



BALDWIN HILLS COMMUNITY RESILIENCE AND ACCESS PLAN



ACKNOWLEDGMENTS

Baldwin Hills Community Resilience and Access Plan

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Baldwin Hills Community Resilience and Access Plan

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- Los Angeles Metro First/Last Mile Planning Division
- Los Angeles Neighborhood Initiative (LANI)
- Los Angeles Regional Collaborative for Climate Action and Sustainability (LARC)

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EXECUTIVE SUMMARY

Baldwin Hills Community Resilience and Access Plan

Los Angeles residents face the impacts of climate change every day, including everything from increased extreme heat days to prolonged droughts and wildfires. Climate models project that climate impacts will continue to worsen in the coming decades. Even with aggressive, best-case-scenario greenhouse gas reduction efforts to mitigate future warming, some temperature increases are locked in. As Los Angeles continues to warm, disadvantaged communities are most vulnerable to climate impacts, especially from extreme heat, and steps must be taken to adapt to the changing conditions.

Extreme heat events cause more deaths annually in the US than all other extreme weather events, and are especially traumatic for populations in poverty, those without air conditioning, those without water, and those that lack shade. In South Los Angeles, 64% of households are below the poverty level and 59% of residents don't have access to air conditioning. Meanwhile, the number of days over 95 degrees is increasing in South LA from its 1990 average of about 5.6 days per year to a projected average of 13 days in the middle of the century, and about 27 days at the end of the century.¹

The Baldwin Hills Parklands (Parklands) are a haven of green space in South LA. They are surrounded by areas with moderate, high, and very high park need, as well as low tree canopy and high pollution burdens.^{2,3,4} With disproportionately low rates of urban trees available to reduce temperatures and offer shade, many South LA residents are more vulnerable to extreme heat and face greater public health threats than populations in surrounding areas. Though the Parklands offer a valuable green space to cool down and enjoy the outdoors in an otherwise highly urban environment, they remain hard to access for residents of South LA and could be enhanced with additional services to increase resilience.

In 2020, Climate Resolve received grant funds to plan for enhanced resilience centers/spaces in the Parklands, as well as increase access. This plan built on an analysis of current and prior efforts, and grassroots community insight from local residents. Through stakeholder engagement, the project team aimed to center South LA voices, including those most affected by climate impacts, in the planning process.

In the following report, we highlight the existing climate impacts in the area surrounding the Parklands, detail our stakeholder engagement plan and approach, provide a design and transportation analysis for potential sites for resilience centers and spaces, and give recommendations to move forward. Below, we offer key takeaways and priority recommendations.

1 Chen, Mo, George A Ban-Weiss, and Kelly T Sanders. 2020. "Utilizing Smart-Meter Data to Project Impacts of Urban Warming on Residential Electricity Use for Vulnerable Populations in Southern California." *Environmental Research Letters* 15 (6): 064001. <https://doi.org/10.1088/1748-9326/ab6f6e> and <https://www.eurekalert.org/news-releases/813244>.

2 Los Angeles County Department of Parks & Recreation (2016). *Los Angeles Countywide Comprehensive Parks & Recreation Needs Assessment*. <https://lacountyparkneeds.org/pna-home/>.

3 TreePeople and the Center for Urban Resilience (CURes) at Loyola Marymount University (2021). *Los Angeles County Tree Canopy Advanced Viewer*. <https://www.treepeople.org/los-angeles-county-tree-canopy-map-viewer/>.

4 Office of Health Hazard Assessment (OEHA). 2022. "CalEnviroScreen 4.0." <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

EXECUTIVE SUMMARY

Baldwin Hills Community Resilience and Access Plan

KEY TAKEAWAYS AND PRIORITY RECOMMENDATIONS

- ▶ The project team had a robust engagement approach with partners over the past 18 months, and learned that resilience services will be different in every neighborhood, depending on the needs, capacities and circumstances facing the community.
 - ▶ **Recommendation:** As we continue to plan out improvements to the Parklands, resources should be targeted to engage directly with community members to incorporate local wisdom, as well as engage with park operators and managers early and often for any planned improvements.
- ▶ One or multiple site locations should be considered for resilience centers/spaces in the Parklands, and resilience services should support the existing usages of the sites. Sites analyzed in this plan, based on feedback from the stakeholder engagement process, include Kenneth Hahn State Recreation Area, Norman O. Houston Park, Jim Gilliam Park, and Yvonne B. Burke Sports Complex.
 - ▶ **Recommendation:** Design principles to include in a resilience center/space should have modular characteristics that are customizable to the needs of each site, flexible and adaptable resilience strategies, and sustainable energy and water systems.
- ▶ Some resilience strategies proved highly popular with stakeholders. These included building more hydration stations, erecting shade structures and improving WiFi/cellular reception.
 - ▶ **Recommendation:** Resilience centers/spaces built in the Parklands should incorporate popular resilience strategies, as needed, in each potential location.
- ▶ Transportation needs of South Los Angeles residents, as well as general park visitors, must be addressed to ensure local communities have access to critical green space and the proposed resilience services.
 - ▶ **Recommendation:** Improve transit, walking, biking, and ADA access, in and around the Parklands, both through additional transportation infrastructure and enhanced transit services (see Matrix on pg. 53).
- ▶ The design concepts and transportation recommendations proposed in this document are a significant first step in the process of visualizing and actualizing community vision, but more coordination is needed for pragmatic implementation. Additionally, with any potential infrastructure projects, long-term maintenance and stewardship is vital.
 - ▶ **Recommendation:** Further work with partners should address how design concepts and transportation recommendations can be funded and align with local government efforts, and plan for ongoing investment in maintaining utilities and cleanliness. Educational programs like bike safety instruction and emergency preparedness trainings for park visitors should also complement the resilience improvements.

Parks can be a powerful and innovative space to reimagine social equity and climate resilience, especially for those who face the legacy of redlining, and present-day assaults of racism, exclusionary planning, and economic injustice. Parks are public spaces. Parks welcome all. Parks offer shade, water and places to rest. Parks can boost resilience, during everyday use and in emergencies.

BACKGROUND AND PURPOSE: URBAN PARKLANDS AS RESILIENCE

Baldwin Hills Community Resilience and Access Plan



View of downtown LA from the Parklands
Image Credit: Climate Resolve

Resilience in the face of extreme events has become an urgent matter as the frequency of disasters has nearly doubled in the past 20 years: including incidence of drought, wildfire, flood, and heat waves.⁵ Resilience is conceptualized as the ability of a community to anticipate, accommodate, and positively adapt to conditions or hazard events.⁶ Fostering resilience enhances quality of life, economic vitality, & conservation of resources for present & future generations. According to the Urban Sustainability Directors Network (USDN), resilience spaces/centers can include community gardens, community-managed open spaces, community-supported green infrastructure, tool-banks, microgrids or other similar community-serving spaces that are intended to enhance community resilience.

In 2020, Climate Resolve received a Proposition 68 grant to develop a plan for the Baldwin Hills Parklands (Parklands) that will increase resilience during emergencies and enhance resilience services for everyday usage. We use the terminology “resilience centers” and “resilience spaces” interchangeably throughout the report to describe what enhanced physical structures, open space, and programming could look like in the Parklands.

5 Centre for Research on the Epidemiology of Disasters, United Nations Office for Disaster Risk Reduction. 2020. “The Human Cost of Disasters: An Overview of the Last 20 Years (2000-2019).” <https://www.undrr.org/publication/human-cost-disasters-overview-last-20-years-2000-2019>.

6 Urban Sustainability Directors Network. 2022. “What Are Hubs?” Resilience Hubs. June 24, 2022. <https://resilience-hub.org/what-are-hubs/>.

BACKGROUND AND PURPOSE: URBAN PARKLANDS AS RESILIENCE

Baldwin Hills Community Resilience and Access Plan

The Baldwin Hills Community Resilience and Access Plan suggests how infrastructure improvements and new programming can aid resilience. This plan also suggests new ways of accessing the Parklands via walking, biking, public transportation, and driving, especially from neighboring resource-poor Disadvantaged Communities (DACs) in South LA. The overall goal of the plan is for the Parklands to become an innovative community resource, with a focus on building climate resilience and increasing access to park benefits for South Los Angeles residents. This project may serve as a model for other urban parks across the country – and show that by investing in nature-based resilience in communities that need it most – we can increase adaptive capacity while yielding other important co-benefits.

The Baldwin Hills Community Resilience and Access Plan builds on earlier planning efforts, including the Baldwin Hills Master Plan (2002), Baldwin Hills Linkages and Access Study (2005), Park to Playa Trail Feasibility Study and Wayfinding Plan (2011), Biota of the Baldwin Hills: An Ecological Assessment (2017), Baldwin Hills Conservancy Strategic Plan Update (2017 and 2020), and La Brea Ave & La Cienega Boulevard Greening Study (2021).⁷

The Resilience Plan suggests improvements to foster human resilience, not the traditional park focus on ecosystem resilience, (which is highly important but not the focus of this plan). During the COVID-19 pandemic, people flocked to local parks as a safe place outside the home and a place of restoration and renewal in hard times. Parks provide wellness opportunities for children, families, older adults, and the general population to get out of isolation, be in the outdoors surrounded by community, and have access to green space. From offering public spaces to take refuge during hot days in order to prevent heat illness to providing sites for community mobilization during emergencies, urban parks are a community resource for resilience.

With proper investment, programming, and good design, parks can respond to public health challenges and climate change risks in a way that enhances the ability of surrounding communities to adapt and thrive.

⁷ California, State of. Baldwin Hills Conservancy. <http://bhc.ca.gov/library/>.

EXISTING CONDITIONS AND PROJECTED CLIMATE IMPACTS

Baldwin Hills Community Resilience and Access Plan



Creek at Kenneth Hahn State Recreation Area
Image Credit: Climate Resolve

For the Parklands to thrive, it is important to understand how climate change will affect people in Baldwin Hills, and then help equip stakeholders and policymakers to develop strategies to reduce risk and loss. The following analysis is a high-level summary of existing and projected climate impacts in the Parklands. The full Desktop Review, including further analysis, methodology, maps, and sources, is included in Appendix A of this report.

Our Part 1 analysis evaluates hazards present in and around (1-mile radius) the Parklands:

- The Parklands area will continue to warm. Annual average maximum temperatures are projected to increase around 3 - 4°F by mid-century, and 4 - 7°F by end-of-century.
- Temperature extremes are also expected to increase. For the Baldwin Hills area, the extreme heat day threshold is 100°F. The projected maximum number of extreme heat days is expected to increase by 9 - 12 days by mid-century and 13 - 38 days by end-of-century.
- Nighttime temperatures will increase, which has a direct public health impact as the body needs time to recover from heat. The likely number of warm nights is expected to increase by 32 - 44 days by mid-century and 46 - 103 days by end-of-century.
- Tree canopy percentage within the Parklands as a whole is on average 20%, which is just under the median for the County. However, there is considerable variation at the parcel level, ranging from 0% to 65% tree canopy.
- The projected threat of West Nile Virus infections may increase in significance due to increasing temperatures and declines in rainfall.
- Portions of the Parklands are considered to be a Very High Fire Hazard Severity Zone by CAL FIRE. As a result of the 1985 Baldwin Hills Fire that destroyed 53 homes and killed three people, section 57.21.07 of the Los Angeles Municipal Code, Baldwin Hills is included in the Brush Clearance Inspection Program.

EXISTING CONDITIONS AND PROJECTED CLIMATE IMPACTS

Baldwin Hills Community Resilience and Access Plan

- Earthquakes, landslides, and liquefaction pose significant risk to the area. The Newport - Inglewood Fault zone passes along the Parklands and is predicted to be capable of a 6.0 - 7.4 magnitude earthquake.
- Birds, amphibians and reptiles that historically lived in the Parklands have become rare due to their habitats being replaced with exotic grasses and invasive species.
- The risk of flooding and sea level rise is low for the area.

Our analysis in Part 2: Park and Health Equity identifies the following existing conditions:

- Land cover and park need analyses indicate that the Parklands are a haven of green space in the surrounding areas.
- Portions of the Parklands rank within the top 25 percentile CalEnviroScreen 4.0's Pollution Burden and scored within the bottom 25 percentile of Healthy Places Index due to the presence of high levels of Particulate Matter 2.5 (PM 2.5) and proximity to facilities that make or use toxic chemicals, as well as vehicular traffic pollution.
- Life expectancy is reduced in communities east of the Parklands in correlation with high/very-high park need and low tree canopy/vegetation.

STAKEHOLDER ENGAGEMENT PLAN AND APPROACH

Baldwin Hills Community Resilience and Access Plan

From the outset of the project, the Baldwin Hills Community Resilience and Access Plan was guided by the notion that planning for climate resilience and social equity should be led by, and rooted in, community vision. Specifically, the team aimed to ensure that stakeholders represented diverse voices surrounding the Parklands, with a focus on Disadvantaged Communities (as defined by CalEnviroScreen)⁸ in the South Los Angeles neighborhoods east and north of the Parklands.

Due to redlining, racism, and environmental injustice in land use planning, residents of South LA have historically been excluded from parks and green spaces, and face the front lines of climate impacts like extreme heat, air pollution, and lack of tree canopy near their homes. Informing communities of the planning efforts was not enough; the project team wanted to ensure that community members could actively guide the solutions that shape local climate resilience and, ultimately, transform the future of the Parklands.

In order to deliver on this robust community engagement, Climate Resolve partnered with the South Los Angeles Transit Empowerment Zone (SLATE-Z), an organization formed by the community to address issues living at the intersection of economic revitalization and environmental sustainability. SLATE-Z was asked to design an engagement process that would promote equity and support the needs of existing communities. The stakeholder engagement plan outlined the purpose, goals, approach, activities, and metrics driving the engagement process, and helped guide strategy throughout the project. The plan was treated as a living document that could be updated and iterated to respond to, and include changes in: COVID-19 protocols and safety, best practices for virtual and hybrid engagement, and other lessons learned as the team adapted to virtual engagement amidst the outbreak of COVID-19.

Climate Resolve and SLATE-Z laid out four goals for the stakeholder engagement plan:

- Learn from community members about the climate-related risks, challenges, or impacts they experience, what strategies they developed to cope, and any opportunities they see or ideas they may have to minimize harm from future threats;
- Learn from community members about how they access the Parklands and their thoughts on barriers and potential improvements for access;
- Make community members and other stakeholders aware of existing features of the Parklands as well as proposed upgrades to the park; and
- Empower stakeholders to identify actions in preparing for climate change and suggest the best ways to implement the Community Resilience and Access Plan.

From there, the stakeholder engagement for the Community Resilience and Access Plan was developed for each of the distinctive, surrounding neighborhoods of the Parklands. Broad

⁸ Office of Environmental Health Hazard Assessment. 2022. "CalEnviroScreen 4.0." <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40>.

STAKEHOLDER ENGAGEMENT PLAN AND APPROACH

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engagement strategies reached the neighborhoods surrounding the Parklands, such as Culver City, Inglewood, Ladera Heights, Windsor Hills, View Park, and the West Adams area of South LA, as well as the broader City of LA and County of LA. Activities included:

- Hosting an introductory project presentation;
- Developing a community-wide online survey that could reach up to 300 stakeholders;
- Developing project materials for a project webpage; and
- Facilitating four public work group meetings between June 2021 and May 2022.

Deep dive engagement reached additional South LA neighborhoods by having targeted outreach strategies. The project team involved residents who were participating in local efforts or organizations, and represented Disadvantaged Communities. Activities included:

- Establishing a 13-member Resident Advisory Committee (RAC) and
- Organizing a field trip to the Parklands.

A summary of engagement materials is featured on the Baldwin Hills Conservancy webpage. Community feedback from all components of engagement, including webinars, workgroups, survey responses, conversations with RAC members, and field trip workshops, were incorporated into the planning process, and guided the development of our design, transportation, and general recommendations.

SURVEY DESIGN

In order to design the survey questions, the project team performed a review of relevant literature, including:

- Green Infrastructure Evaluation Framework (National Recreation and Parks Association, n.d.)
- National Household Survey (Federal Emergency Management Agency, 2019)
- East Harlem Resiliency Study, (New York City Parks, 2019)
- The Value of Urban Parklands: A User Study of the Baldwin Hills (Loyola Marymount University, Center for Urban Resilience, 2017)
- Statewide Survey, Californians and their Government (Public Policy Institute of California, 2014)
- Park Use and Physical Activity in a Sample of Public Parks in the City of Los Angeles (RAND Corporation, 2006).

The project team received feedback on the survey from strategic advisors, and developed a 10- to 15-minute survey, with roughly 30 questions that focused on:

- I. Current Use of the Park
 - A. Transportation to the park
 - B. Activities/park programming

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- II. Adaptive Capacity/Resilience
 - A. Climate related events
 - B. Social cohesion
 - C. Emergency preparedness
 - D. Environmental health and conditions
- III. Potential Use of the Park
 - A. Transit access
 - B. Proposed activities
 - C. Adaptive capacity/resilience
- IV. Demographics

The project team launched the survey through an online Survey Monkey link in the beginning of July 2021, and closed it at the end of August 2021. Twenty-five dollar gift cards were raffled as an incentive for taking the survey. The survey, which was available in English and Spanish, was distributed to all SLATE-Z and Climate Resolve partner organizations to share through social media, newsletters, and webpages. Around 300 responses were received. The project team used the responses to inform transportation questions and design concepts during the public work groups. (For a full list of survey questions, see Appendix B of this report.)

WEB DEVELOPMENT

The project team worked with the Baldwin Hills Conservancy (BHC) staff to upload grant and project materials on a public-facing BHC [website](#), ensuring that community members interested in the project would have a central hub to access materials.

RESIDENT ADVISORY COMMITTEE (RAC)

The project team, led by SLATE-Z, coordinated a 13-member Resident Advisory Committee (RAC) that advised the team on priorities and strategic development of the Community Resilience and Access Plan in the Parklands. RAC members were encouraged to attend all community Work Group Meetings and a Field Trip, and provided key insights on project direction and design. RAC members were provided stipends for their time, engagement, and expertise.

To recruit members, the project team designed a Google Form application that included questions available in both English and Spanish. Applicants were asked about their community involvement, number of years living in South LA, interest in participating in the Resident Advisory Committee, and relevant volunteer or work experience in the South LA community. SLATE-Z reviewed the applications and selected a diverse pool of residents that represented a plethora of organizations, grassroots efforts, and community groups.

STAKEHOLDER ENGAGEMENT PLAN AND APPROACH

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Groups represented by RAC Members – either actively or through prior volunteer experience, jobs, or partnerships – included, but were not limited to:

- Baldwin Hills Community Advisor Panel (CAP)
- California Climate Action Team Public Health Workgroup
- Baldwin Hills Estates Homeowners Association
- California Fish and Game Commission
- National Action Network LA
- Safe LA Streets Task Force
- All Peoples Community Center
- Strategic Actions For a Just Economy (SAJE)
- FILM LA
- KJLH-FM Radio
- JVO Media
- Los Angeles Sentinel
- Community Coalition
- Strategic Concepts in Organizing and Policy Education (SCOPE)
- California Calls
- City of Los Angeles Climate Emergency Mobilization Office
- TRUST South LA
- Los Angeles Black Worker Center
- Esperanza Community Housing
- University of Southern California Environmental Department
- Vision Zero LA
- Rail to River Project
- Latino Coalition of Los Angeles
- Clean Power Alliance
- SLATE-Z
- California Climate Action Corps
- West Adams Neighborhood Council
- People for Mobility Justice
- Safe Routes to School

COMMUNITY MEETINGS AND FIELD TRIP

Throughout the stakeholder engagement process, SLATE-Z, Climate Resolve, and project partners hosted one introductory project presentation, four community work group meetings, a field trip to the Parklands, and a final presentation to the Baldwin Hills Conservancy Board. A timeline and description of engagement activities are listed in more detail below. [Meeting materials such as slides from the presentation, and Jamboards listing community member's ideas and feedback can be found here.](#)

INTRODUCTORY PROJECT PRESENTATION

Los Angeles Regional Collaborative on Climate Action and Sustainability (LARC) Meeting, February 11, 2021

Climate Resolve presented on the Baldwin Hills Community Resilience and Access Plan at the February LARC monthly meeting. The overall topic discussion was, "Resilient Parks and Open Spaces." Climate Resolve gave a brief overview of the project and sought feedback on related research to resilient parks and open spaces that the team should be considering to incorporate in the plan. This presentation was co-sponsored by the American Society of Adaptation Professionals, who gave Climate Resolve a [microgrant](#) to support community engagement and engage the ASAP network in the Los Angeles region and nationwide.

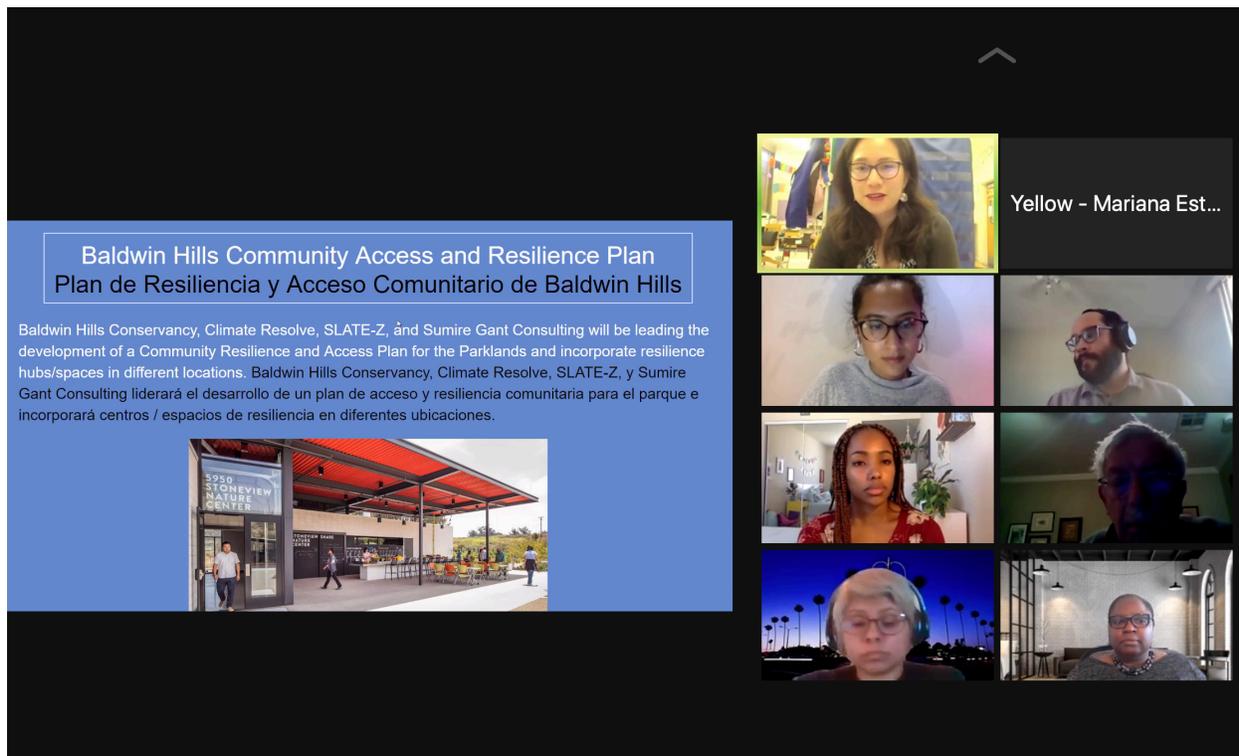
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WORK GROUP MEETING #1

Project Kickoff, June 9, 2021

The team introduced the Community Resilience and Access Plan project and provided a community and transportation overview, including key findings from the desktop review. SLATE-Z focused on how communities access the Parklands and identified existing community barriers and solutions. Well over 100 participants attended the meeting.



A screenshot from the Project Kickoff Meeting, hosted on Zoom
Image Credit: Climate Resolve

FIELD TRIP

October 2, 2021

Climate Resolve and SLATE-Z hosted a field trip to the Parklands for the South LA RAC and relevant stakeholders, including project team staff, strategic advisors, BHC staff, and City and County of Los Angeles Parks and Recreation Department staff members. Originally, we planned to have work group members and the larger community attend as well, but decided to limit the size of the event due to the threat of spreading the COVID Delta variant.

This event served as an opportunity for RAC members and project partners to get to know the Parklands and each other, and to collaborate in an effort to begin visioning for resilience features in the park. An electric bus was provided at no charge by [Lion Electric](#) to take a handful of RAC

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members from the Expo “E” Line Jefferson/La Cienega station to the Parklands, and to transport attendees to the various sites we visited on the field trip (i.e., Kenneth Hahn State Recreation Area and Norman O. Houston Park). During the field trip, attendees received [English](#) and [Spanish](#) field trip workbooks, and were encouraged to participate in the planning process through guided discussions. The project team shared the survey results, led mobility and design exercises with our transportation and design consultants (Adam Wheeler Design and Sumire Gant Consulting), collected community feedback, and synthesized our results to inform the project moving forward. We also worked with a videographer to produce [this](#) short video about the field trip and the larger Community Resilience and Access Plan.



RAC Members and Project Team Members in front of an electric bus at Kenneth Hahn State Recreation Area in October 2021
Image Credit: Climate Resolve

WORK GROUP MEETING #2

Community Resilience Design, November 17, 2021

Building off momentum from the field trip exercises, this meeting introduced the broader public to the idea of designing for community resilience. The team’s lead designer, Adam Wheeler, gave an overview of resilience spaces, and presented some early design ideas and site analysis. In small facilitated breakout groups, attendees provided feedback on initial reactions, desired resilience services for emergencies and every-day use, site preferences, and key barriers and solutions. Overall, 44 participants attended the session.

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WORK GROUP MEETING #3

Transportation & Access, February 9, 2022

The transportation and access meeting was the first chance for community members to see the transportation results gathered from the field trip feedback results, the survey, and the general analysis conducted by our transportation consultant Sumire (Sumi) Gant. Sumi gave a presentation, with maps, of some of the early survey responses she was receiving around access preferences and ideas, and led a Mentimeter exercise asking work group attendees for additional feedback. There were then several presentations from partners involved in simultaneous efforts in the region, namely LADOT's South LA Universal Mobility Pilot. These included the Mobility Wallet, Quick Build Active Streets, Electric Mobility (E-bike library), and Charging for All (electric vehicles). Attendees again entered breakout sessions to discuss these programs before having a larger discussion as a group. Sumi then incorporated learnings from this session into her transportation and access recommendations, which are listed later in this report. Thirty-nine participants attended the session.

WORK GROUP MEETING #4

Final Work Group Meeting & Design Presentation, May 18, 2022

For the last work group meeting, there was a recap of the stakeholder engagement and planning process to date, followed by another design presentation by Adam Wheeler Design, showing the design schematics for Norman O. Houston Park, as well as breakout groups to discuss the designs and services depicted. Thirty-two participants attended the session.

FINAL PRESENTATION

Presentation to Baldwin Hills Conservancy Board, July 22, 2022

In this final outreach activity, the project team presented the final recommendations for the Community Resilience and Access Plan, and provided Board members with a public draft final report. Relevant stakeholders were invited as well. The draft project materials were also shared with City and County of LA Parks and Recreation staff, and other project team partners. Feedback from this meeting, and on the draft report, was then incorporated into the final Community Resilience and Access Plan.

From the survey to the work group meetings, field trip, and final presentation, hundreds of community members and stakeholders were invited to participate in the community engagement process for the Baldwin Hills Community Resilience and Access Plan. Project team members and organizations widely shared outreach materials for public engagement events on various social media platforms, as well as through targeted email outreach to relevant stakeholders.

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Affiliations of Community Work Group Meeting Attendees included, but were not limited to :

- Heal the Bay
- Mayor of Los Angeles' Office of Public Safety
- Best Start
- Department of Toxic Substances Control
- TRUST South LA
- GRID Alternatives
- California Greenworks
- Southern California Public Radio
- CDTech
- West Adams Neighborhood Council
- People for Mobility Justice
- Ride In Living Color Initiative
- Yolanda Davis-Overstreet Consulting
- Village Green Owners Association
- Baldwin Hills Estates HOA
- Manos En Acción
- Empowerment Congress West Neighborhood Development Council (ECWANDC)
- Strategic Actions For a Just Economy (SAJE)
- Move LA
- UCLA School of Public Health
- Community Organized Relief Effort (CORE)
- Los Angeles County Parks & Recreation – Trails Section
- Ultimate Restoration Unlimited (URU)
- LA Audubon
- Nature Nexus Institute
- Los Angeles City Council District 8
- WIN Los Angeles
- FFMA, Inc. (Florence Firestone Merchants Association)
- Home of Kings and Queens nonprofit organization

Stakeholders' participation, thoughtful questions, and insights were incorporated at all stages of the planning process, and were instrumental to the outcomes of the Community Resilience and Access Plan. The engagement showed the project team that the network to create resilience is robust, and there is interest in these types of projects and programming from a wide reach.

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan

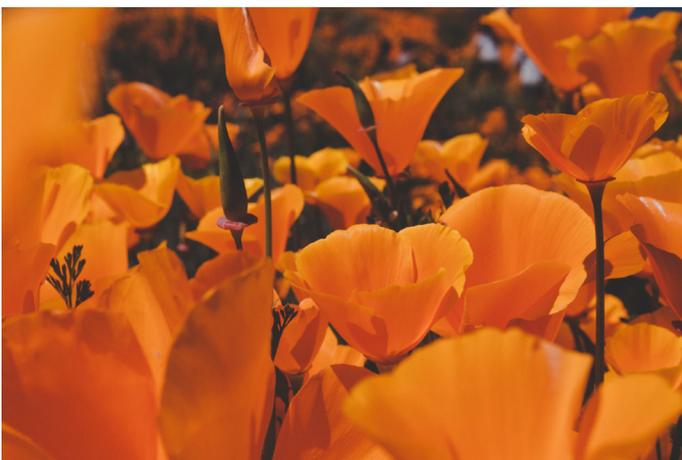
The project team worked diligently to understand how spaces were being used in the Parklands during stakeholder engagement, what resilience services individuals wanted to see more of, and where those services should be generally located. Ultimately, community members selected four sites to be considered for resilience centers or spaces: Kenneth Hahn State Recreation Area, Norman O. Houston Park, Jim Gilliam Park, and Yvonne B. Burke Sports Complex.

In order to bring community recommendations to life, Climate Resolve hired design consultants, Adam Wheeler and Mark Montiel of Adam Wheeler Design, to transform the results of the engagement into design schematics/renderings. The design team conducted a thorough process to come up with the final design renderings for resilience spaces/centers in the Parklands. The design renderings, along with further descriptions of the site inspiration and design process, can be found below.

SITE INSPIRATION AND DESIGN PRECEDENT

As inspiration to ground the design process, the project team looked to examples of resilience in local flora and nature, resilience in locations just outside of the Parklands, and resilience in global settings.

Local plants like the California Poppy and Prickly Pear Cactus were particularly helpful examples that informed the early design process. The California Poppy is phototropic, which means the plant responds to sunlight, and the delicate petals open and close depending on light levels. The petals can also close when the weather is too rough, and the plant is drought tolerant due to its underground taproot system, which stores water. The Prickly Pear Cactus, which can also be found in areas around the Parklands, thrives in extreme heat by reflecting heat with its waxy skin, storing water in stems, reducing water loss with the use of its thorns and leaves. Additionally, its network of spikes helps protect the plant from animals and surrounding threats. The design team used these qualities to guide their design thinking so that any park improvements would be adaptive, responsive to local needs and conditions, and resilient to change.



California Poppy
Image Credit: [Mickey Dziwulski](#) on [Unsplash](#)



Prickly Pear
Image Credit: [Frankie Lopez](#) on [Unsplash](#)

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan

Another resilience example that the design team turned to for inspiration was the nearby Leimert Park and Plaza. The area has been an iconic community hub since the 1980s, and is a go-to community space for local and regional residents. Designed by the Olmsted Brothers, this centrally localized park and plaza is a very accessible place of refuge, provides seating, shade and various activity areas, and regularly hosts art walks, a drum circle, and various cultural celebrations. The park and plaza is also flexible, and in times of emergency could be used as a local distribution center.



The Vision Theater, Leimert Park
Image Credit: [J Jakobson](#) / [Flickr, License](#)



Alley of Trees, Norman O. Houston Park
Image Credit: Adam Wheeler Design



Canvas Shade Structures, Norman O. Houston Park
Image Credit: Adam Wheeler Design

Throughout the early design process, the team also analyzed spaces in and around the Parklands to get a sense of existing structures, materials, community spaces, and infrastructure. These spaces included the Stoneview Nature Center, the Kenneth Hahn Visitor Center, the Mark Ridley Thomas Pedestrian Bridge, the oil rigs in the Inglewood Oil Fields, the Baldwin Hills Scenic Overlook, and the canvas shade structures at Norman O. Houston Park.

In addition to local examples, Adam Wheeler Design researched global architectural examples of every-day spaces, community spaces, and emergency mobilization sites - looking at everything from shade structures to street furniture, civic structures, popup structures, and kit of parts structures.

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan

SITE ANALYSIS

Throughout the stakeholder engagement process, community members continued to stress the importance of resilience services and flexibility that meet changing needs.

After multiple site visits and coordination with local park staff and agencies, the project team began thinking through which site could best serve as a resilience center – thinking there would be one primary location. Upon engaging with the community, however, the feedback the project team received was that each site could be enhanced with the resources that make the most sense for that particular site. Additionally, community members and stakeholders suggested that a resilience center doesn't need to be anchored by a traditional, permanent, stationary building or structure that might detract from existing services. Instead, they suggested that resilience enhancements build on current infrastructure and be flexible and adaptive to be useful for both everyday and emergency use, at one or all of the sites.

Following the initial background research, the design team proceeded to do site analyses of the four locations in the Parklands that were chosen by the project team and community members as potential resilience centers and spaces. Based on feedback from the stakeholder engagement process, including the survey, services that community members wanted to see included or enhanced:

- WiFi / cellular service
- Shade
- Lighting around well-used areas such as bathrooms and picnic space
- Phone/device charging stations
- Bike share/storage area/bike hub
- Water features - hydration stations and dog water stations
- Cooling infrastructure - mist systems, water features, splash pads
- Emergency equipment - generators, communication devices
- Family restrooms
- Wayfinding signage/maps

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan

Ultimately, the engagement process and site analysis made the project team realize that the final design concepts should encompass four key elements:

1

CUSTOMIZABLE

Design principles can and should be applied to any or all of the four sites. While each site, if given funding and approval, will have unique services that meet the needs of the specific site, modular designs can be customized across the board. For example, one site could have a temporary construction structure that could be built in times of emergency, but then stored away during regular days. Additionally, one site could have a larger modular structure to house the requested resilience services, and the structure could be made smaller or bigger with replicable modular units as the needs of the park change (like Lego blocks). If successful, the concept could be used down the line as a model for other urban parklands.

2

FLEXIBLE

Resilience services should be adaptive to the needs of the communities using the services. While some resilience enhancements require more stationary or permanent structures (like a tree planting for additional shade or cell towers for WiFi in the Parklands), other program temporary enhancements (like activating gathering spaces for trainings and distribution of supplies), should be able to change as the needs of the community change.

3

SUSTAINABLE

Since a central focus of this project is on adapting to climate change, it is critical that proposed services provide relief from climate hazards like heat and drought, and use energy and water efficiently. The Parklands already provide some tree canopy, shade, cooling, and natural outdoor access, but the design proposals offer an opportunity to enhance these services by adding features like solar energy, increased bike access, hydration stations, cooling infrastructure (cool roofs/pavements, shade structures, water features), water retention for reuse on landscaping, and other sustainability features. These features both reduce the ecological impact associated with building resilience centers/spaces, and help improve climate conditions in the Parklands.

4

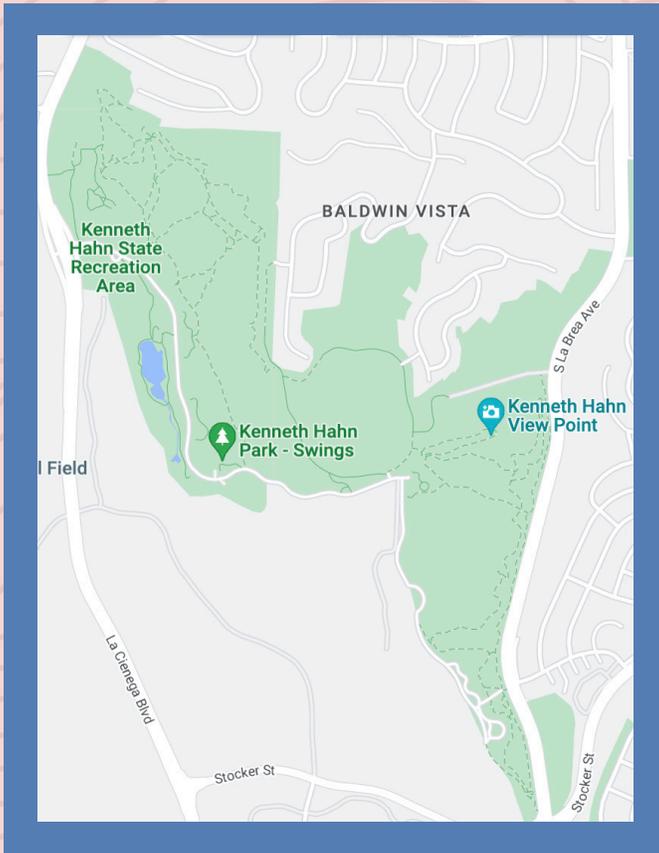
SUPPORTING USAGE OF CURRENT PARK

Resilience services should support and in some cases add to current usage of the park, not take away or replace existing uses. Community members voiced wanting to have a balance in the Parklands of areas for individual activities, group activities, and general open space/nature. Any enhanced amenities should keep those usages and balance in mind.

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan

The information below summarizes some of key features of each of the four sites:



Map of Kenneth Hahn State Recreation Area
Image Credit: Google Maps



Kenneth Hahn Visitor Center
Image Credit: Climate Resolve

KENNETH HAHN STATE RECREATION AREA

▶ KEY FEATURES

- ▶ Existing shade and picnic tables
- ▶ Existing parking
- ▶ Kenneth Hahn Visitor Center facility with a meeting room
- ▶ Open space
- ▶ Park amenities and classes
- ▶ Park trails

▶ PROS

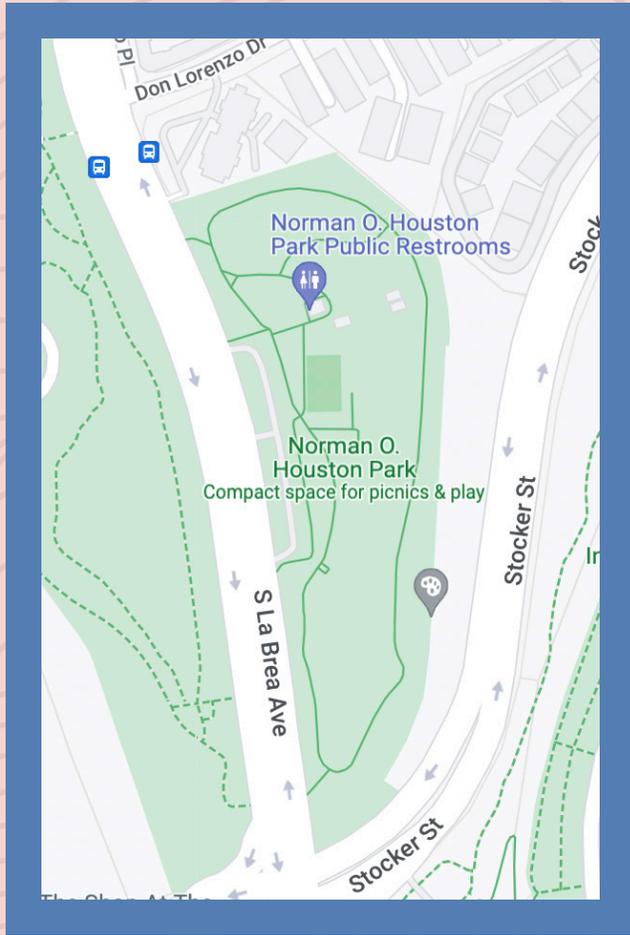
- ▶ Biggest site - diverse landscape and large open space
- ▶ Tourist and local resident attraction
- ▶ At times during the planning process, some community members thought it could serve potentially as a headquarters for resilience services in the Parklands because of the large space
- ▶ Bridge over La Cienega Ave that was recently installed in 2020 helps improve the connectivity of the Parklands for pedestrians and wildlife

▶ CONS

- ▶ Paid parking costs \$7 on weekends
- ▶ Accessible by car only, and low usage for the Link shuttle service

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan



Map of Norman O. Houston Park
Image Credit: Google Maps

NORMAN O. HOUSTON PARK

▶ KEY FEATURES

- ▶ Shade structure
- ▶ Alley of trees
- ▶ Basketball court
- ▶ Bathroom
- ▶ Open space
- ▶ Parking

▶ PROS

- ▶ Highly trafficked by community because of its central location adjacent to residential neighborhoods and highly used intersections
- ▶ Location could make it strategic as a place for deploying emergency resources
- ▶ Has a dilapidated bathroom that could be upgraded, renovated, and built on as a part of infrastructure improvements

▶ CONS

- ▶ Surrounded by busy, unsafe roads for pedestrians trying to access the park on foot
- ▶ Smaller, more crowded space to work with
- ▶ Concerns from residents regarding the already crowded parking lot filling up



Wide View of Norman O. Houston park to west showing dilapidated bathrooms, shade structures, trees, lighting, basketball court, and playground
Image Credit: Climate Resolve

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan

JIM GILLIAM PARK

▶ KEY FEATURES

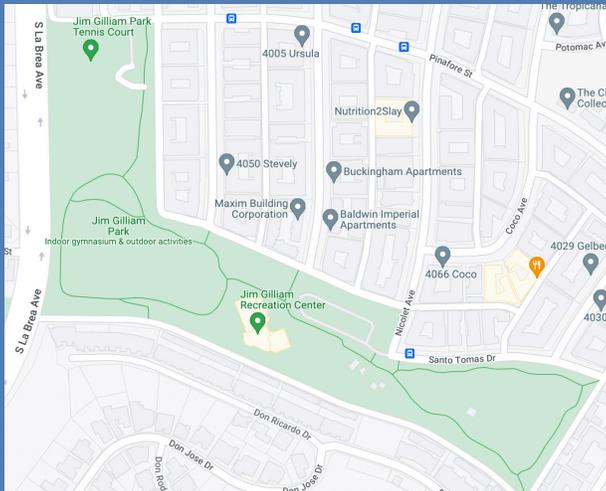
- ▶ Recreation center
- ▶ Senior citizen center
- ▶ Splash pad
- ▶ Basketball courts
- ▶ Baseball fields
- ▶ Open space
- ▶ Parking

▶ PROS

- ▶ Bus stop - transit accessible
- ▶ Accessible by foot via the surrounding neighborhoods
- ▶ Already established and staffed community facility that could be enhanced with further resilience services

▶ CONS

- ▶ Neighborhood park is less visible from the street so may be harder for community members to find or access generally and in times of emergency
- ▶ Some stakeholders expressed concerns that enhanced services might lead to increased traffic in the surrounding residential areas
- ▶ Smaller parking lots/parking on streets in surrounding neighborhoods



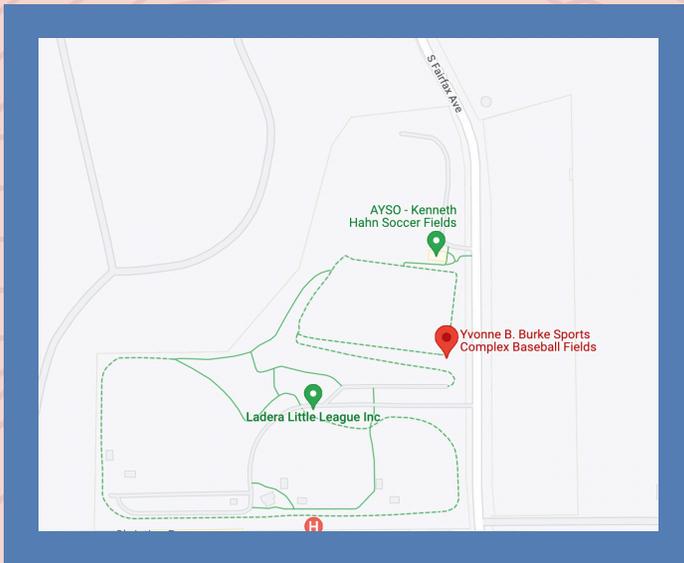
Map of Jim Gilliam Park
Image Credit: Google Maps



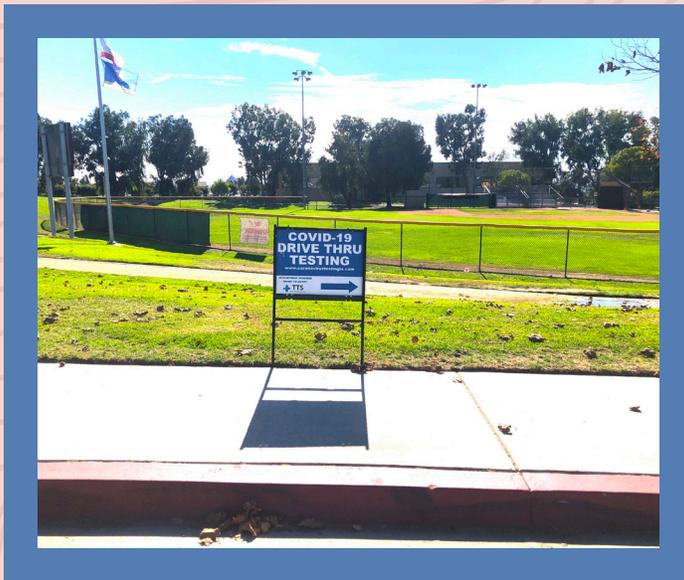
Signage saying Jim Gilliam Park & Recreation Center and Senior Citizen Center with playground in the background
Image Credit: Climate Resolve

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan



Map of Yvonne B. Burke Sports Complex
Image Credit: Google Maps



Sign of COVID-19 Drive Thru Testing at Yvonne B. Burke Sports Complex with baseball field in the background
Image Credit: Climate Resolve

YVONNE B. BURKE SPORTS COMPLEX

▶ KEY FEATURES

- ▶ Many sports fields for baseball and soccer
- ▶ Large open spaces
- ▶ Ample parking

▶ PROS

- ▶ Parking lots are already being utilized for services like COVID testing, could be scaled to meet climate emergency needs and are good for mobilizing
- ▶ Less surrounding traffic on neighboring streets
- ▶ It is a 1/4 mile or six-minute walk from Slauson Avenue bus stop (102 & 108 lines)

▶ CONS

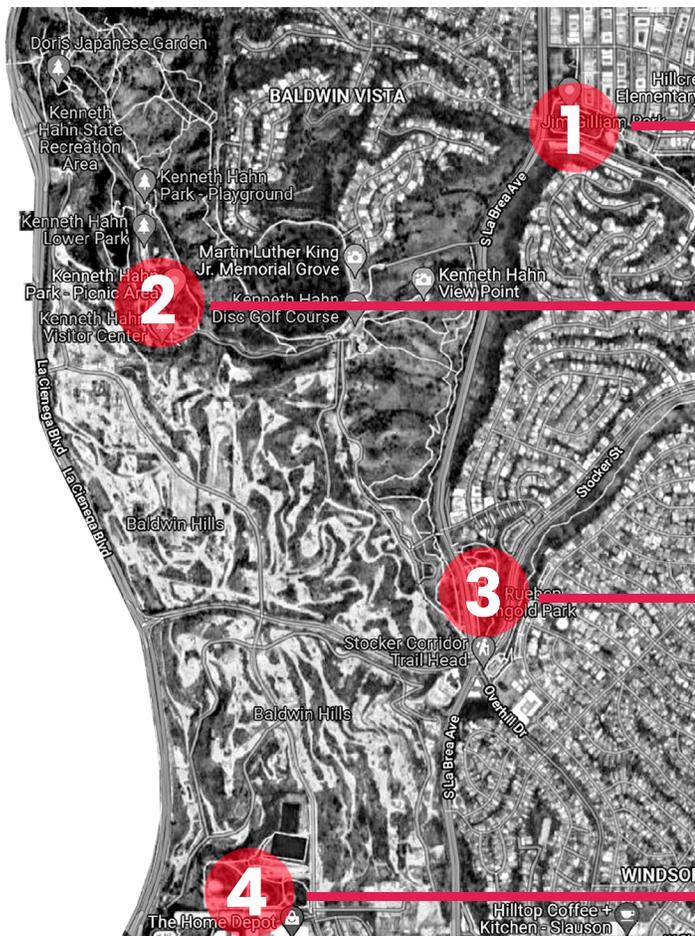
- ▶ Less visible from passerbys on the street (not a busy road), so community members need to seek out location with better wayfinding signage

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan

SITE ANALYSIS AND RENDERING CASE STUDY: NORMAN O. HOUSTON PARK

Given the limited time and funding we had for this planning process, we were able to offer more detailed site analysis and design renderings for Norman O. Houston Park, but not the other Parkland sites. If further funding and support is available, we may consider doing designs for the other sites identified. The materials below, and their earlier iterations, were shared with community members during work group meetings for feedback and discussion. More materials from the engagement are on the [BHC webpage](#). Here are the summarized images and designs from the process.



Jim Gilliam Park

Kenneth Hahn State Recreation Area

Norman O. Houston Park

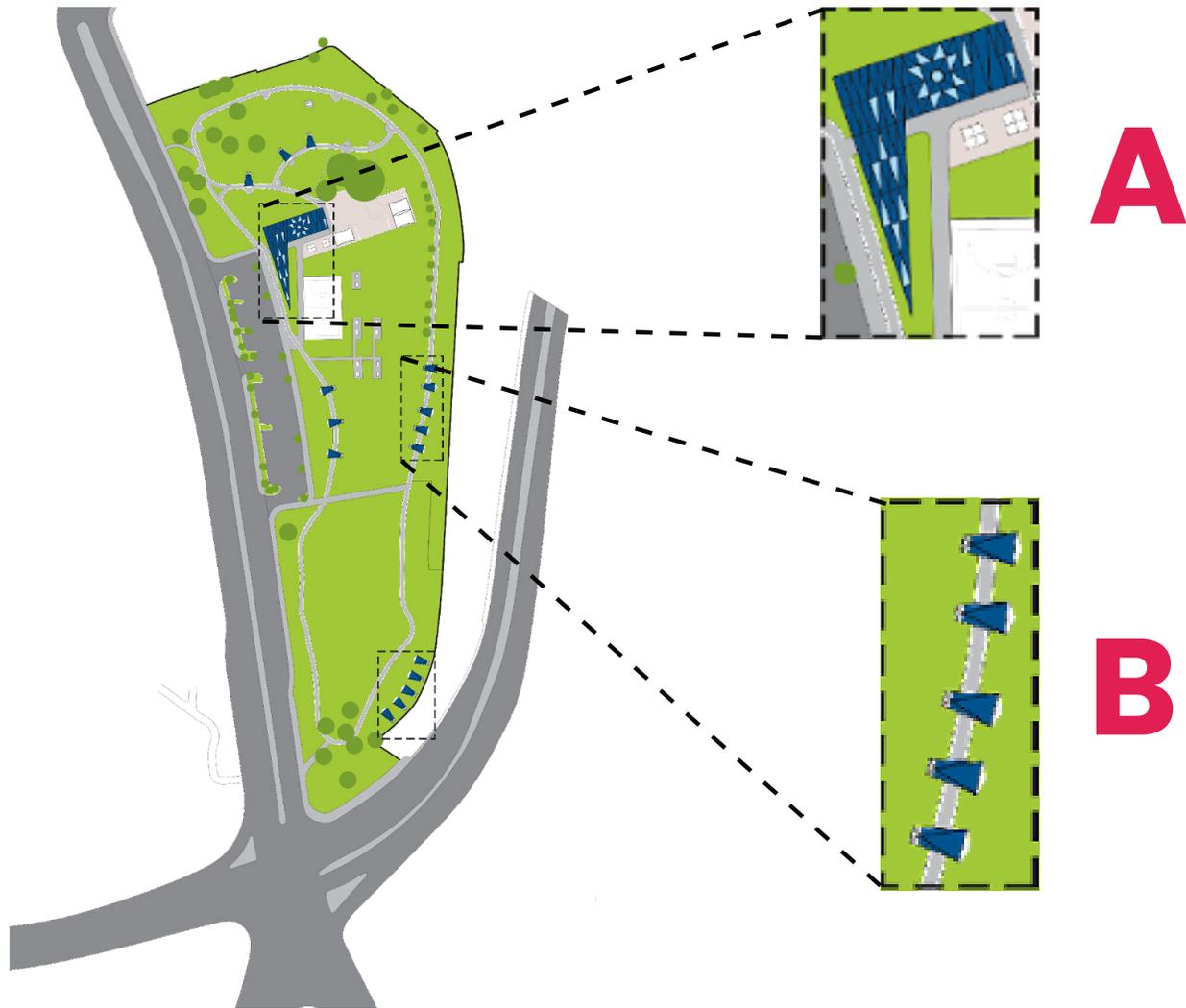
Yvonne B. Burke Sports Complex

Image Credit: Adam Wheeler Design

The map of the four potential sites was shown to community members during a work group meeting. Participants were asked during breakout groups, where do you think a resilience center should be? Options included Jim Gilliam Park, Kenneth Hahn State Recreation Area, Norman O. Houston Park, and Yvonne B. Burke Sports Complex.

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan

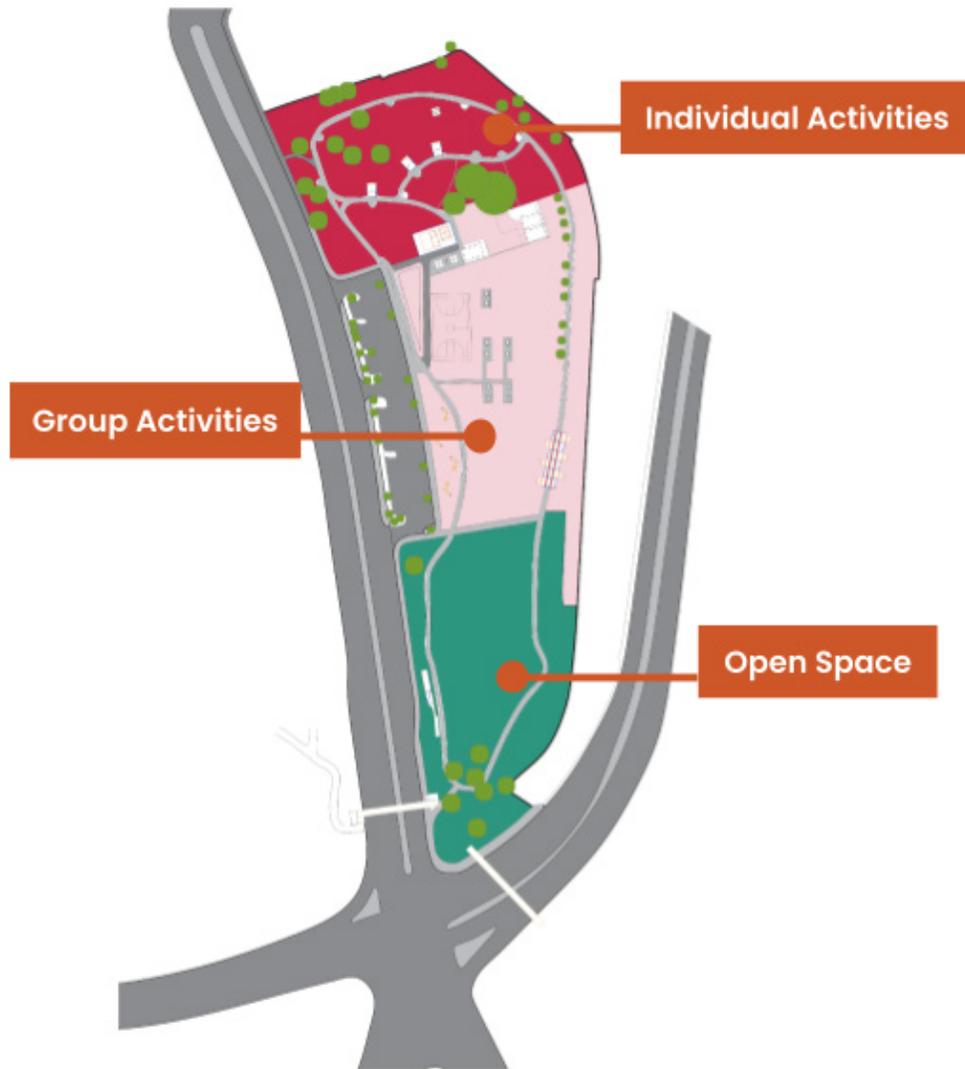


Norman O. Houston Park Enhancements
Image Credit: Adam Wheeler Design

Section A is an enhanced resilience center with bathroom, canopy, and shade structure modules. Services include a bike hub, seating, charging ports, shade, water collection & distribution, upgraded bathrooms, information boards, WiFi distribution, and lighting.

Section B is an enhanced resilience space with added solar canopies. The services include extra shade, seating, charging ports, WiFi distribution, and lighting.

Site Analysis / Norman O. Houston Proposed Park



Map of Norman O. Houston Park existing usages at the park and how potential designs would still allow the balance of individual and group activities as open space
Image Credit: Adam Wheeler Design

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan



Rendering 1: Norman O. Houston Park facing north. Pictured are additional shade structures, a bike hub, charging stations, a bike and walking path, and the existing bathroom, basketball court, and other park features.

Image Credit: Adam Wheeler Design



Rendering 2: Norman O. Houston Park facing north. Features include additional seating, lighting, wayfinding stations, modular shade structures topped with solar panels, and a bike storage hub.

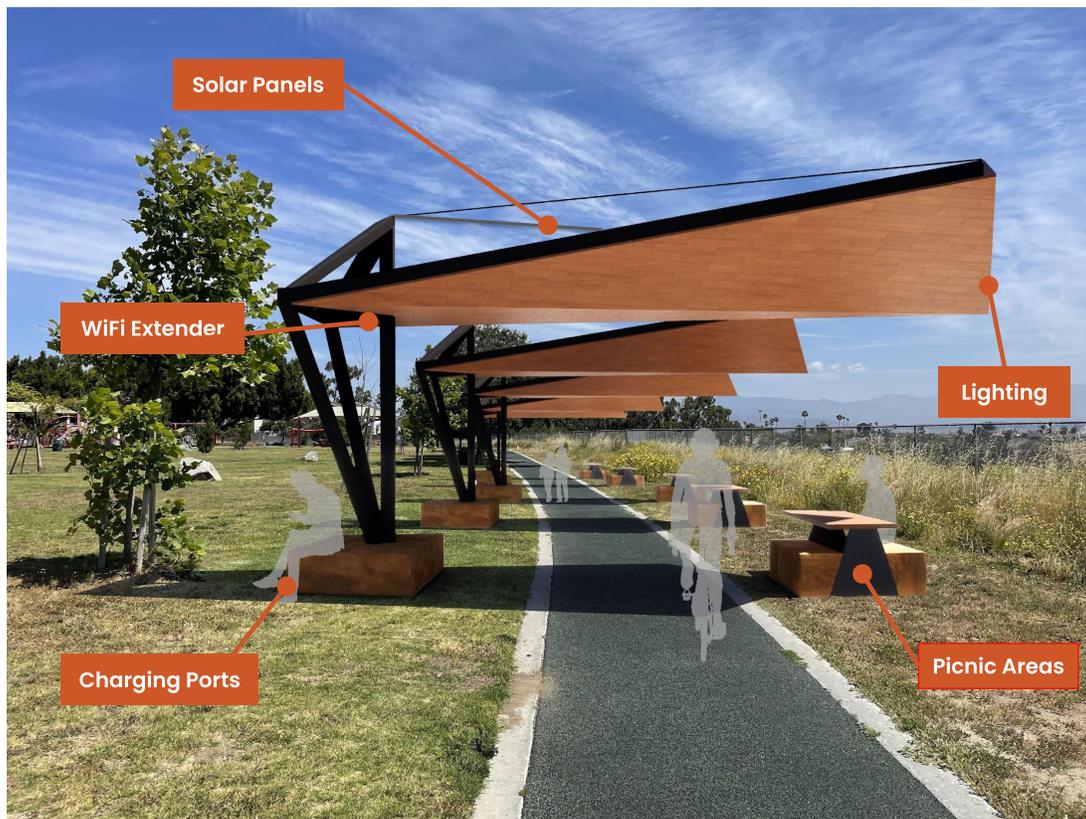
Image Credit: Adam Wheeler Design

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan



Rendering 3: Norman O. Houston Park, facing west. Features include additional seating, lighting, wayfinding stations, modular shade structures topped with solar panels, and charging stations
Image Credit: Adam Wheeler Design

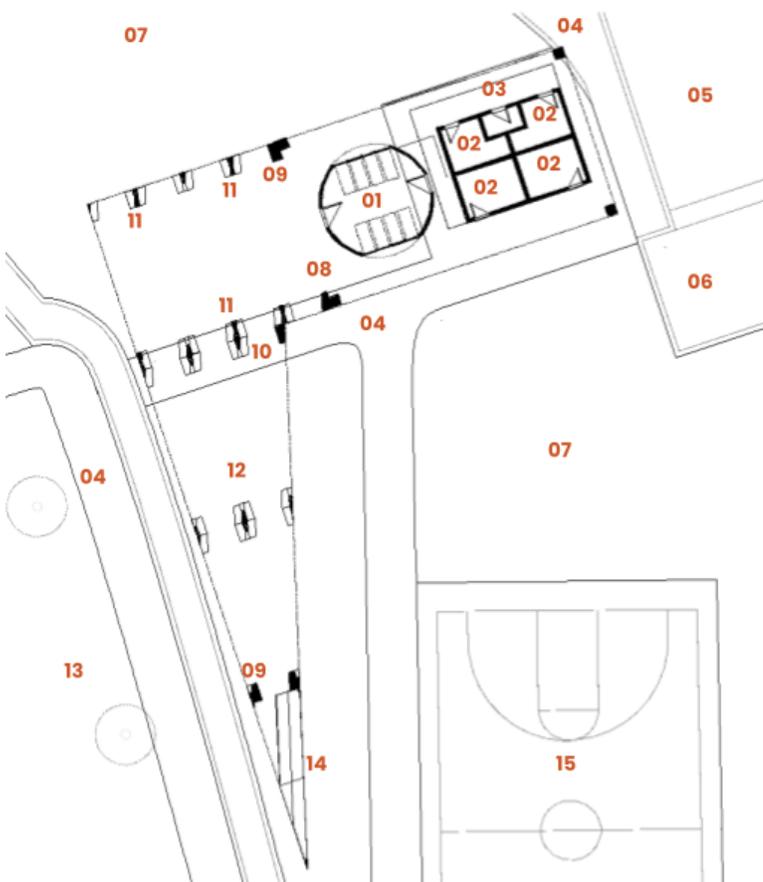


Rendering 4: Norman O. Houston Park facing north. Shade structures over the existing walk/bike path, with resilience features like charging ports, WiFi extenders, solar panels, lighting, and picnic areas. If park-goers wanted more services and shading than the initial center, this could be an extension of the resilience features that could go alongside the path at Norman O. Houston Park.
Image Credit: Adam Wheeler Design

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan

Norman O. Houston Park



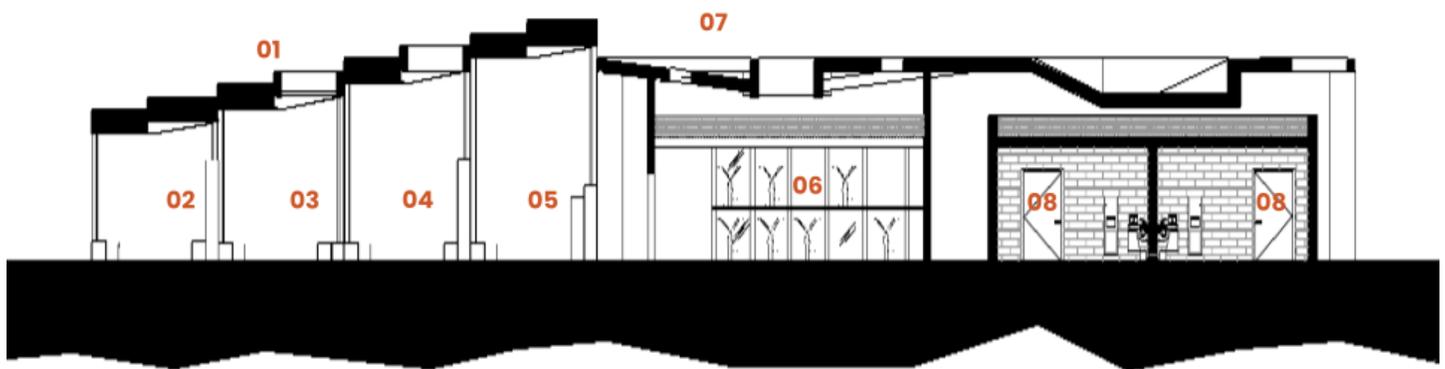
1. **Bike Hub**
2. **Restroom**
3. **Utility Room**
4. **Path**
5. **Playground**
6. **Shade Structure**
7. **Grass**
8. **Bike Fixing Station**
9. **Water Station**
10. **Wayfinding**
11. **Charging Area**
12. **Seating**
13. **Parking**
14. **Bleachers**
15. **Basketball Court**

Aerial plan view of potential and existing resilience services at Norman O. Houston Park
Image Credit: Adam Wheeler Design

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan

Norman O. Houston Park

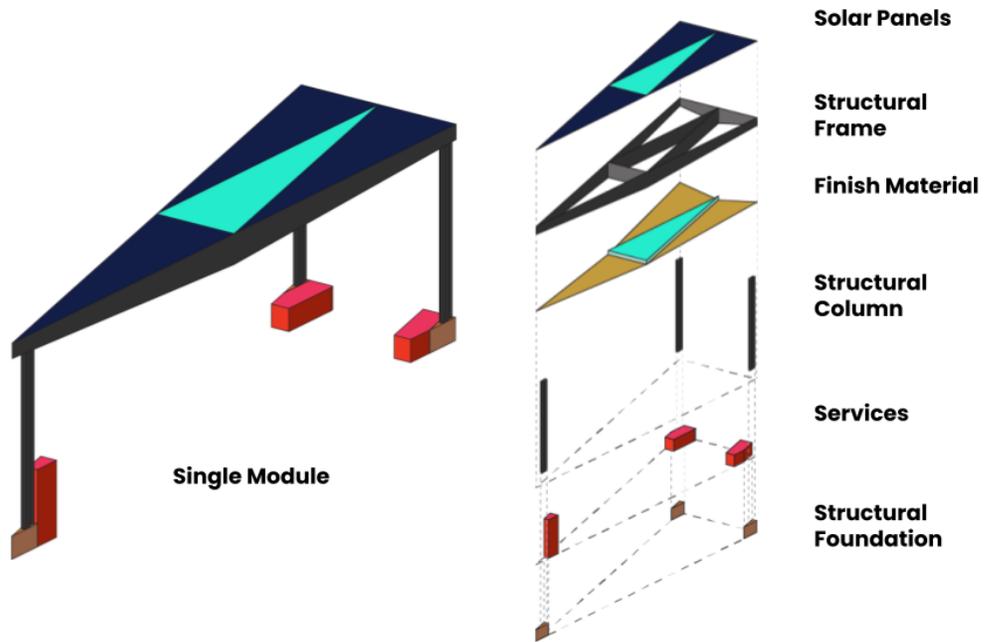


- 1. Roof Canopy w/ PV. Solar Panel Systems**
- 2. Water Station**
- 3. Seating with Charging Area**
- 4. Wayfinding**
- 5. Bike Fixing Station**
- 6. Bike Hub**
- 7. Water collection trough directed to Cistern**
- 8. Restroom**

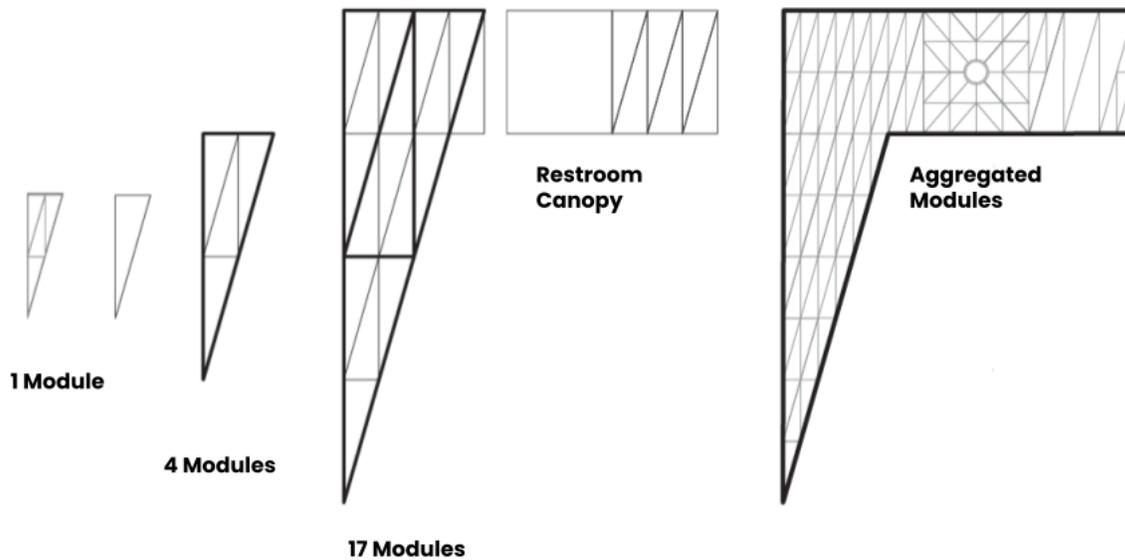
Cross-section view of the module design, facing north, with a list of depicted features
Image Credit: Adam Wheeler Design

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan



Design breakdown of a module standard triangular unit, which can be replicated to build a structure
Image Credit: Adam Wheeler Design



Aerial diagram of aggregated modular units combined to form a structure of 17 modules at the Noman O. Houston park
Image Credit: Adam Wheeler Design

DESIGN PROCESS AND OUTCOMES

Baldwin Hills Community Resilience and Access Plan

COST ANALYSIS

A brief cost analysis was conducted by a structural engineer and general contractor on the proposed modules and what each module would cost. As of September 2022, for direct materials, one module with the most features such as solar panels, lighting, a water station, and a bike station, would cost around \$43,330. The proposed resilience center enhancements at Norman O. Houston is 590 square feet and made up of 17 modules, so the direct costs would range between \$675,000–\$740,000. The higher end dollar range is if all features are incorporated, and the lower range is if during construction prefabricated materials are used that save 10–15% of the initial costs. Moreover, the current modules are designed as a steel frame structure, and there are other materials out there such as Cross-Laminated Timber, that could save additional costs.

A detailed cost analysis and design plan of the module is linked in Appendix C.

DISCUSSION OF POTENTIAL MICROGRID DESIGN

Important to the discussion of creating and enhancing a resilience center is the potential to incorporate a microgrid to power the various resources at the center. Resilience centers and spaces in the Parklands can benefit from the implementation of a microgrid that can support vital services during an emergency, and can withstand a neighborhood power outage. Although it is a strategy that is focused on raising the resilience of a single contained space, it can provide much needed support for community members during the most difficult times of the year. If strategically implemented, it can serve to keep critical resources from shutting down and provide access to technology for mobile and communication devices through charging outlets, internet and WiFi, air conditioning, and air filtration among other services during times of crisis.

A microgrid consisting of a photovoltaic and battery system can offer resilience and sustainability to a local Parklands space. Such a system can also have cost savings through energy production and the storage of energy. The performance of the system would depend on various factors including weather, time of the year, battery storage, and solar production. A factor to consider is that a larger battery will offer more resilience by providing more potential hours of operation during an emergency, but it will also increase the cost of the microgrid.

The project team wanted to include a short discussion of possibly implementing a microgrid as an energy solution in the Parklands alongside the installation of other resilience features. A potential microgrid could be essential to the continued development of the Resilience and Access Plan for the Baldwin Hills Parklands, and a study could be commissioned to tailor the energy needed at each site. Each space may offer different conditions that can affect the microgrid system and dictate whether it is a feasible option or not. Securing additional funding for implementation would allow the team to develop a detailed feasibility analysis of a microgrid at each of the spaces identified as potential resilience centers.

TRANSPORTATION AND MOBILITY NEEDS ASSESSMENT

Baldwin Hills Community Resilience and Access Plan

Key tenets guiding the Baldwin Hills Community Resilience and Access Plan were the importance of accessibility, equitable transportation, and mobility in and around the Parklands. While working to design resilience centers in the Parklands, the project team was simultaneously developing recommendations to help park goers get in and around the Parklands in order to better access the proposed resilience services.

Led by community insights, the project team sought to understand how to increase and improve access to the Parklands, particularly for residents of South LA. To do this research, transportation expert Sumire (Sumi) Gant of Sumire Gant Consulting led a transportation and mobility needs assessment, co-designing recommendations with stakeholders on the ground. Sumi analyzed concurrent transportation and access planning processes in the region, gathered community recommendations from the survey, field trip exercises, and work group meetings, and combined her findings to produce a list of actionable recommendations. The needs assessment and recommendations are listed below, along with a transportation advocacy matrix that includes immediate, intermediate and long-range planning steps to achieve the targeted outcomes.

RECOMMENDED ACTIONS

Lack of access to transportation is one of the top two barriers that people in Los Angeles County face in accessing public parks and open space.⁹ With the potential location of climate resilience centers at Kenneth Hahn State Recreation Area, Norman O. Houston Park, Jim Gilliam Park and the Yvonne Burke Sports Complex, the transportation needs of the residents of South Los Angeles must be addressed to reduce barriers and improve their access to these parks.

Following is a list of practical recommended actions to improve access to the Parklands based on the expressed needs of the South Los Angeles community. Where available, existing plans and proposed improvements that address the community's needs have been identified as potential projects that could provide a quick start for implementation within the next one to five years if funded.

Implementing agencies are identified where appropriate, and existing agency funding could generally be used to implement these recommended actions if they are prioritized. The Los Angeles Mobility Plan 2035 states the city's intention to dedicate 20% of road reconstruction budgets and capital improvement funds toward complete street improvements. It recognizes the importance of setting aside funding specifically for the development of bikeways and pedestrian facilities because sidewalks and bikeways connect all users to transit, parks and recreational

⁹ 2019. Metro Transit to Parks Strategic Plan. <http://libraryarchives.metro.net/DPGTL/publications/2019-transit-to-parks-strategic-plan.pdf>. P.9.

TRANSPORTATION AND MOBILITY NEEDS ASSESSMENT

Baldwin Hills Community Resilience and Access Plan

areas and other destinations while also providing first-last mile solutions for all users.¹⁰ Many of the following recommended actions fall within this complete streets and first-last mile funding framework, and also qualify for significant grant funding that is available every year through the State's Active Transportation Program, as well as other transportation and climate action funding.

La Brea and La Cienega are both primary access points for three of the four Parklands included in this plan: Kenneth Hahn State Recreation Area, Norman O. Houston Park and Jim Gilliam Park, so the initial recommended actions focus on those three parks. High speed traffic and hilly terrain contribute to the unsafe conditions for pedestrians and bicyclists to safely access those parks. Improving transit, calming traffic and adding safer bike and pedestrian amenities on those streets would remove the barriers faced by South LA community members wishing to walk, bike or take transit to the Parklands but feel unsafe doing so under present conditions.

The first three proposed improvements are included within the La Brea Avenue & LA Cienega Boulevard Greening Study completed in 2021.¹¹ That study proposes to enhance the streetscape on La Brea Avenue between Coliseum Street and Stocker Street to make the street safer for bicyclists and pedestrians, as well as La Cienega Boulevard between Obama Boulevard and Stocker Street.

1. Improve access for pedestrians on La Cienega Boulevard

Site: Kenneth Hahn State Recreation Area

Install improvements on La Cienega which will enhance the existing pedestrian experience by calming traffic through landscape improvements, barrier improvements and a separated sidewalk.¹² Installing a proposed 7-foot-wide landscaped parkway on the east side of La Cienega will serve as an attractive buffer between the street and the proposed sidewalk, providing shade while improving the overall pedestrian experience accessing the Kenneth Hahn State Recreation Area. Phase 2 would provide a direct connection from the new sidewalk to Kenneth Hahn State Recreation Area by providing a stair and ramp system along the tall, steep slope to the top of the park.

- Implementing Agency: Los Angeles Department of Transportation (LADOT). Phase 2 may fall within the responsibility of the Baldwin Hills Conservancy (BHC) or LA County Department of Parks and Recreation (DPR).
- Potential Funding Source: California Active Transportation Program (ATP) Grant

10 2016. Mobility Plan 2035, An Element of the General Plan. https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf.

11 Albert A. Webb Associates, Los Angeles City Council District 10, and Los Angeles Neighborhood Initiative. 2021. La Brea Avenue & La Cienega Boulevard Greening Study. <https://drive.google.com/file/d/1a-8p-gn5I97sdRQHtw7GLaMFHQKtw0b/view>.

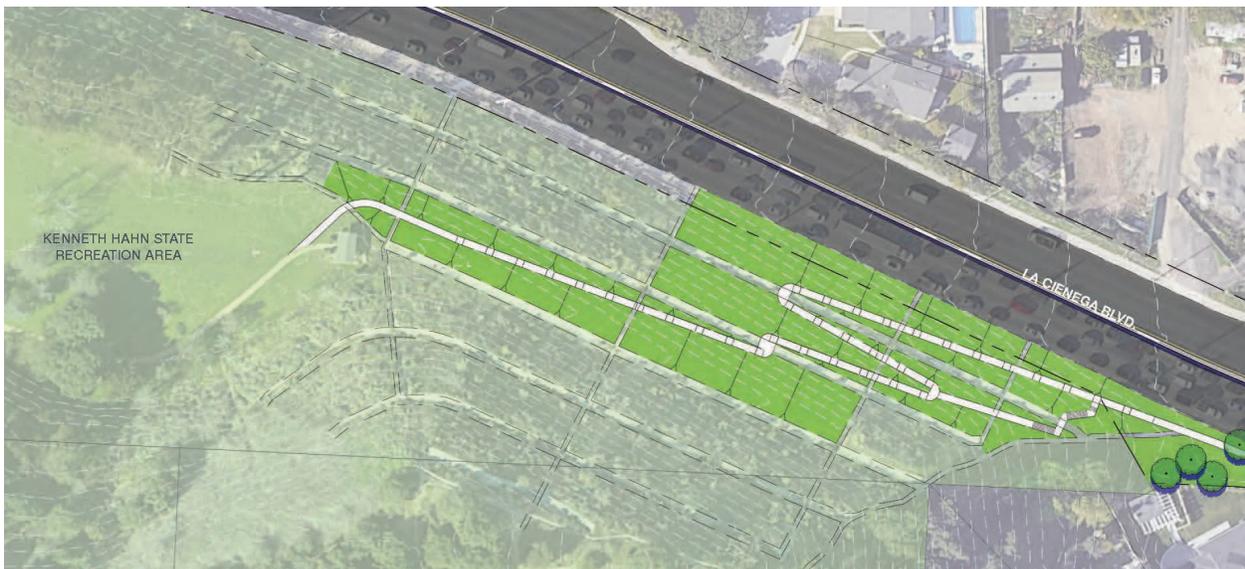
12 Ibid. p. 61

TRANSPORTATION AND MOBILITY NEEDS ASSESSMENT

Baldwin Hills Community Resilience and Access Plan



Phase 1, landscape improvements, barrier improvements and a separated sidewalk.
Image Credit: La Brea Avenue & La Cienega Boulevard Greening Study



Phase 2, providing a stair and ramp system along the tall, steep slope to the top of the park.
Image Credit: La Brea Avenue & La Cienega Boulevard Greening Study

TRANSPORTATION AND MOBILITY NEEDS ASSESSMENT

Baldwin Hills Community Resilience and Access Plan

2. Improve access for pedestrians and bicyclists on La Brea Avenue

Sites: Jim Gilliam Park, Kenneth Hahn State Recreation Area & Norman O. Houston Park

Install protected bike lanes on La Brea to improve safety for bicyclists and pedestrians and reduce travel speeds. Installing a 6-foot-wide bicycle lane in both directions on La Brea with a raised curb barrier will provide separation between the travel lanes and the bicycle lane.¹³ The barriers will also eliminate the need for k-rail barriers currently in use at Jim Gilliam Park. Also, incorporate the design from Coliseum Street to Stocker Street as proposed in the Greening Study as a subsequent phase to extend similar treatments on La Brea north to the Expo Station and south to Slauson Avenue. To ensure that the separated bike lanes are used safely, bicyclists should be educated to only ride in the same direction as traffic.

- Implementing Agency: Los Angeles Department of Transportation (LADOT)
- Potential Grant Funding Source: California Active Transportation Program (ATP) Grant



La Brea median improvements with pedestrian and bike lanes in both directions
Image Credit: La Brea Avenue & La Cienega Boulevard Greening Study

3. Construct a pedestrian bridge over La Brea Avenue

Sites: Jim Gilliam Park, Kenneth Hahn State Recreation Area & Norman O. Houston Park

Install a pedestrian bridge over La Brea to improve safe access to and between the three parks. A pedestrian bridge allows people walking and biking to avoid crossing the high-speed traffic on La Brea altogether with this safer, more accessible option.

¹³ Ibid., p.48.

TRANSPORTATION AND MOBILITY NEEDS ASSESSMENT

Baldwin Hills Community Resilience and Access Plan

The same greening study¹⁴ proposes to construct a pedestrian bridge across La Brea that connects to the Park-to-Playa trails at Kenneth Hahn State Recreation Area from a walking trail that is also proposed on La Brea at the Los Angeles County Parks slopes.

- Implementing Agency: Los Angeles Department of Transportation (LADOT)
- Potential Grant Funding Source: California Active Transportation Program (ATP) Grant



Pedestrian and Wildlife Bridge over La Cienega Boulevard
Image Credit: [Trails LA County](https://trails.lacounty.gov/), LA County Department of Parks and Recreation

4. Extend the Crenshaw DASH to the main entrance of Kenneth Hahn SRA

Sites: Jim Gilliam Park, Kenneth Hahn State Recreation Area

The Crenshaw DASH currently connects the Metro Expo La Brea Station and Jim Gilliam Park but does not provide service to Kenneth Hahn State Recreation Area. LADOT has considered an extension that would connect the Crenshaw DASH to the main entrance on La Cienega but have not yet prioritized the funding to do so. Funding to execute this extension should be prioritized to serve as a seamless link for South LA residents, as well as a regional link for Metro Expo riders to access Kenneth Hahn SRA.

- Implementing Agency: Los Angeles Department of Transportation (LADOT)
- Potential Funding Source: General transit funds

14 Ibid.p 50-55.

TRANSPORTATION AND MOBILITY NEEDS ASSESSMENT

Baldwin Hills Community Resilience and Access Plan



Map of Proposed Crenshaw Dash Extension to Kenneth Hahn State Recreation Area
Image Credit: Baktaash Sorkhabi



Entrance of Kenneth Hahn State Recreation Area
Image Credit: [LA County](#) Department of Parks and Recreation

TRANSPORTATION AND MOBILITY NEEDS ASSESSMENT

Baldwin Hills Community Resilience and Access Plan

5. Construct a pedestrian bridge over Stocker Street

Site: Norman O. Houston Park

Install a small pedestrian and bicycle bridge over Stocker to improve safe crossing to and between Norman O. Houston Park and the Stocker Corridor Trail, while improving access from neighborhoods south of Stocker.¹⁵

- Implementing Agency: Baldwin Hills Conservancy
- Potential Funding Sources: Baldwin Hills Conservancy Local Assistance Grant



Rendering of pedestrian bridge over Stocker Street
Image Credit: Rio Clementi Hale Studios, Access & Linkages Study

6. Provide safe pedestrian crossings on Fairfax Avenue to improve access for neighborhoods

Site: Yvonne Burke Sports Complex

The main entrance to the Yvonne Burke Sports Complex is on Fairfax, which has paved roads but is lacking in pedestrian safety amenities. Adding crosswalks with activated crossing lights would improve safety for pedestrians to access the Yvonne Burke Sports complex by Slauson Avenue transit riders and neighborhoods on the southeast side of Fairfax Avenue.



Pedestrian activated traffic signal
Image Credit: City of Long Beach

15 Rep. 2015. Access & Linkage Study. Rios Clementi Hale Studios.

TRANSPORTATION AND MOBILITY NEEDS ASSESSMENT

Baldwin Hills Community Resilience and Access Plan

Crosswalks could be added on Fairfax at 57th Street to serve the neighborhood north of Slauson, and at the park entrance for those who drive and park north of the entrance on Fairfax.

- Implementing Agency: Los Angeles County Department of Public Works (LACDPW)
- Potential Funding Sources: California Active Transportation Program (ATP) Grant

7. Provide electric bikeshare at Metro Stations and at entrances of the Parklands

Sites: Jim Gilliam Park, Kenneth Hahn State Recreation Area, Norman O. Houston Park, & Yvonne Burke Sports Complex

Many casual bicyclists may be discouraged from riding a bike uphill to access the Baldwin Hills parks, particularly given the high travel speeds of cars on surrounding arterials and the lack of bicycle facilities. For reaching these parks on bicycle, Metro bus use is recommended. Buses can take riders up the hills using racks. Metro should also expand their bikeshare to provide electric bikeshare opportunities at stations on the Metro Expo line and soon-to-open Metro Crenshaw line with additional docking stations at park entrances to encourage transit riders and the surrounding community to reduce their carbon footprint by traveling to the parks on electric-powered bicycles instead of cars. Though e-bikes are not allowed to be written within the Parklands, this would help people get to at least the park entrances.

- Implementing Agency: LA Metro
- Potential Funding Sources: California Active Transportation Program (ATP) Grant



Metro E-bike Station at Rail Line
Image Credit: LA Metro

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MAXIMIZE THE MODES OF TRANSPORTATION AND ACCESS TO THE PARKLANDS

There are also opportunities to build on existing transportation and planned services that can be maximized to provide the South LA community better access to the Parklands.

a. Increase marketing of LA County's Link shuttle and improve signage at all Link stops to increase ridership on the existing shuttle service

Site: Kenneth Hahn State Recreation Area

In the project online survey, most respondents were unaware of the existence of LA County's Link shuttle or the stops and locations it serves. However, many expressed an interest in using the shuttle in the future when made aware of this existing service. Shuttle stops are marked by small shuttle signs, with no posted information indicating where the shuttles travel, how much they cost, or what times and intervals they operate. The stops also lack shade and seating options, which would better serve some of the most vulnerable users particularly during high temperatures. These improvements could increase shuttle service usage by the public.

- Next Steps: Develop a marketing campaign to design and install the recommended improvements, including more informational signage and more visible stops.
- Implementing Agency: LA County Department of Public Works (LACDPW)



Link Shuttle in the Parklands
Image Credit: Baldwin Hills Conservancy

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b. Increase marketing of the option to bring bikes onboard local bus routes and promote bike safety education

Site: Kenneth Hahn State Recreation Area

Recreational bike riders should be encouraged to take advantage of existing bus and Link shuttle capacity to bring bikes on board, especially if riders would like to bike to and around the Parklands but feel unsafe riding up La Cienega to get to the Kenneth Hahn State Recreation Area park entrance. Multi-modal bus and bicycle options are best for dealing with the steep topography of La Cienega and La Brea. Metro services bicycle riders with racks on all buses. Riders (who are either local to the region or who arrive with their bikes via transit or other modes) can place their bikes on any bus services going to or from the Parklands. Promoting the use of this existing active transportation solution, as well as bicycle safety education, could enhance the safety of current riders while also boosting bus and Link shuttle ridership. Education and promotion of existing services are simple access solutions that are achievable in the near-term without requiring new bike infrastructure.

- Next Steps: Support a marketing and education campaign to encourage bicycle riders to bring bikes onboard the buses and promote bike safety in and around the Parklands
- Implementing Agency: Baldwin Hills Conservancy and LA Metro



Bike Rack on Metro Bus
Image Credit: LA Metro

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c. Provide free park and ride opportunity at the Metro Expo La Cienega Station to make the Link Shuttle more accessible to South LA residents

Site: Kenneth Hahn State Recreation Area

On weekdays, drivers may enter the park for free, but on the weekend, visitors must pay \$7 to drive their vehicles into the Kenneth Hahn SRA. Providing free weekend parking at the Metro Expo La Cienega Station would allow residents easier access to the Link Shuttle not only to enter the park, but to circulate within the park as well as the Baldwin Hills Scenic Overlook.

- Next Steps: Identify space to provide free parking on weekends at La Cienega Station and implement a free parking pilot program for shuttle users in partnership with LA County who can jointly market this opportunity to potential users.
- Implementing Agency: LA Metro & LA County Department of Public Works (LACDPW)



Mid-City-Exposition Light Rail Transit Line Phase I, Los Angeles to Culver City, CA
Image Credit: [Gruen Associates](#)

d. Conduct a Metro Crenshaw First-Last Mile Study

Sites: Jim Gilliam Park, Kenneth Hahn State Recreation Area Norman O. Houston Park & Yvonne Burke Sports Complex

A First-Last Mile study (FLM) should be conducted for the new Metro Crenshaw Line to create a seamless transit experience from home to their final destination and back again. FLM studies identify how to improve connections within a mile of Metro Stations to make it easier for people of all ages and abilities to use transit to reach their destinations. These studies identify barriers and then develop plans to implement improvements for the first and last mile of a person's rail trip, including biking, walking

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and transit. The Metro Crenshaw FLM would identify and provide safe and convenient options for the community to travel from the Crenshaw rail line stations to the Parklands and other destinations.

- Next Steps: Identify funding to conduct the comprehensive FLM study needed to ensure that the Metro Crenshaw stations are safely and easily accessible to the surrounding neighborhoods and destinations, including the Parklands.
- Implementing Agencies: LA Metro & Los Angeles Department of Transportation (LADOT)

Pathway Network and Project Ideas 103rd St/Watts Towers Station



Blue Line First/Last Mile: A Community-Based Process and Plan
Image Credit: Fehr & Peers

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e. Integrate the LADOT Universal Basic Mobility Pilot in South LA to improve park access

Sites: Jim Gilliam Park, Kenneth Hahn State Recreation Area & Norman O. Houston Park

Los Angeles Department of Transportation (LADOT) recently launched a Universal Basic Mobility (UBM) pilot project to provide access to existing and new transportation options for residents of South LA. UBM will bring shared EV cars, on-demand EV shuttles and e-bikes to South LA residents.¹⁶ These programs may be accessed with a Mobility Wallet, which will include subsidies for 2000 users to access Metro bus and rail transit options. The Baldwin Hills Conservancy should partner with the UBM pilot to encourage South LA residents to use these expanded mobility options for travel to the Parklands. If successful, these pilots could become permanent options the community can use to access climate resilience centers within the Parklands.

- Next Steps: Expand partnering conversation between LADOT and BHC to identify strategies to promote access to Parklands via UBM
- Implementing Agencies: Los Angeles Department of Transportation (LADOT) & Baldwin Hills Conservancy (BHC)



Electric Vehicle Charging on Public Street
Image Credit: [Andrew Roberts](#) on [Unsplash](#)

16 “LADOT Universal Basic Mobility (UBM) Pilot Sustainable Transportation Equity Project.” n.d. <https://ladot.lacity.org/ubm>.

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f. Implement improvements from the Metro Expo/Crenshaw Station First-Last Mile Plan¹⁷

Sites: Jim Gilliam Park, Kenneth Hahn State Recreation Area & Norman O. Houston Park

Metro prepared a First-Last Mile (FLM) Plan for the Expo/Crenshaw Station to identify street improvements, including new sidewalks, enhanced crosswalks, bike facilities, and expanded pedestrian lighting and tree canopy to enhance the transit experience for people in South LA and other regional travelers. This major transit hub will connect people from LAX, Santa Monica, and Downtown Los Angeles and beyond. These FLM high-level concepts recommend improvements to provide safe passage for pedestrians, bicyclists and transit users to access nearby destinations, which include the Parklands. These concepts should be vetted by the community to further develop and prioritize project improvements that can be implemented going forward.

- Next Steps: Identify funding to begin designing recommended improvements in partnership with the surrounding community
- Implementing Agencies: Los Angeles Department of Transportation (LADOT) & LA Metro



Expo-Crenshaw Station First-Last Mile Plan Before-and-After Screenshot
Image Credit: LA Metro

17 2020. Expo/Crenshaw First/Last Mile Plan . https://www.dropbox.com/sh/zmm5qievrlwc1li/AAD5bFj9LcuDzJztvAtxaKBWa/Crenshaw%20Station%20First/Last%20Mile%20Plan?dl=0&preview=20200828-Expo_Crenshaw+FLM.pdf&subfolder_nav_tracking=1.

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g. Install artist-designed intersections & crosswalks between parks with themed pavers and cool pavement wherever possible

Sites: Jim Gilliam Park, Kenneth Hahn State Recreation Area, Norman O. Houston Park, Yvonne B. Burke Sports Complex

With high-speed traffic traveling along corridors surrounding the Parklands, every effort should be made to encourage drivers to be alert to pedestrians in the area. Artist designed crosswalks and intersections establish a sense of place for drivers and pedestrians, identifying spaces where the road is shared and encouraging drivers to pass through at slower speeds. A new study shows that art can make streets safer for pedestrians and bicyclists by increasing the visibility of pedestrian spaces and encouraging drivers to slow down, ultimately resulting in a 50% decrease in crashes involving pedestrians and bicyclists.¹⁸ Partnering with local artists to design the artwork honors the community in which these intersections and crosswalks will be installed, and using colored pavers for the installation is much more durable than paint or thermoplastic on these highly traveled roads that serve and surround the Parklands. Where possible, install cool pavement on the crosswalks and intersections before layering on artist-designed work to offer the additional benefit of urban cooling. Cool pavement can also be installed at parking lots in the Parklands so those that have to drive will at least be able to benefit from the heat reduction while in the Parklands.

- Next Steps: Identify funding to design and implement artist-designed intersections at signalized crossings such as the La Brea at the 5-point intersection and at Don Lorenzo Drive, and Parklands parking lots. Additionally, identify funding sources and implementation partners for cool pavement installation.
- Implementing Agencies: Los Angeles Department of Transportation (LADOT), LA County Department of Public Works (LACDPW), and LA County Department of Parks and Recreation (DPR)



Pacoima GAF cool pavement mural
Image Credit: GAF and Climate Resolve

18 Hurford, Molly. 2022. "How Street Art Can Make Roads Safer for Cyclists and Pedestrians." *Bicycling*. April 2022. <https://www.bicycling.com/news/a39819477/asphalt-art-study/>.

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h. Add pedestrian signage at Metro Stations and major corridors indicating time and steps to Parklands

Sites: Jim Gilliam Park, Kenneth Hahn State Recreation Area, Norman O. Houston Park & Yvonne Burke Sports Complex

Install pedestrian signage in and around Metro Stations indicating distance to the Parklands individually by time, steps and distance to encourage able people to consider walking to the parks to complete their trip given the specific information provided. One of the primary reasons that people visit the Baldwin Hills parks is for walking and physical exercise. Providing information in steps and time to reach the park could encourage them and others to consider adding the walk to the park as an integral part of their exercise routine.

- Next Steps: Identify funding to begin designing pedestrian wayfinding signage at Metro Stations and along major South LA corridors to encourage completing trips by walking to destinations
- Implementing Agencies: Los Angeles Department of Transportation (LADOT) & LA Metro



Bottineau Wayfinding Plan, Hennepin County Minnesota
Image Credit: SRF Consulting Group

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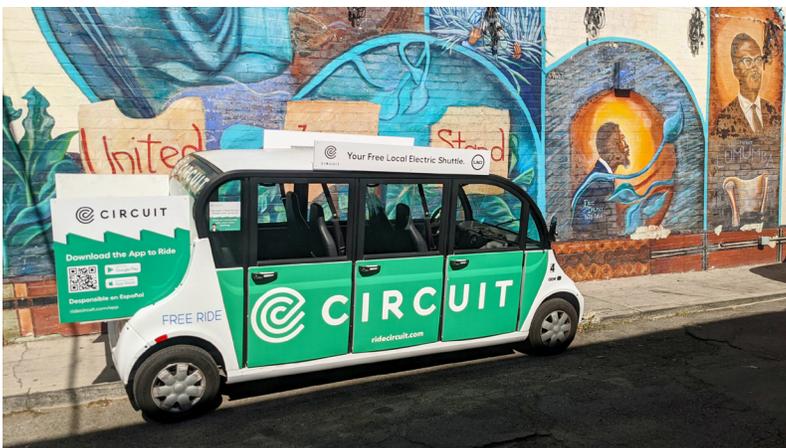
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i. Add DASH service or Circuit service from the coming Metro Crenshaw Leimert Park Station

Sites: Jim Gilliam Park, Kenneth Hahn State Recreation Area & Norman O. Houston Park

With the Metro Crenshaw rail line set to open soon, specific service to the Parklands could be provided through a rerouted or new DASH service to provide South LA residents with easy access to the Parklands, as well as communities traveling north on Metro from Inglewood, Watts and South Central.¹⁹ The Metro Transit to Parks Plan indicates that the Kenneth Hahn State Recreation Area is the primary greenspace available to communities as far south as Hawthorne and Inglewood, and east on the Metro Green Line from Watts and South Central. Leimert Park serves as a cultural anchor for Black Los Angeles, and providing this link at the Leimert Park Station would make these Parklands much more accessible to residents of South LA as well as the many visitors who travel to visit the shops, restaurants and galleries. Additionally, Circuit Culver City²⁰ and Circuit Leimert²¹, a pilot 100% electric micro-transit system, could connect with the Parklands Link or Metro Crenshaw Leimert Park Station. The pilot is launched under the Zero Emissions Mobility and Community Pilot Project Fund administered by the Los Angeles Cleantech Incubator (LACI) and other partners. Circuit provides clean and affordable transportation solutions as well as benefits of the green economy through workforce development and job creation.²²

- Next Steps: Plan a route and identify funding to provide or extend DASH or Circuit service from the Metro Crenshaw Leimert Park Station to the Parklands.
- Implementing Agencies: Los Angeles Department of Transportation (LADOT) & Los Angeles Cleantech Incubator (LACI)



Circuit Shuttle in Leimert Park
Image Credit: Los Angeles Cleantech Incubator (LACI)



Dash Station at Jim Gilliam Park
Image Credit: Climate Resolve

19 2019. Metro Transit to Parks Strategic Plan. <http://libraryarchives.metro.net/DPGTL/publications/2019-transit-to-parks-strategic-plan.pdf>. p.56

20 Circuit. <https://www.ridecircuit.com/culvercity>.

21 Circuit. <https://www.ridecircuit.com/leimert-park>.

22 "LACI's Leimert Park Pilot Increasing Zero-Emissions Mobility Options in South LA." 2021. LACI. January 2021. <https://lincubator.org/lacis-leimert-park-pilot-increasing-zero-emissions-mobility-options-in-south-la/>.

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TRANSPORTATION RECOMMENDATIONS MATRIX

In order to build community advocacy to activate Los Angeles Department of Transportation (LADOT), LA Metro and LA County Transportation planners, and other key stakeholders around easier Parkland access, the project team created a matrix, included below, that lists out the above recommendations in a more actionable format. The matrix should be used as a roadmap that elevates short-term, medium-term, and long-term planning recommendations and highlights next steps, relevant agencies, and funding sources needed to achieve the proposed recommendations.

Recommendation	Implementing Agency	Potential Funding Source	Timeframe	Relevant Parks/Sites	Proposed Outcomes/Next Steps	Department Contact URL
Increase marketing of LA County's Link shuttle and improve signage at all Link stops to increase ridership on the existing shuttle service	LA County Department of Public Works (LACDPW)	LA Metro & County Regional Park and Open Space District - Recreation Access Competitive Grant Program	Short-Term	Kenneth Hahn State Recreation Area	Develop a marketing campaign to design and install the recommended improvements, including more informational signage and more visible stops.	Contact Public Works
Increase marketing of the option to bring bikes onboard local bus routes and promote bike safety education	Baldwin Hills Conservancy (BHC) & LA Metro	LA Metro & County Regional Park and Open Space District - Recreation Access Competitive Grant Program	Short-Term	Kenneth Hahn State Recreation Area	Support a marketing and education campaign to encourage bicycle riders to bring bikes onboard the buses and promote bike safety in and around the Parklands.	Contact Us - Baldwin Hills Conservancy
Provide free park and ride opportunity at the Metro Expo La Cienega Station to make the Link Shuttle more accessible to South LA residents	LA Metro & LACDPW	LA Metro & County Regional Park and Open Space District - Recreation Access Competitive Grant Program	Short-Term	Kenneth Hahn State Recreation Area	Identify space to provide free parking on weekends at La Cienega Station and implement a free parking pilot program for shuttle users in partnership with LA County who can jointly market this opportunity to potential users.	Help & Contacts - LA Metro Contact Public Works

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Conduct a Metro Crenshaw First-Last Mile Study	LA Metro & LADOT	Metro Transit Funds	Short-Term	Jim Gilliam Park, Kenneth Hahn State Recreation Area Norman O. Houston Park & Yvonne Burke Sports Complex	Identify funding to conduct the comprehensive FLM study needed to ensure that the Metro Crenshaw stations are safely and easily accessible to the surrounding neighborhoods and destinations, including the Parklands.	Help & Contacts - LA Metro Contact LADOT
Integrate the LADOT Universal Basic Mobility Pilot in South LA to improve park access	LADOT & BHC	LA Metro & County Regional Park and Open Space District - Recreation Access Competitive Grant Program	Short-Term	Jim Gilliam Park, Kenneth Hahn State Recreation Area & Norman O. Houston Park	Expand partnering conversation between LADOT and BHC to identify strategies to promote access to Parklands via UBM.	Contact LADOT Contact Us - Baldwin Hills Conservancy
Implement improvements from the Metro Expo/ Crenshaw Station First-Last Mile Plan	LADOT & LA Metro	LA Metro & County Regional Park and Open Space District - Recreation Access Competitive Grant Program	Short-Term	Jim Gilliam Park, Kenneth Hahn State Recreation Area & Norman O. Houston Park	Identify funding to begin designing recommended improvements in partnership with the surrounding community.	Help & Contacts - LA Metro Contact LADOT
Install artist-designed intersections & crosswalks between parks with themed pavers and cool pavement wherever possible	LADOT, LACDPW, LA County Department of Parks and Recreation (DPR)	LA Metro & County Regional Park and Open Space District - Recreation Access Competitive Grant Program	Short-Term	Jim Gilliam Park, Kenneth Hahn State Recreation Area, Norman O. Houston Park	Identify funding to design and implement artist-designed intersections at signalized crossings such as the La Brea at the 5-point intersection and at Don Lorenzo Drive, and Parklands parking lots. Additionally, identify funding sources and implementation partners for cool pavement installation.	Contact LADOT

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<p>Add pedestrian signage at Metro Stations and major corridors indicating time and steps to Parklands</p>	<p>LADOT & LA Metro</p>	<p>LA Metro & County Regional Park and Open Space District - Recreation Access Competitive Grant Program</p>	<p>Short-Term</p>	<p>Jim Gilliam Park, Kenneth Hahn State Recreation Area, Norman O. Houston Park & Yvonne Burke Sports Complex</p>	<p>Identify funding to begin designing pedestrian wayfinding signage at Metro Stations and along major South LA corridors to encourage completing trips by walking to destinations.</p>	<p>Help & Contacts - LA Metro</p> <p>Contact LADOT</p>
<p>Add DASH or Circuit service from the coming Metro Crenshaw Leimert Park Station</p>	<p>LADOT & Los Angeles Cleantech Incubator (LACI)</p>	<p>LA Metro & County Regional Park and Open Space District - Recreation Access Competitive Grant Program</p>	<p>Short-Term</p>	<p>Jim Gilliam Park, Kenneth Hahn State Recreation Area & Norman O. Houston Park</p>	<p>Plan a route and identify funding to provide or extend DASH service from the Metro Crenshaw Leimert Park Station to the Parklands.</p>	<p>Contact LADOT</p>
<p>Provide safe pedestrian crossings on Fairfax to improve access for neighborhoods</p>	<p>LA County Department of Public Works</p>	<p>California ATP Grant</p>	<p>Short-Term</p>	<p>Yvonne Burke Sports Complex</p>	<p>Add crosswalks with activated crossing lights to improve safety for pedestrians to access the Yvonne Burke Sports complex.</p>	<p>Contact Public Works</p>
<p>Improve access for pedestrians on La Cienega Boulevard</p>	<p>Los Angeles Department of Transportation (LADOT). Phase 2 may fall within the responsibility of the Baldwin Hills Conservancy (BHC) or LA County Department of Parks and Recreation (DPR).</p>	<p>California Active Transportation Program (ATP) Grant</p>	<p>Medium-Term</p>	<p>Kenneth Hahn State Recreation Area</p>	<p>Enhance the existing pedestrian experience by calming traffic through:</p> <ul style="list-style-type: none"> - landscape improvements - barrier improvements - separated sidewalk <p>Phase 2 would provide a direct connection from the new sidewalk to KHSRA by providing a stair and ramp system along the tall, steep slope to the top of the park.</p>	<p>Contact LADOT</p>

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Improve access for pedestrians and bicyclists on La Brea Avenue	LADOT	LA Metro & County Regional Park and Open Space District - Recreation Access Competitive Grant Program	Medium-Term	Jim Gilliam Park, Kenneth Hahn State Recreation Area, Norman O. Houston Park & Yvonne Burke Sports Complex	Identify funding to begin designing pedestrian wayfinding signage at Metro Stations and along major South LA corridors to encourage completing trips by walking to destinations.	Contact LADOT
Construct a pedestrian bridge over La Brea Avenue	LADOT	California ATP Grant	Medium-Term	Jim Gilliam Park, Kenneth Hahn State Recreation Area & Norman O. Houston Park	Install a pedestrian bridge over La Brea to improve safe access to and between three parks.	Contact LADOT
Extend the Crenshaw DASH to the main entrance of Kenneth Hahn SRA	LA County Department of Public Works	LA Metro & County Regional Park and Open Space District - Recreation Access Competitive Grant Program	Short-Term	Jim Gilliam Park, Kenneth Hahn State Recreation Area	The Crenshaw DASH currently connects the Metro Expo La Brea Station and Jim Gilliam Park, but does not provide service to Kenneth Hahn SRA. Funding to execute this extension should be prioritized.	Contact LADOT
Construct a pedestrian bridge over Stocker	BHC	Baldwin Hills Conservancy Local Assistance Grant	Long-Term	Norman O. Houston Park	Install a small pedestrian and bicycle bridge over Stocker to improve safe crossing to and between Norman O. Houston Park and the Stocker Corridor Trail.	Contact Us – Baldwin Hills Conservancy
Provide electric bikeshare at Metro Stations and at entrances of the Parklands	LA Metro	California ATP Grant	Long-Term	Jim Gilliam Park, Kenneth Hahn State Recreation Area & Norman O. Houston Park	Metro should expand their bikeshare to provide electric bikeshare opportunities at stations on the Metro Expo line and soon-to-open Metro Crenshaw line, with additional docking stations within each park.	Help & Contacts - LA Metro

MOVING FORWARD

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There are several considerations to take into account as the project team approaches next steps. See the summary of funding opportunities, sharing lessons learned, concurring efforts to consider, and key takeaways below.

FUNDING OPPORTUNITIES:

During the course of the planning effort, Climate Resolve was able to secure additional funding, to support outreach and final report publication, from [Accelerating Resilience Los Angeles](#), [American Society of Adaptation Professionals](#), and [California Parks Foundation](#). The project team is working to secure future funding and technical assistance to deliver on actionable, equitable change in the Parklands. We have identified the following potential resources as of September 2022:

- [Los Angeles County Regional Park and Open Space District \(RPOSD\) Measure A Competitive Grant Programs](#) like the Recreation Access Competitive Grant Program
- [California Resilience Challenge](#)
- [California Resilience Partnership's Project Preparation Program \(CRP-PPP\)](#)
- [Strategic Growth Council Community Resilience Centers](#)
- [ICARP Grant Programs](#) on 1) Adaptation Planning, 2) Regional Resilience and Implementation, and 3) Extreme Heat and Community Resilience
- [Caltrans Active Transportation Program](#)
- [Baldwin Hills Conservancy Grant Programs](#)

Additionally, the project team will look for and collaborate with private sector or other partnerships in order to source and install services in the park like WiFi, cellular service towers with back-up battery storage, solar panels, display boards that are sponsored with ads (like bus stations), cool pavement and hydration stations.

SHARING LESSONS LEARNED

This planning effort aims to build social and climate resilience and brings community vision to fruition. The team is planning to share lessons learned so that the iterative, multi-benefit, community-driven, and human-centered planning process explored in this project is available as a blueprint for building resilience and access in any urban parks. As next steps, the project team will be:

- Presenting this project as a case study at the [2022 National Adaptation Forum](#) in Baltimore in October
- Presenting this project at the 2022 LA Metro Transit to Parks Summit in November
- Creating a short supplementary document on how lessons from our planning effort can be applied to parks statewide.

Additionally, the concept of resilience centers is something that's being discussed at the national, state, and local level. During this planning process, we learned of two other nascent resilience center efforts in the area: one by Huma House in Leimert Park and one in the Green Meadows Recreation Center near Avalon Gardens. The project team hopes to share the knowledge and recommendations in this report with those nascent efforts, and in doing so, possibly help activate a resilience network.

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CONCURRING EFFORTS TO CONSIDER

The project team is committed to coordinating with and complementing existing resilience and access efforts in the area, rather than overstepping current efforts, siloing the project, or attempting to reinvent the wheel. The team designed the recommendations based on research of existing efforts, in the hopes of integrating the project with current efforts as a way to enhance outcomes and close remaining gaps. This included comprehensive research on prior and existing planning efforts, including studying projects like the La Brea Avenue and La Cienega Boulevard Greening Study, analyzing current usages of the sites in the Parklands, and coordinating with relevant agencies and stakeholders to understand ongoing strategic planning and vision for the area moving forward.



Alonzo Frazi wipes the sweat from his face while fishing under a canopy in Kenneth Hahn State Recreation Area during the heat wave in Los Angeles.
Image Credit: Genaro Molina / Los Angeles Times

The team has two additional overlapping efforts below to take into consideration as we move forward:

- On the heels of one of the hottest and longest heat waves in the state of California, the project team is publishing this report in Fall 2022. In early September 2022, the project team saw many public health messages and posts go out from the City and County of Los Angeles as well as the State of California via social media, TV ads, and radio ads on how to protect individuals in the heat (e.g. with cooling centers and outdoor workers). Some people who didn't have air conditioning came to the park to cool off, and we see that as testament to the important role parks play during heat waves.²³ Therefore, in the future, public health messaging on heat waves and climate events should also be distributed at the Parklands via wayfinding signage, digital displays, and community boards. Since many individuals may be visiting Parklands space to take a break from the heat, this would be

23 Lin, Summer. 2022. "Even during Record Heat, Surprisingly Few People Go to L.A. Cooling Centers. Why?" Los Angeles Times, September 13, 2022. <https://www.latimes.com/california/story/2022-09-13/even-during-record-heat-surprisingly-few-people-go-to-l-a-cooling-centers>.

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helpful in going a step further to provide information to protect their wellbeing. Additionally, facilities like the Jim Gilliam Recreation Center in the Parklands, which was activated during September 2022,²⁴ should be promoted more as a cooling facility and resilience center year round, especially with the new addition of their splash pad.²⁵ **Everything possible should be done to make the Parklands cooler in the short-term given the crisis of heat waves: install more shade structures and water stations, apply cool pavement in parking lots, and activate facilities with air conditioning to be open to the public.**

- Any efforts to improve transit and outdoor park infrastructure should be done in a way that is responsive to local cultural context, such as South LA's Black history and artists. A related infrastructure project, Destination Crenshaw,²⁶ is underway a few blocks away from the Parklands. Destination Crenshaw is the largest Black public art project in the U.S., and runs alongside Crenshaw Blvd and the newly constructed Metro line. A few pocket parks line the project site, providing spaces for gathering, rest and conversation as well as community healing, protest and celebration. Reforesting the boulevard is also part of the project: planting more than 800 trees and developing over 30,000 square feet of sustainable landscaping. The project team would like to explore how the Baldwin Hills project can tie into, or draw inspiration from, Destination Crenshaw, and include local art and artists in its designs.

KEY TAKEAWAYS

As the plan heads toward possible implementation, it is imperative to ground the project in the key takeaways that came out of the stakeholder engagement process, especially in regards to resilience design and transportation access recommendations. To recap, these include:

- Expanding thinking around resilience to include services, social cohesion/programming, and infrastructure improvements, rather than new infrastructure alone. When the planning effort started, the project team thought there would be one building identified that could serve as a resilience center for the Parklands. However, the notion evolved over time that just one location would not work, and that Parkland sites identified should be unique in enhancing their resilience services and amenities. Therefore, the proposed project shifted to recommending Lego-type modular and adaptable structures and resilience amenities (e.g. hydration stations and WiFi) in addition to programming (e.g. emergency preparedness training). Pending future funding, this model and the network of stakeholders involved can continue to reiterate on what designs and amenities could be enhanced for each site and prioritize improving existing infrastructure (e.g. old bathrooms). Stakeholders and agency partners should consider how resilient spaces and services can be adaptive to support communities through forthcoming climate impacts, on a daily basis and during emergencies.
- On the transportation front, upcoming actions should make high-priority near-term changes to improve access, especially for South LA residents. The transportation recommendations matrix (see Matrix on pg. 53) are a good first place to start to improve

24 "Cooling Center Activation." 2022. City of Los Angeles Department of Recreation and Parks. September 6, 2022. <https://www.laparks.org/emergency/cooling-center-activation>.

25 City of Los Angeles. 2018. "Council File: 18-0823." 18-0823 (CFMS). 2018. <https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=18-0823>.

26 Destination Crenshaw. Accessed September 2022. <https://destinationcrenshaw.la/about/>.

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transit, walking, bike, and ADA access in and around the Parklands, both through additional transportation infrastructure and enhanced transit services. It would be great to plug these recommendations into coalition-building and advocacy work around mobility solutions in the region to unlock better outcomes and push for long-term improvements.

Lastly, this plan is the culmination of an 18-month process entailing research, talking with local stakeholders and public agencies – and creating planning and designs. This resource includes analyses, design renderings, maps and recommendations for implementing resilience spaces in the Parklands. Moving forward, the design concepts and transportation recommendations proposed in this document are a significant first step in the process of visualizing and actualizing community vision, but more coordination is needed for pragmatic implementation. Additionally, with any potential infrastructure projects, long-term maintenance and stewardship is vital. Climate Resolve looks forward to partnering with the Baldwin Hills Conservancy and our many partners and stakeholders to bring this plan to fruition.

APPENDIX

Baldwin Hills Community Resilience and Access Plan

- **A: Desktop Review**
 - [BALDWIN HILLS EXISTING CONDITIONS AND PROJECT CLIMATE IMPACTS MEMO](#)
- **B: Survey Questions**
 - [Survey Questions.pdf](#)
- **C: Cost Analysis of Designs**
 - [Module Preliminary Cost Analysis and Design Plans.pdf](#)