



OAKLAND, CA

SUSTAINABLE NEIGHBORHOOD ASSESSMENT

July 18 - July 20, 2012

SUSTAINABLE NEIGHBORHOOD ASSESSMENT USING LEED-ND

Through the Sustainable Neighborhood Assessment Tool developed by Global Green USA, public officials and local government staff are using the LEED for Neighborhood Development (LEED-ND) rating system to determine ways that future development in their communities can achieve high levels of environmental, economic, and social sustainability. LEED-ND integrates the principles of smart growth, walkable urbanism and green building into the first national rating system for neighborhood design. In Oakland, CA, Global Green used the assessment tool to reveal the existing, planned, and potential sustainability levels of the City's Elmhurst Neighborhood and to make sustainability-related recommendations.

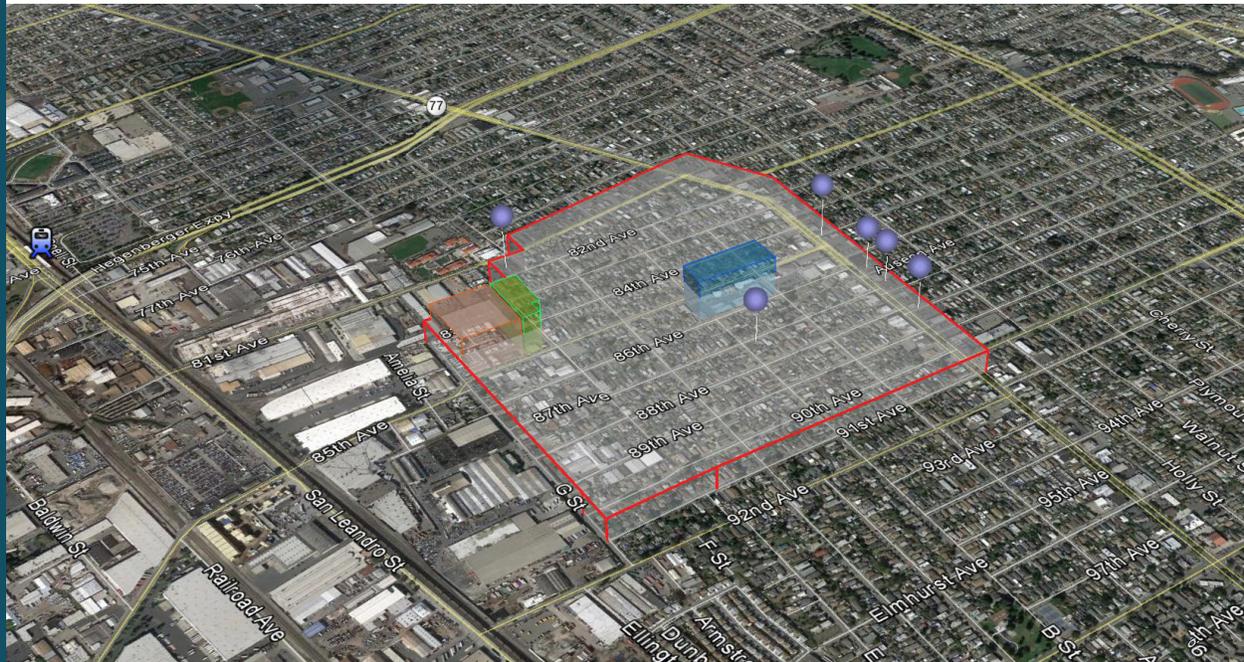
ENVIRONMENTAL PROTECTION AGENCY

Technical Assistance provided by Global Green USA with Raimi + Associates and the US Green Building Council to the City of Oakland was made possible through funding from the US EPA's Office of Sustainable Communities Building Blocks for Sustainable Communities Grant Program.



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-  TASSAFARONGA HOUSING DEVELOPMENT
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-  COLISEUM BART STATION



raimi+
associates
the nature of community



Neighborhood Location



Alameda County



Oakland



Elmhurst Neighborhood



Sustainable Neighborhood Assessment Process

The goal of the sustainable neighborhood assessment process is to establish focus areas where policy and planning changes can promote sustainable urban development over the short and long term. To define these focus areas, Global Green USA and its team use a Sustainable Neighborhood Assessment tool whose backbone is a modified LEED-for Neighborhood Development (ND) checklist. Prior to visiting the target neighborhood, the team conducts a thorough review of relevant planning documents, code requirements, and city and stakeholder priorities for the neighborhood and creates an initial LEED-ND checklist, marking each credit as “achieved,” “not achieved,” “unknown,” or “not applicable” according to baseline conditions. This initial checklist also ranks credits within the three LEED-ND categories (Smart Location & Linkages, Neighborhood Pattern & Design, and Green Infrastructure & Building) as they compare to local policy priorities, regulatory support, technical feasibility, market support, and stakeholder input. The checklist for the Elmhurst neighborhood is provided on pages 12-14.

Using the initial assessment as a point of departure, the Global Green team then conducts a three-day site visit. The team walks each block of the target neighborhood and conducts a series of meetings with targeted stakeholders, city staff, and other relevant agencies. Initial findings are then presented and discussed at a community workshop. Throughout this process, the checklist is edited and augmented to incorporate the team’s visual observations, issues raised

during stakeholder meetings, and priorities developed during the community workshop. The checklist helps to group individual sustainability components into the broad focus areas noted on the next page in the green box. It also provides specific sustainability performance metrics – taken directly from LEED-ND – for those focus areas. These metrics then serve as the technical criteria for the team’s specific policy and planning recommendations. The intention behind some credits within the rating system is to address complex issues such as crime, education, and jobs through the lens of the built environment. As a result, these indicators of sustainability are indirectly addressed, at best. The Global Green team considered the social and economic dynamics of the neighborhood – understanding that these aspects have an affect on the built environment. Notwithstanding, the sustainability indicators specific to LEED-ND used in the assessment process are crucial to involving residents, City staff, and policy makers in developing a collective understanding of the neighborhood’s potential, as compared to a national standard.

At the end of the process in Oakland, the Global Green team developed specific recommendations in four topic areas. Many of these recommendations have components that can be implemented quickly, while others will require long-term dedication and collaboration among many public and private-sector partners. The intention behind the recommendations is not to formally certify the area under the LEED-ND rating system but rather to suggest policy, planning, and development

changes that promote the sustainable growth of the Elmhurst neighborhood. Through the concerted effort of residents and the City to improve upon its fundamental characteristics, such as the street grid, sidewalks, parkways, street widths, proximity to transit, and by following the recommendations herein, this would, in time, enable the Elmhurst neighborhood to look, feel and perform like a LEED-ND neighborhood.

Neighborhood Background

The Elmhurst neighborhood is in the eastern most part of Oakland's Lower Elmhurst district. The boundaries of the assessment area are from 81st to 91st Avenue, and from International Boulevard to G Street, covering approximately 190 acres and forty city blocks. The area includes a major commercial corridor along International Boulevard, small-scale residential, and industrial land. The greater Lower Elmhurst district of "Deep" East Oakland is a diverse neighborhood with a median household income of \$35,908, and with near equal proportions of African American and Latino populations. This area has been identified as the core area for public safety investments by the Mayor's Office and Neighborhood Service Division (NSD) due to the historic and entrenched public safety issues. Signs of historic disinvestment and blight are evident along the major corridors and the neighborhood has been highly affected by foreclosures.

As the major commercial corridor and location of the upcoming Bus Rapid Transit system, International Boulevard is where much of the social and economic activity takes place within the neighborhood. This major thoroughfare is lined by small retail business, liquor stores, nail shops, laundromats, automotive services,

and some store-front churches. International Boulevard's horizontal mix of uses also includes multifamily and senior residential buildings, a Boys & Girls Club, the East Oakland Youth Development Center, a chain pharmacy, churches, and some scattered historic buildings. The road itself carries a high volume of traffic across two lanes, a parking lane is provided in both directions, and the center median has a healthy tree canopy. The sidewalks on International Boulevard are somewhat inconsistent, ranging between twelve feet and five feet within the assessment area. The assessment area is approximately a mile and a half away from the closest stop on the Bay Area Rapid Transit (BART) system. The Coliseum BART station is flanked by industrial land creating a harsh pedestrian environment between the assessment area and station.

The residential portion of the neighborhood is predominantly made up of small single family homes, and small multifamily residential buildings many of which have iron gates surrounding the properties. There are some very well maintained residential buildings while others show signs of neglect, vacancy, or deferred maintenance.

The industrial parcels within the assessment area are relatively small- averaging half an acre in size- as compared to large scale industrial parcels just outside of the assessment area boundary to the west. The street infrastructure fronting the industrial uses is inconsistent, often without curbs, gutters, and sidewalks. The industry is active and does provide a number of jobs within the neighborhood.

Neighborhood Highlights



INSTITUTIONS



LOCAL FOOD PRODUCTION



GREEN BUILDINGS



NEW DEVELOPMENT



HISTORIC BUILDINGS

FOCUS AREAS

Related LEED-ND Credits

Neighborhood Beautification & Home Improvement

Category: Neighborhood Pattern & Design

- Walkable Streets (prerequisite & credit 1)
- Reduced Parking Footprint (credit 5)
- Visitability and Universal Design (credit 11)
- Tree-Lined and Shaded Streets (credit 14)

Category: Green Infrastructure & Building

- Historic Resources / Adaptive Reuse Preservation (credit 7)
- Stormwater Management (credit 8)
- Solid Waste Management Infrastructure (credit 16)

Healthy Food Access & Education

Category: Neighborhood Pattern & Design

- Local Food Production (credit 13)
- Neighborhood Schools (credit 15)
- Community Outreach & Involvement (credit 12)

Civic & Open Space /Joint Use with Schools & Parks

Category: Smart Location & Linkages

- Wetland & Water Body Conservation (prerequisite 3)

Category: Neighborhood Pattern & Design

- Walkable Streets (prerequisite & credit 1)
- Access to Civic & Public Spaces (credit 9)
- Access to Recreation Facilities (credit 10)
- Neighborhood Schools (credit 15)

Pedestrian & Bicycle Safety

Category: Smart Location & Linkages

- Bicycle Network and Storage (credit 4)

Category: Neighborhood Pattern & Design

- Walkable Streets (prerequisite 1 & credit 1)
- Mixed-Use Neighborhood Centers (credit 3)
- Reduced Parking Footprint (credit 5)
- Transit Facilities (credit 7)

Catalytic Projects

The City of Oakland's Office of Neighborhood Investment applied for Technical Assistance with support from the Neighborhood Services Division (NSD), based on the approved Bus Rapid Transit (BRT) line that will serve International Boulevard. Funding has been allocated for the BRT and the Oakland City Council voted in favor of a dedicated bus lane. The designs for the BRT are currently at the concept level, but once approved, Alameda County (AC) Transit will progress into the Preliminary Engineering phase. AC Transit will be the lead on the project with design development and construction documents to be reviewed and approved by the City of Oakland. The preliminary CEQA/NEPA process is currently underway for the project.

International Boulevard has also undergone a corridor master planning effort centered around the BRT line, and a number of other physical planning efforts are underway in vicinity of the assessment area. These plans include the East Bay Greenway Project (along the Union Pacific right of way); the Diesel Truck Study, which will address impacts of diesel truck traffic through residential portions of the neighborhood by rerouting trucks that serve the industrial business within the area; and the BART to Bay Project which will allow cyclists to bike from the Coliseum BART station to the Bay. Other shorter term projects include renovations of one of the neighborhood schools- New Highland/RISE School- which is currently underway with the first phase of improvements. There is also a active urban farming project- Acta Non Verba- and other park improvement projects planned for this neighborhood.

Additionally, the City, through the NSD, has established a structure of existing neighborhood planning councils (NCPC Councils) that meet on a monthly basis to provide an on-going platform for public engagement. The County of Alameda is also invested in bringing together residents and churches around community revitalization efforts. The Kellogg Foundation, through the Oakland HOPE Collaborative (Health for Oakland's People and Environment) is currently training residents in leadership

to promote neighborhood planning and community based mapping activities. To date, the community based mapping effort has resulted in a detailed map that aggregates characteristics that community members identified as assets and challenges. The community mapping process has also identified solutions for addressing needs and challenges within the neighborhood. The objective is to pull out action items from the community based mapping process, refine the action items, and work to embed them into various physical and policy related plans. By formalizing outcomes from the community based mapping exercise, the City hopes to develop a neighborhood plan that will be adopted into the General Plan.

The BRT and collaborative community based mapping projects are the main drivers behind the Global Green selection of and involvement in the Elmhurst neighborhood. The goal of the Sustainability Neighborhood Assessment process and recommendations is to augment these current projects to improve the level of neighborhood sustainability in Elmhurst.

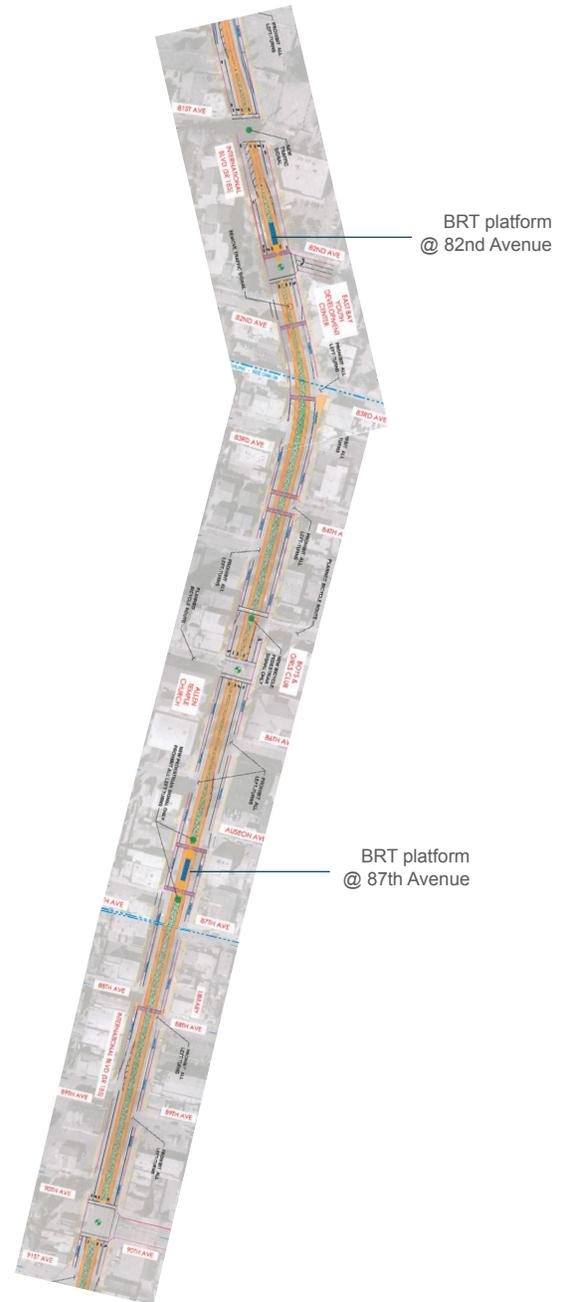
Establishing Standards for Bus Rapid Transit

LEED-ND has many credits aimed directly and indirectly at reducing motor vehicle dependence, thereby reducing green house gas emissions, air pollution, and other adverse environment and public health effects. LEED-ND standards related to public transportation are mainly focused on trip counts and headways, while standards for walkability, bikability and other pedestrian amenities are focused on infrastructure design.

The BRT system that will service the Elmhurst neighborhood was approved by the City Council on July 17, 2012. This improved bus system will have a dedicated lane and is expected to improve ridership by reducing patron's wait time and streamlining the alighting process. The BRT will directly satisfy the intent behind many LEED-ND credits if specific design and construction elements are implemented in the plans.

The BRT is slated to run along International Boulevard, which will provide a large financial investment into the neighborhood's public right-of-way including; streets, sidewalks, street trees, and other public infrastructure. LEED-ND has multiple credits that provide leading standards on how infrastructure in the public right-of-way should promote transportation efficiency, and promote walking by providing safe, appealing, and comfortable street environments.

Design details related to walkability, bikability and pedestrian amenities are outlined in the recommendations below. The City Design, Engineering and Construction Division can reference LEED-ND standards as they review the proposed street reconfiguration documents during the planning phase. By integrating detailed LEED-ND standards into the planning, design, and construction phases for the International Boulevard BRT, the neighborhood, City Staff and City Officials can point to their commitment to greening the Elmhurst neighborhood and other neighborhoods served by the BRT.

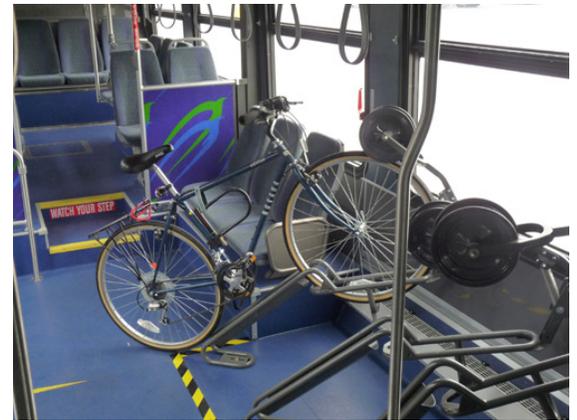


Location of planned BRT stations within the Elmhurst neighborhood assessment area

Establishing Standards for Bus Rapid Transit

Recommendations:

1. Provide transit shelters within the study area that are safe and functional.
 - Provide partially enclosed shelters to buffer wind and rain.
 - Include seating and illumination.
 - Include kiosks, bulletins, boards, and/or signs that display transit schedules and route information.
2. Require bike carriers on the BRT busses as a crucial component to first and last mile connection for transit riders.
 - Consider bike-on-bus rear door loading systems where bikes can be rolled into racks or strapped in at the rear of the bus versus traditional front-loaded bike carriers.
3. Install on-street bicycle storage racks on the existing sidewalks of International Boulevard adjacent to the 82nd Avenue and 87th Avenue BRT stops. Include a bicycle rack at the existing transit shelter adjacent to the Boys and Girls Club at the confluence of International Boulevard and 85th Street.
 - New bicycle storage racks must have two-point support systems for locking the frame and wheels.
4. Require pedestrian scale lighting in the BRT design, or any subsequent streetscape projects. All new lighting should have a 15% annual energy reduction below conventional infrastructure items.
 - New pedestrian scale lighting should provide outlets for event lighting.*
5. Require trash receptacles and recycle containers on International Boulevard every block, and at every BRT stations.
6. Require the use of recycled content in any new infrastructure, such as roadway, sidewalks, unit pavers, curbs, base and subbase materials. Target 50% of total infrastructure mass from recycled and reclaimed materials



Example of bike-on-bus carrier system used in Washington and Oregon



Existing transit shelter on International Boulevard where new bicycle racks should be placed

* Recommended but not a LEED-ND standard

Creating Livable Streets

The largest category within LEED-ND, in terms of points, is Neighborhood Pattern & Design (NPD). This credit category emphasizes the creation of compact, walkable, vibrant, mixed use neighborhoods with connections to nearby assets. More than 12% of the entire rating system is awarded for streets that function well and provide a welcoming environment for pedestrians and cyclists. These elements are important for the Elmhurst neighborhood where approximately 24% of the occupied housing units don't have access to a vehicle¹. The streets of a neighborhood should serve as a public space where citizens come together for informal gatherings, special events, or other neighborly contact. As such, the streets should be inclusive and welcoming to all residents at all hours.

In the Elmhurst neighborhood specifically, the Global Green team observed existing infrastructure that could support many aspects of a walkable neighborhood. For example, the presence of sidewalks in most areas, wide parkways, narrow streets, and a relatively compact street grid. However, this potential is not fully realized and the neighborhood lacks a comfortable, pedestrian environment.

The neighborhood's street tree canopy is one element that can improve the pedestrian experience. Urban Releaf, a local community organization, has a successful history of planting and maintaining trees throughout the City. Street trees add value to property, increase the beauty of a neighborhood, help lower ambient temperatures in the summer and clean polluted air. A comprehensive

tree-planting campaign, relying on partners like Urban Releaf and neighborhood schools, will help backfill the empty parkways and provide much needed maintenance support to the City's Tree Services Division.

The recommendations below outline the long term and short term efforts needed to create livable streets that are inviting and support multiple modes of transportation.



Before: Existing condition of neighborhood street without street trees



After: Composition of desirable street tree plantings along neighborhood street

¹ <http://2010.census.gov/2010census/popmap/> and The Nielson Company: Current Year (2011) Vehicle Availability

Creating Livable Streets

Recommendations:

Short Term

1. Provide street trees on both sides of the streets, within the existing parkways at intervals averaging no more than 40 feet (excluding driveways and utility vaults).
 - Utilize the community mapping process to determine where trees are “missing.”
 - Inform property owners that a tree will be planted, with an option for the property owners to opt out in order to plant tree more efficiently.
 - Determine if tree planting is viable in the identified locations, taking into account tree species, root medium, width and soil volume of tree wells.
 - Partner with local non-profits and schools to develop a maintenance, ownership, and education component to protect newly planted trees.
 - Track the tree plantings on a GIS layer, include the estimated crown diameter in ten years as one of the attributes to provide data on future canopy coverage in order to achieve an overall canopy coverage goal.
2. Stripe sharrows (shared right of ways) on residential streets within the neighborhood as part of the City wide bicycle network, and in order to indicate to drivers that the street is a shared space.
3. Enhance the transparency of active business along International Boulevard by enforcing City codes that address covered or boarded windows.

Long Term

4. Develop a canopy cover goal that will drive tree plantings through out the City, start with backfilling the empty parkways in the Elmhurst Area.
 - Complete assessment of existing public and private tree canopy to estimate a baseline from which the goal can be set.
5. Determine whether traffic circles are feasible at the intersections of 88th Avenue and E Street and other intersections where residents have mapped unsafe vehicular activity, such as “donuts.”



Neighborhood street in need of traffic calming interventions to dissuade unsafe vehicular activity



Wide sidewalk and existing planting strip with out street trees

Integrating Industry into the Neighborhood Form

One of the main concepts within LEED-ND is to have a job base within close proximity to residential neighborhoods. In Elmhurst, not only are there light industrial jobs within walking distance to residents, there are industrial parcels directly adjacent to single family homes. The current Housing and Business Mix (HBX) zone allows for this proximate juxtaposition of residential and industrial land uses.

While this is positive from a jobs housing perspective, it also results in a number of urban design challenges. In general, the sense of place within a residential neighborhood can be compromised by the industrial buildings that tend to be grossly out of scale with single family homes, have little building articulation, minimal transparency and many blank walls. In the same general sense, industry can be diminished by small parcels and narrow streets more suited for residential land uses.

Nonetheless the light industrial parcels within the Elmhurst assessment area are relatively small compared to larger industrial parcels just west of G Street (see map on page 13). Within the assessment area, the incompatibility stems from the abrupt lack of infrastructure adjacent to the industrial land, which is a stark contrast to the public right-of-way adjacent to residential blocks. The result is an inconstant sidewalk network, and/or missing curbs and gutters, which quickly alters neighborhood functionality and creates conflict between otherwise relatively compatible urban form.

Improvements to the public right-of-way would not effect the functionality of industrial activity within the neighborhood as the size of the industrial parcels inherently limits the intensity of industrial activity. The juxtaposition of industry and residential is further evidenced by barbwire fences around industrial land, long blank walls, large curb cuts, service bays, and parked cars lining the sidewalk right-of-way. All these characteristics adversely impact how well the neighborhood preforms compared to LEED-ND. For example, continuous sidewalks are a prerequisite under the Rating System.

When future redevelopment or property turnover takes place within the neighborhoods business parcels (HBX-1 zone), City funded improvement to the public right-of-way may nurture job growth in other business sectors that are more suitable for a neighborhood setting. The current level of infrastructure may be deterring diverse business from investing in this neighborhood.

Since the City values industrial land, business investment, and diversity in business attraction, the Global Green team sees strong impetus to improve the public right-of-way around the industrial land to the level of investment around the residential portions of the neighborhood in an effort to better serve both users.



Small scale industrial land with barbed wire, missing sidewalk, curb and gutter directly adjacent to single family residential buildings complete with sidewalk, planting strip, curb and gutter on 88th Avenue

Integrating Industry into the Neighborhood Form

Recommendations:

1. Install curbs, gutters, and/or sidewalks where none currently exist (as shown on the map below) along:
 - G Street between 85th and 91st Avenues.
 - 86th Street between G and E Streets.
 - 88th Street between G and E Streets.
 - 89th Street between G and E Streets.
 - E Street between 87th and 89th Street.
2. Enforce building and safety code violations, such as barbed wire, litter, or dumping on private and public land.
3. As the existing industrial land is redeveloped, implement a maximum block length of approximately 350 feet that would over time create "F" Street in order to improve the transition

between residential and industrial land uses and to achieve greater walkability in this portion of the neighborhood.

Legend

-  small scale industry
-  residential
-  large industrial
-  assessment boundary
-  existing streets with sidewalks
-  missing sidewalks/curb/gutter
-  missing curb/gutter
-  pedestrian only access (unimproved)



Recommendation 4

RESPONSIBLE
DEPARTMENT
Parks and Recreation,
Neighborhood Services
Division, & Office
of Neighborhood
Investment

Establishing Joint Use Agreements

The Neighborhood Pattern and Design (NPD) section of LEED-ND includes several credits formulated to encourage community and economic development and facilitate physical activity and social networking. Currently, Elmhurst is well positioned to achieve NPD credit 10: Access to Recreation Facilities and NPD credit 15: Neighborhood Schools, both of which are hubs for social interaction and community engagement. New Highland and RISE Elementary are community assets that should be capitalized on by establishing joint use agreements between the school district and city government, or a non-profits to provide economic and recreational opportunities. A joint use agreement (JUA) can open up school recreation or other facilities to the public by spelling out terms that allow public agencies and non profits to share the costs and responsibilities of using and maintaining those spaces.

During the community workshop, residents discussed a need for youth engagement programs. Substantial research shows that young people, particularly adolescents, who do not have safe places to participate in positive activities during after-school hours are more likely to engage in potentially dangerous activities. A JUA with the local schools would enable access to safe recreational facilities, thus offering youth healthy alternatives. The neighborhood has some other parks and green spaces that could serve as sites for youth and community engagement. JUAs could maximize the potential of Tassafaronga Park or the unimproved easements on E Street between 89th and 91st Avenues, depending upon use restrictions.

Although recreational facilities are often the focus of joint use agreements, other facilities can also be incorporated into an agreement. During our visit to the Acta Non Verba (ANV) farm, the team learned that some residents don't have the time to, or experience in, preparing seasonal produce which minimizes the efficacy of ANV. Kelly Carlisle, ANV's founder, discussed creating a "heat-and-eat" program to address this problem, in which pre-made meals using the farm's produce are sold at low

cost to local families. Commercial kitchen space is currently out of ANV's reach due to start up costs and licensing constraints, but a JUA between ANV and a school with an available kitchen would make a heat-and-eat business possible.

A successful agreement would also enable other budding entrepreneurs to learn small business ownership skills and capitalize on the existing community demand for local eateries, expressed in the community meeting. Organizations such as ANV, or the Oakland Food Policy Council are well situated to lead such an effort because of their presence in the neighborhood and their involvement in workshops on micro-enterprise and innovative food system change for Slow Food International. By investing early in community entrepreneurialism, the City can ensure that local residents contribute to and benefit from economic revitalization efforts, in addition to creating an atmosphere conducive to outside business investment.



Existing open space at Tassafaronga Park that could be jointly used to engage youth in programmed activities and athletics



Existing easement on E Street in the neighborhood that could be activated through a JUA

Establishing Joint Use Agreements

Recommendations:

Youth Programming

1. Release a Request for Proposal (RFP) to neighborhood organizations interested in offering youth activities, such as sports leagues or cultural programs. Evaluate the feasibility of both the proposals and the organizations' ability to oversee the development and execution of a joint use agreement. A successful organization must have a stable membership to consistently interact with either city government or school district staff throughout the period of the joint use agreements. Potential organizations include the East Oakland Youth Development Center, East Oakland Boys and Girls Club, Youth Uprising, Allen Temple Baptist Church, or HOPE Collaborative.
2. Survey the Elmhurst neighborhood for open green spaces that could serve as a site for proposed youth programming. Identify the owners of those spaces and determine the feasibility of creating a relevant joint use agreement.
3. Use the Model Agreements specific to California developed by ChangeLab Solutions to write a joint use agreement that defines the role and responsibilities of each partner for the determined space.

Business Incubator

4. Release an RFP to entrepreneurial neighborhood organizations for business proposals, especially those related to food start-ups. Consider the development of a kitchen incubator in East Oakland, using the nearby example of La Cocina in San Francisco.
5. Identify commercial kitchen spaces in Elmhurst that could serve as a business incubator site. Potential sites include the New Highland, RISE Elementary, or the East Oakland Youth Development Center.
6. Use the Model Agreements specific to California developed by ChangeLab Solutions to write a joint use agreement that defines the role and responsibilities of each partner for the determined space.

Resources:

ChangeLab Solutions' Model Agreements for CA can be found at: <http://changelabsolutions.org/publications/model-JUAs-CA>

For more information on La Cocina and other kitchen incubator models: http://www.nytimes.com/2010/10/10/magazine/10FOB-Consumed-t.html?_r=1

ChangeLab Solutions' Model Agreements for CA can be found at: <http://changelabsolutions.org/publications/model-JUAs-CA>

San Francisco Foundation: <http://www.sff.org/programs/environment/grants>



Neighborhood School undergoing renovations to improve open space primed for joint use

Sustainability Assessment

Checklist

The Sustainable Neighborhood Assessment tool includes an annotated LEED-ND checklist created by Global Green. It is a key component of the process used to document and compare the assessment area against the LEED-ND prerequisites and credits. Each credit within the three credit categories (Smart Location & Linkage, Neighborhood Pattern & Design, and Green Infrastructure & Building) is marked as “achieved,” “not achieved,” “unknown,” or “not applicable” under baseline conditions. Additional analysis has been done based on local planning policy, regulatory support, technical feasibility, market support and stakeholder input. The preliminary checklist analysis was edited and augmented during our site visit, stakeholder meetings, and after the community workshop. This information was then translated into an overall assessment of sustainable neighborhood performance.

LEED for Neighborhood Development: Project Assessment Checklist ELMHURST NEIGHBORHOOD- OAKLAND, CALIFORNIA

Baseline Conditions	Local/Regional Planning Priority	Regulatory Support	Technical feasibility	Market Support	Neighborhood Need/ Stakeholder Input
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Legend	
✓	Achieved
?	Unknown
X	Not Achieved
-	Does not exist/ NA
Green	Explicit support/ no technical issues
Yellow	Lack of explicit support/ minor technical issues
Red	Opposition/ significant technical issues
Grey	Not Applicable

Smart Location and Linkage						Total Points	
✓						P 1 Smart Location	Required
-						P 2 Imperiled Species and Ecological Communities	Required
-						P 3 Wetland and Water Body Conservation	Required
-						P 4 Agricultural Land Conservation	Required
✓						P 5 Floodplain Avoidance	Required
✓	Green	Green	Green	Yellow	Green	C 1 Preferred Locations	
✓	Green	Green	Green	Yellow	Green	C 2 Brownfield Redevelopment	
✓	Green	Green	Green	Green	Green	C 3 Locations with Reduced Automobile Dependence	
X	Green	Yellow	Green	Yellow	Green	C 4 Bicycle Network	
X	Yellow	Yellow	Green	Yellow	Green	C 4 Bicycle Storage	
X	Green	Green	Green	Yellow	Green	C 5 Housing and Jobs Proximity	
-						C 6 Steep Slope Protection	
-						C 7 Site Design for Habitat or Wetland and Water Body Conservation	
-						C 8 Restoration of Habitat or Wetlands and Water Bodies	
-						C 9 Long-Term Conservation Management of Habitat or Wetlands & Water Bodies	

Sustainability Assessment

Checklist

LEED for Neighborhood Development: Project Assessment Checklist ELMHURST NEIGHBORHOOD- OAKLAND, CALIFORNIA

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

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

Neighborhood Pattern and Design

Checkmark	Color	Item	Requirement
✓	Green	P 1 Walkable Streets- Principal Entries	Required
✓	Green	P 1 Walkable Streets- Building Height to Street Width Ratio	Required
X	Yellow	P 1 Walkable Streets-Continuous Sidewalks	Required
✓	Green	P 1 Walkable Streets-Garage and Service Bays	Required
✓	Green	P 2 Compact Development	Required
✓	Green	P 3 Connected and Open Community	Required
✓	Green	C 1a Walkable Streets : Facades and Entries	
X	Yellow	C 1b Walkable Streets: Ground-Level Use and Parking	
✓	Green	C 1c Walkable Streets:Design Speed for Safe Ped and Bike Travel	
✓	Green	C 1d Walkable Streets: Sidewalk Intrusions	
✓	Green	C 2 Compact Development	
✓	Green	C 3 Mixed-Use Neighborhood Centers	
✓	Red	C 4 Mixed-Income	
✓	Yellow	C 4 Diverse Communities	
X	Yellow	C 5 Reduced Parking Footprint	
X	Yellow	C 6 Street Network	
X	Yellow	C 7 Transit Facilities	
X	Grey	C 8 Transportation Demand Management	
✓	Green	C 9 Access to Civic and Public Spaces	
✓	Green	C 10 Access to Recreation Facilities	
-	Grey	C 11 Visitability and Universal Design	
✓	Green	C 12 Community Outreach and Involvement	
X	Yellow	C 13 Local Food Production	
X	Yellow	C 14 Tree-Lined and Shaded Streets	
✓	Green	C 15 Neighborhood Schools	

Sustainability Assessment

Checklist

LEED for Neighborhood Development: Project Assessment Checklist ELMHURST NEIGHBORHOOD- OAKLAND, CALIFORNIA

Baseline Conditions	Local/Regional Planning Priority	Regulatory Support	Technical feasibility	Market Support	Neighborhood Need/ Stakeholder Input
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Legend	
✓	Achieved
?	Unknown
✗	Not Achieved
-	Does not exist/ NA
Green	Explicit support/ no technical issues
Yellow	Lack of explicit support/ minor technical issues
Red	Opposition/ significant technical issues
Grey	Not Applicable

Green Infrastructure and Buildings

Checkmark	Legend	Item	Requirement
✓	Green	P 1 Certified Green Building	Required
✓	Green	P 2 Minimum Building Energy Efficiency	Required
✓	Green	P 3 Minimum Building Water Efficiency	Required
✓	Green	P 4 Construction Activity Pollution Prevention	Required
✗	Yellow	C 1 Certified Green Buildings	
✗	Yellow	C 2 Building Energy Efficiency	
✗	Yellow	C 3 Building Water Efficiency	
✓	Green	C 4 Water-Efficient Landscaping	
✓	Yellow	C 5 Existing Building Reuse	
-	Green	C 6 Historic Resource Preservation and Adaptive Reuse	
-	Grey	C 7 Minimized Site Disturbance in Design and Construction	
✗	Yellow	C 8 Stormwater Management	
✗	Yellow	C 9 Heat Island Reduction	
✓	Yellow	C 10 Solar Orientation	
✗	Yellow	C 11 On-Site Renewable Energy Sources	
✗	Red	C 12 District Heating and Cooling	
✗	Yellow	C 13 Infrastructure Energy Efficiency	
✗	Yellow	C 14 Wastewater Management	
✗	Yellow	C 15 Recycled Content in Infrastructure	
✗	Yellow	C 16 Solid Waste Management Infrastructure	
✗	Yellow	C 17 Light Pollution Reduction	

Sustainability Assessment

Summary

Based on in-field assessment, planning document review, various stakeholder meetings, and the community workshop, the Global Green team estimated which LEED-ND credits were “Likely,” “Possible with Effort,” “Unlikely” to be achieved, or “Not Applicable,” considering existing conditions, technical feasibility, policy readiness, financial burden, and applicability to neighborhood conditions. The bar graph summary identified the overall level of sustainable neighborhood performance for the Elmhurst neighborhood. Traditionally, LEED-ND standards are best suited for new neighborhoods where the layout and design can be influenced, however existing neighborhoods that are well-sited and open to enhancements, like Elmhurst, still have the ability to be a “green neighborhood.” To that end, in all three of the LEED-ND credit categories, credits fall into the “Likely” category, which affirms the teams perception that the area has existing attributes of sustainability. Of the remaining credits, many fall in the “Possible with Effort” category, which shows the large potential for improving the neighborhood’s level of sustainability specifically by pursuing the high-priority recommendations described in this report.

Smart Location and Linkages



Neighborhood Pattern and Design



Green Infrastructure and Building



Legend

- “Likely”
- “Possible with Effort”
- “Unlikely”
- “Not Applicable”

The summary table below shows the numeric values extrapolated from the percentage of credits identified as “Likely” above. While these values do not correlate exactly to specific LEED-ND points, they provide an estimate of the neighborhood’s potential level of future achievement. It should be noted that this is a rough measure of performance, and not an exact representation of the project’s level of possible certification. It should also be noted that all the prerequisites would need to be achieved if certification was to be pursued.

Point Requirements for LEED-ND Certification

Certified:	40-49
Silver:	50-59
Gold:	60-79
Platinum:	80+

Oakland- Elmhurst Neighborhood

LEED for Neighborhood Development

	Total	Achievable
Smart Location & Linkage	27	12
Neighborhood Pattern & Design	44	26
Green Building & Infrastructure	29	10
	100	49

CIVIC & OPEN SPACE

- ON INTN'L ??
- OPEN AREA FOR FARMERS MARKETS
- ALLEN TEMPLE PARKING LOT
- REPLACE AUTO SHOPS w/ CIVIC / OPEN SPACE (71 AUTO SHOP)
- 98th & BANCROFT → FORMER GAS STATION 10 YRS VAC
- CAN WE GET RID OF AUTO SHOPS & LIQUOR STORES ??
- THE PROBLEM IS THE # OF LIQUOR STORES
 - ↳ ONLY 2 SELL FRESH FOODS / VEGIES
- LIQUOR STORES BUY WHOLE SALE FROM DISCOUNT MARKETS

NEIGHBORHOOD BEAUTIFICATION & HOME IMPROVEMENT

- OWNERSHIP MATTERS - FIXING UP HOMES
- BEING INVOLVED IN MAPPING MOTIVATED
- SEEING OTHERS IMPROVE MOTIVATE OTHERS
- TREE PLANTING → KIDS HELPED OUT
- INCENTIVES TO IMPROVE FOR LANDLORDS
- LOCAL LANDSCAPERS TO WORK ON PROJECTS SUPPORT LOCAL ECON ONLY
- YOUTH GROUPS TO PARTICIPATE IN IMPROVEMENTS
- 98 STUDENTS NEED TO HAVE AN ACTIVE ROLE IN BEAUTIFICATION (K-12 RISE COMMUNITY SCHOOL)
 - ↳ FOR PLANTING TREES, VEGIES ETC.
- SHOP RUN BY STUDENTS

WHAT ELSE ...

- MORE COLOR / ATTRACTIVE LANDSCAPE (FLOWERS)
- SOCIAL ACTIVITIES & SPACES FOR YOUTH TO PARTICIPATE IN
 - ↳ INCREASE OPPORTUNITIES FOR CHANGING
 - ↳ FRIDAY NIGHT LIVE IN PARK (WILLIE WILKENS PARK)
 - ↳ DOES IT NEED TO BE ORGANIZED BY CITY STAFF OR CAN NEIGHBORS DO IT?
 - ↳ LEAGUES → HAPPENING?
- MORE MURALS
- PLACES TO LISTEN TO LIVE MUSIC
- POP-UP CULTURAL EVENTS → LOTS OF TALEN
- VERTICLE GARDENS
 - ↳ GREEN SCREEN

PED. & BIKE SAFETY

- LIGHTED X-WALKS!
- BIKE & PED STREETS ONLY
- MORE SIDEWALK LIGHTS
- TREES ON BOTH SIDES OF WALKING PATHS → NOT BRICKS
 - ↳ PEDESTRIAN (20FT)
- BIKING RULES
- HOW TO MAKE BIKE LANES SAFE
 - ↳ PROTECTED BIKE LANE
 - ↳ WIDE ENOUGH BUT NOT TOO WIDE
- BIKE LANES SHOULD NOT BE ON MAJOR ~~LANE~~ STREETS, MORE ON TRAILS & CONNECTED TO BART & PUBLIC TRANSIT
- NEW STREET SIGNS

JOINT USE WITH SCHOOLS & PARKS

- NEED A PROGRAM & A PLAN FOR WHAT TO DO AT THE PARK / SPACE
 - ↳ FRISBEE

HEALTHY FOOD ACCESS & EDUCATION

- ACCEPT EDT CARDS AT FARMERS MARKET
- INCLUDE SAMPLES (COOKED) & RECIPES IN
- RISE COMM - FARMERS MARKET (TUESDAY) HARVEST OF THE MONTH (PUBLIC HEALTH FUNDED)
- MANDELA FOODS - GREAT MODEL
- PARENTS NOT FOLLOWING CHILDREN LEAD
- NO HEALTHY RESTAURANTS OR GROCERY BTW HIGH ST & SAN LEANDRO

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