



**Baldwin Hills Conservancy
July 2005**

Access & Linkages Planning Study

RIOS CLEMENTI HALE STUDIOS

PREPARED FOR

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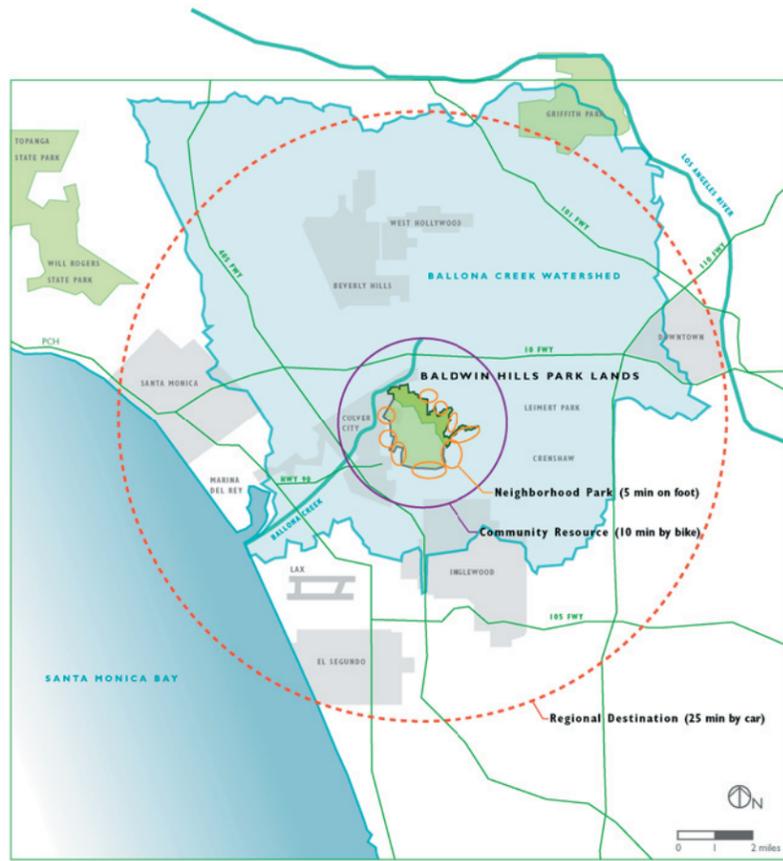
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- KHSRA & State Parks
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- Pedestrian Trail
- Bikeway
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Park Linkages
 Baldwin Hills Conservancy
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Background

Scattered about the Baldwin Hills area are several, isolated pieces of parkland. These city, county and state parks offer various recreational opportunities to millions of people residing in the Los Angeles area, yet physical barriers exist to prevent widespread use of these amenities. Access, both vehicular and pedestrian, to the Baldwin Hills' 500 acres of public parkland, is severely limited. Moreover, signage intended to identify and direct visitors to the area's public resources lacks consistency and any aesthetic uniformity. In short, there is no implementation plan to connect these diverse facilities.

At the heart of the Baldwin Hills, however, is Kenneth Hahn State Recreation Area (KHSRA), a 319-acre park providing primarily passive recreational opportunities. Along with the recently acquired, 68-acre Baldwin Hills Scenic Overlook, KHSRA is beginning to fulfill its vision of a two-square mile park in the last, large undeveloped area of open space in urban Los Angeles County. This vision, embodied in the Baldwin Hills Park Master Plan, serves as the galvanizing force to link all of the adjacent public parkland within the Baldwin Hills Conservancy's boundaries.

In an effort to realize the conceptual vision of the Baldwin Hills Park Master Plan, the Baldwin Hills Conservancy funded the Access and Linkages Planning Study, prepared by the design team of Rios Clementi Hale Studios and Hunt Design. With the goals of physically connecting parklands and improving user circulation, the Planning Study examines the potential linkages among the existing parklands to create an integrated, multi-modal trail

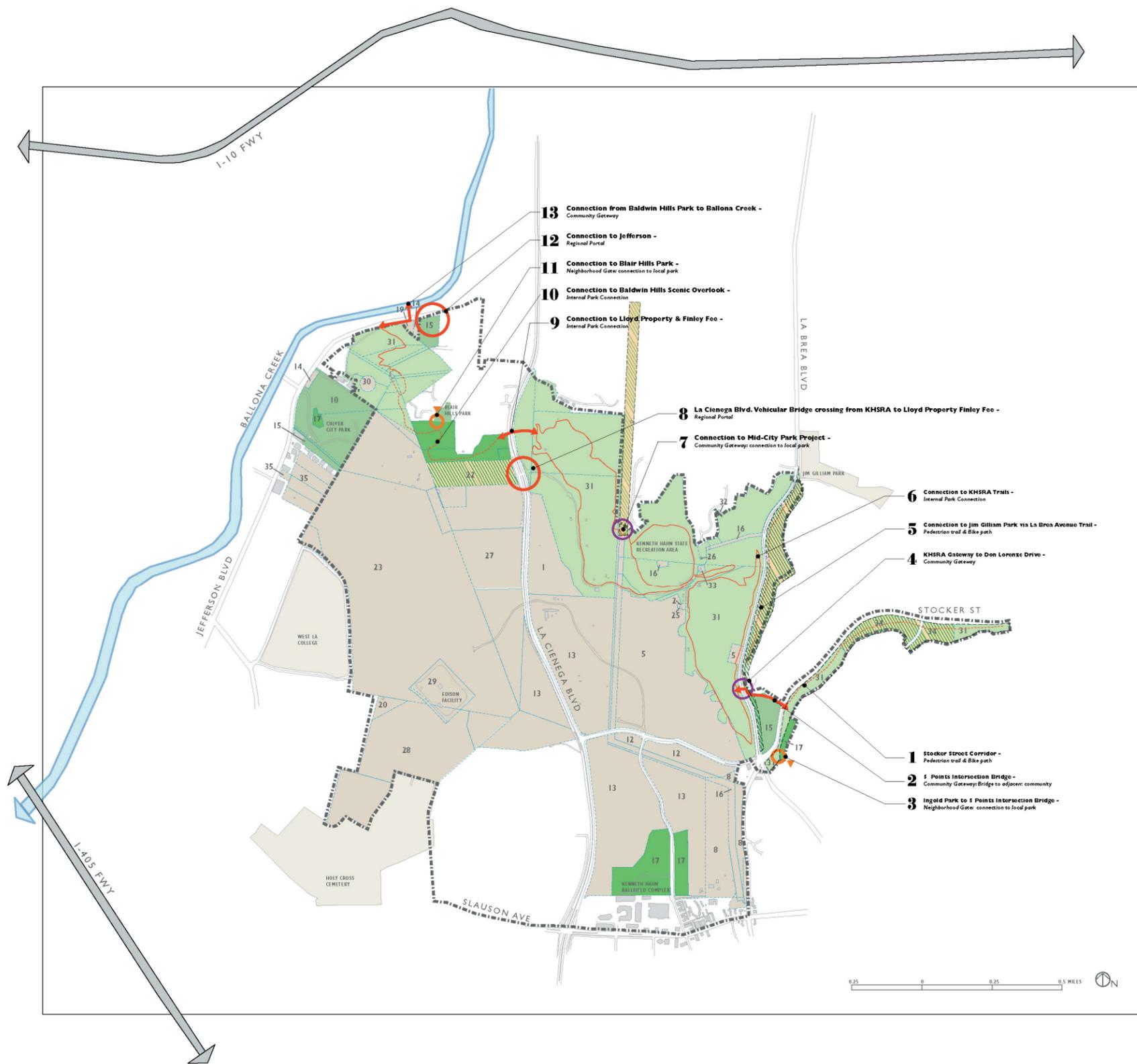
from the eastern terminus (at Stocker Street) to the western ridge (Baldwin Hills Scenic Overlook) to the Ballona Creek Trail and Bikepath. Ultimately, the design team developed 18 specific project scopes within four defined geographic areas that meet the overall objectives of increasing public access, raising the awareness of park resources in the larger Baldwin Hills area, and providing enhanced recreational amenities. These specific development projects, prepared as conceptual design plans, will serve as the basis for future Proposition 40 grant programs administered by the Conservancy.

Baldwin Hills Park Master Plan – One Big Park

The Baldwin Hills Park Master Plan, developed in 2002 by Community Conservancy International for the California Department of Parks and Recreation and the Baldwin Hills Conservancy, describes a comprehensive vision for the development of the last large, undeveloped area of open space in urban Los Angeles County. The One Big Park concept delineates a plan to create a two-square-mile, world-class park within the urban core of Los Angeles that will allow natural habitat areas to coexist with recreational, education and cultural resources. The Master Plan envisions connecting the existing facilities operated by various city, county and state agencies, while expanding and enhancing the largest park resource, Kenneth Hahn State Recreation Area. Proposed amenities include an 18-hole golf course and clubhouse, tennis and recreation center, amphitheater, sculpture garden, multi-use festival area, and group camping sites.

To develop these facilities as part of a comprehensive plan, the Conservancy is charged with the mission of expanding and enhancing KHSRA into a unifying resource for the entire region. Currently, however, KHSRA stands as a relatively isolated facility with separated recreational opportunities for the adjacent communities. In fact, La Cienega Boulevard's bisection of the Conservancy's territory, dividing the diverse neighborhoods that ring the park's perimeter, is both a physical and figurative barrier to the development of the One Big Park concept. The Master Plan's signature design element, the half-mile land bridge across La Cienega Boulevard, would remedy this condition by physically connecting the Baldwin Hills' eastern and western ridges at the park's center.

In addition to connections created by the land bridge, the Master Plan calls for improved vehicular, pedestrian and bicycle access to provide balanced and easy entry to the park from multiple points on the park's perimeter, and to connect with the existing trail network. At present, park entrances to KHSRA are limited to a single vehicular access point on La Cienega Boulevard, and an unofficial pedestrian trail gateway on La Brea Boulevard. The paucity of safe and convenient access points is a significant barrier in opening KHSRA to the adjacent communities of Baldwin Hills, Ladera Heights, View Park, Crenshaw, Inglewood, Culver City, and Los Angeles.



Label	Owner	Acres
1	ARTESIAN CO LIMITED	26.62
2	AT&T COMMS OF CA INC	0.37
3	ATKINS HOUSE CORP	21.75
5	BALDWIN STOCKER LLC	108.56
6	BEST, ARDITH ET AL TRS	34.63
8	CHEVRON USA INC	33.04
10	CULVER CITY	38.59
12	HODGES, MARUJA, B CO-TR ET AL	13.47
13	INGLEWOOD HILLS, LLC	244.06
14	JEFFERSON COMPANY	1.79
15	LA CITY	17.88
16	LA CITY DWP	31.34
17	LA COUNTY	56.52
19	LICHTIG, SCOTT	0.98
20	MARYCREST MANOR	3.36
22	MOYNIER OIL LEASE PROP LLC	18.10
23	NAFTZGER, ROY E JR TR ET AL	296.10
25	PACIFIC BELL	0.08
26	PACIFIC TEL AND TEL CO	0.04
27	PLAINS RESOURCES INC	31.85
28	RO. CATHOLIC ARCHBISHOP LA	111.37
29	SO CALIF EDISON CO	17.39
30	SO CALIF WATER CO	1.73
31	STATE OF CALIFORNIA	381.04
32	STOWALL, DONALD AND MARY E	0.15
33	US GOVERNMENT	0.37
34	VALLEY RIDGE LLC	17.05
35	WESTWAYS	17.39

- State
- County
- City
- Private Ownership
- Key Linkage Site
- BHC Planning Boundary
- Proposed Park-to-Park pedestrian bridge link
- Pedestrian Trail
- Proposed Neighborhood Gate
- Proposed Community Gateway
- Proposed Regional Portal

RIOS CLEMENTI HALE STUDIOS Access and Linkages Study
 Baldwin Hills Conservancy Study Areas

Access and Linkages Planning Study

These existing conditions demonstrate the need to design and implement interventions that can stitch together public lands and create a path that links the park's eastern and western halves. Although the Conservancy and its partner agencies have yet to acquire interior properties that would facilitate such a connection, there are significant opportunities with existing park lands to develop accessible infrastructure.

Original Thirteen Sites

Using the Baldwin Hills Park Master Plan as a guide, the design team evaluated thirteen original linkage points using various criteria, including topography, community character, botanical character, wildlife, visibility and image, infrastructure and accessibility, and jurisdictional issues. These sites were surveyed visually and documented through photographs. In addition, the documentation included the classification of each site into a basic typology, and described potential programs for the site's development. Five basic typologies emerged, signifying the specific role of each site in its context:

Regional Portal
Community Gateway
Neighborhood Gate
Internal Trail Connection
Pedestrian Trail and Bike Path

These five basic typologies relate directly to the expressed goals of the Study by correlating specific access strategies with anticipated park use patterns. For example, the scale and potential of the Regional Portal aims to make the park acces-

sible and recognizable to a larger, more diverse audience, while the subtle, yet clear, forms of the Neighborhood Gate suggest a sense of daily use and familiarity. To further explore the specific possibilities of each typology, the design team developed a Programming Matrix illustrating the various program potentials related to each typology. Programs included Interpretive and Recreational Activities, User Amenities, Habitat/Landscape Improvements, and Signage and Wayfinding.

Identifying the Baldwin Hills – Branding Concept and Signage

In concert with the efforts to evaluate individual site conditions, the design team explored the potential to link park sites as a recognizable whole through a consistent visual identity. Working with the Conservancy, the design team studied the potential for various “park district” naming possibilities, eventually arriving at the Baldwin Hills Park Lands as a clear and descriptive appellation for the combined open space potentials of the current and proposed park developments. Recognizing the individual contributions of the Conservancy's partner agencies, the Baldwin Hills Park Lands branding concept represents the collective nature of the larger park while also respecting the autonomy of the individual jurisdictions. As well, the Baldwin Hills Park Lands unites the various park entities into a recognizable destination of potential activities and experiences for the entire region, surrounding community, and adjacent neighborhoods.

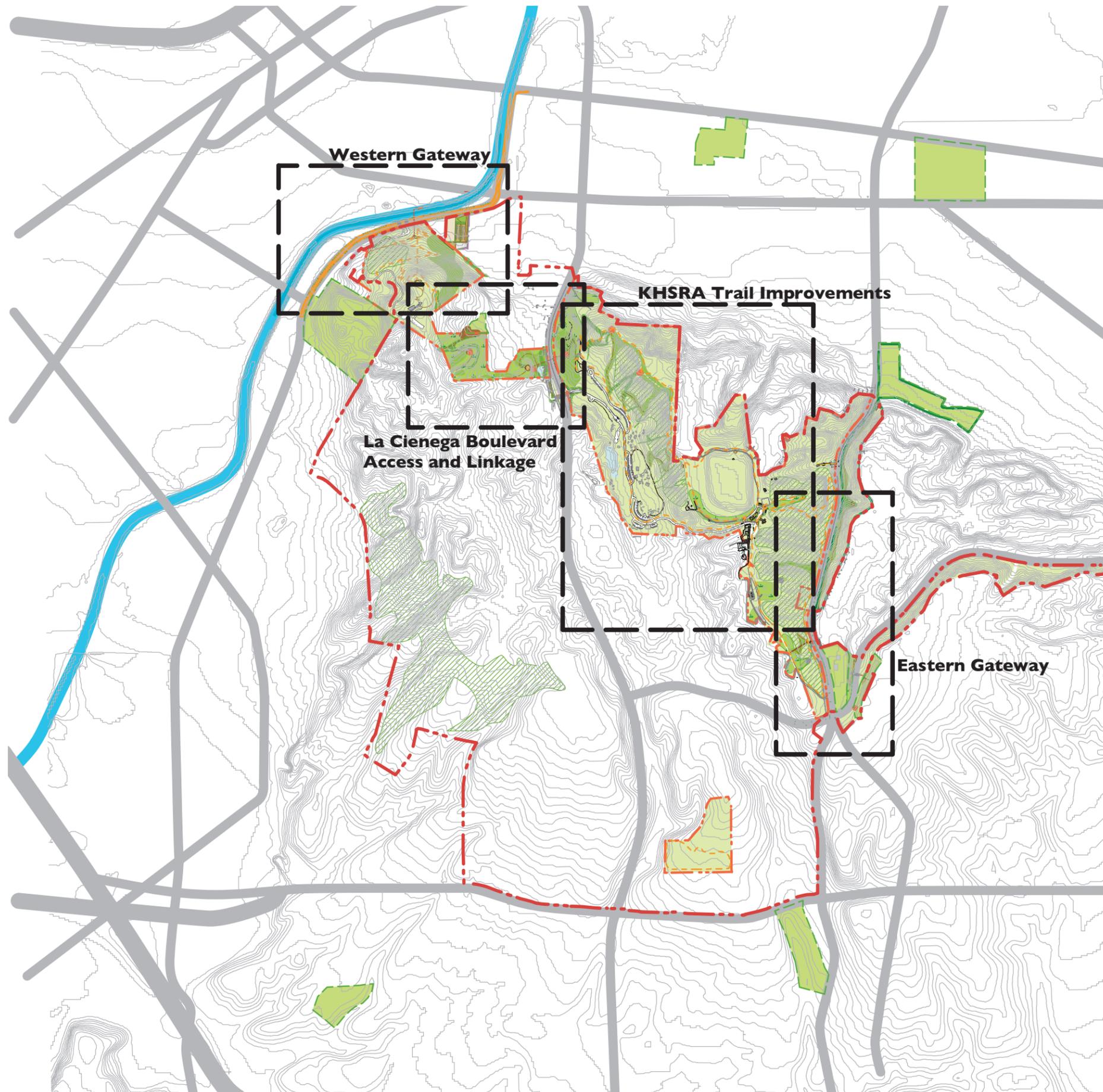
Integral to the Baldwin Hills Park Lands branding concept is an identity, signage and wayfinding program that captures the true potential and spirit of

the combined open space networks and its unique place within urban Los Angeles County.

Access, Awareness & Amenity

In developing the Programming Matrix for the project sites, the design team ultimately divided the Planning Study into four distinct areas containing 18 project scopes. Three primary objectives were identified for each project: to increase public access, to raise the awareness of the larger Baldwin Hills park area, and to provide enhanced recreational amenities.

Each project site has been developed as a conceptual plan, complete with proposed amenities and structures, landscaping palettes, directional and interpretive signage, and estimated construction costs. As well, individual projects within the defined areas also propose vital links to existing regional, community, and neighborhood resources to make the larger park area accessible to as many potential users as possible.



Four Project Areas

In an effort to encourage consistency and coherence among individual development efforts throughout the Baldwin Hills Park Lands, the recommendations that follow cluster the initial thirteen study sites into four distinct project areas. Each project area focuses on a separate geographic area of linkage, park identity, access improvement and amenity creation. Consistent with the Baldwin Hills Park Master Plan, the Study's recommendations seek to showcase the region's unique flora and fauna, take advantage of the exceptional views of the mountains, ocean, and surrounding watershed, and celebrate the area's unique geologic features.

These four project areas are independent of one another and can be realized separately or simultaneously. There is no hierarchy among the four project areas.

Project Area A: Eastern Gateway

The projects outlined in this area work to incorporate increased access for the neighborhoods immediately adjacent to the parks, as well as to expand the use pattern for the parks by reaching to communities farther east, north, and south through improved bicycle routes and bus access.

Project Area B: KHSRA Trail Improvements

The suggested improvements within the existing Kenneth Hahn State Recreation Area are mainly experienced based in the form of trail consolidation and enhancement, interpretive elements and wayfinding signage, and habitat and landscape restoration. KHSRA will continue to be the primary destination for most of the regions' users, and as

such will serve as an important awareness generator for the many public park resources in the area.

Project Area C:

La Cienega Boulevard Access and Linkages

Key to bringing a sense of unity among the diverse public park lands in the Baldwin Hills is creating a connection across this large roadway. As interim measures to the half-mile-long land bridge envisioned in the Master Plan, a series of linkage and development recommendations in this project area each seek to create a vital link from the existing park lands in the east to the new park areas at the western edge. This project area also exhibits a very strong potential to market the unified Parklands identity and create park awareness.

Project Area D: Western Gateway

Like the Eastern Gateway, this project area works to incorporate access from the immediate area but also reaches beyond Culver City to the Santa Monica Bay via the Ballona Creek bike path. As well, recommendations in this project area seek to enhance and make more accessible new park uses at the Scenic Overlook.

Definition of Scope

Each project area is further broken down into three to six separate scopes and given an estimated cost for implementation. By outlining specific scopes within each project area, the planning study attempts to identify feasible projects that will enable the larger goal of linking park users, flora, and fauna across the many properties within the larger Baldwin Hills Park Lands.

To assist in realizing and defining an achievable project, each scope lists design concept elements that together make up a single project. Design concept guidelines are recommended for reach element through sketches, narratives, and diagrams. In most cases, a formal survey should be conducted to verify location and placement of features described herein. Additionally, confirming recommended guidelines in consultation with governing bodies (CalTrans, LADOT, etc.) is essential.

Scopes are divided into a range of different project types, from streetscaping improvements to private property acquisition and development, from wayfinding signage to pedestrian bridge creation. The scopes are set up to appeal to a wide range of potential grant applicants (municipal jurisdictions, local conservation groups, education groups, etc.) and may be implemented without sequential dependence on each other. This will allow each project to create a localized, incremental benefit, but ultimately the whole will be greater than the sum of the parts.

Materials & Practices

The recommendations in this study privilege sustainable environmental practices, which will both reduce maintenance needs and also restore and enlarge the native habitat in the area. Recommended materials and practices encompass a three-fold approach:

- 1) Restoring natural slopes where possible, and using natural drainage and retaining techniques to reduce erosion;
- 2) Removing invasive species and restoring a native planting palette to enlarge native habitat areas, reduce landscape maintenance needs, and to create a native, natural park amenity;
- 3) Using permeable surfaces to maximize groundwater percolation, and cutting trails to minimize erosion and maximize habitat restoration areas.

In addition, interpretive, educational, and wayfinding elements are essential to realizing these goals and to the long-term sustainability of the naturalized park area. Informing park and trail users of the area's special features and fragility will help keep people on trails and out of restoration areas, and will help to build awareness and pride of this unique resource.

MATERIALS

Concrete Paving

Concrete paving shall utilize a local aggregate and color matrix that harmonizes with the natural environment. A washed finish that partially exposes the aggregate will allow a more natural appearance. All textured and/or colored paving within the public right-of-way shall meet the performance standards of the local governing agency.

Compacted Earth

Wherever possible compacted earth shall be utilized as the primary trail material to integrate into the natural setting. Compacted earth shall be weed free and graded to divert water to its edges. Compacted earth is especially appropriate at smaller pedestrian-only trails that are not heavily traveled.

Decomposed Granite

Decomposed granite shall be utilized at trailheads and on multimodal trails. To accommodate pedestrian, bicycle and possibly vehicular use, the decomposed granites shall be stabilized or utilize a sealer product such as Road Oyl. Decomposed granite trails and trailheads shall be graded to allow for minimum erosion due to trail run-off. Decomposed granite shall not be used in the public right-of-way.

Wood Polymer Lumber

Park elements that might typically be constructed of redwood or other exterior-grade lumber shall be constructed utilizing a wood polymer lumber product such as Trex. These products provide a natural finish without the maintenance of standard lumber products or the chemical content of treated lumber products. Wood polymer lumber products are available in similar sizes to typical lumber products. The Trex product is doubly sustainable in that it also utilizes recycled wood and plastic products in its make-up.

Native Plantings

Native plantings shall be installed in a variety of sizes ranging from 36" box trees to groundcover

flats and plugs. Species shall be associated with the native coastal scrub landscape or an associated microclimate such as riparian planting. Native plant materials shall be acquired from a knowledgeable source for native plants and shall be planted per their requirements.

PRACTICES

Habitat Restoration

Throughout the project area, existing vegetation includes native, nonnative, and invasive plant material. Clear goals and strategies must be developed both to reinforce the natural character of the open space as well as to prevent loss of sensitive native habitats.

Access and linkage improvements shall incorporate habitat restoration both to enhance user experience and reinforce the existing native habitats.

Habitat restoration shall include:

- preservation of existing native species,
- removal of nonnative species where appropriate
- soil stabilization and/or re-grading as required
- planting of native plant species appropriate the given microclimate.

Four tiers of native plant installation are proposed:

- Hydroseeding of large-scale denuded or disturbed site areas
- Plug seedlings as infill plantings of small container nursery stock or clippings at large on-center spacings to enhance existing native landscapes

- Concentrated plantings at trail edges and locations of trail removals of small container (1-gallon) nursery stock at close on-center spacings. Planting along trail at a depth of three to four feet from trail edge.

- Native flowering plantings at park entries and trail heads of nursery stock containers of all sizes including trees.

All plantings associated with habitat restoration shall be appropriate to the native coastal scrub habitat of this area of Southern California.

Trails

Trails provide access and enjoyment for various park users. Different types of trails provide unique experiences depending on their location and use.

Hiking trails provide pedestrian-only access to more remote areas of the park. Hiking trails shall be approximately three feet wide and shall be composed of compacted earth.

Multimodal trails provide pedestrian, bicycle and service vehicle access to various areas of the park. These trails would be approximately eight feet wide and would be composed of decomposed granite with a resin finish such as RoadOyl.

Slope Stabilization

Areas that call for slope stabilization should utilize a geotextile mat in addition to planting. This biodegradable method allows seeds to grow through the mat and further stabilize the soil through plant material.

Slope stabilization in areas with a slope greater than 2:1 should employ Deltalok or similar bio-engineered method to provide maximum stability while also planting the slope.

Stabilizing should be accomplished and plants established before seasonal winter rains to prevent further erosion.

Accessibility

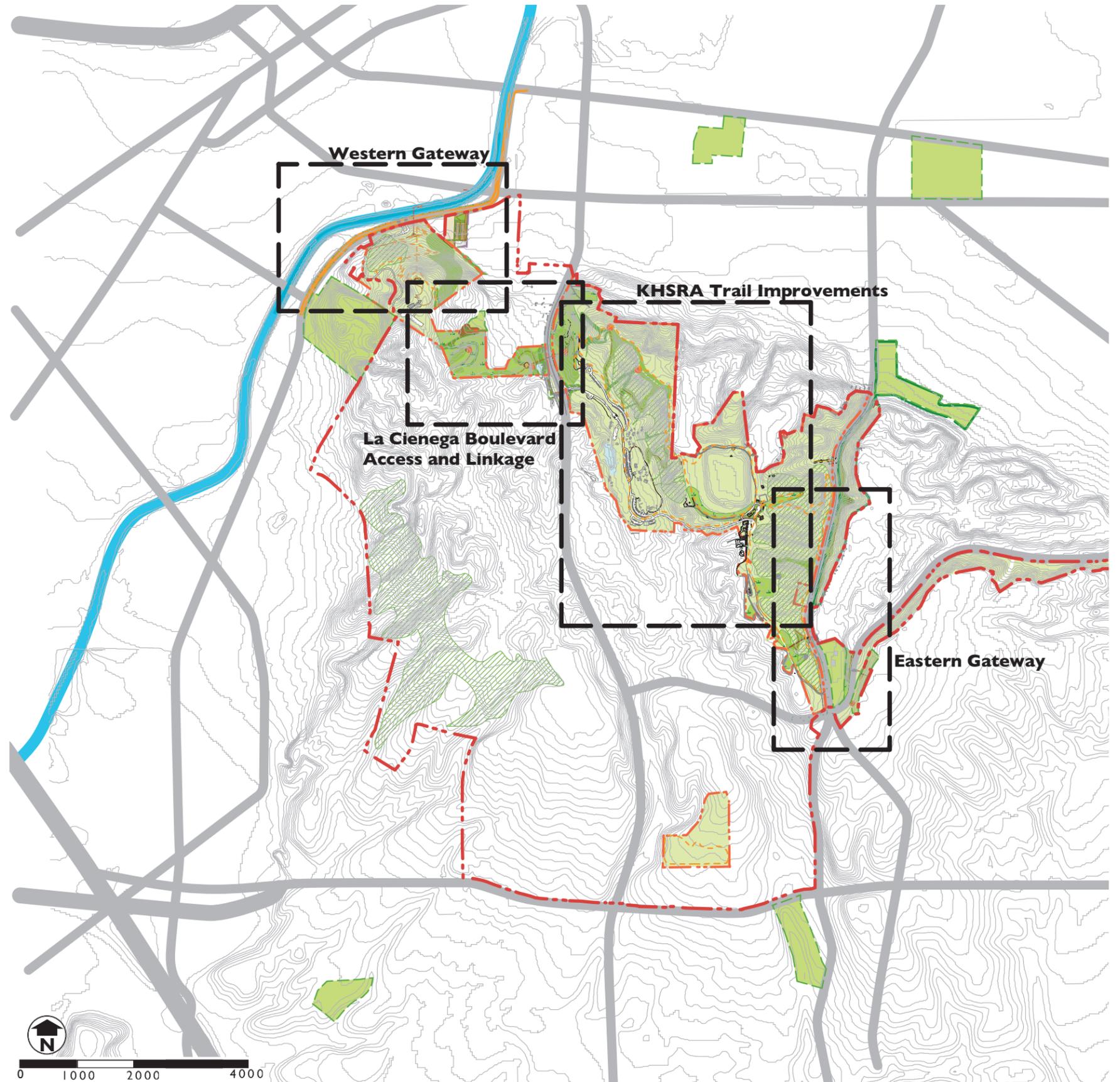
To the extent possible trails, grading, and wayfinding have been recommended to accommodate universal access. However, because of the severe sloping nature of many of the hills in this area, most of the recommended accessible trails and trail improvements are located in the existing Kenneth Hahn State Recreation Area, namely, a new Basin Trail at the lower picnic areas and improved surfacing of existing trails and sidewalks near the upper picnic areas.

If universal accessibility is desired for all trails, creating ADA-compliant trails in the remaining project areas could be accomplished with rails or with much longer trail lengths than those proposed, and with the consequential reduction of habitat restoration areas.

Lighting

Lighting provisions have not been included in the project scopes. A “dark skies” approach to lighting has been assumed in project recommendations both to mitigate additional nighttime light pollution and in concert with daylight-only park operating hours.

Project Areas

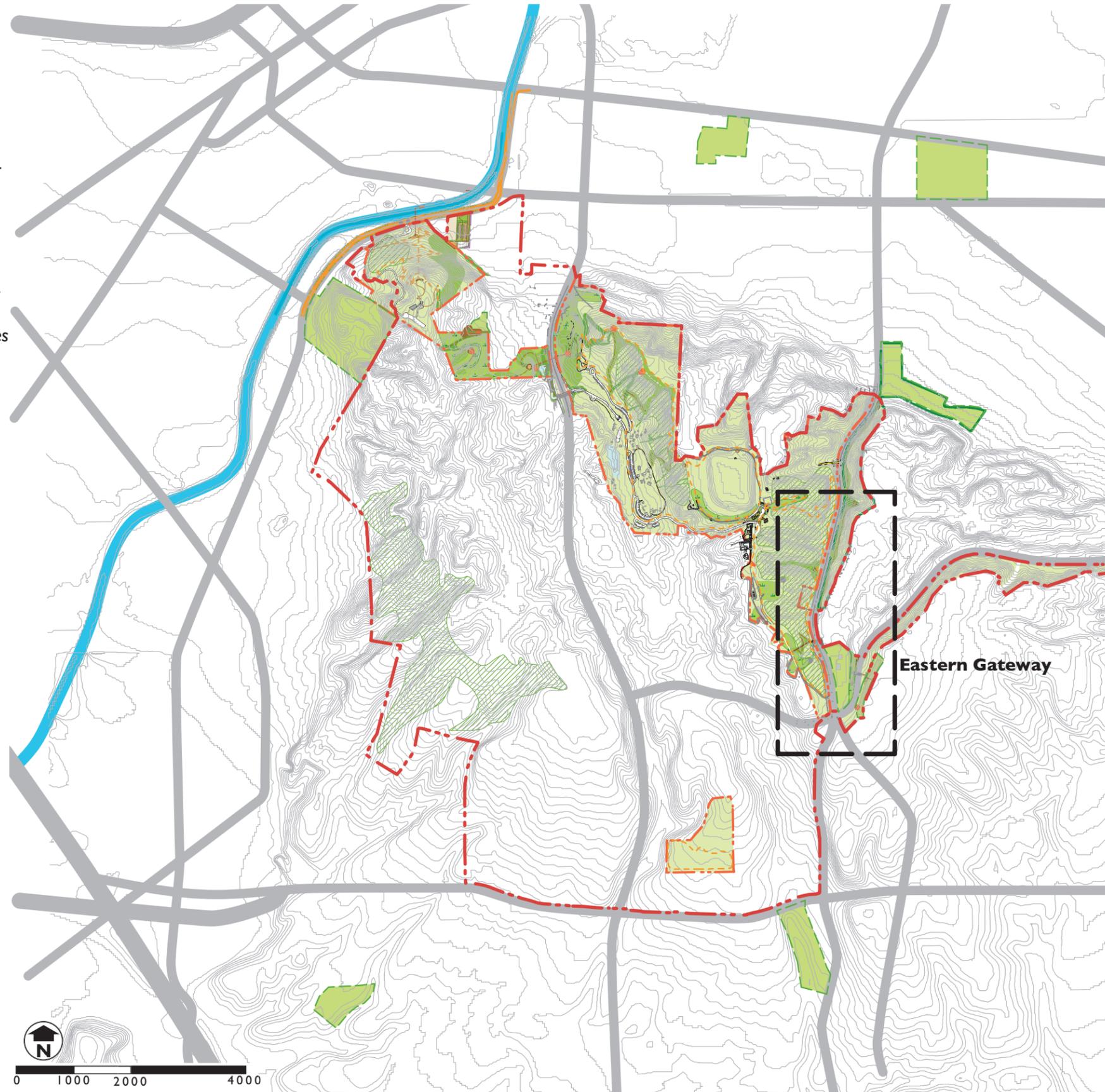


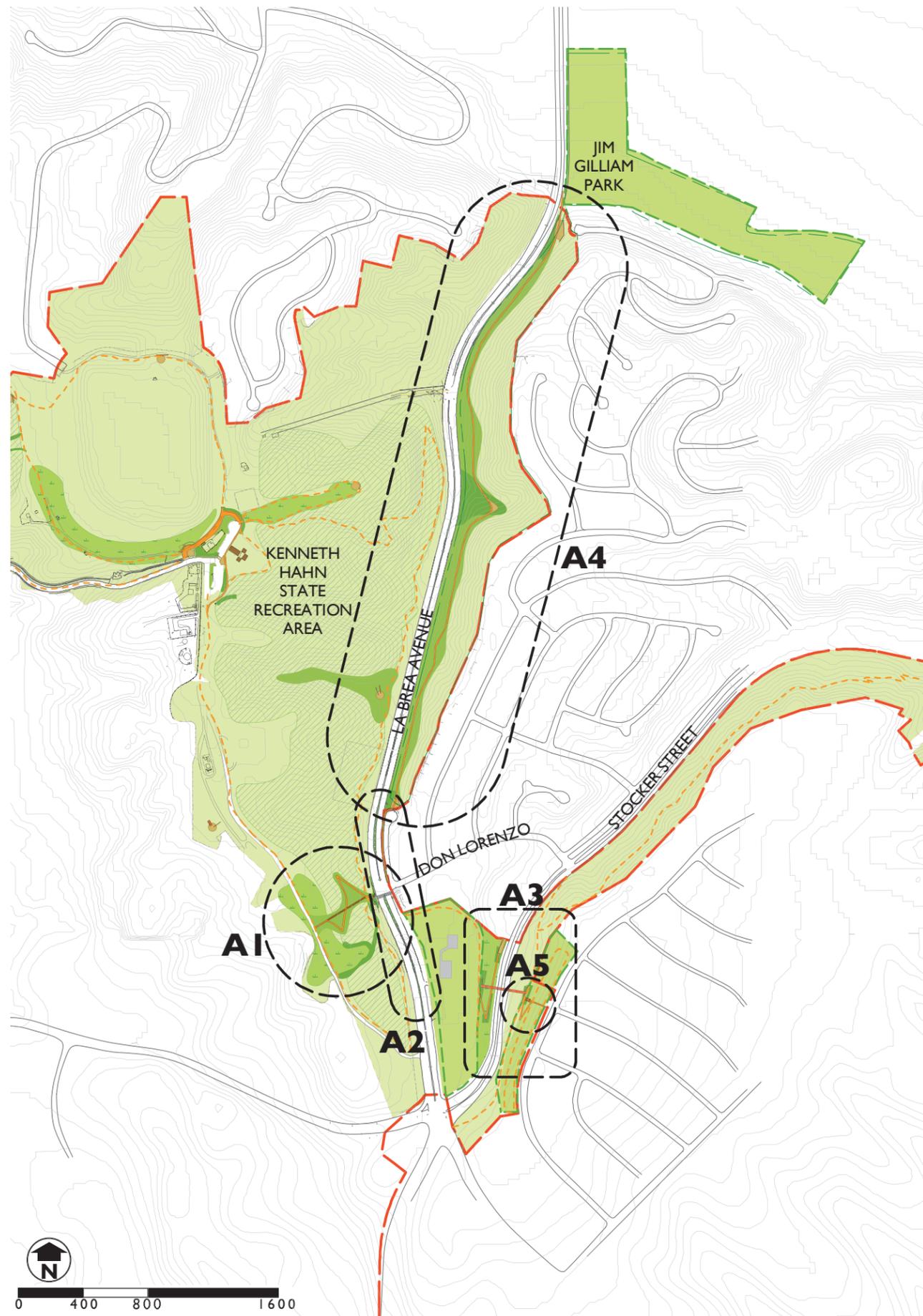
Project Area

A: Eastern Gateway

Five projects at the southeast portion of the Baldwin Hills Park Lands area build upon the energies of currently proposed projects such as the Stocker Corridor Trail and provide vital connections between existing park resources.

The proposed projects include Trail Access and Improvements, Streetscape Improvements, a Pedestrian Bridge, an Urban Trail along La Brea and a Neighborhood Access point at Ingold Park. These projects seek to provide increased visibility of the park functions while improving access and providing unique amenities for the urban hiker, biker or general park user.





Project Area

A: Eastern Gateway

A1 Eastern Gate and Connection to the Eastern Ridgeline Trail

- A1.1 Eastern Gate
- A1.2 Native Plantings at Entry
- A1.3 Existing Trail Improvements
- A1.4 Switchback Trail and Habitat Restoration
- A1.5 Trail Removal and Habitat Restoration
- A1.6 Habitat Restoration Ridgeline Meadow
- A1.7 Signage

A2 Streetscape Improvements at La Brea Avenue and Don Lorenzo Drive

- A2.1 Crosswalk Improvements
- A2.2 Median Plantings
- A2.3 Bus Stop Improvements
- A2.4 Signage

A3 Stocker Street Pedestrian Bridge

- A3.1 Bridge Landings at Stocker Trail and Houston Park
- A3.2 Pedestrian Bridge
- A3.3 Switchback Access from Stocker Street
- A3.4 Slope Stabilization and Habitat Restoration
- A3.5 Signage

A4 La Brea Avenue Trail Connection to Jim Gilliam Park

- A4.1 South Trailhead and Trail Extension
- A4.2 North Trailhead at Jim Gilliam Park
- A4.3 La Brea Trail and Overlook
- A4.4 Slope Stabilization and Habitat Restoration
- A4.5 Signage

A5 Ingold Park Neighborhood Gate and Connection to Stocker Trail

- A5.1 Neighborhood Gate
- A5.2 Switchback Path and Stair
- A5.3 Access / Signage from Street
- A5.4 Signage

Scope A1: Eastern Gate and Connection to the Eastern Ridgeline Trail

Building upon the existing unmarked trail access at La Brea Boulevard and Don Lorenzo Drive, the proposed Eastern Gate elements provide improved access and visibility to the eastern portion of the KHSRA. Re-grading the straight, steep entry trail for better drainage, limiting access to the offshoot “use” trails, and habitat restoration along the slope will create a more sustainable footpath.

A1.1 Eastern Gate

A small concrete paved entry plaza would provide access from the curb, crosswalk and adjacent bus stop location to a slightly sloping decomposed granite path acting as a trailhead to the existing and improved trail network beyond. The paving shall be seeded with a local aggregate to provide a coarse texture that approximates the colorization of the local soil. In addition, the paving shall meet LA City performance standards for sidewalk paving. The decomposed granite path shall be stabilized and graded in such a way as to resist erosion from trail run-off.

Low concrete wall elements integrated with the existing DWP culvert provide physical elements that mark the entry to the park from areas east while also providing a location for signage and identity of both the KHSRA and the Baldwin Hills Park Lands. The walls shall be cast-in-place concrete utilizing local aggregates to provide a colorization native to the coastal scrub hills of southern California.

Post-and-rail fencing located adjacent to the concrete walls and away from the street provide an additional visual element to identify the Eastern Gate to both users and passersby. Post-and-rail fencing shall be composed of Trex or other wood polymer members to allow for natural appearance without the typical maintenance requirements of wood or the dangerous chemicals involved in treated lumber products. Post-and-rail fencing shall run for approximately one hundred feet in each direction from the gate.

A1.2 Native Plantings at Entry

Native plantings including trees, flowering shrubs and groundcovers shall be installed at the entry to visually announce the park entry and further enhance the experience of entering into this urban wilderness area. Consistent with the larger goals of the celebrating the unique resources of this region, plantings shall include species associated with the native coastal scrub landscape of southern California and shall be planted from nursery stock containers. Area of planting shall be roughly 3,000 square feet.

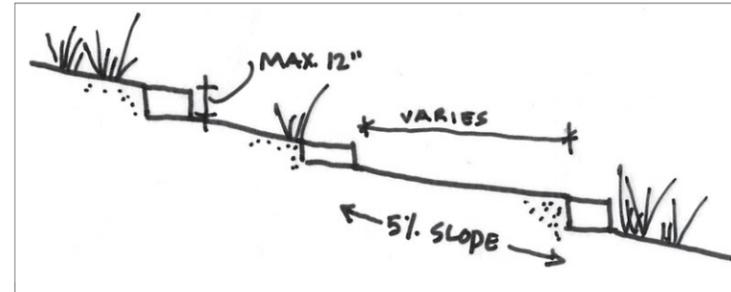
A1.3 Existing Trail Improvements

The existing trail leading from the intersection of La Brea and Don Lorenzo to the Eastern Ridgeline Trail provides a strong visual connection from the trailhead to the ridgeline, however, its direct path does not work with the existing topography as a sloped path. The current entry trail is 14%-18% grade in some sections and runs directly along the fall line. These conditions encourage erosion and make for a challenging climb.

Trail improvements would include the addition of concrete retaining steps that would adjust the sloped access to a more preferable

slope between steps to reduce erosion and direct water off trail. Concrete retaining steps shall be constructed of recycled concrete slab pieces dry stacked to a height of not more than 12". Sloped trail areas between these steps shall maintain an approximate slope of 5%.

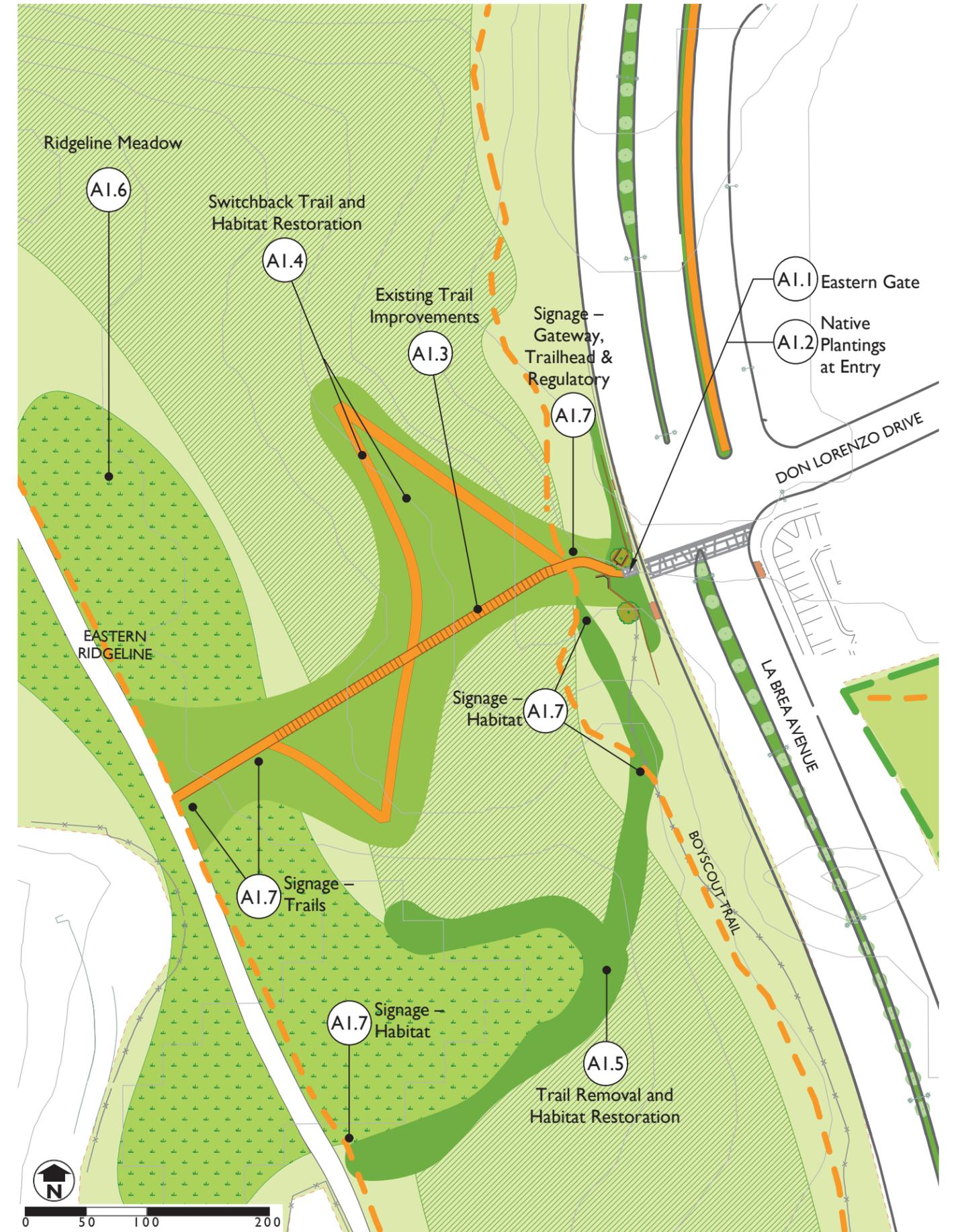
In addition, the redesigned trail should be confined to 8 feet wide to accommodate the trail's multiple users but still feel like a footpath and not a vehicle access road. Slope stabilization and habitat restoration will be required along the edges of the trail both to provide additional protection against run-off and erosion as well as to enhance the users' experience of this improved trail.

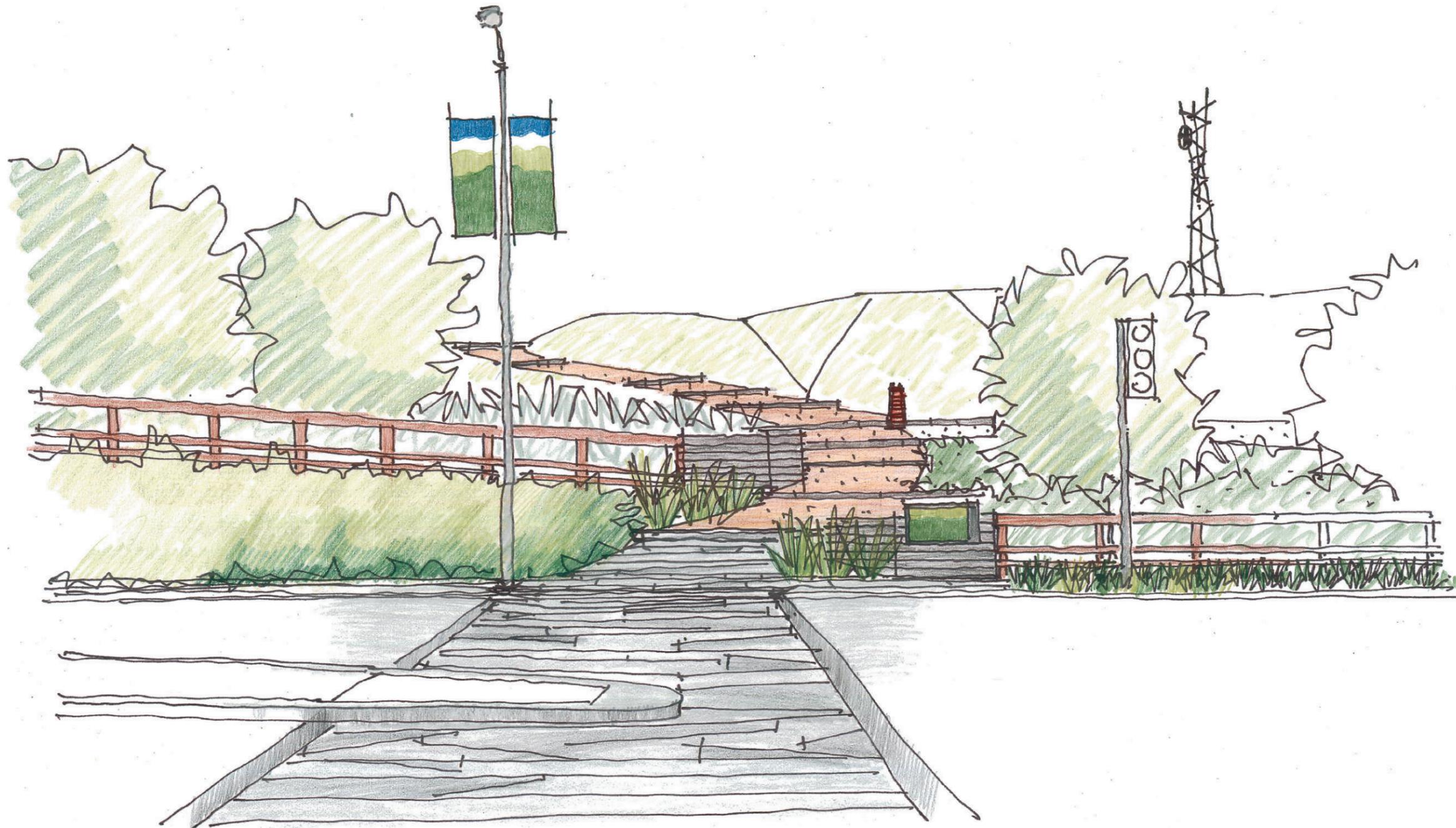


Diagrammatic section of entry trail with concrete steps



Existing entry trail, looking from KHSRA toward Don Lorenzo Drive.





Concept design images

Eastern Gate at Don Lorenzo
Concept Design Sketch



Coastal scrub community: Toyon, Lupine, Sage



Existing ridgeline meadow

A1.4 Switchback Trails and Habitat Restoration

In addition to the improvements for the existing trail, a new switchback trail will provide improved bicycle and pedestrian access and an additional way to experience this eastern gateway.

The switchback trail will be approximately five feet wide and will have a maximum slope of 10%. Level landings will be provided at the elbows and points of crossing with the stepped trail.

Restoring native plantings in key areas adjacent to the hiking trails can act as a catalyst for reseeding and growth throughout the eastern slope. Invasive species should be removed before planting natives. This necessary habitat restoration will both enhance the experience of the park user as well as work in conjunction with slope stabilization efforts. Native plantings shall be installed to provide clarity to the trail and to restrict off-trail movement.

A1.5 Trail Removal and Habitat Restoration

Paths of desire not currently considered as part of the marked trail system shall be closed to provide clarity to the zones park users are meant to inhabit. This practice will provide clear areas for habitat development within this urban wilderness.

Existing unmarked trails not required to make the KHSRA trail system complete shall be closed. The denuded path shall be reinforced using geotextile mat and/or other means of slope stabilization appropriate to the natural slope. In addition, native plantings shall be installed adjacent to the trail at a depth of three to four feet to provide long-term slope stabilization and habitat restoration.

A1.6 Ridgeline Meadow

A proposed native meadow at the plateau where the improved trail connection meets the eastern ridgeline trail will provide a unique landscape feature for park users and an enhanced habitat for birds, butterflies, insects and small mammals.

Meadow planting shall be accomplished by hydroseeding the area with a seed mix of native coastal scrub grasses and perennials.

Informal seating areas of large rounded boulders or stacked recycled concrete slabs shall provide places for rest and relaxation along the path.

A1.7 Signage

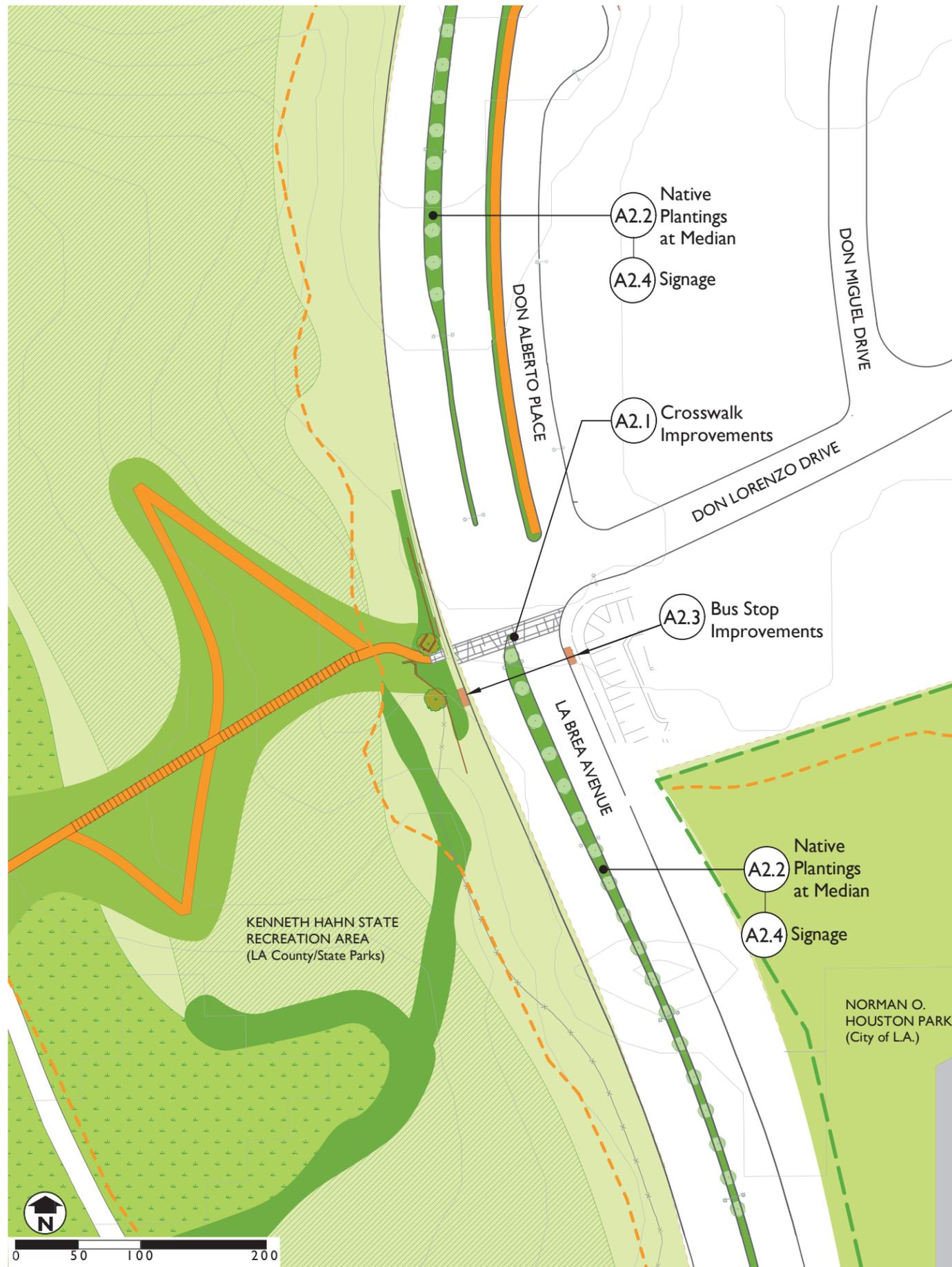
Signage shall be installed at various locations throughout this scope. Primary signage elements will include gateway signage for the eastern gateway, trail markers and directions and interpretive signage demarking landscape restoration zones.

All signage installed per the Signage Master Plan and shall be coordinated with other potential projects in the immediate area.

Gateway signage shall include KHSRA and Baldwin Hills Park Lands ID signage as well as information related to park rules, regulations and hours. An area map showing the location of the Eastern Gateway and its relationship to other parks in the Baldwin Hills Park Lands should be located at the entry.

Trail signage shall include markers and directional information to clarify the path and destination of the internal trail network, locate park features and note potential park linkages.

Interpretive signage in the area will primarily discuss habitat restoration efforts such as trail closures and will provide information related to the native flora and fauna of the restored habitat.



Scope A2: Streetscape Improvements at La Brea Avenue and Don Lorenzo Drive

The entrance to KHSRA at Don Lorenzo Drive is currently used as a major pedestrian access point but is not signed or announced. By providing signage and park-identity measures such as street trees, landscaping, and bus stop announcements, the Don Lorenzo entry can serve as an awareness generator for the larger Baldwin Hills Park Lands and improve pedestrian access to the park.

A2.1 Crosswalk Improvements

Surface treatment of the existing crosswalk will extend the perception of the park atmosphere across La Brea Avenue and serve as a traffic-calming element on the busy corridor. Stone, patterned concrete, or textured asphalt such as StreetPrint will identify this walk as an entry to the park. Crosswalk treatment should match or complement the crosswalks proposed in Scope D1.2 along Jefferson Boulevard.



Crosswalk surface treatments

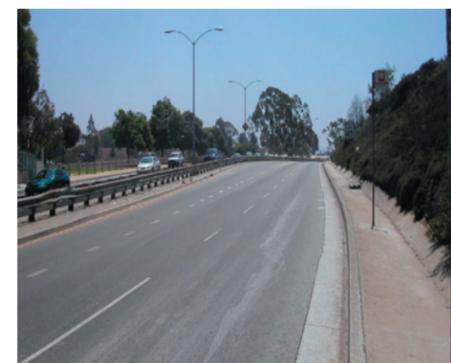
A2.2 Median Plantings

Median plantings near the entrance at Don Lorenzo will help lend the perception of “park” in this area and serve as a traffic-calming measure along La Brea Avenue. Street trees and native groundcover plantings will enhance the median along La Brea. The riparian California Sycamore (*Platanus racemosa*) is recommended as it is native to this area, low maintenance, fast growing and hardy. Its seasonal foliage coloration will enhance both the pedestrian and motorist experience along this park corridor. In accordance with LADOT regulations, trees shall be placed 20 ft on-center from all traffic signals and spaced 30 feet on-center. In addition to the trees, understory median plantings should be grasses from the native riparian micro-habitat such as Deer Grass (*Muhlenbergia rigens*) or Blue Oat Grass (*Helictotrichon semperivens*), and be similar to those proposed along Jefferson Boulevard in Scope D1.



Street Trees: California Sycamore (*Platanus racemosa*)

Median plantings should visually connect with adjacent park elements: from the crosswalk at Don Lorenzo Drive to the south, median plantings should extend approximately 480 feet to the stand of trees near the entrance at Houston Park. From the crosswalk to the north, plantings should extend approximately 270 feet to overlap with the start of the proposed La Brea Avenue Trail.



Existing bus stop condition

A2.3 Bus Stop Improvements

Bus stops for the MTA 213 and 312 lines at La Brea and Don Lorenzo lack any amenities currently. Consistent with the project vision of showcasing the park as a regional resource, improvements to this park entry point will potentially draw more park users via bus. Integrating the Baldwin Hills Park Lands character into the bus stops such as using similar materials and identity signage will create a feeling of the park as a destination point, beginning the park experience as soon as one steps off the bus.

but will also create greater visibility to the fact that the park can be accessed by bus.

Bus shelter placement and signage improvements should be coordinated with the Los Angeles MTA, city and county regulations.

Recommended bus stop improvements include providing a bench, a shade or wind structure, and more visible signage. The bus stop can become visually a part of the entry point by integrating the post-and-rail fence design outlined in Scope A1 with a bench or bus stop signage on the west side of La Brea. These amenities will not only create a more palatable experience for park users arriving by bus,

A2.4 Signage

Baldwin Hills Park Lands identity banners along La Brea Avenue in this corridor will help announce the entry and celebrate the many parks in close proximity in this area: Jim Gilliam, Norman O. Houston, and Kenneth Hahn.

Scope A3: Stocker Street Pedestrian Bridge

A small bridge across Stocker Street will allow pedestrians and cyclists to avoid the high-traffic Five Points intersection, while creating the possibility of a greater park and trail system. By linking the new Stocker Corridor Trail to Norman O. Houston Park, trail users can then gain access to the trail network within Kenneth Hahn State Recreation Area, and vice versa. This bridge link will also have the added benefit of reducing parking demands for the new Stocker Corridor Trail.

A3.1 Bridge Landings at Stocker Corridor Trail and Houston Park

These two bridge “landings” will serve as trail heads with way-finding information as well as focused native plantings to create seamless visual transitions between the different park jurisdictions, unifying them with a consistent Baldwin Hills Park Lands signage identity and planting palette and character. Total planted area for both landings: approximately 5,000 square feet.

The bridge approach trail from the southeast should be coordinated with the new Stocker Corridor Trail – the exact location of which should be confirmed with California State Parks. For the northwestern approach to the bridge, a trail link to the existing railway at the edge of Norman O. Houston Park (City of L.A.) should be implemented.

A3.2 Pedestrian Bridge

A pedestrian and bicycle bridge across Stocker Street will create a vital link between the new Stocker Corridor Trail and parklands to the west. The location of the bridge should take advantage of the similar elevations between the two slopes along Stocker. The exact placement should be verified with a formal survey of the topography, keeping in mind the maximum allowable slope of the bridge should be no greater than 4.8%.

The bridge profile and height above roadway shall be coordinated with LADOT and LA County overpass guidelines. Since the bridge itself will function as a visible signifier of the Baldwin Hills Park Lands, guardrails and pedestrian barrier walls or fencing should look designed rather than utilitarian. Suggested profile options appear at right. The bridge should be composed of durable, long-lasting materials that require low maintenance, with finishes that are environmentally sustainable. For pedestrian safety and security, pedestrian barrier walls or fencing should be at least 50% open for maximum visibility. Additionally, planned lookout or rest areas on either side of the bridge could occur to maximize views of the area.

The lightweight bridge should be similar in appearance to that proposed in Scope D3 over Jefferson Boulevard, and should utilize truss span principles for maximum span with minimal support.

A3.3 Switchback Trail Access from Stocker Street

Switchback trails from the northwest side of Stocker Street up to the bridge will allow cyclists along Stocker Street to access both Norman O. Houston Park as well as the bridge without crossing through the busy Five Points intersection. The switchback trail should follow the contours of the hill at a grade of no greater than

10%. At approximately 700 feet long, eight-foot-wide decomposed granite trail will allow for cyclists in both directions.

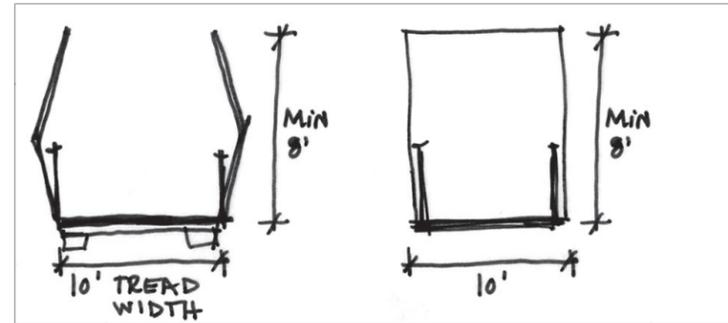
Focused native plantings at the trailheads and at the trail’s elbow will help to contain trail use and act as a catalyst for continued healthy habitat restoration. Total planted area: roughly 6800 square feet.

A3.4 Slope Stabilization and Habitat Restoration

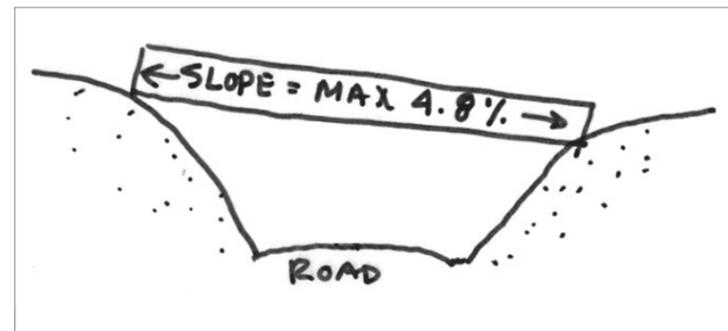
The eroded, denuded slope on the north side of Stocker Street, just below Houston Park requires slope stabilization for bridge and trail placement. Restoring native grassland and scrub communities will help stabilize the slope, require less maintenance, and beautify the slope for park users, motorists along Stocker Street, and native fauna. The slope’s high visibility makes it a promising location to help identify this corridor as an urban wilderness area, a part of the Baldwin Hills Park Lands. Grading, retaining, and drainage should be included. Total area: 1.75 acres.

A3.5 Signage

Trailhead signs, park regulatory signs, and area maps of the Baldwin Hills Parks Lands will be located throughout the area and should reference the Signage Master Plan.



Schematic cross-section of bridge

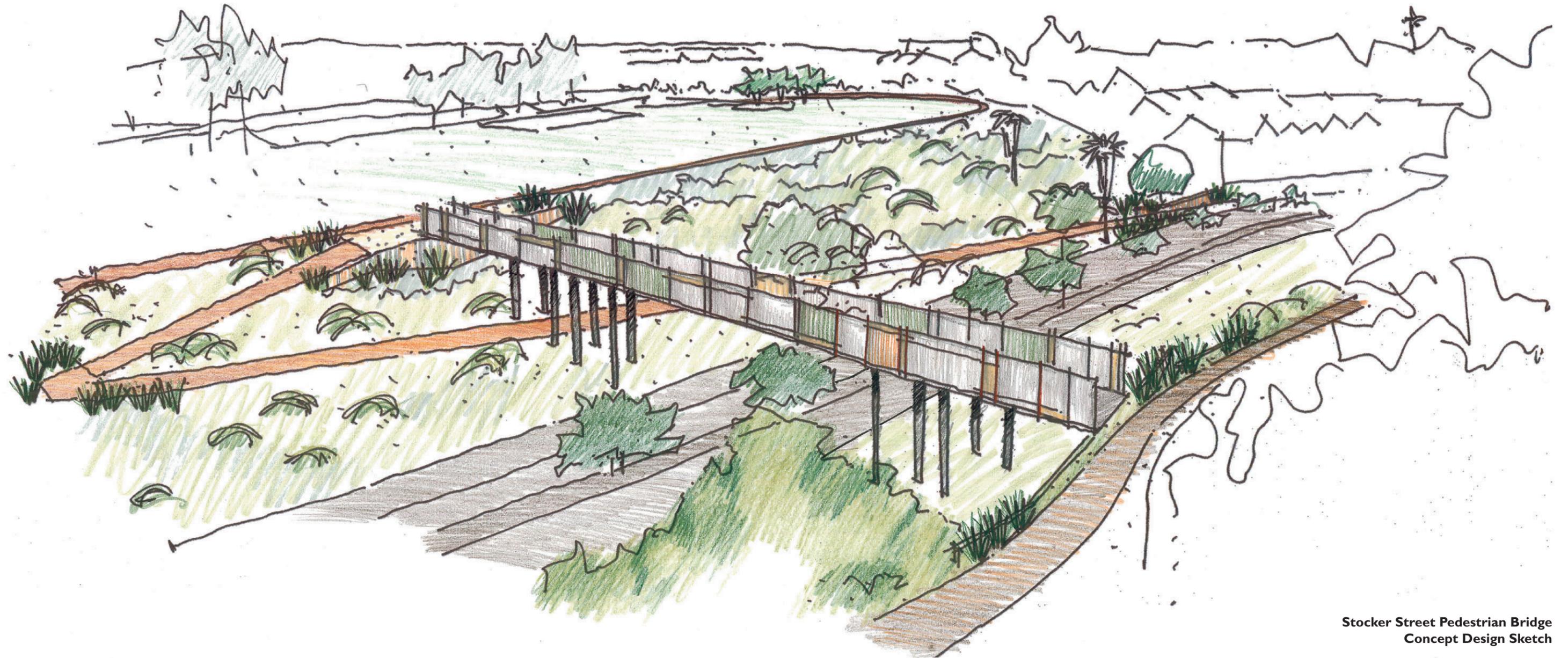


Schematic longitudinal section of bridge





Concept design images



Stocker Street Pedestrian Bridge
Concept Design Sketch

Scope A4: La Brea Avenue Trail Connection to Jim Gilliam Park

The planned bicycle trail along the eastern edge of La Brea Avenue is dependent upon acquisition of the 22-acre Atkins House Corporation property. The approximately 0.8-mile trail would lead from Jim Gilliam Park at the north to La Brea Avenue & Don Lorenzo Drive at the south. Habitat restoration should coincide with stabilizing the slope. A secondary, recommended project not outlined in this scope is to extend the trail north along La Brea Avenue as a Class I bike path to Exposition Boulevard to meet the newly planned Exposition bikeway.

A4.1 South Trailhead and Trail Extension

A trailhead located at the southern boundary of what is now the Atkins Property should include a 5,000-square-foot landscaped area of native plantings and rocks, a low concrete identity element with integrated seating, and wayfinding signage. Extending south from this trailhead along the island to the intersection with Don Lorenzo Drive, the small section of the trail that is not on the Atkins Property should be signed in order to link the Eastern Gate at KHSRA to the new La Brea Avenue Trail.

A4.2 North Trailhead at Jim Gilliam Park

The trailhead at Jim Gilliam Park (City of Los Angeles) will identify the La Brea Avenue trail as an access point to the larger Baldwin Hills Park Lands, including Kenneth Hahn State Recreation Area and the new Stocker Corridor trail. Trailhead amenities should include signage indicating trail distance, as well as native landscape plantings, shade trees, and an integrated seating area. Total landscaped area: 5,000 square feet.

A4.3 La Brea Trail and Overlook

Trail location should coincide with stabilizing and restoration efforts. A contour-aligned trail, with a maximum slope of 8-10% would run approximately 4200 feet or 0.8 miles along the Atkins property. Recommended trail width, for the type and amount of traffic envisioned for this trail, is 8 feet, which will allow for cyclists and pedestrians to travel in either direction.

A contour, full bench, and gradual trail will require less maintenance and fewer water diversion dips than a steep or partial-bench trail. Cutting the trail will require blending the back slope to minimize erosion and maximize drainage. A recommended cross-slope of 3-5% will permit drainage across the trail in the direction of the slope. Additionally, after the soil has compacted, de-berming the outside edge may be necessary to permit continued drainage. Please see diagrams at right.

Trail tread materials should be selected from a palette of compacted decomposed granite, permeable asphalt, or bio-based paving.

A single rest area will provide a pause along the length of the trail and give views toward the eastern ridgeline of KHSRA. The rest area should be located at the shallowest area of the property (approximately midway along the trail; see map diagram at right), which will reduce the need for filling. Recommended width of rest area is 6 feet to permit seating area and a small interpretive element. (See diagram). Landscape treatment of native ornamental vegetation and rocks will give the Overlook character consistent with the Baldwin Hills Park Lands.

A4.4 Slope Stabilization and Habitat Restoration

The current slope ranges from 13%-35% at its gentlest and up to 58% at its steepest. The denuded, in some parts barren, dirt slope is unstable in many areas. Combining slope stabilization with habitat restoration efforts will slow erosion, run-off and slides, while at the same time beautify the La Brea corridor and thus creating a more natural feel to the trailway. Stabilization efforts should be scheduled to minimize soil exposure during the rainy season. Re-vegetation efforts should be conducted in the fall to take advantage of winter rains for plant establishment.

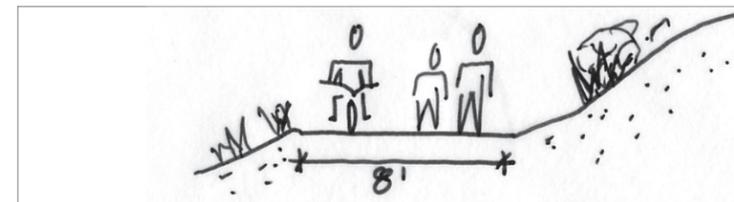
In areas where the slope is greater than 2:1, a Deltalok or similar biotechnical retaining system will create a stabilizing "wall" with live materials that will increase in strength over time.

Maintenance and monitoring is an essential part of the project: the site should be inspected frequently to correct drainage problems as the soil settles and to remove invasive species immediately.

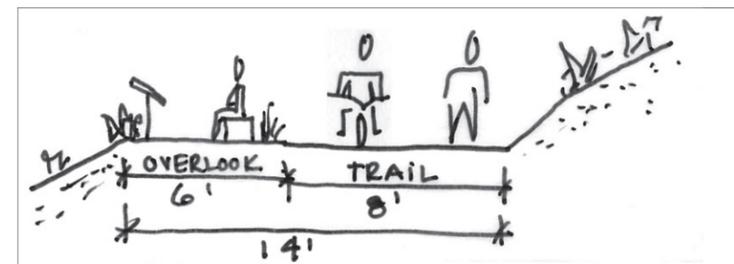
Signage at either end of the trail, announcing trail name, distance and destination, should correspond to the Signage Master Plan for the Baldwin Hills Park Lands. The interpretive element at the rest area may also provide a wayfinding map that illustrates the other park resources within the area.

A4.5 Signage

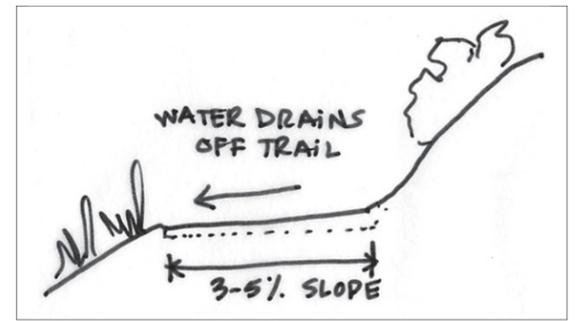
Trailhead signage at either end of the trail shall include trail distance and area map, and trail rules for pedestrian and bicycle users. The rest area at the Overlook may include an interpretive element. Signage should identify the trail as part of the Baldwin Hills Park Lands and comply with the Signage Master Plan.



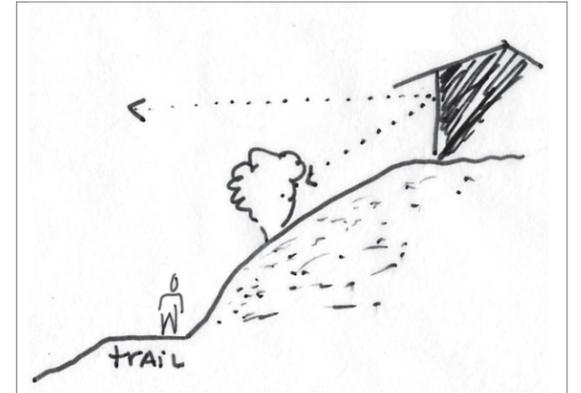
Recommended trail width, dual mode (bicycle & pedestrian)



Recommended trail width, dual mode with Overlook



Cross slope drainage diagram



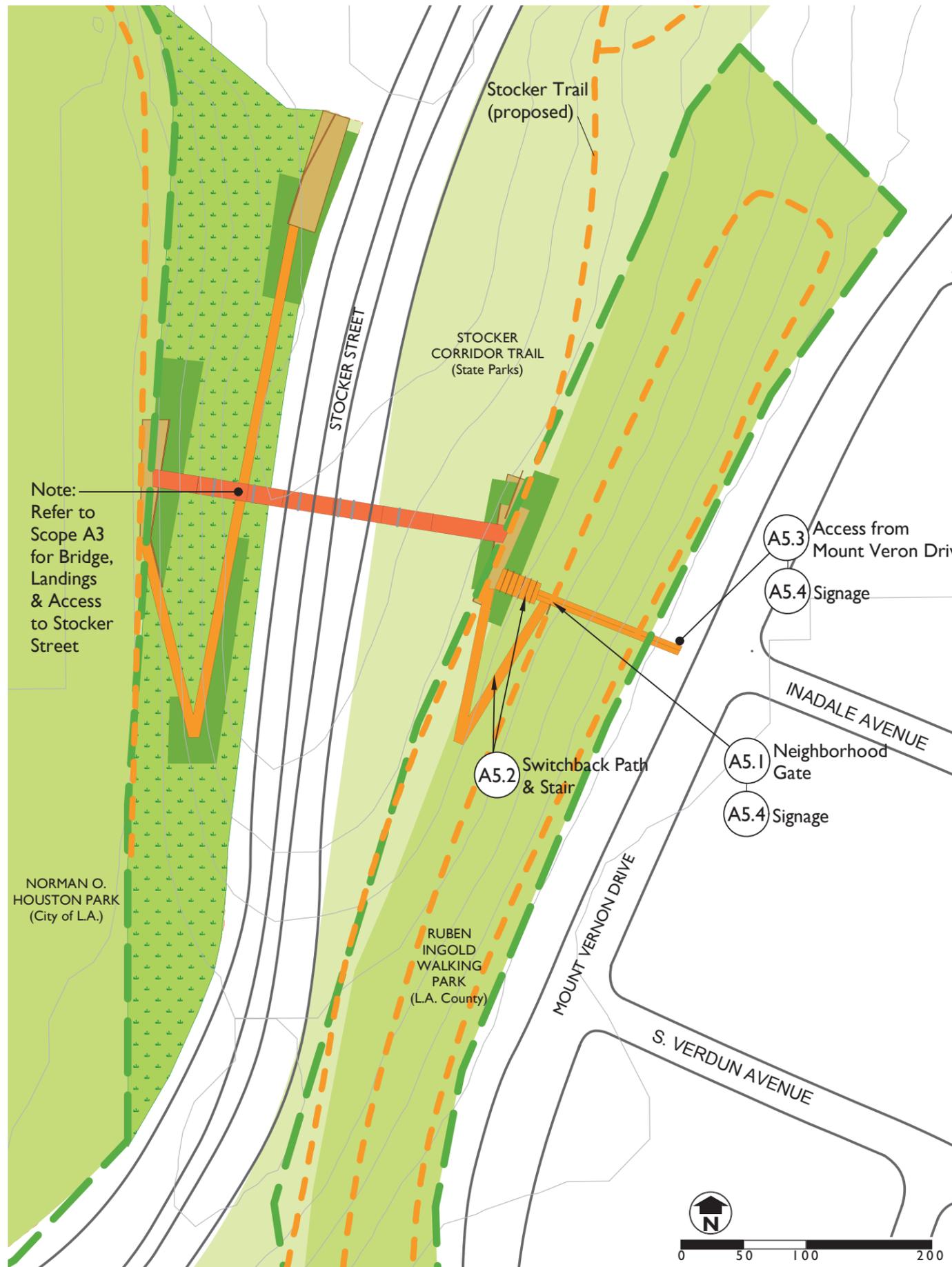
Screening upslope housing with tall shrubs



Typical slope stabilization would use a geotextile mat. This biodegradable method allows seeds to grow through the mat.



Slope stabilization in areas with a slope greater than 2:1 should employ Deltalok or similar bio-engineered method to provide maximum stability while also planting the slope.



Scope A5: Ingold Park Neighborhood Gate and Connection to Stocker Trail

A Neighborhood Gate would give residents of the Windsor Hills community and users of Ruben Ingold Park access to the Stocker Corridor Trail and proposed Stocker Street Pedestrian bridge via Ingold Park. Feasibility of this project is dependent upon neighborhood interest and should be studied further.

A5.1 Neighborhood Gate

A small “gate” treatment to this public, neighborhood access point will identify this as an entrance to the Baldwin Hills Park Lands. The proposed gate will feature ten feet of post-and-rail fencing on either side of the entry. To visually identify this entry with a unified Baldwin Hills Parks Lands character, the fencing would be similar to that proposed in Scope A1 Eastern Gate, Scope C6 Blair Hills Neighborhood Gate and Scope D4 Wrightcrest Neighborhood Gate. A small area of native plantings (approximately 200 square feet) at the entry will serve as a transition from the Los Angeles County-owned walking park to the State Park Stocker Corridor Trail. Plantings should complement the coastal scrub habitat restoration efforts along the Stocker corridor.

The exact location of the Stocker Corridor Trail should be confirmed with California State Parks to verify location of the Gate and access trails. Gate curfew, locking operation and feasibility should be coordinated with neighborhood input and LA County and State Parks officials.

A5.2 Switchback Path and Stair

The roughly fifteen-foot elevation change from the plateau at Ingold Park (L.A. County) to the trail and pedestrian bridge below requires a sloping switchback trail and stair to connect the two paths. An eight-foot-wide trail of colored decomposed granite to accommodate cyclists & pedestrians would run approximately 250 feet from the trailhead at the pedestrian bridge up to Ingold Park, and should complement the main Stocker Corridor Trail in material and design. In addition, to discourage undesigned, user-created shortcut trails, a stair leading directly from the main trail to the park should also be created. The stair would be composed of concrete with a local aggregate to match the coloration of the soils.

A5.3 Access from Mount Vernon Drive

Direct access from Mount Vernon Drive in the Windsor Hills neighborhood may be desirable. A three-foot-wide walkway or path approximately 100 feet long at the end of Inadale Avenue through Ingold Park composed of colored decomposed granite would visually and physically link the State Park trail to the street. Coordination between County and State parks for trail design, location, and maintenance is recommended.

A5.4 Signage

Baldwin Hills Park Lands identity signage will distinguish this neighborhood gate as an entry to the larger park. Signage both at Mount Vernon Drive and within Ingold Park will indicate the entrance to the Stocker Corridor Trail. Park regulatory signage should be displayed along with an area map indicating trail distances and the relationship of this entry to other local parks.



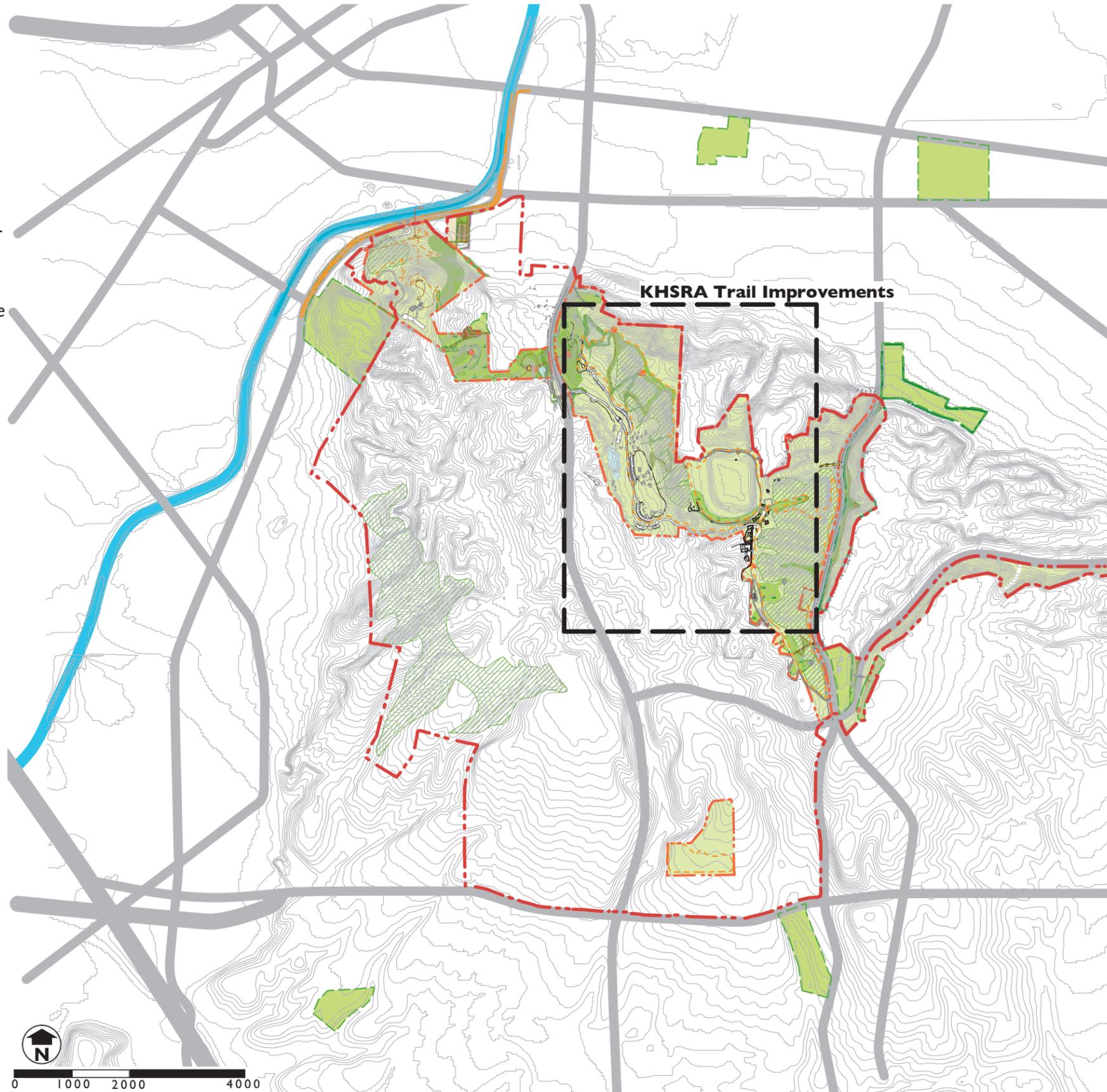
View from Ingold Park toward Stocker Street with Houston Park beyond.

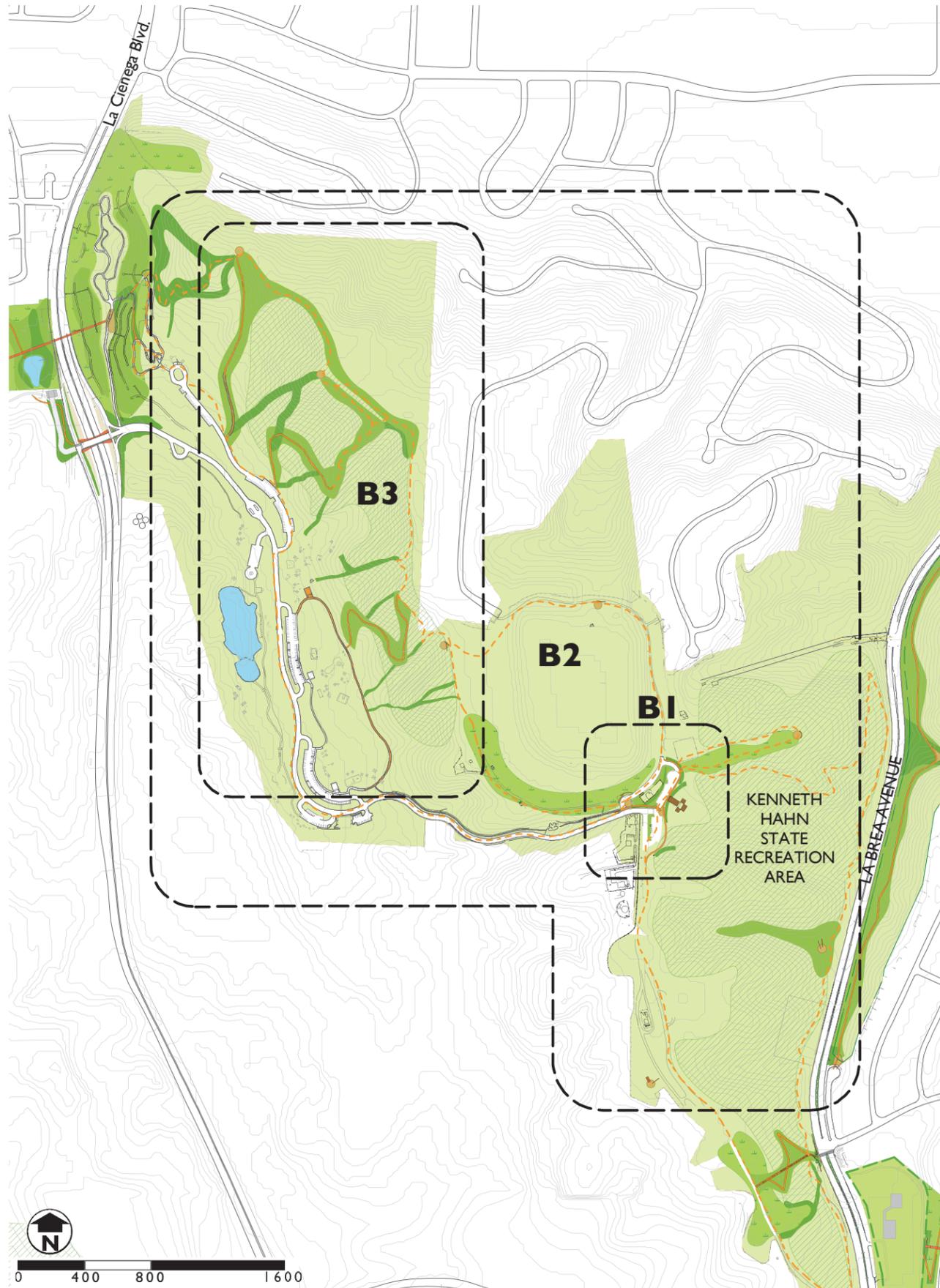
Project Area

B: KHSRA Trail Improvements

Three projects within the existing Kenneth Hahn State Recreation Area propose to improve existing conditions for the hiker, park visitor, and motorist; reduce maintenance for park staff; and enhance native habitat conditions throughout.

The proposed projects seek to showcase the unique features of the Baldwin Hills through Educational and Wayfinding signage, Native Plantings and Habitat Restoration, and Hiking Trail improvement and amenities. As the primary access point for the Baldwin Hills Park Lands, the KHSRA offers an opportunity to increase visibility of the park resources in the area.





Project Area

B: KHSRA Trail Improvements

B1 Trail Junction / Access / Wayfinding at Bowl Turnaround

- B1.1 Trail Improvements
- B1.2 Native Plantings
- B1.3 Road Closures / Improvements
- B1.4 Communications Site Interpretive Area
- B1.5 Signage

B2 Trail Amenity and Interpretive Zones

- B2.1 Oil History Site
- B2.2 Riparian Site
- B2.3 City Overlook Site
- B2.4 Geology Site
- B2.5 Communications Site
- B2.6 Urban Wilderness Site
- B2.7 Ocean View Site
- B2.8 Watershed Site

B3 Habitat Restoration / Trail Improvement

- B3.1 Basin Trail with Signage
- B3.2 Trail Removal and Habitat Restoration
- B3.3 New Switchback Trail and Restoration
- B3.4 Trail Improvements at Walk for Health Trail
- B3.5 Habitat Management (Restoration)
- B3.6 Signage

Scope B1: Trail / Junction / Access / Wayfinding at Bowl Turnaround

This area at the top of the main park access road at KHSRA is oriented toward cars and is confusing to park users because of the many service roadways. Simplification of vehicle routes, improvement to pedestrian routes, additional native plantings and signage will all help to unify this area and create a more fluid arrangement.

B1.1 Trail Improvements

Improved pedestrian access will separate the roadways in this area from hikers, and provide universal accessibility for all park users. Recommended pedestrian improvements include linking the new Interpretive Area at the top of the hill to the existing sidewalk along the service island with a ramped curb cut and new trail surfacing. Adding a crosswalk from the sidewalk across the parking drive will give pedestrians safe passage to the proposed trailhead at the edge of the picnic area.

Additional five-foot-wide trails leading from the picnic area and comfort facility to the Small Trail and the Bowl Loop to the north and to the Boy Scout Trail to the south will unify the pedestrian experience and separate hikers from cars and parking. The trails should be decomposed granite with a local aggregate to approximate the native soil and with a resin sealant. The trail surfaces should be graded to accommodate universal accessibility. This same surface treatment should be applied to the remainder of the Bowl Loop when maintenance is required.

B1.2 Native Plantings

Native plantings of grasses and perennials along the newly proposed hiking trails described above will further create a pedestrian haven that can also function as small fingers of habitat links from the scrub habitat of the Eastern Ridge-line.

B1.3 Road Closures / Improvements

A series of removable or retractable bollards at the two areas indicated on the map diagram at right will help to separate the service road from the parking roads intended for park users. The bollards would be removed for service vehicles but block access for other vehicles.

In addition to the bollards, resurfacing of the asphalt to decomposed granite with a resin sealant such as RoadOyl will allow for service vehicle use but create a pedestrian character in this area. The trail surface should be graded for universal accessibility.

B1.4 Communications Site Interpretive Area

Described in Scope B2.5, the interpretive area in this location would also serve as a trailhead junction and gathering point for hikers and walking groups using the Bowl Loop and the Eastern Ridgeline trails. In addition to the interpretive feature, an informal seating area of large rounded boulders or stacked recycled concrete slabs would be contained by post-and-rail fencing to give the site a feeling of place.

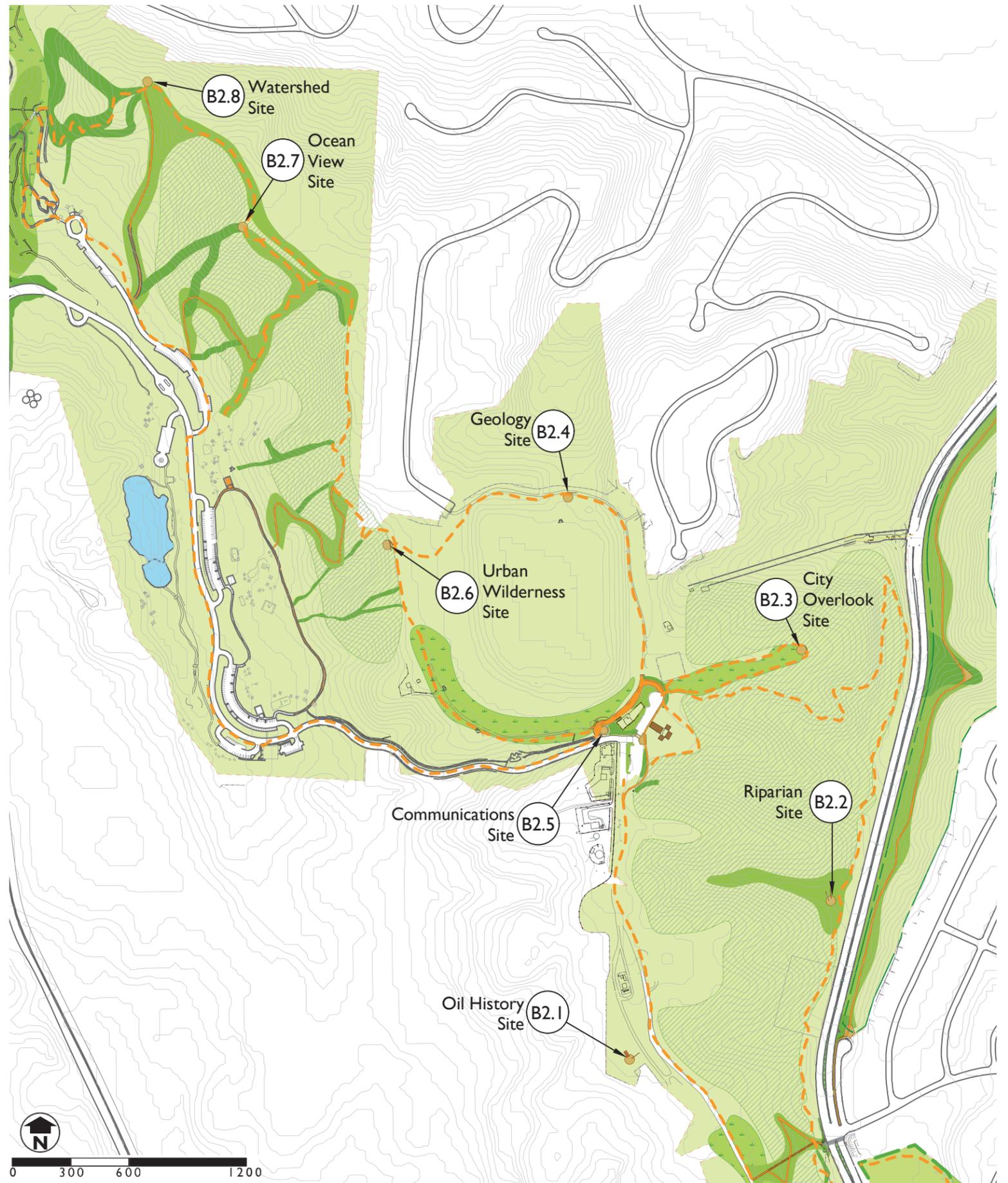
B1.5 Signage

Wayfinding signage for cars and for hikers is essential in this area. Indicating areas for picnicking, parking, and trailheads will help to orient park users in this important junction.





Concept Design Sketch: Interpretive Area





B2.1 Oil History Site

Oil was first discovered in the Baldwin Hills by Standard Oil in 1924. Since then, the hills have provided nearly 400 million barrels of oil and nearly 300 billion cubic feet of natural gas. This site will interpret the natural and man-made process of petroleum production, and describe the role of oil in the history of the Baldwin Hills and in the development of Los Angeles.



B2.2 Riparian Site

A moist canyon bottom such as the one sloping down from the Eastern Ridgeline is an ideal location to inform park users of the fragile riparian woodland habitat native to the Baldwin Hills. The arroyo willow, mule fat and other stream-dwelling plants provide shade and moisture for many animals and a home for frogs and toads. This habitat is sensitive to change and is disappearing due to stream channelization and development in much of Southern California.



B2.3 City Overlook Site

Looking north and east from this point, the Santa Monica and San Gabriel Mountains rise as a backdrop behind the urban development of the lowlands below, with the Wilshire Corridor running as a line of buildings to the high rises of downtown.



B2.4 Geology Site

The site of the 1963 Baldwin Hills Reservoir failure, now Janice's Green Valley, is the perfect location to interpret the geologic condition of the hills. Part of the nine-mile long Newport-Inglewood Fault, the two north-south trending inclines that are the Baldwin Hills are evidence of the seismic history of the area. Two known faults run through the eastern ridge. In addition to periodic tectonic movement, oil extraction and waste brine injection in the area have created subsidence and slippage between the two faults.



B2.5 Communications Site

The Baldwin Hills are a unique geologic phenomenon: a land-locked island rising 500 feet above the lowlands of the Los Angeles Basin. This high elevation has made the Hills an ideal location for numerous microwave towers, electrical utility towers and other types of communications towers. This site will interpret the history of such devices and communicate the often overlooked infrastructures that support a modern lifestyle for metropolitan Los Angeles.



B2.6 Urban Wilderness Site

The trail juncture at this site marks the intersection of the sculpted lawn of Janice's Green Valley, the DWP electrical towers, private residences of the Baldwin Vista neighborhood, and quiet canyons full of birds, butterflies, and intact coastal scrub. This is the perfect spot to take note of the unique circumstance of finding wilderness in the very heart of urban Los Angeles.

In addition, this trail juncture could benefit from trail coordination and surface improvement to help better direct hikers from the Bowl Loop to the Community Loop trail. The curbed asphalt drive leading to the DWP gated right-of-way confuses the intended trail direction.



B2.7 Ocean View Site

With views to the whole of Santa Monica Bay, from Palos Verdes, to Catalina Island, to Point Dume in Malibu, this vantage point is an ideal location to take in the relationship of the hills to the urban development in the basin as it stretches to the sea. Environmental stewardship of our waters and beaches is a theme that can be easily grasped from this promontory. The new interpretive site will incorporate the existing gazebo.



B2.8 Watershed Site

The Baldwin Hills drain into the 127-square-mile Ballona Creek Watershed, which includes most of the Los Angeles Basin from the Santa Monica Mountains in the north and as far east as the I 10 Freeway. Rainwater and urban runoff are brought to the Pacific Ocean via Ballona Creek. This interpretive site, located at an existing gazebo, could inform park users of the interconnected ecologies of Los Angeles' human and natural inhabitants, indicating the relationship between our individual actions and the health of the entire watershed.

Scope B2: Trail Amenity and Interpretive Zones

The unique natural and cultural resource that is the Baldwin Hills can be highlighted by a series of interpretive elements located throughout the trails of the existing KHSRA. Noted on trail maps or wayfinding signage, the sites can also serve as destination points for walks and hikes.

Each interpretive site will feature an educational signage element and an integrated seated area where space and topography allow. A decomposed granite platform will create a sense of place. Materials should be durable and low-maintenance, with a character consistent with the Baldwin Hills Park Lands identity.

Scope B3: Habitat Restoration / Trail Improvement

The western slopes of the current KHSRA host large communities of healthy habitat but are also marred by many trails of desire that reflect park user's interest in challenging physical hikes and eagerness to be closer to nature. Closing off some of these trails and providing designed, contour-lined trails instead will help to control erosion issues, reduce long-term maintenance, and improve habitat.

B3.1 Basin Trail with Signage

An eight-foot-wide decomposed granite trail ringing the picnic areas will give park users a universally accessible route close to the wilderness along the hillside. It will be signed with habitat and wilderness appreciation and educational signage, and will indicate the trail closures detailed in Scope B3.2. The trail will lead from both parking areas and provide access to the newly proposed switchback trail outlined in Scope B3.3. It will also connect to the main trail along the main park drive.

B3.2 Trail Removal and Habitat Restoration

Many of the areas prone to erosion in this part of the KHSRA are due to user-created fall-line trails. Rain fall and gravity further erode the slope along these use trails. These upslope trails also cause erosion of the main Community Loop route. First priority in stabilizing this slope is to close the secondary use trails.

Closed trails should be considered habitat restoration areas and well-marked as such to prevent hiker access. The compacted soil of the old tread should be completely broken up, or scarified, to allow the new plants to take root. To prevent further erosion, a geotextile mat soil stabilizer can retain the hillside while providing an ideal climate for new growth. Careful monitoring of invasive opportunist species is essential to allow the newer, native plants to properly establish.

B3.3 New Switchback Trail and Habitat Restoration

Closing existing fall-line trails in order to restore native habitat and stabilize the slopes in this area will only be successful if a better alternative is provided. Trail users seem to enjoy the more challenging climbs as well as the opportunity to wander closer into the natural zones, away from the broad, main Community Loop Trail.

Establishing a narrower switch-back, contour-line trail will not only provide hikers with the experience of getting into nature, but will reduce trail maintenance needs as well. The compacted earthen trail will be three feet wide.

Any small trees and shrubs removed for the new trail creation should be transplanted to the old trails, thus helping to restore the native landscape.

B3.4 Trail Improvements at Walk for Health Trail

The Walk for Health Trail, a one-mile interpretive trail that coincides with the northwestern slope of the Community Loop Trail, currently suffers from many offshoot paths that make unclear which is the main route to follow. These offshoot paths have also caused erosion of the main trail.

B3.5 Habitat Management (Restoration)

Habitat restoration in this area will involve selective removal of invasive species and replacement with natives on a one-to-one basis. One plant approximately every 1,000 square feet should be removed and replanted over the 1,300,000 square-foot area. All planting should be done in the fall season to take full advantage of winter rains for plant establishment. Plants should be selected from the native flora identified in *The Biota of the Baldwin Hills* (Natural History Museum of Los Angeles County, February 2001) and conform to the coastal scrub community. Native plant selection is important in achieving the overall goal of celebrating the region's unique flora and encouraging the habitat of the area's unique fauna.

B3.6 Signage

Educating trail users of trail closures, both where and why, will help eliminate continual use of the old routes. New way-finding maps can be posted at trail heads and at trail closures so hikers can understand the new routes. Offering interpretive or educational, positive information will help the restoration efforts.

Additionally, trails should be signed from parking and picnic areas so hikers are encouraged to begin at trail heads and not establish their own trails.



Erosion along Community Loop Trail, due to up-slope fall-line "use" trail.



Breaking up the compacted soils of the old trail.

Native Coastal Scrub species



Heteromeles arbutifolia



Heterabut telegraph





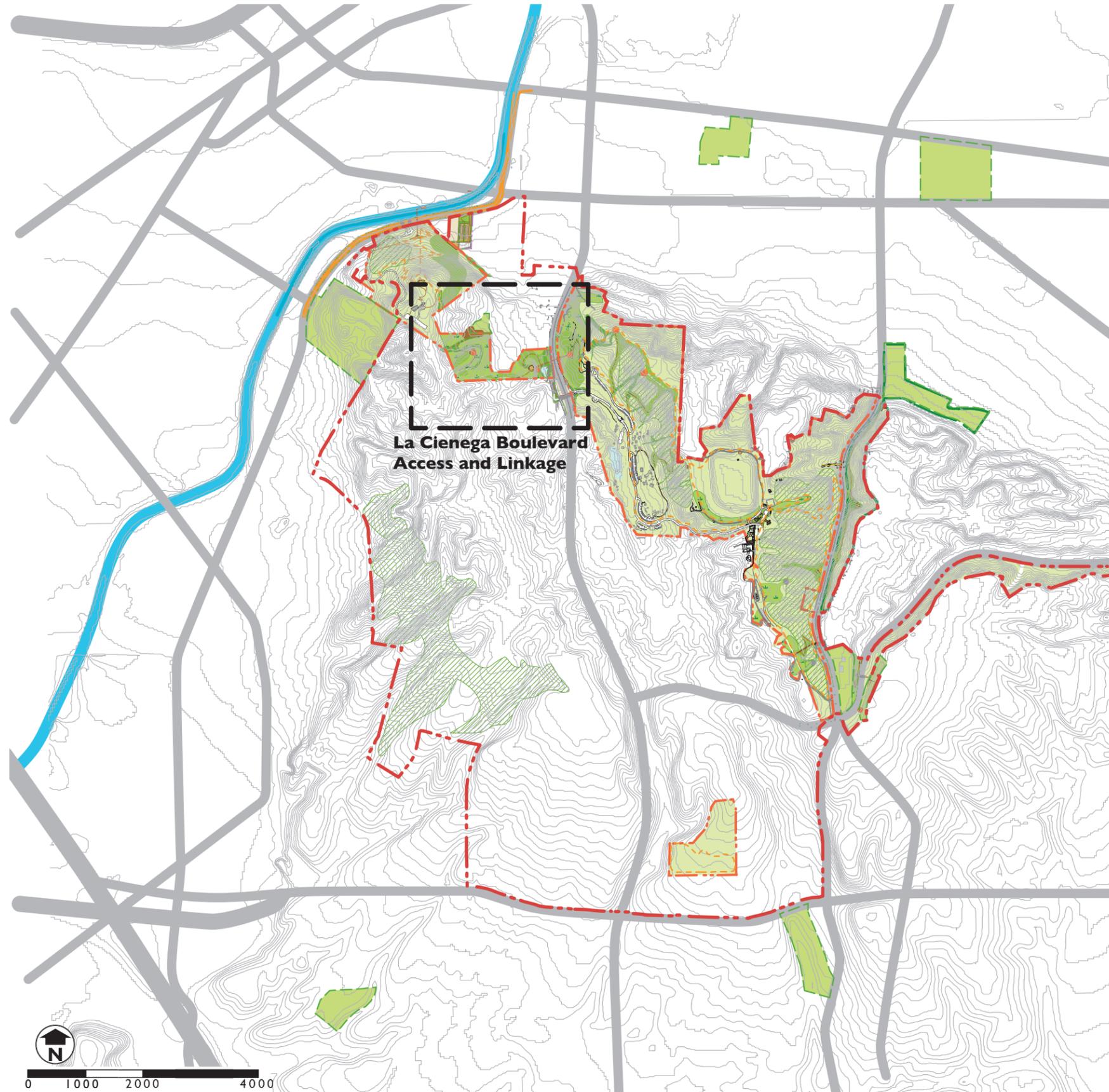
Concept Design Sketch:View from Basin Trail to Switchback Trail

Project Area

C: La Cienega Boulevard Access + Linkage

Six projects in the central portion of the study area create access to the undeveloped County-owned Lloyd and Finley Fee properties. Physically connecting these properties to the Scenic Overlook at the west and the existing KHSRA at the east is a vital step to creating the united Baldwin Hills Park Lands first envisioned in the 2002 Baldwin Hills Park Master Plan.

The proposed projects include Park Identity Signage, a Pedestrian and Habitat Bridge, Habitat Restoration and Trail creation, a Service Road, and a Neighborhood Gate at Blair Hills Park. These projects create access for pedestrians, cyclists, and park staff, provide park amenities, and improve visibility for the park.





Project Area

C: La Cienega Boulevard Access + Linkage

C1 Identity and Signage at Existing Entry Bridge

- C1.1 Bridge Improvements
- C1.2 Native Plantings at Ramps
- C1.3 Native Plantings at Park Entry
- C1.4 Signage

C2 Habitat Restoration and Trail Creation at Lloyd Property to Finley Fee

- C2.1 Sitewide Habitat Restoration
- C2.2 Eastern Lookout
- C2.3 Service Road / Trail and Habitat Restoration
- C2.4 Western Lookout and Trail
- C2.5 Marsh Ecology Zone Retention Basin / Trail
- C2.6 Signage

C3 Pedestrian Access Across La Cienega Boulevard

- C3.1 Pedestrian/Habitat Bridge
- C3.2 Trail Improvements at Approach from Existing KHSRA Trails
- C3.3 Habitat Restoration Eastern Edge of La Cienega
- C3.4 Signage

C4 Habitat Restoration along La Cienega Boulevard

- C4.1 Hydroseed Native Coastal Scrub
- C4.2 Native Plant Restoration

C5 Service and Pedestrian Easement at Moynier Property

- C5.1 Service Road and Turnaround
- C5.2 Bridge Access Improvements
- C5.3 Pedestrian and Bike Path
- C5.4 Habitat Restoration
- C5.5 Signage

C6 Blair Hills Neighborhood Gate and Trail Access

- C6.1 Neighborhood Gate
- C6.2 Trail Connection and Habitat Restoration
- C6.3 Signage

Scope C1: Identity and Signage at Existing Entry Bridge

The main entrance to Kenneth Hahn State Recreation Area is currently difficult to navigate due to the high-speed traffic and sinuous nature of La Cienega Boulevard in this area. With additional landscaping and design measures, the overpass bridge itself can serve as a unique marker for both the KHSRA and the Baldwin Hills Park Lands.

CI.1 Bridge Improvements

Rising twenty-five feet above the sunken roadway, the La Cienega overpass bridge serves as the primary vehicular entrance to the existing KHSRA and is visible from the Scenic Overlook. However, because it is not well-announced in advance of the exit ramps, adding a screening or billboard signage element to the existing bridge will help to better market this important entry. It will also give identity to the larger Park Lands area to motorists along La Cienega Boulevard by acting as an across-road billboard.

Bridge improvements will include new screen “walls” at the bridge edges facing northbound and southbound La Cienega. The screens will be composed of lightweight materials selected to convey a sense of place and to define the urban wilderness character of the Baldwin Hills. Punched openings will provide a potential for views and transparency along the length of the bridge. The height of the screens should be designed in order to mask the existing bridge structure. Artistic or architectural elements should comply with county, state, and local regulations for vehicular signage.

The possible future use of the bridge by pedestrians and cyclists as a primary connection to the western park lands should be considered when designing these screening elements. (See Scope C5.)

CI.2 Native Plantings at Ramps

A larger scale planting palette along the west side entry and exit ramps to the overpass bridge will be more visible to motorists along La Cienega, announcing the Park Lands through plant material. Additionally, these plantings will provide an element of traffic calming to encourage cars to slow upon entry to the park. This will be important to later park expansion across La Cienega, when cyclists and pedestrians may use the same bridge.

Native species should be selected both for low-maintenance as well as to celebrate the region’s unique flora and encourage small habitat microcosms. Plant palette recommendations include native and drought-tolerant perennial grasses such as Deer Grass (*Muhlenbergia rigens*) or Blue Oat Grass (*Helictotrichon sempervirens*).

CI.3 Native Plantings at Park Entry

The entrance to KHSRA currently is marked by non-native invasive plantings such as pampas grasses and eucalyptus. In an effort to unify the atmosphere of the park with the larger goal of native habitat restoration, selecting entry landscaping from a native, yet ornamental planting palette can help to celebrate the uniqueness of this regional resource.

Suggested entry planting materials include flowering species from the native riparian landscape such as Lilacs (*Ceanothus spp*), Coffeeberry (*Rhamnus californica*), Evergreen currant (*Ribes viburnifolium*), Sycamore (*Platanus racemosa*), and White Alder (*Alnus rhombifolia*). The removal of existing non-native species shall be performed incrementally on an ongoing basis, with native plantings installed as others are removed. The restored planting area should be approximately 20 to 25 feet deep from the roadway and should taper into the existing landscape.

CI.4 Signage

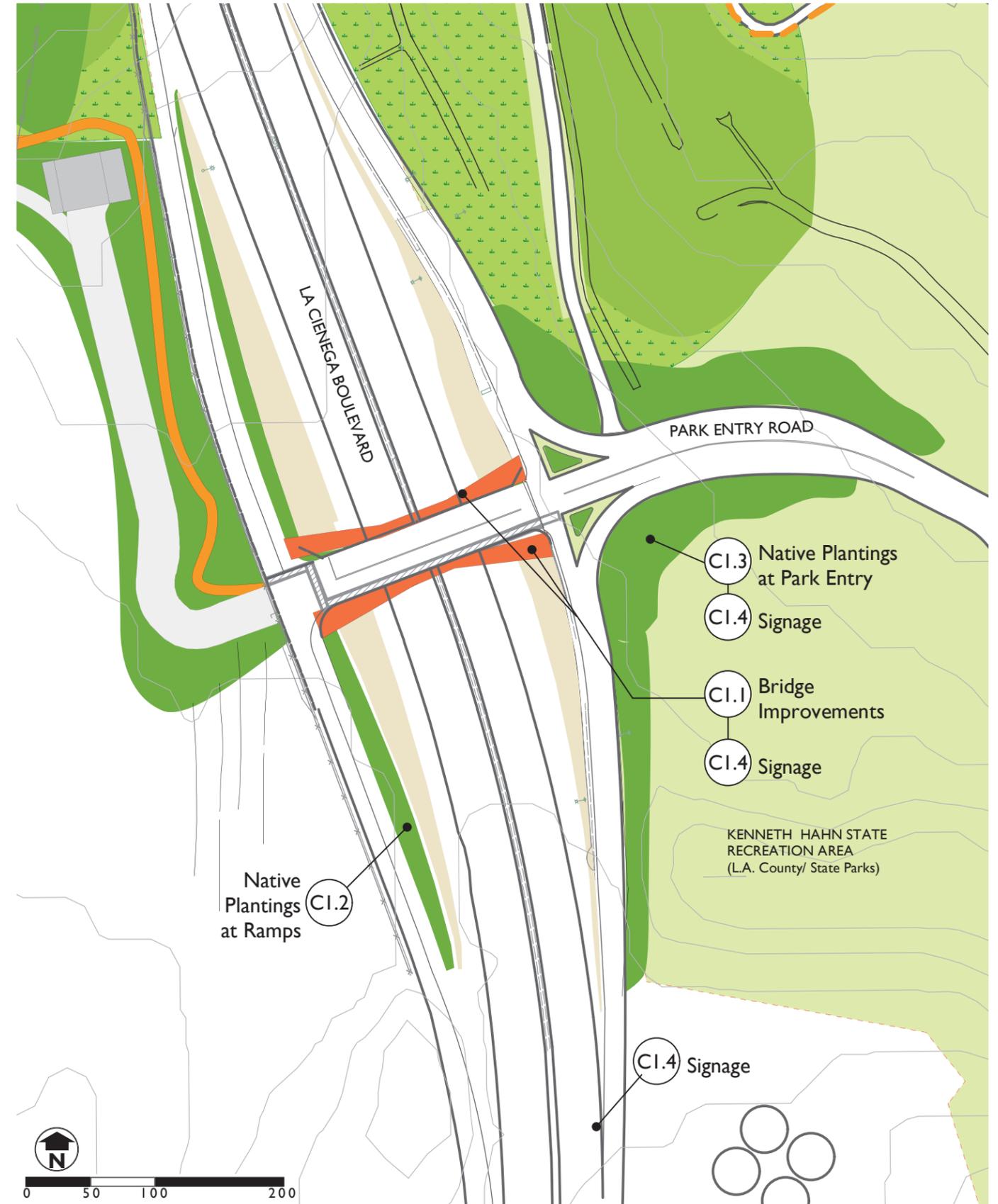
New vehicular and entry signs will indicate the importance of this Regional Gateway and tie it to the Park Lands identity concept.

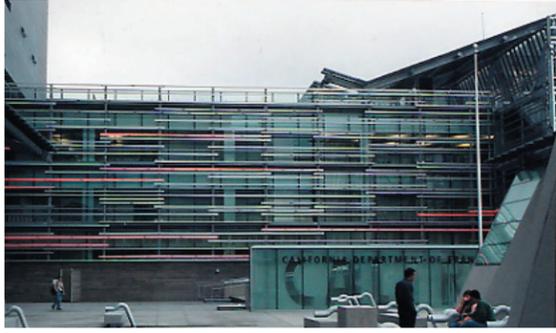


Traffic calming along ramps: *Helictotrichon sempervirens* (Blue Oat Grass), *Muhlenbergia rigens* (Deer Grass)

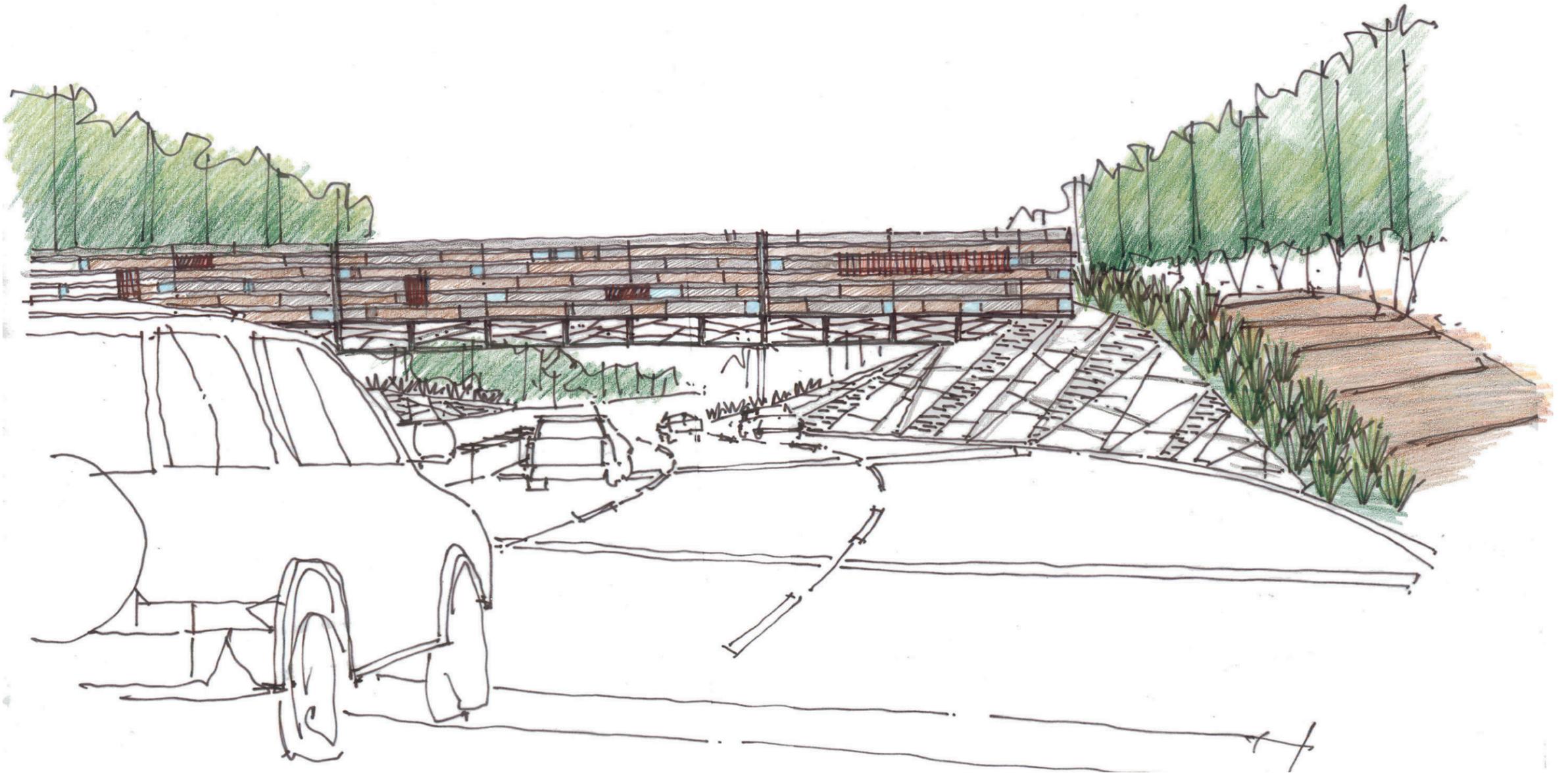


Native Entry Landscaping: *Ceanothus* (California Lilac), *Alnus rhombifolia* (White Alder), *Rhamnus californica* (Coffeeberry)

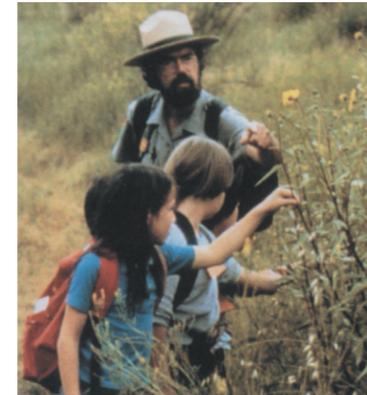




Concept Design Images



La Cienega Overpass Bridge Improvements
Concept Design Sketch



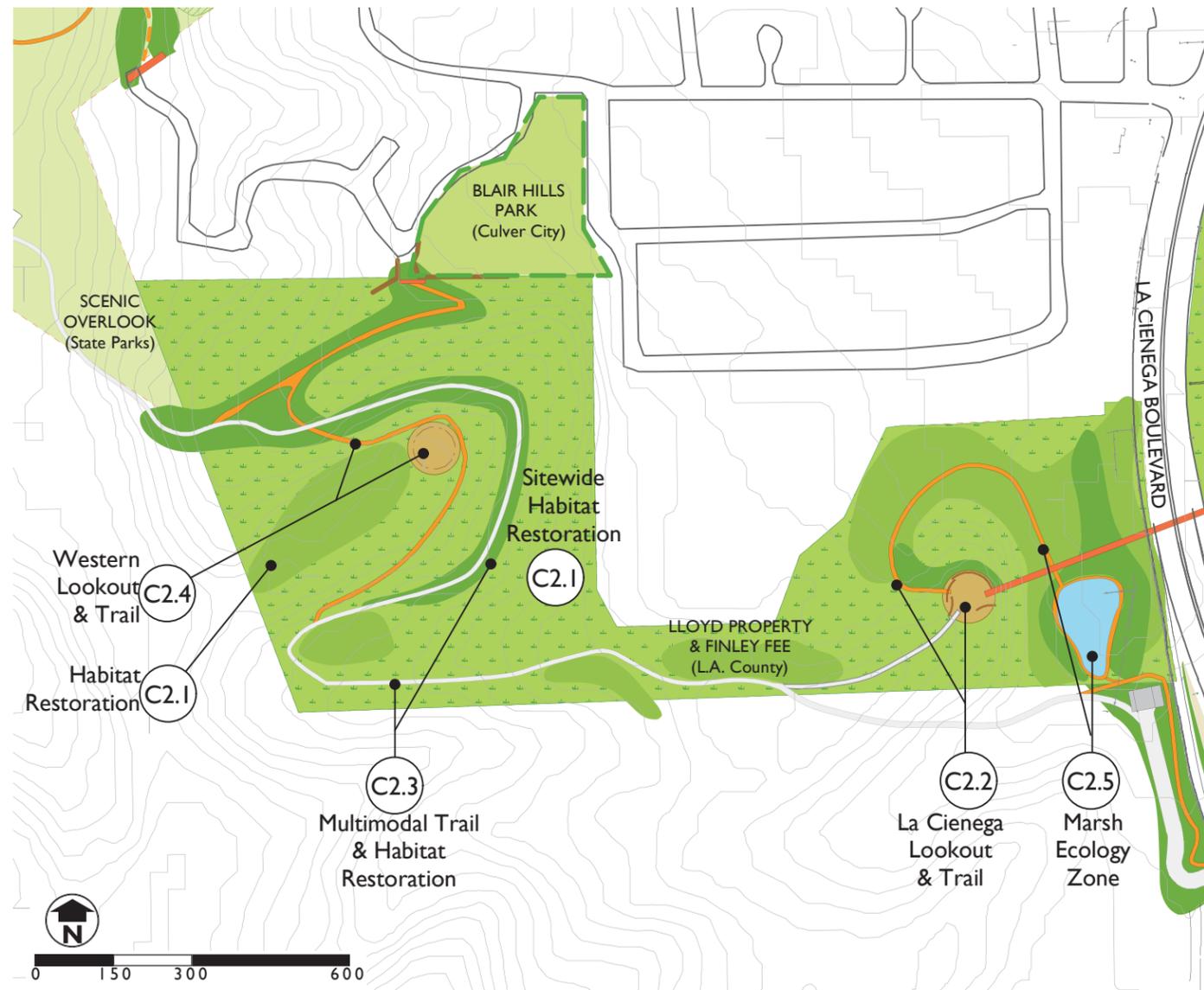
The Marsh Ecology Pond and the La Cienega Lookout could provide opportunities for educational outreach and park ranger interpretive programs.



California freshwater marsh species include rushes, sedges and tules

Scope C2: Habitat Restoration and Trail Creation at Lloyd Property to Finley Fee

The Lloyd and Finley Fee properties are an important connection from La Cienega Boulevard and the existing KHSRA to the Scenic Overlook Site. Re-creating a healthy ecology and providing hiking trails will allow both animals and park users alike to access parklands on either side of La Cienega Boulevard.



C2.1 Site-wide Habitat Restoration

Grading, dirt roads, utility access, and oil production operations have left vegetation in this area highly disturbed. The 2002 Baldwin Hills Park Master Plan cited these County-owned properties as priority habitat restoration areas because they form an important link, or habitat corridor, for fauna to cross between KHSRA and the Scenic Overlook lands.

General sitewide restoration of the native bunchgrass and scrub communities via hydroseed over the ten-acre parcel will help re-establish a healthy habitat here. Hydroseeding will form a base habitat for additional specific native planting zones along trails and at key restoration areas.

C2.2 Multimodal Trail and Habitat Restoration

To provide access to this restored habitat and the State Parks Scenic Overlook Site to the west, a ten-foot-wide multimodal trail is planned. The trail is intended to be used primarily by hikers and bicyclists but allow for emergency and park maintenance vehicle access. Utilizing grading from an existing dirt road, the trail should be surfaced with a resin-based, environmentally sensitive paving such as RoadOyl to prevent erosion.

In addition, focused native plantings adjacent to the new route at a three- to four-foot depth from the trail, and to conceal old routes throughout the property, can act as catalysts to promote healthy habitat establishment, as well as encourage park users to stay on designated trails.

C2.3 La Cienega Lookout and Trail

The La Cienega Lookout at the eastern end of the property can serve as a bird watching pavilion and vista point for the site, and form part of the landing for the pedestrian/habitat bridge across La Cienega Boulevard proposed in Scope C3. The Lookout tower is a promising site for interpretive elements that could feature nesting, breeding, and visiting winged fauna seen in this area.

Establishing a hiking trail will give park users access from the La Cienega Lookout and pedestrian/habitat bridge to the Marsh Ecology Zone and to the main trail. This compacted earth footpath would be narrower and more intimate than the main, multimodal trail, approximately three feet wide, for a more close-to-nature experience and intended for hikers only.

C2.4 Western Lookout and Trail

The Western Lookout would be sited at the prow of the naturally occurring western promontory, and feature a seating element of rounded boulders or stacked concrete for quiet observation and contemplation of the view. This is a promising area for an interpretive element or wayfinding signage indicating the park resources in the area.

The compacted earth trail leading to and from the lookout would be a three-foot-wide footpath for hiking only (or bicycle dismount), to allow for a quieter, more intense, personal experience with nature and the view.

C2.5 Marsh Ecology Zone Retention Basin / Trail

Taking advantage of the natural drainage of the site, a more focused micro-habitat of California Freshwater Marsh species is proposed for the eastern portion of the site. This will become a new ecology discovery zone and pond. Elements include using the existing depression as a pond, a culvert with concrete retainers to direct on-site water, gathering areas adjacent to the pond, and native plantings along the culvert and pond.

This area can be the focus of ranger-led hikes and talks, an interpretive and educational trail, and programming for area youth and school groups.

C2.6 Signage

Habitat restoration and closed trail signage will help educate park users of vital restoration efforts throughout this important habitat link. Interpretive signage at the Ecology Pond, La Cienega Lookout and Western Lookout are also proposed. Wayfinding signage including an area map of trails should be part of the La Cienega Lookout.

Scope C3: Pedestrian Access Across La Cienega Boulevard

As an initial gesture toward establishing the half-mile long land bridge proposed in the 2002 Baldwin Hills Park Master Plan, creation of a pedestrian bridge across La Cienega Boulevard will provide a vital link for hikers and habitat across the traffic artery, making the western park lands publicly accessible.

C3.1 Pedestrian/Habitat Bridge

Located north of the existing vehicular bridge, the proposed light-weight pedestrian/habitat bridge will provide an initial connection between the existing KHSRA and new park lands to the west. The pedestrian route should take on a planted, parklike character to screen and protect pedestrians from the high-speed traffic below. In addition to providing a safe and seamless route for pedestrians, cyclists, and animals across the busy corridor, the bridge will also work as a unique identifying element to announce the park. Motorists approaching the park from the north will be able to see the new pedestrian bridge as they come around the bend on La Cienega, before exiting to the vehicle off-ramp for the main KHSRA vehicular entrance.

At ten feet wide, the 630-foot-long bridge would accommodate hikers in both directions. The bridge will utilize truss span principles to span a longer distance with minimal supports. Starting at an elevation of approximately 240 feet on the eastern side, the bridge would lead from KHSRA across La Cienega to the Finley Fee property at approximately the same elevation, sloping at a maximum grade of 4.8%.

The bridge should have a designed, nature-oriented feel as opposed to a utilitarian look. Installation of the bridge shall be in accordance with the City of Los Angeles. An important design and coordination consideration are existing power poles, power lines and street lights along La Cienega Boulevard. Materials should be durable and low maintenance, and finishes should be of a sustainable nature. For pedestrian safety and security, pedestrian barrier walls or fencing should be at least 50% open for maximum visibility.

C3.2 Trail Improvements at Approach from Existing KHSRA Trails

The eastern approach to the proposed pedestrian/habitat bridge is located at the lower portion of the Olympic Forest, just below the Japanese Garden. Improved access and wayfinding signage from the Japanese Garden and adjacent parking area to the Olympic Forest will allow for use of the bridge by a greater number of park users, and will in essence provide parking for users of the western portion of the park. The existing asphalt path should be regraded and repaved with decomposed granite. Additionally, native plantings (approximately 20,000 sf, or one half acre) focused alongside the trail in this area will enhance the park user experience, help to unify the park landscape, and work toward promoting a healthy habitat corridor.

C3.3 Signage

The bridge and trails should be signed from parking areas. Wayfinding signage is essential at both entrances to the bridge with trail maps of park lands on either side of La Cienega, distances to destination and lookout points, and trail names.

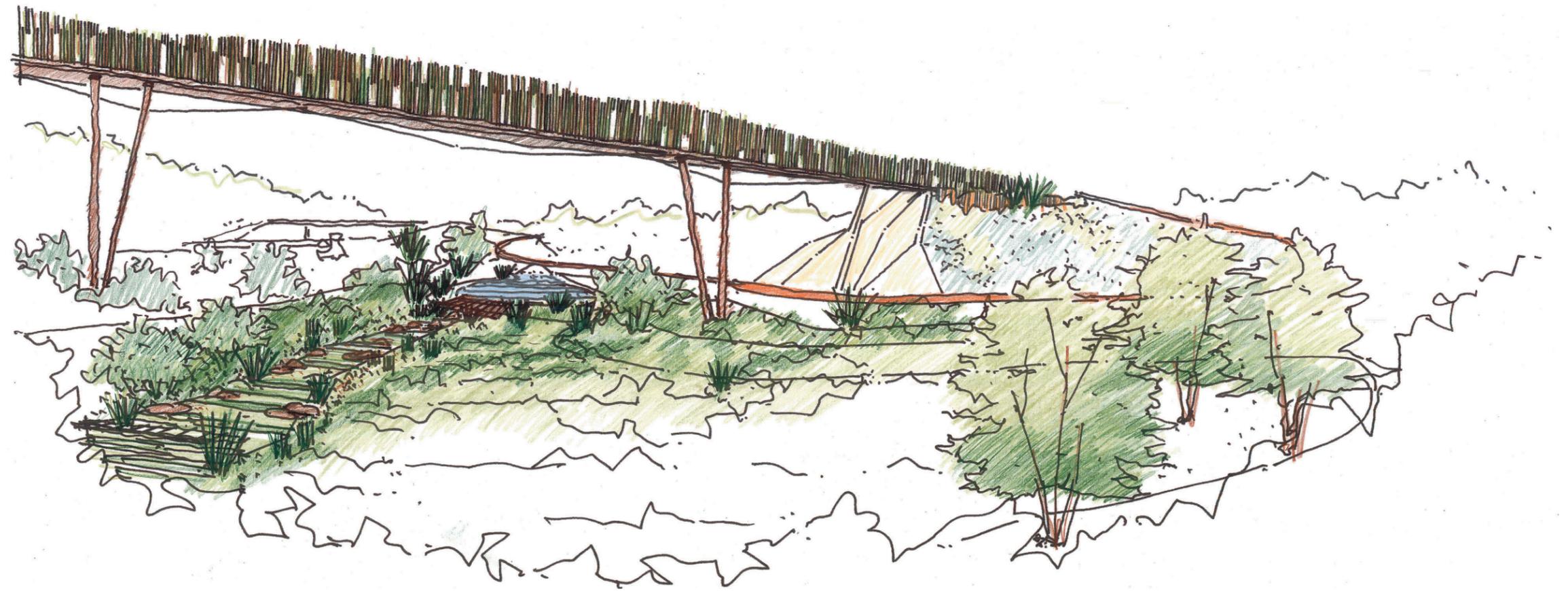


View of Lloyd Property looking south, with La Cienega overpass bridge beyond.





Concept Design Images



**Concept Design Sketch:
Pedestrian/Habitat Bridge over La Cienega Boulevard to the Marsh Ecology Pond**

Scope C4: Habitat Restoration along La Cienega Boulevard

Landscape improvement to the western slope of Kenneth Hahn State Recreation Area will enhance park character and native habitat, and visually market the KHSRA as part of a unique urban wilderness in the heart of Los Angeles.

C4.1 Hydroseed Native Coastal Scrub

The western slope of the Kenneth Hahn State Recreation Area is the first piece of the Baldwin Hills Park Lands seen by those coming to the park from the north or simply passing along La Cienega Boulevard. Currently a largely unplanted slope with engineered drainage, the western slope would benefit greatly from significant habitat restoration. Although not noted as a “priority restoration” area in the 2002 Baldwin Hills Park Master Plan, this hillside is highly visible from vista points at the Lloyd and Finley Fee properties, from the Scenic Overlook site, and to motorists along La Cienega Boulevard. Its high visibility makes it a promising location to help identify this corridor as an urban wilderness area, a part of the Baldwin Hills Park Lands.

Approximately ten acres along the western slope should be hydroseeded with species of the native coastal scrub communities to form a base for establishing a healthy habitat. Grading, retaining, and drainage should be considered as part of implementation and maintenance plans.

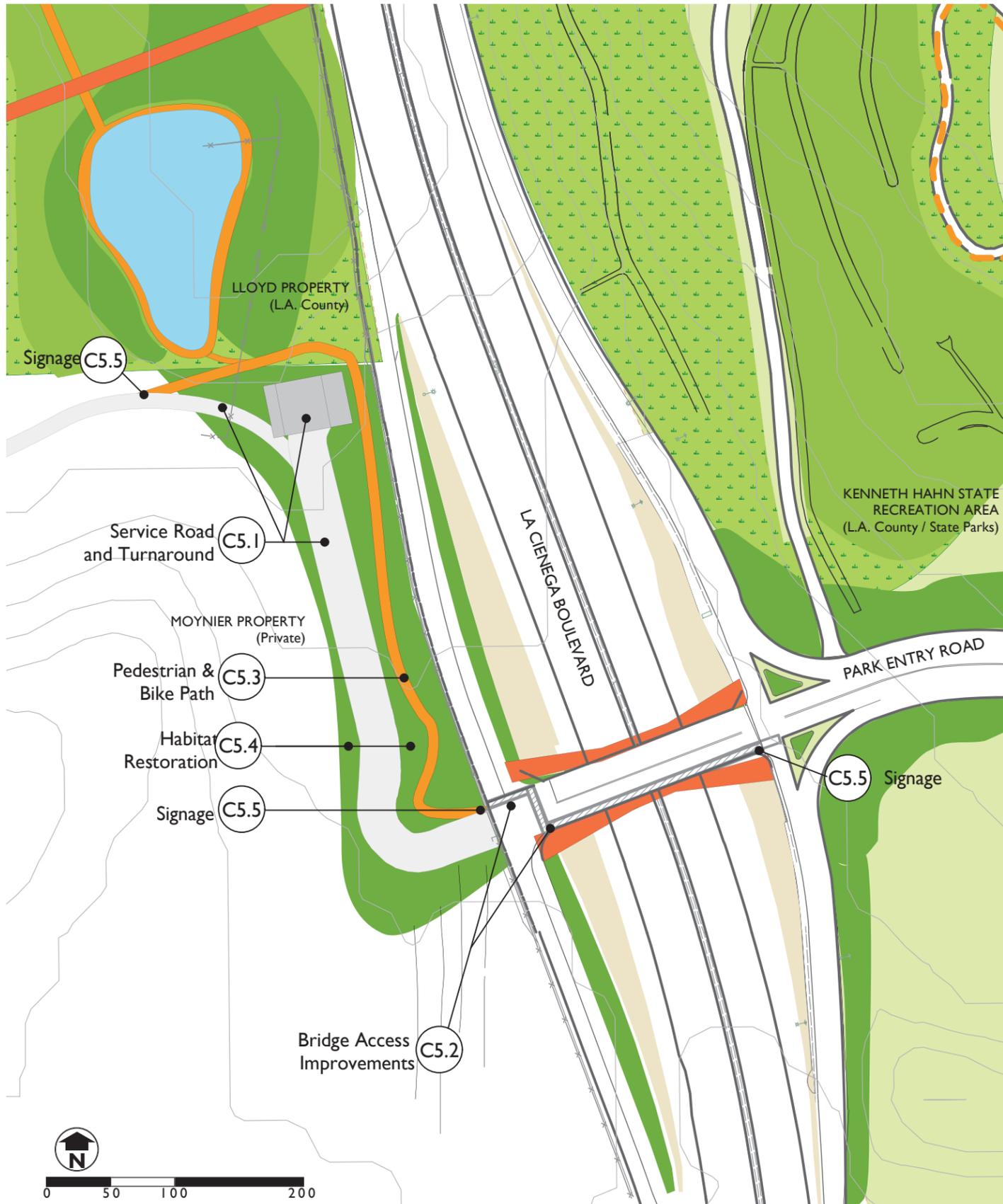
C4.2 Native Plant Restoration

A concentrated restoration effort in the area below the proposed pedestrian/habitat bridge (see Scope C3) and visible from La Cienega Boulevard will aid the larger project goals of enhancing healthy habitat and creating a unified Park Lands character. Plug seedlings selected from the native California Coastal Scrub community should be planted at large on-center spacings over a 1.8-acre area. Some grading may be required at various points to make slopes plantable. Where necessary, slope stabilization with Deltalok or other reinforced earth method shall be used to minimize the need for retaining walls.



View of KHSRA's western slope, looking north from La Cienega Boulevard.





Scope C5: Service and Pedestrian Easement at Moynier Property

Acquiring an easement along the eastern boundary of the Moynier Property will help to complete pedestrian, vehicular, and bicycle access across La Cienega Boulevard. Improved access to the western park lands via the existing La Cienega entry bridge will play an important role in connecting the KHSRA to new park programs to the west.

C5.1 Service Road and Turnaround

Contingent upon acquiring an easement along the privately owned Moynier Property, a paved service road from the La Cienega Overpass Bridge would give park rangers and staff vehicular access to the L.A. County-owned Lloyd and Finley Fee properties. Vehicular access is intended for official maintenance and security only, not for general use. From the overpass bridge the paved road would lead to a vehicle turnaround with a small parking/loading area for three vehicles. The thirty-foot-wide road would accommodate two-way traffic, and would ramp down approximately 15 feet from an elevation of 232 feet at the overpass to 215 feet on the Moynier property.

The road should meet LA City, County and State performance standards and be comprised of an asphalt-based paving with a colored aggregate, to complement native vegetation and soils in the adjacent restoration efforts.

From the vehicle turnaround, a 10-foot-wide, 800-foot-long spur would link the service road to the multimodal trail outlined in Scope C2.3, thus completing the pedestrian, bicycle, and vehicular link from KHSRA to areas west of La Cienega. This spur route would be of compacted earth, and would also require an easement along the northern boundary of the Moynier property.

C5.2 Bridge Access Improvements

The existing sidewalk along the southern side of the La Cienega Overpass bridge can be improved to accommodate a six-foot-wide pedestrian route. Patterned or scored concrete, along with planted areas at either end of the bridge, will help to create a more pedestrian-oriented sidewalk. Crosswalks from the bridge across the traffic lanes at the east and west and one across the bridge at the west will give pedestrians and cyclists safe access.

Creation of a six-foot-wide bike path adjacent to the sidewalk on the southern side of the bridge will give cyclists a route between the two sides of the park. Alternatively, striping of both sides of the roadway for two one-way bike lanes is another possibility.

A proper survey of the bridge and coordination with Scope C1 are recommended to determine whether widening of the bridge is necessary to accommodate multimodal traffic in a safe, appealing manner.

C5.3 Pedestrian and Bike Path

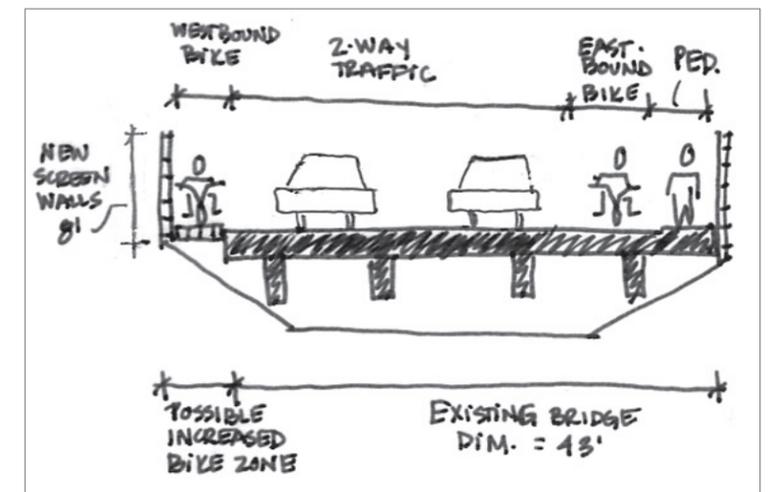
An eight-foot-wide access trail from the vehicle bridge to the trails at Finley Fee would run approximately 430 linear feet and be graded to minimize erosion. The dirt trail would be wide enough to accommodate both cyclists and hikers in either direction.

C5.4 Habitat Restoration

Native plantings along the access trail at the eastern side of the Moynier Property will help to screen park users from the traffic along La Cienega Boulevard and from the oil production activities to the west and east. The half acre of native plantings should include trees, shrubs and groundcover species of the coastal scrub community, and be planted from plug seedlings at large on-center spacing. Additionally, a line of California Live Oak trees (*Quercus agrifolia*) might be considered to screen park users from the busy La Cienega Boulevard and potentially act as a traffic calming measure along the vehicle exit ramp. As outlined in the 2001 *Biota of the Baldwin Hills* (Natural History Museum of Los Angeles County), habitat restoration in this area forms an important link in creating a habitat corridor for the native fauna of the Baldwin Hills.

C5.5 Signage

Wayfinding and directional signage is essential in this area to instruct and caution motorists, pedestrians, and cyclists for safe access across the bridge. Creating awareness of park resources on either side of La Cienega Boulevard is another essential function of



Schematic section of vehicular bridge: identity screen and pedestrian improvements

Scope C6: Blair Hills Neighborhood Gate and Trail Access

Neighborhood access to the park in this area would link the resources of the new park to the existing Blair Hills Park of Culver City, and formalize what is now an unofficial entrance evidenced by a break in the chain link fence at Blair Hills Park. Feasibility of this project is contingent upon community interest and should be further studied.

C6.1 Neighborhood Gate

Located at the end of a small spur road off of Wrightcrest Drive at the southwest border of Blair Hills Park (Culver City), this public entry to the new park will be primarily accessed by users of Blair Hills Park and residents of the adjacent neighborhood of Blair Hills.

A small “gate” treatment to this neighborhood access point will visually identify this entry as part of the Baldwin Hills Park Lands. Post-and-rail fencing running 100 feet on either side of the entry will create a formal entry while maintaining a natural appearance. Post-and-rail fencing should be comprised of Trex or other wood polymer members to reduce maintenance associated with other lumber products, and fencing design should be consistent with other park entry areas outlined in this project (Scope A1 Eastern Gate, Scope A5 Ingold Park Neighborhood Gate, Scope D4 Wrightcrest Neighborhood Gate).

Additionally, landscaped plantings and rock features of the native bunchgrass and scrub communities shall be designed around the entry and along the fencing. Total planted area is approximately 2,000 square feet and should include a mix of trees, shrubs, and groundcover.

Gate locking capability and park curfew enforcement should be further studied and considered by park officials, maintenance staff, and residents of the immediate Blair Hills neighborhood.

C6.2 Trail Connection and Habitat Restoration

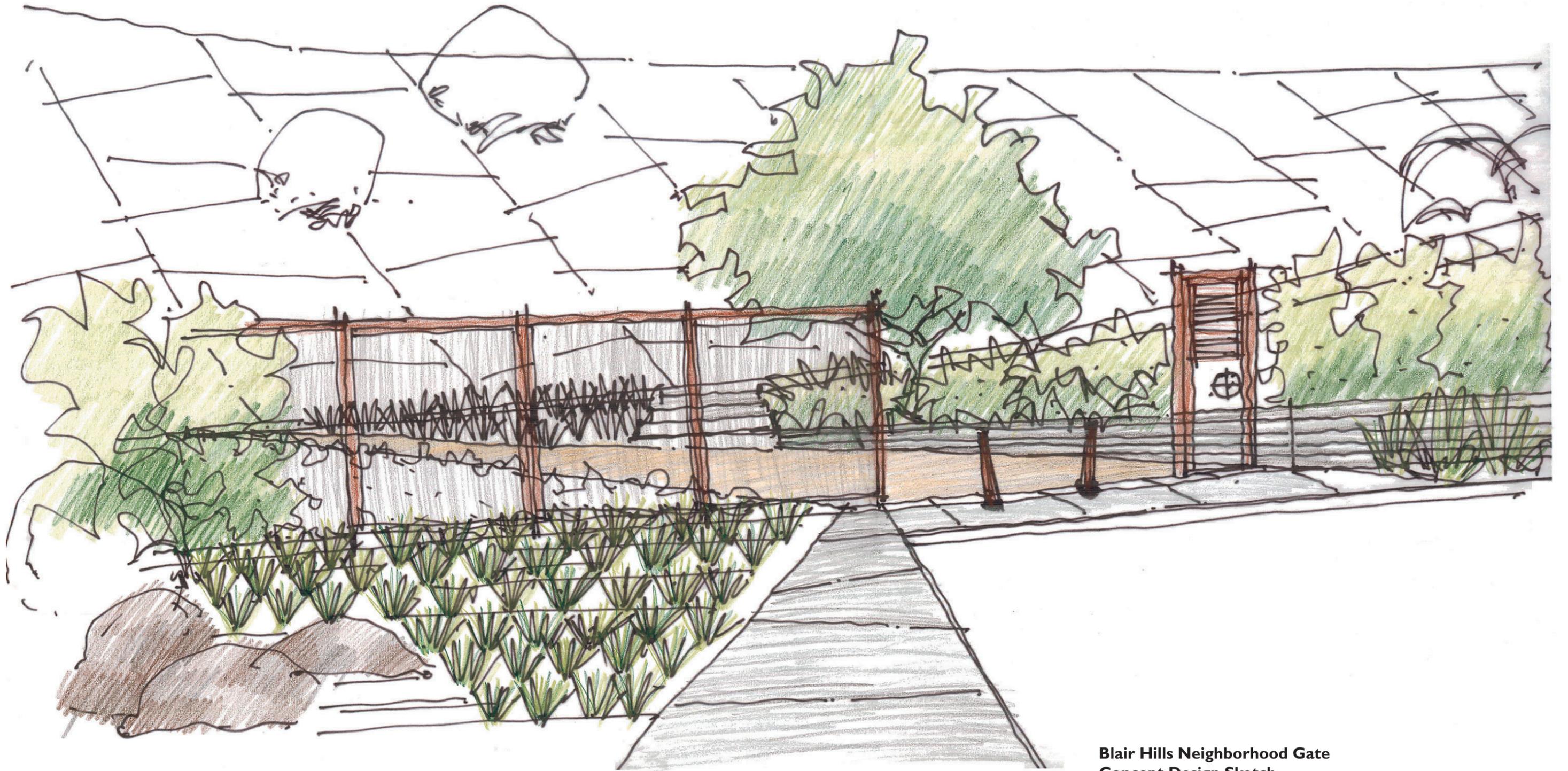
Intended to connect Blair Hills Park to the larger park, this access trail would be a three-foot-wide footpath that would act as a minor spur from the main trail. This will be a compacted earth trail approximately 700 feet long (2200 sf) and graded at a maximum slope of 10%.

Habitat restoration adjacent to the trail at a depth of three to four feet would feature focused plantings of trees, groundcover, and shrubs from native bunchgrass and scrub communities. Restoration would cover a 1.5-acre area on either side of the trail, and serve to enhance the hiking experience and enlarge and promote a healthy habitat for native fauna.

C6.3 Signage

Neighborhood Gate signage will establish this as an entrance to the Baldwin Hills Park Lands. Park regulatory signage, in addition to habitat restoration and trail directional information should be implemented.



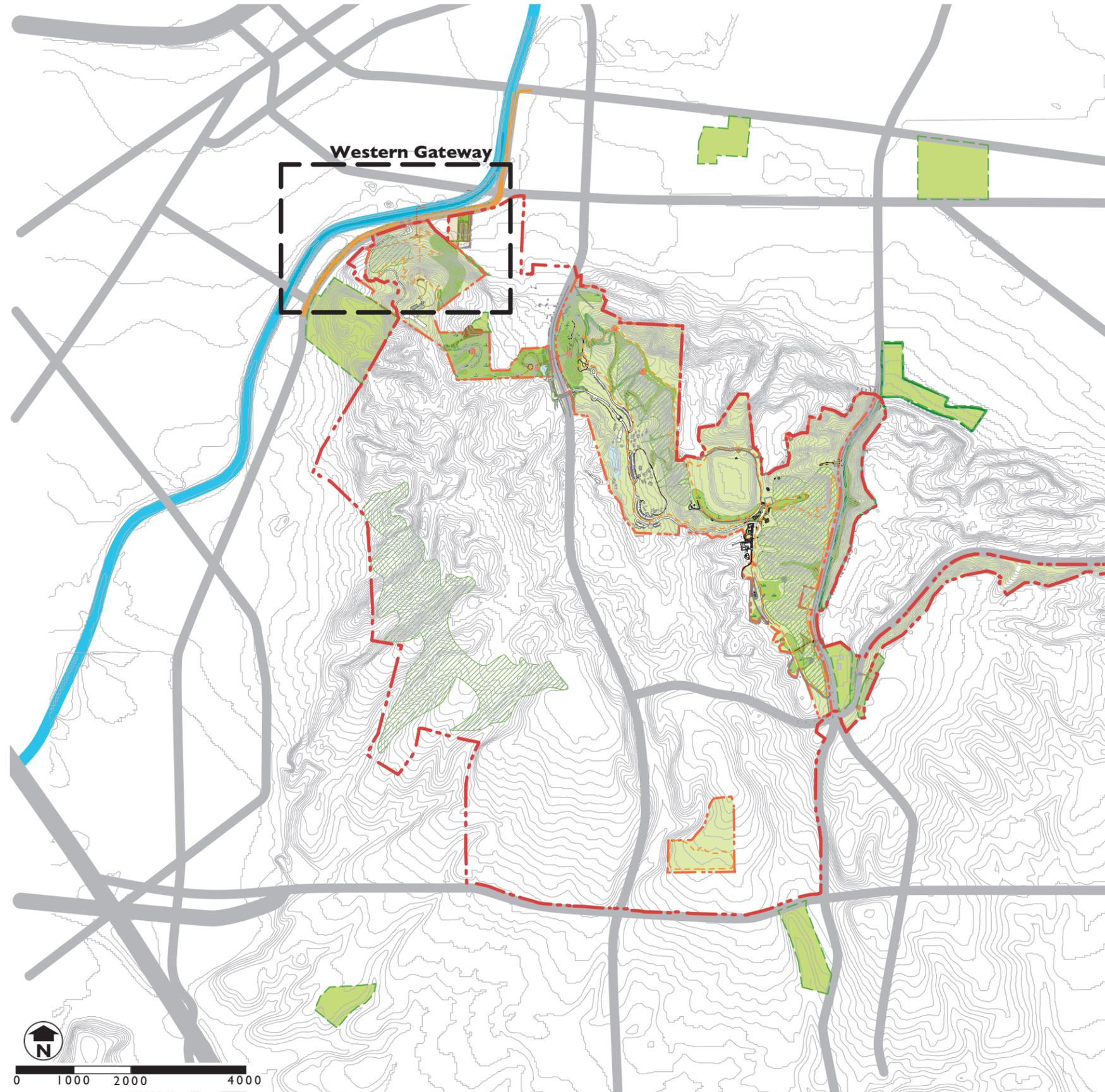


**Blair Hills Neighborhood Gate
Concept Design Sketch**

Project Area

D: Western Gateway

Four projects at the northwest area of the Baldwin Hills Park Lands build upon the energy of the Scenic Overlook project currently underway. Creating improved access and visibility along Jefferson Boulevard, the proposed projects include Streetscape Improvements, a Welcome Center, a Pedestrian and Bicycle Bridge, and a Neighborhood Access point at the end of Wrightcrest Drive.





Project Area

D: Western Gateway

D1 Jefferson Boulevard Streetscape Improvements

- D1.1 Access to / from Ballona Creek Trail
- D1.2 Bike Path Improvements at Jefferson between Rodeo and Duquesne and Crosswalk Improvements
- D1.3 Landscape Planting at Triangle
- D1.4 Street Tree Plantings
- D1.5 Landscape Planting Beautification along Ballona Creek
- D1.6 Signage

D2 Welcome Center at 6000 W. Jefferson Site

- D2.1 Entry Landscape and Access Trail
- D2.2 Parking
- D2.3 Welcome Center Pavilion
- D2.4 Trail Removal / Habitat Restoration
- D2.5 Signage

D3 Pedestrian Bridge to Ballona Creek

- D3.1 Pedestrian and Bicycle Bridge
- D3.2 Bridge Approach / Connection to Jefferson
- D3.3 Bikeway Connection to Access Road
- D3.4 Signage

D4 Wrightcrest Neighborhood Gate and Trail Connection

- D4.1 Wrightcrest Neighborhood Gate
- D4.2 Native Plant Restoration
- D4.3 Signage

Scope D1: Jefferson Boulevard Streetscape Improvements

Jefferson Boulevard in this area has a commercial industrial character, a wide roadway that encourages high speeds for motorists and is unfriendly to cyclists and pedestrians who may wish to enter the park from Jefferson Boulevard. Creating a more parklike character along the street through landscaping and signage will help announce this area as the entrance to the Scenic Overlook Site, as well as provide safe passage for park-goers arriving by bicycle or on foot.

D1.1 Access to / from Ballona Creek Bike Trail

The 7.2-mile-long Class I Ballona Creek Bike Trail runs along the north side of Ballona Creek from its start at National Boulevard and Syd Kronenthal Park, through Culver City, past the Ballona Wetlands, and out to Santa Monica Bay. Providing improved street-level access and signage in this area will give cyclists and runners the opportunity to access the trails throughout the larger Baldwin Hills Park Lands, thus connecting Santa Monica Bay to the Baldwin Hills, to the Stocker Street corridor, and from there to points east.

The existing street-level access point from the creek trail at Duquesne Avenue should be signed to indicate the new park entrance and bike trails. An additional access point at the Higuera Street overpass would provide the shortest route from the creek trail to the proposed Welcome Center at 6000 W. Jefferson (outlined in Scope D2). A revised slope from the trail up to the street with a planted area along it would be a small but significant amelioration to the path. The fence line boundary along the creek may need to be moved to accommodate the new path. An entrance gate will complete the new access point.

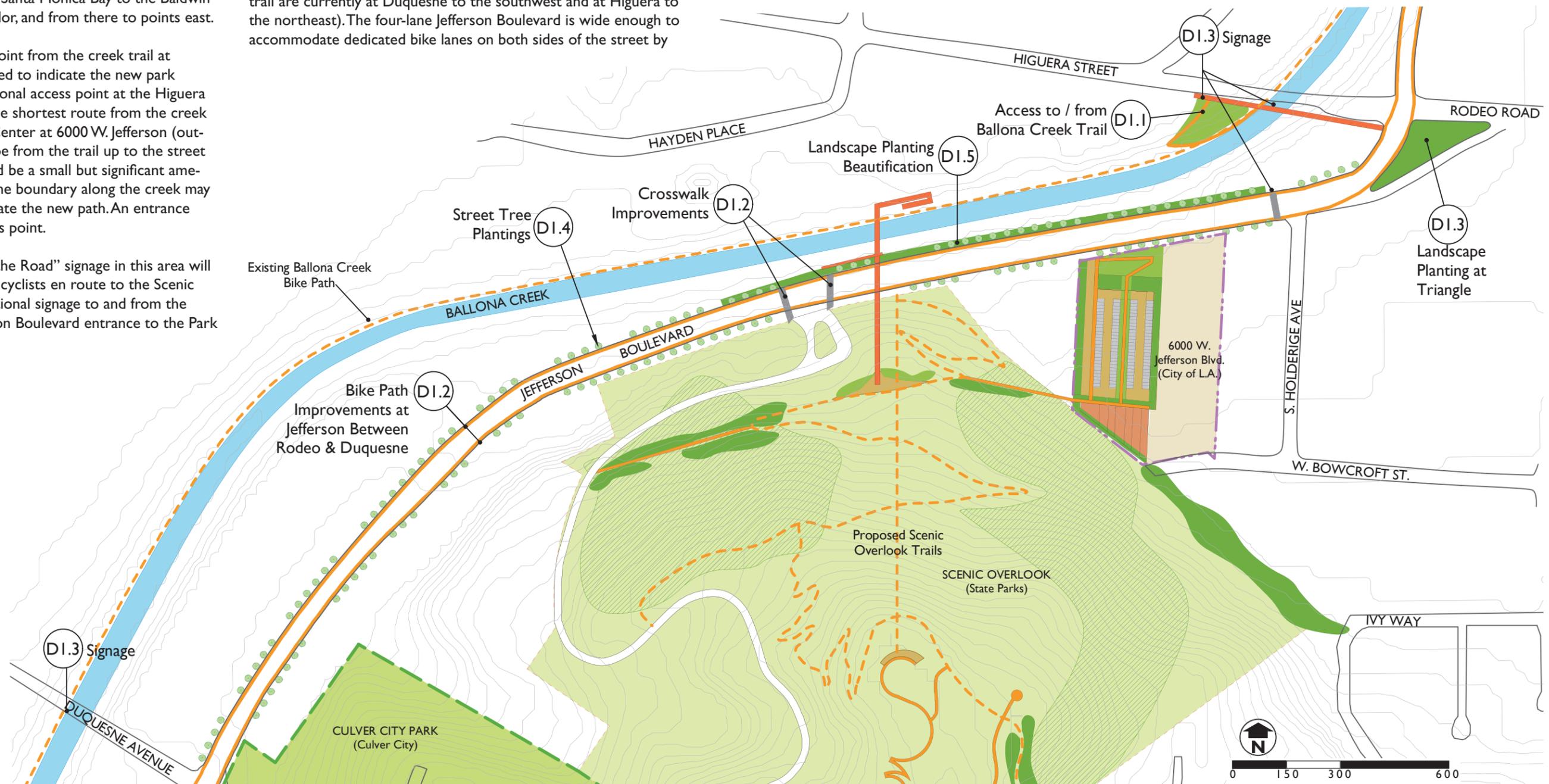
Proper "Bike Route" and "Share the Road" signage in this area will help to make motorists aware of cyclists en route to the Scenic Overlook Site. Additionally, directional signage to and from the Ballona Creek Trail to the Jefferson Boulevard entrance to the Park will orient cyclists.

D1.2 Bike Path Improvements between Rodeo and Duquesne and Crosswalk Improvements

A Class II Bike Lane along Jefferson Boulevard between Higuera Street and Duquesne Avenue will make the Scenic Overlook Site and proposed Welcome Center safely accessible to cyclists who may be coming from the Ballona Creek Bike Trail or from other locations in the area. (Street level access points from the creek trail are currently at Duquesne to the southwest and at Higuera to the northeast). The four-lane Jefferson Boulevard is wide enough to accommodate dedicated bike lanes on both sides of the street by

removing the painted median and realigning the traffic lanes. This new bike trail could potentially link up with the planned Class I Bike Path along Exposition Boulevard.

Hikers who may be parking along Jefferson Boulevard to access the lower trails of the Scenic Overlook Site currently are faced with a hazardous road condition. The creation of crosswalks at Hetzler



Road and at S. Holdrege Avenue near the proposed Welcome Center site will give pedestrians and cyclists a safe way to cross busy Jefferson Boulevard. Surface improvements to mark the crosswalk should be akin to those proposed at the East Gate on La Brea Boulevard (Scope A2.1): Stone, patterned concrete, or textured asphalt.

DI.3 Landscape Planting at Triangle

The triangle median at the intersection of Rodeo Road, Jefferson Boulevard, and Higuera Street can become part of the streetscape planted improvements and is a highly visible location to establish the urban wilderness character of the Baldwin Hills Park Lands. It also has the potential to become an urban retention zone to collect, cleanse, and retain run-off from surrounding roadways. Regrading the triangle to accommodate a slight depression and evaluation of the soils for percolation into the ground will allow the site to receive runoff water. The site should be planted with biotic cleansing species from the native marsh landscape.

DI.4 Street Tree Plantings

Street trees planted along both sides of Jefferson Boulevard between Rodeo Road and Duquesne Avenue will help to identify this corridor as a gateway to the Baldwin Hills Park Lands. Street landscaping will also work as a traffic-calming measure in addition to beautifying the roadway for motorists, pedestrians and cyclists. California Sycamores (*Platanus racemosa*) from the area's native riparian habitat will provide seasonal color and shade and are known to be hardy, low-maintenance street trees. Trees should be planted in alternating wells of decomposed granite and understory grasses native to the riparian habitat.

Also proposed as street trees along La Brea Boulevard at the East Gate (Scope A1), Sycamores along Jefferson Boulevard will become a visual cue to indicate the park entry. A canopy of trees in this area could also be seen as a continuation of the streetscaping farther south along Jefferson in the residential area just south of Culver City Park, planted with large pines. A combination of pines and sycamores could be considered in the interest of continuity.

DI.5 Landscape Planting Beautification along Ballona Creek

Intensifying planting with an additional layer along Ballona Creek opposite the new Scenic Overlook will further beautify the boulevard and help to establish an urban wilderness character to this important gateway. An approximately 2,000-foot-long "second layer" of trees and riparian grasses and other native plants should be located behind the row of Sycamores along the street. This ten- to twenty-foot-deep swath will help work to establish a habitat link between the park and the creek. Suggested riparian tree species include White Alder (*Alnus rhombifolia*) and Western Cottonwood (*Populus fremontii*).

DI.6 Signage

Park Gateway signage including banners along this corridor is essential to identifying this area as an important entrance into the Baldwin Hills Park Lands. Regulatory signage to aid motorists in recognizing pedestrians and cyclists will also be necessary. All signage should be consistent with the Signage Master Plan.



Jefferson Boulevard View Concept Design Sketch

Scope D2: Welcome Center at 6000 W. Jefferson Boulevard

A Welcome Center at the base of the Scenic Overlook site will provide parking for park users who wish to climb the lower trails of the hillside, give a street presence to the park, and provide amenity facilities. A small exhibit space for park programming or for an ecology-oriented nonprofit tenant may also be located here.

D2.1 Entry Landscape and Access Trail

Landscaping the approximately 15,000 square-foot area at the entry to the site will give a green face to the Welcome Center in character with the Baldwin Hills Park Lands context. Ornamental plantings native to the coastal scrub habitat should complement the understory along the adjacent proposed streetscaping. A large specimen tree of Coastal Live Oak (*Quercus agrifolia*) and a contemporary landscape design will establish this location as an important entry.

A decomposed granite hiking trail from the street and through the parking area will separate pedestrians from cars and begin the hiking experience at the roadside. In addition, a compacted earth trail should also be established to connect the parking area and Welcome Pavilion to the trail network proposed for the Scenic Overlook.

D2.2 Parking

A centralized parking area with space for 100 cars is the main program for this site. Paving treatment of a sustainable nature is strongly encouraged. The drive surface should be a colored asphalt or decomposed granite with a local aggregate to assimilate within the context of the native scrub habitat. Paving in the parking stalls shall be permeable to allow stormwater to collect, filter, and percolate back into the groundwater table rather than collecting urban pollutants and flowing into the adjacent Ballona Creek.

In addition, the site should be planted with native groundcover, shrubs, and trees along the access drive and around the parking area to increase site permeability and provide shade.

D2.3 Welcome Center Pavilion

At the rear of the site, amenity facilities including restrooms, drinking fountain, seating and shade will provide park users a place to gather and obtain information about the park. An informational kiosk or posting area can also be located here.

A minimal structure such as a small office or canopy with open area can offer space for a small exhibit component, potential Park Ranger staff facility, or a local ecology-oriented nonprofit tenant such as a demonstration garden nursery or the Star Eco Station education and rescue center currently at 10101 W. Jefferson Boulevard.

D2.4 Trail Removal / Habitat Restoration

The unofficial hiking trail currently accessed at the end of Ivy Way in the adjacent Blair Hills neighborhood shall be removed. Two other access points from this neighborhood are already proposed

at Wrightcrest (Scope D4) and at Blair Hills Park (Scope C6). Trail removal efforts should coincide with habitat restoration and slope stabilization. The denuded path should be reinforced with a geotextile mat and the earth scarified, before planting to allow new plants to take root. Any native vegetation removed for the new trail in D2.2 should be replanted along this closed trail to disguise the old path and aid in re-establishing native habitat.

To discourage continual use of the old trail, signage or fencing in this area will educate trail users of restoration efforts and of official park entrances.

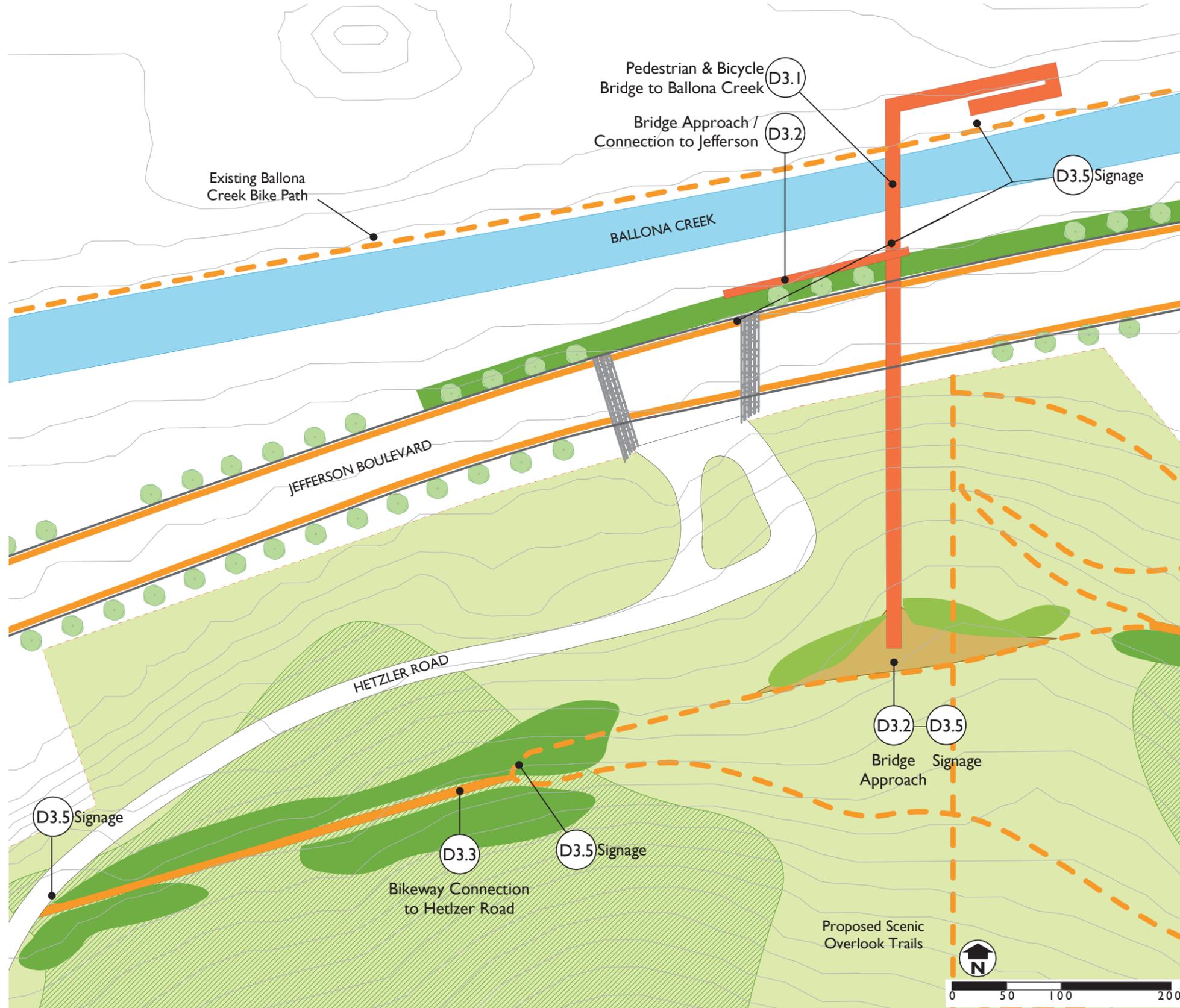
D2.5 Signage

Regional Gateway and vehicular directional signage will establish this location as a major entry point to the Baldwin Hills Park Lands. Habitat restoration, trail closure, regulatory signage should accompany wayfinding trail maps in this area.



Concept design image: Integrating planting, landscape character and parking.





Scope D3: Pedestrian Bridge to Ballona Creek

A pedestrian and bicycle bridge connecting the Ballona Creek Bike Trail to the trails at the Scenic Overlook site would complete the link between the Baldwin Hills and the Santa Monica Bay via the Ballona Creek.

D3.1 Pedestrian and Bike Bridge

A new bridge across Jefferson Boulevard would give pedestrians and cyclists uninterrupted access from the new park lands to the Ballona Creek trail without having to cross traffic. It would also serve as an infrastructural billboard to announce and identify the Baldwin Hills Park Lands. Sited to take advantage of the natural prow in the hill's topography, the proposed bridge landing at the south would begin at approximately 150 feet in elevation. This location is also parallel to the main climbing stair trail at the Scenic Overlook. The ten-foot-wide bridge will be wide enough to accommodate both cyclists and pedestrians in both directions, and should have a slope of no greater than 4.8%. It will need a long runout on the creek side.

The proposed bridge should be similar or complementary in appearance to the pedestrian bridge proposed at Stocker Street (Scope A3). Guardrails and pedestrian barrier walls or fencing should look designed rather than utilitarian. The bridge profile and height above roadway shall be coordinated with transportation authorities and LA City and County overpass guidelines.

The bridge should be composed of durable, long-lasting materials that require low maintenance, with finishes that are environmentally sustainable. For pedestrian safety and security, pedestrian barrier walls or fencing should be at least 50% open for maximum visibility.

D3.2 Bridge Approach / Connection to Jefferson

The bridge approach at the southern landing will function as a sort of trail head with a widened graded area, focused native ornamental plantings, potential seating, and wayfinding signage.

At the northern side of Jefferson Boulevard, a bridge spur connecting the street-level crosswalk to the elevated bridge may be considered.

D3.3 Bikeway Connection to Hetzler Road

A 450-foot trail extension from the proposed switchback trail to Hetzler Road would give cyclists a route from the bridge to the top of the Scenic Overlook via the road. This trail location takes advantage of an existing trail already present on the slope. The compacted earthen trail would be eight feet wide to accommodate cyclists in both directions.

D3.4 Signage

Directional signage and regulatory information at the bridge landings and at Hetzler Road should be provided to orient cyclists.

Scope D4: Wrightcrest Neighborhood Gate and Trail Connection

Improvements to the existing park entrance at the end of Wrightcrest Drive will beautify the gate and uniquely identify it as part of the Baldwin Hills Park Lands. Additional native plant restoration efforts will rehabilitate the immediate area as an important coastal scrub habitat link.

D4.1 Wrightcrest Neighborhood Gate

A small “gate” treatment to this public, neighborhood access point will visually identify this entry as part of the Baldwin Hills Park Lands. Removing the rusted chain link gate and replacing it with a combination of post-and-rail fencing and vehicle gate will create a more appealing, natural entry for park users while maintaining access for Park service vehicles. Post-and-rail fencing should be comprised of Trex or other wood polymer members to reduce maintenance and environmental impacts associated with other lumber products, and fencing design should be consistent with other park entry areas outlined in this project (Scope A1 Eastern Gate, Scope A5 Ingold Park Neighborhood Gate, Scope C6 Blair Hill Neighborhood Gate).

Gate locking capability and park curfew enforcement should be further studied and considered by park officials, maintenance staff, and residents of the immediate Blair Hills neighborhood.

While primary users of this entry are expected to be pedestrians from the immediate Blair Hills neighborhood, an improved parking area on the west side of Wrightcrest should be studied to more efficiently use the somewhat leftover paved area and reduce parking loads on the rest of the street.

D4.2 Native Habitat Restoration

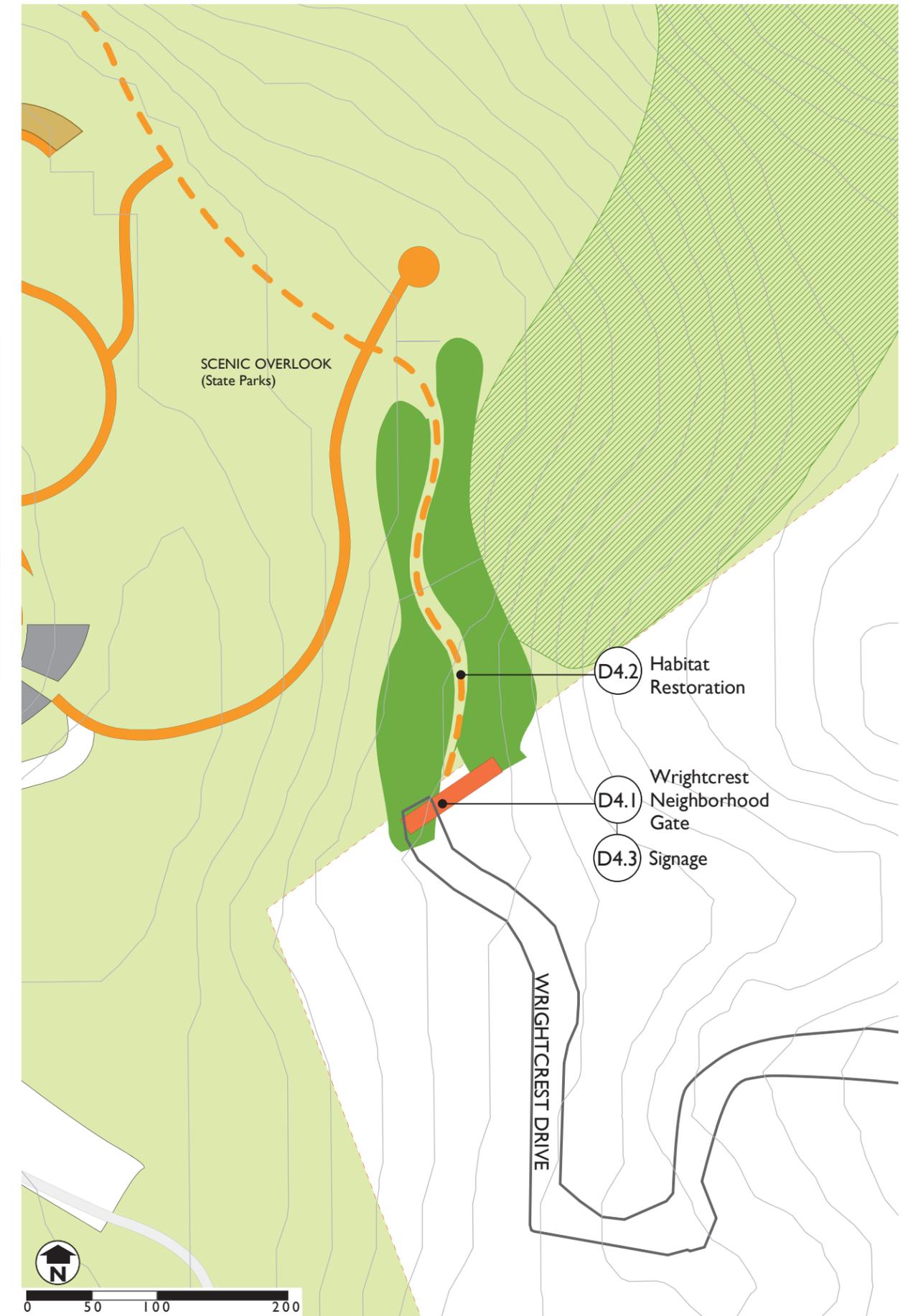
Approximately 20,000 square feet of habitat improvement will help to enhance the native coastal scrub community for native fauna, and beautify this area for park users as well. Invasive non-native species should be removed before planting, and restoration areas should be signed to educate park-goers of sensitive habitat.

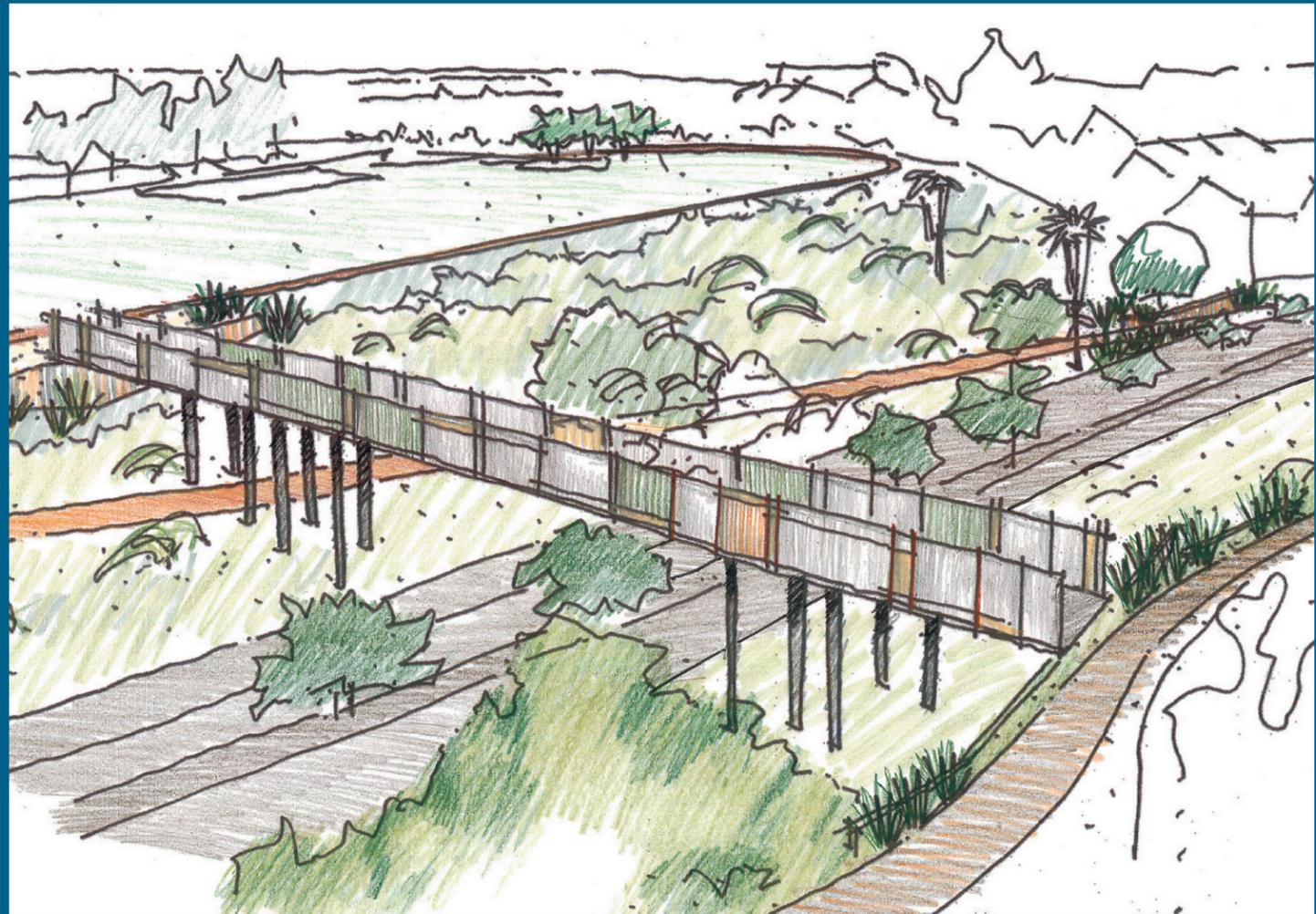
D4.3 Signage

Park identity and regulatory signage will inform users of rules, hours and curfews. Additionally, an area map locating other park entrances and resources in the Baldwin Hills Park Lands should be posted. All signage should be consistent with the Signage Master Plan.



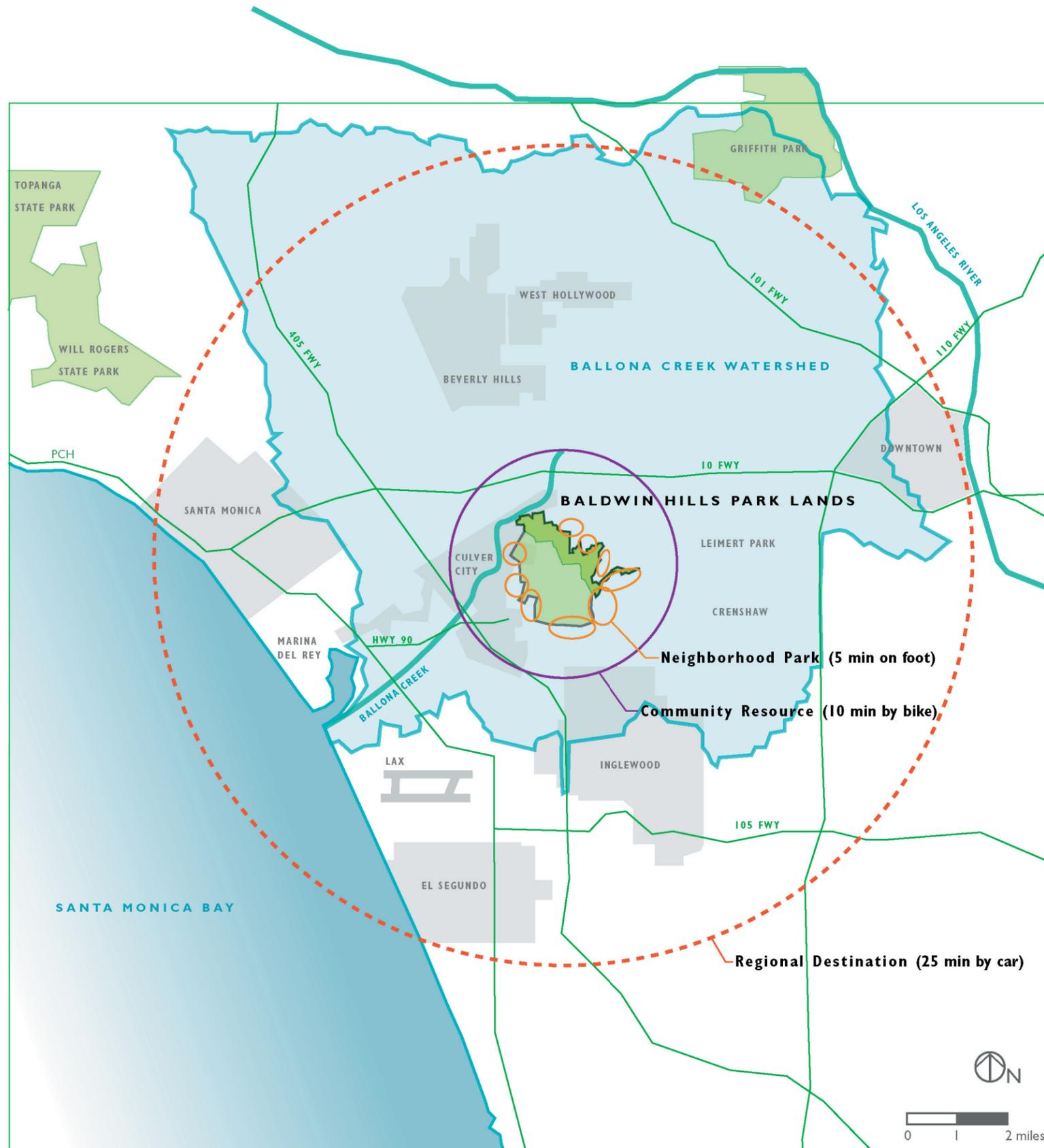
Existing gate entry at the end of Wrightcrest Drive.





**Baldwin Hills Conservancy
Access & Linkages Planning Study**

Appendix



Regional Destination
(Primarily arrive by car)

- Family reunion
- Fishing
- Hiking (longer trails, through hike)
- Birdwatching
- Views / lookout points
- Sponsored events (5k run, tournament)
- Ranger-led activities
- Watershed Interpretive Discovery area

- Golf
- Horseback Riding
- Botanical Garden
- Commercial Nursery
- Skate Park
- Climbing Wall
- Sculpture Gardens
- Amphitheater
- Oil History Site
- Scenic Overlook

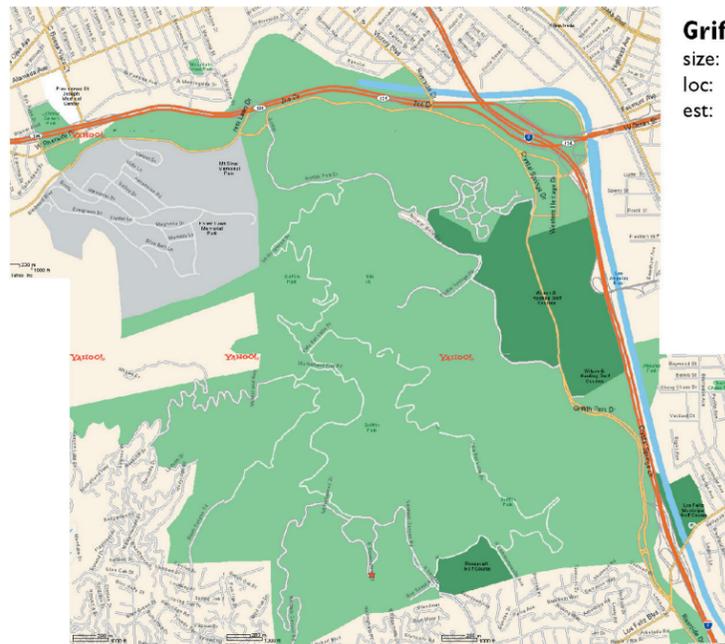
Community Resource
(Arrive on foot, by bike, bus, or car)

- Barbeque / picnic
- Soccer games
- Ballfields
- Tennis Center
- Running or Walking Club
- Hiking (exercise)
- Fitness circuit
- Dog show
- Bicycling
- Habitat Discovery area

Neighborhood Park
(Arrive on foot)

- Dog walking
- Daily jog
- Morning / evening walk
- Fitness (Tai Chi, stretching)
- Toddler play
- Bench / Shade
- Read a book
- Frisbee
- Kite Flying

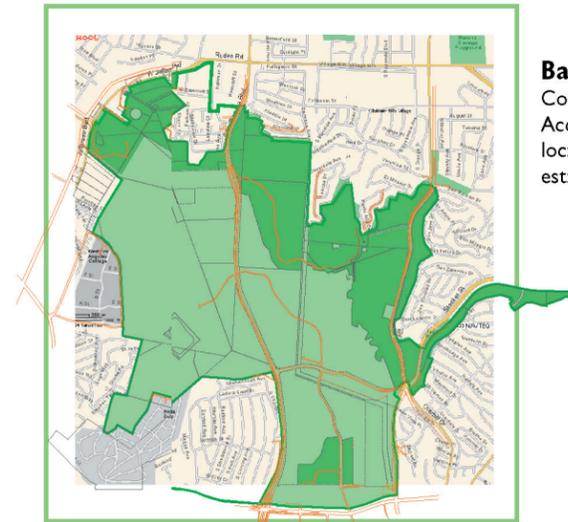
Park Context + Programs
Baldwin Hills Conservancy Metro Area Diagram
RIOS CLEMENTI HALE STUDIOS



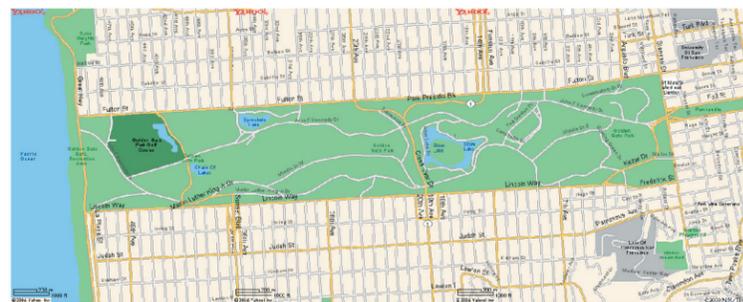
Griffith Park
 size: 4,107 acres
 loc: Los Angeles, CA
 est: 1882



Park Presidio
 size: 1,491 acres
 loc: San Francisco, CA
 est: (1972) 1994



Baldwin Hills Park
 Conservancy boundaries: 1400 acres
 Access/Linkage Study Area: 511 acres
 loc: Los Angeles, CA
 est: 1983 - ongoing



Golden Gate Park
 size: 1,017 acres
 loc: San Francisco, CA
 est: 1870



Central Park
 size: 843 acres
 loc: New York, NY
 est: 1857



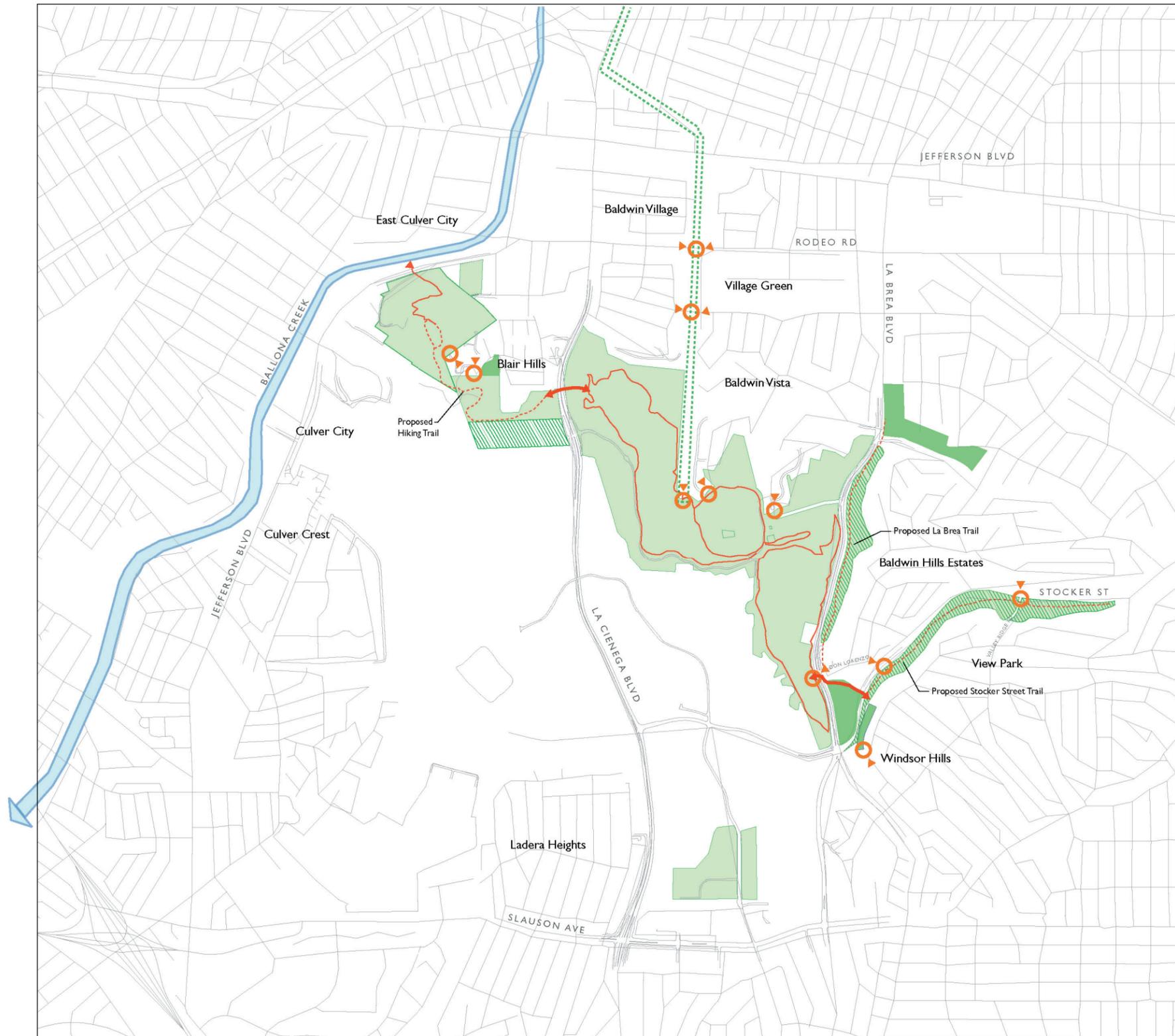
Debs Park
 size: 282 acres
 loc: Los Angeles, CA
 est: 1920s

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 Baldwin Hills Conservancy
 Urban Park
 Comparison



RIOS CLEMENTI HALE STUDIOS
Baldwin Hills Conservancy

Community Access Diagram



-  Proposed Neighborhood Gate (entered by foot)
-  Proposed Pedestrian Bridge Link
-  Pedestrian Route
-  Key Linkage Site
-  BHC Planning Boundary

RIOS CLEMENTI HALE STUDIOS Neighborhood Access
 Baldwin Hills Conservancy Diagram

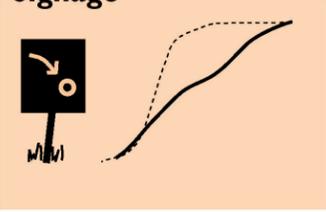
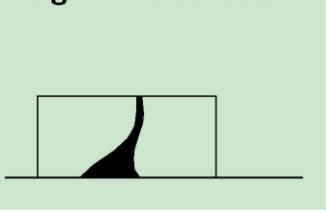
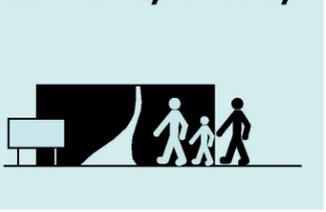
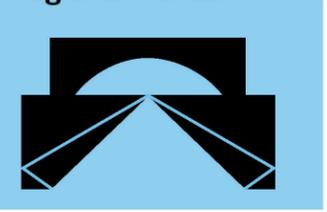
Project Area	Image	Typology	Topography	Botanical Character	Wildlife	Community Character	Jurisdictional Issues	Visibility and Image	Accessibility	Infrastructure	Potential Programs
1 Stocker Street Corridor Trail and Bike Path		Pedestrian Trail and Bike Path	North-facing Slope with areas greater than 2:1. Flattened site at Five Points Intersection.	Disturbed Coastal Scrub landscape at slope. Ornamental streetscape along Stocker Street.	Area not included in NHM biota study. Assumed winged fauna, reptiles and small mammals.	Residential Perimeter and Landscape Buffer	State of CA Ownership w/ two Valley Ridge LLC parcels requiring purchase or easement. Windsor Hills/View Park resident concerns re: use, parking & access.	Highly Visible from Stocker Street and communities to north. Appears vacant and degraded.	Heavy vehicular traffic makes area difficult to access by bike or foot. Currently, no pedestrian or bike paths at south side.	Stocker Street is a 4-lane roadway with planted center median. Existing signalized intersection at Valley Ridge Road.	Native plant restoration and slope stabilization. Extension of Park Community Character
2 Five Points Intersection Bridge		Pedestrian and Bike Bridge	Urban Saddle dropping off in each direction along the roadway. Upslope to northwest with flattened pads to northeast and southeast.	Drought-tolerant/coastal scrub mix at NW, Ornamental Park plantings at NE, disturbed landscape to SE and commercial plantings to SW	Relatively healthy habitat at NW; others modified habitat	Urban intersection w/ mixed and varied uses at each corner.	State of California and City of LA owned parcels. LADOT regulations for bridging roadway.	Highly visible location with traffic moving in all directions.	Major vehicular intersection geared much more to car rather than pedestrian movement. MTA (212, 312) Bus stops to south a: Overhill.	Multiple roadways with signalized intersection. Bermed slopes at roadway edge may provide 'natural' bridge locations.	Two bridges may be necessary to provide easy access to KHSRA. Bridges may provide urban overlook possibilities.
3 Ingold Park to Five Points Intersection		Neighborhood Access Point	Steep Slope with park plateau and lower flat-land field.	Drought-tolerant and disturbed coastal scrub mix at slope; Ornamental Park plantings at plateau; Disturbed landscape at field.	Modified, some winged fauna, reptiles and small mammals.	Residential/urban edge.	State of California and County of LA owned parcels. Adjacent LAUSD school. Windsor Hills resident concerns related to parking and access.	Highly visible location, Prominent slope as viewed from 5 Points Intersection.	5 Points Intersection is signalized but difficult to navigate. Various residential streets lead to Ingold Park above.	Existing Park and School facilities.	Switchback paths developed in conjunction with slope stabilization, native plant restoration and development of State of California land.
4 KHSRA Gateway at Don Lorenzo Drive		Pedestrian Gateway	Sloping Valley, east slope of the eastern ridgeline	Coastal Scrub landscape with native/drought tolerant plantings along La Brea.	Healthy Habitat to north. Use patterns prevent a fully healthy habitat from existing at this area.	Vehicular artery with urban wilderness edge. Multifamily housing and City of LA park at east side of La Brea	State of California owned, County of LA manages the park.	Highly visible location at the crest of the hill going over La Brea. Site on access with Don Lorenzo as it leads into adjacent residential community.	Signalized intersection and adjacent MTA (212, 312) bus stops provide pedestrian access. No sidewalk at west side of street.	Signalized intersection with traffic median. Large swale at west side moves stormwater along the west side of La Brea.	Gateway amenities, trail development and signage opportunities along with alternative storm management practices.
5 La Brea Boulevard Trail to Jim Gilliam Park		Pedestrian Trail and Bike Path	Steep slope with flattened area near toe. The site forms the eastern edge of the valley cut by La Brea.	Denuded slope with ornamental residential plantings along the ridge. Landscape appears to be due to fire management practices.	Area not included in NHM biota study. Assumed some winged fauna, however, landscape does not appear to support much else.	Vehicular artery with open space edge. Urban valley with views of downtown.	Land currently owned by Atkins House Corp. - property purchase or easement required. Parks at each end are City owned.	Highly visible commuter thoroughfare.	Access difficult due to lack of sidewalk at either side of the street. La Brea is currently denoted as Class II Redondo - La Brea Bike Path.	La Brea Blvd. is a 6 lane, 45 mph divided highway. Existing parks at either end provide access points.	Native plant restoration and slope stabilization. Extension of Park Community Character. Development of Class I Bike Path.
6 Existing KHSRA Trail Connections and Signage		Trail Enhancement, Signage and Pedestrian Amenities	Varied topography - Trails typically run along ridgelines or move along contours. Many non-designated trails exist at steep slopes.	Native coastal scrub vegetation along slopes with ornamental plantings at low lying areas. Some patches of invasive, non-native plant species throughout.	Healthy habitats along the eastern ridgeline. Other areas require habitat restoration many have high restoration potential.	Varies - Urban wilderness at perimeter. Large park at center and along access roads. Well used, poorly signed.	State of California owned, County of LA manages the park.	Park itself not highly visible to surrounding community however, park provides excellent view of surrounding landscape.	Vehicular access via main entry at La Cienega Blvd. Additional pedestrian/bike access to east at Don Lorenzo Drive and to west along Jefferson Blvd.	Central vehicular road and parking areas provide access to trails. Existing trail network sufficiently covers current park areas.	Trail improvement and signage along with slope stabilization, native plant and habitat restoration. Provision of trail amenities and learning opportunities.
7 Proposed Mid-City Park Connection to KHSRA		Pedestrian Trail and Bike Path	Steep slope and ridgeline	Denuded slope with ornamental residential plantings along edges, and commercial nursery plants. Maintained easement of power lines.	Area not included in NHM biota study. Degraded habitat with high restoration potential along park perimeter.	Power line easement w/ loud voltage noise. Commercial nursery leases some space to north, unoccupiable slope is perceived as open space buffer.	Owned by LADWP & leased by Hernandez Nursery. Resident concerns re: proximity of open space access to residential properties.	Currently not highly visible due to mixed uses along length. However, electrical towers provide strong visual axis from the north.	Private with no public access, however, residential street network and existing maintenance drives may provide future access.	Existing utility easement with access connections to neighboring street network. MTA 105 busline along La Cienega stops at Clyde & at Rodeo.	Urban pedestrian greenway with potential passive recreation zones. Potential connections to Exposition Boulevard and Ballona Creek.
8 La Cienega Boulevard Bridge		Major Gateway and Pedestrian/Vehicular Bridge	Bridge elevation provides a transitional topography between the park access road and the lower elevation of La Cienega Blvd.	Ornamental plantings and masses of invasive, non-native species to the east, degraded landscape due to oil drilling to west.	Degraded habitat with high restoration potential. Need for habitat linkage to area west of La Cienega.	Urban highway infrastructure.	LADOT & LADWP requirements for bridge and landscape improvements. Land purchase or easement of Moynier property required west of bridge.	Highly visible location along prominent commuter highway.	Only vehicular access along La Cienega. Difficult to take note of entry due to speeds of voluminous traffic.	La Cienega is a 6 lane roadway w/ acceleration and deceleration lanes providing access and egress to park. Concrete embankments provide roadway edge.	Urban park access with strong ID program. Potential pedestrian and habitat linkage with native plant restoration and slope stabilization.
9 KHSRA West Connections to Lloyd Property and Finley Fee		Trail and Service Road	Varied hillside with steep slopes. Downslope from La Cienega with upslope to western ridgeline.	Highly disturbed with some coastal scrub species.	Degraded habitat with some restoration potential and habitat connectivity. Priority restoration site.	Disturbed open space.	Parcel to west of bridge is privately held by Moynier Oil Lease LLC, and would require purchase or easement.	Highly visible at pedestrian scale from within park or on bridge. Strong visual linkage to Scenic Overlook.	Private with no public access. Dirt roads provide service access to oil drilling personnel.	Dirt roads and oil drilling facilities.	Park linkage zone with trail development and signage, native plant restoration, slope stabilization and habitat restoration areas.
10 Connection to Baldwin Hills Scenic Overlook		Trail and Service Road	Varied hillside with steep slopes rising to western ridgeline.	Highly disturbed with some coastal scrub species.	Degraded habitat with some restoration potential and habitat connectivity. Priority restoration site.	Disturbed open space.	Property owned by County of Los Angeles. Not currently open park land.	Internal park visibility with direct adjacency to popular Scenic Overlook site.	No public access. Dirt roads provide service access to oil drilling personnel. Neighborhood pedestrian entry from Blair Hills neighborhood at top of Wrightcrest Dr.	Dirt roads and oil drilling facilities. Some additional service structures and/or communication towers.	Park linkage zone with trail development and signage, native plant restoration, slope stabilization and habitat restoration areas.
11 Blair Hills/ Blair Hills Park to KHSRA Trails		Neighborhood Access Point	Park occupies a flat valley along an east-facing slope; sharp drop into Lloyd and Finley Fee properties.	Landscape shade trees along park edge; disturbed drought-tolerant bunchgrasses along Finley Fee	Degraded habitat with some restoration potential and habitat connectivity. Priority restoration site.	Disturbed open space, neighborhood buffer from adjacent oil production. Single-family homes w/ private elementary school. Young park users.	Culver City & LA County properties. Local resident access and parking concerns	Low visibility. Minor neighborhood-oriented access point.	No official public access from park but pedestrians have broken existing chainlink-fence boundary.	Existing Culver City park. Concrete drainage swale. Culver City Green bus loop with stops at Blair Hills park and within neighborhood.	Minor access signage and limited entry point; Native plant restoration and trail creation.
12 Western Gateway to KHSRA via 6000 Jefferson Boulevard		Regional park entry point with some parking	Flat site at base of hill. Northern terminus of Newport/ Inglewood fault.	Highly modified due to built environment on site; Upslope areas are disturbed coastal scrub.	Degraded habitat with little restoration potential due to asphalt and grading.	Commercial-Industrial character.	Share 5-acre site with City of LA air-treatment sewage facility.	Potential to be highly visible along curve of high-use Jefferson traffic artery.	Parallel parking currently along Jefferson Boulevard. Not easily accessible to bicycle or pedestrian as there are no sidewalks or shoulders	Jefferson Boulevard is a 4-lane roadway with no sidewalk or shoulder.	Park district identity, welcome amenities, plantings, trail linkage. Opportunity for regional destination such as park-related commercial function (nursery)
13 Bridge Connection to Ballona Creek Trail and Bike Path		Bicycle and pedestrian bridge	9-mile creek drains 127-square-mile watershed to Santa Monica Bay.	Concrete channel with grasses upslope from concrete banks. Highly modified environment with some fan palms and eucalyptus.	Degraded or non-existent natural habitat.	Commercial-Industrial character	Creek managed by LA County Dept. Public works. Culver City & City of LA overlap jurisdiction of banks and at road crossings.	Strong visual link to Scenic Overlook. Currently most adjacent properties turn their backs to the creek.	Bike trail with entrances at road crossings begins at Kronenthal Park (Rodeo Road) and leads to S.M. Bay. Chainlink prevents access at this site currently.	7-mile Class I Ballona Creek bike trail; Jefferson Boulevard is a 4-lane roadway.	Landscaped bridge or crosswalk for pedestrian and bicycle access to & from creek bikeway. Plant and habitat restoration challenging but bridge may provide habitat link.

-  Internal Trail Connection/Signage
-  Pedestrian Trail and Bike Path
-  Neighborhood Gate
-  Community Gateway
-  Regional Portal

RIOS CLEMENTI HALE STUDIOS
Baldwin Hills Conservancy

Programming Matrix

Sites Study Summary

	Trail Connection & Signage	Bike & Pedestrian Pathway	Neighborhood Gate	Community Gateway	Regional Portal
	 <ul style="list-style-type: none"> Existing KHSRA Trails Connection to Lloyd & Finley Fee Connection to Scenic Overlook 	 <ul style="list-style-type: none"> La Brea Avenue Trail connection to Jim Gilliam Stocker Street Corridor Trail 	 <ul style="list-style-type: none"> Blair Hills connection Ingold Park to 5 Points Intersection 	 <ul style="list-style-type: none"> Don Lorenzo entry 5 Points Intersection Bridge Mid-City Park Connection Ballona Creek Connection 	 <ul style="list-style-type: none"> La Cienega entry bridge Western Gateway at Jefferson Blvd
Interpretive & Recreational Programs	<p>Ranger Hikes</p> <p>Educational Walks</p> <p>Hiking & Walking</p> 	<p>Bicycling</p> <p>Hiking / Walking / Running</p> <p>Fitness circuit</p> <p>Dog Walking</p>	<p>Hiking & Walking</p> <p>Dog Walking</p> 	<p>Educational trails or Interpretive signage</p> <p>Fitness circuit</p> <p>Hiking / Walking / Running</p> <p>Bicycling</p>	<p>Ranger Hikes</p> <p>Educational trails or Interpretive signage</p> <p>Birdwatching/ Moon viewing</p> <p>Bicycling</p> 
Signage/ Wayfinding	<p>Signage</p> <ul style="list-style-type: none"> Establish Destination Points Indicate Mileage of Trails Consistent Naming of trails Location Maps 	<p>Signage</p> <ul style="list-style-type: none"> Establish Destination Points Indicate Mileage of Trails Consistent Naming of trails Location Maps BH Park District identity 	<p>Signage</p> <ul style="list-style-type: none"> Establish hours of park access Indicate Park Regulations Establish & label new trails BH Park District identity (minor) 	<p>Signage</p> <ul style="list-style-type: none"> Establish & label new trails BH Park District identity Park District info/wayfinding to surrounding local parks 	<p>Signage</p> <ul style="list-style-type: none"> BH Park District identity Establish Destination Points Location Maps <p>Use bridge infrastructure as identity for park</p>
Access/ Amenities	<p>Bicycle access at some trails - separate uses</p> <p>Look-out points</p> <p>Seating / Shade</p> <p>Restroom Facilities</p>	<p>Bicycle and pedestrian trails - separate uses</p> <p>Look-out points</p> <p>Seating / Shade</p> 	<p>Bicycle parking</p> <p>Address parking concerns of neighborhood - permitted parking or additional parking spots</p> <p>Controlled access hours</p>	<p>Bicycle access/ bike parking</p> <p>Park amenities such as drinking fountain, restroom, or trash receptacles</p> <p>Look-out points</p> <p>Seating / Shade</p>	<p>Separate car, bus, bicycle and pedestrian access and screening</p> <p>Additional parking</p> <p>Entry kiosk / information</p> <p>Seating / Shade</p>
Habitat/ Landscape Improvements	<p>Habitat Restoration</p> <p>Erosion control / proper drainage</p> <p>Slope Stabilization</p>	<p>Habitat Restoration</p> <p>Erosion control / proper drainage</p> <p>Slope Stabilization</p>	<p>Habitat Restoration</p> <p>Erosion control / proper drainage</p> <p>Slope Stabilization</p> <p>Integration w/ residential landscape</p>	<p>Habitat Restoration</p> <p>Habitat Discovery Area</p> <p>Erosion control / proper drainage</p> <p>Slope Stabilization</p> <p>Park Identity Landscape</p>	<p>Habitat Restoration</p> <p>Habitat Linkage</p> <p>Urban / Wild Interface</p> <p>Park Identity Landscape</p> 

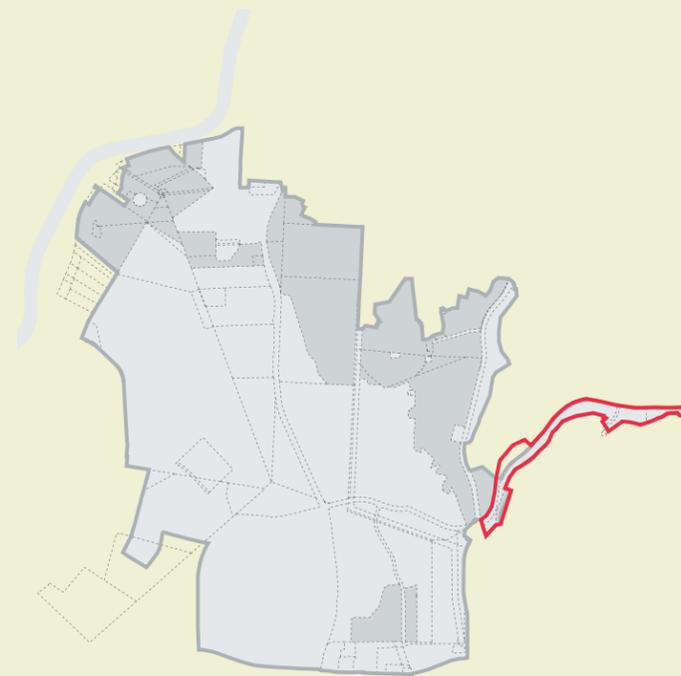
-  Internal trail connection/ signage
-  Bikeway & pedestrian path
-  Neighborhood Gate
-  Community Gateway
-  Regional Portal

RIOS CLEMENTI HALE STUDIOS
 Baldwin Hills Conservancy

Programming Matrix
 Site Type Analysis



View from Norman O. Houston Park of the north-facing slope along Stocker Street, with Windsor Hills in the background



I. Stocker Street Corridor Trail & Bike Path

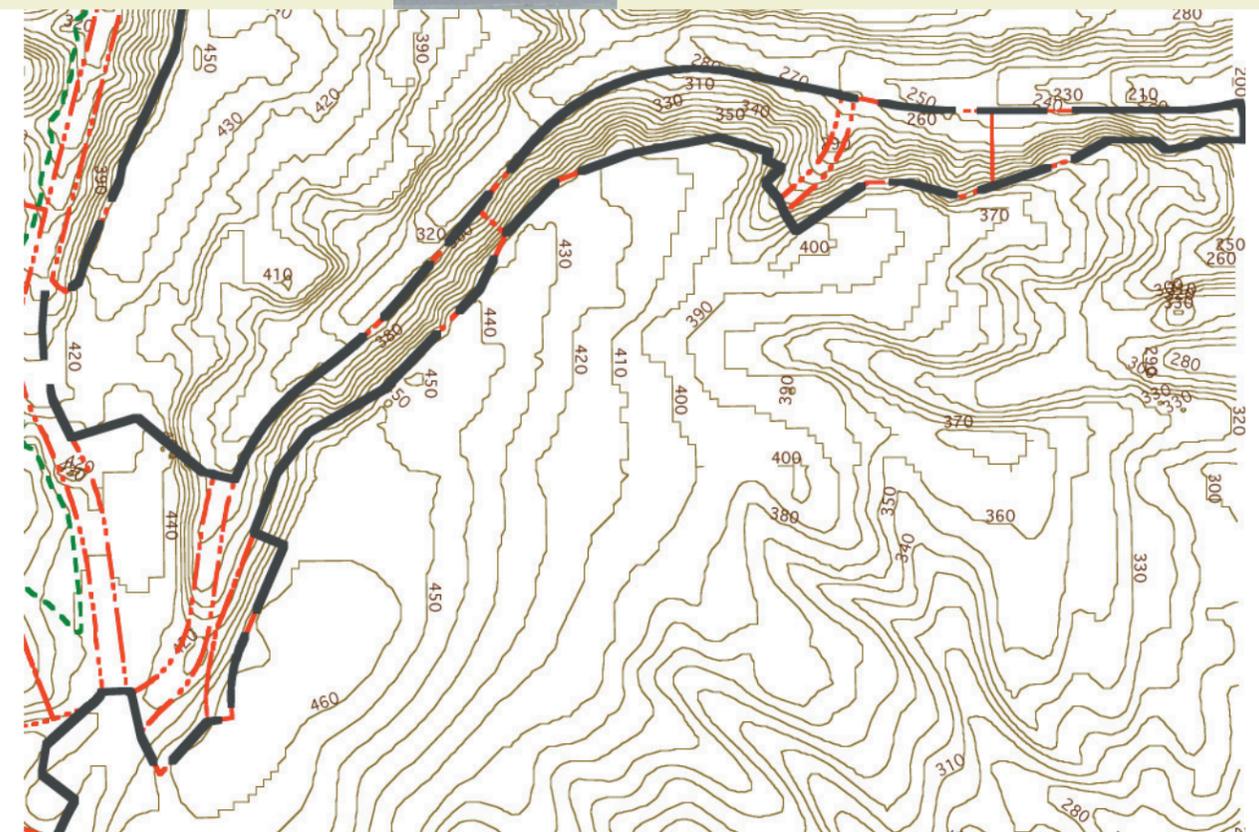
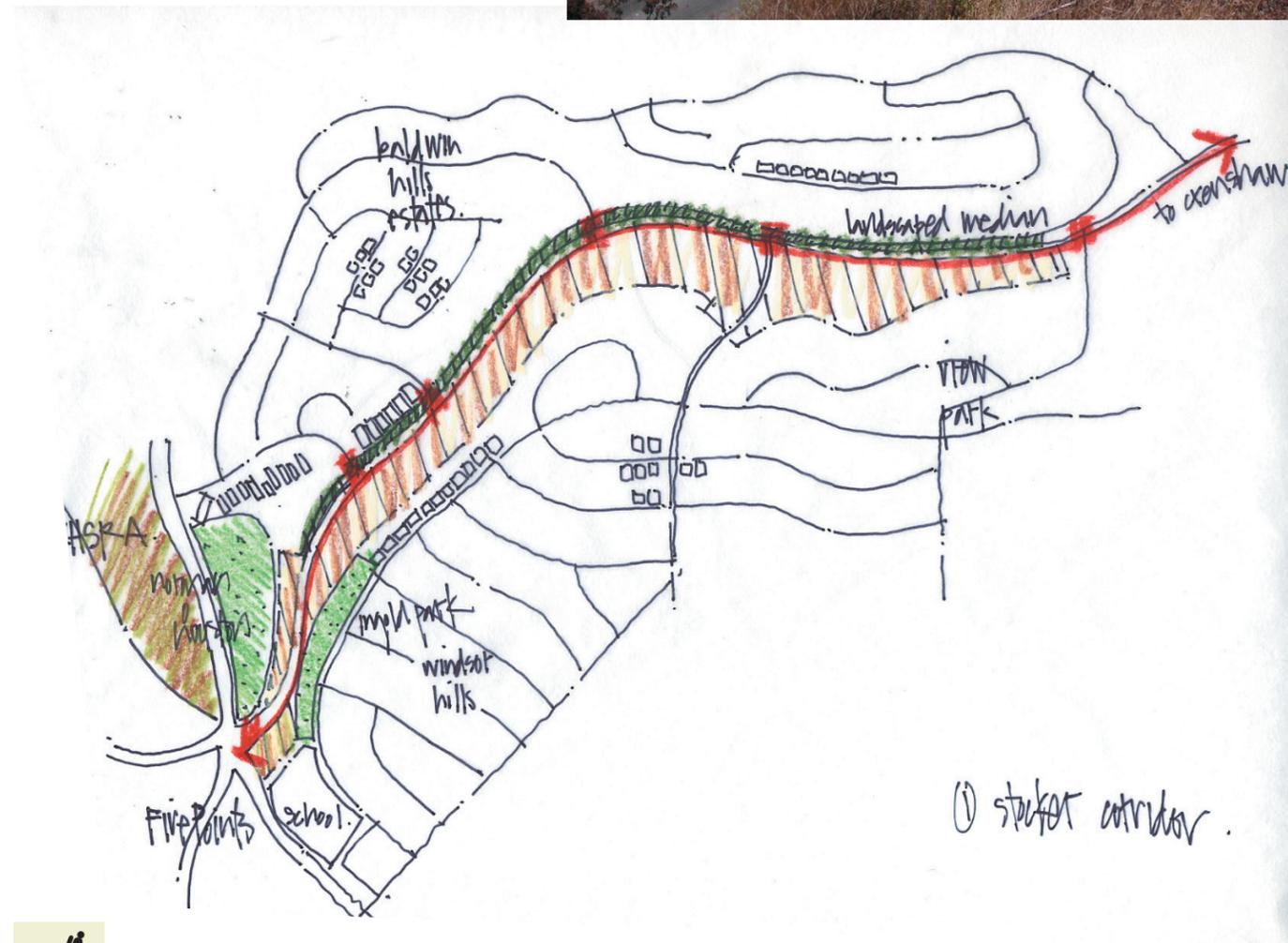
urban conditions

A landscaped median lines Stocker Street along the stretch approaching the Five Points intersection. The street itself is in a sloping canyon with residential communities lining either crest, and the Norman O. Houston city park on a plateau above to the north.



topography & geology

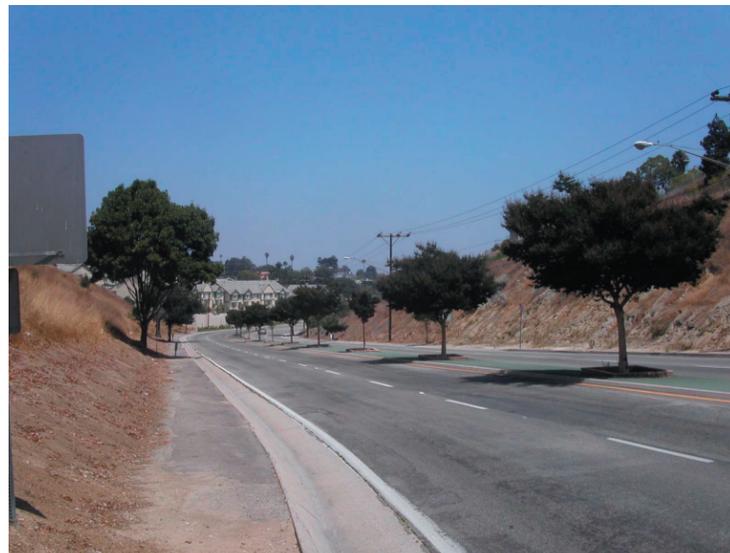
Along the southern edge of Stocker Street, the land rises steeply, in many areas to a slope of more than 45%. The north-facing slope is unstable at the toe, with exposed earth slides apparent.



plants & wildlife



Street trees in the existing median are Crape Myrtle (*Lagerstroemia Indica*). Farther east around the bend, Eucalyptus species line the southern edge of Stocker. The occasional California Fan Palm (*Washingtonia Filifera*) and Myoporum dot the hillside. The slopes on either side of Stocker Street are lined with drought-tolerant, non-native grasses.



Stocker Street is a 4-lane roadway with planted center median, and a signaled intersection at Valley Ridge Road to the east. The heavy vehicular traffic along this road makes the area difficult to access by bicycle or on foot, although a narrow curb provides limited pedestrian access along the length of Stocker Street, with poor protection or safety for the occasional jogger. The study site is currently inaccessible to public use.



community character & visibility



Single-family residential neighborhoods dot the crests above Stocker Street, with the community of Windsor Hills abutting the site to the south. To the north across Stocker Street lies the residential community of Baldwin Hills Estates and Norman O. Houston Park. High-density housing at the base of the opposite hill faces the proposed trail. The area is visible from the eastern ridgeline of KHSRA and from Stocker Street.

The slope of Valley Ridge Road, extending south from Stocker Street into the Windsor Hills neighborhood, is commonly used by area joggers and track teams for interval training; adjacent residents are disturbed by this activity.



strategy

This project is currently being studied by EDAW and California State Parks. Linkage to Ingold Park, access and parking need to be studied. Landscape restoration and slope stabilization is recommended. Identity banners along Stocker Street could potentially identify and announce park district.





View of Five Points Intersection from Stocker Street, looking toward Kenneth Hahn State Recreation Area.

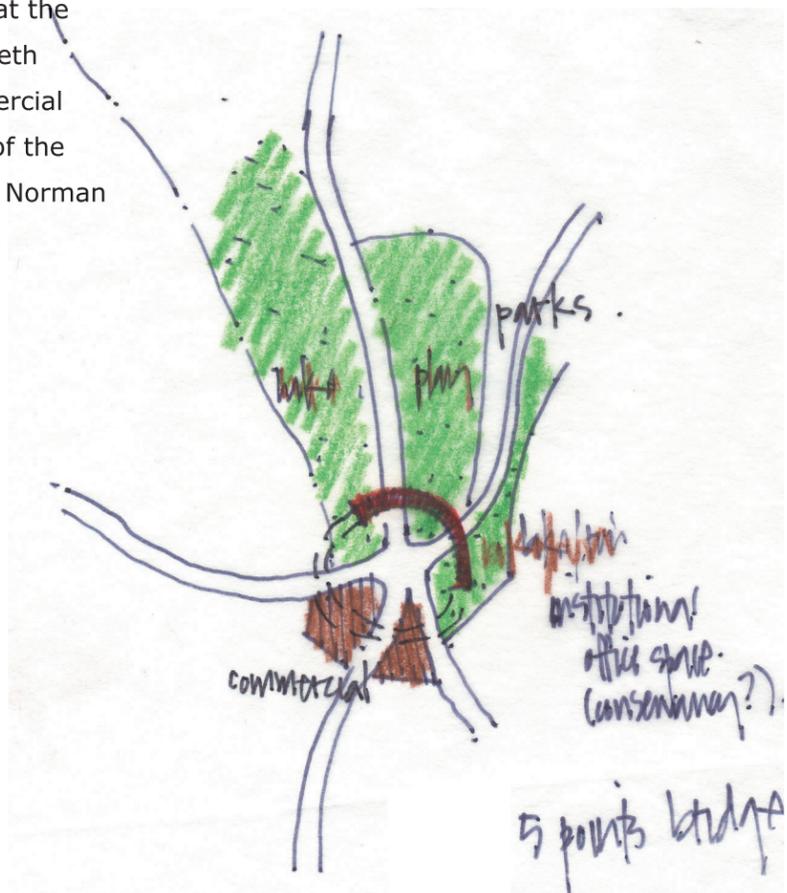


2. Five Points Intersection Bridge

urban conditions

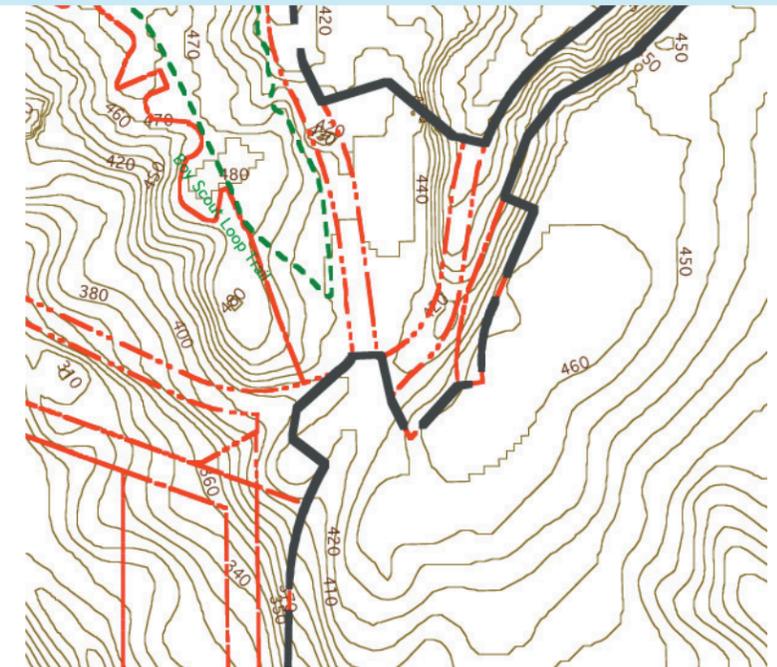


The intersection of La Brea Avenue, Stocker Street, and Overhill Drive is situated at the southeast corner of the existing Kenneth Hahn State Recreation Area. A commercial strip mall bounds the southern edge of the intersection, and the Los Angeles city Norman O. Houston park lies to the northeast.



topography & geology

The intersection is situated at the topographic "crown" of the surrounding hills, with all roads sloping downhill from this intersection. To the northwest, Kenneth Hahn SRA slopes uphill, while to the southeast, the state-owned property adjacent to Ingold park also steps up steeply from the intersection.



plants & wildlife

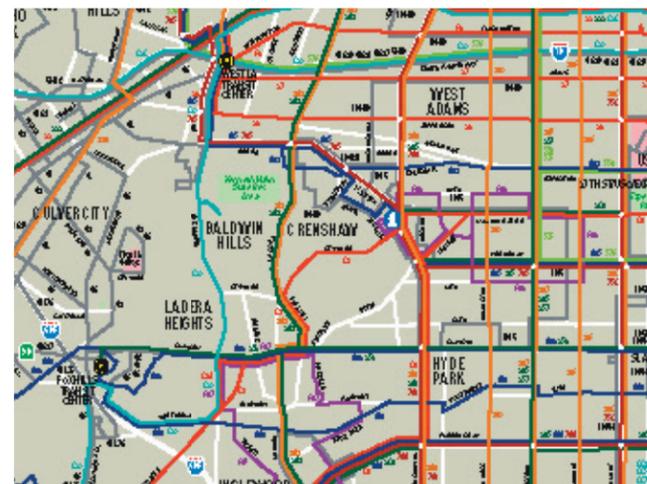
infrastructure & accessibility



The adjacent Norman O. Houston city park is manicured with a great recreational lawn, and ornamental trees such as California Fan Palms (*Washingtonia Filifera*) and succulents. The boundary of Kenneth Hahn park, at the northwest corner of the intersection, is marked by Alder trees (*alnus rhombifolia*) and landscaped floral perennials.



An MTA busstop for the north-south running 212 and 312 lines, with bus shelter and benches, is located on either side of Overhill Drive at the intersection with Stocker Street. While there are pedestrian crosswalks, this intersection is not oriented to the pedestrian. The Class II Redondo La Brea Bike path runs along La Brea.



community character & visibility



strategy

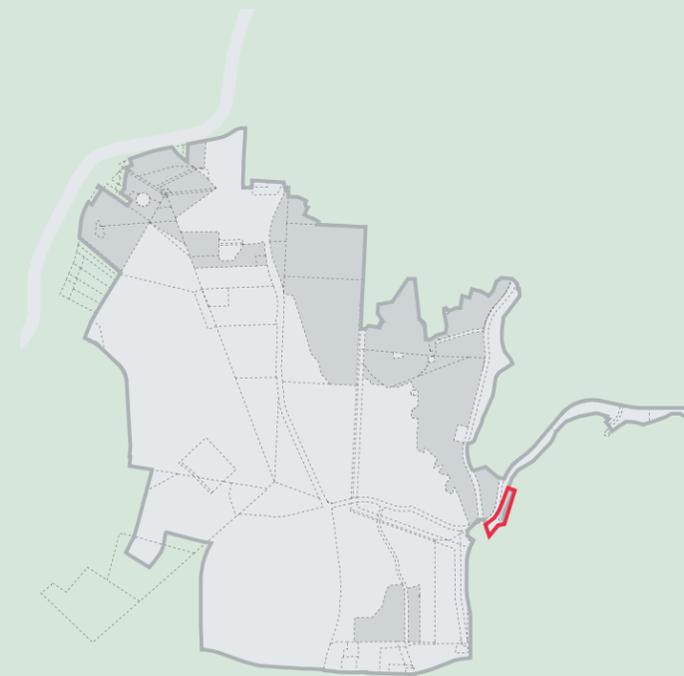
A pedestrian bridge across Stocker Street, downslope from the intersection, could join Houston park with the planned Stocker trail, providing a link to KHSRA at the Don Lorenzo entrance. There are overlook possibilities with this bridge, which could also be a landscaped feature. Los Angeles Department of Transportation requirements and guidelines for visibility and construction would need to be consulted.

A crossroads connecting many parts of the greater Los Angeles area, the so-called Five Points intersection is a major vehicular thoroughfare, providing access to Crenshaw and Hyde Park to the east, and the regional Fox Hills mall, Marina del Rey, and LAX to the west via Stocker Street; Culver City the I-10 Freeway, and Hollywood to the north via La Brea, and Ladera and Inglewood to the south via La Brea and Overhill.





View toward Ingold Park from Stocker Street



3. Ingold Park to Five Points Intersection

urban conditions

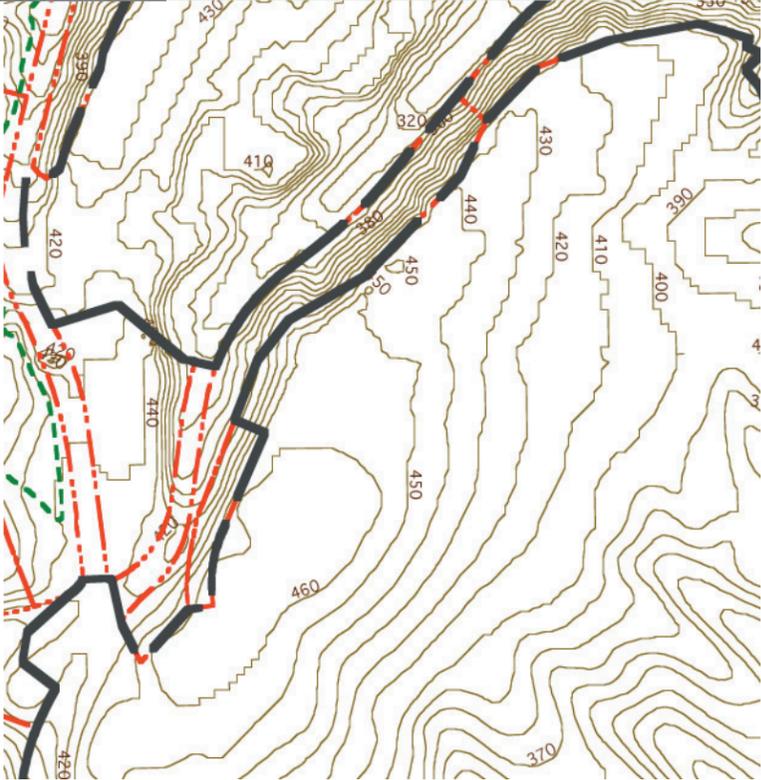
The site is located upslope from the busy "Five Points" intersection and is visible to all moving south, east, or west through the intersection. The base of the slope is a vacant corner lot currently owned by the State of California.



topography & geology



From a lower flatland field, the short, steep, northwest-facing slope rises up to the plateau at Ingold Park and the retaining wall for the adjacent school.



plants & wildlife



At the top of the slope along the Ingold Park boundary, Acacia spp preside, with a bare, denuded landscape sloping down to Stocker Street. Above, Ingold Park features ornamental groundcover and shade trees.

infrastructure & accessibility



Bounded on two sides by roadway (Stocker and Overhill), the site meets its plateau with a concrete retaining area and chain-link fence. Access to Ingold Park is via chain-link gates with turnstile entrance.



community character & visibility



At the top of the slope is Ingold Park, a small community open space serving the adjacent Windsor Hills neighborhood as a walking and passive recreational open space. The site is highly visible to the fast-moving traffic at the Five Points Intersection, and to users of Houston Park.



strategy

Switchback pedestrian paths could be developed in conjunction with native plantings and slope stabilization. Coordination with EDAW and California State Parks for the Stocker Street Trail is recommended. Discerning resident concerns for potential parking congestion and access from the adjacent Ingold Park should be part of the community process.





Pedestrian entrance to Kenneth Hahn State Recreation Area at La Brea Avenue and Don Lorenzo Drive

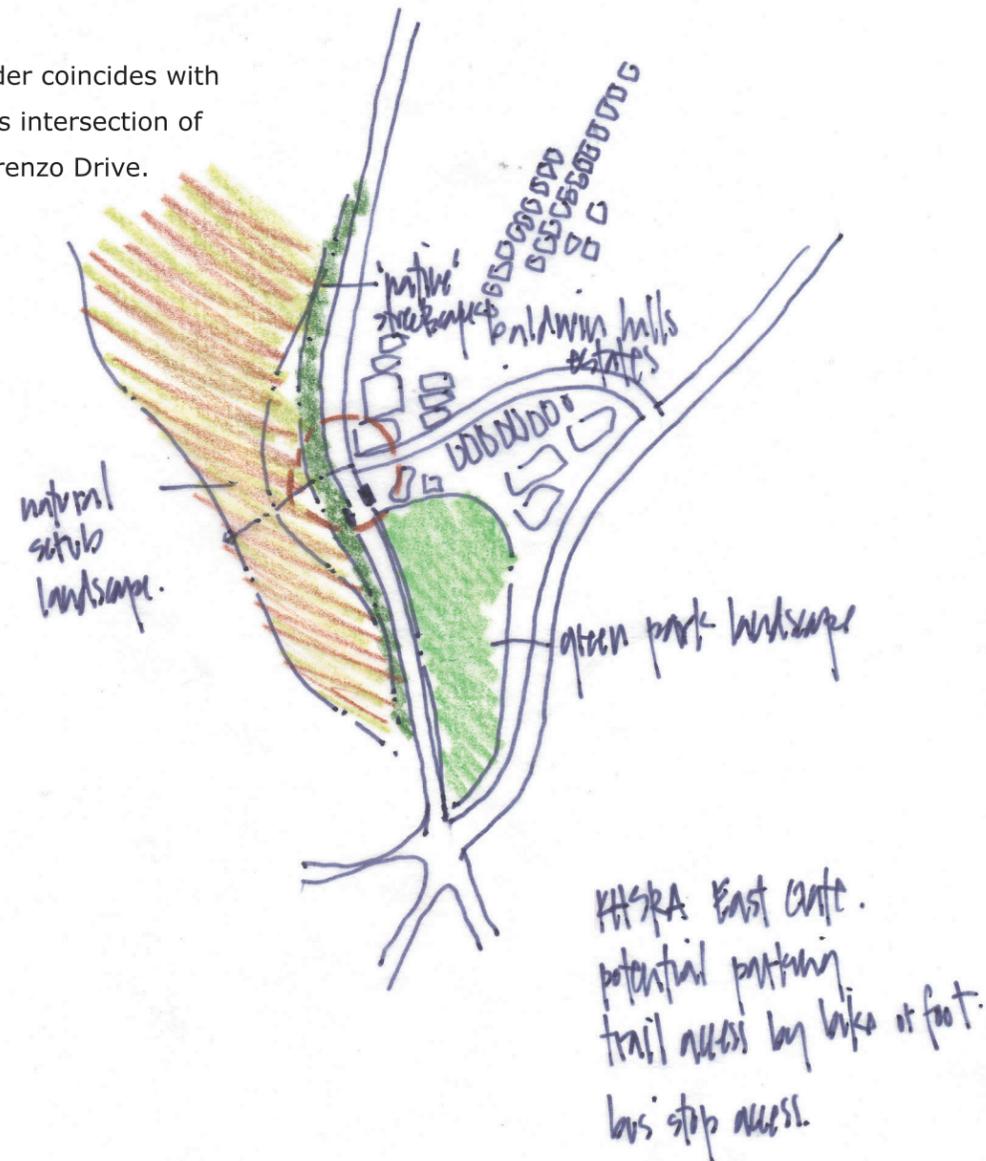


4. KHSRA Gateway to Don Lorenzo Drive

urban conditions

This unofficial, unsigned entrance to the Kenneth Hahn recreation area along La Brea Avenue is a well-used neighborhood entry point to the walking and hiking trails of the park. The trails are unmarked and numerous short-cut trails have been made over time, resulting in disturbance of the coastal scrub vegetation.

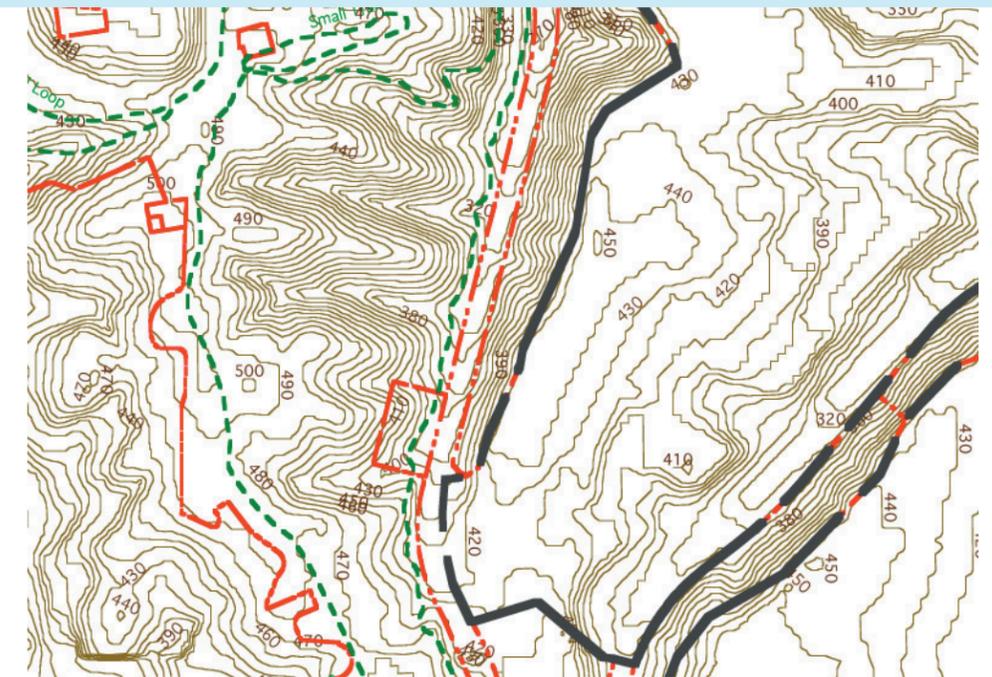
A break in the roadway divider coincides with a signalized crosswalk at this intersection of La Brea Avenue and Don Lorenzo Drive.



topography & geology

The trails rise steeply from La Brea Drive west into the park, in many areas at a 14-18% grade, while La Brea itself is falling in the south-north direction.

The soils in this area are typically dry and sandy, supportive of the native coastal scrub habitat.



plants & wildlife



This entrance to KHSRA meets the La Brea Avenue Greenway, which features a mix of native and non-native drought-tolerant species. The entrance trail itself is lined with disturbed coastal scrub habitat, including Toyon (*Heteromeles arbutifolia*), California Buckwheat (*Eriogonum fasciculatum*) and Coastal Sunflower (*Encelia californica*) along with sage species (*Salvia spp*).

Winged fauna and small ground mammals and reptiles can be found here.

infrastructure & accessibility



Trails are dirt and mostly sloped in a manner that encourages erosion. A significant drainage outlet culvert flows into a concrete drainage swale running along the west side of La Brea.

A 212/312 MTA busstop with no amenities is located just south of the signal with Don Lorenzo Drive, although there is no sidewalk on this side. A signaled crosswalk provides pedestrian accessibility from the adjacent neighborhood of Baldwin Hills Estates or users of Houston Park.



community character & visibility



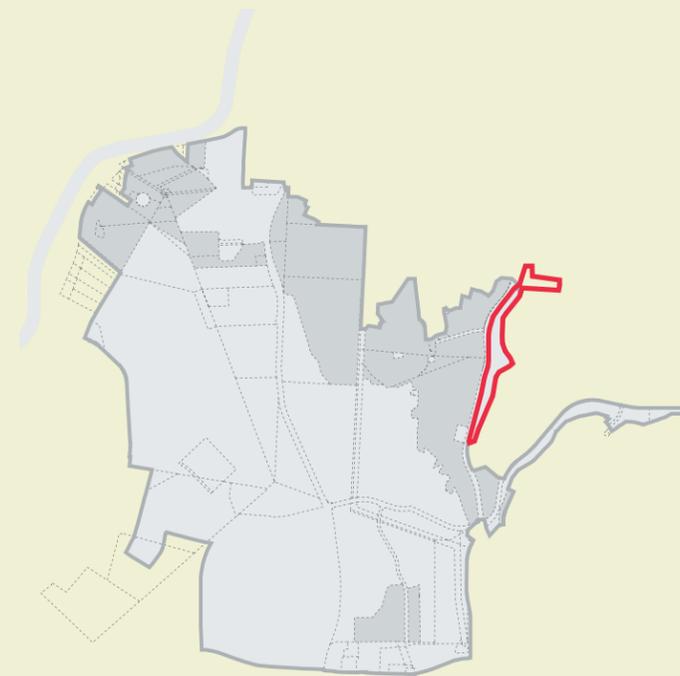
Accessed from Don Lorenzo Drive across La Brea Avenue by pedestrians via a signaled crosswalk, it is presumed most park users entering at this point are coming from the residential neighborhood served by Don Lorenzo Drive. This area is primarily multi-family dwellings toward La Brea with single-family residences beyond in the Baldwin Hills Estates to the east.

strategy

Develop Community Gateway amenities and park identity/signage. Alternative storm water management practices recommended, as well as limiting access to major trails only in order to encourage habitat restoration through the now-disturbed use trails.

Coordinate trails and signage with planned County development of parking amenities along the eastern ridgeline.





**5. Potential Connection to Jim Gilliam Park via
La Brea Avenue Trail**

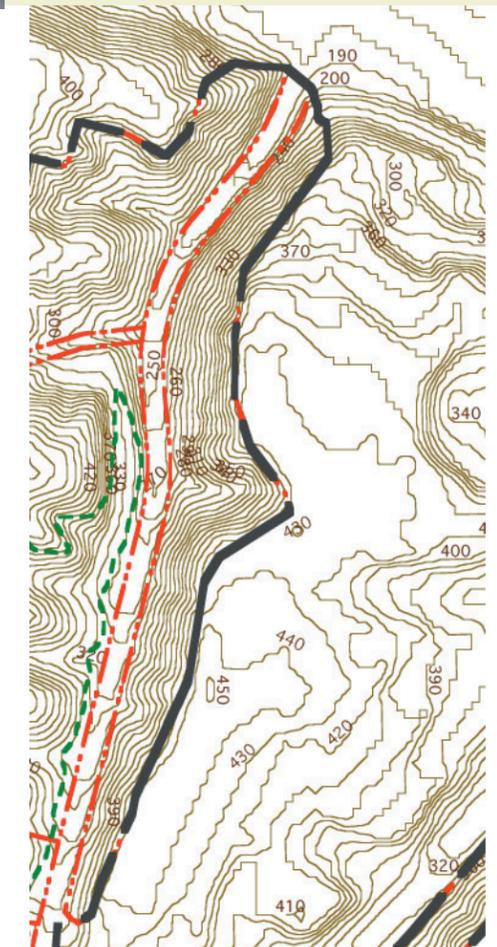
urban conditions

Running along the western side of La Brea from the Five Points intersection at the south to approximately Veronica Street at the north, the La Brea Avenue Greenway forms the eastern boundary of the KHSRA. On the opposite, or eastern side of La Brea Avenue, the 22-acre, linear slice of land owned by the Atkins House Corporation presents a sparsely vegetated, steep landscape with probable slope modification due to the up-slope housing development.



topography & geology

From its crest at the Five Points intersection at an elevation of approximately 420 ft above sea level, La Brea Avenue descends as it runs northward, and begins to level off around Don Ricardo Drive. Jim Gilliam Park opens on to La Brea at this point where it levels out to a more even plane. The Atkins Property, which rises steeply along the east side of La Brea, supports slopes of up to 60%.



plants & wildlife



The landscaped area of the La Brea Avenue Greenway includes both Coastal Scrub populations as well as planted annuals. Jim Gilliam Park is planted with irrigated lawn, stands of conifers, and annual plantings. The denuded hillside along La Brea's eastern edge offers unstable, degraded soil, possibly due to fire management practices or regrading from the upslope residences.

infrastructure & accessibility



La Brea Avenue is a 6-lane, 45-mph divided highway. Jim Gilliam Park can only be accessed from La Brea in the south-bound direction. The Atkins property edge is lined by a concrete drainage but no sidewalk access. The Class II Redondo-La Brea Bike path runs north and south along La Brea.



community character & visibility



Jim Gilliam Park, owned and operated by the City of Los Angeles, is a well-used recreational area, with ball fields, tennis courts, playground area and a great lawn. Day-camp programs are offered in the summer months and the park integrates itself easily into the neighborhood character of the surrounding residential community.



La Brea Avenue is a highly visible and well-used commuter thoroughfare.

strategy

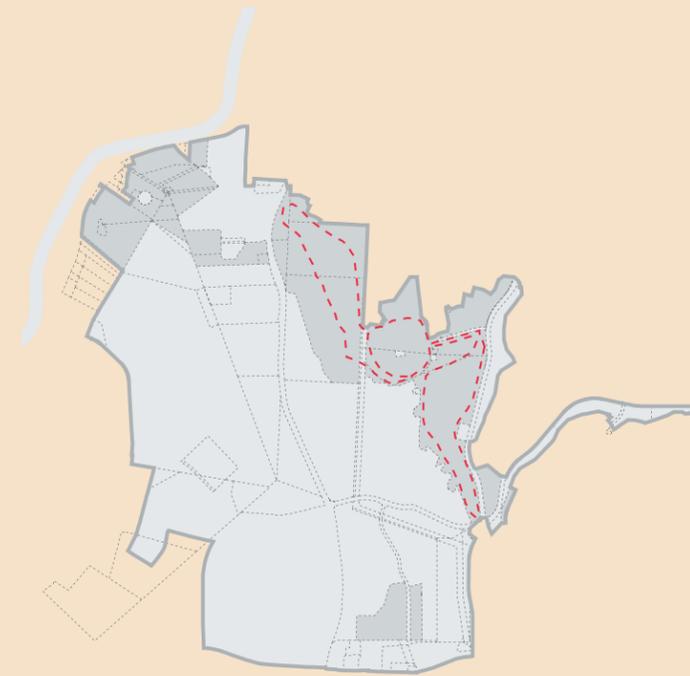
Recommendations include extension of the park district character through signage and landscaping. There is also the opportunity to develop a Class I bike path north beyond Jim Gilliam Park, all the way to Exposition Boulevard, to coincide with the newly planned bikeway along Exposition. Slope stabilization along the Atkins property should be part of trail development.

This project is currently being studied by the LA County Conservation Corps.



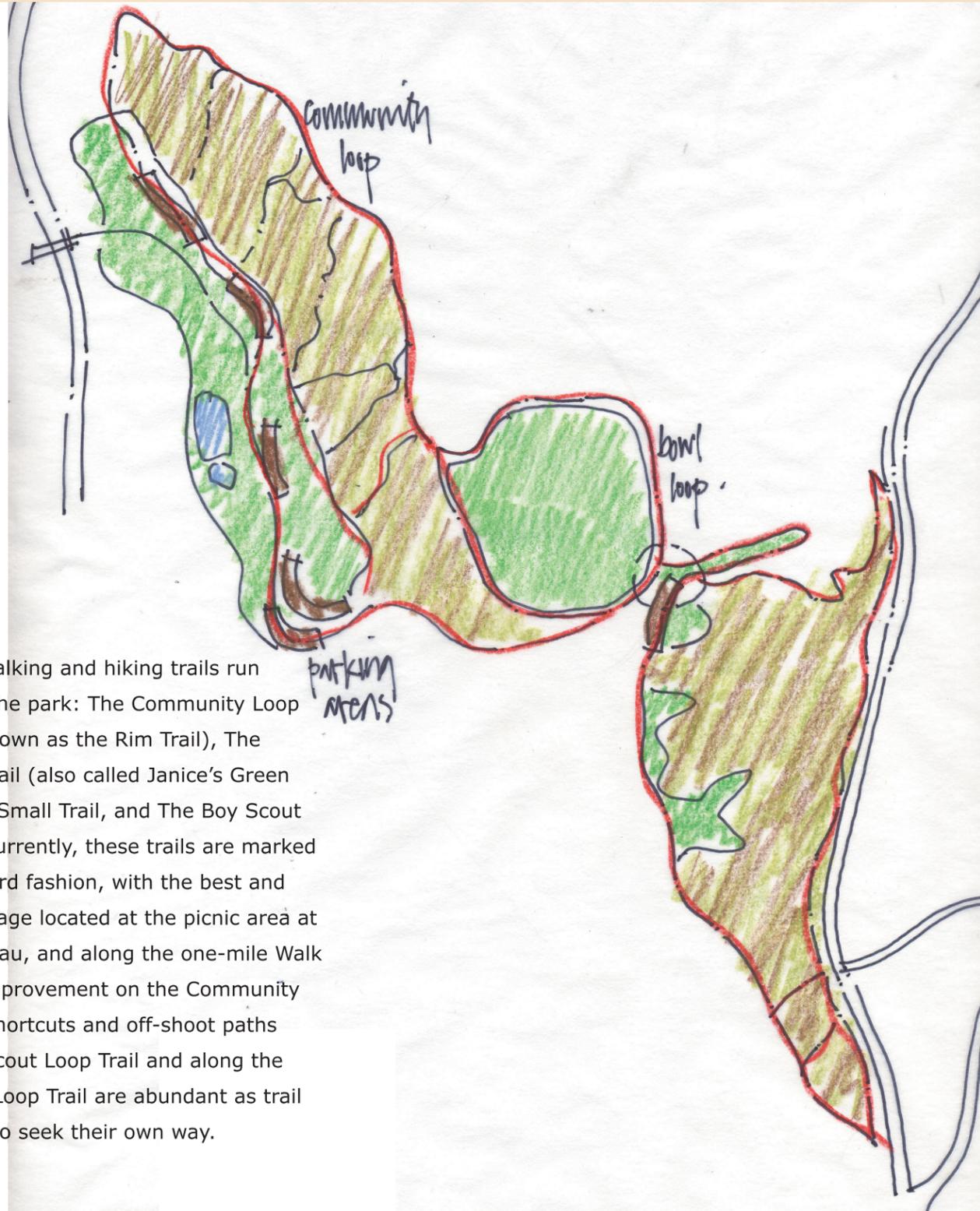


Ridgeline trail at Kenneth Hahn State Recreation Area



6. Connections to existing KHSRA trails

urban conditions



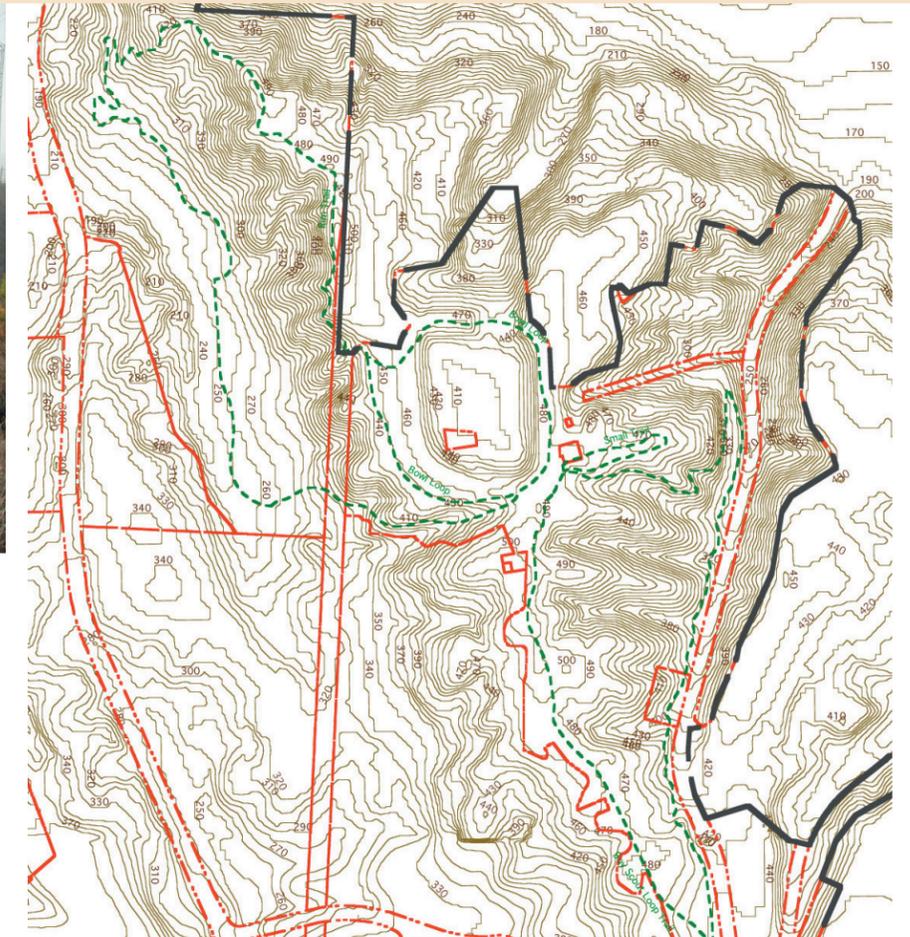
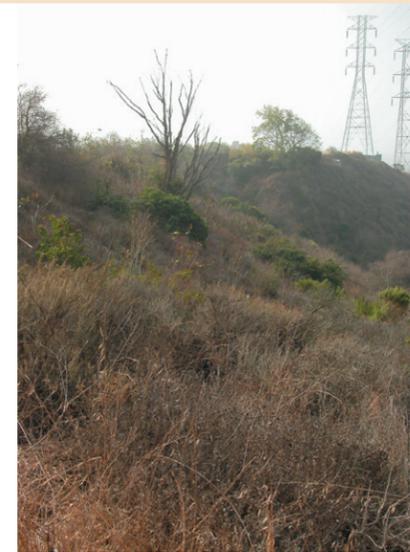
Four main walking and hiking trails run throughout the park: The Community Loop Trail (also known as the Rim Trail), The Bowl Loop Trail (also called Janice's Green Valley), The Small Trail, and The Boy Scout Loop Trail. Currently, these trails are marked in a haphazard fashion, with the best and clearest signage located at the picnic area at the top plateau, and along the one-mile Walk for Health improvement on the Community Loop Trail. Shortcuts and off-shoot paths to the Boy Scout Loop Trail and along the Community Loop Trail are abundant as trail users seem to seek their own way.

topography & geology

The soils in the area around the bowl at the top of the park and throughout most of the trail areas comprise a combination of surface sands, silts and clays over a deeper layer of gravels and shale. This sandy substrate is the preferred soil type for the native coastal sage scrub found in the area.

Two known faults run through the eastern ridge, and in addition to periodic tectonic movement, oil extraction and waste brine injection in the area has

been known to create slippage between the two faults. The 1963 Baldwin Hills Reservoir failure (now the site of Janice's Green Valley) is a result of this geologic condition.



plants & wildlife



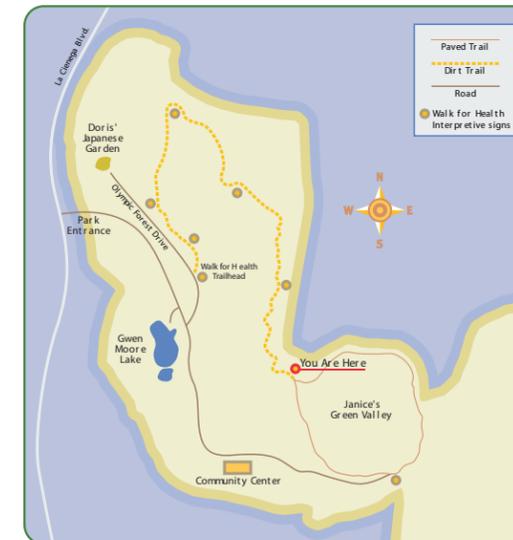
Invasive exotics such as Eucalyptus and Pampas Grass dominate many areas of the park, particularly around roads and buildings. The most healthy native habitat occurs along the eastern ridgeline along the Boy Scout Loop trail, with grassland meadows and coastal scrub species native to this area. Portions of the Community Loop Trail also support native Toyon, Buckwheat, and other scrub communities, but have been disturbed by many use trails.

The Olympic Forest, planted in 1984 at the inception of the park in honor of the Los Angeles-hosted Olympics, lies downslope from the Community Loop Trail and features mostly conifers such as Pine spp and Cypress.

Sycamores and White Alders are planted along the man-made stream in the center of the park along the main drive.

In the upper portion of the park, along the eastern ridge, are native prairie and bunchgrass communities featuring California Blue-eyed grass (*Sisyrinchium bellum*), California Asters (*Lessingia filaginifolia* var.), Purple Needlegrass (*Nassella pulchra*), Spanish Clover (*Lotus purshianus*), and White Chicory (*Malacothrix saxatilis*) among others.

Known wildlife include such breeding birds as the California Quail, Beweck's Wren, and Spotted Towhee, and such mammals as the Desert Woodrat, Deer Mouse, and Harvest Mouse, along with many non-native birds, small reptiles and introduced mesopredators.



infrastructure & accessibility

Trails are mainly dirt and can be accessed from the paved roads and parking areas. Recent trail improvements include the one-mile Walk for Health Trail with interpretive signage along the Community Loop Trail created in 2003, but signs have already been tagged with graffiti. Other trail signage is poorly maintained or non-existent.

Planned access improvements include the Native Plant Walk and Wildlife Garden to be developed by the Friends of the Baldwin Hills. The County is also planning to develop fifty additional parking spaces along the eastern ridgeline. Both of these projects are supported by Baldwin Hills Conservancy Proposition 40 funding.



community character & visibility

strategy



Recommend location maps at all parking areas and signage indicating length/distance of each trail, creating destination points. Trail improvements may include regrading inclined trails to minimize slope erosion, and limiting access to minimize the creation of off-shoot trails in order to restabilize and revegetate degraded slopes.

With the exception of the Small Trail and some portions of the Boy Scout Loop Trail, the four main trails in the park are gently graded and suitable for many fitness levels, from easy strolling to trail running. The trails are very popular with community walking and running groups, and well-used on weekdays and weekends alike for daily exercise and dog walking.



Trails provide views to the surrounding landscape but are mostly not visible from the park exterior. Residences facing Bowl Loop Trail along Janice's Green are divided from the park by chain-link fence.

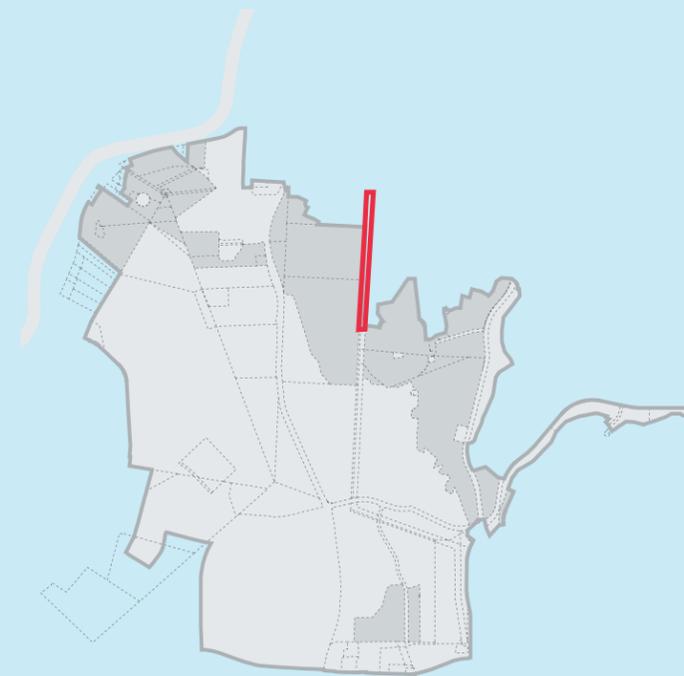


Knowing which trails are the dominant or main path among many offshoot and use trails is not clearly marked, and erosion due to drainage and shortcuts is apparent.





View to utility easement from adjacent community



7. Gateway connection to Mid-City Park Project

urban conditions

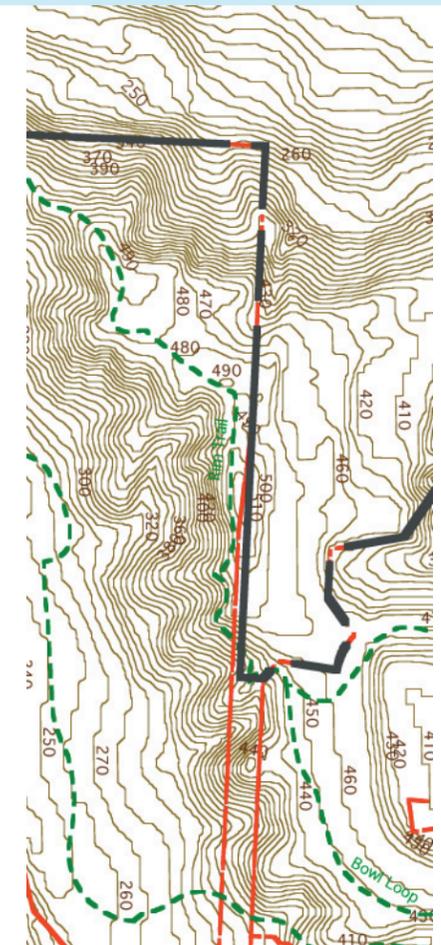
The proposed Mid-City Park would run along the existing city utility easement to join the KHSRA with the Los Angeles Mid-City Park to the north. Currently, the high-tension electrical towers share the easement with Hernandez Nursery, a private, commercial nursery that leases the land from the Los Angeles City Department of Water and Power. The easement fronts a single-family residential neighborhood between Carmona Avenue and Hauser Street.

An iron gate at the intersection with the Bowl Loop trail closes off the vehicular access road from the park trails.



topography & geology

The area adjacent to the residential neighborhood is relatively flat but rises steeply toward the Baldwin Hills of the Kenneth Hahn State Recreation Area.



plants & wildlife



High stands of Oleander screen the utility towers from the residences along Carmona Avenue. Because of the existing commercial nursery, the flat-land area is lushly planted with non-natives. As the site rises with the northern slopes of the KHSRA, the vegetation becomes more drought-tolerant, disturbed habitat with non-natives and annuals. The area directly abutting the park is also planted with ornamental flowering shrubs.

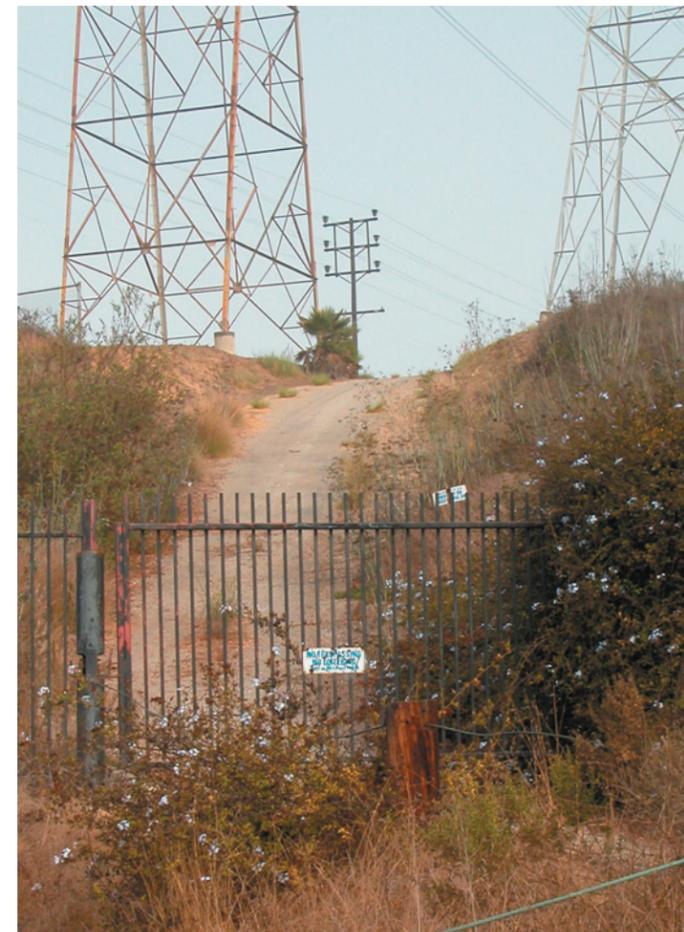
infrastructure & accessibility



A dirt access road runs directly underneath the utility towers. Paved access easements run between the houses at the end of Cloverdale and Carmona avenues.

On the KHSRA side, the western ring of the Bowl Loop is a paved vehicular access road that continues beyond the park to the utility easement. A locked, iron gate separates the park from the Los Angeles Department of Water and Power right-of-way.

The MTA 105 busline runs along Rodeo Drive with stops at La Cienega and at Clyde Street, near the nursery entrance, and could provide community access to the planned park corridor.



community character & visibility



The easement runs adjacent to a single-family residential neighborhood. The nursery and utility easement are not highly visible due to landscape screening. However, the high-voltage towers are very loud upon approach.

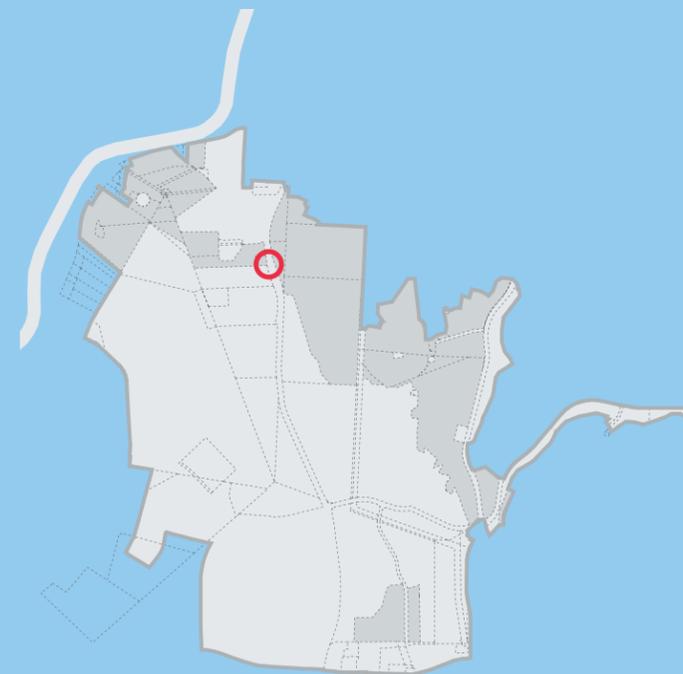
strategy

Trail creation and access signage. Suggest studying health issues and security concerns associated with proximity to high-voltage electrical lines. Additionally, adjacent resident concerns for parking congestion, access, and security also need to be addressed.





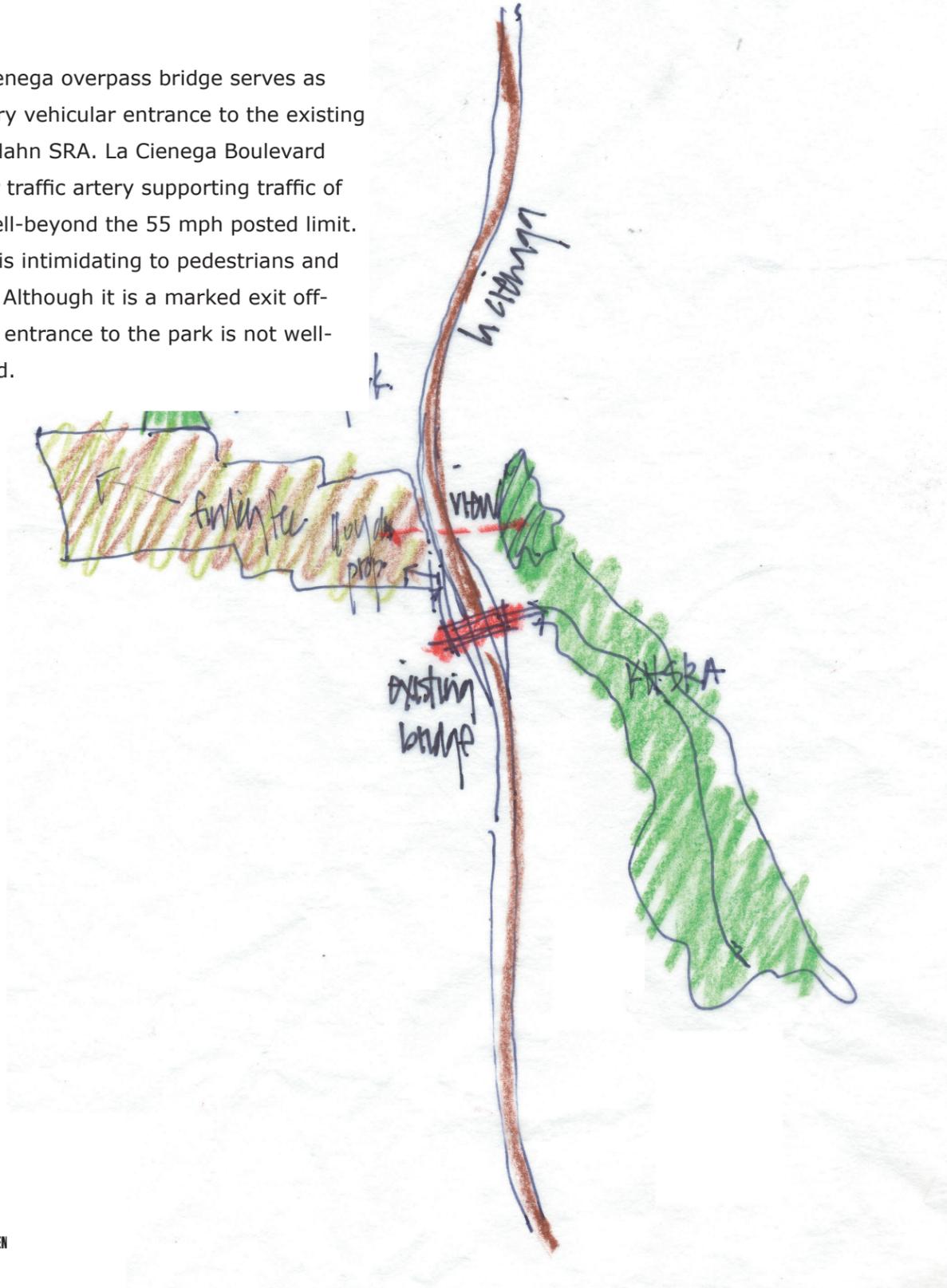
View of La Cienega overpass bridge looking north. The KHSRA is on the left, with the Moynier property to the right of the bridge.



8. La Cienega Boulevard vehicular bridge from KHSRA to Lloyd Property & Finley Fee

urban conditions

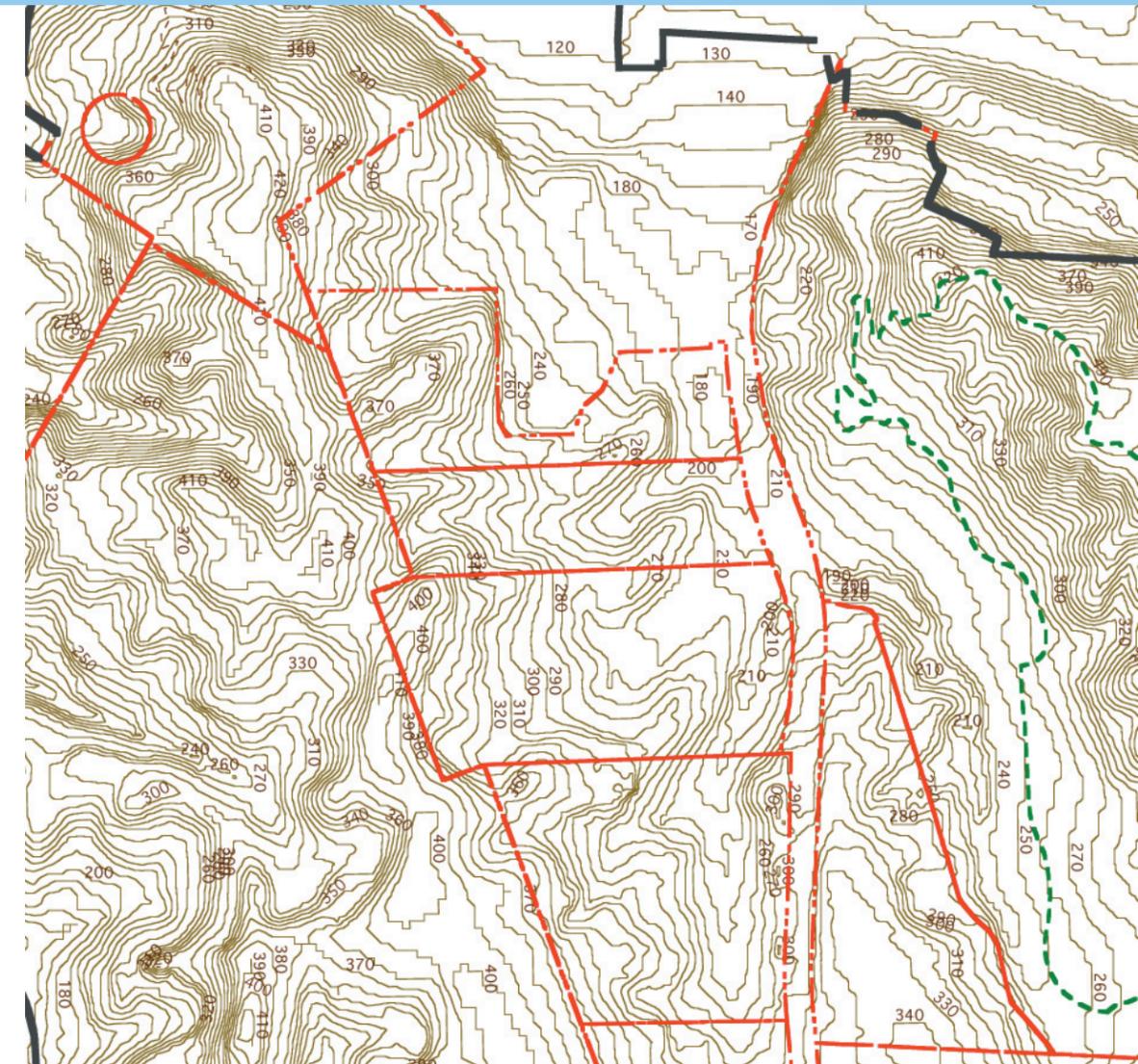
The La Cienega overpass bridge serves as the primary vehicular entrance to the existing Kenneth Hahn SRA. La Cienega Boulevard is a major traffic artery supporting traffic of speeds well-beyond the 55 mph posted limit. This area is intimidating to pedestrians and bicyclists. Although it is a marked exit off-ramp, the entrance to the park is not well-announced.



topography & geology

La Cienega Boulevard runs below grade with retaining walls separating the artery from either side. The steep scarp face along the eastern edge of La Cienega near the park entrance reveals the nine-mile long Newport/Inglewood fault, of which the Baldwin Hills are tectonic evidence.

The elevated bridge rises 25 feet above the sunken roadway, providing a transitional topography between the park entrance and La Cienega below.



plants & wildlife

infrastructure & accessibility



The vegetation in the area west of the bridge is disturbed by oil drilling activities and infrastructure, but does support native coastal scrub in addition to non-native invasive species, and promises restoration potential.

At the eastern side of the bridge, the park entrance features non-native Eucalyptus, Pampas grasses, and ornamental lawn.

Landscape groundcover has been planted alongside the acceleration and deceleration ramps of the bridge.



The existing bridge serves only vehicular traffic, not pedestrian or bicycle. Guard rails and chain-link fence clearly separate the Lloyd and the Moynier properties from La Cienega Boulevard. The MTA Express Bus 439 to downtown Los Angeles runs along La Cienega, with a bus turnaround and stop inside KHSRA at this point.

La Cienega is a six-lane divided traffic artery with acceleration and deceleration lanes providing access and egress to the park. Concrete embankments serve as the roadway edge.



community character & visibility

strategy



Develop strong park identity program through banner signage and/or bridge treatment. Develop pedestrian and bike access to and across the bridge and/or explore the potential of a second, pedestrian and habitat link across La Cienega with native plantings. Make the entrance more visible from La Cienega as a "gateway," and study LADOT and LADPW requirements for bridge. Consider traffic calming measures such as landscaping the bridge itself and providing signage.

As the major entrance to Kenneth Hahn State Recreation Area, the La Cienega overpass bridge serves as the main gateway to the park, and the entrance road is lined with shady stands of Eucalyptus. The entry is difficult to take note of from La Cienega Boulevard, however, due to the high speed of traffic. The exit ramp is not well-made in advance of the off-ramp.

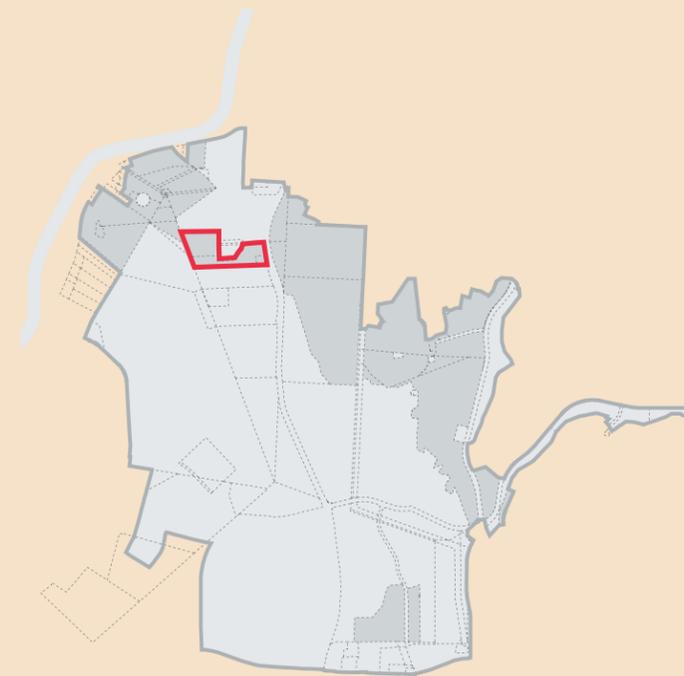


The bridge is visible from the Scenic Overlook.





View of Lloyd Property looking north from Blair Hills neighborhood, with La Cienega Boulevard at left.

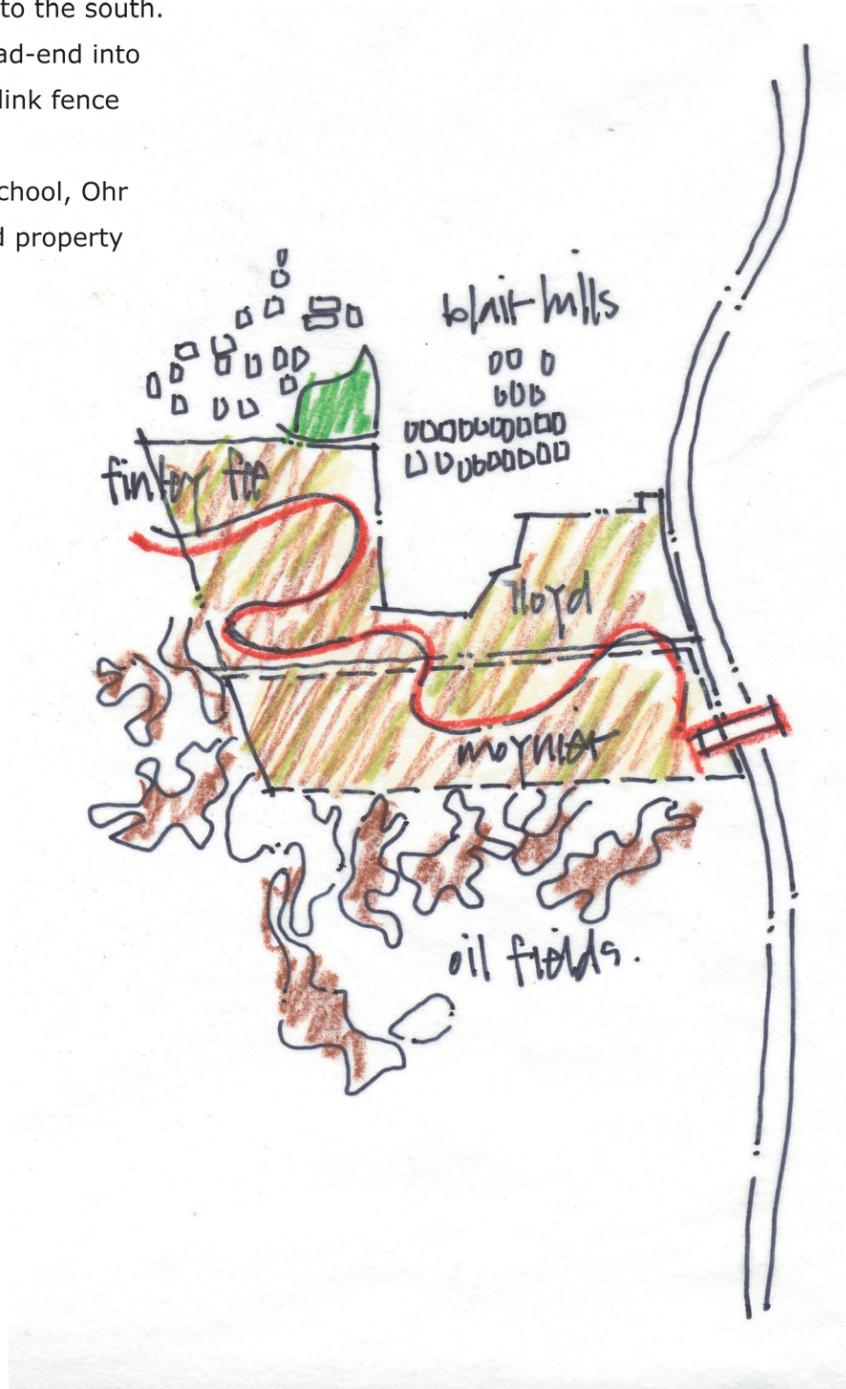


9. Connection to Lloyd Property & Finley Fee

urban conditions

Adjacent to the residential Culver City community of Blair Hills, the Lloyd and Finley Fee properties serve as a neighborhood buffer from the oil production activities to the south. Three of the residential roads dead-end into the properties, each with a chainlink fence boundary.

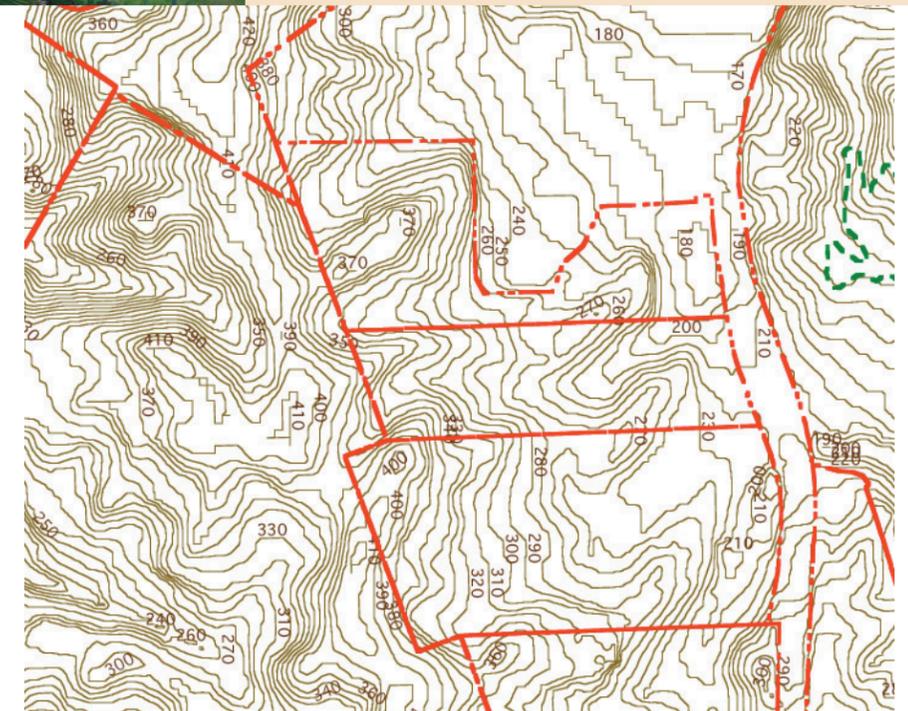
The elementary Hebrew school, Ohr Eliyahu Academy, abuts the Lloyd property with its playground area.



topography & geology



The sites slope eastward from the ridgeline of the Baldwin Hills Scenic property, and drain northward toward the Blair Hills Park. The downslope, eastern portion of the site is flattest near La Cienega, where a drainage pool lined with boulders exists.



plants & wildlife

infrastructure & accessibility



Grading, dirt roads, and utility access have left vegetation in the Lloyd and Finley Fee properties extremely disturbed, mostly denuded with some non-native growth and remnants of native scrub communities. It is a priority for habitat restoration as its geographic location would serve as an important habitat link.

However, portions of the Finley Fee property do seem to support native bunchgrass communities and remains a relatively undisturbed open space. Eucalyptus and other planted ornamental screening and shade trees dot some of the southern edge along the residential boundaries.

Winged fauna and small lizards and insects appear to inhabit or frequent these sites.



Access to these sites currently is private, available via a dirt road running along the Lloyd property from the Moynier oil site at the north. A break in the chain-link fence bounding Blair Hills Park allows lizard enthusiasts to gain entry to these properties.

Utility lines cross the upper portion of Finley Fee and a concrete drainage swale runs along the slope near the Blair Hills park.

Three roads in the Blair Hills community dead-end into the properties with "no dumping" signs and chain-link fences.

community character & visibility



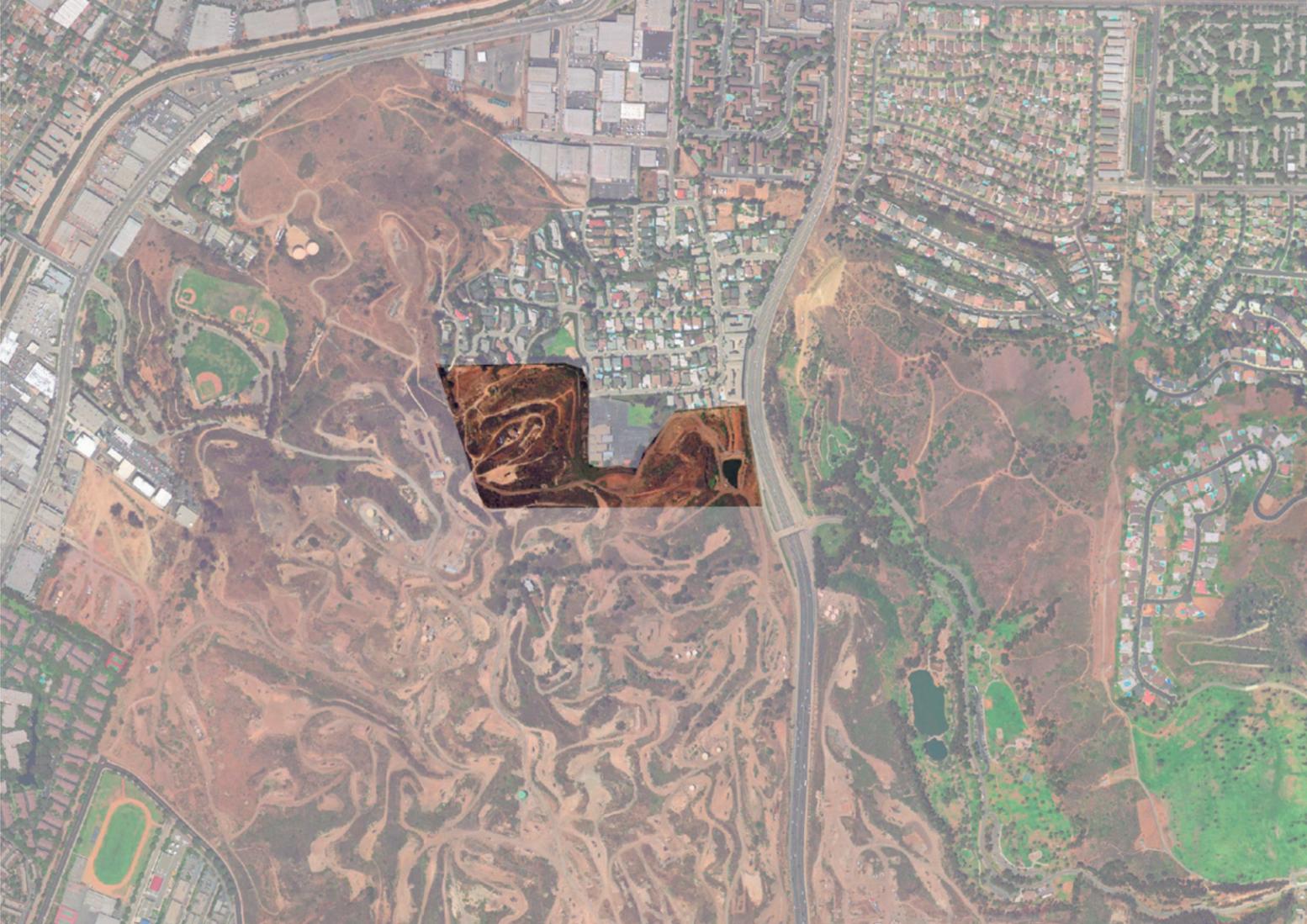
Adjacent to the Blair Hills residential neighborhood to the north and industrial oil production sites to the south, these properties are undeveloped open space and serve as a buffer to Blair Hills.

There is very low visibility either from La Cienega or the adjacent neighborhood. The sites are visible across La Cienega from some of the trails in KHSRA.



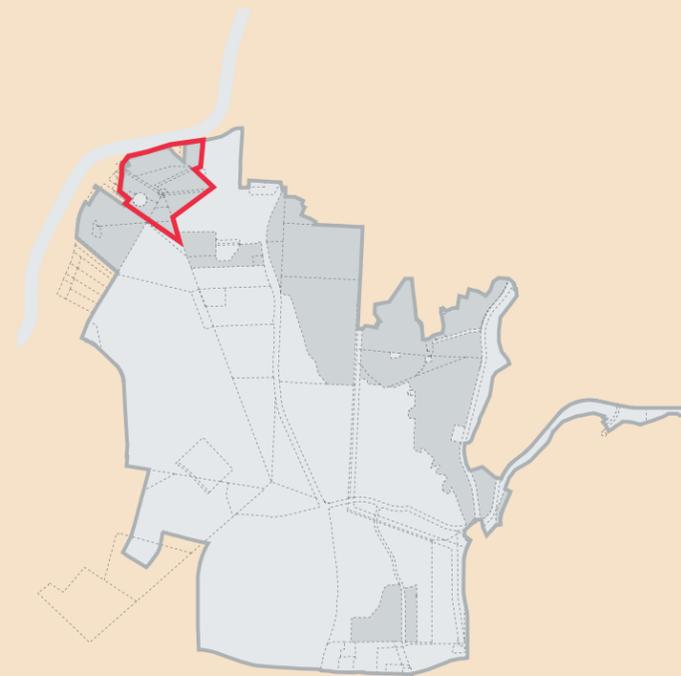
strategy

This is a priority habitat restoration for native plant re-vegetation. Providing improved grading for hiking and walking trails from Blair Hills Park and the proposed western entry at La Cienega with signage, trail markers, and distances. An easement along Moynier property would be required for access from the vehicular bridge; alternatively, a second pedestrian and/or bicycle bridge could be constructed to link the existing KHSRA trails directly to the Lloyd property.





View from Baldwin Hills Scenic Overlook looking northeast



10. Connection to Baldwin Hills Scenic Overlook

urban conditions

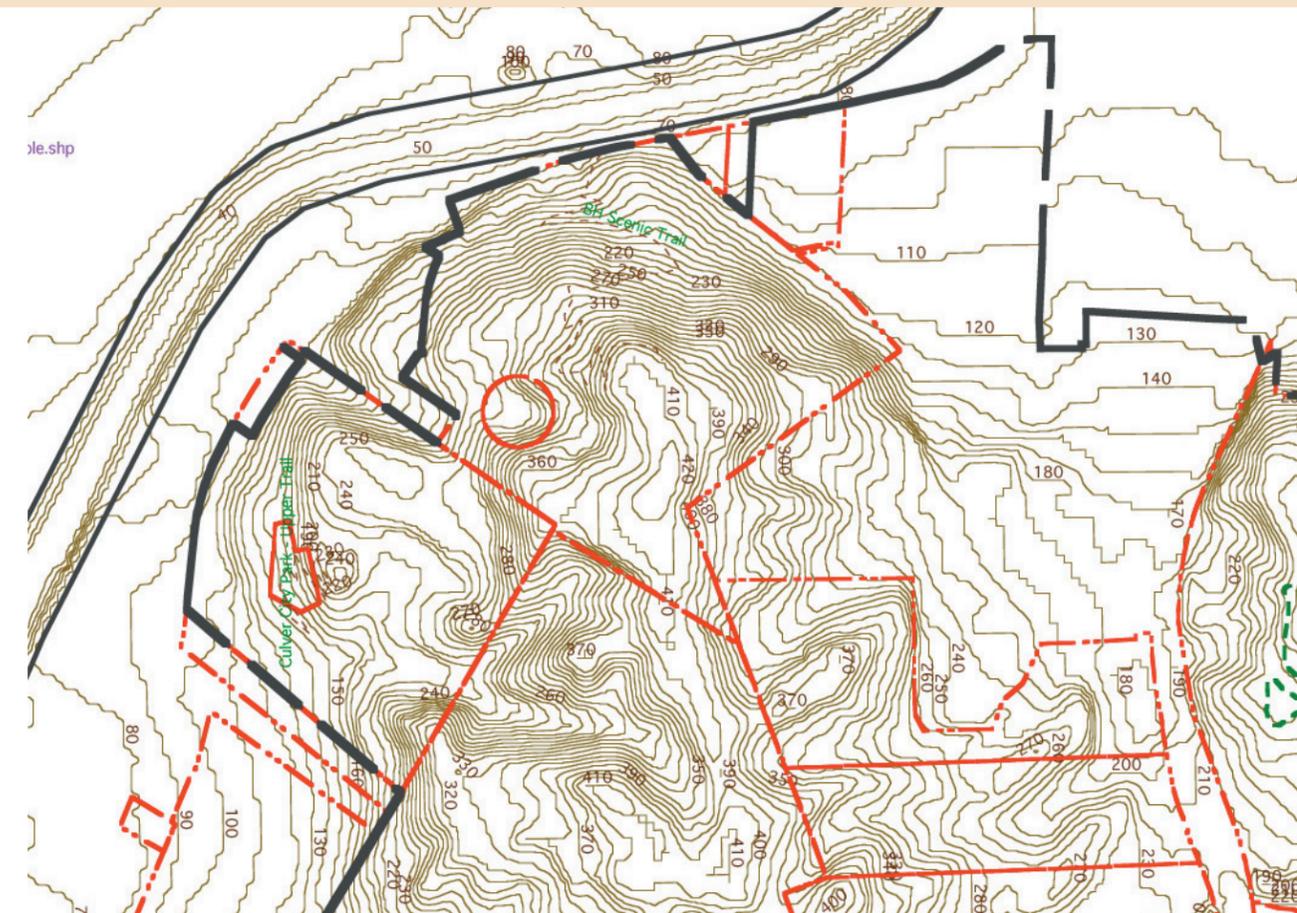
The Baldwin Hills Scenic Overlook is prominently visible from the surrounding lowlands in the Ballona Creek watershed. From the ridgeline, the site provides views to the adjacent ridgeline of KHSRA, to downtown Los Angeles, the San Gabriel Mountains, the Santa Monica Mountains, and the Pacific Ocean.



topography & geology

Forming the northern portion of the 9-mile long north-south trending Newport/Inglewood Fault, the Scenic Overlook site is composed primarily of Tertiary Sedimentary bedrock over an igneous-metamorphic rock base, common to the Baldwin Hills.

From the Finley Fee property the site rises sharply to the northwest. This area drains southeasterly into the Blair Hills residential neighborhood.



plants & wildlife

infrastructure & accessibility



A mixture of native and non-native drought-tolerant grasses lines much of this slope, with some chaparral. It is highly disturbed habitat due to the utility access roads and intensive grading that has already occurred here.

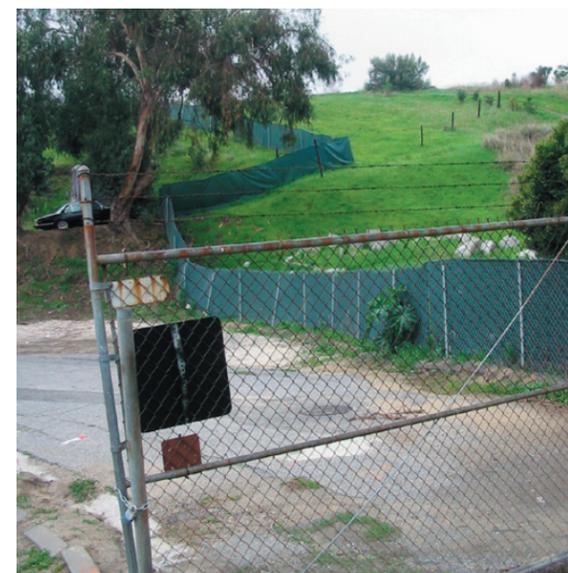
Evidence of some vegetation restoration is already underway by State Parks in the Overlook area.



There is no official access to the Scenic Overlook site from Finley Fee but an unmaintained dirt road connects the two properties, running along the trough between two slopes. The slope between the two properties is quite steep.

The Scenic Overlook site is currently fenced off from the adjacent residences by a low, tarp-covered chain-link fence.

A neighborhood gate with a trail to the Overlook Site at the top of Wrightcrest Drive in the Blair Hills is already accessible to pedestrians and maintained by California State Parks. It is assumed most users of this entrance are walking from the Blair Hills neighborhood. Street parking is not restricted here. There is a small turnout that could potentially be developed into 4 or 5 parking spots.



community character & visibility



strategy

Native plant restoration is recommended in this area as it forms part of a larger habitat link. Proper trail creation and identification will minimize the disturbance of the surrounding habitat by encouraging a single trail. A signed entry point will also minimize users cutting through fence boundaries. A trail more coincident with the contours of the site will also minimize erosion.

Adjacent to the residential Blair Hills community below to the southeast, and the Culver City park to the west, the area between Finley Fee and the Scenic Overlook site has the potential to be moderately visible, but currently assumes the industrial identity of neighboring oil production sites to the south. The Overlook itself is clearly visible from the I-10 Freeway to the north as well as from the surrounding Culver City neighborhoods and along the Ballona Creek bike trail.

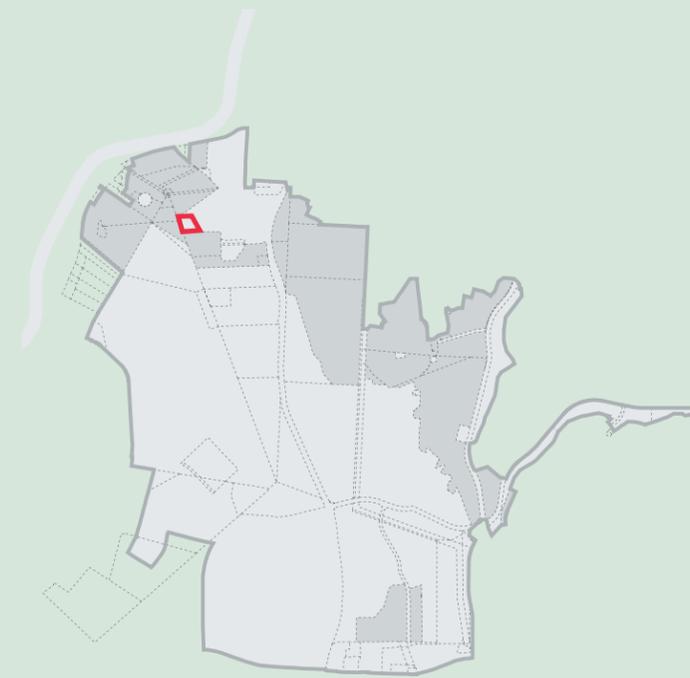


From the Blair Hills community, the Scenic Overlook site can be viewed at the top of Wrightcrest Drive and at the end of Ivy Way as it turns south into Perham Drive.





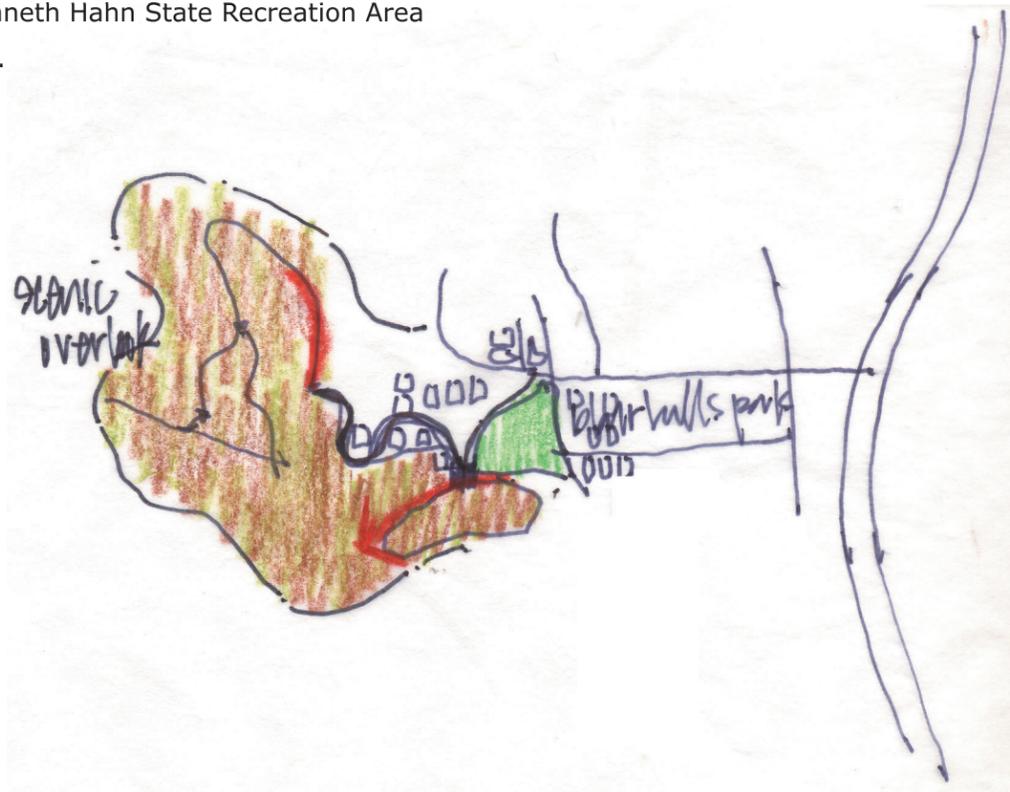
Edge of Blair Hills Park looking toward Finley Fee property



II. Connection to Blair Hills Park

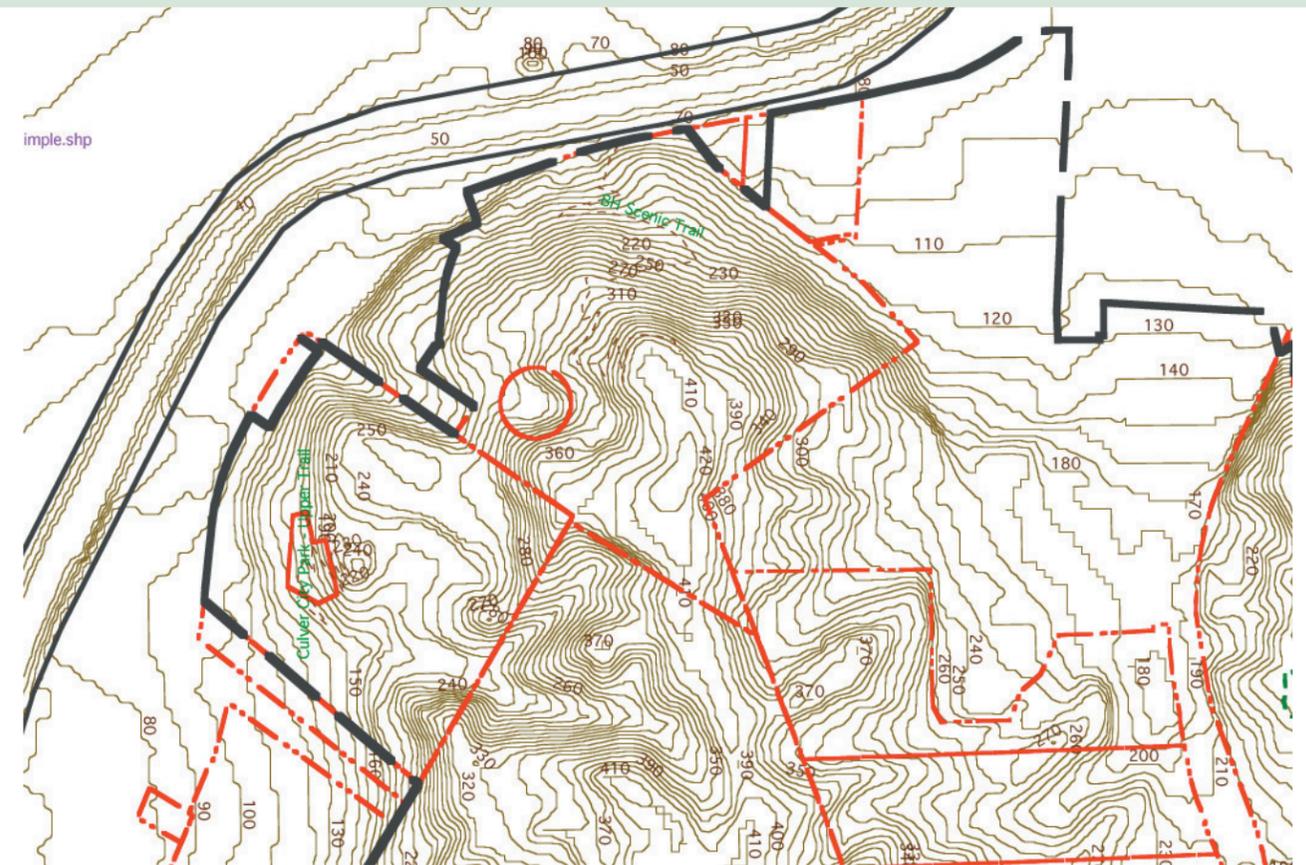
urban conditions

The small, neighborhood park offers passive and active recreation to the residential community of Blair Hills. Its low visibility makes it a minor access point to the Baldwin Hills Scenic site, serving as an entrance primarily for the residents of Blair Hills. The open grassy lawn and ball field offer views toward Kenneth Hahn State Recreation Area to the east.



topography & geology

The Blair Hills Park itself is a plateau toward the toe of the east-facing Baldwin Hills slope. The Finley Fee property rises sharply to the south of Blair Hills Park, with a drainage swale running near its boundary.



plants & wildlife



Planted stands of Eucalyptus and Ficus Nidida trees provide shade and screening along the edges of the park. The adjacent slope at Finley Fee supports disturbed bunchgrass vegetation. Children who frequent the park enthusiastically collect lizards from this area.

infrastructure & accessibility



A concrete drainage swale runs along the slope from the Finley Fee property to the edge of the Blair Hills Park. A rusted, chain-link fence is a poor boundary between the properties at this point, having been pried open by many a user seeking lizards or adventure. Concrete planters with ivy and Ficus Nidida trees line the perimeter of the park at the neighborhood edge.

The Culver City Greenline bus runs through the Blair Hills neighborhood, with a stop at Blair Hills Park on Stoneview Drive, and another on Lenawee Avenue.



community character & visibility

strategy



Recommendations include providing a more formal entry to the Finley Fee property with a single entry point, trail creation, and minor access signage. Perhaps explore a youth discovery zone in this area. Additionally, parking and traffic impact on the neighborhood should be studied.

The park is highly activated by a youthful population from the neighborhood, both with organized sports in the playing field as well as independent exploration and discovery. The surrounding neighborhood is relatively private and the park itself is not highly visible to non-residents, hidden away at the end of the street. The park does provide views to the ridgeline of KHSRA to the east.

The Blair Hills community of Culver City is comprised mainly of single-family homes, with some multi-family units toward La Cienega. A Hebrew school, Ohr Eliyahu Academy, lies within the neighborhood, south of the park along Stoneview Drive.





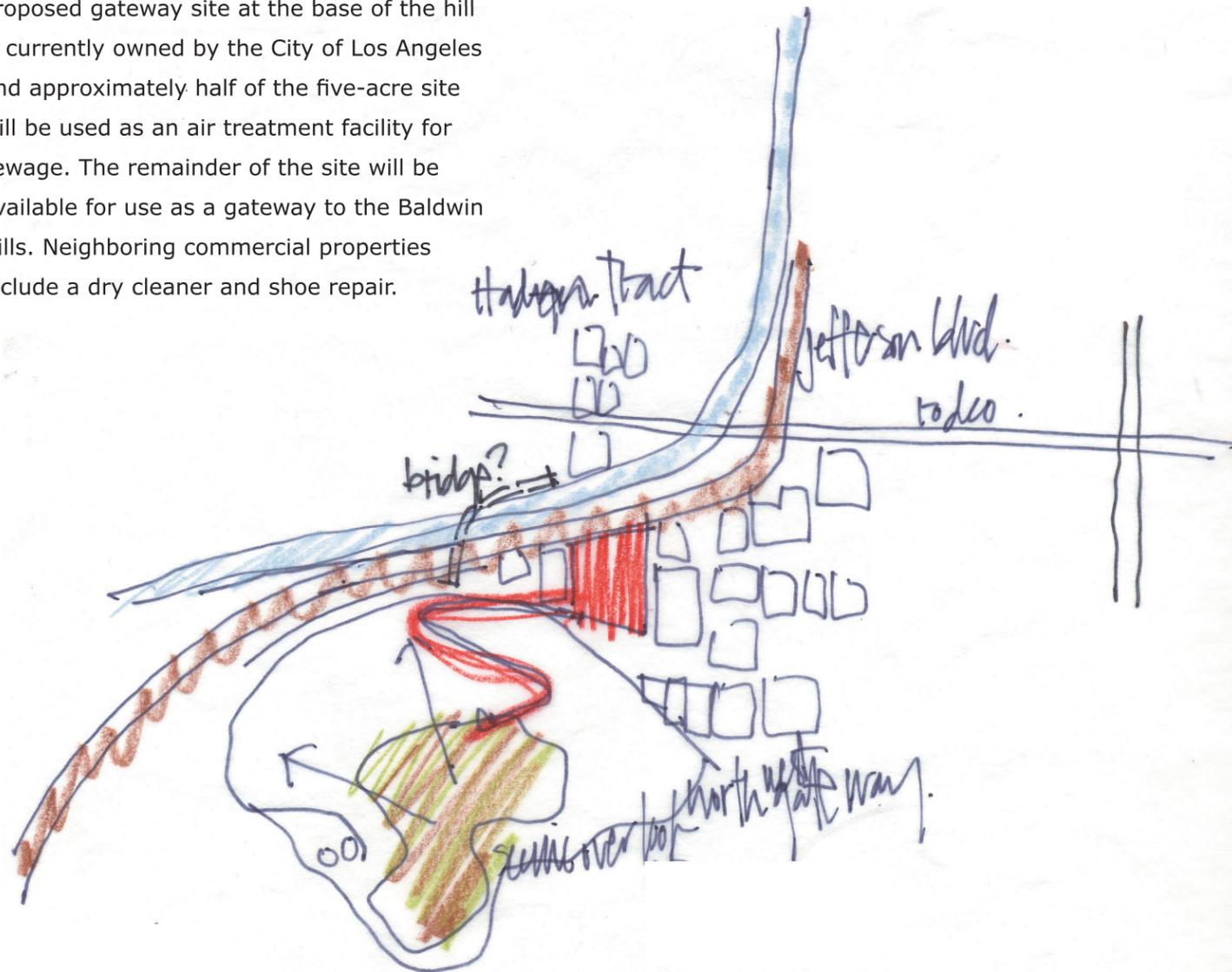
View along Jefferson Boulevard toward Baldwin Hills Scenic Overlook



12. Connection to Jefferson Boulevard - “Western Gateway”

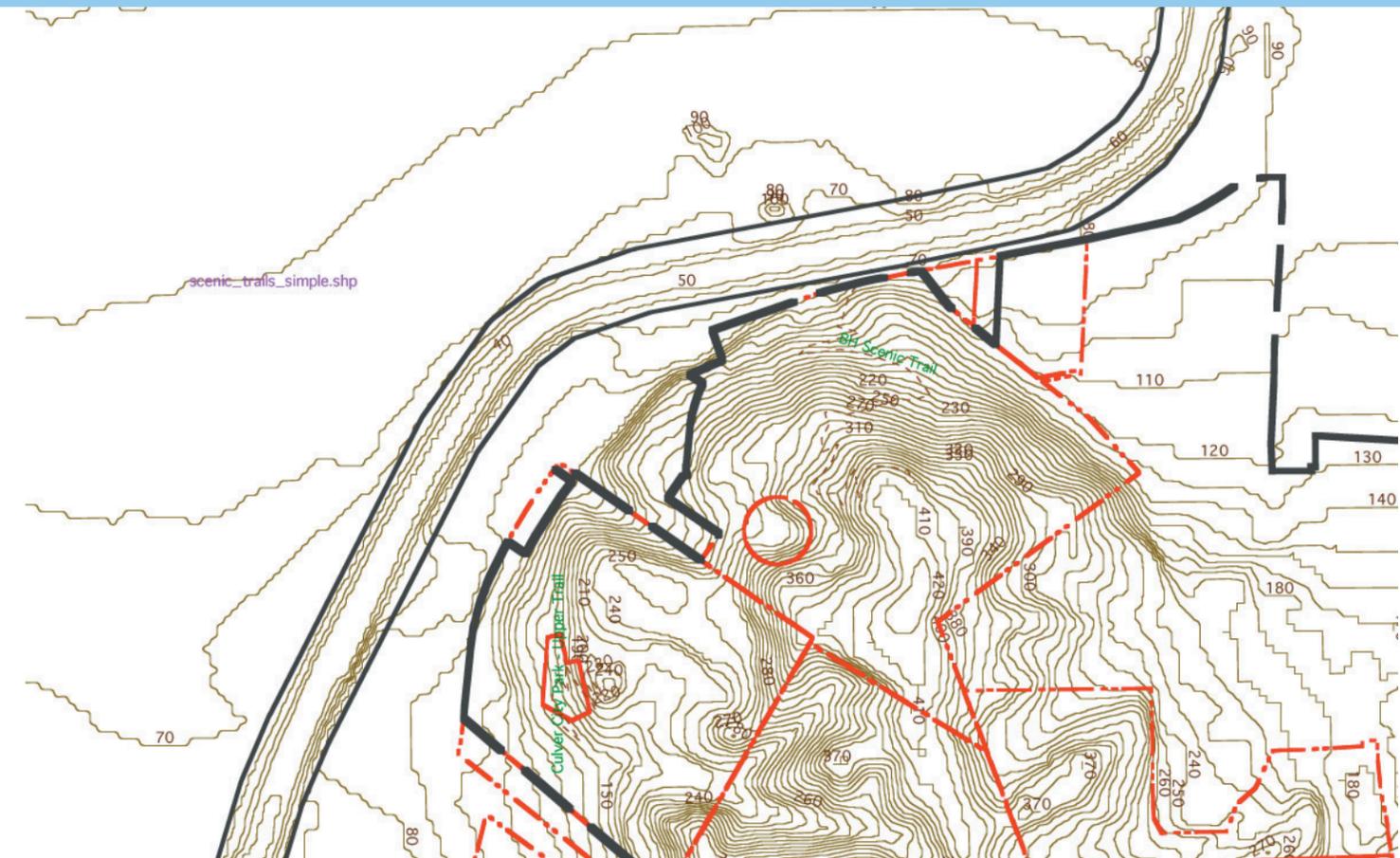
urban conditions

A major traffic artery, Jefferson Boulevard provides high visibility to the Baldwin Hills Scenic Overlook site, currently owned and operated by California State Parks. The site's location along the curve of the boulevard also contributes to its high visibility. The proposed gateway site at the base of the hill is currently owned by the City of Los Angeles and approximately half of the five-acre site will be used as an air treatment facility for sewage. The remainder of the site will be available for use as a gateway to the Baldwin Hills. Neighboring commercial properties include a dry cleaner and shoe repair.



topography & geology

The City of LA site is relatively flat at the base of the steeply rising slope of the Scenic Overlook. This area forms the northern terminus of the Newport/Inglewood Fault, of which the Baldwin Hills are a part.



plants & wildlife

infrastructure & accessibility

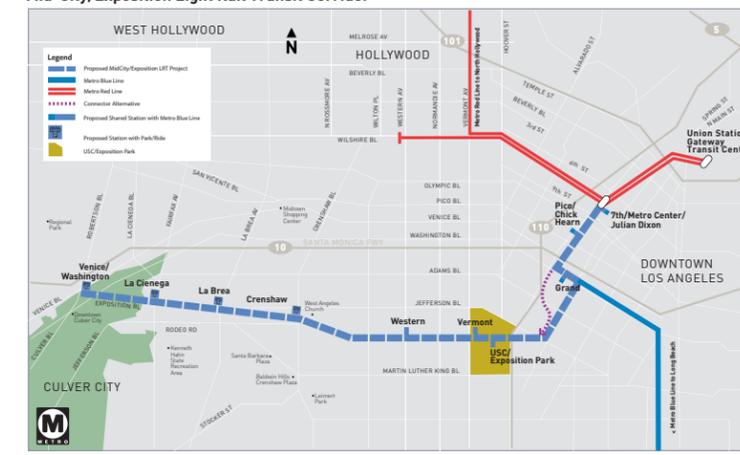


The area has been significantly modified by vehicles, buildings, and paving.



Public access to the Scenic Overlook site is currently via footpath at the intersection of Hetzler Road and Jefferson Boulevard (with parking on Jefferson), or via a dirt access road and trail at the end of Wrightcrest Drive. Vehicular access to the site via Hetzler Road is for State Parks staff only; there is no public vehicular entry. This entrance is not well announced and is difficult to access by foot or bicycle because there are no sidewalks or shoulders along Jefferson Boulevard.

Mid-City/Exposition Light Rail Transit Corridor



The proposed Mid-City Exposition light-rail transit line, planned for completion in 2010, will have a stop at La Cienega/Exposition, giving access to this regional portal from downtown Los Angeles.

Amenities at the Overlook site currently include a few small picnic areas. State Parks staff also maintain a small office trailer on site.



community character & visibility



Currently the site has a commercial-industrial character due to the uses of neighboring properties, the high speed of Jefferson Boulevard, and the concrete channel and chain link protection across the street for the Ballona Creek flood channel.

strategy

Recommended improvements to the site include development of Park District identity, informational and welcome amenities or structure(s), parking, site improvements including plantings, and highly visible signage to announce access to this very important gateway. Streetscaping such as sidewalk, trees, or path to connect the site to the Hetzler road entry is also recommended. Northeast Trees is currently studying this site.





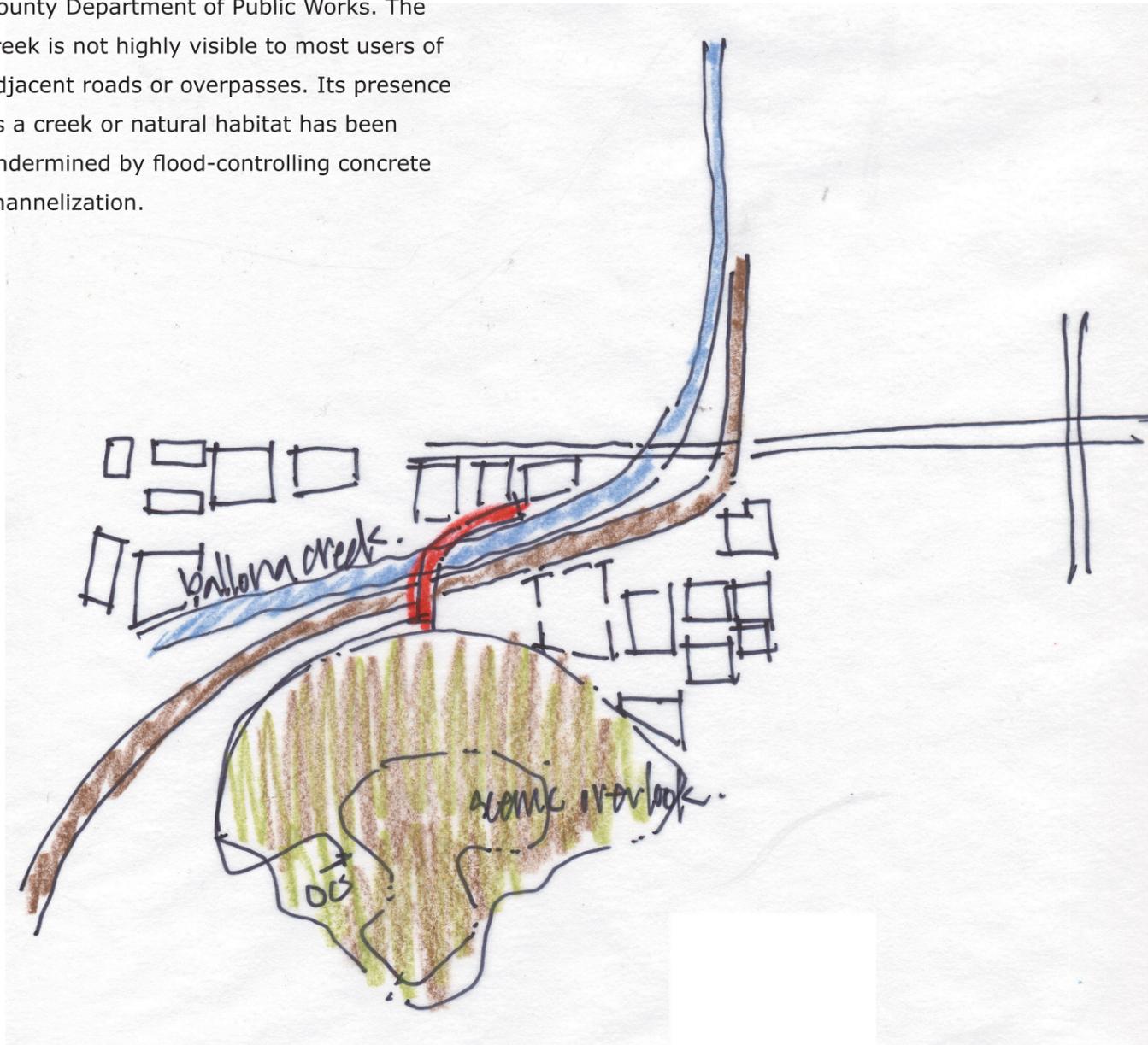
Ballona Creek from Jefferson Boulevard



**I3. Bridge Connection from Baldwin Hills Park to
Ballona Creek Trail & Bike Path**

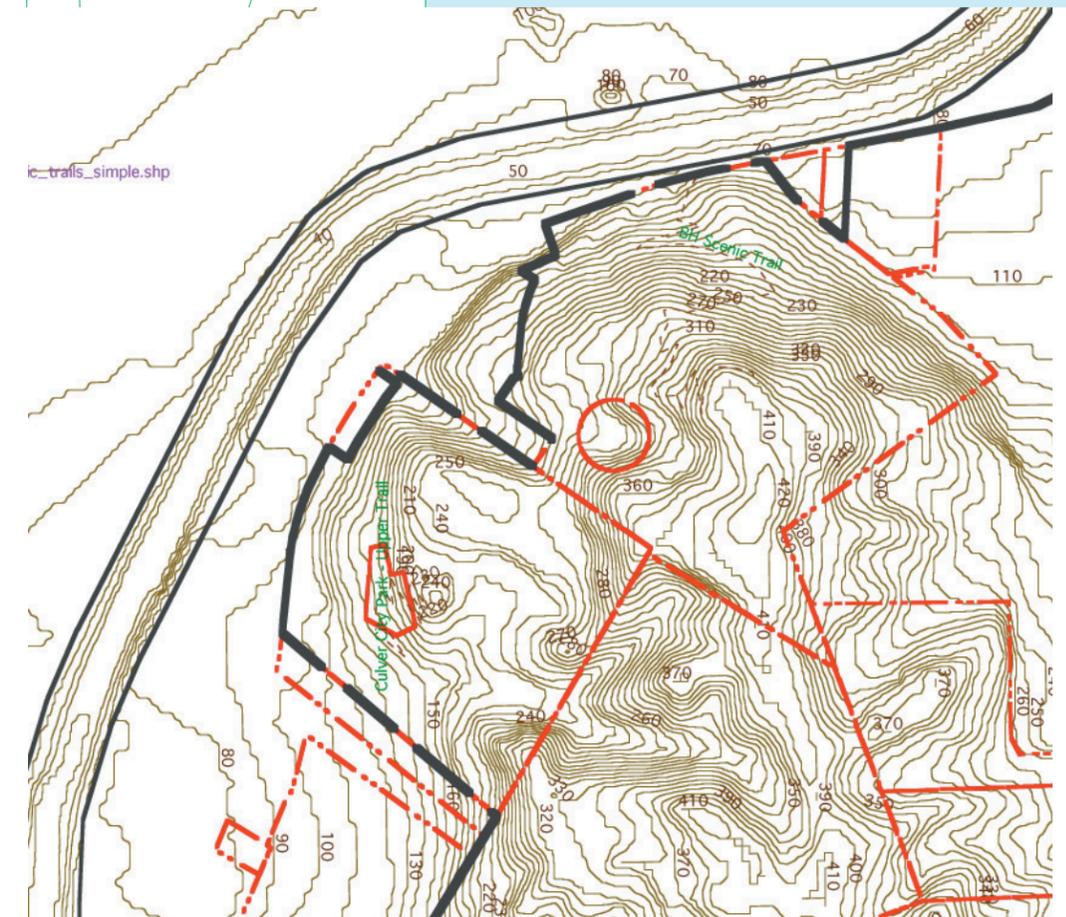
urban conditions

The Ballona Creek is a nine-mile long flood protection channel that drains the Los Angeles basin and discharges to the Santa Monica Bay. It is managed by the Los Angeles County Department of Public Works. The creek is not highly visible to most users of adjacent roads or overpasses. Its presence as a creek or natural habitat has been undermined by flood-controlling concrete channelization.



topography & geology

Ballona Creek drains a 127-square-mile watershed, which drains much of the Los Angeles Basin, from as far north as the Santa Monica Mountains to as far east as the 110 Freeway, bringing rainwater and urban runoff to the Pacific Ocean. Major tributaries to the creek include Centinela Creek, Sepulveda Canyon Channel, Benedict Canyon Channel, and many storm drains.



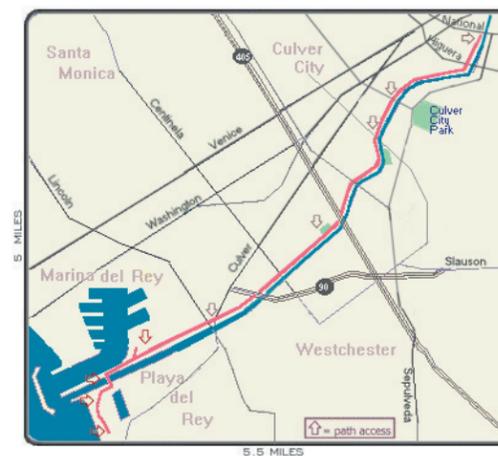
plants & wildlife

infrastructure & accessibility



This is a highly disturbed area due to the roadway and concrete channelization of the Ballona Creek. Naturalized urban species such as California Fan Palm and Eucalyptus trees are among the plants that line the channel, along with urban screening shrubs such as Oleander. Grasses line the area upslope from the concrete banks.

Winged fauna, the occasional duck, and small rodents are likely dwellers in this area. Native species are not likely present due to the highly modified environment.



- Access points along Ballona Creek Bike Trail:**
- National Boulevard (Syd Kronenthal Park)
 - Higuera Street
 - Duquesne Avenue (one block north of Culver City Park)
 - Overland Avenue
 - Culver City High School (pedestrian bridge; near Lindberg Park)
 - Sepulveda Boulevard
 - Sawtelle Boulevard
 - Culver/Slauson Park
 - Inglewood Boulevard
 - Centinela Boulevard
 - McConnel Avenue
 - Lincoln Boulevard

Access to Ballona Creek at this point is not permitted, blocked off by a chain-link fence. Crossing the four-lane Jefferson Boulevard is also dangerous in this area due to the high speed of the traffic and the curve of the road.

The 7.2-mile-long Class I Ballona Creek bike trail runs along the north side of the creek through Culver City, past the Ballona Wetlands and Playa Vista, and out to Santa Monica Bay. The trail is mainly asphalt with some concrete and dirt sections. Access to the trail begins upcreek from the Jefferson Boulevard site at Culver City's Syd Kronenthal Park (National Boulevard overpass), with additional access points at most road crossings.



community character & visibility



This area has a commercial-industrial character and a sort of no-man's land feel to it. The creek itself is not announced or highly visible.

strategy

A landscaped bridge or crosswalk could provide pedestrian and bicycle access to the creek path. The Ballona Creek itself could become an important habitat corridor that would link fauna to the Ballona Wetlands farther west; however habitat restoration in this area is highly challenging due to the concrete and industrial nature of the stormwater channel.



