACQUISITION THEREOF THROUGH THE EXERCISE OF EMINENT DOMAIN WESTSIDE PURPLE LINE EXTENSION PROJECT, SECTION 1, (“PROJECT”) – APN: 5503-031-018, PARCEL NO. W-0103-1**

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY HEREBY FINDS, DETERMINES, AND RESOLVES AS FOLLOWS:

#### Section 1.

THE LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (“LACMTA”) is a public entity organized and existing pursuant to Chapter 2 of Division 12 of the California Public Utilities Code (commencing with Section 130050).

#### Section 2.

The Property Interest described hereinafter is to be taken for public use, namely, for public transportation purposes and all uses necessary, incidental or convenient thereto, and for all public purposes pursuant to the authority conferred upon the Board to acquire property by eminent domain by California Public Utilities Code Sections 30000-33027, inclusive, and particularly Section 30503 and 30600, Sections 130000-132650, inclusive, and particularly Sections 130051.13 and 130220.5, Code of Civil Procedure Sections 1230.010-1273.050, inclusive, and particularly Sections 1240.510 and 1240.610, and Article I, Section 19 of the California Constitution.

#### Section 3.

The Property Interest consists of the acquisition of a permanent subsurface easement (“Property Interest”) containing approximately 479 square feet in the Property as described more specifically in the legal description (Exhibit “A”), and depicted on the Plat Map (Exhibit “B”), all of which are incorporated herein by this reference.

#### Section 4.

(a.) The acquisition of the above-described Property Interest is necessary for the development, construction, operation, and maintenance of the Westside Purple Line Extension Section 1 (“Project”);

(b.) The environmental impacts of the Project were evaluated in the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR), which was certified by the Board on April 26, 2012 and May 24, 2012. The Board

found that in accordance with the California Environmental Quality Act (CEQA) Guidelines, Section 15162, no subsequent or supplemental Environmental Impact Report is required for the Project, and the FEIS/FEIR documents are consistent with CEQA; and;

(c.) The Board has reviewed and considered the FEIS/FEIR, before and as part of the process of determining whether to acquire the above-referenced Property.

#### Section 5.

The Board hereby declares that it has found and determined each of the following:

(a.) The public interest and necessity require the proposed Project;

(b.) The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;

(c.) The Property Interest sought to be acquired, which has been described herein, is necessary for the proposed Project;

(d.) The offer required by Section 7267.2 of the Government Code has been made to the Owner; and said offer was transmitted together with the accompanying statement of, and summary of the basis for, the amount established as just compensation, which offers and accompanying statements/summaries were in a form and contained all of the factual disclosures provided by Government Code Section 7267.2(a).

(e.) Environmental review consistent with the California Environmental Quality Act (CEQA) for the Project has been previously certified by this Board.

#### Section 6.

Pursuant to Sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that the Property is already devoted to a public use, the use to which the Property is to be put is a more necessary public use than the use to which the Property is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the Property is already devoted.

#### Section 7.

That notice of intention to adopt this resolution was given by first class mail to each person whose Property is to be acquired by eminent domain in accordance with Section 1245.235 of the Code of Civil Procedure and a hearing was conducted by the Board on the matters contained herein.

Section 8.

Legal Counsel is hereby authorized and directed to take all steps necessary to commence legal proceedings, in a court of competent jurisdiction, to acquire the Property Interest described above by eminent domain. Counsel is also authorized and directed to seek and obtain an Order for Prejudgment Possession of said Property Interest in accordance with the provisions of the eminent domain law and is directed that the total sum of probable just compensation be deposited with the State Treasurer or the Clerk of the Superior Court. Counsel may enter into stipulated Orders for Prejudgment Possession and/or Possession and Use Agreements, where such agreements constitute the functional equivalent of an Order for Prejudgment Possession. Counsel is further authorized to correct any errors or to make or agree to any non-material changes to the legal description of the real property that are deemed necessary for the conduct of the condemnation action or other proceedings or transactions required to acquire the Property Interest.

Counsel is further authorized to compromise and settle such eminent domain proceedings, if such settlement can be reached, and in that event, to take all necessary action to complete the acquisition, including stipulations as to judgment and other matters, and causing all payments to be made. Counsel is further authorized to associate with, at its election, a private law firm for the preparation and prosecution of said proceedings.

Section 9.

If, after adoption of this Resolution, LACMTA acquires all or any of the Property Interests by negotiated acquisition without the commencement of an eminent domain proceeding authorized by this Resolution, then, upon the execution and delivery of the instrument(s) transferring interest in all or any of the Property Interests to LACMTA, this Resolution as to those Property Interests so acquired shall be automatically rescinded and extinguished, without further notice or additional action by this Board.

I, COLLETTE LANGSTON, Board Clerk of the Los Angeles County Metropolitan Transportation Authority, do hereby certify that the foregoing Resolution was duly and regularly adopted by a vote of two-thirds of all the members of the Board of the Metropolitan Transportation Authority at a meeting held on the 15th day of April, 2026.

\_\_\_\_\_  
COLLETTE LANGSTON  
LACMTA Board Clerk

Date: \_\_\_\_\_

## **ATTACHMENTS**

- 1 - Legal Description (Exhibit "A")
- 2 - Plat Map (Exhibit "B")

## 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:

Being all that portion of Lots 15 and 16, Block "H" of Westminster Place, in the City of Los Angeles, as per map recorded in Book 9 of Maps, Page 61, in the Office of the County Recorder of Los Angeles County, California, described as follows:

**COMMENCING** at the southeast corner of said Lot 16; thence along the south line of said Lot 16, also being the north line of Wilshire Boulevard (50' foot half-width), North 89°46'40" West, 100.10 feet to the **POINT OF BEGINNING**; thence continuing along said north line, North 89°46'40" West, 4.00 feet; thence leaving said north line, North 01°11'08" East, 44.06 feet; thence South 89°45'10" East, 49.02 feet; thence South 00°08'04" East, 44.04 feet to said north line; thence along said north line, North 89°46'40" West, 3.55 feet; thence leaving said north line, North 00°08'04" West, 40.52 feet; thence North 89°45'10" West, 41.55 feet; thence South 01°11'08" West, 40.54 feet to the **POINT OF BEGINNING**.

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This description prepared by me or under my direction:

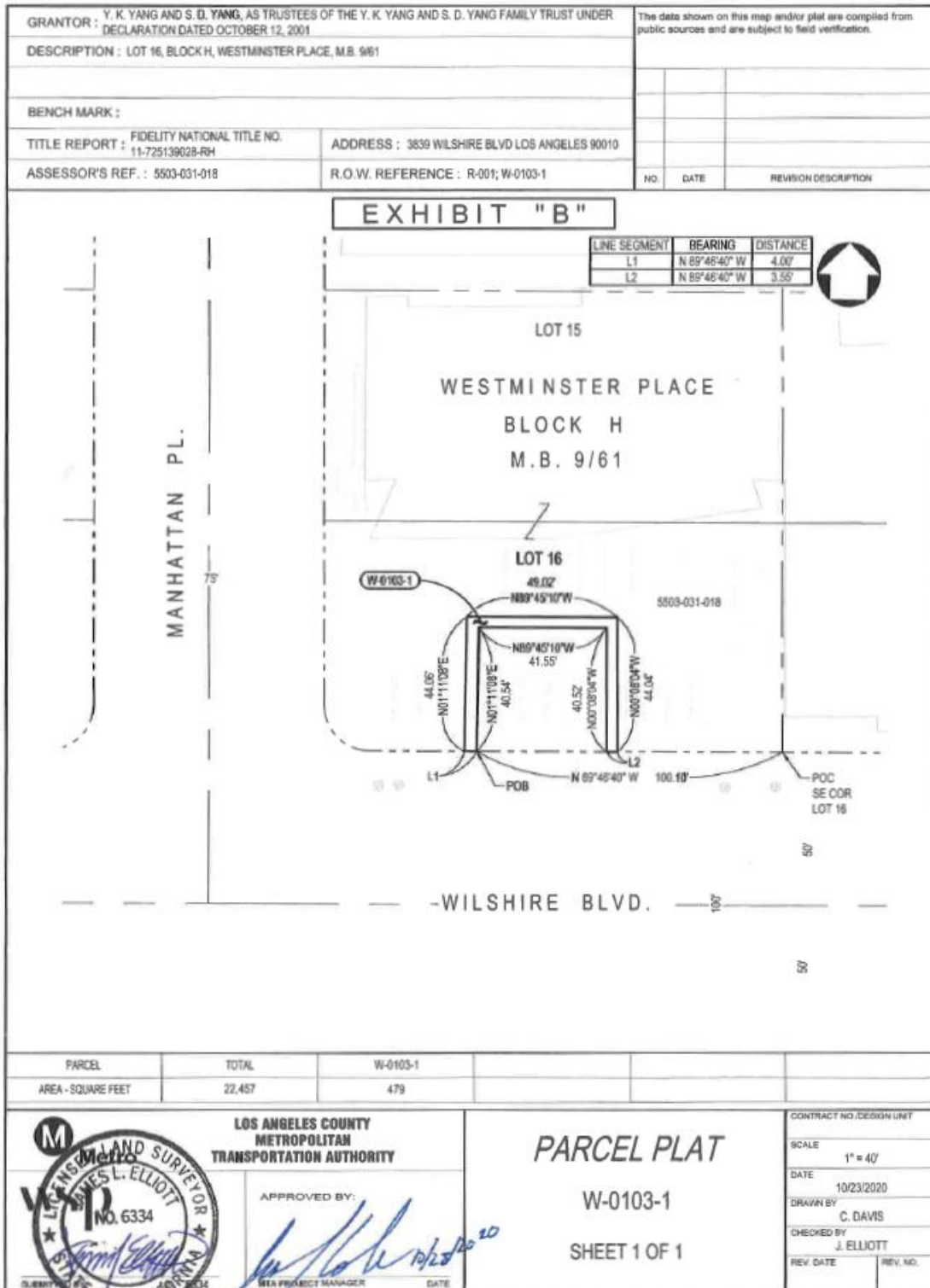
  
James L. Elliott, P.L.S. 6334

10-22-20  
DATE



Affects APN: 5503-031-018

Plat Map





# Public Hearing on Resolution of Necessity for Westside Purple Line Extension Section 1 Project

**Agenda Item #2026-0251**

# PUBLIC HEARING TO ADOPT RESOLUTION OF NECESSITY WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 1

## **Project:**

The Project extends the Purple (D Line) from the existing Metro Purple Line terminus at the Wilshire/Western Station adding 3 new stations at Wilshire/La Brea, Wilshire/Fairfax, and Wilshire/La Cienega.

## **Property Impacts:**

Permanent Subsurface Easement (Property Interest)

## **Property Location:**

Northeast corner of Wilshire Boulevard and Manhattan Place in Koreatown District of the city of Los Angeles

## **Relocation Impacts:**

Project impacts will not create a displacement

## **Safety Impacts:**

The Board action will not have an impact on LACMTA's safety standards



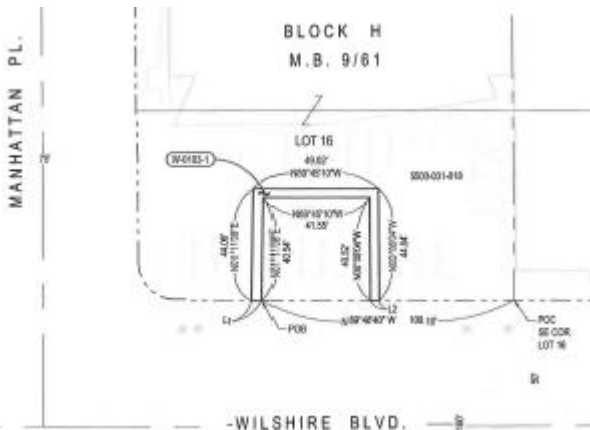
**PUBLIC HEARING TO ADOPT RESOLUTION OF NECESSITY  
WESTSIDE PURPLE LINE EXTENSION PROJECT SECTION 1**

| Assessor's Parcel Number | Project Parcel Number | Parcel Address                          | Purpose of Acquisition             | Property Interest(s) Sought   |
|--------------------------|-----------------------|---|------------------------------------|-------------------------------|
| 5503-031-018             | W-0103-1              | 3839 Wilshire Blvd.,<br>Los Angeles, CA | Shaft infrastructure left in place | Permanent Subsurface Easement |

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Property:  
3839 Wilshire Blvd., Los  
Angeles, CA 90010  
(W-0103-1)

Property Rights:  
Permanent Subsurface  
Easement



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### **Staff recommends the Board make the below findings and adopt the Resolution of Necessity:**

- The public interest and necessity require the proposed Project;
- The proposed Project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury;
- The Property sought to be acquired, which has been described herein, is necessary for the proposed Project;
- The offer required by Section 7267.2 of the Government Code has been made to the Owner; and
- The statutory requirements necessary to acquire the property interests by eminent domain have been complied with by LACMTA.



Thank you



Metro