

Action Element Abbreviation-Section Number. Action Letter: Action Name

Completed Action Text (at end of action and before citation): **Completed – See Implementation Table.**

1700 OVERVIEW

1700.1 The Far Northeast and Southeast Planning Area encompasses 8.3 square miles located east of I-295 and north of Naylor Road SE. **Most of the area has historically been Ward 7 although in past decades due to Census redistricting, parts have been included in Wards 6 and 8.** Its boundaries are shown in the Map at left. ~~Most of this area has historically been Ward 7 although in past decades, parts have been included in Wards 6 and 8.~~ 1700.1

1700.2 Far Northeast and Southeast is known for its stable, attractive neighborhoods and its diverse mix of housing. It includes single-family communities like Hillcrest, Eastland Gardens, and Penn Branch; row house and semi-detached housing neighborhoods such as Twining, River Terrace, and Fairlawn; and apartment communities like Naylor Gardens, Mayfair Mansions, and Lincoln Heights. The area has an excellent transportation network, including the Minnesota Avenue, Benning Road, and Deanwood Metrorail stations, Interstate I-295, and several major avenues linking neighborhoods underserved communities River to Central Washington. **Far Northeast and Southeast is one of the greenest areas of the District. The recently renovated Marvin Gave Park is home to the District's segment of the Watts Branch Tributary. Watts Branch flows above ground through the park to the Anacostia River, bisecting the southeastern portion of Ward 7. Thanks to recent infrastructure investments, the community is now able to enjoy both the Watts Branch Trail and the Anacostia Riverwalk Trail.** ~~The community~~ It is home to **several of the Fort Circle Parks including Fort Mahan, Fort Chaplin, Fort Dupont and Fort Davis.** Fort Dupont Park **and Anacostia Park are two of the** ~~-one of the~~ largest parks in **the Far Northeast and Southeast area, and a center of community life where residents have been able to enjoy recreational activities** for generations. **There are multiple** ~~It includes~~ shopping centers **in Far Northeast and Southeast** like East ~~of the~~ River Park, ~~and~~ and **Penn Hill (formerly Penn-Branch Shopping Center), as well as** ~~and~~ smaller neighborhood commercial districts along **Alabama Avenue, Bowen Road, Division Avenue,** Pennsylvania Avenue, Nannie Helen Burroughs Avenue, and other local streets and arterials. **The commercial area known by residents as Downtown Ward 7 can be found along Benning Road and Minnesota Avenue. It is a retail area with fast casual with some sit**

down restaurants, and convenience stores, but still considered underserved regarding restaurant options. 1700.2

1700.3 Far Northeast and Southeast has always had a strong sense of community spirit, due in part to a well-organized network of community associations, churches, and interest groups. These groups include non-profits like the Marshall Heights Community Development Organization, **Washington Area Community Investment Fund and the Ward 7 Business Partnership.** **There are social service** ~~cultural~~ organizations like the East of the River **Family Strengthening Collaborative, Community Arts Program, and n** Neighborhood groups such as the **Capitol View Citizens Association, Deanwood Citizens Association, Fort Dupont Park Civic Association, the River Terrace Civic Association, and the Benning Ridge Civic Association, the Marshall Heights Civic Association, the Penn-Branch and Hillcrest Neighborhood Associations and the Parkside and Eastland Gardens Civic Associations provide residents with cultural activities and opportunities for residents to understand the history of their community.** For years ~~decades~~, activities like Minnesota Avenue and **Deanwood Days** and the Fort Dupont Summer Concert Series have built community pride and **educated as well as** entertained residents and visitors. Far Northeast and Southeast also has a historic tradition of being strongly connected to its natural landscape, dating back to its origins as an agricultural community. Small backyard gardens **and community garden plots** may be found throughout the community today, even in **public pocket parks, vacant lots,** apartment complexes and public housing. 1700.3

1700.4 While the area is not without its challenges, between ~~1990 and 2000~~ **2000 and 2017**, Far Northeast and Southeast experienced ~~an 11~~ a **13.74** percent ~~decline~~ **increase** in population, ~~an~~ **but also an** increase in its poverty rate **by 2%.** **The Comprehensive Planning area did experienced an increase** in its percentage of **female-headed** households by **3%.** Its crime rate and unemployment rates are both above the District average, ~~and m~~ **Many** residents must travel long distances for shopping, higher education **and employment opportunities,** ~~and~~ **as well as** basic **goods and** services. Many middle-class families left the neighborhoods of Far Northeast and Southeast during the 1970s, 80s, and 90s, ~~and s~~ Schools and other community services have suffered as a consequence. 1700.4

1700.5 ~~These issues must be addressed before the Far Northeast and Southeast community can reach its full potential. And they must be addressed in a way that benefits~~ **Far Northeast and Southeast has experienced investment over the last decades, however there are still social equity gaps relative to the District that need to be addressed to ensure the benefits of the District's economic**

and population resurgences are broadly shared. It is likely new residents will be attracted to the area ~~by~~ **because of** its relatively affordable housing and other amenities. Broader prosperity in Far Northeast and Southeast should not be gained at the expense of those who have helped build and sustain the community for generations. While a high priority will be placed on bringing middle class and working families back to this community, an even higher priority must be placed on improving the quality of life for the individuals and families who live here today. 1700.5

1700.6 **The Northeast and Southeast area has a 12% vacancy rate among its housing units.** This Planning Area has seen significant change during recent years. More than **3,550 units of housing have been added either through new construction or renovation between 2000 and 2018.** ~~housing units have been constructed since 2000, and many more have been renovated.~~ New developments like **Capital Gateway Estates, Parkside, the Solstice, the Skyland Town Center and Park 7** **are** creating more diverse housing choices and opportunities. ~~At the same time, demolition of former public housing projects such as East Capitol Dwellings has removed over 1,000 units from the area's housing stock since 2000, resulting in a net loss of total households in the last five years. Fort Chaplin Woods and Dupont Commons.~~ 1700.6

1700.7 Non-residential development in Far Northeast and Southeast has lagged behind the rest of the District. In fact, **until recently** most of the ~~recent~~ non-residential construction ~~has~~ consisted of reinvestment in public facilities such as schools, **libraries** and recreation centers. This **trend has started to shift with the District government investing in relocating the Department of Employment Services in 2009, to a new facility adjacent to the Minnesota Avenue Metro station.** **With hundreds of local government employees working at this site in a customer-facing agency, a new vibrancy has come to Minnesota Avenue.** **Park 7, the newest mixed-use development also located at Benning Road and Minnesota Avenue, has ground floor retail including a sit-down restaurant, coffee shop, a children's clothing store and other popular offerings. The addition of new residents and daytime office workers has made the ground floor retail here a success, sparking more interest from the private sector to consider Far Northeast and Southeast as an upcoming retail and commercial market. Additional developments underway in Ward 7 Far Northeast and Southeast such as the 137 unit Solstice at East Capitol and Minnesota Avenue, and the Skyland Town Center, upon completion of phase one will offer over 250 residential units and 80,000 square feet of retail, including, importantly, a large grocery store.** ~~may change in the coming years, as new shopping areas are developed at Skyland and East Capitol Gateway, and new~~

~~businesses and services open along Pennsylvania Avenue SE, Minnesota Avenue, at Kenilworth Parkside, and elsewhere in the community.~~ 1700.7

NEW

Portions of the Far Northeast and Southeast Planning Area have also been identified as a priority area for resilience planning, given the vulnerabilities to climate change and flood risk as identified in the Climate Ready DC Plan published in 2016. In particular, the area around the Watts Branch, a tributary to the Anacostia River, is currently at risk of flooding, and is projected to be at increased risk as early as 2020. This area has a significant concentration of community resources at-risk, such as medical services and public housing, including Kenilworth Courts development and Lincoln-Heights Dwellings that both serve vulnerable populations.

1701 HISTORY

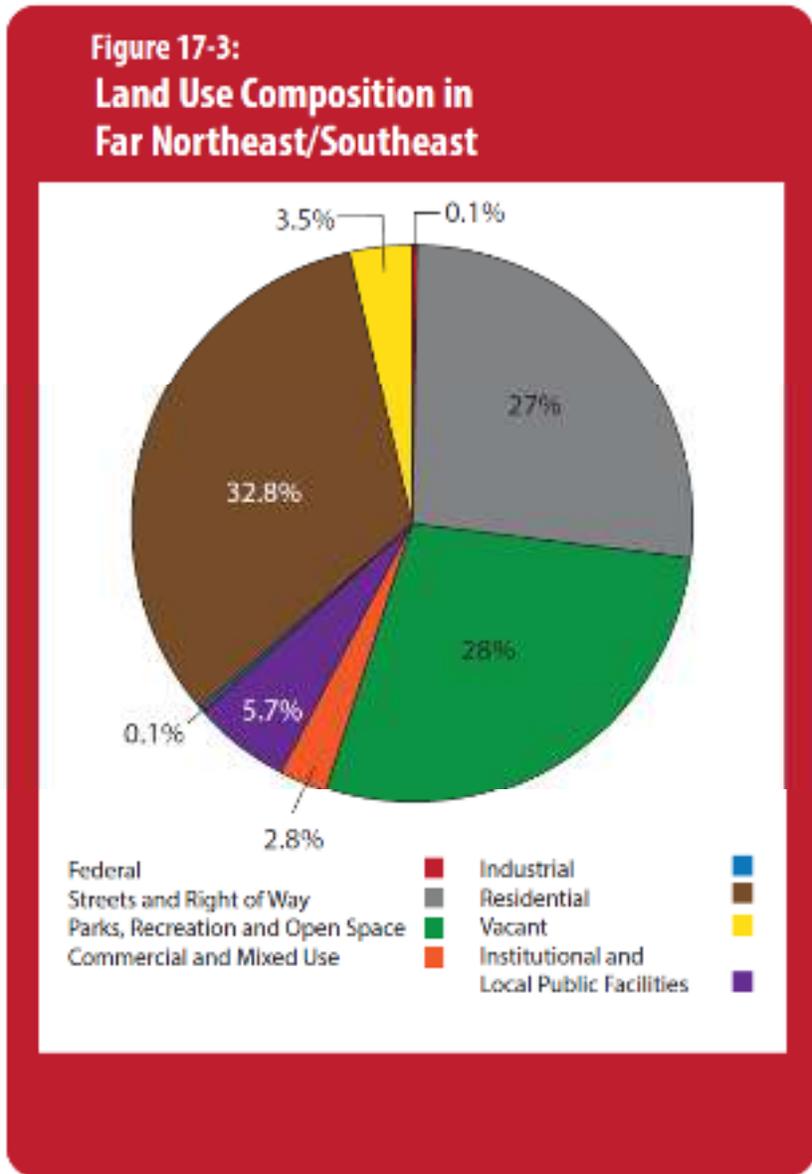
- 1701.1 Most of Far Northeast and Southeast was still countryside until the early 20th century. In fact, large tracts of land were farmed until as recently as the mid-1900s. Early settlements in the area included the communities of Good Hope (near Alabama Avenue and Naylor Road), Benning Heights (near Fort Dupont), and Deanwood. 1701.1
- 1701.2 Far Northeast and Southeast took on strategic importance during the Civil War, when Fort Dupont, Fort Davis, and other encampments were built to preserve the nation's capital from attack. Woodlawn Cemetery-another local landmark-was established in 1895 to provide a site for African-American burials, which were largely prohibited at other cemeteries in the region at that time. By the late 1800s, Deanwood had emerged as a working-class community of black and white families and was known for its self-reliance and strong sense of economic independence. 1701.2
- 1701.3 The first large-scale urban development in the area took place during the 1920s. The pace accelerated during World War II, as defense and government workers flocked to the District. Naylor Gardens, for example, was developed for the federal government and later served as cooperative housing for returning war veterans. Rapid development continued through the 1950s, as sewers, paved streets, and sidewalks were provided to most areas. Neighborhoods like Hillcrest (originally called Summit Ridge) and Benning Ridge (originally called Bradbury Heights) date from this period. 1701.3
- 1701.4 Following the removal of restrictive housing covenants in the late 1940s, the

racial composition of the community shifted. By 1960, a majority of the area's residents were African-American. The pace of development slowed after 1970, and the community entered a period of population decline as many families left the District for suburban Maryland and elsewhere. Despite the loss of residents, many high-quality neighborhoods remain in Far Northeast and Southeast, and today there are signs of reinvestment in nearly all parts of the community. **Public investment in recent years has included the reconstruction of H.D. Woodson High School in 2011 and the opening of the Ron Brown College Preparatory High School in 2016. Four libraries in the Comprehensive Planning area, including Dorothy I. Height and Francis A. Gregory, were built or modernized, as well as five recreation centers. The Benning Stoddard, Deanwood, Marvin Gaye and Ridge Road Recreation Centers have been completely modernized offering state of the art facilities and amenities. Public/private investment brought the Nationals Baseball Academy and the Unity Medical Centers delivering much needed resources.** 1701.4

1702 LAND USE

1702.1 Land use statistics for this Planning Area appear in Figure 17.1. Far Northeast and Southeast comprises about 5,300 acres, or about 14 percent of the District's land area. **Statistics on existing land use are estimated from current lot-by-lot property tax data together with additional information on housing units, employment, DC- and Federal land ownership, parks, roads, water bodies, etc. They are not comparable to the statistics included in the 2006 Comprehensive Plan, which were based on a much simpler method. Even large differences between the older and newer statistics may reflect differences in the modelling approaches used a decade apart and not to actual changes in land use.** 1702.1

1702.2 **NEW** Figure 17.1: Land Use Composition in Far Northeast/Southeast



1702.3 The area is mostly a residential community, with more than 32.8 percent of the land area developed with housing. Densities are typically lower than the Districtwide total, with much of the housing stock consisting of one- and two-family homes. Concentrations of more dense housing exist in Fairfax Village, Randle Highlands, Benning Ridge, Lincoln Heights, Marshall Heights, Kenilworth-Parkside, and north of Fort Dupont Park. 1702.3

1702.4 Commercial uses are clustered in nodes along Minnesota Avenue, East Capitol Street, Naylor Road, Pennsylvania Avenue, Nannie Helen Burroughs Avenue, Division Avenue, and Benning Road. The area’s largest commercial centers are

located near Minnesota Avenue and Benning Road, and at Skyland on Naylor Road. A small industrial area is located in the northwest corner of the area, parallel to the railroad and Kenilworth Avenue. Industrial uses, including the Pepco ~~Power Plant~~ **Benning Road Service Center**, are also located north of Benning Road. Together, commercial and industrial uses represent just three percent of the Far Northeast and Southeast's land area. 1702.4

- 1702.5 Open space and parks comprise about 25 percent of the Comprehensive Planning Area. Much of the area's open space, including the ~~chain system~~ of Fort Circle Parks extending from Fort ~~Mahan Mahon~~ to Fort Stanton, and the Kenilworth Aquatic Gardens, is under National Park Service ownership. ~~Three~~ ~~two~~ of the community's parks—Alger, Watts Branch and Pope Branch—follow natural stream valleys and provide a unique amenity for the community. Public facilities, including local public schools, comprise about four percent of the area. Streets and public rights of way comprise 25 percent of the Comprehensive Planning Area. Approximately 180 acres—almost four percent of Far Northeast and Southeast—consists of vacant, unimproved land. 1702.5

1703 DEMOGRAPHICS

- 1703.1 Basic demographic data for Far Northeast and Southeast is shown in Table 17.1 In ~~2000~~ **2017**, the area had a population of ~~73,800~~ **83,906**, or about ~~13~~ **11.79** percent of the District's total. ~~Population in the area has been declining for over 40 years, although the decline was not as rapid in the 1990s as it was in the 1970s and 80s. In 2005, the population is estimated to be 69,900. Average household size in 2005 was 2.33, which was higher than the Districtwide total of 2.14.~~ The Area experienced slow moderate population growth since 2000 as compared to other Areas in the District, and gained only about 2,500 10,136 people. However, ~~average household size has been dropping in Far Northeast and Southeast as it has in other neighborhoods across the District.~~ the Area is expected to grow by more than 35,000 28,705 people by 2045. This trend may occur in the coming years as former public housing complexes are replaced by new single-family homes, ~~and~~ townhomes, and multi-family dwellings, ~~and~~ as infill development takes place on vacant land.
- 1703.2 Approximately ~~96~~ **95-93.2** percent of the area's residents ~~are~~ were Black in 2015-2017, African-American, which is significantly higher than the Districtwide total of ~~60~~ **47.7** percent. Only about ~~one~~ **3.7** percent of the area's residents ~~are~~ were of Hispanic origin, and fewer than ~~two~~ **four** percent ~~are~~ were foreign born. Relative to the ~~District~~ District as a whole, the ~~area has~~ area had higher percentages of

children and seniors in 2017. ~~About 27~~ Over 24 percent of the residents ~~are~~ were under 18, compared to a Districtwide total of ~~20~~ 17.6 percent. ~~About 14~~ Over 13.7 percent ~~are~~ were over 65, compared to the Districtwide total of ~~12~~ 11.9 percent. However, the percentage of the population under age 18 dropped by about four percent between 2000 and 2017 while the population between the ages of 18 and 65 increased by about the same percentage. 1703.2

DRAFT

1703.5 NEW 1703.3: Far Northeast and Southeast at a Glance. 1703.3

Table 17.1 Far Northeast and Southeast at a Glance

Basic Statistics and Projections						
	2000	2010	2017 ^A	2025	2035	2045
Population	75,770	74,065	85,906	90,168	100,291	112,611
Households	30,681	31,178	32,965	37,279	40,880	45,993
Household Population	73,026	73,276	82,822	88,708	98,603	110,471
Persons Per Household	2.38	2.35	2.51	2.38	2.41	2.41
Jobs	12,297	5,856	8,135	9,986	14,490	19,698
Density (persons per sq. mile)	8,888	8,923	10,109	10,804	12,083	13,568
Land Area (square miles)	8.3	8.3	8.3	8.3	8.3	8.3

2000 and 2017 Census Data Profile					
	2000		2017 ^A		Citywide 2017 ^A
	Total	Percentage	Total	Percentage	Percentage
Age					
Under 18	20,230	27.4%	20,167	24.0%	17.6%
18-64	43,442	58.9%	50,493	62.6%	70.6%
18-34	15,532	20.8%	20,822	24.8%	34.6%
35-64	28,110	38.1%	31,671	37.7%	35.9%
65 and over	10,098	13.7%	11,246	13.4%	11.9%
Residents Below Poverty Level	18,233	24.7%	22,187	26.7%	17.4%
Race Composition					
White	957	1.3%	1,900	2.3%	40.7%
Black	71,231	96.5%	78,218	93.2%	47.7%
Native American	201	0.3%	163	0.2%	0.5%
Asian/Pacific Islander	218	0.3%	467	0.6%	3.8%
Other	362	0.5%	2,007	2.4%	4.6%
Multi-Racial	821	1.1%	1,085	1.3%	2.9%
Hispanic Origin	636	0.9%	3,145	3.7%	10.7%
Foreign-Born Residents	1,045	1.4%	3,065	3.7%	14.0%
Tenure					
Owner Households	12,416	40.5%	12,103	36.7%	41.7%
Renter Households	18,242	59.5%	20,862	63.3%	58.3%
Housing Occupancy					
Occupied Units	50,658	87.3%	52,965	88.0%	90.2%
Vacant Units	4,452	12.7%	4,901	12.0%	9.8%
Housing by Unit Type					
1-unit, detached	4,257	17.8%	6,135	16.4%	11.9%
1-unit, attached	9,782	27.9%	10,710	28.6%	25.1%
2-4 units	5,092	14.3%	5,041	13.5%	10.3%
5-9 units	5,374	15.3%	5,536	14.8%	6.8%
10-19 units	5,921	16.9%	6,627	17.7%	10.5%
20 or more	2,711	7.7%	3,860	9.0%	35.4%
Mobile/other	55	0.5%	57	0.2%	0.1%

1704 HOUSING CHARACTERISTICS

1704.1 The ~~2000~~ 2013-2017 Census Bureau, American Community Survey (ACS) 5-year estimates reported that ~~18~~ **16.4** percent of the homes in Far Northeast and Southeast were single family detached homes, and ~~28~~ **28.6** percent were single

family attached homes (row houses and townhouses). These are slightly higher than the ~~25.1~~ percentages for the District ~~as a whole~~. Conversely, only ~~eight~~ 9 percent of the area's housing stock consists of multi-family buildings of 20 units or more, compared to ~~32~~ 35.4 percent for the District ~~as a whole~~. Relative to the rest of the District of Columbia, Far Northeast and Southeast has a much higher percentage of small apartment buildings. About one-third of the area's housing units were in buildings with ~~five~~ 5 to 19 units—almost twice the Districtwide proportion. In ~~2000~~ 2017, nearly ~~13~~ 12 percent of the housing units in Far Northeast and Southeast were vacant. 1704.1

1704.2 The ~~2000~~ 2017 Census Bureau ACS reported that ~~41~~ 36.7 percent of the households in the Comprehensive Planning Area were homeowners and ~~59~~ 63.3 percent were renters. These percentages are ~~identical~~ similar— ~~less than~~ to the Districtwide ~~percentage as a whole~~ which shows 41.1 percent are home owners and 58.3 percent are renters. 1704.2

1705 INCOME AND EMPLOYMENT

1705.1 Data from the Department of Employment Services and the Office of Planning indicates there were ~~12,400~~ 7,575 jobs in Far Northeast and Southeast in ~~2005~~ 2015, primarily in local-serving businesses, public schools, and government. This represents just ~~1.7~~ under one percent of the District's job base and reflects the fact that this Area is primarily residential. ~~Most employed residents in Far Northeast and Southeast commute to jobs elsewhere in the District and region, with about 34 percent commuting to Central Washington, 31 percent commuting to Maryland and Virginia, 30 percent commuting elsewhere in the District of Columbia, and only five percent working within the Far Northeast and Southeast community.~~ As of the ~~2000~~ 2015 Census, median household income in the Comprehensive Planning Area was ~~\$31,507~~ \$38,289, compared to a Districtwide median of ~~\$45,927~~ \$72,395. About 27 percent of the Area's residents were living in poverty in 2015, an increase compared to 2000 and significantly over the Districtwide total of 18 percent. 1705.1

1706 PROJECTIONS

1706.1 Based on land availability, planning policies, and regional growth trends, Far Northeast and Southeast is projected to ~~begin adding~~ add households, population, and jobs during the next five years and continue growing through ~~2025~~ 2045. The Comprehensive Planning Area is expected to ~~grow~~ experienced an ~~decline~~—

~~increase~~ in households from ~~29,700~~ **31,178** households in 2005 ~~2010~~ to ~~35,200~~ ~~26,187~~ **32,965** in 2017. Forecasts in housing trends show, however, that an increase to 45,933 households is expected by 2045 with an attendant increase in population from 83,906 in 2017 to a projected 112,611 in 2045. households in ~~2025~~ **2045**, with an attendant ~~20~~ **48** percent increase in population from ~~69,900~~ ~~76,236~~ to ~~83,800~~ **112,611**. Although this is roughly the same number of residents the Area had in 1990, With the addition of over 5,000 new homes **projected** (including more than 1,000 homes on former public housing sites at Capitol Gateway Estates, **Lincoln Heights and Richardson Dwellings** and Eastgate Gardens, as well as infill development at Kenilworth-Parkside) will bring new vitality and energy to the community. Much of the growth in Far Northeast and Southeast is expected to consist of new low-density housing, particularly on vacant single family lots in Deanwood and Marshall Heights. **Higher** ~~Moderate~~-density housing and mixed-use development will be concentrated around the Metro stations, on redeveloped public housing sites, and along corridor streets. 1706.1

1706.2 The number of jobs is expected to increase from about ~~12,400~~ **7,575** today to ~~16,100~~ **19,698** in ~~2025~~ **2045**. Most of the increase will take place around the Minnesota Avenue Metro station, at Kenilworth-Parkside, at the revitalized Skyland Shopping Center, and along East Capitol Street. 1706.2

~~1707~~ **PLANNING AND DEVELOPMENT PRIORITIES**

~~1707.1~~ ~~Four Comprehensive Plan workshops took place in Far Northeast and Southeast during 2005 and 2006. These meetings provided an opportunity for residents to discuss both Districtwide and neighborhood planning issues. The Advisory Neighborhood Commissions and groups such as the Ward 7 Leadership Council also provided a voice for local priorities and concerns. There have also been many meetings in the community not directly connected to the Comprehensive Plan, but focusing on long-range planning issues. These meetings have covered topics such as Kenilworth Avenue road improvements, the future of Watts Branch, reuse plans for Skyland Shopping Center, and the upgrading of "Great Streets" like Pennsylvania Avenue SE. 1707.1~~

~~1707.2~~ ~~The community delivered several key messages during these meetings, summarized below: 1707.2~~

- ~~a.~~ ~~The low density character that typifies most Far Northeast and Southeast neighborhoods should be maintained. While it is recognized that the area~~

~~contains much vacant land with the potential for infill development, this development should generally be similar in density to what exists today. This is one of the few areas in the District with opportunities to build three- and four-bedroom homes suitable for families with children. Whereas the neighborhood lost families to Prince George's County and elsewhere in the past, it may gain families from these areas in the future if it builds appropriately designed housing, provides quality schools, and improves public services.~~

- ~~b. While preserveing established single-family neighborhoods is a priority, Far Northeast and Southeast recognizes the need to provide a variety of new housing choices. More density is appropriate on land within one-quarter mile of the Metro stations at Minnesota Avenue, Benning Road, and Deanwood, and on the District side of the Southern Avenue and Capitol Heights stations. The commercially zoned land along the Nannie Helen Burroughs, Minnesota Avenue, and Pennsylvania Avenue "Great Streets" corridors also offer opportunities for somewhat denser uses than exist today. These areas may provide opportunities for apartments, condominiums, townhomes, assisted-living facilities and other types of housing, provided that measures are taken to buffer adjacent lower density neighborhoods, address parking and traffic issues, and mitigate other community concerns.~~
- ~~c. The neighborhood is underserved by retail stores and services, including the "basics" such as sit-down restaurants, banks, hardware stores, drug stores, and movie theaters. These uses should be accommodated in the future by encouraging both public and private reinvestment in the established commercial districts. The upgrading of Skyland and development of Capitol Gateway should go a long way toward meeting these needs—but these centers are not conveniently located for everyone in the community. Neighborhoods like Deanwood and Fairlawn would benefit from additional quality retail services. The Minnesota-Benning commercial district, in particular, should evolve into a stronger, more vital shopping district in the future, attracting customers from both sides of the Anacostia River.~~
- ~~d. Renovation and rehabilitation of the housing stock should continue to be a priority, especially for the aging post-war apartment complexes and for developments with subsidized units. Steps should be taken to preserve affordable units in these complexes as they are renovated. In some cases, as was the case at East Capitol Dwellings and Eastgate Gardens, the best approach may be to replace deteriorated multi-family housing with new housing that better meets community needs. In other cases, the renovation of~~

~~older apartments could be coupled with conversion to owner-occupancy, with provisions to help tenants become homeowners.~~

- ~~e. Code enforcement continues to be one of the top issues in the community. Residents are concerned about illegal dumping and unpermitted construction, inadequate notification of zoning changes, and the need for clean-up of blighted and abandoned properties. While these are operational issues that cannot be resolved through the Comprehensive Plan, the District must strive toward responsive, effective enforcement, maintenance, and customer service in the future.~~
- ~~f. More steps should be taken to improve environmental quality, especially along Watts Branch. Far Northeast and Southeast was impacted for years by the now defunct Benning Road incinerator and continues to face noise, air pollution, and truck traffic from I-295 and other thoroughfares. Programs to reduce these impacts, while improving physical connections to the Anacostia River, the Fort Circle Parks, and other open spaces in the area are high priorities. Indeed, much of the discussion at public meetings during the Comprehensive Plan revision focused on the need for better parks, cleaner streams, and more trees. While the community has more green space than many other parts of the District, this space has been neglected. Greater stewardship by Far Northeast and Southeast residents, coupled with more attention from the District and federal governments, will help restore the natural landscape as a place of beauty, spiritual enrichment, and diverse habitat~~
- ~~g. Additional improvements are needed to reduce traffic congestion, especially around the I-295/Pennsylvania Avenue intersection and along Kenilworth Avenue. Parts of Far Northeast and Southeast are more than one mile from Metrorail and need better, more reliable bus connections to Metro. The safety of pedestrians and bicyclists continues to be an issue in many neighborhoods and at many intersections.~~
- ~~h. Schools, libraries, recreation centers, and other public facilities in Far Northeast and Southeast must be upgraded to meet the needs of a community on the rise. The recent modernizations of Kelly Miller Middle School and Randle Highlands Elementary School are a promising start, but there is much more to accomplish. Investment in schools should take place in tandem with investment in new housing, shopping, libraries, and other services, as it is at Eastgate Gardens, to create “whole” communities and not simply tracts of homes.~~

- ~~i. With an unemployment rate that is twice the Districtwide total, more must be done to strengthen the occupational skills of the Far Northeast and Southeast labor force. Job training, adult education, and vocational education programs are an essential part of the equation. Good access to Metrorail is also critical, to connect residents to jobs Downtown and elsewhere in the region. As noted in the Districtwide elements of the Comp Plan, establishing a community college or branch campus of the University of the District of Columbia underserved communities River would go a long way toward helping Far Northeast and Southeast youth prepare for good, quality jobs in the District economy.~~
- ~~j. Additional facilities and services for children and youth are needed in the Far Northeast/Southeast Area. More than one in four residents of the Comprehensive Planning Area are under 18. Further increases in the number of children are likely as additional family housing is completed. New and expanded recreation centers, playgrounds, child care facilities, and similar facilities are urgently needed today and will continue to be needed in the future. The District must place a high priority on investment in these facilities to create a healthy environment for children as well as adults.~~

1708 FNS-1.1 GUIDING GROWTH AND NEIGHBORHOOD CONSERVATION

1708.1 The following general policies and actions should guide growth and neighborhood conservation decisions in Far Northeast and Southeast. These policies and actions should be considered in tandem with those in the Districtwide elements of the Comprehensive Plan. 1708.1

1708.2 *Policy FNS-1.1.1: Conservation of Low-Density Neighborhoods*
Recognize the value and importance of Far Northeast and Southeast's stable single-family neighborhoods to the character of the local community and to the entire District of Columbia. Ensure that the Comprehensive Plan and zoning designations for these neighborhoods ~~reflect and preserve~~ **support** the existing low-density land use pattern while allowing for taller and denser infill development that is compatible with neighborhood character. 1708.2

1708.3 *Policy FNS-1.1.2: Development of New Housing*
Encourage new **mixed-use, mixed-income development** ~~housing~~ for area residents on vacant lots and around Metro stations ~~within the community~~, and on underutilized commercial sites along the area's major avenues. Strongly

encourage the rehabilitation and renovation of existing housing in Far Northeast and Southeast, taking steps to ensure that the housing remains affordable for current and future residents. 1708.3

1708.4 *Policy FNS-1.1.3: Directing Growth*

Concentrate employment growth in Far Northeast and Southeast, including office and retail development, around the Deanwood, Minnesota Avenue and Benning Road Metrorail station areas, **the East Capitol Street Gateway**, at the Skyland Shopping Center, and **along I-295 adjacent to the Parkside neighborhood**, **along** the Nannie Helen Burroughs Avenue, Minnesota Avenue, Benning Road, and Pennsylvania Avenue SE “Great Streets” corridors. Provide improved pedestrian, bus, and automobile access to these areas, and improve their visual and urban design qualities. These areas should be safe, inviting, pedestrian-oriented places. 1708.4

1708.5 *Policy FNS-1.1.4: Retail Development*

Support the revitalization of the neighborhood commercial areas listed in Policy FNS-1.1.3 with new businesses and activities that provide needed retail services to the adjacent neighborhoods and that are compatible with surrounding land uses. 1708.5

1708.6 *Policy FNS-1.1.5: Prince George’s County*

Work closely with Prince George’s County and the Maryland National Capital Park and Planning Commission to guide the development of land along the Maryland/District line, especially around the Capitol Heights and Southern Avenue Metro stations. Safe pedestrian access to these stations should be provided. Given the proximity of the **Capitol Heights and Naylor Road Metrorail** stations to the District line (about 1000 feet **respectively**), collaborative transit-oriented development planning around ~~this~~ **these** stations is also encouraged. 1708.6

1708.7 *Policy FNS-1.1.6: Residential Rehabilitation*

Encourage the rehabilitation of single family homes in the Fairlawn and Twining neighborhoods, and the renovation of vacant deteriorating apartment units, especially in Marshall Heights, Lincoln Heights, Northeast Boundary, Greenway, Randle Highlands (south of Pennsylvania Avenue SE), and along 29th Street between Erie and Denver Streets. 1708.7

1708.8 *Policy FNS-1.1.7: Row House Neighborhoods*

In the Fairlawn and Twining neighborhoods, encourage infill housing constructed so as to be compatible with the architectural style and materials of the brick row

houses and semi-detached homes that predominate in these areas. 1708.8

1708.9 *Policy FNS-1.1.8: Buffering*

Improve the interface between the I-295 Freeway/rail corridor and adjacent residential uses, especially in the **Deanwood, Eastland Gardens**, Fairlawn, Greenway, **Kenilworth, Mayfair, Parkside, River Terrace** and Twining neighborhoods. These improvements should preserve the neighborhoods from noise, odors, pollution, vibration, and other freeway impacts while also providing a more positive visual impression of the community from the highway itself. 1708.9

1708.10 *Policy FNS-1.1.9: ~~Congestion~~ **Multi-Modal** Management*

Re-examine traffic control and management programs along major Far Northeast and Southeast arterial streets, particularly along Pennsylvania and Minnesota ~~Avenues~~; **Nannie Helen Burroughs and Kenilworth Avenue, I-295**, East Capitol Street, Benning Road, Branch Avenue, and Naylor Road. ~~and~~ **Consider additional bikeshare stations at Metro Stations and along key corridors in Far Northeast and Southeast to provide additional transit options.** Develop measures to improve pedestrian and cyclist safety and mitigate the effects of increased local and regional traffic on residential streets. 1708.10

1708.11 *Policy FNS-1.1.10: Transit Improvements*

Improve bus service to the Metrorail stations from neighborhoods throughout Far Northeast and Southeast, particularly in the southern part of the Comprehensive Planning Area. Preserve crosstown routes and prevent fragmentation of bus service. 1708.11

~~1708.12 *Policy FNS-1.1.11: Anacostia Light Rail*~~

~~Coordinate land use and transportation decisions along the alignment of the proposed light rail line on the former CSX railroad tracks, making the most of the opportunities for new transit-served development along the Minnesota Avenue corridor at Pennsylvania Avenue, Benning Road, East Capitol Street, and points in between. 1708.12~~

1708.13 *Action FNS-1.1.A: Façade Improvements*

Encourage urban design and façade improvements in the established commercial districts along Naylor Road, Minnesota Avenue, Benning Road, Branch Avenue, Alabama Avenue, Nannie Helen Burroughs Avenue, Division Avenue, **Sheriff Road**, and Pennsylvania Avenue SE. These improvements should respect and enhance historic structures and landmarks in these areas. 1708.13

1708.14 *Action FNS-1.1.B: ~~Expansion of NCR Program~~ Restart the Neighborhood Commercial Revitalization Program*
Revive ~~Expand~~ the Neighborhood Commercial Revitalization Program or similar effort, once operated by the Marshall Heights Community Development Organization (MHCDO) to include additional neighborhood commercial areas in Far Northeast and Southeast. Community-based organizations to lead this effort could include the Ward 7 Business Partnership, the Washington Area Community Investment Fund or the Marshall Heights Community Development Corporation. 1708.14

1708.15 *Action FNS-1.1.C: Joint Planning Agreement with Prince George's County*
Develop a joint planning agreement with the Maryland National Capital Park and Planning Commission/Prince George's County to coordinate the mutual review of projects and area plans on both sides of the District/ Maryland line. 1708.15

1708.16 *Action FNS-1.1.D: Kenilworth Avenue Transportation Study*
Implement the recommendations of the Kenilworth Avenue transportation study to better manage truck traffic and to separate local traffic from through-traffic on neighborhood streets. 1708.16

NEW *Action FNS-1.1.E: Parkside Livability Study*
~~Conduct a~~ An access and circulation study is underway in the Parkside neighborhood. When implemented will ~~to~~ improve pedestrian and vehicle safety and operational efficiency for all modes of transportation and the delivery of goods and services in and out of the neighborhood. Focus additional planning efforts to neighborhoods along the Anacostia River—
Future studies of Parkside and Kenilworth should include a retail analysis and small area plan to guide future growth and development.

1709 FNS-1.2 CONSERVING AND ENHANCING COMMUNITY RESOURCES

NEW The watershed of Watts Branch, a tributary to the Anacostia River, was identified as a priority area for resilience planning in the Vulnerability & Risk Assessment of Climate DC. The Watts Branch watershed encompasses multiple neighborhoods including Deanwood, Eastland Gardens, Kenilworth, Northeast Boundary, Mayfair, Parkside, and River Terrace. There is also a significant risk to dozens of public and community-serving facilities as well as affordable and public housing units. This area is currently at risk of flooding and is projected to be at increased risk as early as 2020.

1709.1 *Policy FNS-1.2.1: Watts Branch and Pope Branch*

Conserve and improve Alger Park, Watts Branch and Pope Branch as safe, healthy natural resource areas. Undertake capital improvements to acquire land, improve trails, provide recreational features, improve stormwater management, ~~and~~ restore water quality and natural habitat, and maintain riparian zones to minimize flood hazards. Promote District maintenance, enforcement, and community stewardship projects to keep the streambed and parklands clean, reduce crime and illegal dumping, and ensure that the parks remain resources that the whole community can enjoy. 1709.1

NEW

Action FNS-1.2.1: Clean up the Anacostia River Toxic Sediments

In collaboration with the National Park Service, implement hazardous material remediation in the Anacostia River to include Anacostia and Kenilworth Park and other contaminated adjacent land areas such as Poplar Point and Kenilworth Landfill. The Anacostia River is a valuable District natural resource and priority should be given to restore years of damage.

1709.2

Policy FNS-1.2.2: Connecting to the River

Link the neighborhoods of Far Northeast and Southeast to the Anacostia River through trail, path, transit, sidewalk, pedestrian crossing, pedestrian safety and road improvements. Provide new amenities and facilities and support programming and events in the waterfront parks that meet the needs of Far Northeast and Southeast residents and preserve and enhance the existing waterfront open space. Support the National Park Service in its effort to plan for Anacostia Park and to focus on improving park amenities and access points to better serve the community. 1709.2

NEW

Policy FNS-R.1: Neighborhood Climate Resilience

Encourage neighborhood-scale and site-specific projects that decrease the vulnerability of people, places, and systems in Far Northeast and Southeast to climate crises.

NEW

Policy FNS-R.2: Flood Mitigation

Identify and prioritize flood-prone properties along Watts Branch for flood hazard mitigation projects. Project prioritization should be based on determinations of flood prevention and the extent to which other neighborhood benefits are realized, including improvements to parklands and trails, recreational features, water quality, and natural habitat. Partner with other federal, local and private entities to ensure flood mitigation programs are incorporated into key flood zones.

NEW

Policy FNS-R.3: Critical Community Facilities Preservation

Preserve critical community facilities that provide human services and other resources in the Comprehensive Planning Area, and that are determined to be at-risk to current and future flooding conditions. Support vulnerability assessments for those facilities near Watts Branch that have already been identified as high risk, and prepare flood-proofing strategies that can be incorporated into capital improvement plans and future hazard mitigation grant applications.

- 1709.3 *Policy FNS-1.2.3: Fort Dupont Park*
Work with the National Park Service to continue to improve access to Fort Dupont Park by providing **shared** ~~additional~~ parking, bicycle and pedestrian access, and public transit service. Expand outdoor recreational activities and community events at the park to better meet community needs. ~~and create opportunities for the expedited construction of a youth baseball academy and an expanded ice arena, which may include a multi-purpose field on the arena's roof.~~
- 1709.4 *Policy FNS-1.2.4: Soil Erosion*
Reduce soil erosion and stabilize slopes at Far Northeast and Southeast erosion hot spots, particularly the Skyland/Alabama Avenue area, Blaine Street NE (in Capitol View), O Street SE, and along Watts Branch and Pope Branch. 1709.4
- 1709.5 *Policy FNS-1.2.5: View Protection*
Preserve and enhance important views and vistas between Far Northeast/Southeast and Central Washington, such as the vistas of the U.S. Capitol and Washington Monument from East Capitol Street. Such views are rare in the District and should be cherished and maintained. 1709.5
- 1709.6 *Policy FNS-1.2.6: Historic Resources*
Preserve and **preserve** ~~restore~~ buildings and places of **potential** historic significance in Far Northeast and Southeast, including **historic landmarks such as the Nannie Helen Burroughs School, Sousa Junior High School, Mayfair Mansions, the Strand Theater, and** Woodlawn Cemetery. **Identify and increase awareness of other places of potential significance, and consider appropriate preservation. Increase public awareness of these historic assets by incorporating the community's recommendations as part of the process.** ~~the Antioch Baptist Church, the Shrimp Boat Restaurant, the Strand Theater, the Pennsylvania Avenue Commercial District between Minnesota and Alabama Avenues, the Minnesota/Benning Commercial District, and the Deanwood and Burrville neighborhoods.~~ 1709.6

- 1709.7 *Policy FNS-1.2.7: Health Care Facilities*
Provide **Encourage and support** additional facilities to meet the mental and physical health needs of Far Northeast and Southeast residents, including primary **and urgent** care facilities, youth development centers, **nutrition and chronic disease treatment**, family counseling, **and** drug abuse and alcohol treatment facilities. Such facilities are vital to reduce crime and promote positive youth development. Specific plans for new social service and health facilities should be developed through needs assessments, agency master plans, strategic plans, and the District's public facility planning process. All plans should be prepared in collaboration with the community, with input from local ANCs and civic associations, residents and businesses, and local community development corporations and non-profit service providers. 1709.7
- 1709.8 *Policy FNS-1.2.8: Facilities for Children, ~~and~~ Youth and Older Adults*
Continue to dDevelop additional parks, recreation centers, playgrounds, **waterfront access**, and other facilities **and programs** which meet the needs of children, ~~and~~ youth **and older adults** in the Far Northeast/Southeast community. **Use the Age-Friendly DC Strategic Plan to help implement specific strategies for facilities that serve residents of all ages.** ~~The District must recognize that children are the future of Far Northeast/Southeast and should have a positive and healthy environment in which to live, play, and grow.~~ 1709.8
- 1709.9 *Policy FNS-1.2.9: Kingman and Heritage Islands*
Retain Kingman and Heritage Islands, **located in the Anacostia River**, as natural sanctuaries **and urban wildlife refuges**. Uses should be limited to an interpretive nature center, trails, public art, **small vessel boating access (docks or launches), outdoor classrooms**, passive open space, concerts and festivals, fishing, and pedestrian accessways. **Coordinate efforts with federal agencies to improve pedestrian access to Kingman Island from both sides of the Anacostia River and ensure a continuity of high-quality public space design.** 1709.9
- NEW** *Policy FNS-1.2.11: Improve Park and Recreation Services*
Improve safety, security, and maintenance levels at all parks located along and around the Comprehensive Planning area. Recognizing that most of the parkland in and around the Comprehensive Planning Area is owned and operated by the National Park Service, a high level of coordination will be required between the District and Federal governments to ensure that this land is managed in the best interest of the residents.

NEW

Policy FNS-1.2.12: River Facilities for Children and Youth

Develop additional docks, educational centers, boat rental and other facilities which expand access to the Anacostia River for children and youth in the Far Northeast/Southeast community.

1709.10

Action FNS-1.2.A: Historic ~~Surveys~~ Resource Recognition

Document places of potential historic significance in Far Northeast and Southeast, such as the Antioch Baptist Church, the Shrimp Boat Restaurant, the Pennsylvania Avenue Commercial District between Minnesota and Alabama Avenues, the Minnesota/Benning Commercial District, and the Deanwood and Burrville neighborhoods. Identify appropriate preservation efforts for these places, using community recommendations and the Ward 7 Heritage Guide prepared by the DC Historic Preservation Office ~~Conduct historical surveys in Deanwood, Burrville and Randle Highlands (south of Pennsylvania Avenue SE). Based on the outcome, prepare nominations to the National Register, incorporating the community's recommendations~~ as part of the ~~nomination~~ process. 1709.10

1709.11

Action FNS-1.2.B: Marvin Gaye Park

~~Implement the Comprehensive Plan for~~ **Ensure that** Marvin Gaye Park along Watts Branch, is **continually maintained and upgraded** including **the** restored habitat and natural features, trails and bridges, meadows and nature sanctuaries. **Lighting, mowing and other** safety improvements for park visitors **are crucial for the enjoyment of the park area. Coordination among agencies such as the Department of Parks and Recreation and the National Park Service must be defined and ongoing.** 1709.11

1709.12

Action FNS-1.2.C: Fort Dupont Park Improvements

In collaboration with the National Park Service, explore the feasibility of developing additional community-serving recreational facilities at Fort Dupont Park, including indoor swimming and tennis facilities, equestrian facilities, and an upgraded outdoor theater. ~~Also, implement infrastructure and road improvements along Fort Davis and Fort Dupont Drive.~~ 1709.12

NEW

Action FNS-1.2.D: Anacostia Park and Fort Circle Parks

Enhance existing pedestrian, bicycle and vehicle access to Anacostia Park and Fort Circle Parks through community signage along adjacent commercial corridors Pennsylvania Avenue. Create Anacostia Park workout/walking trails similar to those in Rock Creek Park.

NEW

Action FNS-1.2.E: John Philip Sousa Bridge

Enhance the beauty of the John Philip Sousa Bridge, continuing Pennsylvania Avenue across the Anacostia River, through lighting, artwork and other strategies befitting one of the great streets in America. Encourage pedestrian and bike traffic between the Capitol Hill and Pennsylvania Avenue Southeast communities to utilize retail and community attractions for the mutual benefit of both communities.

NEW

Action FNS-1.2.F: Connect to the Anacostia River

Connect the neighborhoods of the Far Northeast and Southeast Area to the Anacostia River, particularly through the redevelopment of Anacostia Park, implementation of the Anacostia Waterfront Initiative, and trail improvements. Climate DC has identified areas along the Anacostia River such as Mayfair, Kenilworth, Eastland Gardens and Parkside as Priority Planning Areas. An interdisciplinary approach will showcase how resilience to climate crises can be achieved.

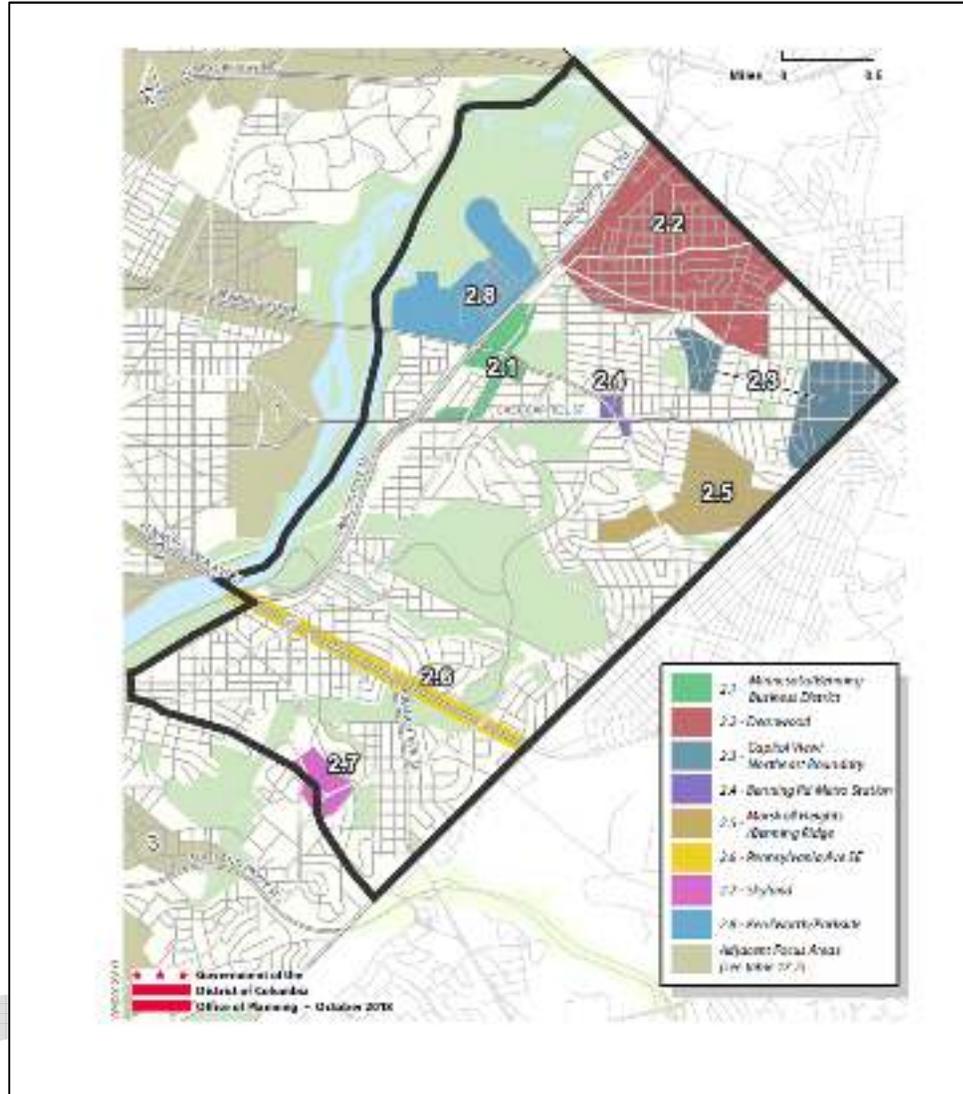
1710 FNS-2 POLICY FOCUS AREAS

1710.1 The Comprehensive Plan has identified eight areas in Far Northeast and Southeast as “policy focus areas,” indicating that they require a level of direction and guidance above that in the prior section of this Area Element and in the Districtwide elements. These eight areas are:

- Minnesota/Benning Business District
- Deanwood
- Capitol View/Capitol Gateway/Northeast Boundary
- Benning Road Metro Station Area
- Marshall Heights/Benning Ridge
- Pennsylvania Avenue SE
- Skyland
- Kenilworth-Parkside. 1710.1

1710.2 Table 17.2: Policy Focus Areas Within and Adjacent to Far Northeast and Southeast 1710.2

1710.3 Map 17.1: Far Northeast and Southeast Policy Focus Areas 1710.3



1711 **FNS-2.1 MINNESOTA/BENNING BUSINESS DISTRICT**

1711.1 The Minnesota/Benning Business District includes the Minnesota Avenue Metro station and the shopping district to the south, extending along both sides of Minnesota Avenue to East Capitol Street. Sometimes referred to as “Downtown Ward 7”, it includes the 150,000 square foot East of the River Park Shopping Center, the Senator Square Shopping Center (anchored by the former Senator Theater) **where redevelopment plans are being vetted**, and a variety of small retail and service businesses serving Far Northeast and Southeast. While this area functions as an important community shopping district, some of its properties are underutilized and consist of empty parking lots, open storage, ~~vacant buildings,~~

and undeveloped land. The shopping district itself lacks the variety of retail stores needed to serve the community. It also suffers from poor design, confusing access and parking, and—with the exception of the historic Senator Theater—a lack of distinctive facades and storefronts. A small area plan for the Benning Road corridor was completed in early 2008 and approved by DC Council in July of 2008. The Benning Road Corridor Redevelopment Framework Plan gives a clear outline for how development can and should happen on Benning Road and in Downtown Ward 7. The study area begins at the “Starburst” intersection, where Florida Avenue, Bladensburg Road Maryland Avenue, H Street and Benning Road meet, and continues along Benning Road to the Maryland border at Southern Avenue. The study area passes through Wards 5, 6 and 7. Opportunity Redevelopment Sites, totaling 1,492,506 square feet along the corridor, have been identified within four sub-areas.

The study includes an implementation matrix which contains recommendations, agency leads funding needs and potential timeframe for each sub-area. Additionally, the study provides a development framework for the Benning Road corridor and strategies to leverage community assets and public investment to bring desired housing, retail and transit choices. The study recommends strategies for how District government agencies working in cooperation with community stakeholders can begin to address a variety of themes such as housing, shopping and business parks and open space, cultural assets, community health and safety, transportation and infrastructure, and urban design and public realm. 1711.1

1711.2 A complex of office buildings, including a 4-story Metro parking garage and a new headquarters for the Department of Employment Services and Department of Human Services, ~~are planned on a 10-acre area site just south of the Minnesota Avenue Station~~ were completed in 2009. The development also includes new commercial office and retail space. Space for future private offices and retail stores will also be provided. ~~Additionally, the Park 7 Apartment complex, now open and thriving, is a newly constructed apartment building. The completed project is a six-story, mixed-use development with 376 apartment units and 20,000 square feet of ground level retail space.~~ These developments ~~should provide~~ have been a catalyst for revitalization in downtown Ward 7, bringing and bring new revenue and a larger customer base to the adjacent shopping area. Complementary uses such as a civic space/urban plaza, public art, and cultural facilities should be strongly encouraged, and additional infill development should be supported on vacant lots and underutilized land to the south and east. 1711.2

- 1711.3 Improvements to Minnesota Avenue are ~~planned~~ **underway, and once completed will help** to maintain traffic flow, and make the area safer for pedestrians **and cyclists**. ~~The Park 7 Apartments project, now open and thriving, is a newly-constructed apartment building. The completed project is a six-story, mixed-use development with 376 apartment units and 20,000 square feet of ground level retail space.~~ Any **additional** development in this area should maximize Metrorail access while taking care to provide appropriate buffers and transitions to adjacent uses. 1711.3
- 1711.4 *Policy FNS-2.1.1: Minnesota/Benning Revitalization*
Support revitalization and further development of the area around the Minnesota Avenue Metro station, including the adjacent business district to the south along Minnesota Avenue. Upgrade and expand existing businesses in this area, and encourage new small business development, educational facilities, **healthy food retail, and green spaces**, and community-based human services such as job training, health care, and child care facilities. Any new public facility **or private development** in this area should contribute to its image as an attractive and vibrant community hub and should be responsive to the needs of surrounding neighborhoods. 1711.4
- 1711.5 *Policy FNS-2.1.2: Shopping Center Improvements*
Improve the East ~~of the~~ River Park and Senator Square shopping areas at Minnesota Avenue and Benning Road as quality shopping areas. This area should function as a single, **cohesive, walkable** business and mixed-use district rather than a series of **disconnected, auto-centric** shopping centers. 1711.5
- 1711.6 *Policy FNS-2.1.3: Minnesota Avenue Station Area Mixed-use Development*
Encourage **additional** mixed-use, **mixed-income** development including medium density multi-family housing around the Minnesota Avenue Metro station, recognizing the opportunity for “transit-oriented” development that boosts neighborhood businesses, reduces the need for auto commuting, and enhances the quality of the pedestrian environment along Minnesota Avenue. 1711.6
- 1711.7 *Action FNS-2.1.A: Financial Assistance for Small Businesses*
Target the Senator Square and East ~~of the~~ River Park Shopping centers for District financial assistance, grants, and loans for façade improvements and small business development. 1711.7
- 1711.8 *Action FNS-2.1.B: Government Center*
Complete the Government Center Office project, including the new headquarters

for the DC Department of Employment Services ~~and DHS~~, and the adjacent Metrorail parking garage. Undertake concurrent streetscape and landscape improvements to beautify this important gateway to Far Northeast and Southeast, improve pedestrian safety, and better connect the Metro station with the shopping district to the south. **Underway– See Implementation Table.** 1711.8

1712 FNS-2.2 DEANWOOD

1712.1 Deanwood is one of Far Northeast and Southeast’s oldest communities; much of its housing stock dates from the early 20th century. Several well-known African-American architects, including W. Sidney Pittman and Howard D. Woodson, and many skilled local craftsmen designed and built many of its homes. The neighborhood was once home to Nannie Helen Burroughs, an early civil rights leader and the founder of the National Training School for Women and Girls, an independent boarding school for African-American girls founded in 1909 and located on 50th Street NE. From 1921 to 1940, Deanwood was also home to Suburban Gardens (50th and Hayes NE), a black-owned amusement park that served thousands of African-American residents during a time of racial segregation. 1712.1

1712.2 Deanwood’s relatively low density, small wood-frame and brick homes, and dense tree cover give it a small town character that is unique in the District of Columbia. At the same time, there are hundreds of vacant single family lots in the community, creating the potential for future infill housing on many blocks. Some of the vacant properties have caused problems in the past, attracting crime, dumping, and neighborhood blight. Non-conforming uses, ~~including an illegal trash transfer station~~, further challenge neighborhood integrity and environmental quality. Progress is being made, though: an illegal trash transfer station was decommissioned and has since been redeveloped into a residential development, and Deanwood is a focal neighborhood in the District’s Vacant to Vibrant program, whereby vacant properties are auctioned off to provide moderate income housing; participants in the District’s Certified Business Enterprise program bid on contracts to turn key vacant sites into moderate income housing; and a tiny home demonstration project was launched. 1712.2

1712.3 While new housing is encouraged in the Deanwood and adjacent Burrville neighborhoods, density and design should complement prevailing community character. Rehabilitation of existing housing is also strongly encouraged, as much of Deanwood has suffered from disinvestment, ~~over the past 40 years~~. The neighborhood’s main commercial streets—Nannie Helen Burroughs Avenue and

Division Avenue—have strong potential for infill and revitalization. The intersection of these two streets in particular should be strengthened as a neighborhood hub, with new retail and service businesses strongly encouraged.
1712.3

1712.4 Deanwood also suffers from land use and transportation conflicts, particularly on its western edge along Kenilworth Avenue. An industrial area along the CSX line provides jobs and services, but also creates noise, truck traffic, and visual blight. Improved buffering of this area from the adjacent neighborhood and additional development around the Deanwood Metro station can reduce future conflicts while improving overall community appearance. 1712.4

NEW

In early 2006, the Office of Planning, in conjunction with the Office of the Deputy Mayor for Planning and Economic Development and the District Department of Transportation, initiated a planning process to create the Deanwood/Great Streets - Nannie Helen Burroughs Avenue and Minnesota Avenue Strategic Development Plan. The primary purpose of the Comprehensive Plan was to provide clear policy direction for land use and development within Deanwood and along its major corridors. The study area is bounded by Eastern Avenue to the northeast, 55th Street NE to the east, Marvin Gaye Park to the south, and Kenilworth Avenue/CSX railway to the west.

The Deanwood Strategic Development Plan was created as a complementary piece to the District of Columbia's Comprehensive Plan and was approved by DC District Council in July of 2008. The Comprehensive Plan combines community aspirations with professional research and analysis to set a framework for how Deanwood could improve over ten years. The Comprehensive Plan provides an implementation framework for public and private investment in targeted areas resulting in neighborhood stabilization and revitalization. A robust community engagement process, which was an integral part of the Comprehensive Planning process, led to a vision for Deanwood. This vision called for strengthening the Deanwood neighborhood as a "historically" stable, self-reliant, self-sufficient and "close-knit" community. The Comprehensive Plan identifies the future of Deanwood as the "greenest" neighborhood in the District with a "better, safer and responsible future."

Five Focus Nodes were identified in this Plan, including three "gateways." The Focus Nodes are: Minnesota Avenue/Downtown Ward 7, Nannie Helen Burroughs Gateway, Deanwood Metro Station, Sheriff Road/Eastern Avenue

Gateway, and Dix/Seat Pleasant Gateway.

After formulating the overall vision for the Comprehensive Plan, six goals were established to direct future growth in Deanwood. These goals are to: Live, Worship, Shop, Work, Learn, and Play, all within a revitalized study area. Maximizing neighborhood connectivity and providing multi-modal transportation options was also set as an additional goal.

- 1712.5 *Policy FNS-2.2.1: Deanwood's Residential Character*
Strongly encourage infill development on vacant lots in the Deanwood community. ~~‡~~ Where designated on the Future Land Use Map, **development should respect and perpetuate the low density, single family character of the neighborhood, with** new one, ~~and two,~~ **three and four bedroom-**family homes that complement existing architectural traditions and community character. 1712.5
- 1712.6 *Policy FNS-2.2.2: Nannie Helen Burroughs Avenue*
Focus neighborhood-serving commercial development **such as the Comprehensive Planned Deanwood Town Center,** in Deanwood along the Nannie Helen Burroughs Corridor, with the intersection of Division and Nannie Helen Burroughs Avenues restored as a community hub. 1712.6
- 1712.7 *Policy FNS-2.2.3: Kenilworth Industrial Area **Deanwood, western boarder***
Upgrade and expand the commercial and industrial area along Kenilworth Avenue, particularly the Kenilworth Industrial Park, and provide for additional employment in this industrial corridor. Improve the appearance of this area through design standards, building maintenance, ~~and~~ public space, **code enforcement,** and street improvements. Encourage local businesses and entrepreneurs to use the business incubator in this corridor in order to create increased job opportunities for area residents. **Encourage collaboration between local businesses, DOES and other vocational training organizations to create effective job training programs.** ~~ming~~ 1712.7
- 1712.8 *Policy FNS-2.2.4: Deanwood Metro Station*
Provide for ~~new moderate~~ **additional mixed-use development consisting of medium-**density housing ~~and expanded~~ **low-density neighborhood commercial uses** in the vicinity of the Deanwood Metrorail Station, and ~~expanded-~~ ~~neighborhood-serving commereial uses~~ along Kenilworth Avenue NE. Ensure that appropriate ~~buffers-~~ **transitions** are provided between new development and the adjacent residential areas. 1712.8
- 1712.9 *Policy FNS-2.2.5: Deanwood Industrial Buffers*

Improve buffers between the industrial and residential uses in the Deanwood and Central Northeast neighborhoods, particularly where the proximity of these uses to one another is creating conflicts. **Completed in 2008)**

1712.9

NEW

Policy FNS-1.1.X: Lincoln Heights-Richardson Dwellings and the New Communities Initiative

In November 2005, the District of Columbia, in collaboration with the residents of the Lincoln Heights neighborhood, initiated a process to plan for and implement the revitalization of the DC Housing Authority's Lincoln Heights property and the surrounding neighborhood. Consistent with the New Communities Initiative, the goal of this effort was to transform the public housing development and its neighborhood into a mixed-income, mixed-use community. In this new community, residents will have access to high quality housing options affordable at all income levels and to the human services necessary to help prepare them to take advantage of the new economic opportunities and changes that are coming their way. The Initiative's goal is to strengthen both the physical and social infrastructure of neighborhoods troubled by violent crime, poverty and other social challenges.

NEW

Policy FNS-2.2.6: Neighborhood-Serving Commercial Uses

Encourage the development of a variety of neighborhood-serving commercial uses along Nannie Helen Burroughs Avenue and Minnesota Avenue to create jobs for District residents and establish retail and service uses that support the surrounding residential community. Commercial uses in these locations should provide infrastructure that is attractive to drivers, pedestrians, and cyclists; supply adequate on-site parking; and create an active street environment that helps to reinvigorate the commercial corridors. Medium-density development is appropriate, particularly near the intersection of Nannie Helen Burroughs and Minnesota Avenues.

1712.10

Action FNS-2.2.A: Deanwood Small Area Plan

Prepare a Small Area Plan for the Deanwood neighborhood, including the Metro station area, the Nannie Helen Burroughs and Division Avenue business districts, and the surrounding residential community. **(completed in 2008)**1712.10

1712.11

Action FNS-2.2.B: Division and Nannie Helen Burroughs Commercial Development

Explore the option of acquiring underused land ~~from DCPS~~ for commercial development at the intersection of Division and Nannie Helen Burroughs Avenues

NE. 1712.11

- 1712.12 *Action FNS-2.2.C: Minnesota Avenue Extension*
Extend Minnesota Avenue from Sheriff Road to Meade Street NE to improve **pedestrian and bicycle** access to the Deanwood Metrorail Station and to eliminate the private bus company's encroachment on public space.

1713 FNS-2.3 CAPITOL VIEW/CAPITOL GATEWAY ESTATES/NORTHEAST BOUNDARY

- 1713.1 Capitol View and Northeast Boundary are the easternmost neighborhoods in the District of Columbia. At the heart of the community, Capitol Gateway Estates ~~is being~~ has been constructed on a 40-acre site that formerly housed the 1,100-unit East Capitol Dwellings public housing project. Working through the federal HOPE VI program, East Capitol Dwellings was demolished in the early 2000s. The first phase of the revitalized project, consisting of 151 units of senior housing, opened in 2005. An additional 550 units of market rate and subsidized housing will be completed in the coming years. The complex also includes a new shopping district along East Capitol Street. 1713.1

- 1713.2 Capitol Gateway holds the promise of bringing new life to adjacent neighborhoods along both side of East Capitol Street. Vacant sites in the immediate vicinity can support infill housing, with moderate densities on the blocks closest to the Capitol Heights Metro station (across the state line in Maryland) and lower densities elsewhere. A few blocks to the north, the commercial area along **Division Avenue as well as** Dix Street can support infill commercial and residential development, providing needed services to the adjacent Northeast Boundary neighborhood.

~~A few blocks to the west, the 190-unit Richardson Dwellings and the even larger Lincoln Heights public housing project provide essential affordable housing resources but also present the challenges of concentrated poverty, chronic unemployment, and high crime. A planned "new community" at Lincoln Heights would replace the public housing with mixed income housing including one-for-one replacement of the subsidized units.~~ 1713.2

- 1713.3 Improvements to Marvin Gaye Park (Watts Branch) and public facilities such as Woodson High School are an important part of revitalizing the Capitol View community. The park in particular can become a stronger source of community pride and an important link to new recreational areas along the Anacostia River.

The DC Silver Jackets is a cross-disciplinary inter-agency team comprised of federal, District, and regional agencies. Targeting neighborhoods along the Watts Branch Tributary including Deanwood, strategies are being created and tested by the Silver Jackets Team to improve resilience of those areas in the aftermath of flooding. 1713.3

1713.4 *Policy FNS-2.3.1: Northeast Boundary Neighborhood*

Leverage the development of Capitol Gateway Estates to achieve additional reinvestment in the Northeast Boundary neighborhood, particularly the rehabilitation of existing housing and the development of new mixed income family housing on vacant lots. 1713.4

1713.5 *Policy FNS-2.3.2: 61st and Dix*

Improve the commercial area along Dix Street NE between 61st and Eastern Avenue, encouraging new retail businesses and services that benefit the adjacent community.

1713.6 *Policy FNS-2.3.3: Development as a Catalyst for Marvin Gaye Park*

Design development along Marvin Gaye (Watts Branch) Park in a manner that improves park visibility, access, appearance, and security. The park should be treated as the “front door” to the adjacent neighborhood and a valued amenity for development along its perimeter. 1713.6

1713.7 *Action FNS-2.3.A: Land Acquisition At 61st and Dix*

Continue to work with community development organizations in the acquisition of vacant lots at 61st and Dix Streets NE, and their development with local serving **housing**, commercial uses and services. 1713.7

1713.8 *Action FNS-2.3.B: Lincoln Heights New Community*

Continue to pPursue redevelopment of Lincoln Heights as a “new community”, replacing the existing public housing development with new mixed income housing, including an equivalent number of affordable units and additional market rate units. 1713.8

1714 **FNS-2.4 BENNING ROAD METRO STATION AREA**

1714.1 **In 2008, the Office of Planning, in conjunction with residents and stakeholders along the Benning Road corridor, completed a small area plan for Benning Road in the form of the Benning Road Corridor Redevelopment**

Framework. Adopted by Council July of 2008, this framework gives a clear and concise outline for how development can and should happen on Benning Road. The Benning Road Metrorail station is located at the corner of Benning Road and East Capitol Street, **and was included in this study.** The station, which is served by Metro's Blue Line, opened in 1980 and ~~currently has one of the lowest~~ **is among the least utilized rail stations based on the** volumes of passenger traffic in the Metrorail system. Surrounding land uses include auto-oriented commercial businesses, including the **Benco Shopping Center and the newly renovated** Shrimp Boat restaurant, single family homes and duplexes, and small two and three-story apartment buildings. ~~A controversial proposal to develop a five-story office building for the Court Supervision and Offender-Services Administration at the station was tabled in 2005. While the proposal generated much debate, it did provide an opportunity for area residents to articulate more clearly the type of development that is desired in the station area.~~ **In 2018 the non-profit organization, So Others Might Eat (SOME), completed construction on a 320,000- square-foot mixed-use building adjacent to the Metrorail station, which provides housing for 200 low-income families, a medical center and office space for SOME's afterschool programs and job training.** 1714.1

1714.2 The Benning Road **Metro** Station area should become a much more attractive community hub in the future, comprised of pedestrian-oriented housing, retail, and recreational uses. Large-scale office buildings and surface parking lots should be discouraged here; rather the site is most appropriate as a walkable neighborhood center with low-scale moderate density residential buildings containing ground floor retail, service, and similar uses. Amenities such as plazas, public art, attractive facades, and pocket parks should be provided as the area develops, and safe street crossings for pedestrians and bicyclists should be ensured. Special care should be taken to preserve the adjacent neighborhoods, improve the hazardous and confusing street intersections in the vicinity, and emphasize land uses and activities which benefit area residents. 1714.2

1714.3 *Policy FNS-2.4.1: Benning Road Station Area Development*
Support development of the Benning Road Metro Station area as a pedestrian-oriented mixed-use area, including moderate density housing, retail, service uses, and public spaces and amenities that serve adjacent neighborhoods. Future development must recognize and ~~be consistent with~~ **provide appropriate, well-designed transitions to** the low-density, residential character of the adjacent neighborhoods. 1714.3

1714.4 *Action FNS-2.4.A: Benning Road **Metro** Station Transit-Oriented Development*

Plan

Undertake a community planning process for the Benning Road Metro Station, defining specific land use and urban design improvements, and more clearly establishing the community's vision for the station area. **Completed – See Implementation Table.** 1714.4

NEW

Action FNS-2.4.B: Benning Road Reconstruction and Streetcar Extension
As part of the ongoing Benning Road and Bridges Transportation Improvements Environmental Assessment (EA), the District Department of Transportation (DDOT) has initiated a preliminary design project to improve the Benning Road corridor and invites you to participate. The Benning Road Reconstruction and Streetcar Project will focus on 2 miles of Benning Road NE between Oklahoma Avenue NE and East Capitol Street, addressing critical needs for infrastructure improvements, bridge rehabilitation, safety enhancements, and an eastward extension of DC Streetcar transit service.

1715

FNS-2.5 MARSHALL HEIGHTS/BENNING RIDGE

1715.1

The Marshall Heights/Benning Ridge area is located south of East Capitol Street and east of the Fort Circle-Dupont Parks. The area includes a mix of single family and semi-detached homes and apartments and has ~~several~~ **a few** hundred scattered vacant lots. Marshall Heights and Benning Ridge were especially hard hit by population loss, crime, property abandonment, and disinvestment during the 1970s, 80s, and 90s. While the communities began to rebound in the 2000s and continuing since ~~000~~ **2010**, significant ~~improvements~~ **investments** are still needed, **including mixed-income housing and neighborhood-serving retail.** 1715.1

1715.2

Several developments have recently been completed or are planned. Hilltop Terrace, **Carver Terrace Apartments** and JW King Senior Housing have added ~~nearly 100~~ **over 200** new homes along Benning Road **and East Capitol Street.** Just to the north, the former Eastgate Gardens public housing complex ~~is planned for redevelopment with~~ now known as **Glenncrest, has been redeveloped into** 269 new homes—including senior housing, public housing, **and** market-rate family housing, ~~and a community arts center.~~ Continued **residential** infill and rehabilitation is strongly encouraged, taking care to develop at densities that are appropriate to neighborhood character. Improvement of retail centers, including the small shopping centers at Benning Road and H Street, and Benning Road between F and G Streets will also be pursued in order to upgrade existing businesses and provide needed services to the surrounding communities. 1715.2

- 1715.3 *Policy FNS-2.5.1: Marshall Heights Infill*
Support the development of the many scattered vacant lots in the Marshall Heights community with new low density residential development, especially one- and two-family homes. This will provide ownership opportunities for area residents and housing stock needed to attract families with children back to Far Northeast and Southeast. Improve schools, parks, and other public services in Marshall Heights to meet the needs created by additional growth, and to attract families to the area. 1715.3
- 1715.4 *Action FNS-2.5.A: Eastgate Gardens*
Develop Eastgate Gardens as a mixed income community containing senior housing, public housing, home ownership opportunities, and a community arts center. As population increases here and elsewhere in Marshall Heights, pursue the refurbishing of shopping areas along Benning Road to better serve the surrounding community. 1715.4
- 1715.5 *Action FNS-2.5.B: Marshall Heights Zoning Study*
Conduct a zoning study of the Marshall Heights and Benning Ridge neighborhoods to ensure that areas that are predominantly single family in character areas are appropriately zoned. Presently, much of this area is zoned for multi-family housing, despite the fact that one and two-family homes are prevalent. **Completed – See Implementation Table.** 1715.5
- 1715.5 **Action FNS-2.5.C: Repurpose the Fletcher-Johnson Campus**
Fletcher-Johnson is positioned several blocks north of the Marshall Heights neighborhood, south of the Kipp DC Benning Campus, west of the DMV and Benco Shopping Center and east of the Maryland State line. Fletcher-Johnson closed in 2008, though portions of the building were previously leased to public charter schools and the facility was last used as a swing space for HD Woodson HS during its modernization. The building has been vacant since 2011.
DME previously released an RFO and evaluated offers for the school in 2014, however no award was made. Prior to restarting the RFO process in 2017, DME confirmed that DGS could not immediately identify other government use for Fletcher-Johnson in the near-term. DGS officially surplused the property in 2019, making it available for disposition by DMPED.

The site offers a unique opportunity for the District to reshape a long languishing property into a benefit for residents and the District as a whole. Previous public input into the redevelopment plan has been extensive and widespread; resulting in various community preferences for the site.

The Office of the Deputy Mayor for Planning and Economic Development (DMPED) issued a Request for Proposals (RFP) for Fletcher-Johnson.

~~Ensure that a comprehensive strategy is developed by District agencies to that the former Fletcher-Johnson Campus is redeveloped using community input as guidance for what is wanted and desired as a community asset at this location.~~

1716 **FNS-2.6 PENNSYLVANIA AVENUE SOUTHEAST CORRIDOR**

1716.1 Pennsylvania Avenue SE is one of the busiest arterials in the District of Columbia, carrying **more than** 96,000 vehicles a day across the Sousa Bridge and 53,000 vehicles per day between **I-295**, Minnesota and Branch Avenues. ~~Some neighborhoods with great potential~~ **Established neighborhoods such as include Fairlawn, Randle Highlands and Twining, which surround the this mixed-use corridor identified along Pennsylvania and Minnesota Avenues. The population density along this corridor here provides an attractive market for the types of amenities that residents are looking for, including hotels, restaurants, and national retailers. In addition, mixed-income housing units that combine residential and retail space would be valuable commodities to residents moving to the area.**

In January of 2008, the Office of Planning completed the Pennsylvania Avenue SE Corridor Land Development Plan, which was approved by District Council in July of 2008. As a result of this planning process, which included extensive community engagement, development options were articulated to guide future decisions for key sites along the corridor determined to have potential to serve as catalysts for corridor-wide revitalization.

The 2.3-mile study area included all properties fronting on Pennsylvania Avenue SE from Independence Avenue SE eastward to Southern Avenue. The District of Columbia designated Pennsylvania Avenue SE, a major corridor, as part of the Great Streets Initiative in 2006, with the intent of spurring redevelopment and enhancing neighborhood livability.

Pennsylvania Avenue SE is an important transportation corridor in the District of Columbia, classified by the District Department of Transportation as a principal arterial road. It is crossed by collector, local and minor arterial roads and the Anacostia Freeway on the east side of the Anacostia River, and the Southeast Freeway on the west side of the River. The Pennsylvania Avenue Advisory Committee was established, to include Councilmembers, ANC Commissioners, civic associations, residents, property owners and business owners. An analysis of existing conditions related to land use and zoning, urban design, the real estate market and public participation resulted in the identification of key redevelopment opportunity sites. Through the study process, eight sites were identified as having the highest potential for redevelopment and revitalization. Five of these are underserved communities River in the Far Northeast Southeast Area Element. The final plan activated a detailed implementation strategy and includes polices to guide redevelopment along the corridor. ~~For several years, a Citizens Task Force has been exploring strategies for addressing traffic congestion on the avenue while mitigating related problems such as noise, pedestrian safety, and cut-through traffic on local streets. Parallel efforts by the District have looked at land use and design issues, including the character of the street environment and the quality of the business districts in Fairlawn, Penn Branch, and Fort Davis. In 2005, plans to redesign the Sousa Bridge/I 295 on and off ramps were announced as part of a broader strategy to improve the corridor and invest in new sidewalks, lighting, and trees.~~

The Avenue is one of “America’s Main Streets” and is bordered by middle class neighborhoods with residents who are civic-minded and love their neighborhoods. It provides amenities to a community of rolling hills, manicured lawns, red brick colonials, ramblers, American Craftsman bungalows, Mid-Atlantic Colonial Revival, and Tudor Revival homes. The area is convenient to the Southeast-Southwest Freeway and is also popular for its streets lined with oak, maple and dogwood trees. The area has an altitude higher than most of Washington. The surrounding communities— Penn Branch, Hillcrest, Dupont Park, Fort Dupont Park, Fairlawn, Twining, Randle Highlands, Fort Davis, and Fairfax Village—once considered suburbs, are conveniently located close to Capitol Hill and about 15 minutes from the US Capitol. The combination of numerous mature trees, parks, green spaces, and large lots, make these neighborhoods desirable. Metrobus service provides direct transportation to and from downtown as well as the Potomac Avenue and Naylor Road Metro stations. 1716.1

1716.2 The future of Pennsylvania Avenue has profound impacts on the adjacent

neighborhoods of Fairlawn, Twining, Dupont Park, Penn Branch, Hillcrest, Fort Davis, and Fairfax Village. Its designation by the District as an official “Great Street” speaks both to its historic reputation as “America’s Main Street” but also its capability to shape the appearance and impression of the surrounding community. Particular emphasis should be placed on upgrading the shopping area between Fairlawn Avenue and 28th Street SE. This corridor, initially developed as a walkable shopping street, suffers from a lack of continuity, poor retail choices, many vacant storefronts, parking management issues, and traffic patterns that are dangerous for pedestrians. 1716.2

1716.3 *Policy FNS-2.6.1: Pennsylvania Avenue Great Street*
Plan the Pennsylvania Avenue SE corridor in a manner that reduces traffic impacts on adjacent neighborhoods, ~~improves~~ **transforms** its role as an Far Northeast and Southeast commercial center, and restores its ceremonial importance as a principal gateway to **and from** the nation’s capital. 1716.3

1716.4 *Policy FNS-2.6.2: Neighborhood Shopping Improvements*
Promote a wider variety and better mix of neighborhood-serving retail shops ~~at the shopping centers at Pennsylvania and Alabama Avenues, and Pennsylvania and Branch Avenues.~~ **Focus on providing targeted growth to the small pockets of new and existing commercial properties along the Pennsylvania Avenue SE Corridor.** 1716.4

NEW ***Policy FNS-2.6.3: Transportation and Infrastructure***
Implement the Great Streets roadwork and streetscaping east of the river. Encourage community groups east of the river to request from DDOT similar streetscape improvements. Explore rapid bus service along the corridor.

NEW ***Policy FNS-2.6.4: Economic Development***
Create a marketing strategy to attract new retailers to vacant spaces. Conduct analysis of technical assistance needs of existing businesses. Use commercial façade improvement grant programs to invest in more attractive storefronts where buildings are not expected to be redeveloped.

NEW **ACTION—FNS-2.6.4A Pennsylvania Avenue Commercial Nodes Improvements**

Action FNS-2.6.G: Physical Improvements
Improve the infrastructure and physical appearance of the Pennsylvania Avenue SE Corridor as a way to enhance its market perception, and to attract investors, visitors, shoppers, residents, new retail businesses and services that benefit the adjacent community and attract pass-through consumer shoppers

traveling to/from DC 295.

NEW

Policy FNS-2.6.5: Clean and Safe

Explore creation of a “Clean and Safe” team. Conduct “Operation Fix It” at all commercial sites along the corridor (completed).

NEW

Policy FNS-2.6.6: Land Use

Ensure that zoning along Pennsylvania Avenue SE supports the types of redevelopment in the Pennsylvania Avenue SE Corridor Land Development Plan.

NEW

Policy FNS-2.6.7: Mixed-Use and Affordable Housing

Utilize District and federal resources to support a variety of mixed-income housing opportunities near key redevelopment sites east of the river. Create attractive, mixed-use, retail-anchored residential sites and affordable housing options along the Pennsylvania Avenue SE Corridor. Some neighborhoods with great potential include Fairlawn, Randle Highlands and Twining, which surround the mixed-use corridor identified along Pennsylvania and Minnesota Avenues. The population density along this corridor provides an attractive market for the types of amenities that residents are looking for, including hotels, restaurants, and national retailers. In addition, mixed-income housing units that combine residential and retail space would be valuable commodities to residents moving to the area. Invest in the development of mixed-use housing and retail at these locations: 2300-3100 block of Pennsylvania Avenue, 2200-2300 block of Minnesota Avenue, and 2900 block of Minnesota Avenue.

1716.5

Action FNS-2.6.A: Pennsylvania Avenue SE Transportation Study

Implement the **remaining** recommendations of the Pennsylvania Avenue SE Transportation Study **at the Twining roundabout** to improve community access and circulation. These recommendations include streetscape, signage, and parking improvements, speed controls, signal timing changes, pedestrian and bicycle safety improvements, travel lane and pavement marking adjustments, traffic calming measures to avoid cut-through traffic on local side streets, and changes to the I-295/Pennsylvania Avenue interchange. 1716.5

1716.6

Action FNS-2.6.B: Great Street Improvements

Implement the “Great Street” Plan to beautify Pennsylvania Avenue, maintaining the width of the street, landscaping the avenue from the Sousa Bridge to the Maryland border, and taking other steps to manage traffic flow and avoid negative

effects and cut-through traffic on adjacent neighborhoods. 1716.6

NEW

Policy FNS-2.6.8: Physical Improvements

Continue to improve the infrastructure and physical appearance of the Pennsylvania Avenue Southeast Corridor as a way to enhance its market perception, and to attract investors, visitors, shoppers, residents, new retail businesses and services that benefit the adjacent community and attract pass-through consumer shoppers traveling to and from I-295.

NEW

Action FNS-2.6.D: Directing Growth

Direct the growth along the Pennsylvania Avenue SE Corridor. Mixed-use development combining ground floor retail and upper story residential uses should be supported in this area, along with streetscape improvements that improve visual and urban design qualities and enhance pedestrian, bus, and auto circulation. As in all parts of the District, the scale of development must be sensitive to adjacent uses and should reflect the capacity of roads, infrastructure, and services to absorb additional growth. In addition, contribute to and maintain the historic character of the neighborhood. Make use of historic setbacks to bring retail frontage closer to Pennsylvania Avenue and maximize opportunities for rear parking and access (thus easing traffic congestion and flow).

1717

FNS-2.7 Skyland

Skyland Shopping Center site covers 16 acres at the intersection of Naylor Road, Good Hope Road, and Alabama Avenue, SE. When it was initially developed in the 1940s, the 170,000 square foot complex of free-standing retail buildings was one of the first auto-oriented shopping centers in Washington. Along with the adjacent 95,000 square foot Good Hope Marketplace, it was the principal commercial center serving the southern part of Far Northeast and Southeast. Plans to renovate and modernize Skyland have been evolving for many years. Phase one of the highly anticipated mixed-use redevelopment of the center is underway. This phase will included 240 units of residential units as well as a medium scale grocery store. The site will ultimately be redeveloped as a “Town Center” with more than 275 square feet of leasable space is being pursued by the Office of Deputy Mayor for Planning and Economic Development. An additional anchor is being sought to secure the retail portion of the site. 1717.1

Reinvestment in Skyland is an important part of the District’s efforts to provide better shopping options for neighborhoods underserved communities

River, reduce the loss of retail dollars to the suburbs, and make the East of the River area more attractive to existing and future residents. To be most effective, planned improvements should be a part of a broader strategy to enhance the Alabama/Good Hope area as a focal point for surrounding neighborhoods such as Hillcrest and Fairlawn, and to upgrade the Naylor Road corridor as a gateway to Far Northeast and Southeast and Historic Anacostia. 1717.2

Action FNS-2.7.1: Skyland Revitalization

Revitalize Skyland Shopping Center as an essential, dynamic community-scale retail center. Together with the Good Hope Marketplace, these two centers should function as the primary business and employment district for adjacent neighborhoods, providing a diverse array of quality goods and services for area residents. 1717.3

Action FNS-2.7.A: Revitalization Task Force

Continue to work with the DC Department for Local and Small Business Development, ~~Skyland Area Revitalization Task Force~~ to assist small business and private enterprise in the Skyland area. 1717.5

Action FNS-2.7.B: Fort Baker Drive Buffering

Work with property owners to develop and maintain a suitable visual, sound and security buffer between Skyland Shopping Center and the adjacent residential areas along Fort Baker Drive. 1717.6

1718 FNS-2.8 KENILWORTH-PARKSIDE

1718.1 The upper reaches of the Anacostia River's eastern shore include the communities of Kenilworth-Parkside, Mayfair Mansions, and Eastland Gardens. This area also includes Kenilworth Aquatic Gardens Park, the Kenilworth-Parkside Recreation Area, and wetlands and open space managed by the National Park Service. The Pepco ~~Plant~~ **Benning Service Center** and the Benning Road Waste Transfer Station are located adjacent to this area on the north side of Benning Road. 1718.1

1718.2 Kenilworth-Parkside was initially developed as low-income housing in the 1940s. During the 1980s, the 464-unit public housing complex was touted by the federal government as a success story after property management responsibilities were transferred to the local tenant organization. Crime dropped dramatically, and the quality of life visibly improved. The area's reputation ~~as a testing ground~~ for innovative housing policy continued through the 1990s. The public housing was

sold and renovated and a “neotraditional town” was conceived on a 26-acre vacant site between Kenilworth and the Pepco ~~Plant~~ **Benning Service Center**. In addition to the Grove at Parkside which yielded 186 residential units, about 226 affordable townhomes were constructed between 2010 and 2017. More development is expected to include up to 1,500 mixed-income multifamily units, 750,000 square feet of office space and 50,000 square feet of retail. ~~but most much of the land in the Parkside area remains vacant today.~~ 1718.2

1718.3 Over the next decade, buildout of the remaining areas in Kenilworth- Parkside is expected. ~~Master plans for the area~~ **Plans** call for some 1,500 units of new medium to high density housing, 250,000 to 500,000 square feet of office space, and 30,000 square feet of retail space **in Parkside**. Kenilworth Courts as a planned community is expected to yield 530 residential units of affordable housing, including 110 replacement units and approximately 4,500 square feet of commercial space. A reconstructed pedestrian bridge will connect this area to the Minnesota Avenue Metro station, making the area transit accessible for new residents and employees. The Anacostia Riverwalk Trail serves as the backbone of the Anacostia waterfront, connecting residents, visitors and communities to the river. The trail provides scenic travel for pedestrians, bicyclists and 16 communities including Kenilworth, Eastland Gardens, Mayfair and Parkside, providing much needed access to the waterfront. Currently, just over 17 miles of the trail have been completed, providing access from Bladensburg, Maryland to historic Navy Yard, RFK Stadium, Anacostia and the Kenilworth Aquatic Gardens. Once completed, the 20-mile trail will traverse multiple jurisdictions linking Colmar Manor in Maryland to the north, through the District of Columbia to its southern terminus at Mount Vernon in Virginia. 1718.3

1718.4 ~~The pedestrian connection will help achieve an important goal of the Anacostia-Waterfront Initiative in Far Northeast DC-improved access to the shoreline for the neighborhoods east of I-295.~~ In addition to the Kenilworth-Parkside **pedestrian** bridge, the creation of the two-mile-long Marvin Gaye Park along Watts Branch, development of the Minnesota Avenue government center, and designation of Nannie Helen Burroughs Avenue as a “**Great Streets**” should all help **to** unite the community on both sides of the **I-295** freeway. The meadows and woodland garden of Marvin Gaye Park advance resilience by providing for natural water filters and mitigating run-off, and dozens of youth are trained through the Summer Youth Employment Program in upkeep and beautification as something of a Green Job Corps. To further improve the connectivity between the Kenilworth-Parkside communities, the DC Department of Transportation is

finalizing a Livability Study which will provide recommendations to improvements to public space, safety and access for all users of the transportation system 1718.4

- 1718.5 *Policy FNS-2.8.1: Kenilworth-Parkside Open Space ~~Improvements~~*
Support federal efforts to improve and restore the ~~Kenilworth Marsh, the Aquatic Gardens, and other parkland on the upper reaches of the Anacostia River~~
Kenilworth Park and the Kenilworth Aquatic Gardens. Engage with federal efforts to remediate contamination in Kenilworth Park and coordinate with federal agencies to guide the construction of future District-managed park amenities in Kenilworth Park. Additionally, implement Resilient DC strategies here, that will strengthen the infrastructure and educate the community on the impacts of climate change. Coordinate these efforts with District plans to restore habitat and improve ecological conditions and along Watts Branch and upgrade the Kenilworth-Parkside ballfield and recreation center. Design improvements to Kenilworth Park that enhance ecology and increase walking and biking access to Kenilworth Park from adjacent neighborhoods. Connect Kenilworth Park to nearby parkland including the U.S. National Arboretum through riverfront trail and bridge projects. Establish state of the art recreation facilities that promote both land-based and water based recreation. 1718.5
- 1718.6 *Policy FNS-2.8.2: Kenilworth-Parkside Transit Oriented Development*
Support mixed-use, **mixed-income** residential, retail, and office development on the remaining vacant properties in the Kenilworth-Parkside neighborhood. Take advantage of this area's proximity to the Minnesota Avenue Metrorail station and its relative ~~isolation~~ **distance** from the low-density single-family neighborhoods to the east to accommodate medium to high density housing that is well connected to transit and the adjacent waterfront open space. 1718.6
- 1718.7 *Policy FNS-2.8.3: Density Transitions at Parkside*
Provide appropriate height and scale transitions between new higher density development in the Kenilworth-Parkside neighborhood and the established moderate density townhomes and apartments in the vicinity. Buildings with greater heights should generally be sited along Kenilworth Avenue and Foote Street, and should step down in intensity moving west toward the river. 1718.7
- 1718.8 *Policy FNS-2.8.4: Buffering around Parkside*
Maintain sufficient buffering, screening, and separation between new development at Kenilworth-Parkside and the adjacent Pepco ~~plant~~ **Benning Service Center** and waste transfer station. 1718.8

1718.9 *Policy FNS-2.8.5: Parkside Access Improvements*
Full bi-directional, multimodal connectivity should be established between Kenilworth-Parkside and Benning Road. Multi-modal access, both pedestrian and vehicular, should be provided to the Parkside neighborhood from Benning Road, especially in case of evacuation and for emergency vehicles. A Livability Study is underway, being conducted by the DC Department of Transportation to assess issues related to multimodal connectivity, directional signage, vehicular circulation and pedestrian safety.
1718.9

NEW *Action FNS-2.8.5 A.1 Improve the interface between the I-295 Freeway*
Improve the impact of the I-295 Freeway/rail corridor upon adjacent residential uses, especially in the Deanwood, Eastland Gardens, Fairlawn, Kenilworth, Greenway, Parkside, River Terrace, and Twining neighborhoods. These improvements should preserve the neighborhoods from noise, odor, vibration, and other freeway impacts while also providing a more positive visual impression of the community from the highway itself. 1708.9

NEW *Action FNS-2.8.5.A.2 Improve vehicular, pedestrian and bicycle access to the Kenilworth-Parkside area.*
This should include improved horizontal clearance at the railroad crossings, safer pedestrian access ways, better signage, and improvements to the Kenilworth Avenue interchanges. Full bi-directional, multimodal connectivity should be established between Kenilworth-Parkside and Benning Road.

1718.10 *Action FNS-2.8.A.3: Anacostia Waterfront Framework Plan*
Implement the Anacostia Waterfront Framework Plan recommendations for Kenilworth-Parkside, including new gateways and or access points at the intersection of Benning Road and Kenilworth Avenue and at Watts Branch.
1718.10

1718.11 *Action FNS-2.8.B: Kenilworth Parkside Small Area Plan*
~~Include the Kenilworth-Parkside neighborhood in the Small Area Plan to be developed for the Minnesota Benning and Deanwood Metro station areas.~~
Explore a small area plan for the neighborhood between Kenilworth Avenue and the Anacostia River. The Comprehensive Plan would address key issues such as economic development opportunities, community access and anticipated resilience challenges. 1718.11

NEW *Policy FNS-2.8.1: Kenilworth Park Resilience Strategy* The District of

Columbia, through its membership in the world-wide initiative, 100 Resilient Cities, has identified Kenilworth Park as one of two pilot locations in the District for a place-based effort to showcase an interdisciplinary approach designed to mitigate the challenging effects of climate change and growth. Kenilworth Park and its surrounding neighborhoods are some of the most at risk areas to flooding in the District. Designation as a pilot location will create a community centered strategy resulting in lowering the risk and negative impacts of flooding.

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