

Sustainable Neighborhood Assessment



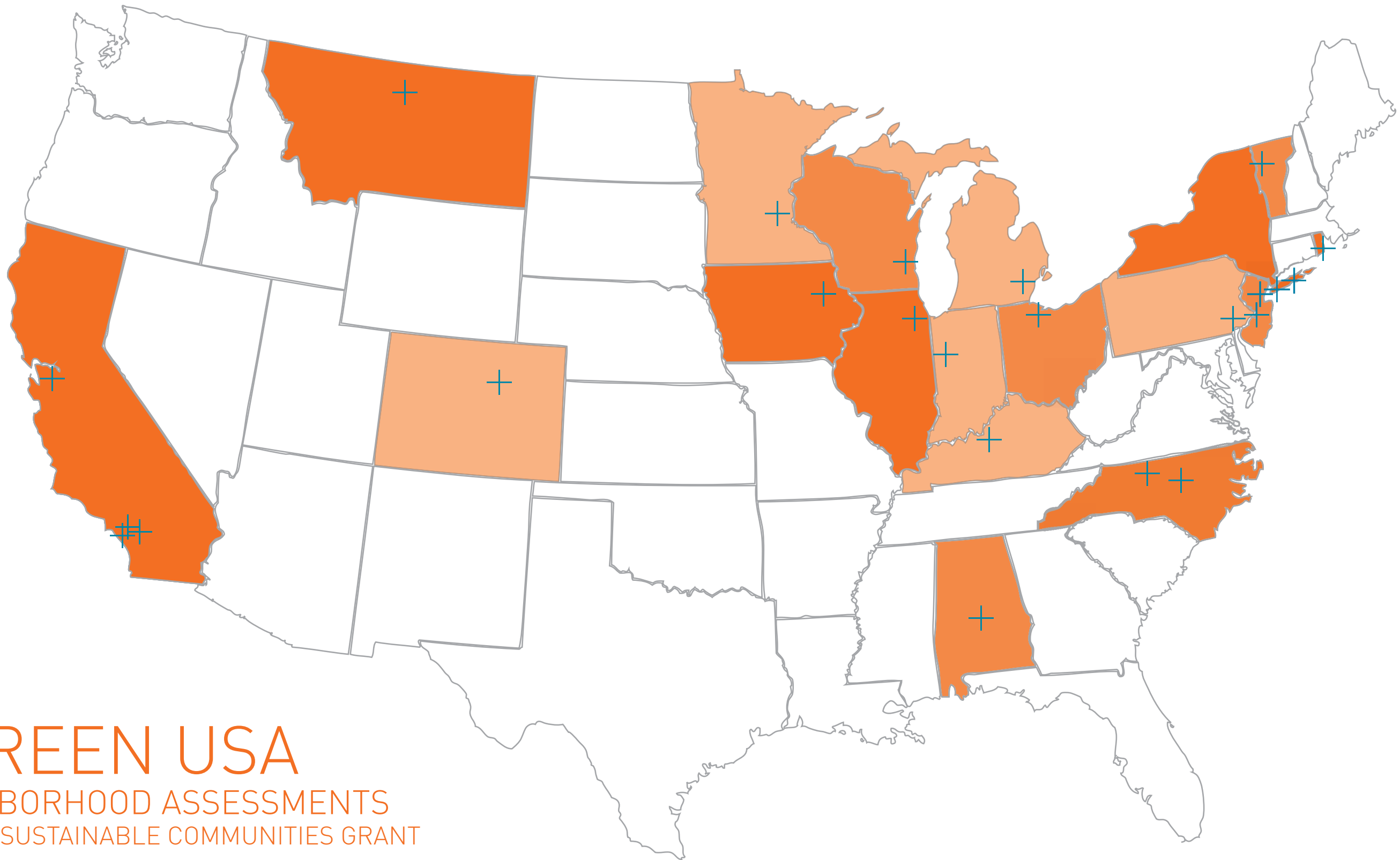
- Market Street Neighborhood -
Long Beach, California

1.22.15

2014
LOS ANGELES, CA
LONG BEACH, CA
SANTA MONICA, CA
DUBUQUE, IA
OAK FOREST, IL
CHIPPEWA-CREE, MT
LONG BEACH, NY
WESTERLY, RI

2013
MONTGOMERY, AL
CARY, NC
CAMDEN, NJ
HOBOKEN, NJ
STATEN ISLAND, NY
TOLEDO, OH
BURLINGTON, VT
MILWAUKEE, WI

2012
OAKLAND, CA
LAKEWOOD, CO
LAFAYETTE, IN
LOUISVILLE, KY
DEARBORN, MI
EDEN PRAIRIE, MN
GREENSBORO, NC
PHILADELPHIA, PA



GLOBAL GREEN USA
SUSTAINABLE NEIGHBORHOOD ASSESSMENTS
EPA BUILDING BLOCKS FOR SUSTAINABLE COMMUNITIES GRANT



LEED-ND



Smart Location & Linkage : **WHERE**

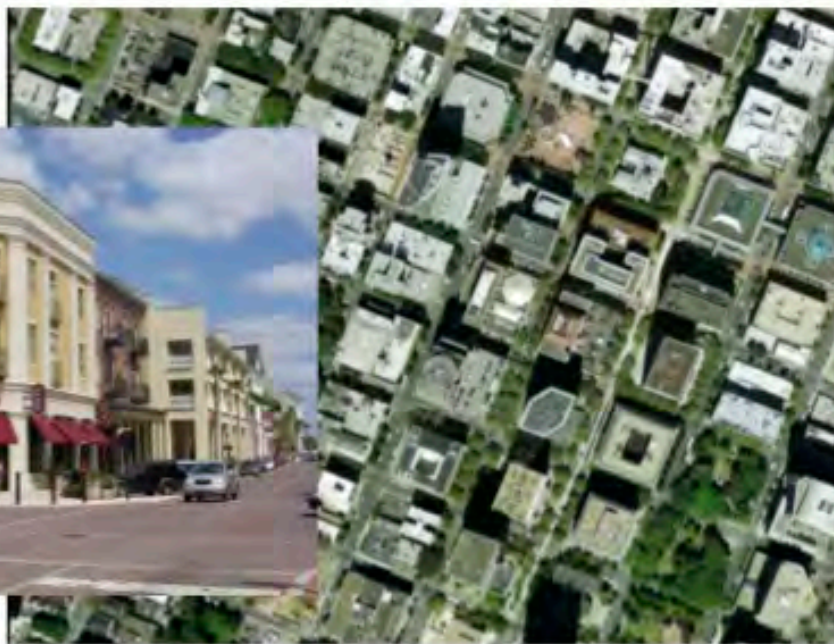
Smart Location

Imperiled Species & Ecological Conservation

Wetlands & Water Bodies Conservation

Agricultural Land Conservation

Floodplain Avoidance



Neighborhood Pattern & Design : **WHAT**

Walkable Streets

Compact Development

Connected & Open Community



Green Infrastructure & Buildings : **HOW**

Certified Green Building

Minimum Building Energy Efficiency

Minimum Building Water Efficiency

Construction Activity Pollution Prevention

Baseline Conditions
Local/Regional Planning Priority
Regulatory Support
Technical feasibility
Market Support
Neighborhood Need/ Stakeholder Input

Market St. Neighborhood, Long Beach, CA

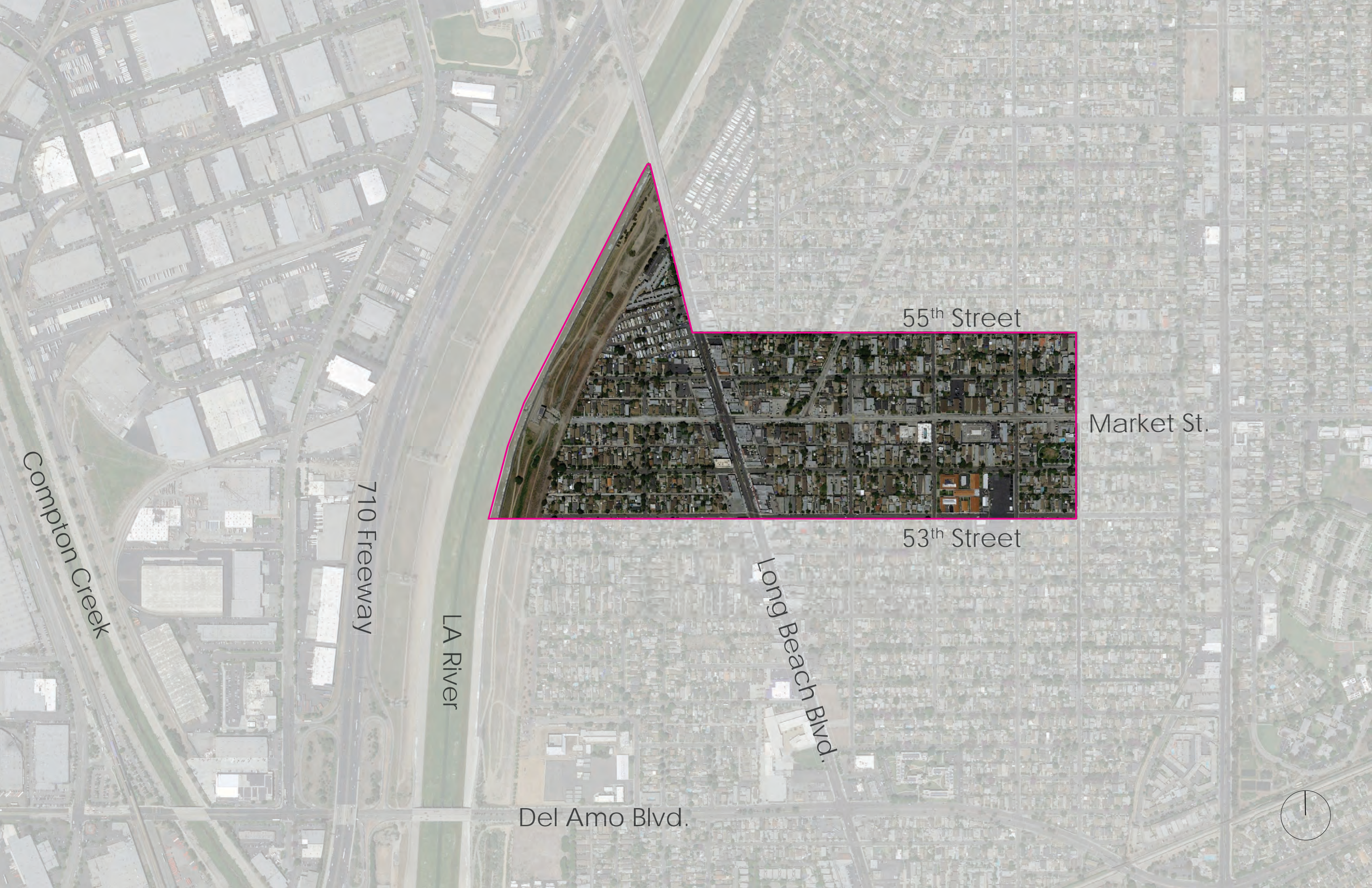
Legend	
✓	Achieved
?	Unkown
✗	Not Achieved
-	Does not exist/ NA
	Explicit support/ no technical issues
	Lack of explicit support/ minor technical issues
	Opposition/ significant technical issues
	Not Applicable

Neighborhood Pattern & Design

✓					
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P 1	Walkable Streets- Functional Entries	Required
P 1	Walkable Streets- Building Height to Street Centerline Ratio	Required
P 1	Walkable Streets-Continuous Sidewalks	Required
P 1	Walkable Streets-Garage and Service Bays	Required
P 2	Compact Development	Required
P 3	Connected and Open Community	Required
C 1a	Walkable Streets : Facades and Entries	
C 1b	Walkable Streets: Ground-Level Use and Parking	
C 1c	Walkable Streets: Design Speeds for Safe Ped and Bicycle Trave	
C 1d	Walkable Streets: Sidewalk Intrusions	
C 2	Compact Development	
C 3	Mixed-Use Neighborhoods	
C 4	Diversity of Housing Types	
C 4	Affordable Housing	
C 5	Reduced Parking Footprint	
C 6	Connected and Open Community	
C 7	Transit Facilities	
C 8	Transportation Demand Management	
C 9	Access to Civic and Public Space	
C 10	Access to Recreation Facilities	
C 11	Visitability and Universal Design	
C 12	Community Outreach and Involvement	
C 13	Local Food Production	
C 14	Tree-Lined and Shaded Streetscapes	
C 15	Neighborhood Schools	





55th Street

Market St.

53th Street

Long Beach Blvd.

Del Amo Blvd.

LA River

710 Freeway

Compton Creek







Locust Ave

EL MONTE
LONGO
LUXURY CARS
-LONGO





Assets



Assets



Challenges



Challenges





Neighborhood Background

The Virginia Village/Market Street neighborhood is located in North Long Beach, California. Originally founded as Virginia City, the area was annexed by the City of Long Beach in 1924. For the purposes of this assessment, Global Green established a study area that is bounded by the Los Angeles River to the west, Atlantic Blvd. to the east, 55th Street to the north, and 53rd Street to the south.

North Long Beach is a mixed-income community with modest, well-maintained single-family neighborhoods. The neighborhood is historically diverse and this continues today. In 2010 the predominant ethnicity was being Latino, followed by Black, Asian/Pacific Islander, and White. The neighborhood is home to low- and moderate-income residents, with over three quarters of the students at neighborhood schools being eligible for free or reduced lunch.

Streetscape conditions in North Long Beach generally range from fair to poor, with residential streets exhibiting a higher streetscape quality than commercial corridors. Many infrastructure improvements were constructed in the 1920s and have deteriorated. Market Street is generally lacking street trees, has a relatively narrow 5-foot sidewalk, and limited crossing opportunities between Atlantic Avenue and Long Beach Boulevard. Currently, access to the Los Angeles River at the western terminus of the Los Angeles River is possible but is not yet improved with public stairs, disabled and bicycle access, or lighting.

Several streetscape and façade improvements were recently completed at the historic intersection of Long Beach Boulevard and Market Street. Additional investments in infrastructure and urban design are being considered to further revitalize and vastly improve the function, identity, and sustainability of the neighborhood.

An upcoming, potentially catalytic project for the neighborhood is the Market Street Pedestrian and Streetscape Enhancement Project. The City received a grant to implement complete street enhancements on Market Street to create a truly integrated multi-modal street environment for pedestrian, bicyclists, transit and cars. Planned improvements include sidewalk widening, bicycle facilities, transit stop enhancements, street trees, and storm water planters with drought tolerant planting. The project's purpose is to create an inviting environment, provide pedestrian linkages to adjacent neighborhoods, educational institutions and transit facilities, and assist residents and commuters in shifting to alternative modes of travel along Market Street. A second project that has the potential to benefit the neighborhood is construction of a restored wetland adjacent to the Los Angeles River between the existing DeForest Park to the north and the Dominguez Gap wetlands to the south. This will establish open space feature directly to the west of the neighborhood and improve bicycle access along the River to South Long Beach and the Pacific Ocean.

A number of civic, business, and non-profit organizations are active in the neighborhood, including the 8th City Council District Office, the Virginia Village Business Association, and the Addams and Dairy neighborhood associations are active in community. The City of Long Beach Department of Health and Human Services (DHHS) also has a long history of working with the North Long Beach community. The Coalition for a Healthy North Long Beach is a network of community partners, including representatives from DHHS, the Long Beach Unified School District, community-based organizations, residents, health services providers and city council representatives. In addition, the DHHS Healthy Active Long Beach program works with the Long Beach Unified School District and Long Beach Parks, Recreation and Marine in the area to promote healthy eating and physical activity. Other community partners include Bike 90800, Center for Families and Youth, St. Athanasius Church, and His Nesting Place.

Neighborhood Challenges



1. Scattered retail and few options for food or groceries on Market Street 2. Limited street trees throughout study area 3. Underutilized privately held parcels 4. Challenging pedestrian conditions 5. Lack of formal access to DeForest Wetlands from Market Street

Improve Transportation + Mobility

One of the guiding principles of LEED-ND is to foster communities that cater to pedestrians and cyclists, thus enabling people to commute, recreate and complete errands without reliance on private automobiles. Neighborhood Pattern and Design (NPD) prerequisites 1, 2 and 3 work in concert to support this vision by requiring Walkable Streets, Compact Development and Connected and Open Communities.

The Market Street neighborhood benefits from a cohesive grid of medium sized blocks. The one exception is the area to the north that is currently occupied by a mobile home park. This street grid and the relatively narrow streets create a context that is supportive of walking, cycling, and slower speed vehicle travel. The City has already made significant strides in improving mobility through the introduction of one-way couplets to the north and south of Market Street.

Using LEED-ND as a guide reveals opportunities to further improve pedestrian, cyclist, and transit rider accommodations, along Market Street, parallel streets to the north and south, and at the key intersections and transit access locations at Long Beach Boulevard and Atlantic Boulevard. This includes the requirement in Smart Location and Linkage (SLL) credit 4, Bicycle Network and Storage that any improvements or introductions of new cycling facilities must be complimented by an adequate number of bicycle storage spaces - both secured, enclosed spaces for residential buildings as well as plentiful options for retail establishments.

In conjunction with physical improvements to the streets and sidewalks, there is also a need to continually maintain a strong local business community and to increase the quality and diversity of retail and service offerings in the neighborhood to further encourage that daily needs are met locally.



Sustainable Neighborhood Assessment: Long Beach, CA

Action Items

1. **Provide direct access to the Los Angeles River and the DeForest Wetlands:** through public access stairway and ramp at the western terminus of Market Street. Formalizing and improving the quality of this existing access point will have a beneficial impact on safety while also connecting the community more strongly to the LA River Bike path and walking and running opportunities along the River. (Diagram below)
2. **Implement pedestrian, cyclist, and transit improvements on Market Street from the LA River to Atlantic:** This area has a narrow right-of-way that makes it difficult to provide the space needed for a safe bike lane. Sharrows are also not recommended in this area due to the speed of vehicular traffic. There are a number of other enhancements that can be made to Market Street in a fairly cost effective way through restriping, corner bulb outs, addition of planters, improving parking efficiency, and creating increased crosswalk clarity at the signalized and unsignalized intersections. These interventions could be completed without needing to change the current dimensions of the travel way or the location of curbs, gutters, or storm drain inlets. (Diagram p.12)
3. **Improve Cycling Facilities either on Market Street through restriping or through improvements to other east-west streets that are adjacent to Market Street:** East of Atlantic the right-of-way increases so that it is possible to have two travel lanes in each direction and a striped bike lane on each side.

Creating formalized access to the DeForest Wetlands at the end of Market Street would increase open space in a park-poor neighborhood



Recommendations

1. Improve Transportation and Mobility
2. Community Health and Safety
3. Neighborhood Identity and Character
4. Building Infrastructure and Resource Efficiency



Improve Transportation + Mobility

1. Direct Access to DeForest Wetlands

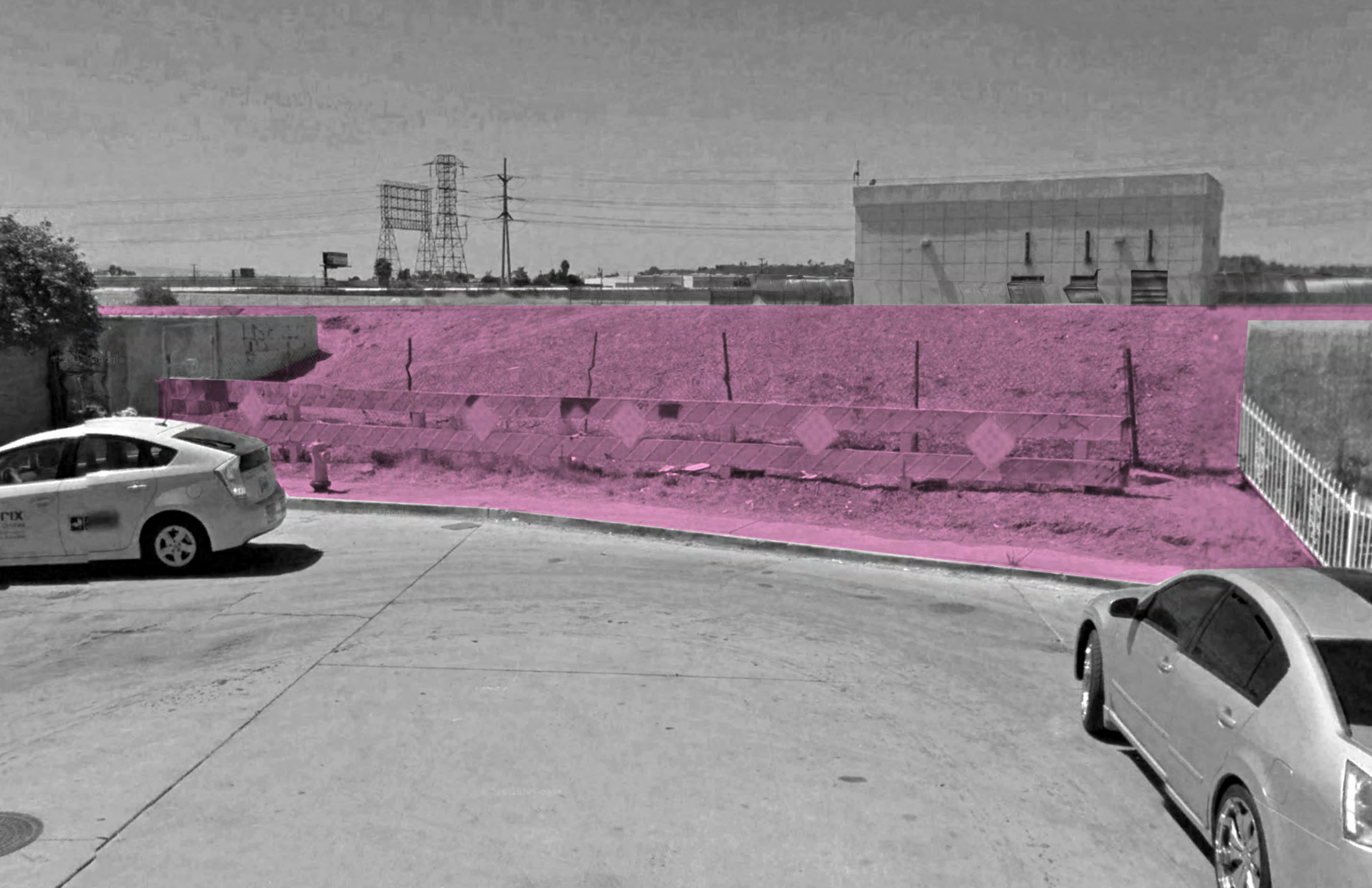
- Formalize existing informal trail
- Crime Prevention Through Environmental Design
- Introduces additional open space to neighborhood

2. Ped / Cyclist / Transit on Market

- Corner bulb-outs / planters and street trees / parking efficiency /
- Transit shelters and integration into bulb-outs
- Supportive cycling network

3. East-West Cycling Infrastructure

- One-way couplets on Louise + Plymouth
- Cycle track on Market [remove turning lane]
- Integrate into North Long Beach cycling improvements





Community Health + Safety

1. Jane Adams CSA Pick Up Location

- Central location improves participation and facilitates community interaction

2. Increase Permitted Mobile Markets

- Engage with vendors to improve food safety and nutritional choices

3. Farmers Market

- Possibly on vacant lot near El Cortez
- Help LBC urban farms reach additional customers
- Benefit local businesses by attracting new people to neighborhood

4. Optimize Use of Open Space

- Joint use agreements with Long Beach Unified
- Programing at parks and DeForest Wetlands

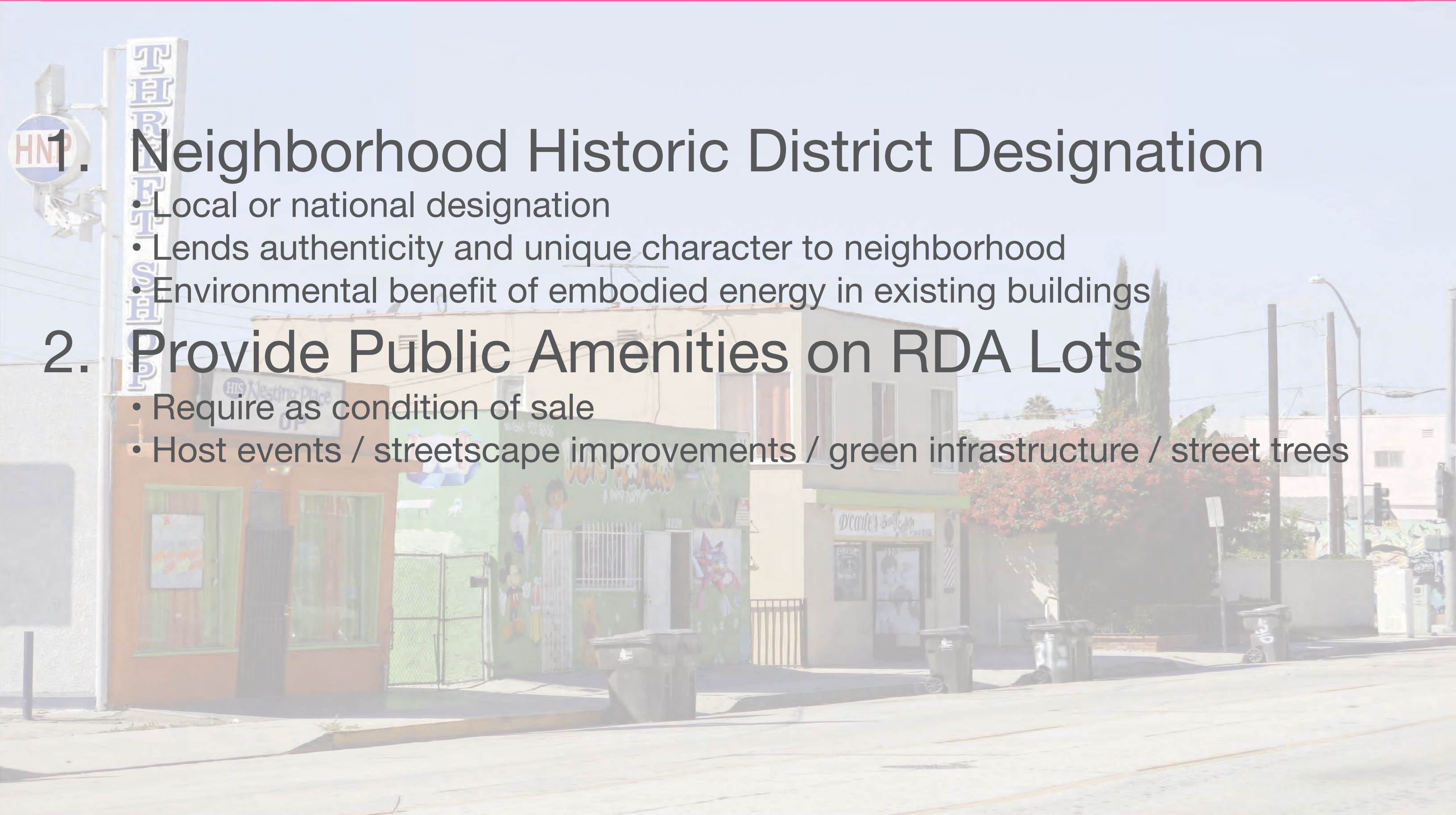
Neighborhood Identity + Character

1. Neighborhood Historic District Designation

- Local or national designation
- Lends authenticity and unique character to neighborhood
- Environmental benefit of embodied energy in existing buildings

2. Provide Public Amenities on RDA Lots

- Require as condition of sale
- Host events / streetscape improvements / green infrastructure / street trees



Building Infrastructure + Resource Efficiency

1. Technical Assistance + Incentives for LEED / Energy Star

- Provide assistance or information for new buildings to pursue certification
- Assist owners of existing buildings in energy benchmarking, audits and retrofits

2. Require Low Impact Development for New Projects

- Swales / rain gardens / rain barrels / permeable paving
- Also require for major renovations

3. Public Infrastructure Standards

- Recycled content for street paving, sidewalk, and streetscape features

QUESTIONS / COMMENTS

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Recommendations

1. Improve Transportation and Mobility
2. Community Health and Safety
3. Neighborhood Identity and Character
4. Building Infrastructure and Resource Efficiency

