Ballona Creek Bike Path

Greening the Greenway

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Content

Project Location & Timeline

Project Location
Greening the Greenway

SYD KRONENTHAL PARK

NORTH GATEWAY

DOWNTOWN CONNECTIONS

NATIONAL BLVD.

HIGUERA ST.

BALLONA CREEK BIKE PATH

1.1 MILES

DUQUESNE AVE.

SOUTH GATEWAY

BALDWIN HILLS PARKLANDS

OVERCROSSING

CULVER CITY PARK

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STATE OF CALIFORNIA
BALDWIN HILLS
CONSERVANCY

Project Location
Site Context

CULVER

WASHINGTON

NATIONAL

SYD KRONENTHAL
PARK

JEFFERSON

HIGUERA

INCE

OBAMA

LA CIENEGA

Limit of Work

JEFFERSON

DUQUESNE

BALDWIN HILLS
PARKLANDS

CULVER CITY
PARK

LA CIENEGA

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STATE OF CALIFORNIA
BALDWIN HILLS
CONSERVANCY

N

Scale
1" = 500'

0   250   500

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Project Timeline

Concept Development

Grant Requirements
Interagency Coordination
Site Walk
Existing Conditions Memo
Survey
Community Meeting:
    Project Introduction

2022

Design Development

Develop Schematic Design Plans
Interagency Coordination
Community Meeting:
    Design Options

SPRING-WINTER 2022

Permitting

Plan Submittal to
LA County Flood Control District
& US Army Corp. of Engineers

2022-2023

Construction Documentation

Community Meeting
Project Bidding
Contractor Selection
Construction Mobilization

FALL-WINTER 2023

Construction

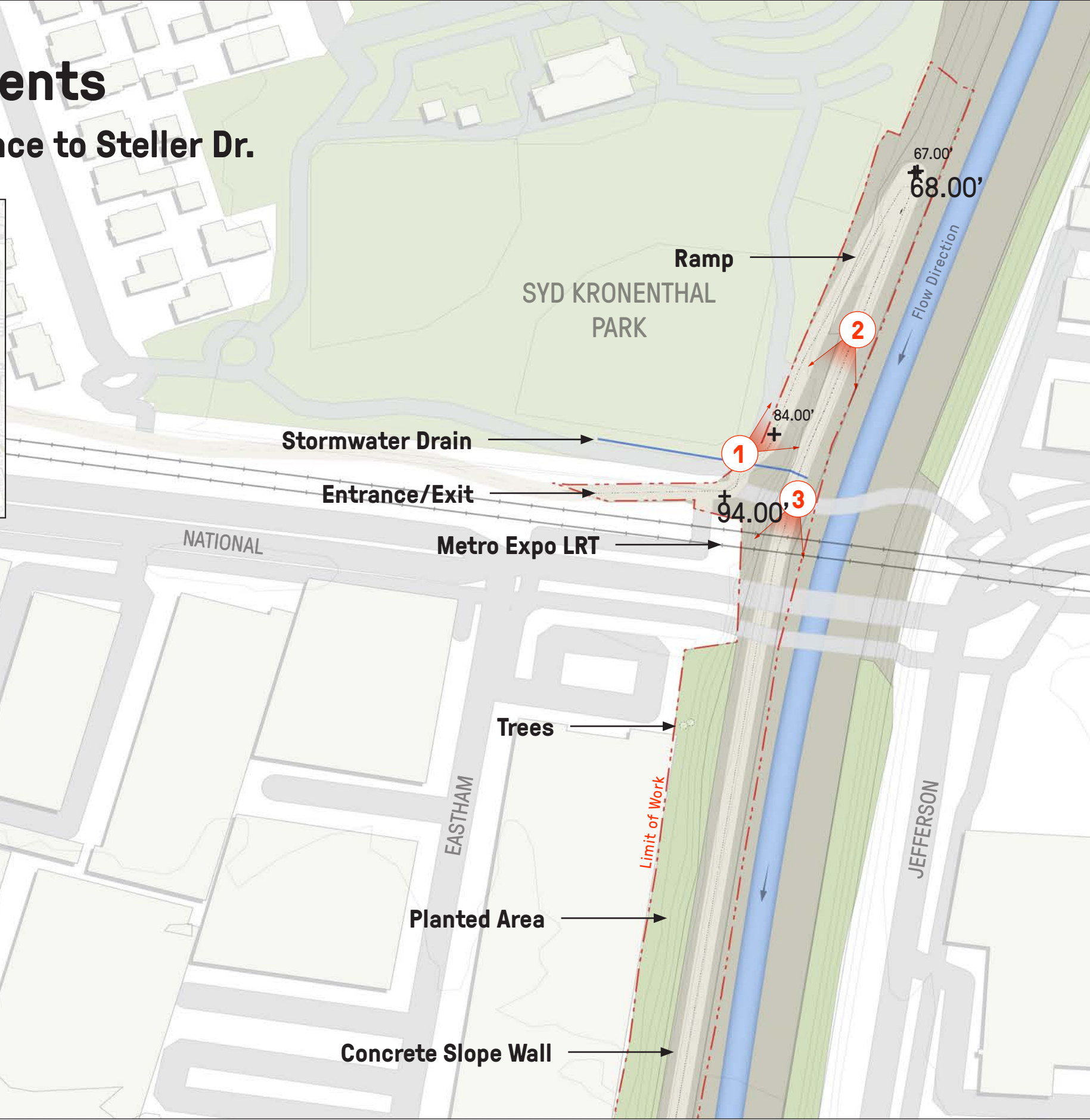Bike Path Closure / Detour
Construction Administration

2024

Existing Elements

Existing Elements
National Blvd. Entrance to Steller Dr.

SYD KRONENTHAL PARK

Ramp

67.00'
68.00'

Flow Direction

2

84.00'

Stormwater Drain

1

Entrance/Exit

3

94.00'

Metro Expo LRT

NATIONAL

Trees

EASTHAM

Limit of Work
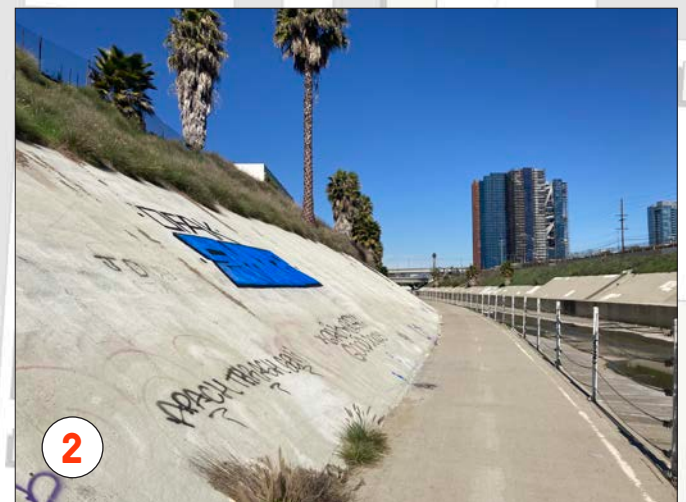
JEFFERSON

Planted Area
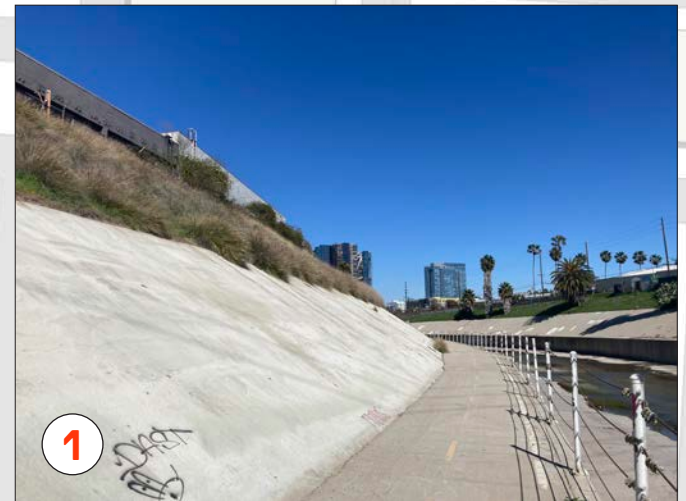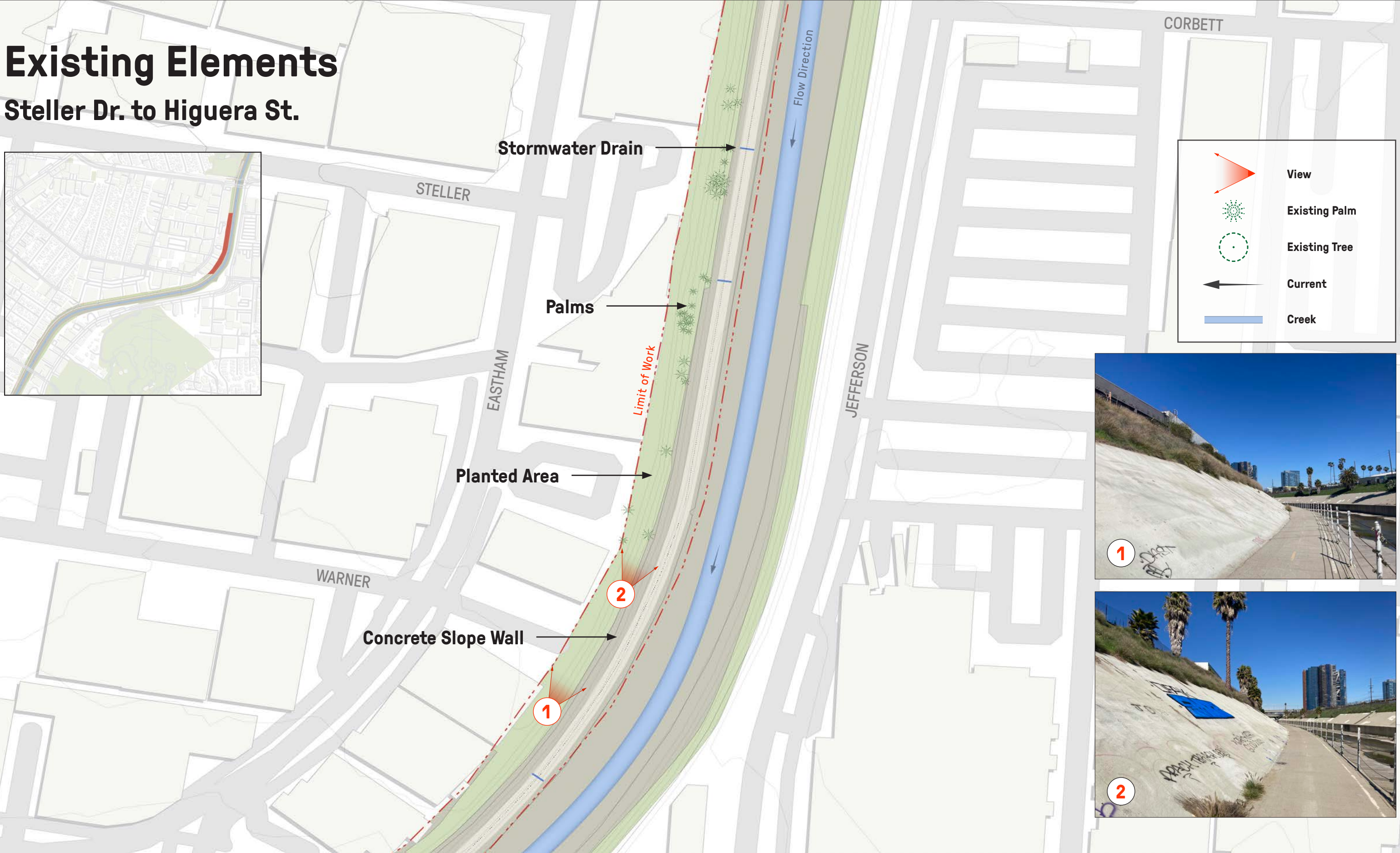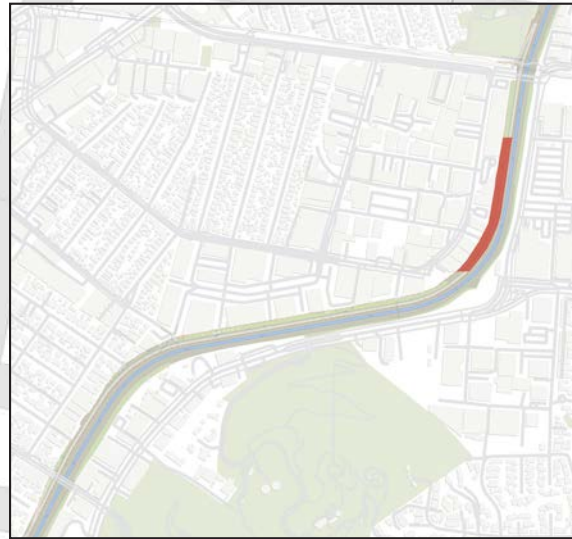
Concrete Slope Wall

Legend
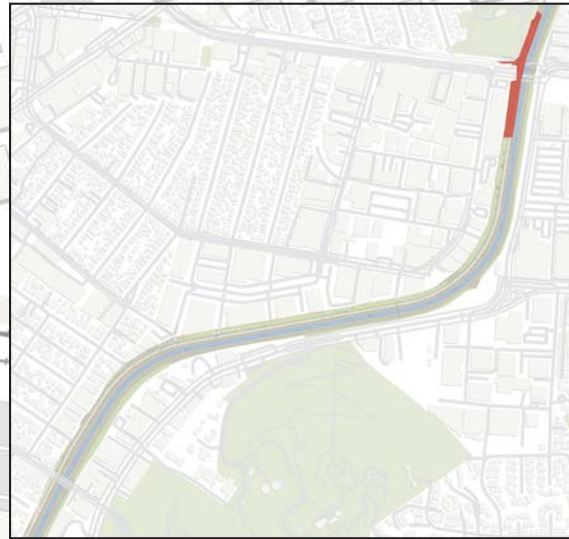
- Existing Palm
- Existing Tree
- Circulation
- Current
- Stormwater Infrastructure
- View
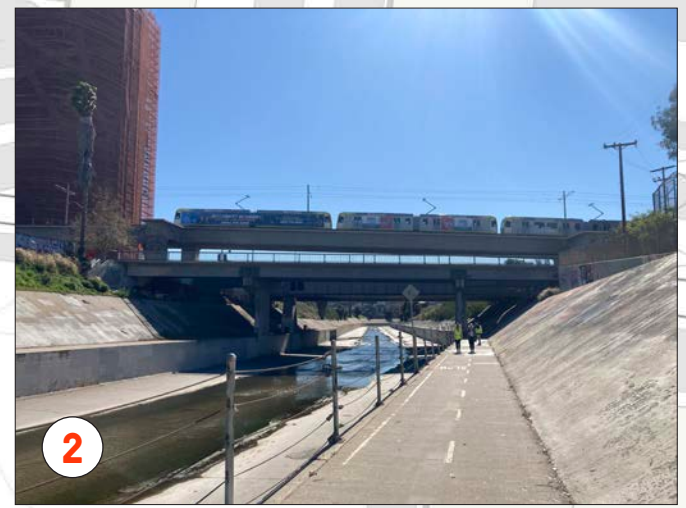
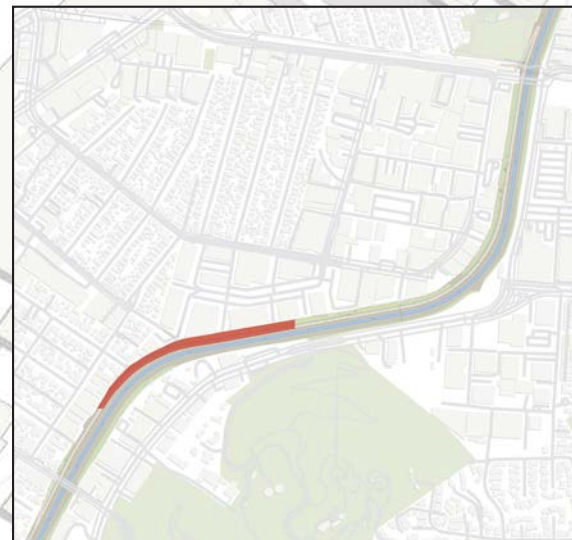# Existing Elements
Steller Dr. to Higuera St.

CORBETT

STELLER

EASTHAM

WARNER

JEFFERSON

Flow Direction

Limit of Work

Stormwater Drain

Palms

Planted Area

Concrete Slope Wall

Legend
- View
- Existing Palm
- Existing Tree
- Current
- Creek

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BALDWIN HILLS
CONSERVANCY

N

Scale
1" = 80'

0   40   80

Existing Elements

Higuera St. to Hetzler Rd.
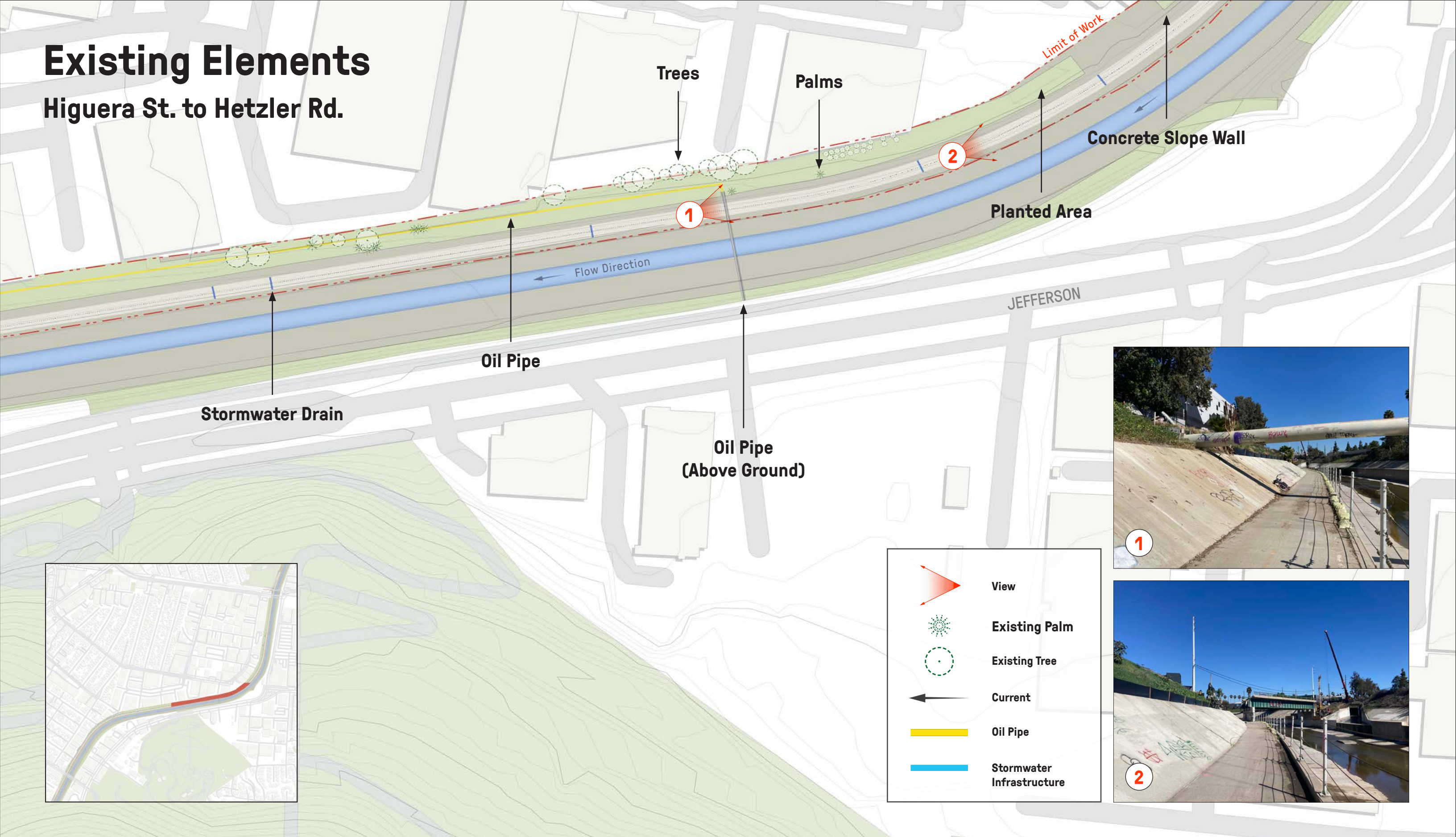
Trees

Palms

Concrete Slope Wall

Planted Area

Limit of Work

Flow Direction

JEFFERSON

Oil Pipe

Stormwater Drain

Oil Pipe (Above Ground)

Legend

- ▶ View
- ✳ Existing Palm
- ○ Existing Tree
- ← Current
- ▬ Oil Pipe
- ▬ Stormwater Infrastructure

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STATE OF CALIFORNIA
BALDWIN HILLS CONSERVANCY

N

Scale
1" = 80'   0   40   80

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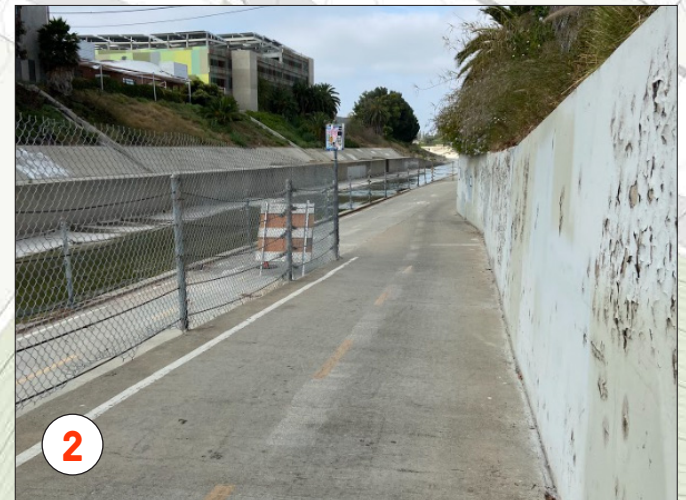# Existing Elements
Hetzler Rd. to Irving Pl.

Legend:
- Existing Palm
- Existing Tree
- Current
- Oil Pipe
- Stormwater Infrastructure
- View

HAYDEN

VINCE

Oil Pipe

Stormwater Drain

Concrete Slope Wall

Oil Pipe

Limit of Work

Trees

Flow Direction

VAN BUREN

Planted Area

LUCERNE

Palms

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BALDWIN HILLS
CONSERVANCY

N

Scale
1" = 80'

0   40   80
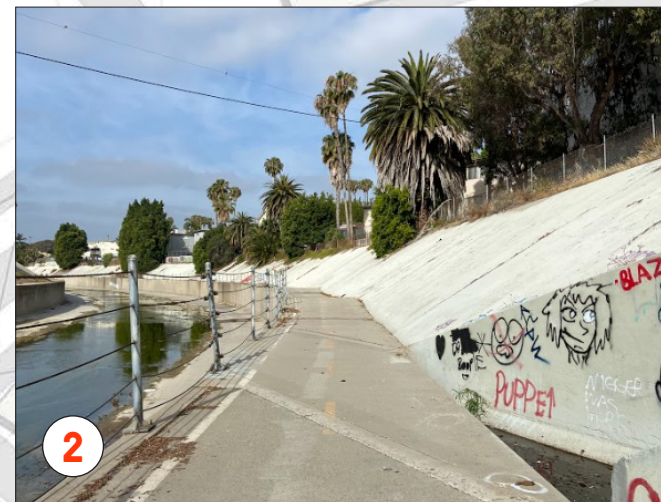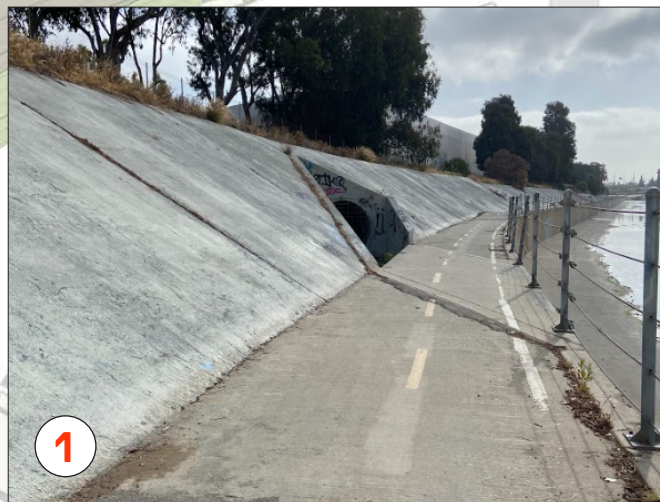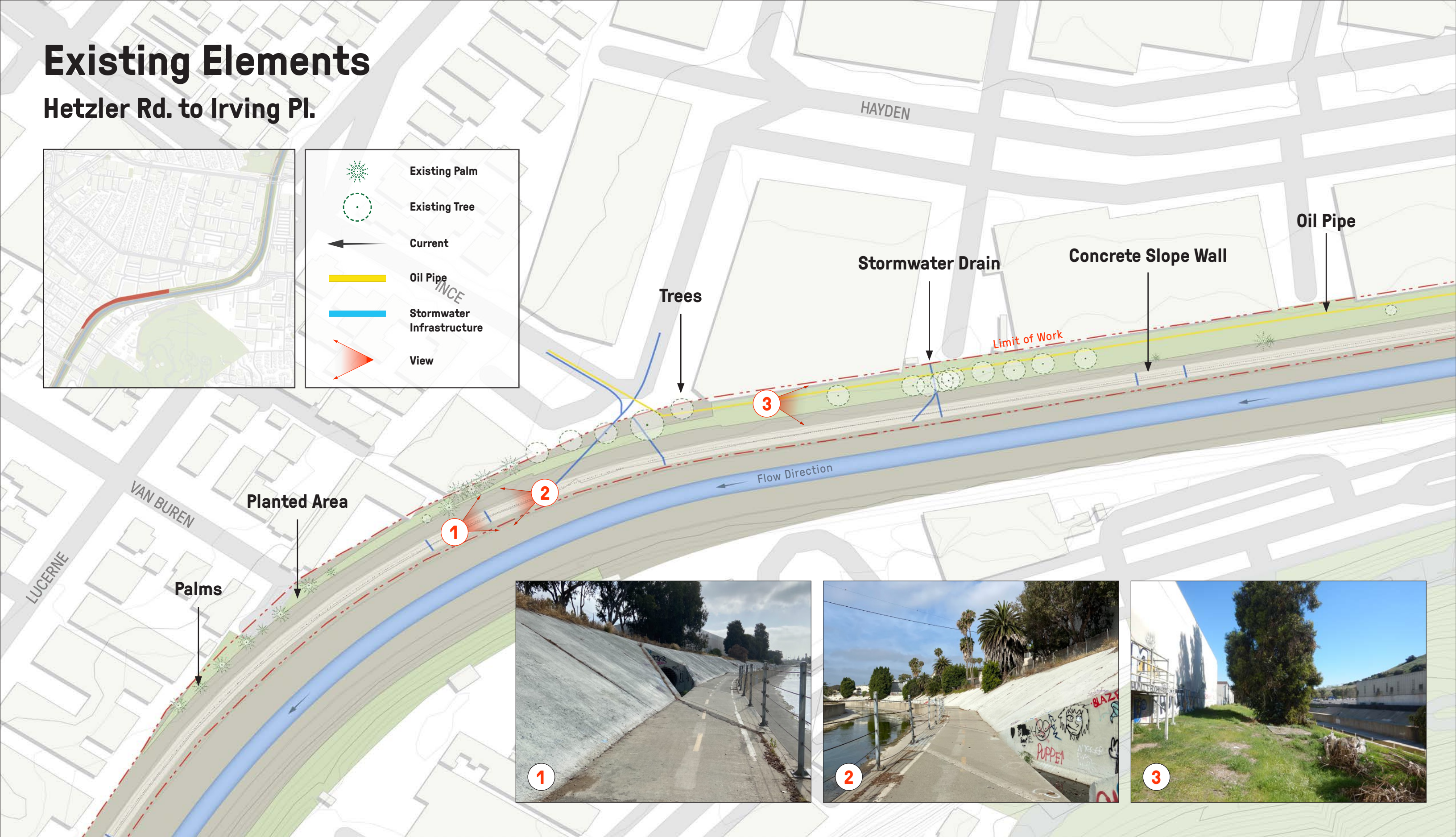
Existing Elements
Irving Pl. to Duquesne Ave. Entrance

Concrete Slope Wall

Planted Area

Palms

Limit of Work

Flow Direction

Entrance/Exit

66.00'

75.00'

Trees

LUCERNE

DUQUESNE

LINCOLN

MADISON

JEFFERSON

47.00'

54.00'

Stormwater Drain

Legend

➤ View

✳ Existing Palm

○ Existing Tree

↔ Circulation

← Current

▬ Stormwater Infrastructure

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BALDWIN HILLS
CONSERVANCY

N

Scale
1" = 80'

0   40   80

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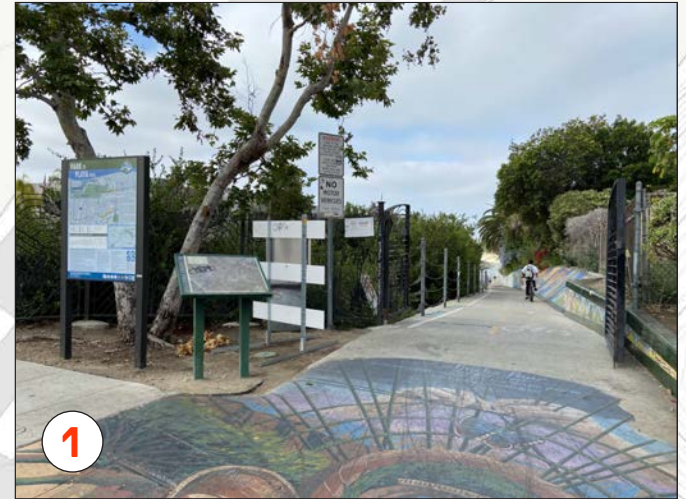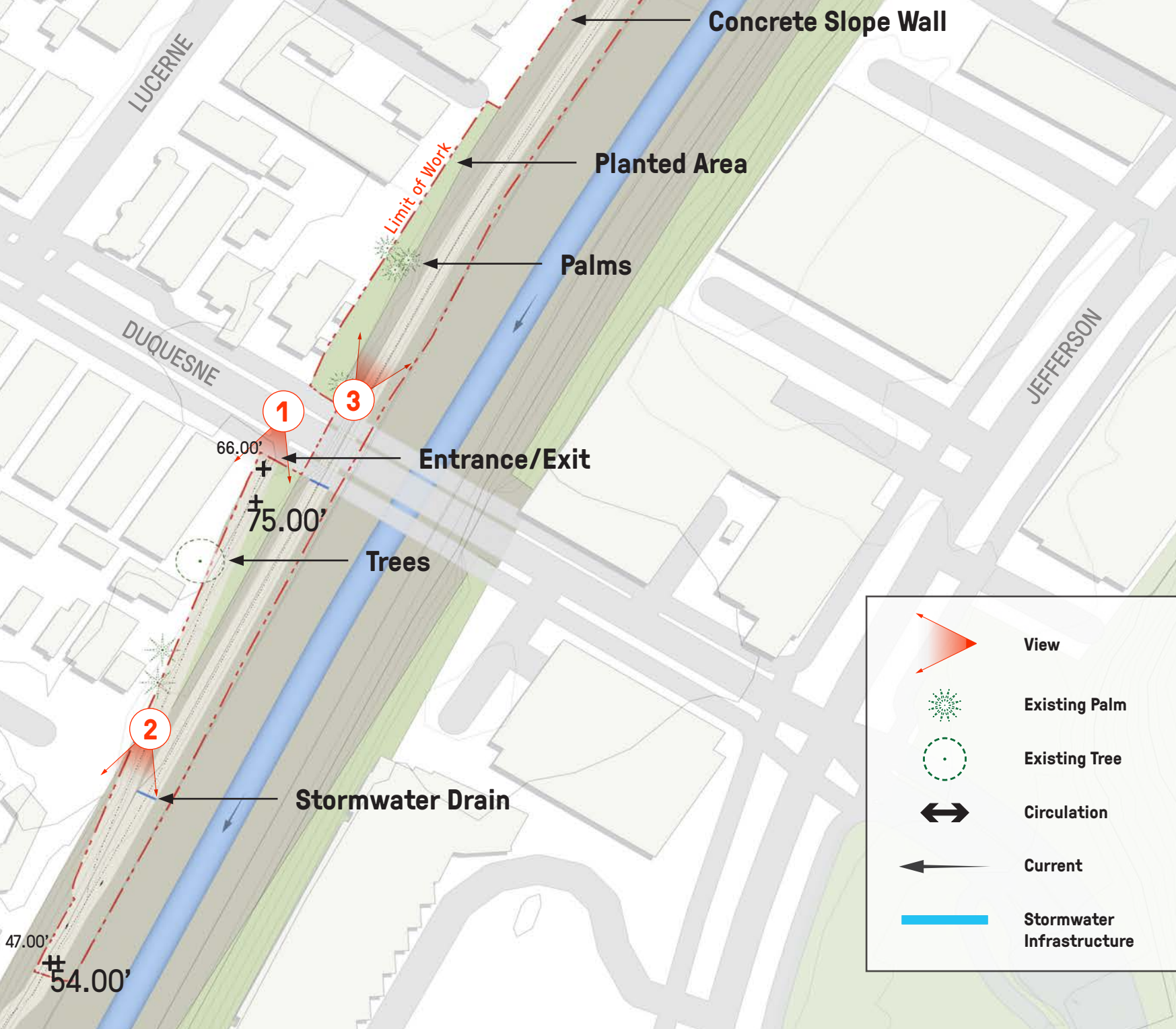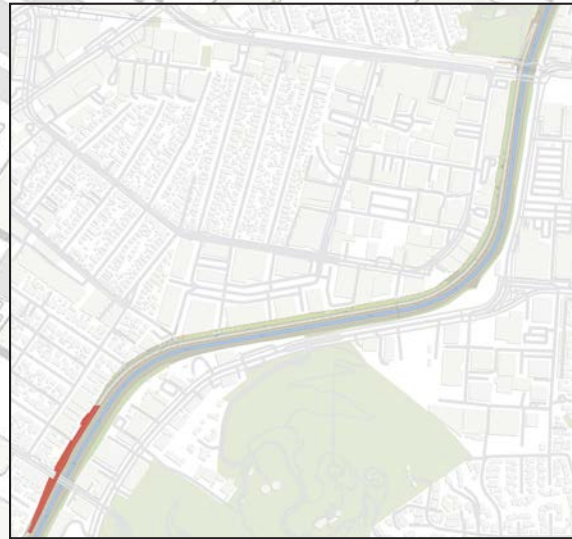
Existing Sections

Existing Sections

Typical Section of Path with Planted Area

Private ←——○——→ Public

Limit of Work

Wall

Planted Area

Concrete Slope Wall

Bike Path

HP
+28' TO +46'
(VARIES)

+17' TO +25'
(VARIES)

LP/TW
+8' TO +11'
(VARIES)

Freeboard   +16'
Max. WS   +14'

BW   +0'

0' TO 37'-3"
(VARIES)

12-3" TO 23'-6"
(VARIES)

9' TO 11'-6"
(VARIES)

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BALDWIN HILLS
CONSERVANCY
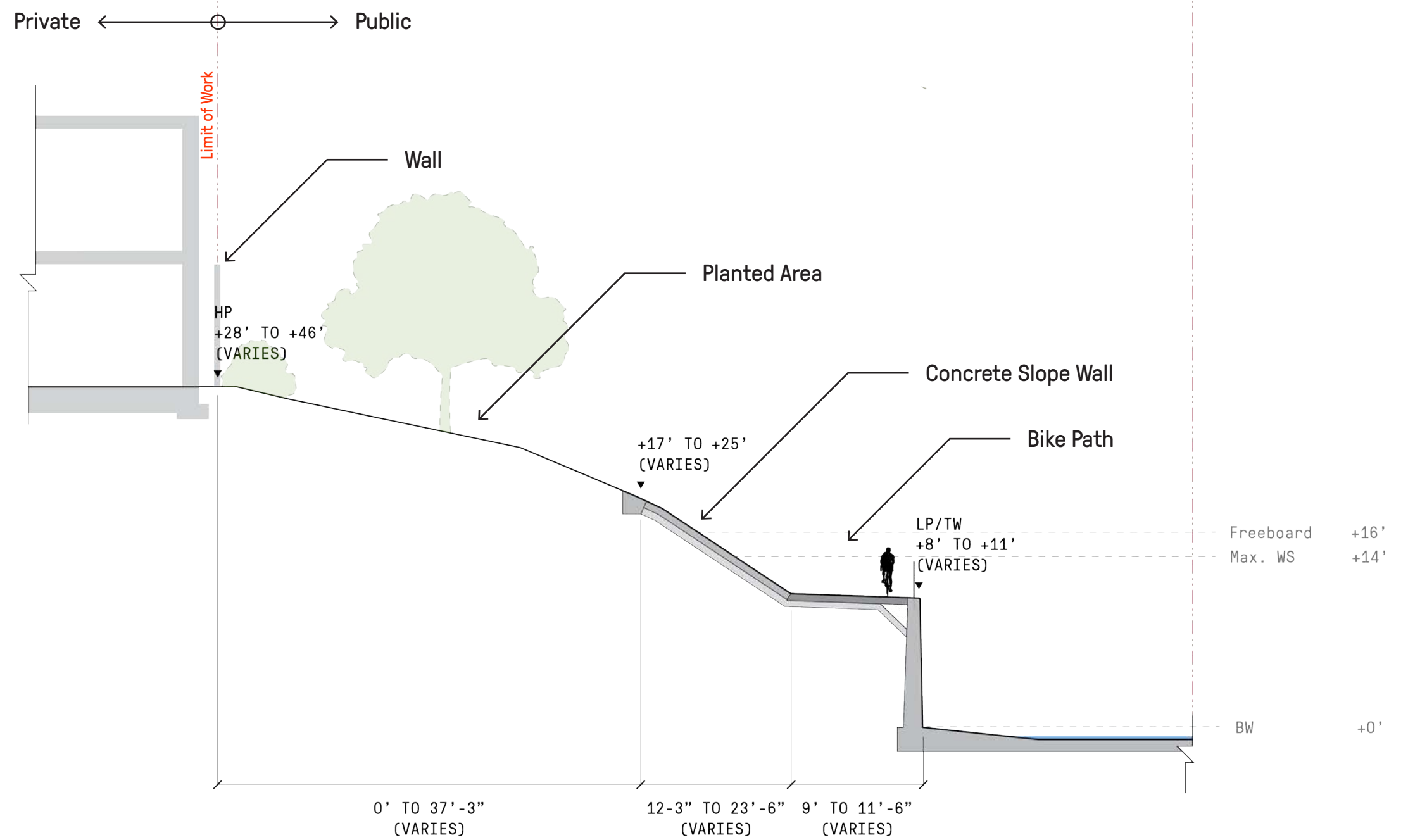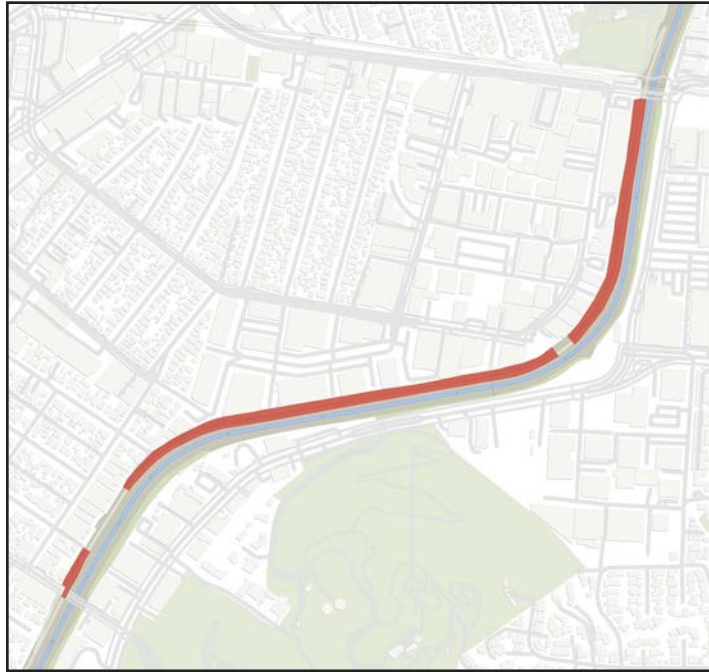
Existing Sections

Typical Section of Path without Planted Area

Private ←———○———→ Public

Limit of Work

Wall

Concrete Slope Wall

Bike Path

HP
+24' TO +28'
(VARIES)

Freeboard   +16'
Max. WS   +14'

LP/TW
+10'

BW   +0'

23'-6" TO 41'-9"
(VARIES)

9' TO 11'-6"
(VARIES)

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CONSERVANCY
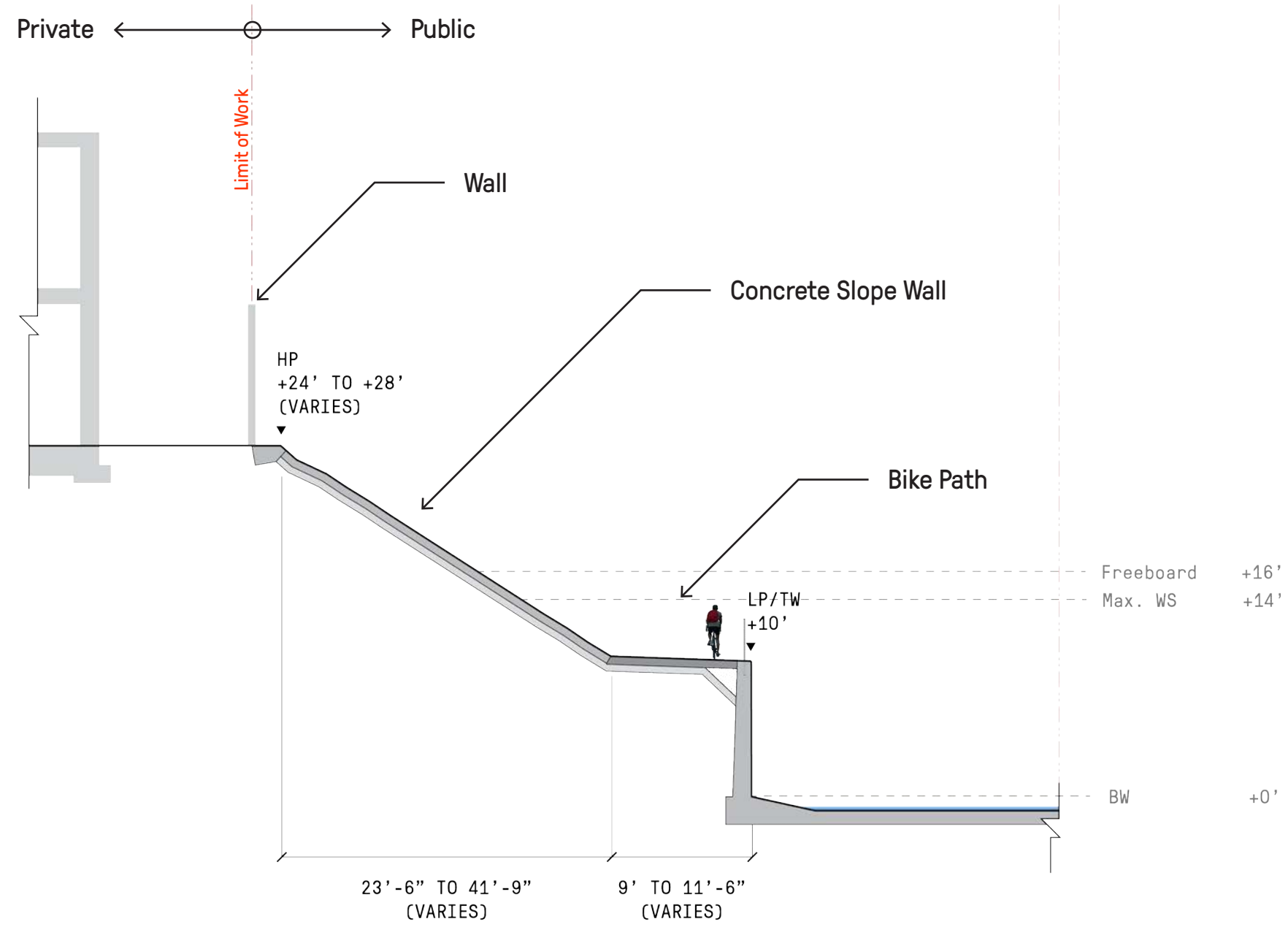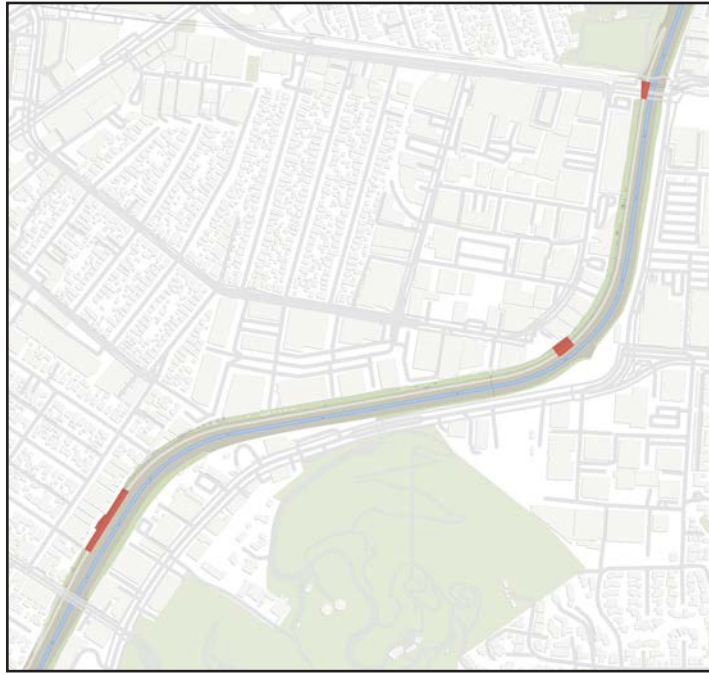
Existing Sections

Typical Section of Path at Entries

Private ←——○——→ Public

Limit of Work

Wall

Bike Path Entrance/Exit

HP
+30' TO +32'
(VARIES)

Concrete Slope Wall

Bike Path

Freeboard   +16'
Max. WS   +14'

LP/TW
+8' TO +11'
(VARIES)

BW   +0'

10'-6" TO 12'-7"
(VARIES)

24'-10" TO 33'-10"
(VARIES)

9' TO 11'-6"
(VARIES)

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CONSERVANCY

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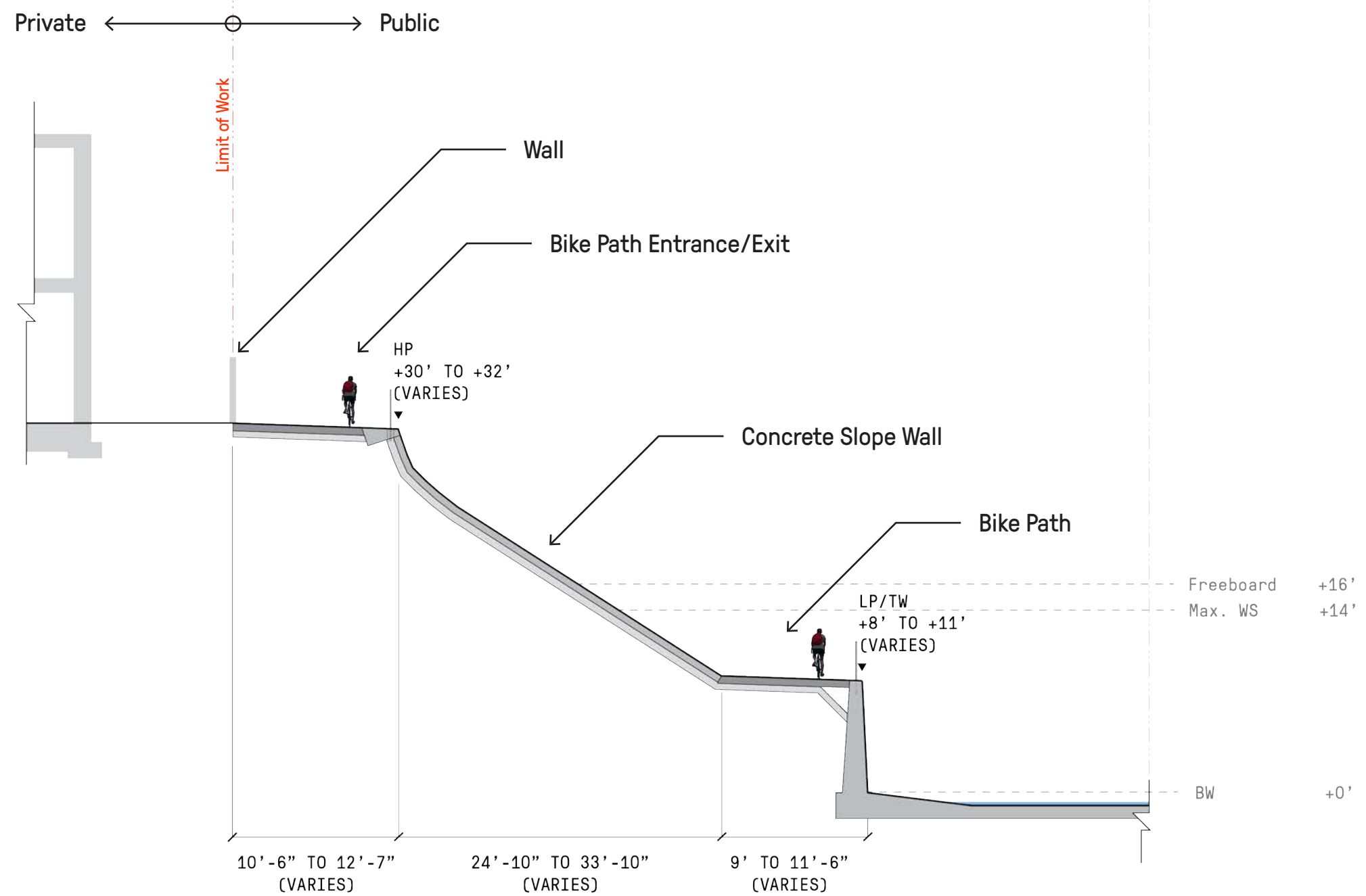
Grant Proposal Goals

Grant Proposal & Goals

Original Grant Details
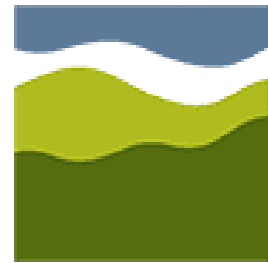
Culver City's Mobility & Traffic Engineering Division applied for a grant from the Baldwin Hills Conservancy in August of 2020. Culver City met the various environmental goals of the grant, such as improving the watershed, connecting wildlife habitats, encouraging non-motorized transport, and mitigating climate change. The grant was awarded with the following goals:

Grant Proposal Goals
Greening the Greenway

1 Bike Path Enhancements

$192,500

2 Expanded Urban Forest

$530,000

3 Solar-Powered Lighting
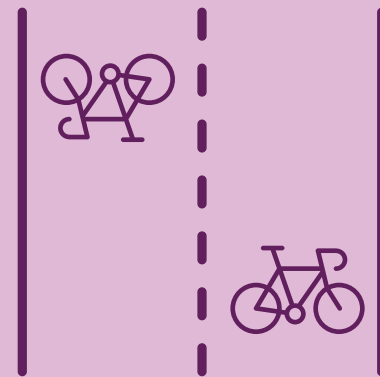
$435,000
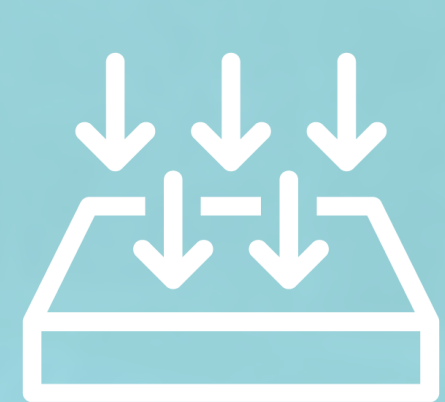
4 Permeable Surfacing

$1,186,100

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CONSERVANCY

ADA Accessibility Improvements

Improve Bike Path Paving & Marking

Increase Wayfinding Signage

Community Impact

Improving Bike Path conditions will attract more users. More Bike Path users means less vehicle miles traveled & less air pollution.
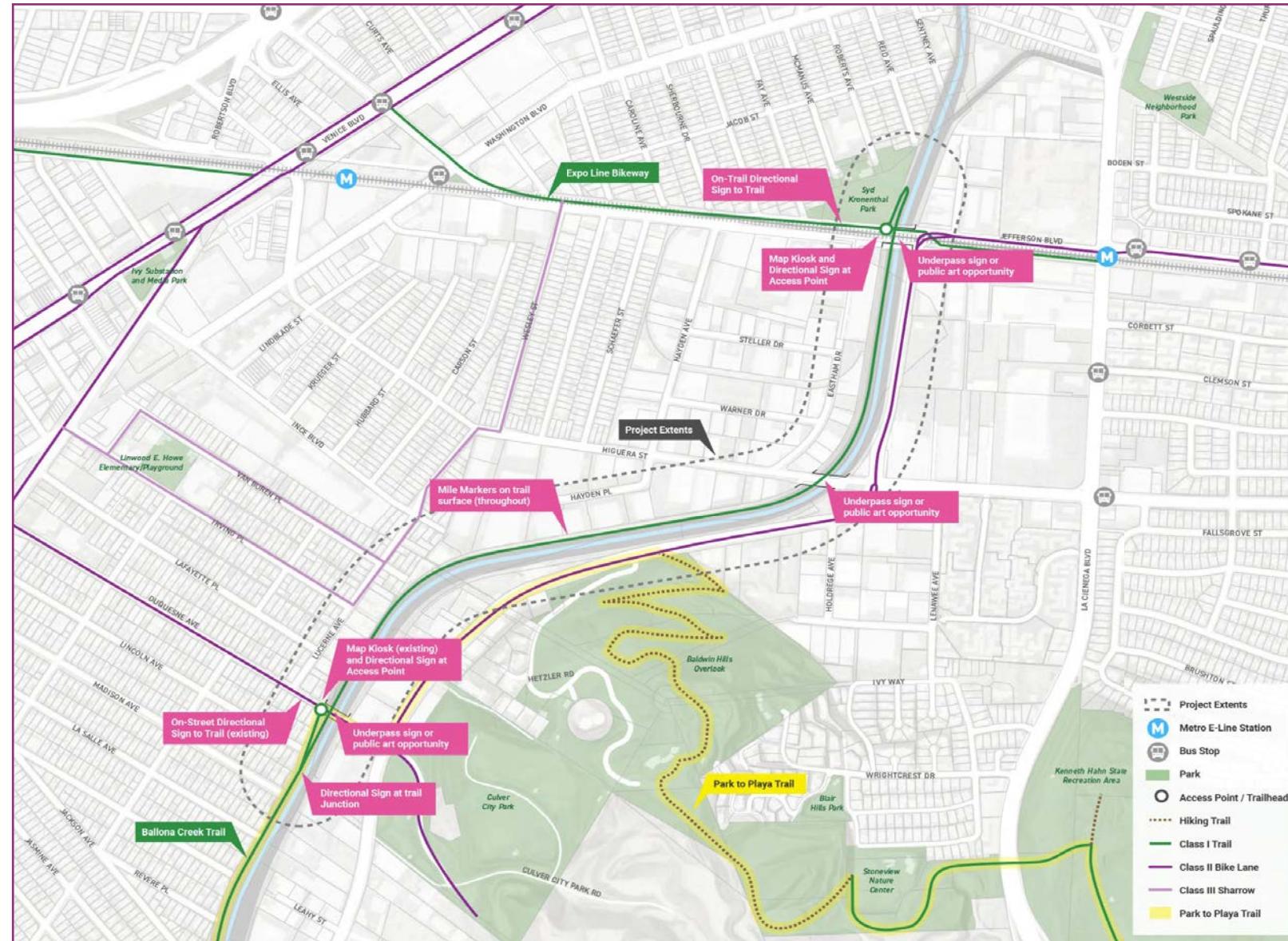
Paving Improvements

Recommended Wayfinding Locations

Suggested Park to Playa Map Kiosk & Signage

PARK TO PLAYA TRAIL — BLAIR HILLS CORRIDOR — Park/Corridor Na...
↑ Blair Hills Park
← Scenic Overlook — Landmark
Visitor Center
0.25 miles — Distance & Service
← Ballona Creek Path
1.5 miles — Space for supplem per agency discret
Agency Logo

KENNETH HAHN STATE RECREATION AREA — Park/Corridor Name

PARK TO PLAYA TRAIL — Detailed Trail Map

Regional Overview Map

Allowed Uses — Trail Etiquette
Trail Etiquette
Allowed Uses and Park Regulations
Agency Logos

Possible Mile-Marking Signage

Existing vs Suggested Wayfinding Signage

Existing vs Possible Underpass Signage

Drought-Tolerant Plantings

Expand Shade & Reduce UHI Effects
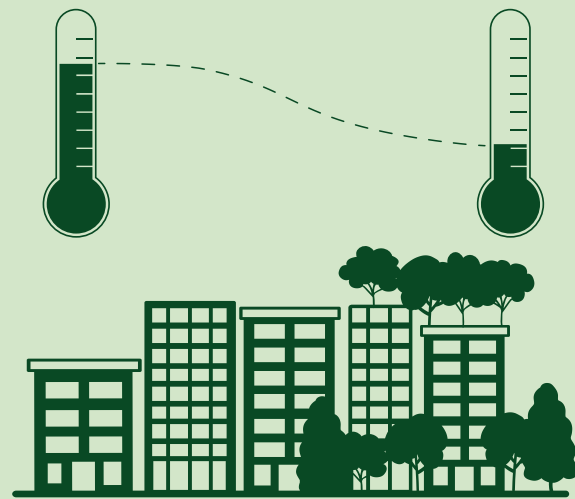
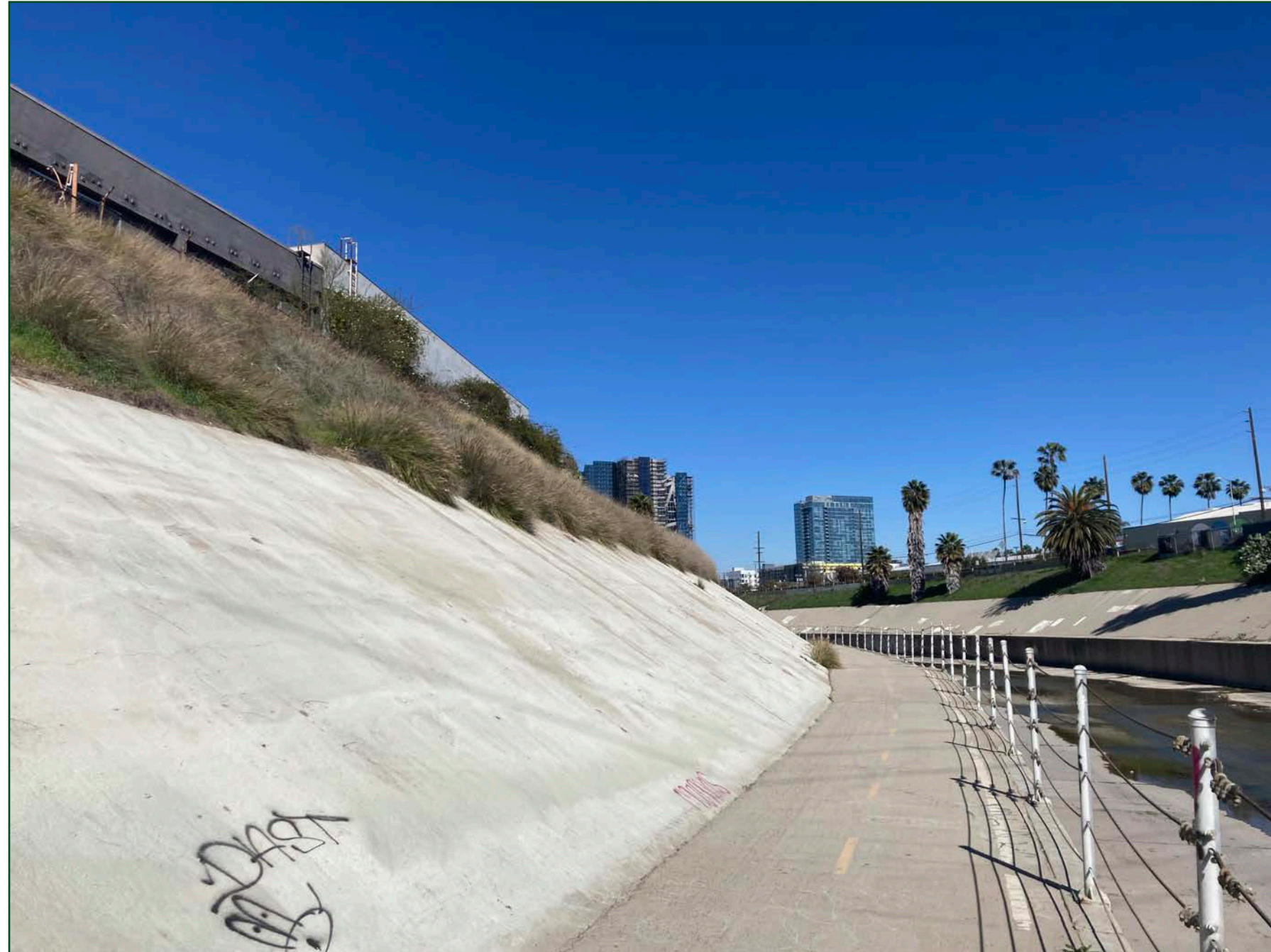## Improve Air Quality & Increase Carbon Storage

CO_2

Community Impact

Introducing trees beside the Bike Path will make it a more attractive route on days that are increasingly hot due to climate change.

Existing Conditions

Coast Live Oak

Coast Live Oaks *(Quercus agrfiolia)*
can be found from Mendocino down to Baja California.
They are the only native oak that thrives in coastal
environments. At maturity, the height of these long-lived
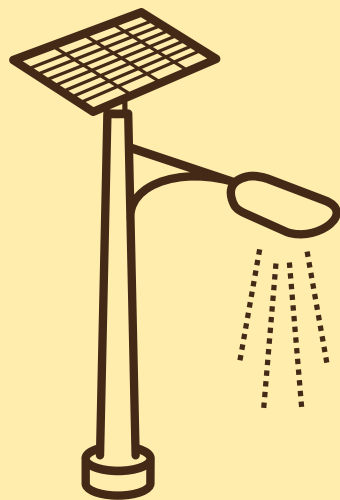ranges from 30'-80'.

River She Oak

River She-Oaks *(Casuarina cunninghamiana)* at maturity can reach heights above 60'. Once established, these Australian natives are known to be fast-growing, drought-tolerant, hardy, and long-lived trees.

Install Solar-Powered Lighting

Increased Security & Visibility

Reduce Energy Use & Light Pollution

Community Impact

Added lighting will expand the Bike Path's usable hours as well as improve user safety & security overall.

Pole Lighting

Model	Green Frog Systems STEALTH-V5
Watts	50W
Lumens	9,350lm
Light Temp	4000K / 3000K (Optional)
Dark Sky Compliance	Yes, but does not have formal certification
Battery	Backup: 54 hours
Material	Die-cast aluminum chassis with TIGER Drylac ® marine grade powder coating and stainless steel fixtures
Fixture	2-3/8" OD tenon pole mount bracket
Mounting	10-26'
Warranty	10 years (Battery) / 5 years (Unit) / 25 years (Solar Panel)
HQ	Dallas, TX
Notes	Approved for Bike Path use by City of LA
ROM	360° motion sensing

LUX AWARDS 2020 WINNER
EXTERIOR LUMINAIRE OF THE YEAR

Underpass Lighting

|	
Model	Green Frog Systems 50-MSL Solar Shelter Light
Watts	7W / 15W
Lumens	1,402lm / 2,805lm
Light Temp	4000K / 3000K (Optional)
Dark Sky Compliance	Yes, but does not have formal certification
Battery	Backup: 54 hours
Material	Die-cast aluminum chassis with TIGER Drylac ® marine grade powder coating and stainless steel fixtures
Mounting	Hardware provided by GFS (exact parts TBC)
Warranty	10 years (Battery) / 5 years (Unit) / 25 years (Solar Panel)
HQ	Dallas, TX
Notes	Panel is separate from light and can be placed as desired (in sunny location), then connected to light
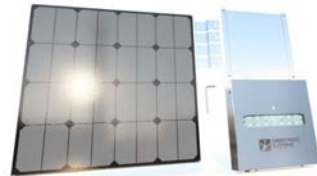
Replace Existing PCC Path With Pervious Concrete

Reduce Contaminated Water Runoff
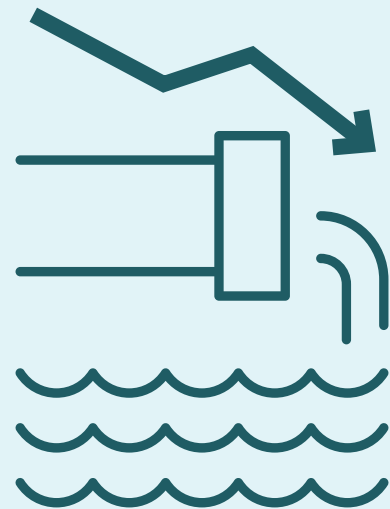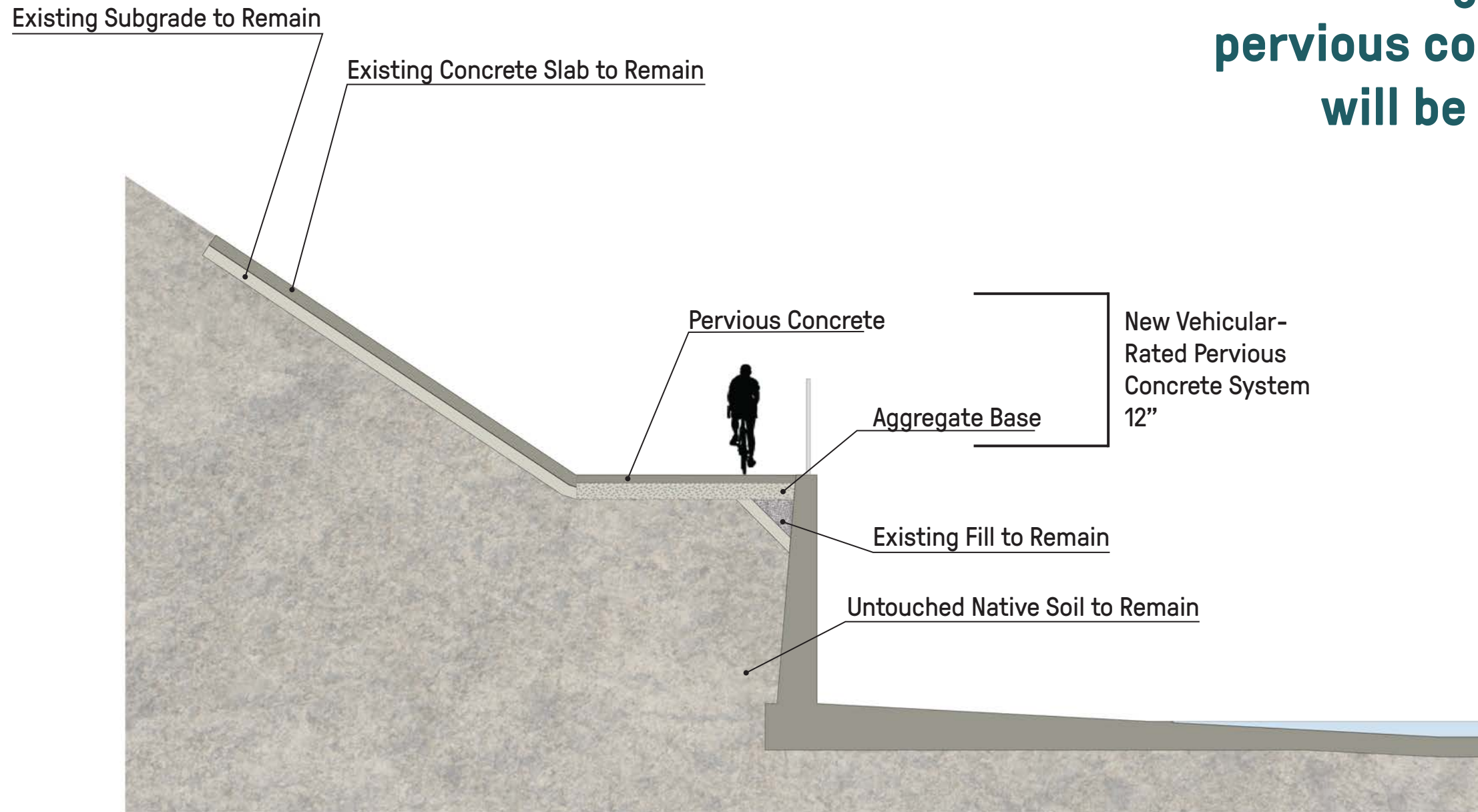
Improve Groundwater Recharge

Community Impact

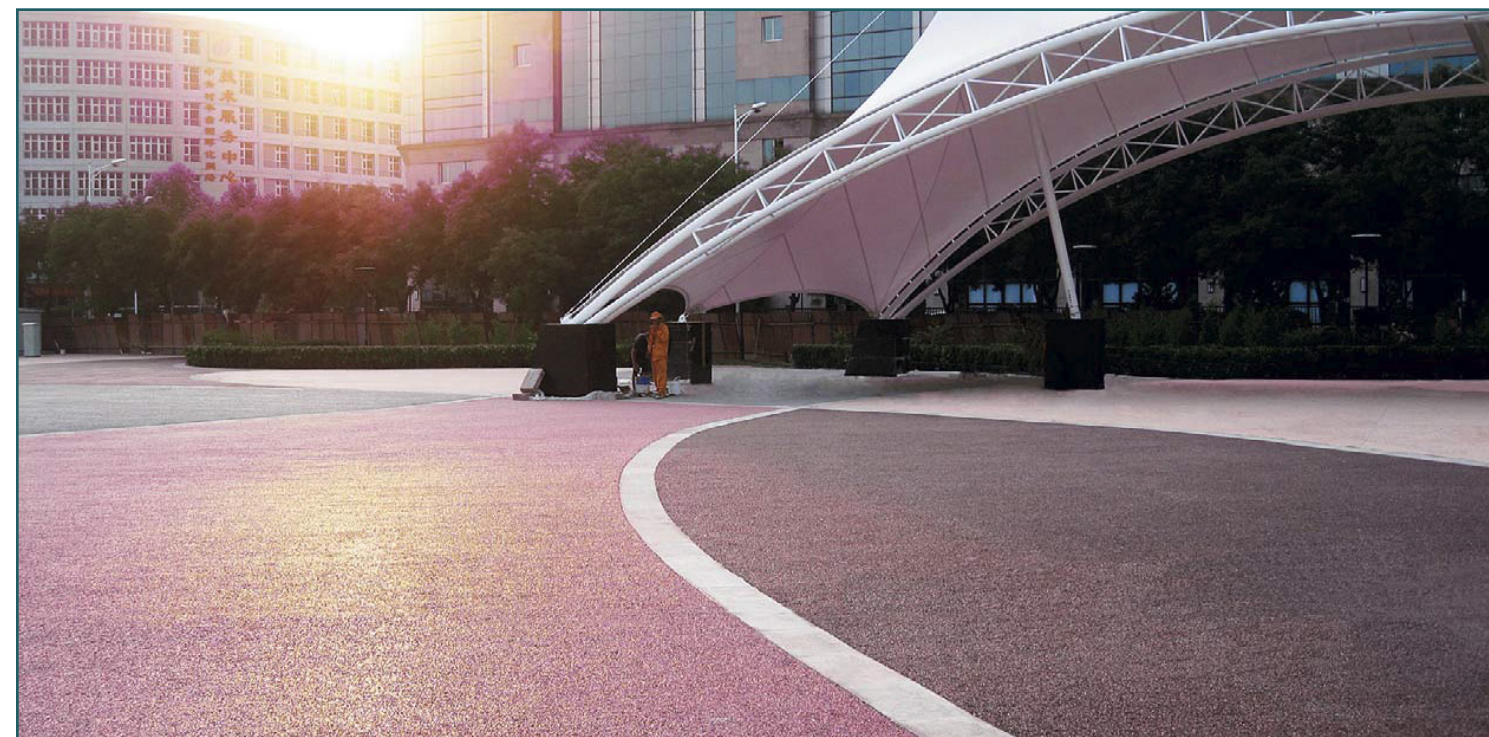Introducing permeable surfacing & more paths of infiltration will benefit the entire watershed.

If budget allows, pervious concrete system will be employed

Existing Subgrade to Remain

Existing Concrete Slab to Remain

Pervious Concrete

New Vehicular-Rated Pervious Concrete System 12"

Aggregate Base

Existing Fill to Remain

Untouched Native Soil to Remain

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Pervious Concrete: 5 to 8" material depth with a stone reservoir layer. Thicker depth is required compared to standard concrete, resulting in roughly double the cost. Maintenance requires periodic vacuuming to prevent clogging. Requires a 7-day cure for installation.
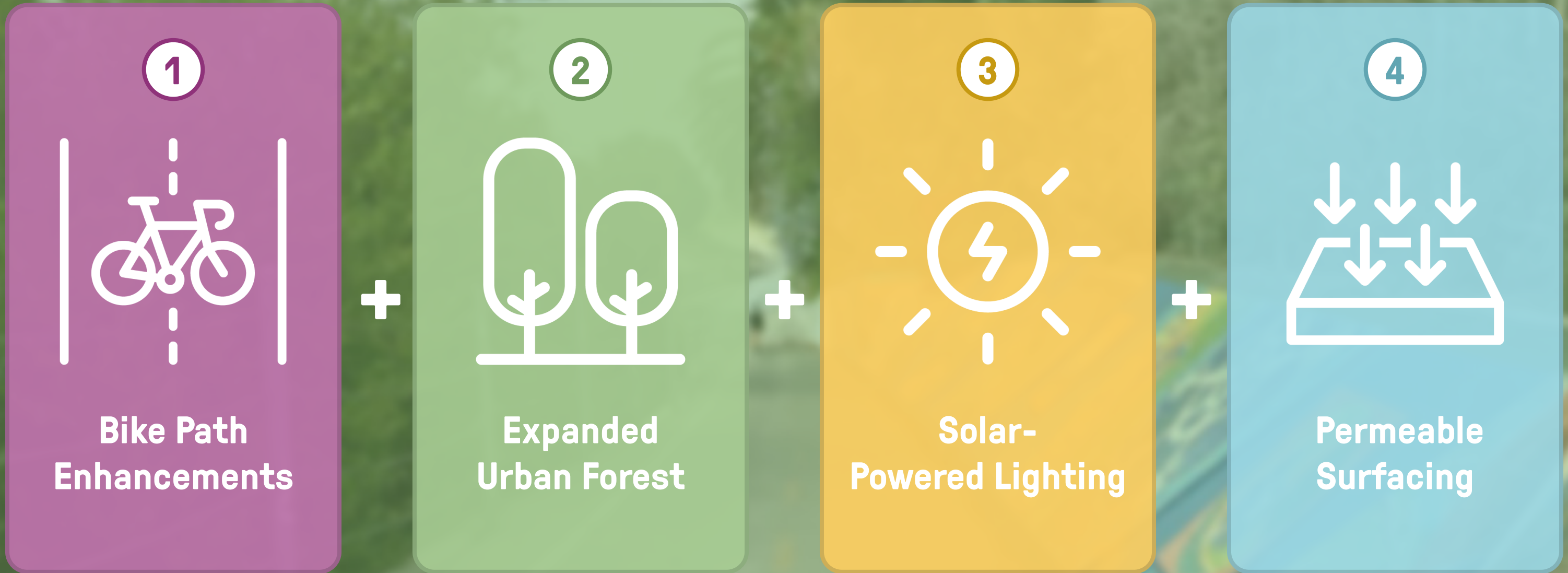
Advantages: Durability. High surface albedo. Low-cost life cycle and the lowest maintenance option long-term. Highest runoff reduction potential. Range of color options.

Disadvantages: Higher upfront costs. More texture and surface resistance than conventional concrete.

Conclusion

Conclusion
Greening the Greenway

1 Bike Path Enhancements

+

2 Expanded Urban Forest

+

3 Solar-Powered Lighting

+

4 Permeable Surfacing

= Improved user experience

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