SUBJECT: FACILITY IMPROVEMENTS AT THE METRO WILLOWBROOK/ROSA PARKS STATION

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATION

A. Direct the Chief Executive Officer (CEO) to complete the appropriate environmental review of the conceptual station facility improvements to support federal, state and/or local funding requirements;

B. Direct the CEO to commence survey and appraisal activities for budget purposes; and

C. Direct the CEO to develop a detailed life-of-project budget estimate and identify a potential funding source for said improvements including the acquisition of a 1.25 acre County of Los Angeles Community Development Commission (Commission)-owned parcel.

ISSUE

To improve the functionality, safety, security and circulation at Metro's Willowbrook/Rosa Parks Station, the Metro Board at its June 2013 meeting authorized the CEO to:

1. Negotiate the integration of the Willowbrook/Rosa Parks Station, formerly known as Imperial/Wilmington/Rosa Parks Station, within an adjacent parcel owned by the Los Angeles County Community Development Commission (Commission), including the potential purchase of part of the parcel, contingent on availability of funds; and

2. Approve Contract Modification Authority specific to Contract No. PS4320-2763, Rosa Parks Transit Station Improvement and Transit Oriented District Integration Professional A&E Services, with Jenkins/Gales and Martinez, Inc. (JGM) in the amount of $500,000 to execute contract modification(s) to refine the design of a Metro facility and associated station improvements (Attachment A).
Representatives of the Commission, the current lessee of the Commission property, and Metro began negotiations in August 2013. Negotiations, however, have stalled due to various reasons, including uncertainties in financial commitments, valuations, and availability of funding resources for this project. Despite the impasse, it is in Metro’s and the public interest to pursue opportunities to acquire a portion of the Commission property and secure easements for transit patron and vehicle access.

The Commission owns a 14.8-acre parcel adjacent to the Metro Willowbrook/Rosa Parks Station. The site (Kenneth Hahn Plaza), currently developed as a shopping center, is leased to the Willowbrook Center Partnership whose General Partner is KRC Willowbrook Center, LLC (Kimco). The Commission and Kimco have been in discussions to improve the center and potentially reconfigure the shopping center. An opportunity exists for Metro to integrate the station and potentially acquire the northeast corner of the Commission-owned parcel adjacent to the light rail station. This would allow Metro to reconfigure the station area to improve safety, enhance transit patron movements and provide better connections to surrounding land uses in the Willowbrook community (Attachment B).

BACKGROUND

The Metro Willowbrook/Rosa Parks Station connects the Metro Blue and Green lines and functions as a major intermodal center. The station provides the only transfer point between the two rail lines and has the fourth highest passenger boardings within the Metro rail system (32,000 daily boardings/alightings). Unfortunately, it also has the highest number of reported station crimes within the Metro service area. With 101 incidents in October this year, it has more than twice the reported crimes than the next highest station (Norwalk).

The Rosa Parks Master Plan and Transit-Oriented Development report, prepared by RAW International on contract with Metro and completed in 2010, was adopted by the Board in February 2011 (Attachment C). Subsequently, Metro contracted with JGM, Inc. to examine the station and adjacent areas and propose a development concept that would include a set of transportation improvements that could lead to improved safety, a cohesive pedestrian environment within the station area and provide a better pedestrian and transit connection to the surrounding Willowbrook community.

A conceptual layout of a new Metro security enforcement sub-station and transit-related support services consistent with the 2010 Station Area Master Plan was completed by JGM, Inc. in April 2013. The concept plan provides a proposed reconfiguration of the station area, including expansion of platform capacity and a new southern entrance that would allow improved pedestrian movements, limited retail amenities, integration with the adjacent shopping center and nearby uses, intermodal connections, and shuttle operations to local destinations such as the Martin Luther King, Jr. Multi-Service Ambulatory Care Center (MKL-MAAC), formerly known as Martin Luther King, Jr./Drew Medical Center.
The Rosa Parks Transit Improvement Project connects transit riders from the Willowbrook/Rosa Parks Transit Station to the health services, jobs and training available at the $400 million MLK-MAAC expansion currently under construction. The proposed project is designed to increase passenger capacity, repair or replace aging station components, improve passenger flow, enhance safety and security at the station, as well as improve connections to jobs and services located at the adjacent MLK-MAAC. The proposed improvements physically integrate the station with both the adjacent shopping center and, through the access provided by the shopping center, the MLK-MAAC and the surrounding community. These improvements include:

- New transit plaza
- New bus bays
- New and safer pedestrian crossings
- Expansion of the Metro Blue Line platform to improve pedestrian flow and capacity
- Key connections to and expansion of the regional bike network
- Expanded security lighting, landscaping and signage
- Construction of a new Metro/Los Angeles County Sheriffs and safety facility to accommodate 40 deputies and security-related staff
- New Customer Service Center
- Shuttle services to medical services and jobs in the area

The improvements address the needs identified in the community-based Rosa Parks Metro Station Master Plan & Transit Oriented Development report. The Master Plan is consistent with the California Transit Village Development Planning Act of 1994.

An environmental report will be prepared for the station facility improvements to begin the implementation process. Initial consultations with County Counsel and Metro's Environmental Compliance/Services unit indicate that the project may be categorically exempt under the California Environmental Quality Act and categorically excluded under the National Environmental Policy Act. A final determination and report will be prepared by Metro Environmental Compliance/Services through its consultant bench. This effort is estimated to cost approximately $40,000. In addition, staff will conduct a survey and appraisal of the County parcel, prepare a life-of-project budget estimate, and project implementation schedule.

Staff completed a Title VI analysis in consultation with the Federal Transit Administration and is submitting it to the Metro Board as Attachment D of this report.
DETERMINATION OF SAFETY IMPACT

Approval of this item would allow reconfiguration of the Metro Willowbrook/Rosa Parks Station and implement improvements to address current safety and security concerns and enhance pedestrian and bus/shuttle access.

FINANCIAL IMPACT

Funding for activities related to the completion of the appropriate environmental clearance is available at Cost Center 8420, Environmental Compliance/Services, using funds budgeted for joint development projects. Funding for survey and appraisal is available at Cost Center 2210, Real Property Management and Economic Development.

Impact to Budget

The source of funds is local right-of-way lease revenues. While these funds are eligible for operating and capital expenses, funding for activities recommended in this report is included in the FY 13 budget and, therefore, will not impact operating or capital, Proposition A and C and TDA administration and Measure R administration budgets.

ALTERNATIVES CONSIDERED

Metro could choose not to prepare the appropriate environmental report and proceed with the next steps of project planning. Staff is not recommending this, however, because the proposed work paves the way for the project’s implementation, allowing it to qualify for funding and adoption by the Board, and providing Metro the opportunity to reconfigure the station area to improve its function and enhance overall transit experience.

NEXT STEPS

Upon Board approval, staff would begin the appropriate environmental clearance, a necessary step leading to the adoption of the project, and commence survey and appraisal activities. In addition, staff will continue to pursue negotiations with the Commission and its lessee for the purchase/acquisition of a portion of the shopping center parcel and the integration of Metro uses within the reconfigured shopping center. Staff will report back to the Board with its findings and recommendations after 90 days.
ATTACHMENTS

A. June 2013 Board Report
B. Existing Metro Willowbrook/Rosa Parks Station Area Map
C. February 2011 Board Motion
D. Rosa Parks Transit Improvement Project Title VI Analysis

Prepared by: Neilia S. Custodio
Director, Real Property Management and Development
(213) 922-3089

Robin Blair
Director, Implementation Planning, Operations and Parking
(213) 922-3074
Debra A. Johnson  
Interim Chief Operations Officer

Roger S. Molière  
Chief, Real Property Management and Development

Martha Welborne, FAIA  
Chief Planning Officer

Arthur T. Leahy  
Chief Executive Officer
SUBJECT: METRO WILLOWBROOK/ROSA PARKS STATION FACILITY IMPROVEMENTS

ACTION: APPROVE RECOMMENDATIONS

RECOMMENDATIONS

A. Authorize the Chief Executive Officer to negotiate the integration of the Willowbrook/Rosa Parks Station, formerly known as Imperial/Wilmington/Rosa Parks Station, within an adjacent parcel owned by the Los Angeles County Community Development Commission (Commission), including the potential purchase of part of the parcel, contingent on availability of funds; and

B. Authorize the Chief Executive Officer to approve Contract Modification Authority specific to Contract No. PS4320-2753, Rosa Parks Transit Station Improvement and Transit Oriented District Integration Professional A&E Services, with Jenkins/Gales and Martinez, Inc. (JGM) in the amount not-to-exceed $500,000 for a total contract value of $799,006 to refine the design of a Metro facility and associated station improvements.

ISSUE

The Rosa Parks Metro Station Master Plan and Transit Oriented Development report was adopted by Metro in March 2011. A goal of the master plan was to formulate a development concept including a series of transportation improvements that could lead to improved safety, a cohesive pedestrian environment within the station area and provide a better connection to the surrounding Willowbrook community.

The Commission owns an approximately 14.8-acre parcel adjacent to the Metro Willowbrook/Rosa Parks Station. The site, currently developed as a shopping center, is leased to the Willowbrook Center Partnership whose General Partner is KRC Willowbrook Center, LLC (Kimco). The Commission and Kimco have been in discussions to improve the center and potentially reconfigure the shopping center to include facilities of the adjacent Metro station within the context of the adopted Station...
Area Master Plan. An opportunity exists for Metro to integrate the station and potentially acquire the northeast corner of the Commission-owned parcel adjacent to the light rail station. This would allow Metro to reconfigure the station area to improve safety, enhance pedestrian movements and better facilitate connections to surrounding land uses in the Willowbrook community.

BACKGROUND

The Metro Willowbrook/Rosa Parks Station connects the Metro Blue and Green lines and functions as a major intermodal center. The station provides the only transfer point between the two rail lines and has one of the highest passenger boardings within the Metro rail system (32,000 daily boardings/alightings). Unfortunately, it also has the highest number of reported station crimes within the Metro service area.

A conceptual layout of a new Metro security enforcement sub-station and transit-related support services consistent with the 2010 Station Area Master Plan was completed by JGM in April 2013. The concept plan provides a proposed reconfiguration of the station area, including platform capacity and a new southern entrance that would allow improved pedestrian movements, integration with the adjacent shopping center and nearby uses, intermodal connections, and shuttle operations to local destinations such as the Martin Luther King and Drew Medical Center.

POLICY IMPLICATIONS

The recommended action is consistent with Metro operations and real property acquisition policy.

DETERMINATION OF SAFETY IMPACT

Approval of this item would allow reconfiguration of the Metro Willowbrook/Rosa Parks Station and implement improvements to address current safety concerns and enhance pedestrian and bus/shuttle access.

FINANCIAL IMPACT

The design effort totals $500,000. This funding will be included in the FY14 budget in cost center 3010, Chief Operations Office, line item 50316, Professional Services, project 405555, Rosa Parks Station Design Plan. Upon Metro Board approval, funds will be transferred from the Enterprise Fund to the Special Revenue Fund.

Impact to Budget

Metro project planning activities and related costs will be funded from Propositions A and C and Transportation Development Act administration. These funds are not eligible for bus and rail operations and will not impact Measure R funds.
ALTERNATIVES CONSIDERED

Metro could choose not to participate in the current negotiations. Staff is not recommending this, however, because the opportunity to integrate the station and potentially acquire a portion of the adjacent parcel would be foreclosed if Metro does not participate in the current negotiations between the Commission and Kimco. Further, Metro's ability to reconfigure the station area to improve its function and enhance overall transit experience will be significantly constrained.

NEXT STEPS

Upon Board approval, staff would begin discussions with the Commission and its lessee for the integration of Metro uses within the reconfigured shopping center and execute a contract modification to the JGM contract to refine the design of the Metro facility and related station improvements.

ATTACHMENTS

A. Procurement Summary
   B. Contract Modification/Change Order Log
   C. Existing Metro Willowbrook/Rosa Parks Station Area Map

Prepared by: Nelia S. Custodio
Director, Real Property Management and Development
(213) 922-3089

Robin Blair
Director, Planning, Operations and Parking
(213) 922-3074
### PROCUREMENT SUMMARY

**ROSA PARKS TRANSIT STATION IMPROVEMENT AND TRANSIT ORIENTED DISTRICT INTEGRATION PROFESSIONAL A&E SERVICES**

1. **Contract No.:** PS4320-2763  
2. **Contractor:** Jenkins/Gales and Martinez, Inc.  
3. **Mod. Work Description:** Increased Scope  
4. **Work Description:** Professional A&E Services  
5. **The following data is current as of:** May 24, 2013  

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<th>Contract Awarded</th>
<th>% Complete Time</th>
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<th>Total of Mods/Changes Approved to Date</th>
<th>Total of Mods/Changes Pending to Date (including this action)</th>
<th>Current Contract Value (with this action)</th>
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<td>$100,000</td>
<td>$99,307</td>
<td>$500,000</td>
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#### Contact Information:

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<tr>
<th>Contract Administrator:</th>
<th>Telephone Number:</th>
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<tr>
<td>Samira Baghdikian</td>
<td>213-922-1033</td>
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<table>
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<th>Project Manager:</th>
<th>Telephone Number:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robin Blair</td>
<td>213-922-3074</td>
</tr>
</tbody>
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### A. Procurement Background

This proposed increased in Contract Modification Authority is for a contract modification to be negotiated in a firm-fixed amount not-to-exceed (NTE) $500,000 to refine the design of the Metro facility and related station improvements.
The contract modification will be processed in accordance with the LACMTA approved procedures for contract modifications.

On October 31, 2011, Contract No. PS4320-2763 was awarded to Jenkins/Gales and Martinez, Inc. (JGM) in the firm fixed price contract amount of $199,699 for the Rosa Parks Transit Station Improvement and Transit Oriented District Integration Professional A&E Services.

Attachment B shows that three modifications have been issued to date to increase the level of effort.

B. Cost/Price Analysis

The final negotiated amount will comply with all requirements of Metro's Procurement policies and procedures, including fact-finding, clarifications, negotiations and cost analysis to determine a fair and reasonable price before the contract modification is executed.

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<tr>
<th>Proposal Amount</th>
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<th>Negotiated Amount</th>
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<tr>
<td>1. TBD</td>
<td>NTE $500,000</td>
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C. Small Business Participation

Jenkins/Gales & Martinez has a Disadvantaged Business Enterprise Anticipated Level of Participation (DALP) commitment of 47%. Jenkins/Gales & Martinez is exceeding their current DALP participation at 65.13%.

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<th>SMALL BUSINESS COMMITMENT</th>
<th>SMALL BUSINESS PARTICIPATION</th>
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<td>2. Hodgetts + Fung Design</td>
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<td>3. Lenax Construction Services</td>
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<td><strong>47.00%</strong></td>
<td><strong>65.13%</strong></td>
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</tbody>
</table>

¹ Current Participation = Total Actual Amount Paid-to-Date to DBE Subs / Total Actual Amount Paid-to-Date to Prime
## ATTACHMENT B

### Contract Modification/Change Order Log

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<td>Subtotal – Pending Changes / Modifications</td>
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<tr>
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<td>Remaining CMA for Future Changes</td>
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### Contract Modifications

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<td>2. Extend Period of Performance</td>
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<td>3. Additional services for Parking Improvements and Extension of Period of Performance</td>
<td>01-30-13</td>
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<tr>
<td>4. Refine the Design of the Metro Facility and Related Station Improvements</td>
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<td>5. Total</td>
<td></td>
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EXISTING METRO WILLOWBROOK/ROSA PARKS STATION AREA MAP

EXISTING

Willowbrook / Rosa Parks Metro Plaza
Motion by Supervisor Mark Ridley-Thomas
and Councilmember Diane DuBois
Metro Operations Committee
February 17, 2011

Rosa Parks/Willowbrook Station: Metro Station Master Plan and Transit Oriented District

Metro recently completed the Rosa Parks/Willowbrook Station Master Plan, funded through a Caltrans Community-Based Transportation Planning Grant. The Master Plan recommends specific improvements for the Station and sets goals for developing the surrounding area as a Transit Oriented District.

Implementation of the Master Plan will help improve transportation services in areas served by the Station and facilitate appropriate transit oriented development. The Master Plan proposes a series of desired outcomes including station improvements, design standards to create a cohesive pedestrian environment, and enhanced linkages to the Martin Luther King Jr. Hospital and educational resources located in the Willowbrook community.

The Rosa Parks/Willowbrook Station is one of the key stations in Metro’s rail system, serving as the junction for the Metro Blue and Metro Green Lines. It is also one of the most heavily used transit assets in the entire system as over 16,500 people board and 14,500 disembark at the Rosa Parks Station each weekday from the Blue Line, Green Line and a variety of bus lines. Formal adoption of the Rosa Parks/Willowbrook Metro Station Master Plan and Transit Oriented District will encourage the development of appropriate land use standards and help attract the investment needed to create a sustainable transit station area.

I THEREFORE MOVE, THAT:

1. The Metro Board adopt the Rosa Parks/Willowbrook Metro Station Master Plan and Transit Oriented District as the guiding document for the Station.
2. Direct staff to report back to the Board, no later than 60 days, with a proposed implementation and funding plan to achieve the improvements outlined in the Station Master Plan and Transit Oriented District.
Rosa Parks Transit Improvement Project Title VI Analysis

BACKGROUND

The U.S. Department of Transportation has non-discrimination regulations to implement Title VI of the Civil Rights Act. These regulations direct public agencies to take actions to ensure that "in determining the site of location of facilities, recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies on the grounds of race, color or national origin; or with the purpose or effect of defeating the objectives of the Act or this Part". Regarding projects involving land acquisition, Title 49 CFR part 21 Appendix (3) (iv) provides this guidance: “The location of projects requiring land acquisitions and the displacement of persons from their residences and business may not be determined on the basis of race, color or national origin.”

In order to comply with these regulations Metro is required to:

- Engage in outreach to persons potentially impacted by the location of a new facility;
- Evaluate whether the new facilities create a cumulative adverse impact; and,
- Provide a substantial legitimate justification for the selected site if the location creates a disparate impact.

The proposed improvements at the Rosa Parks Station require Metro to comply with the relevant provisions of the Act and implementing regulations.

PROJECT DESCRIPTION

Metro is proposing a significant series of improvements at the Rosa Parks Station to enhance existing facilities, increase capacity and create new facilities to support expected growth in transit usage through the station. The project includes bus facility improvements, transit rail facility enhancements, security, and bicycle/pedestrian access improvements.

The proposed improvements at Rosa Parks Station include the construction of a new building that would provide customer services through a new, full-service Metro Customer Service Center, and a new Los Angeles County Sheriff Sub-Station. Development of these facilities requires Metro to
purchase property adjacent to the transit station. The proposed site is owned by the County of Los Angeles.

Presently, the County is ground-leasing the site to a commercial real estate management entity. The site is developed with an existing commercial use building presently occupied by four individual tenants. Three of the tenants operate businesses related to the medical services industry; the remaining tenant provides retail commercial goods and services. The proposed Metro building does not provide for use and occupancy by non-Metro related activities. Therefore, Metro action to acquire the subject parcel from the County would result in the displacement of the four tenants thus triggering the requirement to review the project for potential disparate impacts under Title VI.

The proposed project consists of:

- Acquisition of the proposed subject parcel from the County of Los Angeles;
- Construction of a new 20,000 square foot Metro security and transit services center to accommodate approximately 40 law enforcement and support personnel, while also creating a new Metro customer service center;
- Relocation and expansion of the existing bus terminal currently located under the I-105 Freeway south closer to the new light rail terminal entrance;
- Lengthening of the Blue Line station platform by 150 feet, including the addition of a new station entrance on the south end of the Metro Blue Line platform to increase system capacity and provide enhanced community accessibility to the regional rail system;
- Related easements and crossings/pathways through the Kenneth Hahn Plaza;
- Bicycle and pedestrian improvements; and
- Numerous facility enhancements to improve station security and safety, and aesthetics including lighting, signage, and safety.

The proposed improvements will enhance the physical connection of the Rosa Parks station with the surrounding Willowbrook Community, reduce inconveniences and barriers to access by creating more direct linkages to the station from more points within the community. The increase in customer levels at the station will be supported by the new visibility of law enforcement and the placement of the customer service center.

The project requires acquisition and demolition of approximately 15,000 square feet of the existing retail center. Once this area is acquired from Los Angeles...
Angeles County the new facility will be designed to allow access to the transit station around either side and through the building. This approach benefits both the transit customer and the shopping center by creating a direct linkage between the Kenneth Hahn Plaza Shopping Center and the station.

Relocation of current tenants is anticipated to be accomplished without difficulty. The existing medical tenants can be relocated to medical offices/facilities within the new and bigger Martin Luther King/Drew Medical Facilities. Unleased space exists within the shopping center that could accommodate the needs of the retail commercial tenant who will be displaced by the Metro project. The new Metro facility will relocate and expand the security staff within the active passenger areas at the station. The costs associated with the relocation will be included in the project budget.

The Rosa Parks/Willowbrook Metro Station includes the Metro Blue Line, Metro Green Line and a Metro bus center located on Caltrans property and the Metro right-of-way adjacent to the I-105 Freeway and Wilmington Avenue in the unincorporated Los Angeles County Willowbrook community. The station has been operating for over 20 years and now requires significant maintenance and enhancement to improve its capacity to meet the growth in transit demand at this location. Much of the existing infrastructure has reached economic and functional obsolescence, or just worn out as a result of the increasing levels of patronage over its two decades of service life. Outside of the 2010 Rosa Parks Transit Oriented District Master Plan, there is no current system improvement plan that establishes minimum quality standards that could provide a basis for capacity and customer facility improvements. With over 32,000 daily transit passengers, Rosa Parks Station has the highest patronage in the Metro light rail system yet the quality of the station facility does not live up to expectations befitting its importance to regional mobility and its contributions to disparate factors such as reducing vehicle trips and emissions, both core Metro sustainability policy objectives.

The station is located in an area under the I-105 Freeway. The configuration of the freeway ramps isolates the station in addition to rendering it a noisy environment. The under-freeway location, in the context of Caltrans rules, renders the location dark at all hours of day, noise-ridden, and unsecure. The freeway proximity also creates air quality issues that further degrade the station environment. Relocating some of the facilities south will reduce some of the noise and deleterious impacts from the freeway. Although the Willowbrook community is well-served by Metro transit services, the isolated location of the transit station and lack of security diminish its connectivity to
the surrounding community and constrain the opportunities to utilize existing rights-of-way to link the station with the surrounding community.

The Master Plan effort detailed below was funded through a Caltrans Community Planning grant and, as a condition of the grant, required active participation of the impacted communities. The effort documented the issues and potential solutions the community recommended and then used those recommendations to develop a design that addressed the community recommendations. The three community meetings conducted as part of the grant are documented below.

The community identified numerous design deficiencies: need to increase system capacity, the age of the facilities, security concerns, capacity constraints, and other improvements listed below. The conceptual plan proposed a series of modular improvements that address the majority of the community concerns and conforms to the Federal Transit Administration guidelines for “State of Good Repair,” capacity constraints, and the need for modernization. The proposed improvements include new access for both pedestrian and bicycle usage consistent with the area bicycle plan and connect jobs and services located at the adjacent Martin Luther King, Jr. Multi-Service Ambulatory Care Center (MKL-MAAC), formerly known as Martin Luther King, Jr./Drew Medical Center. These improvements will create a cohesive pedestrian environment and enhance linkages to the community.

The proposed cost of the improvements is approximately $35 million for Phases 1 and 2 of the project, including acquisition of the property and relocation of the existing tenants. Phases 3 and 4 were designed to accommodate future growth and capacity. The plan is modular and allows later phases to be added as conditions and funding allow. The Master Plan fully considered the value of linking the station with the surrounding area, improving lighting and security, and strengthening integration with existing commercial, health related, and educational resources in the Willowbrook community.

OUTREACH

Extensive outreach has been conducted throughout the planning stages of the project. The outreach resulted in recommendations from the community including an emphasis on increasing the capacity and better integration of the station within the adjacent community and adjacent shopping center.
Imperial/Wilmington Rosa Parks Transit Oriented District

Three Community workshop meetings were held over the course of developing the Master Plan. The meetings were held at McNair Elementary School in Compton and are summarized below:

Community Meeting #1: Oct 14, 2009

Twenty-nine members of the community attended the first meeting of the planning effort at Ronald McNair Elementary School. Los Angeles County Supervisor Mark Ridley-Thomas summarized the Community goals along with Metro Project Manager Irv Taylor and Roland Wiley of RAW International, the project architect/planner. The focus was on the definition of transit-oriented districts, characteristics of different housing stock and densities, landscaping options, and examples of stations improvement opportunities.

The attendees discussed their individual preferences for specific Station improvements, housing densities and landscaping options and commented on the various concepts possible for the station area. The attendees overall supported improvements to the Station, Station area and pedestrian connections to the Kenneth Hahn Plaza and MLK Medical Center.

Summary of concerns and recommendations:

- Green Line platform is very noisy with freeway traffic.
- **Too dark** (even during the day time)
- **Doesn’t feel safe**
- Station area is difficult to maintain.
- Landscaping has disappeared over the years.
- Doesn’t have any Rosa Parks information or artwork
- **Blue Line has only one entrance/exit.**
- **Lack of wayfinding** makes transfers very difficult.
- The attendees discussed support for increased public art at the Station by increasing the public art, using vivid and active pieces, the Station should encourage the community to take care of the Station.
- There is also support for developing a stronger connection with the Station’s namesake: Rosa Parks.

- By way of safety improvements, the community asked that brighter lights (not sodium vapor lights) be placed throughout the Station area, and that the number of entrances to the Station be increased.
• There was enthusiastic support for increased landscaping, green space and a potential community garden around the station area.
• Housing support for developing a stronger connection with the Station’s namesake: Rosa Parks.
• The attendees also favored community gardens and space for farmers’ markets. They identified the benefits including sustainability, environmental responsibility and greater health. Increased housing density would allow for more community green space, including community gardens.

Community Meeting #2: January 9, 2010

The second meeting for the planning effort was held January 9, 2010. Organizations represented at the meeting included East Rancho Dominguez Community Association, Metro’s South Bay Governance Council, Los Angeles County Arts Commission, City of Inglewood and the office of Los Angeles County Supervisor Mark Ridley-Thomas.

The meeting began with a brief review of the purpose of the project and of the results of the previous meeting.

Comments from the attendees:

• The need to connect the Medical Center Complex with the transit station is important.
• The Station design should include bike racks, restroom facilities and a “Rest Area” for transit users.
• There should be seating and benches along the Blue Line.
• Rosa Parks is important. There should be symbols, pictures, artwork and signage that commemorate Rosa Parks under the Green Line Station.
• Include a canopy and sound barrier over the Green Line
• Include plenty of lighting and art to beautify the Station
• **Increase flow from transit Station to shopping center**
• Consider senior housing perhaps on top of retail businesses
• Connect Station to the community
• Incorporate plenty of lighting (LED Lighting under the Green Line)
• **Connect** educational uses to the community, medical facilities and shopping center
• Art and safety are important pieces to the development of the Station.
• The streets must be safe for vehicles and pedestrians.
• **Circulation** through the TOD is important. The design should show strong accessible **routes from the Station to the shopping center and should be attractive for retail use.**
• **Create elements through the design process that aid in refreshing transit users**
  - There should be restrooms and food venues incorporated into the transit center.
  - There should be ample **lighting, trees and pedestrian paths** that encourage supporting pedestrian access to the transit Station.
  - There should be a water element with seating near the Station. A light tower could be placed near the Station to help illuminate the area.
  - There should be strong images of Rosa Parks in the transit area. Rosa Parks loved the color blue; there should be blue in the area.
  - Include Historical writings and quotes in and around the transit center from Rosa Parks, Dr. Charles Drew, Dr. Martin Luther King Jr. and Caesar Chavez

Included in the meeting was an overview of the transit-oriented districts, characteristics of different housing stock and densities, landscaping options, and examples of station improvement opportunities.

Mr. Wiley of RAW International presented descriptions of potential improvements to the Station area that would help improve pedestrian flow and safety. The improvements included **realigning the bus bays**, moving some of the automobile parking across the street, and **creating a well-lit pedestrian plaza** near the existing passenger area. The presentation was warmly received. Participants emphasized the need for additional lighting, **increased security and improved accessibility** from Wilmington Avenue.

**Community Meeting #3: February 13, 2010**

The third and final meeting for the Imperial/Wilmington Rosa Parks Transit Oriented District planning effort was also held at the Ronald McNair Elementary School. Forty seven members of the community attended the meeting. The following organizations were represented at the meeting:

- Office of Supervisor Mark Ridley-Thomas
- Los Angeles County Arts Commission
- City of Los Angeles Department of Community Development
- Housing Authority of the City of Los Angeles
- City of Inglewood City Council
- Watts Neighborhood Council
- East Rancho Dominguez Community Association
- Youth Opportunities High School
- Jarvis Senior Center
- Watts Century Latino Organization
- Watts Labor Community Action Committee
Compton Bulletin

Roland Wiley of RAW International also presented an overview of the conceptual plan, discussed the development of the plan and identified next steps, which were all well received.

Participants were invited to provide comment and feedback regarding the conceptual plan. Participants emphasized the need for additional lighting, increased security and improved accessibility from Wilmington Avenue. Many of the attendees stressed the need for the improvements to take place in a timely manner. The majority of the discussion focused on increasing the sense of security in and around the Station, as well as using the overall project to help stimulate the growth of jobs and commerce around the Station.

Upon completion of the public meetings, the final report including the summation of the community comments was presented to the Los Angeles County Metropolitan Transportation Authority Board of Directors.

In addition to these public meetings, separate meetings were held by the Art and Culture Advisory Committee to discuss this project. The meetings were held on September 10, November 19 and December 17, 2009.

The Metro Board of Directors adopted the final “Rosa Parks Metro Station Master Plan & Transit Oriented District” plan on February 24, 2011.

CUMULATIVE ADVERSE IMPACT

This project will result in a positive impact to the Rosa Parks Station and the immediate vicinity by providing a staffed Customer Service Center and a Sheriff Sub-Station. The displacement of the four businesses could result in an adverse impact. The displacement, however, can be mitigated by providing a new location in the same general area. The three medical related office/services will be relocated within the new facilities at the adjacent MLK/MAAC. The remaining retail operator will be relocated within the existing shopping center. There are no residential occupants that will be impacted by this project.

Alternative configurations of the site were considered. All of the options considered, however, were within the footprint of the current project. In order to provide enhanced customer service for Metro patrons, the new Customer Service must be located adjacent to the bus terminal and light rail transit station and generally in the path leading to the adjacent employment,
services and retail opportunities. These considerations limited the site selection to the location owned by the County and leased to the four businesses.

The purpose of locating the Sheriff station was to increase the visibility of law enforcement at the Rosa Parks Station. The Rosa Parks Station is one of the highest crime locations on the Metro system. In order to achieve the goal of improving safety and security at the station it is necessary to locate the facility as close as possible to the bus terminal and rail/bus platforms. The only suitable location is on the property owned by the County and leased to the two businesses.

The Customer Service Center is designed to serve existing transit patrons and is not anticipated to generate additional traffic at the site. Similarly, the Sheriff station is only responsible for policing transit facilities. General policing in the area is provided by the City of Los Angeles Police Department and other County of Los Angeles Sheriff centers. Most of the Sheriffs' activities will be conducted on foot on the rail and bus system serving Rosa Parks and at the station itself. There are numerous Sheriff cruisers currently stationed at the eastside of the Blue Line platform. Sheriffs will respond to emergency calls using the cruisers assigned to the facility.

Emergency calls are currently dispatched from the east location potentially resulting in the use of sirens. The Sheriff station will be serving transit passengers and will not generate additional car traffic in the neighborhood.

DISPARATE IMPACT

The proposed Rosa Parks Transit Improvement Project will not create any disparate impacts. The proposed project will result in net positive impacts due to improved customer service, capacity, access, safety and security at the Rosa Parks Station. Any adverse impacts on the four businesses will be mitigated by their relocation to areas at or near the original site and are heavily outweighed by the positive impacts on transit customers.