

## 2. Existing Environment



*The Park to Playa Trail supports the goals and objectives of the Baldwin Hills Master Plan One Big Park concept*



This chapter describes the existing environment in the Baldwin Hills that provides the setting for the feasibility study and wayfinding plan. Relevant existing plans and current projects are reviewed for their relevance to trail development. Existing conditions are reviewed and analyzed to identify the opportunities and constraints for trail connections in the corridor. Finally, existing public attitudes, concerns, and priorities are summarized from the public input process.

## 2.1 Document Review

### *Relevant Park Plans*

Developed in 2000, the “Park to Playa” vision has been continually supported this past decade through planning projects and public support. Several documents are the guiding resources for information on the Park to Playa Feasibility Report and Implementation Plan. The Baldwin Hills Master Plan-One Big Park, Baldwin Hills Linkages and Access Plan, and Kenneth Hahn State Recreation General Plan Amendment all support a trail system from the Stocker Corridor to Ballona Creek. The Baldwin Hills Conservancy Draft 2010 Strategic Plan identified the “Park to Playa” concept as a top priority project.

The previous plans represent important efforts, provide valuable insight and background, and have influenced the development of this Study. These plans are reviewed and summarized below only as they relate to existing conditions and future needs for the Park to Playa Trail within the Baldwin Hills. For further information, please consult the reviewed document in its entirety.

### **Baldwin Hills Park Master Plan- One Big Park (2002)**

The Baldwin Hills Park Master Plan, prepared for California Department of Parks and Recreation and the Baldwin Hills Conservancy, serves as a guide for future natural open space and parkland acquisition and improvements, facility development, habitat restoration and for developing connections to trails, parks and other public facilities. The One Big Park concept envisions a continuous two-square mile park created by the construction of a land bridge spanning LA Cienega Boulevard. The Park to Playa trail recommendations support the goals of the Baldwin Hills Park Master Plan in terms of improving pedestrian and bicycle access to existing trails and improving and establishing connections between park properties. Recommendations carried forward are the ideas of providing greater access to the park, universally accessible trail head entrances, and grade separated crossings over busy roadways.

### **Baldwin Hills Access & Linkages Study (2005)**

In 2005, The Baldwin Hills Conservancy prepared the Access & Linkages Planning Study, which built upon the Baldwin Hills Park Master Plan. This study identified projects within the Baldwin Hills that increased public access, raised the awareness of the larger Baldwin Hills park area, and provided enhanced recreational amenities. Since the completion of this study several projects have been implemented, including the Stocker Corridor Trail, the Eastern Gateway Entrance in Kenneth Hahn State Recreation Area,



and a branding and signage system that was designed as part of this project and is scheduled to be installed in 2011.

### County of Los Angeles Trail Manual (2011)

The County of Los Angeles Department of Parks and Recreation (LACDPR) developed a trail manual to provide guidance to County departments for trail planning, design, development and maintenance. The Park to Playa design guidelines identified in Chapter 4 are consistent 2011 LACO Trail Manual.

### Bicycle Plans

Providing bicycle and pedestrian access to the Park to Playa Trail is an important component of the Feasibility Study. This Study has referenced the planned bicycle facilities from the 2010 Los Angeles Bicycle Plan Update, the 2011 Draft Los Angeles County Bicycle Master Plan and the 2010 Culver City Bicycle and Pedestrian Master Plan.

### Additional Plans Reviewed

- Site Analysis Report and Trail head Plan for 6024 and 6034 West Jefferson. Report by North East Trees, October, 2007
- Ballona Creek and Trail Focused Special Study –Baldwin Hills to Washington Blvd. Plan by RRM Design Group, June 2003.
- Park to Playa Logos for Ranking and notes, MRCA
- Baldwin Hills Signage Guidelines 8-19-05- Road signs- directions to park from surrounding area. Installation completed Spring of 2011.
- Ballona Creek Branding and Street Signs, MRCA
- Baldwin Hills Scenic Overlook Signage Diagram, State Parks

### *Active Projects in Park to Playa Corridor*

#### Stocker Corridor Trail Improvements

The Baldwin Hills Conservancy has prepared 80% construction documents to realign two segments of the Stocker Corridor Trail that currently encroach onto private property. The proposed re-alignments have been referenced in the Park to Playa recommendations.

#### KHSRA Eastern Gateway Entrance

Baldwin Hills Conservancy has recently completed a project to formalize the neighborhood entrance to the Eastern Ridgeline along La Brea Avenue at Don Lorenzo Drive. The entryway and access improvements include a staircase access, storm water management improvements, and new native plant planting.

#### KHSRA Eastern Ridgeline Project

Los Angeles County Department of Public Works is designing and constructing this



*Design for the Eastern Ridgeline Trail is underway.*

trail connection along the Eastern Ridgeline of KHSRA as part of a larger project to add amenities and landscape restoration in the Eastern Ridgeline area. This plan provides for a 10' wide decomposed granite trail adjacent to a future access road from the existing parking lot at Janice's Green Valley, and extending south to a loop along the Eastern Ridgeline. In addition, the project will install outdoor fitness equipment along the trail. The scope of the project has been expanded to include a trail connection down to the Five Points intersection.

### **City of Culver City Proposed Intersection Improvements at Jefferson Boulevard at Hetzler Road**

The City of Culver City has received grant funding from the BHC to improve pedestrian conditions at the entrance to Baldwin Hills Scenic Overlook. The proposed improvement will involve constructing a sidewalk in conjunction with a new traffic signal and crosswalk at Jefferson Boulevard and Hetzler Road. Additional improvements include curb extensions, raised median islands, bike lanes and parking lot improvements. Constructing sidewalks will provide a continuous pedestrian walkway between Duquesne Avenue and Higuera Avenue and the intersection improvements will yield a more comfortable and efficient travel for motorists, bicycles, pedestrians.

## **2.2 Existing Conditions**

The Park to Playa trail is planned to traverse approximately 15 miles through the Baldwin Hills to the Pacific Ocean (see Figure 2.1). The trail has a starting elevation of approximate 320 feet above sea level and reaches 515 feet above sea level in Kenneth Hahn State Recreation. Figure 2.2 shows the approximate elevation profile of the trail if you were to walk it today.

Within the Baldwin Hills, the Park to Playa Trail traverses six developed public parks and one open space area. In the east, the Stocker Corridor is a 33-acre linear open space with 2' to 6' wide compacted earth trail. Located along Stocker Street between Presidio Drive and La Brea Avenue, the trails are popular with neighborhood pedestrians as route to and from KHSRA. Ruben Ingold Park, located at the top of the slope above the Stocker Corridor Trail is owned by Los Angeles County. The park has a track loop and outdoor exercise equipment. Norman O. Houston Park, a four-acre park owned the City of Los Angeles includes a loop trail, lawn area, basket ball courts, playground equipment and outdoor fitness equipment. At the Five Points intersection of Stocker Street, La Brea Avenue and Overhill Drive the Stocker Trail Corridor, Norman O. Houston Park and Kenneth Hahn State Recreation Area (KHSRA) anchor the eastern gateway of Baldwin Hills.

KHSRA supports 319 acres of passive recreation, including five miles of hiking trails, scenic vistas, picnic sites, "tot lots," a fishing lake and a community center. The KHSRA is managed by the LACDPR. The Eastern Ridge line Facilities Expansion brings new parking facilities and improved access to trails within KHSRA.

Between KHSRA and BHSO is an open space area owned by Baldwin Hills Regional Conservation Authority. Not currently open to public use, building a trail through this property is the most important new connection for the Park to Playa Trail in the



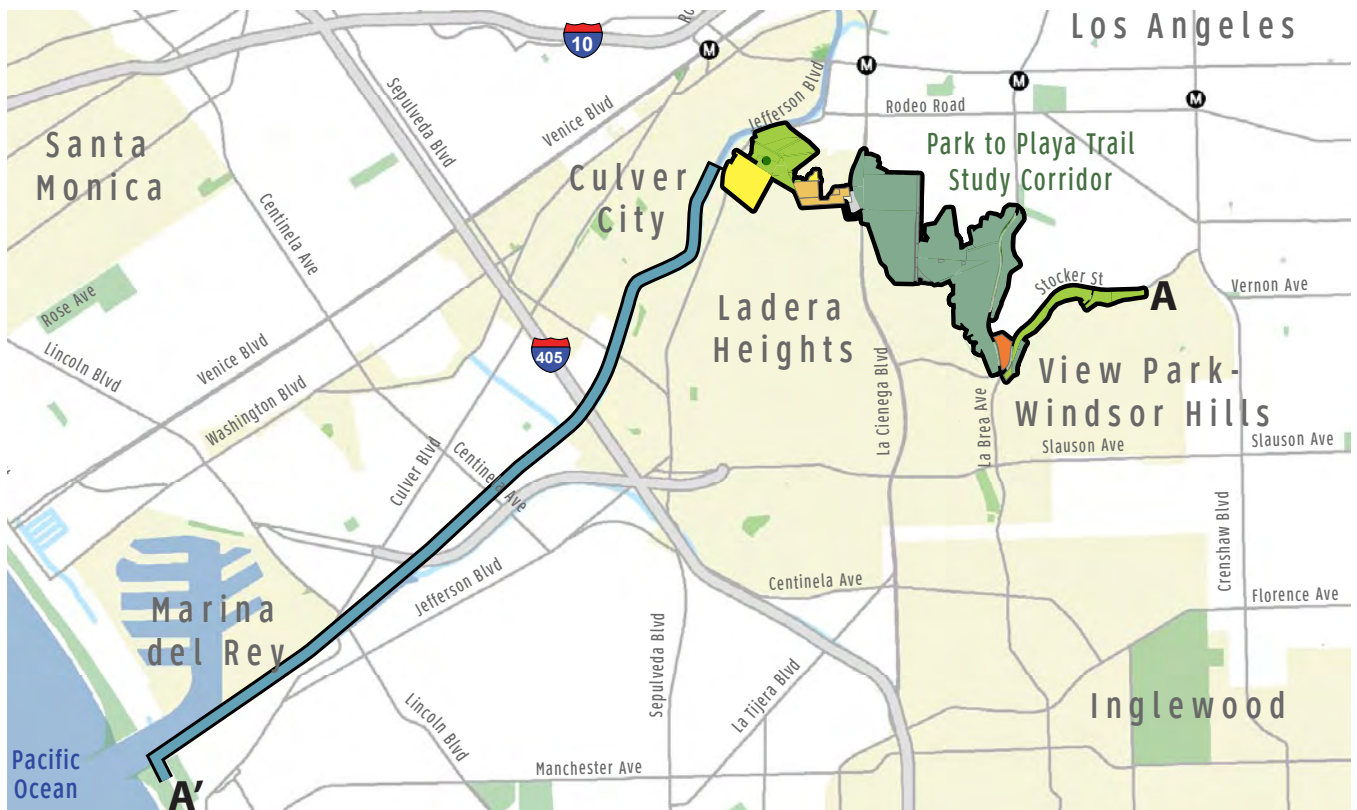


Figure 2.1 Parklands of the Park to Playa Trail

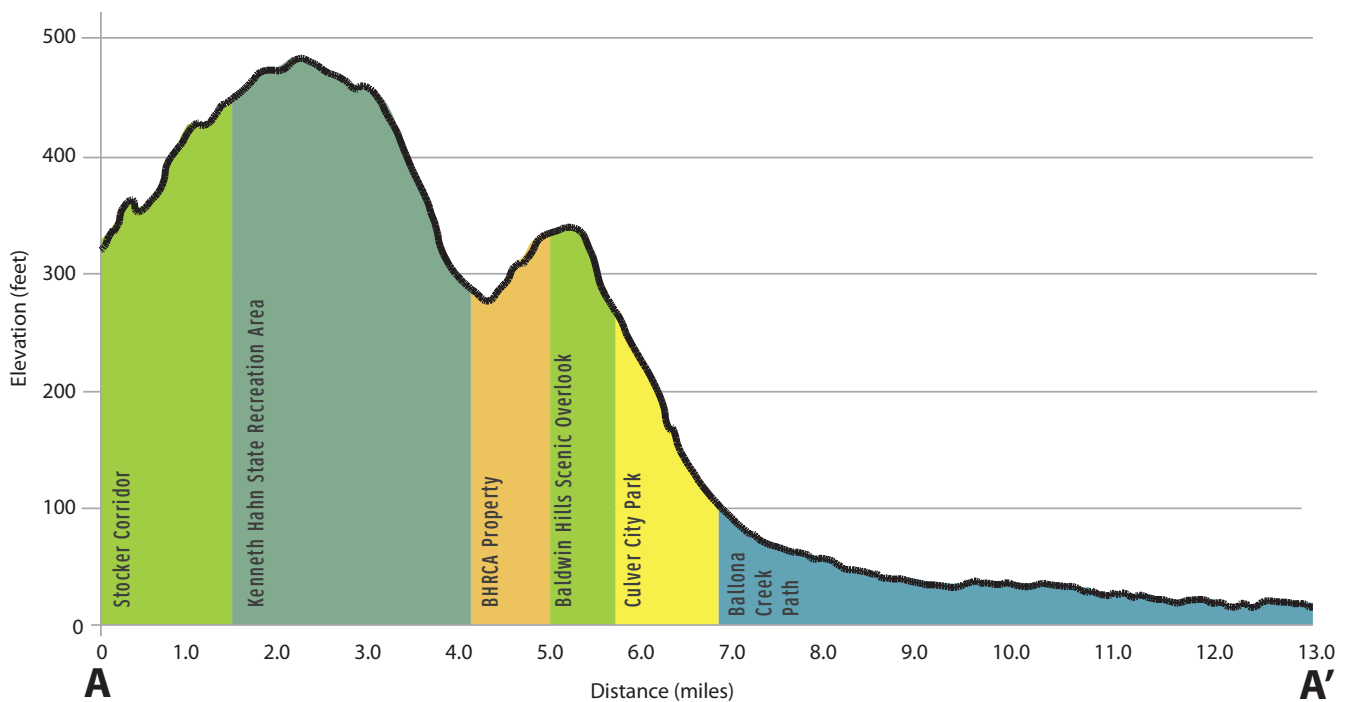


Figure 2.2 Park to Playa Trail Profile

Baldwin Hills.

Baldwin Hills Scenic Overlook (BHSO), located along the western ridge top, affords dramatic panoramic views of the Los Angeles region from the Santa Monica Bay to the San Gabriel Mountains. A parking lot and trailhead lead to a visitor center, trails, picnic sites and the observation area.

## 2.3 Regional Connections

The Park to Playa Trail can be accessed from all modes of transportation.

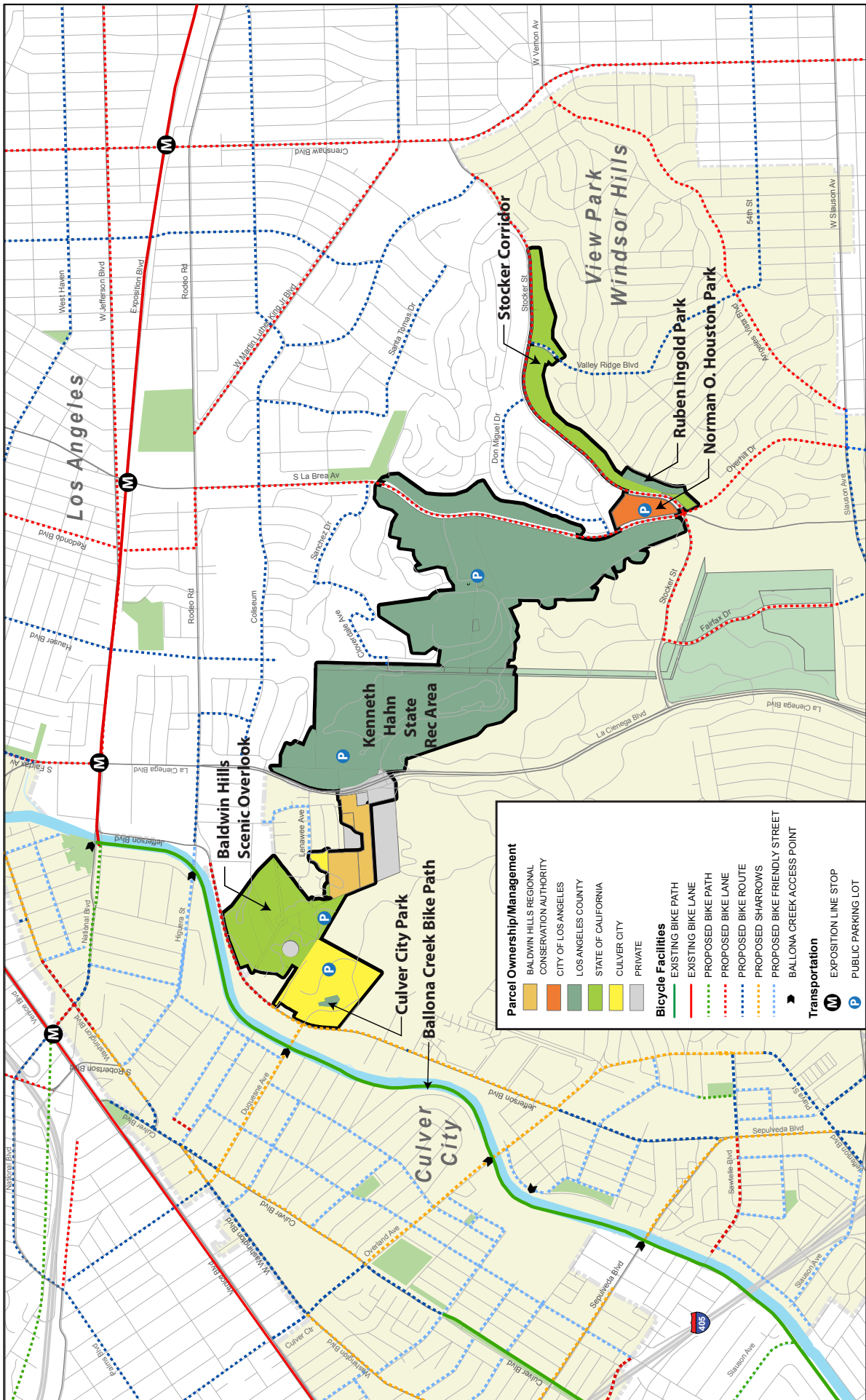
**By Biking or Walking:** The public identified the need for safe bicycle and pedestrian connections to the trail as a high priority (see section 2.5 Community Identified Use and Needs). High speed arterial roads plus a lack of an existing on-street bicycle network and limited sidewalks make accessing the trail from the north, south and east difficult by biking or walking. Plans for improving the bicycle network around the Baldwin Hills are underway. Map 2-1 identifies the proposed bike facilities from the Bike Plans by the City of Los Angeles (2010 Update), County of Los Angeles (2011-Draft) and Culver City (2010). It will be necessary to coordinate and collaborate with these jurisdictions in order to realize comprehensive bike and pedestrian access to the parklands.

**By Public Transportation:** The Trail will be accessible by public transportation. The Metro Expo Line will connect downtown Los Angeles to Culver City in 2012, and is expected to extend west to Santa Monica by 2015. Three Expo stations are located within 1 mile of the Baldwin Hills. In addition a light-rail line along Crenshaw Boulevard is expected to open later this decade connecting the Expo Line and Los Angeles International Airport. Several bus lines also run throughout the Baldwin Hills including the Metro 42 on Stocker Street, the Metro 212 and 312 on La Brea Avenue, Culver City Bus 4 on Jefferson Boulevard and Bus 5 on Lenawee Avenue.

**By Car:** The Trail is easily accessible by car. Public parking lots in Kenneth Hahn State Recreation Area and Baldwin Hills Scenic Overlook accommodate users from around the County. Parking lots in Norman O. Houston Park and Culver City Park are smaller and targeted for neighborhood users.

## 2.4 Opportunities and Constraints

The regional trail is broken down into discreet segments to document existing trail and corridor conditions and to identify specific opportunities and constraints within each segment. A slope analysis was conducted using available topographic information from Los Angeles County Department of Parks and Recreation, the City of Los Angeles, and the Baldwin Hills Conservancy in order to determine where sections exceed the Americans with Disabilities Act guidelines for recreational trails. Site photos provide examples of existing conditions along the route. picnic sites and the observation area. Maps 2-2 through 2-5 provide an overview of the existing trails within the park areas. Following is the segment by segment analysis of the opportunities and constraints.



Parcel Ownership/Management	
[Orange Box]	BALDWIN HILLS REGIONAL CONSERVATION AUTHORITY
[Light Green Box]	CITY OF LOS ANGELES
[Dark Green Box]	LOS ANGELES COUNTY
[Yellow Box]	STATE OF CALIFORNIA
[Light Blue Box]	CULVER CITY
[White Box]	PRIVATE
Bicycle Facilities	
[Solid Green Line]	EXISTING BIKE PATH
[Dashed Green Line]	EXISTING BIKE LANE
[Dotted Green Line]	PROPOSED BIKE PATH
[Dotted Red Line]	PROPOSED BIKE LANE
[Dotted Blue Line]	PROPOSED BIKE ROUTE
[Dotted Yellow Line]	PROPOSED SHARROWS
[Dotted Purple Line]	PROPOSED BIKE FRIENDLY STREET
[Blue Arrow]	BALLONA CREEK ACCESS POINT
Transportation	
[M Symbol]	EXPOSITION LINE STOP
[P Symbol]	PUBLIC PARKING LOT

**Park to Playa Regional Connections**

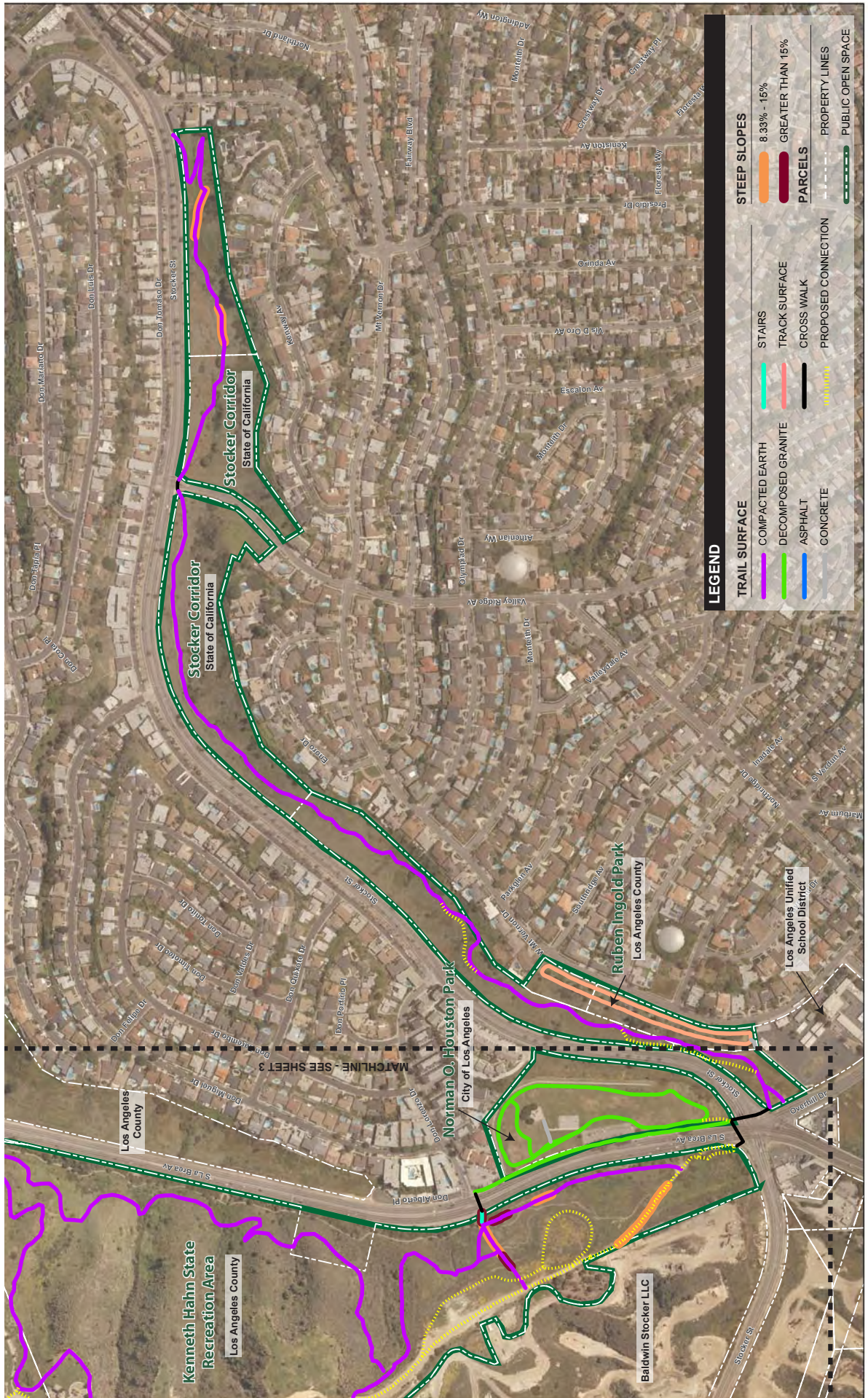
Funded By: Baldwin Hills Regional Conservation Authority

Park to Playa Trail Feasibility Study

Source: Data L County Bing Maps Date: 10/25/11

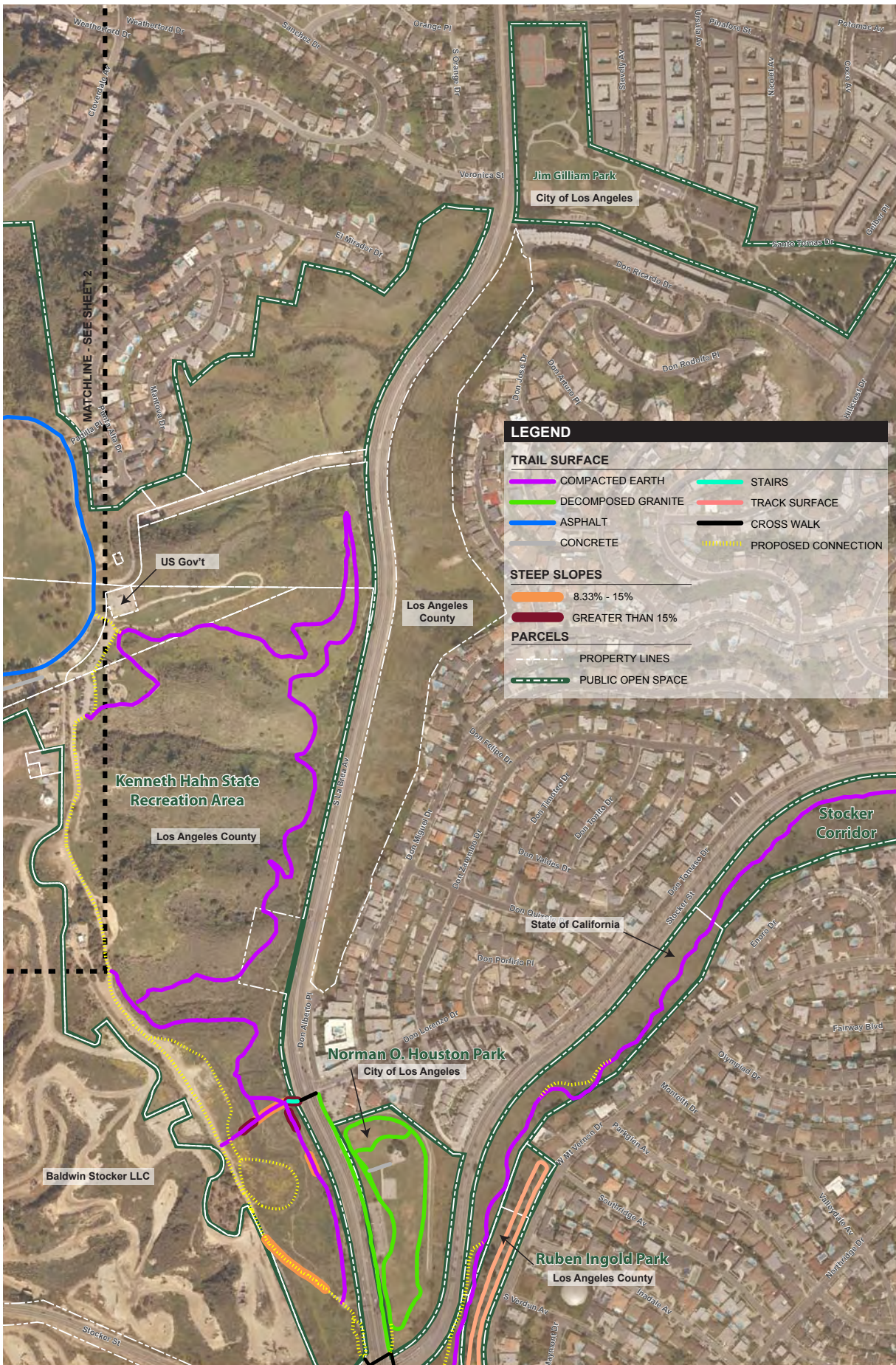






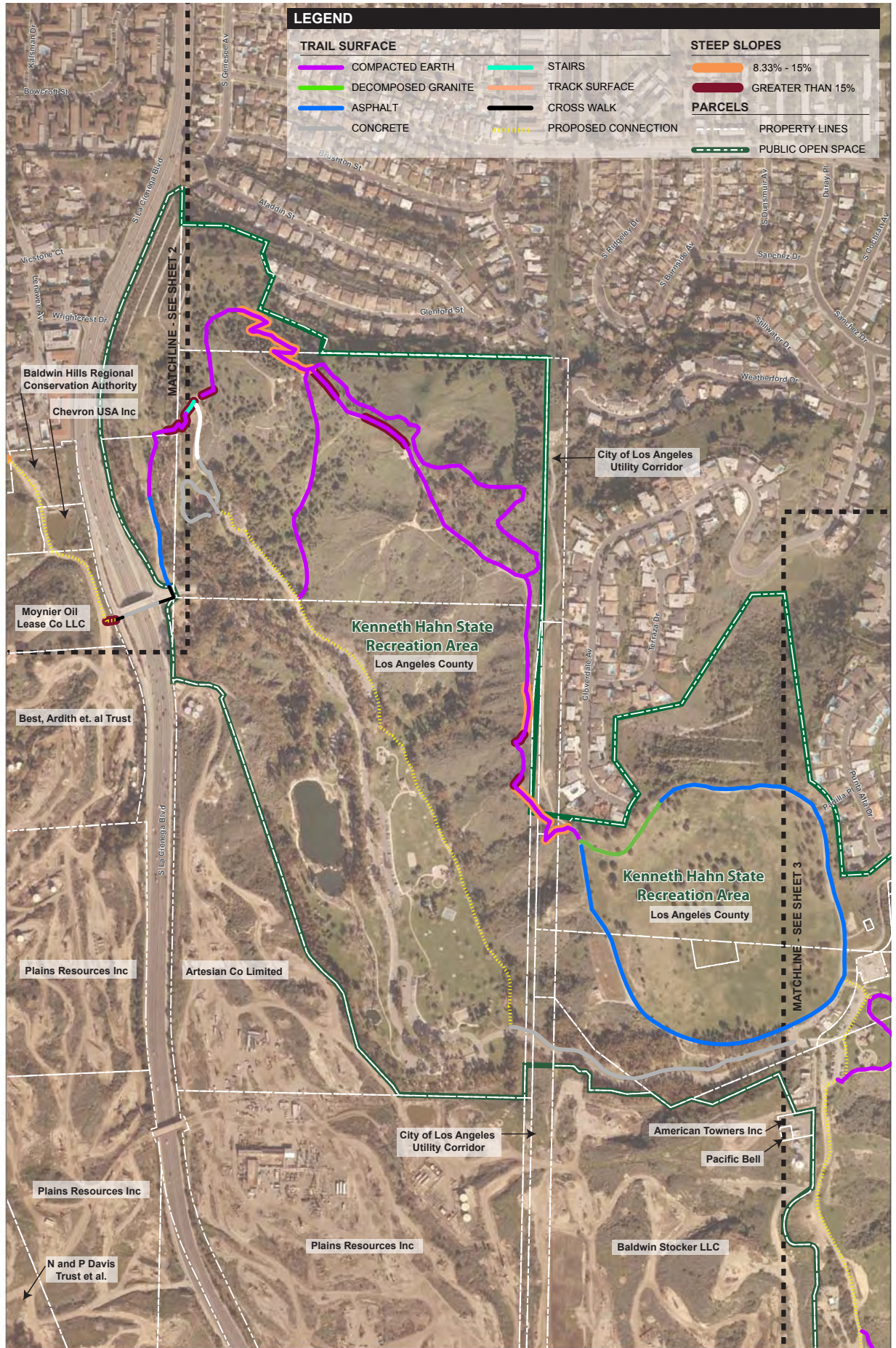
Map 2-2 Existing Trails - 1 of 4





Map 2-3 Existing Trails - 2 of 4





Map 2-4 Existing Trails - 3 of 4







# Stocker Corridor East

**Description:**

The eastern limit of the Park to Playa Trail originates along Stocker Street at Presidio Drive. The Stocker Corridor trail is cut into a north facing slope along Stocker Street, a 4-lane arterial road with raised median.

**Ownership/Management:**

Parcel 1- State of California Parks  
(See map to right for parcel number location)

**Trail Types:**

Existing 3' to 5' wide compacted earth trail.

**Allowed Uses:**

- Hiking, leashed dog walking, biking

**Opportunities:**

- Connection to bus route on Stocker Street
- Neighborhood connections from View Park
- Visible from Stocker Street
- Signalized intersection at Stocker Street and Valley Ridge Avenue allows for safe pedestrian crossing

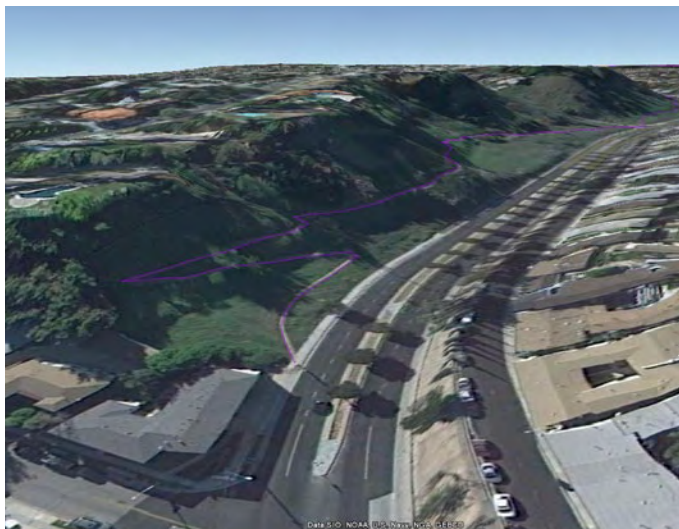
**Key Map:**



**Constraints:**

- Limited visibility of trail access at Presidio Drive
- Very steep switchback transitions at eastern entrance
- Erosion along slope of bench trail
- Segments with grade between 8.4% to 15%
- Limited public parking, potential conflicts with residential on-street parking

**Google Earth Flythrough**



Looking west along Stocker Street, visibility of trail access from Presidio Drive is constrained by cars often parked in adjacent private driveway.



The intersection at Valley Ridge Road and Stocker Street is signalized with pedestrian actuated signals.



## Stocker Corridor East

### Slope Analysis



**Gradients:** █ > 2%    █ 2% - 5%    █ 5.1% - 8.33%    █ 8.4% - 15%    █ < 15%    5' Contour

### Site Photos



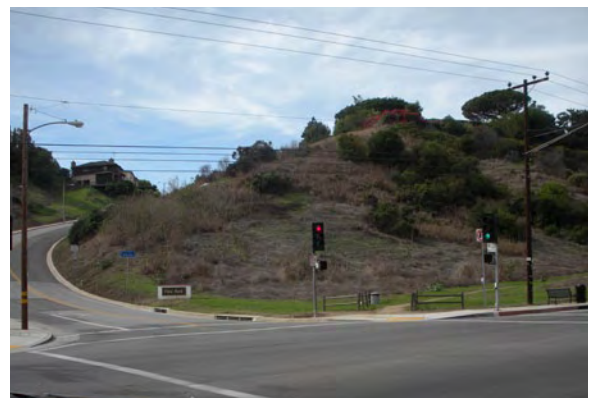
Steep switchback transition at eastern end of trail.



Unstable slope along bench trail.



View of trail entrance near Presidio Drive looking south



Trail access at Valley Ridge Avenue looking southwest from Stocker Street.



# Stocker Corridor West

**Description:**

At the Five Points Intersection of Stocker Street, La Brea Avenue and Overhill Drive four park area meet. Ruben Ingold Park is located above the Stocker Trail at the top of the slope. Stocker Trail is cut into the north facing slope. Across the valley of Stocker Street is Norman O. Houston Park, and KHSRA is located across La Brea Avenue.

**Ownership/Management:**

- Parcel 1- Stocker Corridor: State of California Parks
- Parcel 2- Ruben Ingold Park: Los Angeles County Parks
- Parcel 3- Norman O. Houston Park: Los Angeles City Parks
- Parcel 4- Kenneth Hahn State Recreation Area

**Trail Types:**

- 1- Stocker Corridor: 3' to 5' wide compacted earth trail.
- 2- Ruben Ingold Park: Sport track surface
- 3- Norman O. Houston Park: Decomposed granite

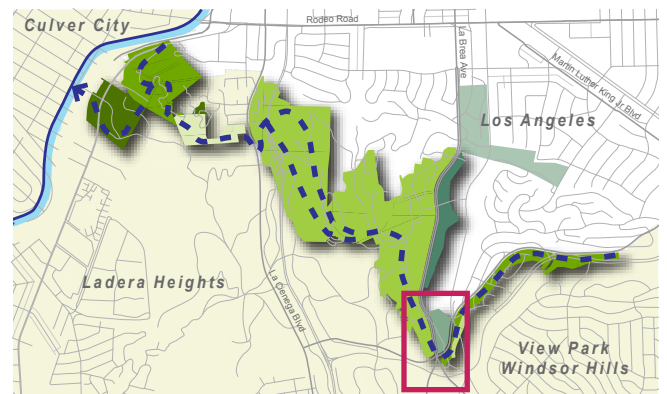
**Allowed Uses:**

- 1- Stocker Corridor: Hiking, leashed dog walking, biking
- 2- Ruben Ingold Park: Hiking, leashed dog walking
- 3- Norman O. Houston Park: Hiking, leashed dog walking

**Opportunities:**

- Outdoor fitness stations and drinking fountains at Ruben Ingold Park
- Connect Ruben Ingold Park and View Park neighborhood and Elementary School to Stocker Trail
- Topography provides the opportunity for a bicycle and pedestrian bridge across Stocker Street
- Create a connection to Eastern Ridge Line from Stocker Trail
- Existing public parking, drinking fountains, picnic tables and planned restroom facility at Norman O. Houston Park
- Enhance trailhead at Stocker Trail, opportunity for public parking lot
- Pedestrian actuated signals crossing Stocker Street and La Brea Avenue

**Key Map:**



**Constraints:**

- Steep, unstable slope between Ruben Ingold Park and Stocker Corridor
- Erosion along Stocker Trail
- Vehicle dominated intersection of three arterial roads
- Existing sidewalk along Norman O. Houston Park is directly adjacent to La Brea Avenue without a buffer and is not ADA compliant
- Connection from northwest corner of Houston Park to Eastern Gateway at Don Lorenzo Drive constrained by large irrigation equipment

**Google Earth Flythrough**



Looking west along Stocker Street, Ruben Ingold Park is located at the top of the slope, Stocker Corridor Trail runs parallel to Ingold park down slope, and Norman O. Houston park is located across the valley of Stocker Street.



Five Points intersection looking north along La Brea Boulevard with Norman O. Houston park in the background.



## Stocker Corridor West / Five Points Intersection

## Slope Analysis



Gradients: ■ > 2%    ■ 5.1% - 8.33%    ■ <15%  
■ 2% - 5%    ■ 8.4% - 15%    5' Contour

## Site Photos



Example of erosion of the top bank where the trail has been cut into a slope. A split rail fence is a barrier to the steep slope below.



An existing Stocker Corridor trailhead kiosk located at the Five Points intersection is under-utilized.

## Site Photos



The vehicle dominated Five Points intersection has pedestrian activated signals and some existing curb ramps. Curb cuts are needed at the northeast corner of Stocker and La Brea. The crossings would need to be improved to meet ADA standards.



Ruben Ingold Park is a popular walking/jogging track with outdoor fitness stations.



# Kenneth Hahn State Recreation Area

## KHSRA Eastern Ridgeline

**Description:**

Connecting to KHSRA will occur along the Eastern Ridgeline.

**Ownership/Management:**

Parcel 1- Kenneth Hahn State Recreation Area: Owned by State of California Parks and managed by Los Angeles County Parks  
 Parcel 9- Private

**Trail Types:**

12' to 20' access road along top of ridge  
 3' to 5' wide compacted earth trail - part of La Brea Loop Trail  
 16' wide trail from Don Lorenzo Entrance to top of ridge

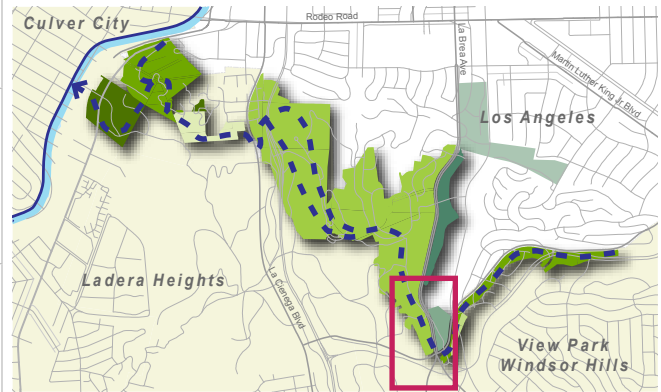
**Allowed Uses:**

Hiking, leashed dog walking, biking

**Opportunities:**

- New gateway entrance at Don Lorenzo Drive formalizes neighborhood access to KHSRA
- Eastern Ridgeline Project installing 10' wide decomposed granite path along ridge line and down to Five Points. This project will also install four outdoor fitness zones.
- Create public access to KHSRA at Five Points intersection
- Connection to Jim Gilliam Park along La Brea Greenbelt East
- Metro Bus stop on La Brea Avenue at Don Lorenzo Drive
- Views to downtown Los Angeles and San Gabirel Mountains provide interperetive opportunity
- Opportunities for habitat restoration

**Key Map:**



**Constraints:**

- Stairs at the Don Lorenzo Drive Gateway entrance and steep slopes above 15% leading to top of the ridgeline do not allow for an accessible route.

**Google Earth Flythrough**



Looking west at Don Lorenzo Drive at the Eastern Gateway to KHSRA.



Looking north toward the Eastern Ridge Line from the Five Points intersection.



## KHSRA Eastern Ridgeline

### Slope Analysis



### Site Photos



The Eastern Gateway provides a formalized entrance to KHSRA at Don Lorenzo Drive, however it is not ADA accessible.



Panoramic views to downtown Los Angeles and San Gabriel mountains provide an interpretive opportunity.



An access road along the top of the eastern ridgeline provides for a wide trail corridor.

# Kenneth Hahn State Recreation Area

## KHSRA Janice's Green Valley

**Description:**

Janice's Green Valley is located at the top of the KHSRA entrance road. The Bowl Loop trail circles the Valley.

**Ownership/Management:**

Parcel 1- Kenneth Hahn State Recreation Area: Owned by State of California Parks and managed by Los Angeles County Parks

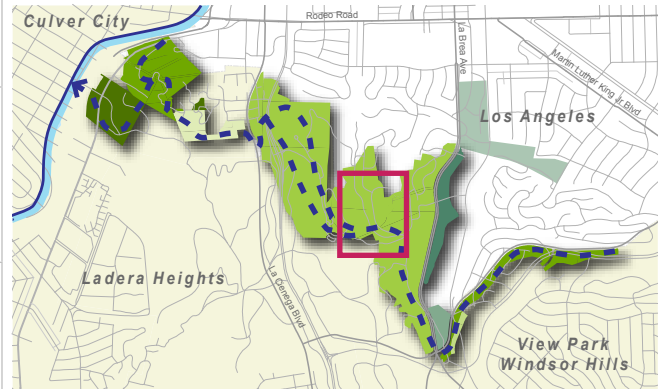
**Trail Types:**

- 12' to 15' wide asphalt
- 6' wide decomposed granite
- 3' to 5' wide compacted earth

**Allowed Uses:**

Hiking, leashed dog walking, biking

**Key Map:**



**Opportunities:**

- Existing trailhead amenities including public parking, restrooms, drinking fountain and picnic tables
- Playground
- Utility corridor connection to Mid-City Los Angeles
- Connections to existing loop trails
- Connection to surrounding neighborhood and La Brea Avenue
- Accessible connection from Janice's Green Valley to lower picnic area
- Opportunities to restore concrete drainages to more naturalized drainages

**Constraints:**

- Potential trail use conflicts in parking area - trail users and people accessing facilities (restrooms, playground, ect.) from thier cars
- Narrow, steep sidewalk adjacent to park entrance road from bowl loop down to picnic area
- Concrete drainage v-ditch

**Google Earth Flythrough**



Looking north from the eastern ridgeline to the parking area at the top of KHSRA park entrance road.



View of Janice's Green Valley looking west.



## KHSRA Janice's Green Valley

## Slope Analysis



## Site Photos



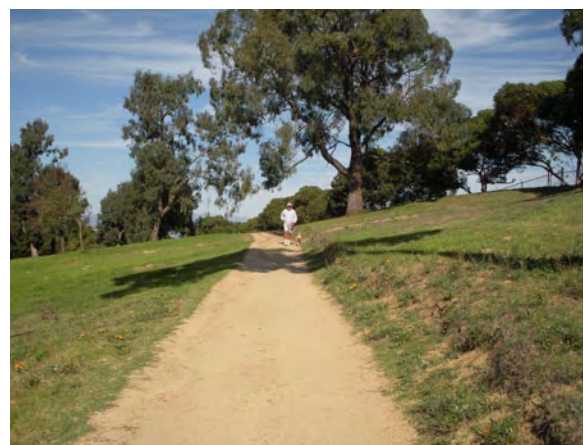
The 911 Finger trail is a decomposed granite loop trail adjacent to Janice's Green Valley.



Concrete sidewalk with concrete drainage v-ditch leads from the lower picnic area up to Janice's Green Valley.



The Bowl Loop is a 12' to 15' wide asphalt path around Janice's Green Valley. The path also serves as a utility access road.



Compacted earth trail in Janice's Green Valley.



# Kenneth Hahn State Recreation Area

## KHSRA Western Ridgeline

**Description:**

The City View trail follows the Western Ridgeline and is an exposed trail that leads to the Japanese Waterfall plaza and down to the Olympic Forest near the entrance of KHSRA.

**Ownership/Management:**

Parcel 1- Kenneth Hahn SRA: Owned by State of California Parks and managed by Los Angeles County Parks

**Trail Types:**

3' to 5' wide compacted earth

**Allowed Uses:**

Hiking, leashed dog walking, biking

**Key Map:**



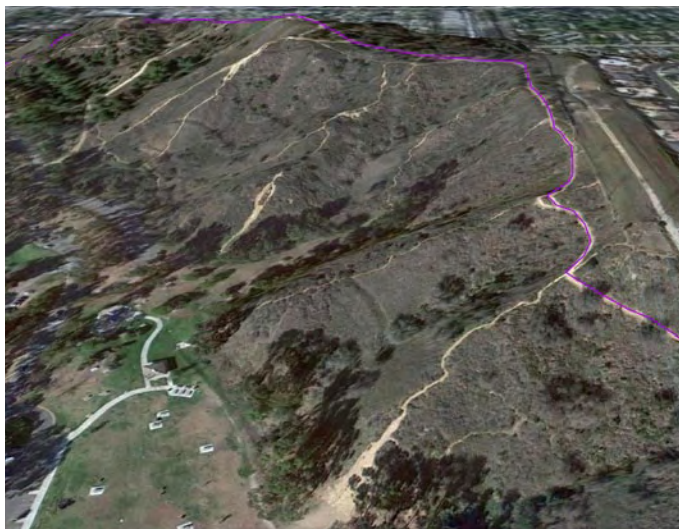
**Opportunities:**

- Scenic views of surrounding landscape, oil fields and Pacific Ocean from top of ridge line
- Overlooks with interpretive signs at Inspiration Point and Autum's Peak
- Wide trail corridors along existing fire roads
- Existing trailhead amenities at the Japanese Gardens including public parking, restrooms and drinking fountains
- Improve crosswalks at park entrance

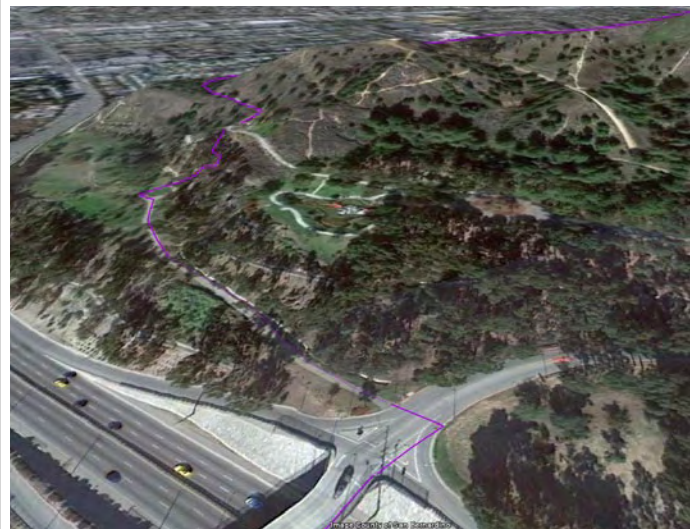
**Constraints:**

- Trail segments with steep slopes above 15%
- Areas with very steep switchback transitions
- Trail erosion
- Staircase from the Japanese Waterfall down to the Olympic Forest
- Narrow bridge across La Cienega Boulevard

**Google Earth Flythrough**



Looking north along City View trail.



Entrance to KHSRA.



## KHSRA Western Ridgeline

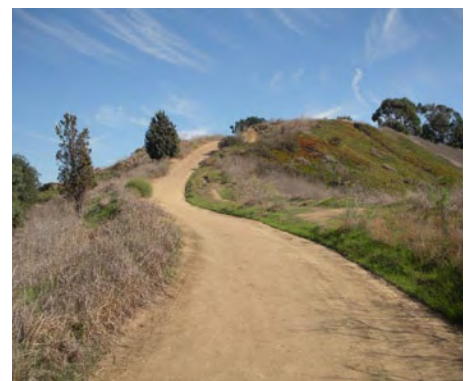
### Slope Analysis



### Site Photos



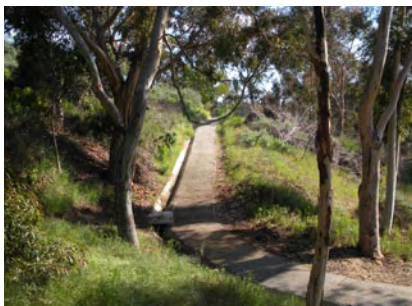
Areas with steep running slopes have lead to deep runnels from water eroding the trail surface.



17% slope along an existing trail leading to the top of the Western Ridgeline.



Shade structure and interpretive view point at the top of the Western Ridgeline.



A narrow asphalt path with concrete drainage V-ditch connects the Japanese Garden to the Olympic Forest.



A wooden staircase from the Japanese Waterfall Plaza connects down to the Olympic Forest.



# Blair Hills Corridor

## Baldwin Hills Resource Conservation Authority Property

**Description:**

The Baldwin Hills Resource Conservation Authority property in the Blair Hills Corridor is not currently open to public use.

**Ownership/Management:**

Parcel 5- Baldwin Hills Regional Conservation Authority  
 Parcel 6- Culver City Parks  
 Parcel 11- Chevron USA, Inc.  
 Parcel 14- Plains Exploration & Production Co. Moynier Oil Lease Co. LLC.  
 Parcel 12- David, Natalie N. Trust

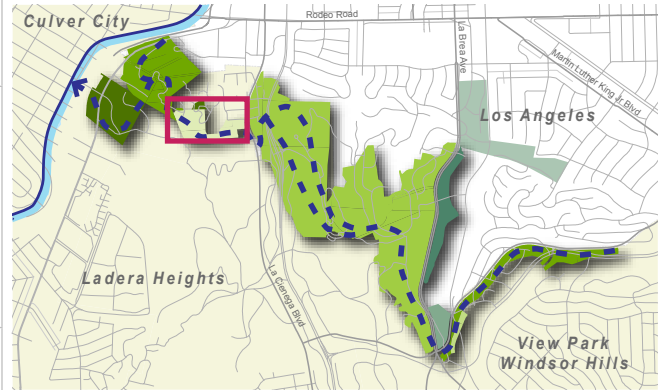
**Trail Types:**

No existing trail. Dirt service roads and informal trails.

**Allowed Uses:**

Not currently open to the public

**Key Map:**



**Opportunities:**

- Create connection from LaCienega Boulevard/KHSRA to BHSO through this corridor
- Scenic views to downtown and KHSRA
- Potential neighborhood connection to Blair Hills Park
- Interpretive opportunity for wetland restoration at pond on Chevron property
- Opportunity for coastal scrub habitat restoration and habitat connectivity
- Potential connection to Culver City Bus with stops at Blair Hills Park on Stoneview Dr. and Lenawee Avenue.
- Opportunities for re-use of Ohr Eliyahu Academy Property

**Constraints:**

- Easement needed through Moynier Oil property
- Varied hillside with steep slopes
- Concrete drainage swale along northern portion of BHRCA property
- Steep slope above 15% leading from BHRCA property to BHSO

**Google Earth Flythrough**



Directly adjacent to the La Cienega Boulevard bridge is private property owned by Moynier Oil. An easement would be necessary to allow public use along the corridor leading to the BHRCA property.



Looking west across the BHRCA property there is a concrete drainage ditch and a steep hill leading up to BHSO in the upper right corner.



## Baldwin Hills Resource Conservation Authority Property

## Slope Analysis



## Site Photos



Concrete drainage ditch on the BHRCA property



View of KHSRA and downtown Los Angeles from the BHRCA property.



23% slope leads up to the back of the upper parking lot at BHSO.



BHSO upper parking lot.



# Baldwin Hills Scenic Overlook

**Description:**

Baldwin Hills Scenic Overlook is a habitat restoration area and natural resource education and interpretive park. It is also a popular destination for fitness activities including stair climbing, running, and hiking. The overlook provides panoramic views of the entire Los Angeles Basin, the Pacific Ocean and surrounding mountains.

**Ownership/Management:**

Parcel 1- Baldwin Hills Scenic Overlook: State of California Parks  
 Parcel 6- Culver City Park: City of Culver City

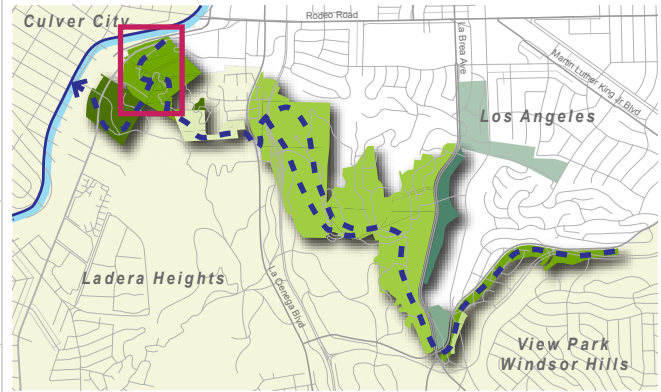
**Trail Types:**

6' wide DG paths  
 3' to 5' wide compacted earth paths

**Allowed Uses:**

Hiking, bicycles and leashed dogs not allowed on trails

**Key Map:**



**Opportunities:**

- Award winning architecture, state of the art Visitor Center with restrooms and drinking fountain
- Trailhead opportunities at City of Los Angeles property at the bottom of BHSO on Jefferson Blvd.
- Connection to Ballona Creek bike path through Culver City Park or Jefferson Boulevard
- Existing educational opportunities and elements
- Panoramic views of the Los Angeles basin including: Downtown, KHSRA, the Pacific Ocean, and surrounding mountains
- Existing amenities include public parking (fee required), restrooms and drinking fountain

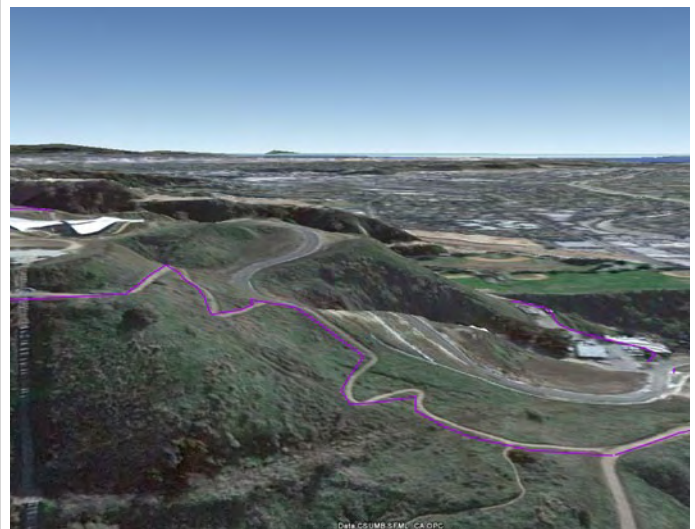
**Constraints:**

- Steep slopes with very steep switchback transitions along the northwest facing slope down to Hetzler Road
- Conflicts between pedestrians and automobiles on Hetzler Road
- No marked pedestrian crossing on Jefferson Boulevard at Hetzler Road

**Google Earth Flythrough**



View of BHSO upper parking lot with the visitors center in the background.

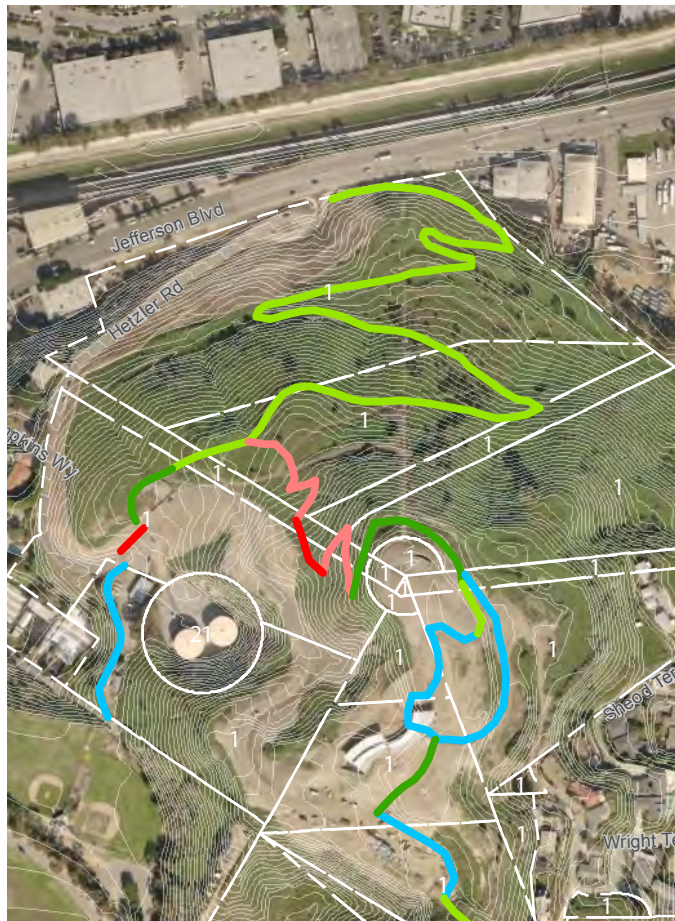


Switch back trails along the northeastn facing slope .



## Baldwin Hills Scenic Overlook

### Slope Analysis



### Site Photos



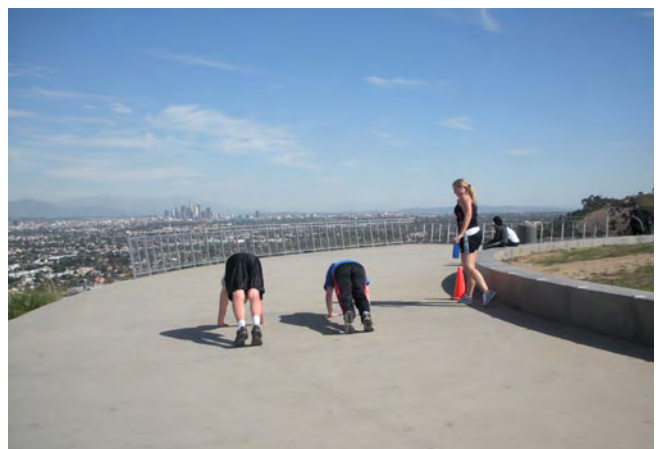
6' wide decomposed granite path.



Compacted earth trails have very steep switchback transitions as the trail makes its way down the northeast face to Hetzler Road.



The stairway up to the top of the overlook is a popular route for stair climbers seeking a challenge.



BHSEO is a popular destination for fitness activities.



# Culver City Park

## Culver City Park

**Description:**

Culver City Park is a 41.5 acre active use park. The upper portion of the park has three softball diamonds and parking. An ADA accessible boardwalk ramp connects the upper ball fields down to a parking lot along Duquesne Avenue. The lower portion of the park has a passive grass area, picnic areas, skateboard park, dog park, play equipment and basketball courts.

**Ownership/Management:**

Parcel 6- Culver City Park: City of Culver City

**Trail Types:**

4' to 12' wide compacted earth paths  
Boardwalk ramp  
Concrete sidewalk

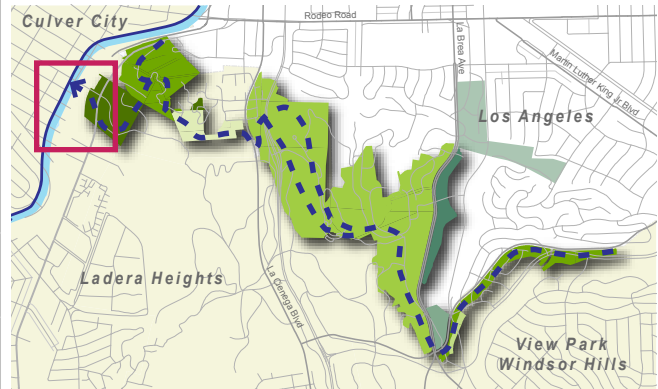
**Allowed Uses:**

Hiking on ADA boardwalk  
Leashed dog walking on designated "pooch paths" identified with paw print pavement markings  
Skateboarding

**Opportunities:**

- Recently completed trail connection from upper ball field to BHSO
- Signalized intersection at Duquesne Avenue and Jefferson Boulevard with pedestrian signal.
- Existing sidewalks along Duquesne Avenue connect to Ballona Creek path access point/gateway
- New decorative gate, identification sign and interpretive panel at Ballona Creek path gateway at Duquesne Avenue
- Existing amenities include playground, picnic areas, skatepark, basket ball courts, ball fields, and off-leash dog park

**Key Map:**



**Constraints:**

- Located on top of a closed landfill, Culver City Park has unstable geology as evidence by of slope movement on the northern portion of the park (Per Culver City Parks Manager)
- Some existing sidewalks in public rights of way have slopes above 10% that follow the grade of the road.

**Google Earth Flythrough**



Looking north at Culver City Park, the ball fields are located on top of the slope.



Looking west on Duquesne Avenue across the signalized intersection at Jefferson Boulevard toward the entrance to the Ballona Creek Path .



## Culver City Park

## Slope Analysis



**Gradients:** — > 2%    — 5.1% - 8.33%    — <15%

— 2% - 5%    — 8.4% - 15%    5' Contour

## Site Photos



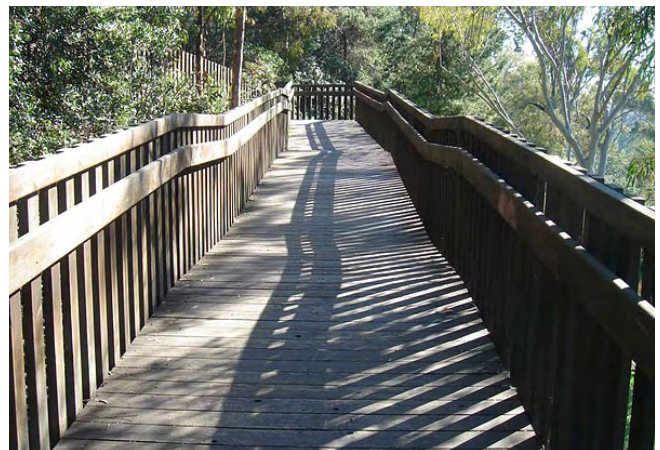
Wrought iron gateway between BHSO and Culver City Park.



Obstacles such as a score board, fence and cinder block wall limit the trail clear width along the path around upper ballfield.



An existing sidewalk could provide an opportunity to connect the upper ballfield to the interpretive boardwalk.



ADA interpretive boardwalk traverses the slope from the ball fields to the parking lot at Duquesne Avenue. Due to unstable geology, this boardwalk will need to be reconstructed to maintain its stability.



## 2.4 Community Identified Use and Needs

The public outreach process for the Park to Playa Trail Feasibility Study included a community survey and public workshops to gather information on trail use in the Baldwin Hills area and opinions and suggestions on opportunities, challenges and potential facilities. The purpose of the public outreach was to help inform the development of trail facilities as well as to serve as a benchmark for trail use and community-identified needs.

### *User Survey*

Community members provided input on the survey in two ways. First, the project team took the survey to existing trail and park users and conducted on-site interviews. Users at Baldwin Hills Scenic Overlook and Kenneth Hahn State Recreation Area were asked the survey questions during a 10 minute in-person interview. The project team recorded the interview results on the Survey Monkey website. The website survey was also open to the public from December 1, 2010 through February 14, 2011. The link to the survey was distributed via email to community list serves and posted on the first public workshop flyer.

In total, the Park to Playa Planning Team received approximately 170 survey responses. The majority of survey respondents identified Culver City, Los Angeles, Ladera Heights, or Inglewood as their place of residence, though respondents identified locations throughout Los Angeles County. Additional respondents live in Baldwin Hills, Santa Monica, Mar Vista, View Park, and West Los Angeles. The survey instrument used throughout this effort is included as Appendix A.

The majority of survey respondents, 59 percent, typically use the trails weekly (Figure 23). Approximately 22 percent of survey respondents use the trails quarterly and 13 percent use the trails daily. Figure 2.4 shows the survey respondents' common trail-use activities. The most common activities are walking (84 percent of respondents stated they walk along the trails), bicycling (41 percent), running (28 percent), and dog walking (12 percent). Approximately 15 percent of respondents cited other activities, including birding/wildlife viewing, exercise, training/training others, hiking, skating, photography, reading, meditation, picnicking, frisbee, and disc golf.

Survey Respondents reach the trails using a variety of modes. Driving is the most common mode used to access the trails (78 percent drive), followed by bicycle (30 percent), walking (25 percent), and transit (3 percent).

### *Community Identified Needs*

The following summarizes the desired facilities and trail connections identified by the community in the survey and at public workshops at the route alternatives and corridor conditions stage, and at the stage of draft trail alignments and improvements design concepts. This section begins with an overview of suggested trail corridors and connections and opportunities and constraints associated with those connections. The section includes a discussion of suggested trail types and concludes with community identified needs for signage and support facilities, such as rest areas.



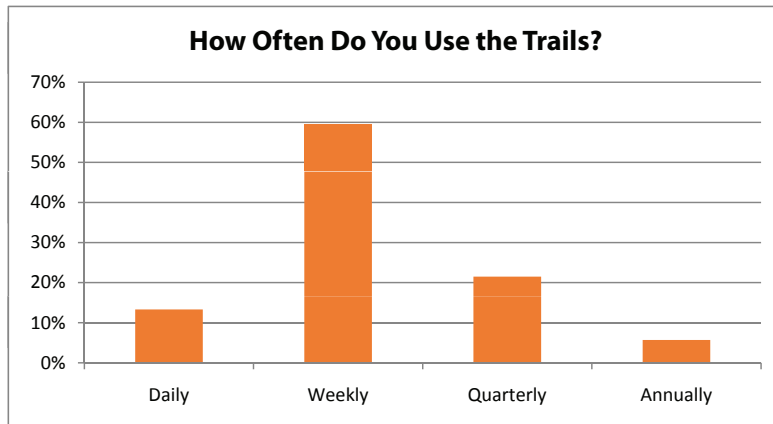


Figure 2.3 Survey results - frequency of use

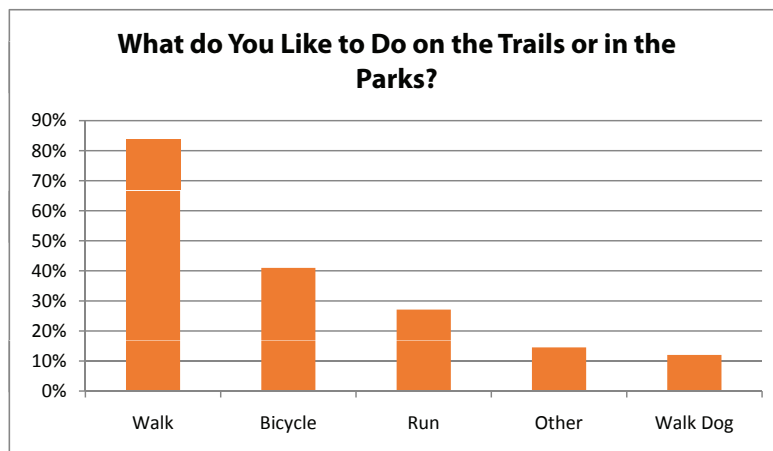


Figure 2.4 Survey results - trail use type

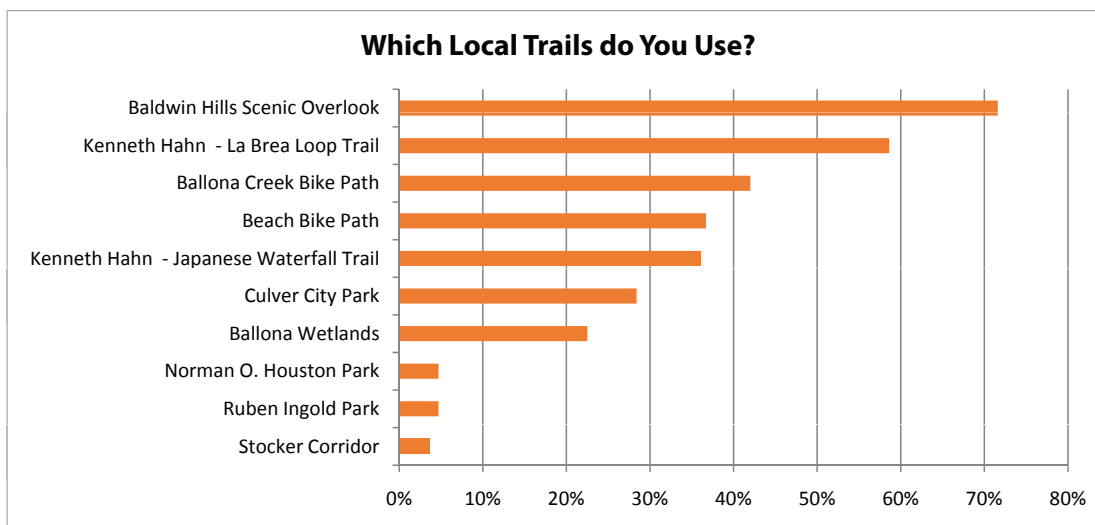


Figure 2.5 Survey results - trail use location





Participants at the first public workshop marked up maps of the trail corridor.

## Community Suggested Trail Connections and Access

The community provided input on suggested trail connections, trail access and challenge areas. The community expressed a great need to provide safe bicycle and pedestrian access along major road corridors. The following list highlights popular connections identified by the public:

- From Kenneth Hahn State Recreation Area to Baldwin Hills Scenic Overlook and the Ballona Creek Path
- From Kenneth Hahn State Recreation Area to surrounding residential areas
- From Stocker Trail to Kenneth Hahn State Recreation Area
- From Baldwin Hills to the beach
- Connections to Metro Expo Line stations
- Connections to West Los Angeles College
- Improved access to Baldwin Hills Scenic Overlook along Jefferson Boulevard
- Pedestrian Bridge over Ballona Creek, connecting with Baldwin Hills Scenic Overlook
- Pedestrian Bridge over La Cienega Boulevard near Stocker Street

Major community-identified needs or opportunities include:

- Connections with surrounding residential areas (e.g., from Slauson between the Cemetery and Ladera Heights, from Slauson at La Cienega)
- Improved access to Baldwin Hills Scenic Overlook along Jefferson Boulevard
- Trail connections with transit stops
- Trails along the Expo Line and other transit lines
- Improved maintenance (e.g., trash and dog waste)
- Safety patrols
- Minimize impacts to residents from neighborhood access points
- Provide adequate setback and vegetated buffers to minimize visual impacts of trail to adjacent residential properties.

Major community-identified challenges include:

- Lack of safe bicycle and pedestrian connections to the parks
- Limited safe walking and biking routes to Kenneth Hahn State Recreation Area
- High vehicular traffic speeds on La Cienega Boulevard, La Brea Avenue, and Jefferson Boulevard
- Conflicting trail user groups - bicyclists and hikers
- Lack of safe crossings
- Lack of public parking/ lack of free public parking

## Community Suggested Trail Types

The community provided input on suggested types of trails. Comments span trail surface types, preferred user groups, trail safety, and connections with other on- and off-street facilities. In general, the public expressed an interest in providing additional trails that would accommodate a variety of user groups that are safe and part of an interconnected bicycle and pedestrian network. Respondents stated their interest in trails for different user groups, including hikers, cyclists using road or mountain bikes, equestrians, and trails that can accommodate strollers and skates. A number of respondents stated an interest in paved, multi-use paths, while others desire natural surface trails. Still others stated a preference for parallel paths that would accommodate bicyclists and pedestrians separately. Hikers expressed concern about having bicycles and hikers on the same trail. Cyclists want to see a continuous trail that allows bicycle access throughout the entire Park to Playa Trail.

Some respondents stated an interest in more dog-friendly trails, while others are interested in excluding dogs from trails, primarily for ecological reasons. The public also identified safety as a priority, citing a need for lighting and good sightlines. In general,

connections with other identified off-street and on-street bicycle and pedestrian facilities is a high priority.

The public expressed interest for specific trail uses and connections. Examples of suggested trail types, include:

- Hiking trail connecting Baldwin Hills to Kenneth Hahn State Recreation Area
- Sidepath or sidewalk path along Hetzler Road to the top of Baldwin Hills Scenic Overlook
- Bike path connecting Baldwin Hills to Kenneth Hahn State Recreation Area
- Bike path from Baldwin Hills to the Beach
- Natural surface bike path connecting Culver City Park and Kenneth Hahn State Recreation Area
- Cycletrack along the west side of La Cienega Boulevard

### Community Suggested Trail Signage

The public stated an interest in additional signage throughout the park, including directional and interpretive signage. Suggested signage includes:

- Trail markers (identifying what is and is not a trail and requiring trail users to stay on the trail)
- Map of the park areas
- Directional signage along trails
- Mileage and elevation markers
- Hours of operation
- Trail etiquette
- Signage that designates separate bicycle and pedestrian facilities
- Placards to thank volunteers
- Signage identifying points of interest
- Interpretive signage identifying resident plant and animal species, history, and hydrologic context

### Community Suggested Trail Support Facilities

The majority of the public stated an interest in additional support facilities, especially seating and rest areas both along the trail and at vistas and overlooks. Additional suggested types of support facilities include restrooms, water fountains, emergency phones, trash cans, and dog bag stations. Some people noted a need for hand rails to improve ADA access.



*Workshop participants presented their comments to the group after a small work working session.*