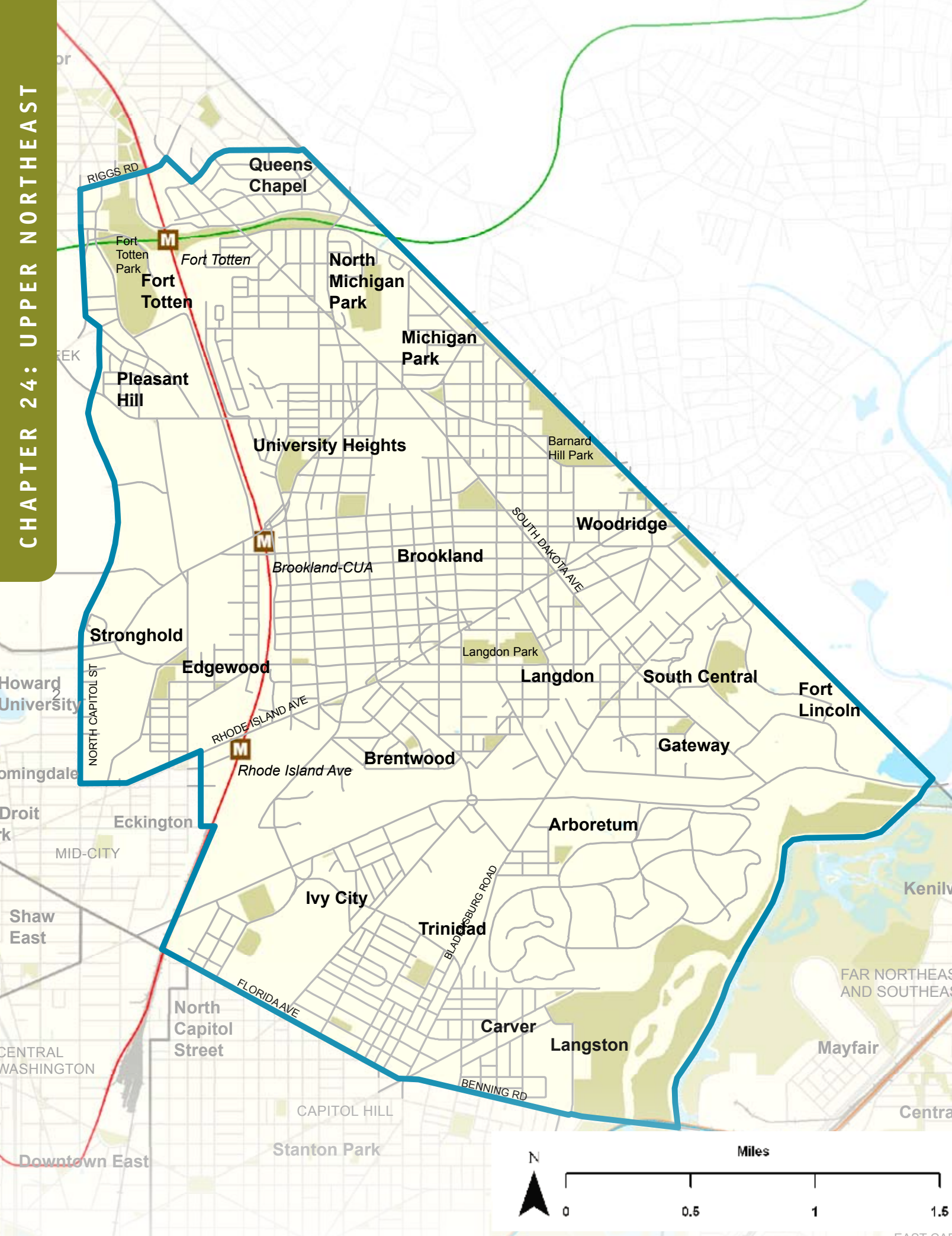
Chapter 24 Upper Northeast Area Element


Queens Chapel
RIGGS RD
Fort Totten Park
Fort Totten
Fort Totten
North Michigan Park
Michigan Park
Pleasant Hill
University Heights
Barnard Hill Park
Woodridge
SOUTH DAKOTA AVE
Brookland
Brookland-CUA
Stronghold
Langdon Park
Edgewood
Langdon
South Central
Fort Lincoln
Howard University
NORTH CAPITOL ST
RHODE ISLAND AVE
Gateway
Brentwood
Rhode Island Ave
Eckington
Arboretum
MID-CITY
Ivy City
BLADENSBURG ROAD
Trinidad
Shaw East
FLORIDA AVE
North Capitol Street
Carver
Langston
Mayfair
BENNING RD
CAPITOL HILL
Stanton Park
Downtown East
N
Miles
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Upper Northeast Area Element

Overview 2400

The Upper Northeast Planning Area encompasses 8.7 square miles and includes about two-thirds of the District's northeastern quadrant. The Planning Area's western boundary is formed by North Capitol Street (north of Rhode Island Avenue) and the CSX railroad tracks (south of Rhode Island Avenue), and its southern boundary is formed by Florida Avenue, Benning Road, and the Anacostia waterfront area. The northern/eastern border is Eastern Avenue at the District of Columbia line. These boundaries are shown in the Map at left. Historically, most of Upper Northeast has been in Ward 5. 2400.1

Upper Northeast is principally known as a residential community, with stable single family neighborhoods like Arboretum, Brookland, Woodridge, Queens Chapel, and Michigan Park. It also includes row house neighborhoods like Stronghold and Trinidad, and apartments and higher-density housing in communities like Fort Lincoln, Edgewood, and Carver Terrace. 2400.2

The mix of uses in Upper Northeast is particularly diverse compared to other parts of the city. The Planning Area contains the largest concentration of industrial land uses in the District of Columbia, following the CSX rail lines north and east from Union Station. It includes three major institutions of higher learning—the Catholic University of America (CUA), Trinity University, and Gallaudet University—and numerous other institutions serving other missions. It includes two hospitals—Providence and the Hospital for Sick Children. It includes several large federal properties, including the Brentwood Postal Facility. It includes the corporate headquarters of Black Entertainment Television (BET) network, one of the city's largest night clubs, a Federal Express distribution center, and the now-vacant Hecht's Warehouse facility. 2400.3

Upper Northeast is also home to the city's fresh produce district, as well as dozens of small shops and local businesses along neighborhood commercial streets like 12th Street, 18th Street, and Rhode Island Avenue. Historically, the area had many more neighborhood shopping districts like these, but they have declined or in some cases disappeared entirely due to competition from larger auto-oriented and suburban-style shopping centers, including shopping centers in the District of Columbia. 2400.4

The Planning Area is especially well known for its large concentration of religious institutions, including the Basilica of the National Shrine of the Immaculate Conception and the Pope John Paul II Cultural Center. It contains numerous seminaries and ministries, some occupying park-like settings with rolling lawns and historic buildings. The Franciscan Monastery, and the homes of the Josephites, the Carmelites, and many other religious orders are located here. In addition to these historic institutions,

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the Planning Area also includes portions of the Fort Circle Parks and the historic Langston Golf Course. It is also the gateway to the National Arboretum. 2400.5

Several major arterial streets, including New York Avenue, Rhode Island Avenue, South Dakota Avenue, Bladensburg Road, Michigan Avenue, and Riggs Road cross the Planning Area. The Area also includes the Fort Totten, Brookland/CUA and Rhode Island Avenue-Brentwood Metrorail stations, served by Metro's Red Line. The Metropolitan Branch Trail is being developed through this area, linking Upper Northeast neighborhoods to Downtown Washington. 2400.6

Upper Northeast neighborhoods are home to many lifelong Washingtonians and have a strong tradition of civic involvement. Civic associations, Advisory Neighborhood Commissions, churches, block clubs and garden clubs are actively involved in discussions about the community's future. Non-profit organizations such as the North Capitol and Brookland-Edgewood Family Support Collaboratives and the United Planning Organization also play an important role in community life. 2400.7

Upper Northeast shares some of the same challenges facing other parts of the District. The area's poverty, crime, and unemployment rates are all above the city average. Schools are aging; some are significantly "under-enrolled" and will probably be closed in the coming years. Many parts of the area lack access to open space, parks, and retail services. The area has a large population of seniors, many with special transportation, housing, and health care needs. The Planning Area also faces the challenge of an increasingly unaffordable housing market. A new generation of homeowners has "discovered" Upper Northeast—driving up prices and increasing housing demand. Between 2004 and 2005 alone, the median purchase price of a home in the two ZIP codes that encompass most of the Planning Area (20017 and 20018) increased 45 percent. The greatest future challenge will be to respond to change in a way that keeps Upper Northeast a socially, culturally, economically diverse community. 2400.8

Context

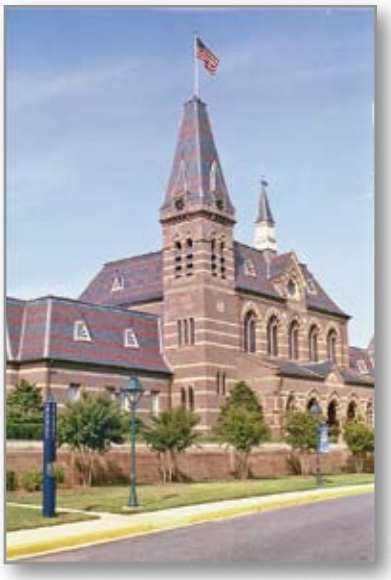
History 2401

Upper Northeast began as a series of land grants made by British King Charles I to George Calvert, the first Lord Baltimore. During the 1700s and early 1800s, early settlers enjoyed meadows, woodlands, farms, and open countryside. Tracks for the Baltimore and Ohio (B&O) railroad were laid out in the 1830s, but the area remained sparsely populated until the turn of the 20th Century. In the 1840s, Colonel Brooks, a veteran of the War of 1812, built the Greek Revival mansion that still stands today at 901 Newton Street.

Several Civil War strongholds were developed in the area during the 1860s, including Fort Bunker Hill, Fort Slemmer, Fort Totten, and Fort Lincoln. 2401.1

One of the first settlements in the area was Ivy City, developed around 1872 along the B & O Railroad tracks. Ivy City later became a brick-manufacturing center and was home to the National Fair Grounds in the late 1800s. In 1879, the B & O Railroad developed additional rail lines through Upper Northeast, connecting Washington to Pittsburgh, Chicago, and points west. Industrial uses followed the railroads, locating along the sidings. Trolley lines were extended out Rhode Island Avenue in 1897, beginning the area's residential growth as well as the growth of nearby communities in Maryland. 2401.2

Beginning in the late 1880s, the Brooks estate was subdivided and the Brookland neighborhood was born. The deep lots and spacious porches created the ambiance of small town living just a few miles from central D.C. The houses went for as little as $300 and were affordable for teachers, tradesmen, and government workers. By 1900, the neighborhood boasted plank sidewalks and a streetcar line. Much of the neighborhood's architectural heritage, including Victorians, bungalows, and colonial homes remains intact today and is part of the neighborhood's charm. 2401.3



Gallaudet University, the nation's premier college for the deaf and hearing-impaired, has been an important Upper Northeast institution since the 1860s.

Catholic University was established in the area in 1887. Several other religious organizations settled nearby. The Sisters of Notre Dame de Namur founded Trinity University in 1901, and the Domincans built their House of Studies the same year. The Paulists, the Marists, and Holy Cross Fathers soon followed. By the 1920s, the area had gained the nickname "Little Rome." By this time, Gallaudet University had already been flourishing for half a century on a campus near Ivy City, growing from humble beginnings in the 1860s to become the nation's premier college for the deaf and hearing-impaired. 2401.4

Much of the Upper Northeast was developed between 1920 and 1950. Major industrial and commercial development occurred during this period, and the rail corridors became a well-established regional distribution center. New York Avenue became the major route into Washington from the northeast, attracting hotels, motels, and tourist services. Large-scale housing construction took place during the 1920s in Ivy City and Trinidad, and the 1930s saw construction of Langston Dwellings, the nation's second public housing complex and now a National Historic Landmark. Housing developments like Brentwood Village and Riggs Park were constructed during the 1930s and 40s, and smaller-scale development took place during the 1950s in the Lamond-Riggs and Fort Totten areas. 2401.5

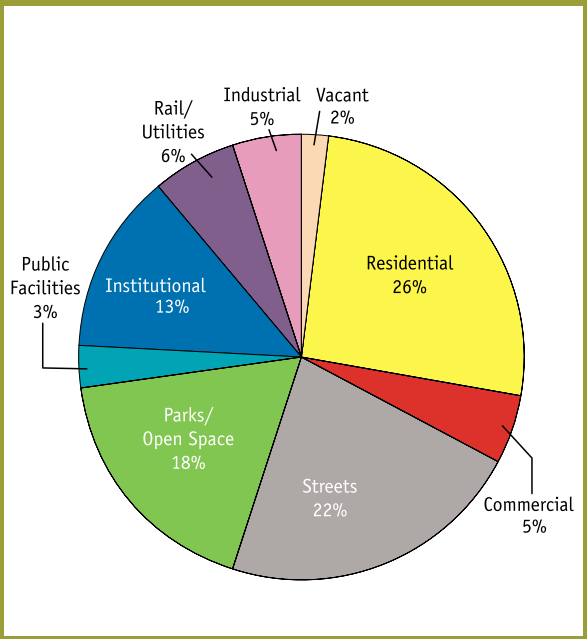
By the 1960s, most of the area was fully developed. Fort Lincoln, the last remaining large tract of vacant land, was conceived as a "New Town" as part of the Johnson Administration's Great Society program. The 360-acre site

was intended to be an innovative experiment in participatory democracy, and racial and economic integration, with residents involved in the community's development and profits. A private company was selected to build the project, which initially included 550 condominiums, 666 senior citizen apartments and 157 garden apartments. During the 1970s, the National Park Service built a playground and park area, and the city built an elementary school and indoor swimming pool. Only about half of the original plan was actually carried out, however. Most of the remaining acreage at Fort Lincoln is slated for development in the next 10 years, however, so the promise of the initial plans for the community may yet be fulfilled. 2401.6

Land Use 2402

Upper Northeast is made up of approximately 5,640 acres, or about 14 percent of the city's land area. The composition of uses is shown in Figure 24.1. The area's land use mix is among the most diverse in the city. 2402.1

Figure 24.1:
Land Use Composition in Upper Northeast 2402.2



Source: DC Office of Planning, 2006

Residential development is the single largest land use, representing about 26 percent of the total area. Of the residential land area, about 44 percent is developed with single family detached homes and about 41 percent with row houses and two-family houses. Apartments make up only about 15 percent of the residential land area. Denser housing is located at Carver Terrace, Montana Terrace, Langston Terrace, Edgewood, Fort Lincoln, and Brentwood. 2402.3

Commercial and industrial uses make up about 10 percent of Upper Northeast's land area. With the addition of railroads, utilities, and municipal facilities such as salt domes and bus garages, the percentage rises to almost 17 percent of the Planning Area. In fact, Upper Northeast contains almost two-thirds of the city's industrial acreage. Much of the space consists of warehouse and distribution facilities, light manufacturing, automotive services, and service businesses such as construction suppliers and printers. These uses tend to congregate along New York Avenue, Bladensburg Road, Brentwood Road, Florida

Avenue, V Street, and West Virginia Avenue, as well as the area between the Rhode Island and Fort Totten Metro stations, and elsewhere along the heavy rail/Metro corridor. Commercial uses include neighborhood-oriented shopping districts and larger shopping centers like the Home Depot/Giant on Brentwood Road, and Hechinger Mall. 2402.4

Institutional land makes up 13 percent of the Planning Area, one of the largest percentages in the city. Most of this total is associated with colleges, universities, and religious institutions. The area also contains more than 1,000 acres of open space, representing 18 percent of its total area. However, much of the open space is actually Mount Olivet and Glenwood Cemeteries—or is located on the far eastern edge of the area within the confines of the National Arboretum. Large parks are generally associated with the Fort Circle chain, and are located on the area's northern and eastern perimeter. 2402.5

Demographics 2403

The population of Upper Northeast has been falling for the past five decades. In 1990, the area had 68,879 residents. In 2000, this figure dropped 15 percent to 59,394. By 2005, the population had fallen to an estimated 58,500. The decline has been steeper than in the city as a whole, and the area has yet to experience the reversal in decline that has taken place in much of the District. 2403.1

While some of the decline has been due to a drop in household size (from 2.41 persons per household in 1990 to 2.20 persons per household in 2005), there has also been a net loss of households. During the 1990s, the area lost 1,600 households, many in the Ivy City and Trinidad communities. By 2000, these communities had some of the highest rates of abandoned housing stock in the city. Since 2000, the number of households has increased slightly. 2403.2

As indicated in Table 24.1, approximately 87 percent of the area's residents are African-American, which is significantly higher than the citywide average of 60 percent. Only about three percent of the area's residents are of Hispanic origin, and five percent are foreign born. 2403.3

Relative to the city as a whole, the area has a much higher percentage of seniors. Almost one in five residents of Upper Northeast is over 65, and the percentage is even higher in neighborhoods like North Michigan Park and Woodridge. Approximately eight percent of the area's residents reside in group quarters, such as dormitories, seminaries, nursing homes, and community based residential facilities. This is slightly higher than the percentage for the city as a whole, reflecting the large number of institutional uses that are present. 2403.4

Table 24.1:

Upper Northeast at a Glance 2403.5

Basic Statistics	
Land Area (square miles—excl. water)	8.8
Population	
1990	68,879
2000	59,394
2005 (estimated)*	58,500
2025 (projected)*	70,000
Households (2005)*	24,400
Household Population (2005)* (excludes group quarters)	53,700
Persons Per Household (2005)*	2.20
Jobs (2005)*	39,000
Density (persons per sq mile) (2005)*	6,700

Year 2000 Census Data Profile			
	Upper Northeast Planning Area**		Citywide
	Total	% of Total	% of Total
Age			
Under 18	12,411	20.9%	20.0%
18-65	36,440	61.3%	67.8%
Over 65	10,543	17.8%	12.2%
Residents Below Poverty Level	11,564	19.5%	20.2%
Racial Composition			
White	5,316	9.0%	30.4%
Black	51,705	87.1%	60.3%
Native American	202	0.3%	0.3%
Asian/Pacific Islander	496	0.8%	2.6%
Other	845	1.4%	2.8%
Multi-Racial	830	1.4%	5.2%
Hispanic Origin	1,769	3.0%	2.9%
Foreign-Born Residents	2,998	5.0%	5.1%
Tenure			
Owner Households	11,501	48.4%	40.7%
Renter Households	12,240	51.6%	59.3%
Population 5+ yrs in same house in 2000 as in 1995	32,775	58.4%	59.0%
Housing Occupancy			
Occupied Units	23,741	88.4%	90.4%
Vacant Units	3,111	11.6%	9.6%
Housing by Unit Type			
1-unit detached	5,506	20.5%	13.1%
1-unit attached	8,483	31.6%	26.4%
2-4 units	4,845	18.0%	11.0%
5-9 units	1,902	7.1%	8.0%
10-19 units	3,001	11.2%	10.3%
20-49 units	851	3.2%	7.4%
50+ units	2,239	8.3%	23.3%
Mobile/other	25	0.1%	0.2%

* *Figures noted with an asterisk are estimates developed by the Office of Planning and the Department of Employment Services based on a variety of data sources.*

** *Total population of subcategories may not match 2000 Census totals due to sampling errors.*

Housing Characteristics 2404

More than half of the housing units in Upper Northeast are single family homes. According to the 2000 Census, about 21 percent of the units were single-family detached homes, and 32 percent were row houses and townhomes. Both of these figures exceed the citywide average. About 18 percent of the units are in duplexes, triplexes, and fourplexes, also higher than the citywide average. Conversely, only 8.3 percent of the area's housing stock consists of multi-family buildings of 50 units or more, compared to 23 percent in the city as a whole. 2404.1

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The 2000 Census also reported that the number of renter households and the number of owner households in Upper Northeast was about equal. Much of Upper Northeast consists of stable, well-established housing stock with relatively low turnover. In 2000, almost 60 percent of the population had been living in their homes for five years or longer, significantly higher than the citywide average of 47 percent. 2404.2

Income and Employment 2405

According to the 2000 Census, median household income in Upper Northeast was $36,453, compared to a citywide median of $45,927. Approximately 19 percent of the area's residents lived below the federal poverty level. This is an increase from 1990, when the figure was 15.1 percent. 2405.1

Data from the Department of Employment Services and the Office of Planning indicates that Upper Northeast had 39,000 jobs in 2005, primarily in institutional uses and in the production, distribution, and repair sector. This represents 5.2 percent of the city's job base. On the surface, the Planning Area appears to have an excellent balance between jobs and households, with about 1.5 jobs per household. However, most of the jobs are held by non-District residents, and most of the residents in Upper Northeast work elsewhere. Based on 2000 Census data, about 54 percent of the Planning Area's jobs are filled by Maryland residents and about 12 percent are filled by Virginia residents. Only eight percent are filled by residents of Upper Northeast. 2405.2

The 2000 Census found that about 31 percent of the residents of Upper Northeast worked in Central Washington and about 39 percent worked elsewhere within the District of Columbia. About 30 percent commuted to the suburbs. 2405.3

Based on an analysis of approved development, available land, regional growth trends, and local planning policies, the population decline experienced in Upper Northeast since the 1950s has come to an end. In fact, the Planning Area is projected to add approximately 5,000 households by 2025, and its population is projected to rise about 19 percent to 70,000.

Projections 2406

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More than half of the additional households are associated with specific sites that are in various stages of planning right now. These include the remaining vacant parcels at the Fort Lincoln New Town, WMATA-owned land at the three metro stations, and private development projects such as the 500-unit Arboretum Place north of Hechinger Mall. 2406.2

The number of jobs is expected to increase by about 15 percent over the next 20 years. Most of the increase is associated with redevelopment of key parcels along the New York Avenue and Bladensburg corridors, and mixed use development around the Metro stations. Expansion of industrially zoned acreage in the area is not expected. In fact, most of the employment growth will be the result of the conversion of former industrial land to new uses, especially near Metro. 2406.3

Planning and Development Priorities 2407

Workshops over the course of the Comprehensive Plan Revision provided an opportunity for residents of Upper Northeast to share their views on important planning issues. Input from these workshops was supplemented with feedback from Advisory Neighborhood Commissioners, community groups, and individual residents. Many other meetings have been held on long-range planning issues in the Upper Northeast Planning area, including workshops for the Northeast Gateway Small Area Plan; Ward 5 "summits" on transportation and economic development; transportation meetings on the Rhode Island Avenue, New York Avenue, and South Dakota Avenue corridors; and meetings on specific development proposals. 2407.1

Several important messages and priorities were expressed at these meetings: 2407.2

a. Upper Northeast neighborhoods take pride in their stability as middle-class, family-oriented communities. Although the community's population declined by 20 percent during the 1980s and 1990s, there is still a strong sense of identity and civic pride in places like Arboretum, North Michigan Park, and Woodridge. Conservation of the existing housing stock is a high priority—although there are differences of opinion on the best way to achieve

this. Neighborhoods such as Brookland, where about two-thirds of the homes pre-date World War II, have debated the possibility of historic district designation but have yet to reach a consensus on the best way to preserve the historic character of the community.

b. Residents of Upper Northeast are feeling the pressure of escalating housing costs. Displacement is a concern in neighborhoods like Ivy City and Trinidad, where one-quarter of the residents live below the poverty line and home prices have tripled in the last five years. Upper Northeast includes many lower income households, residents on public assistance, and hard working people trapped in low wage jobs. There is anxiety about expiring federal housing subsidies, and the future of large assisted housing complexes like Langston Dwellings. Residents want assurance that they will not be dislocated if and when these complexes are renovated or replaced. The recent redevelopment of Montana Terrace provides a good example of meeting affordable housing needs while creating opportunities for home ownership and stability for existing residents.

c. Residents are concerned that they are the location of choice for "unwanted" municipal land uses, such as trash transfer stations, bus garages, youth detention centers, vehicle maintenance facilities, and halfway houses. While there is an appreciation for the importance of these uses to the city, there are concerns about their continued concentration in Upper Northeast simply because the area has a large supply of industrially zoned land.

d. Upper Northeast neighborhoods have lived with the heavy truck traffic, noise, and visual blight that comes with industrial land uses for decades. This is particularly true in Ivy City, Langdon, Brentwood, and the 7th-8th Street NE area southwest of the Brookland Metro station. Residents are especially concerned about large trucks, vibration, dust, air pollution, and the transport of hazardous materials on the railroads. There is also a desire to clean up "brownfield" sites in the community and return them to productive use. These sites provide an opportunity to apply "green" development principles, turning environmental liabilities into environmental assets.

e. Retail choices in Upper Northeast need to be expanded. For 20 years, Hechinger Mall was the only large shopping center in the area. Options have improved with the opening of Home Depot/ Giant, and will get better still with a planned new shopping center at Fort Lincoln, but these centers are auto-oriented and are not convenient to everyone in the community. Many of the commercial areas in Upper Northeast are dominated by used car lots, carry-outs, liquor stores, automotive uses and other activities that are not conducive to neighborhood shopping. More retail districts like

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12th Street NE retail district in Brookland

Brookland's 12th Street are desired to meet the day-to-day needs of residents. Rhode Island Avenue, Benning Road, Florida Avenue, Bladensburg Road, and the areas around the Metro stations have the potential to become pedestrian-oriented shopping districts. The Florida Market also has the potential to become a more vital shopping district, serving not only as a wholesale venue but also as a retail center for Ivy City, Trinidad, Eckington, and nearby neighborhoods.

f. Although seminaries, cemeteries, and institutions provide much greenery, and the community is ringed by the National Arboretum, the Anacostia River, and the Fort Circle Parks, much of Upper Northeast is starved for public parkland. More active recreational areas, playgrounds, athletic fields, and traditional neighborhood parks are needed. Better connections to the Arboretum and Anacostia River are needed. There are also concerns that the large institutional open spaces—particularly the great lawns and wooded glades of the area's religious orders—may someday be lost to development. These properties are important to the health of the community and should be considered as opportunities for new neighborhood and community parks (as well as housing) if they become available. They are the "lungs" of the neighborhood.

g. The area's major thoroughfares need to be improved. New York Avenue is the gateway to the Nation's capital for over 100,000 vehicles a day and provides the first impression of Upper Northeast (and the District of Columbia) for many residents, commuters, and visitors. Its motels and fast food joints, used car lots, chop shops, strip clubs, salvage yards, and warehouses do not project a positive image. Moreover, the street is often clogged with traffic, especially around its interchanges with South Dakota Avenue and Florida Avenue. The same is true of Bladensburg Road, and some of the other arterial streets in the area. The community wishes to see these corridors upgraded, without diverting traffic to other thoroughfares and residential streets nearby.

h. Upper Northeast did not experience the kind of large-scale development experienced elsewhere in the city between 2000 and 2005, but that is likely to change in the next few years. Proposals to redevelop the Capital City Market as a "new town" are being discussed, and a large mixed use development is also under consideration at the Bladensburg/ New York Avenue intersection. Residents are also very interested in proposals for the McMillan Reservoir Sand Filtration Site and the Armed Forces Retirement

Home, as development on these sites would challenge the roads, infrastructure, and public services in Upper Northeast. Growth and development must be carefully managed to avoid negative impacts, and should be leveraged to provide benefits for the community wherever possible.

i. There is general—though not universal—agreement that the Rhode Island Avenue, Brookland/CUA, and Fort Totten Metrorail stations are logical locations for future development. The stations are currently adjoined by parking lots and industrial uses that do not take advantage of their proximity to Metro. These areas may provide opportunities for apartments, condominiums, townhomes, and other types of moderate and medium density housing, provided that measures are taken to buffer adjacent lower density neighborhoods, address parking and traffic issues, and mitigate other community concerns. There are differences of opinion as to the appropriate density of development and the precise mix of uses at each station. Small Area Plans are needed for each area to continue the community dialogue on their future.

j. More should be done to connect Upper Northeast residents with jobs in the Planning Area. Right now, only 10 percent of those who live in Upper Northeast actually work in Upper Northeast. With 40,000 jobs in the community, that figure should be much higher. The area's nine percent unemployment rate is unacceptably high. Trade schools, vocational schools, and apprenticeship programs are needed to strengthen labor force skills and provide more pathways to employment for local residents.

k. Schools and other public facilities in Upper Northeast should be retained in public ownership, even if they are closed due to "underenrollment." Residents attending Comprehensive Plan meetings felt strongly that these facilities should not be sold for development, but should be kept in public ownership and used for the delivery of other community services, such as health care and senior care. The need for senior services is particularly high, given the high percentage of seniors (over 25 percent of the population in neighborhoods like Woodridge and North Michigan Park). Many of the schools, libraries, recreation centers, and other public facilities in the area are in need of modernization. Crummell School is a particularly troubling example. The modernization of Noyes Elementary and Luke Moore Academy are promising, but there is much more to accomplish.

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Noyes Elementary

Policies and Actions

UNE-1 General Policies

UNE-1.1 Guiding Growth and Neighborhood Conservation 2408

The following general policies and actions should guide growth and neighborhood conservation decisions in Upper Northeast. These policies and actions should be considered in tandem with those in the citywide elements of the Comprehensive Plan. 2408.1

Policy UNE-1.1.1: Neighborhood Conservation

Protect and enhance the stable neighborhoods of Upper Northeast, such as Michigan Park, North Michigan Park, University Heights, Woodridge, Brookland, Queens Chapel, South Central, Lamond Riggs, and Arboretum. The residential character of these areas shall be conserved, and places of historic significance, gateways, parks, and special places shall be enhanced. 2408.2

Policy UNE-1.1.2: Compatible Infill

Encourage compatible residential infill development throughout Upper Northeast neighborhoods, especially in Brentwood, Ivy City, and Trinidad, where numerous scattered vacant residentially-zoned properties exist. Such development should be consistent with the designations on the Future Land Use Map. New and rehabilitated housing in these areas should meet the needs of a diverse community that includes renters and owners; seniors, young adults, and families; and persons of low and very low income as well as those of moderate and higher incomes. 2408.3

Policy UNE-1.1.3: Metro Station Development

Capitalize on the presence of the Metro stations at Rhode Island Avenue, Brookland/CUA, and Fort Totten, to provide new transit-oriented housing, community services, and jobs. New development around each of these three stations is strongly supported. The District will coordinate with WMATA to ensure that the design, density, and type of housing or other proposed development at these stations is compatible with surrounding neighborhoods; respects community concerns and feedback; serves a variety of household incomes; and mitigates impacts on parking, traffic, and public services. Development shall comply with other provisions of the Comprehensive Plan regarding the compatibility of new land uses with established development, the provision of appropriate open space, and mitigation of impacts on traffic, parking, and public services. 2408.4

Policy UNE-1.1.4: Reinvestment in Assisted Housing

Continue to reinvest in Upper Northeast's publicly-assisted housing stock. As public housing complexes are modernized or reconstructed, actions should be

taken to minimize displacement and to create homeownership opportunities for current residents. 2408.5

CSX Rail corridor

Policy UNE-1.1.5: Vacant and Abandoned Structures

Reduce the number of vacant, abandoned, and boarded up structures in Upper Northeast, particularly in the Ivy City and Trinidad areas. 2408.6

Policy UNE-1.1.6: Neighborhood Shopping

Improve neighborhood shopping areas throughout Upper Northeast. Continue to enhance 12th Street NE in Brookland as a walkable neighborhood shopping street and encourage similar pedestrian-oriented retail development along Rhode Island Avenue, Bladensburg Road, South Dakota Avenue, West Virginia Avenue, Florida Avenue, and Benning Road. New pedestrian-oriented retail activity also should be encouraged around the area's Metro stations. 2408.7

Policy UNE-1.1.7: Larger-Scale Retail Development

Encourage additional community-serving retail development at the existing Brentwood Shopping Center (Home Depot-Giant), the Rhode Island Avenue Shopping Center (4th and Rhode Island NE), and Hechinger Mall. Encourage new large-scale retail development at Fort Lincoln. Design such development to complement, rather than compete with, the neighborhood-oriented business districts in the area. 2408.8

Policy UNE-1.1.8: Untapped Economic Development Potential

Recognize the significant potential of the area's commercially and industrially-zoned lands, particularly along the New York Avenue corridor, V Street NE, and Bladensburg Road, and around the Capital City Market, to generate jobs, provide new shopping opportunities, enhance existing businesses, create new business ownership opportunities, and promote the vitality and economic well-being of the Upper Northeast community. The uses, height, and bulk permitted under the existing M and CM-1 zones are expected to remain for the foreseeable future. 2408.9

Policy UNE-1.1.9: Production, Distribution, and Repair Uses

Retain the existing concentration of production, distribution, and repair (PDR) uses in Upper Northeast, but encourage the upgrading of these uses through higher design standards, landscaping, and improved screening and buffering. Emphasize new uses, including retail and office space, that create jobs for Upper Northeast area residents, and that minimize off-site impacts on the surrounding residential areas. 2408.10

Policy UNE-1.1.10: High Impact Industrial Uses

Strongly discourage the further proliferation of junkyards, scrap yards, and other high impact industrial uses within the area, since these activities do not enhance the quality of life in either the city as a whole or the surrounding

Brooks Mansion

residential areas of Upper Northeast. Take appropriate action to reduce the potential for these uses to encroach into established residential and commercial areas within Upper Northeast, and to address environmental health and safety issues for employees and for those who live or work nearby. 2408.11

Policy UNE-1.1.11: Buffering

Improve the interface between residential neighborhoods, industrial/commercial areas, and the railroad and Metro rail lines. Protect neighborhoods such as Gateway, South Central, Ivy City, North Michigan Park, and Brentwood from noise, truck traffic, commuter traffic, odor and compromised infrastructure; and take steps to reduce the damaging effects of excessive noise and vibration from Metrorail and commercial train traffic for homes along the CSX and Metro lines in Brookland, Queens Chapel, North Michigan Park, Brentwood and Gateway. 2408.12

Policy UNE-1.1.12: Truck Traffic

Continue to work with the community and area businesses to reduce heavy truck traffic on residential streets, particularly along W Street, West Virginia Avenue, Taylor Street NE, and 8th Street NE. Assess the circulation needs of businesses in these areas to determine if there are alternate means of access that would reduce impacts on adjacent neighborhoods. 2408.13

Action UNE-1.1.A: Industrial/Residential Buffers

Develop additional solutions to buffer residential and industrial areas from one another. One possibility is to consider extending the Langdon Overlay (L-O) zone, which prohibits certain types of industrial uses in immediate proximity to residential uses and which requires screening to protect residential areas. Other approaches to buffering, such as design guidelines, also should be considered. 2408.14

Action UNE-1.1.B: Industrial Land Use Study

Implement the applicable recommendations of the 2006 Industrial Land Use Study for Upper Northeast (see the Land Use and Economic Development Elements for a description of this Study). 2408.15

Action UNE-1.1.C: Traffic Safety Improvements

Improve traffic safety throughout the Upper Northeast area, particularly along Eastern Avenue, Franklin Street, Monroe Street, Brentwood Road, Bladensburg Road, Rhode Island Avenue, South Dakota Avenue, and New York Avenue. 2408.16

UNE-1.2 Conserving and Enhancing Community Resources 2409

Policy UNE-1.2.1: Streetscape Improvements

Improve the visual quality of streets in Upper Northeast, especially along North Capitol Street, Rhode Island Avenue, Bladensburg Road, Eastern Avenue,

Michigan Avenue, Maryland Avenue, Florida Avenue, and Benning Road. Landscaping, street tree planting, street lighting, and other improvements should make these streets more attractive community gateways. 2409.1

Policy UNE-1.2.2: Protecting Local Historic Resources

Protect historic resources in Upper Northeast, including Gallaudet University, the Brooks Mansion, Crummell School, the homes of Ralph Bunche and Samuel Gompers, the Franciscan Monastery, Langston Terrace housing project, Langston Golf Course, the Hospital for Sick Children, Glenwood Cemetery, and the Fort Circle Parks. 2409.2

Policy UNE-1.2.3: Highlighting Local Cultural Resources

Develop new means to highlight the historic and cultural resources in Upper Northeast, such as improved signage and trails connecting the Fort Circle Parks, organized tours of the area's religious landmarks, and tours of historic homes in Brookland and other parts of the community. 2409.3

Policy UNE-1.2.4: Linking Residents to Jobs

Improve linkages between residents and jobs within Upper Northeast so that more of the area's 40,000 working age adults fill the approximately 40,000 jobs located within the Planning Area. Achieve this linkage by developing additional vocational and trade schools within Upper Northeast, encouraging apprenticeships and internships, and creating new partnerships between the area's major employers, the District, the public and charter schools, local churches, and major institutions. 2409.4

Policy UNE-1.2.5: Increasing Economic Opportunity

Create new opportunities for small, local, and minority businesses within the Planning Area, and additional community equity investment opportunities as development takes place along New York Avenue, Bladensburg Road, Benning Road, and around the Metro stations. 2409.5

Policy UNE-1.2.6: Connecting to the River

Recognize the Anacostia River and the land along its banks as an essential and integral part of the Upper Northeast community. Improve the connections between Upper Northeast neighborhoods and the Anacostia River through trail, path, transit, and road improvements, and improved access to the National Arboretum. Provide amenities and facilities in the planned waterfront parks that meet the needs of Upper Northeast residents. 2409.6

Policy UNE-1.2.7: Institutional Open Space

Recognize the particular importance of institutional open space to the character of Upper Northeast, particularly in and around Brookland and Woodridge. In the event that large institutional uses are redeveloped in the future, pursue opportunities to dedicate substantial areas as new

Recognize the Anacostia River and the land along its banks as an essential and integral part of the Upper Northeast community. Improve the connections between Upper Northeast neighborhoods and the Anacostia River through trail, path, transit, and road improvements, and improved access to the National Arboretum.

neighborhood parks and open spaces. Connections between Upper Northeast open spaces and the network of open space between McMillan Reservoir and Fort Totten also should be pursued. 2409.7

See also Land Use Element Policy LU-2.3.7, Section LU-3.2, and the Park and Open Space Element (Section PROS-4) for policies on institutional uses.

Policy UNE-1.2.8: Environmental Quality

Improve environmental quality in Upper Northeast, with particular attention given to the reduction of emissions and particulates from trucks and industrial uses in the area. 2409.8

Action UNE-1.2.A: Parkland Acquisition

Address the shortage of parkland in the Planning Area, placing a priority on the areas with the most severe deficiencies. According to the 2006 Parks and Recreation Master Plan, these areas include Edgewood, Ivy City, the Carver/Langston area, and the southwest part of Brookland. 2409.9

Action UNE-1.2.B: Hazardous Materials Transport

Continue to lobby for restrictions on the transport of hazardous cargo through the Upper Northeast Planning Area, particularly on the rail lines which abut the community's residential neighborhoods. 2409.10

Action UNE-1.2.C: Main Streets/Great Streets

Consider the designation of additional commercial areas as DC Main Streets, including the Woodridge shopping area along Rhode Island Avenue, and portions of Bladensburg Road. Consider adding Rhode Island Avenue to the city's "Great Streets" program, making it eligible for funding for transportation, streetscape, and façade improvements. 2409.11

Table 24.2:
Policy Focus Areas Within and Adjacent to Upper Northeast 2410.1

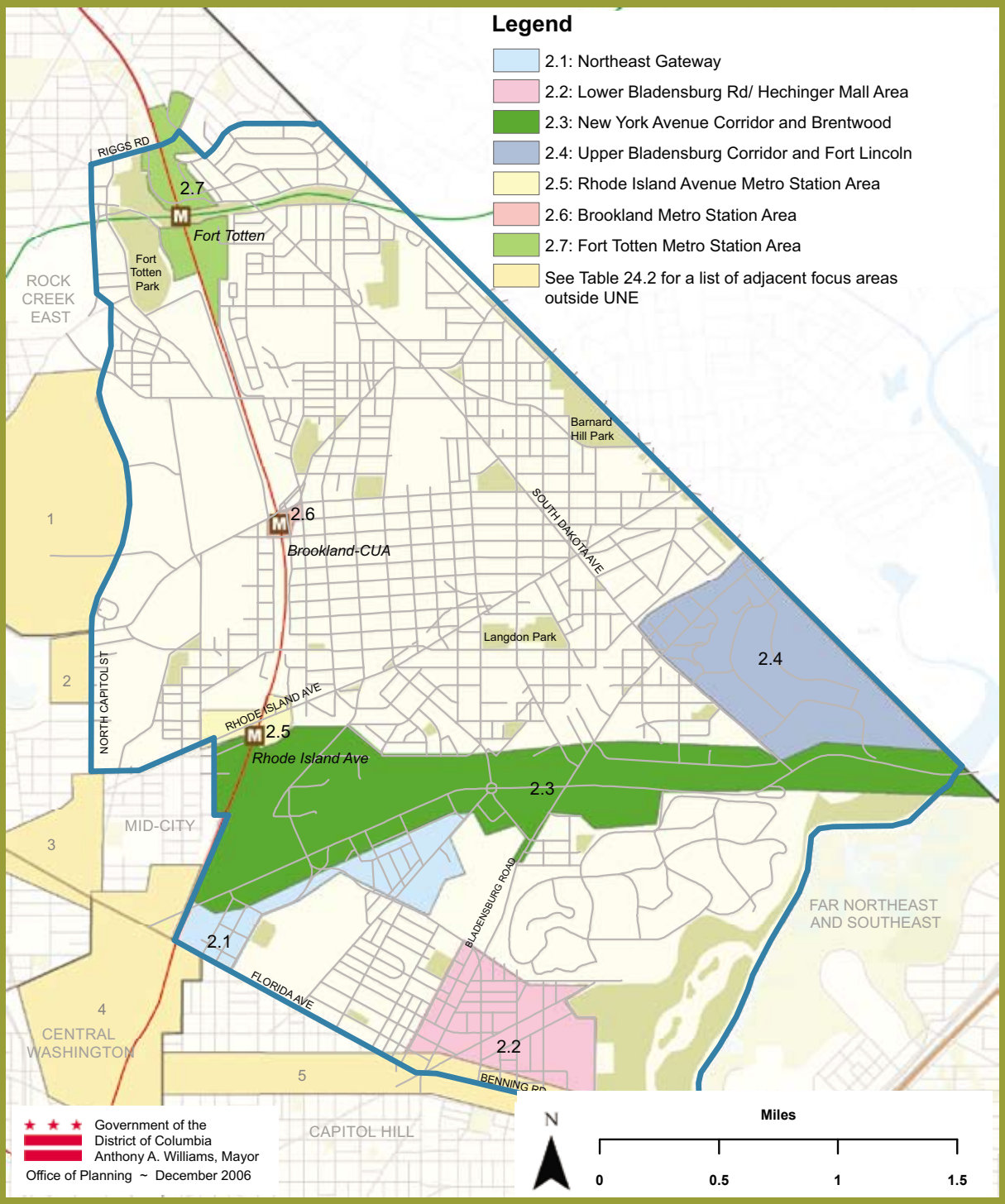
Within Upper Northeast	
2.1	Northeast Gateway (see p. 24-18)
2.2	Lower Bladensburg Road/Hechinger Mall (see p. 24-20)
2.3	New York Avenue Corridor and Brentwood (see p. 24-22)
2.4	Upper Bladensburg Rd/Fort Lincoln (see p. 24-24)
2.5	Rhode Island Avenue Metro Station (see p. 24-25)
2.6	Brookland Metro Station Area (see p. 24-27)
2.7	Fort Totten Metro Station Area (see p. 24-28)
Adjacent to Upper Northeast	
1	Armed Forces Retirement Home/Irving Street Hospital Campus (see p. 22-27)
2	McMillan Sand Filtration Site (see p. 20-29)
3	North Capitol St/Florida Av/New York Ave (see p. 20-31)
4	NoMA/Northwest One (see p. 16-41)
5	H Street/Benning Road (Capitol Hill) (see p. 15-19)

UNE-2 Policy Focus Areas 2410

This Area Element includes more detailed policy direction for seven specific areas (see Map 24.1 and Table 24.2). Each area requires direction and guidance beyond that provided by the citywide elements and the earlier part of this Area Element. These areas include:

Map 24.1:

Upper Northeast Policy Focus Areas 2410.2



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Row houses in Ivy City

- Northeast Gateway, including Capital City Market and Ivy City
- Lower Bladensburg Road/Hechinger Mall
- New York Avenue Corridor and Brentwood
- Upper Bladensburg Corridor and Fort Lincoln
- Rhode Island Avenue Metro Station Area and Corridor
- Brookland Metro Station Area
- Fort Totten Metro Station Area. 2410.3

UNE-2.1 Northeast Gateway 2411

Northeast Gateway includes the neighborhoods of Ivy City and Trinidad, as well as the Capital City Market and Gallaudet University (Carver Terrace, Langston Terrace, Arboretum, and Hechinger Mall are also in the Northeast Gateway area but are addressed in Section UNE-2.2). 2411.1

The diverse residents of the Northeast Gateway share a proud heritage as an African American community within sight of the US Capitol building. They benefit from proximity to amenities like the Langston Golf Course, the National Arboretum, and the new Metro station at New York Avenue. However, the community also suffers the effects of concentrated poverty, a poor image, and perceptions of neglect. Some residents perceive their neighborhood as a "dumping ground" for undesirable land uses. Today, they ask for the same quality public services and facilities that other residents of the District receive. 2411.2

The Capital City Market (also known as the Union Terminal Market or the Florida Avenue Market) is one of the most notable and unique features of the Northeast Gateway area. The market was initially constructed to house businesses displaced from Downtown Washington because of federal building expansions. Today it continues to offer one-stop shopping for wholesalers and restaurant suppliers, selling goods ranging from produce, meats, seeds, and seafood to ethnic specialty foods. While the Market is a one-of-a-kind institution, it has been plagued by code violations and traffic circulation and congestion, environmental, and safety issues. 2411.3

In 2005, the District completed a revitalization strategy for the Northeast Gateway to address key planning and development issues. The Strategy addressed five key issues: housing revitalization, commercial revitalization, human capital, public facilities, and community image/public realm. It identified four key areas for revitalization, including Bladensburg Road, the Montana/New York/Bladensburg Triangle, the central part of Ivy City, and the Capital City Market. 2411.4

Policy UNE-2.1.1: Ivy City Infill Development

Support the development of additional infill housing in Ivy City, including "loft style" and live-work housing that blends with the industrial character of the neighborhood. Rehabilitation and renovation of the existing housing stock also should be strongly encouraged. 2411.5

Policy UNE-2.1.2: Capital City Market

Redevelop the Capital City Market into a regional destination that may include residential, dining, entertainment, office, hotel, and wholesale food uses. The wholesale market and the adjacent DC Farmers Market are important but undervalued amenities that should be preserved, upgraded, and more effectively marketed. 2411.6

Capital City Market

Policy UNE-2.1.3: Consolidating DC Government Operations

Make more efficient use of the DC government owned properties in the Northeast Gateway area, including the DC Housing Authority Motor Pool site and the DC school bus parking lot, and the DC Vehicle Maintenance complex. Avoid the further concentration of human service and transportation facilities in this area, and improve buffering between these uses and nearby residential areas. 2411.7

Policy UNE-2.1.4: Northeast Gateway Urban Design Improvements

Improve the image and appearance of the Northeast Gateway area by creating landscaped gateways into the community, creating new parks and open spaces, upgrading key streets as specified in the Northeast Gateway Revitalization Strategy, and improving conditions for pedestrians along Florida Avenue and other neighborhood streets. 2411.8

Action UNE-2.1.A: Capital City Market

Develop and implement plans for the revitalization and development of the Capital City Market into a mixed use residential and commercial destination. Redevelopment plans for the site shall be achieved through a collaborative process that involves the landowners and tenants, the project developers, the District government, and the community. 2411.9

Action UNE-2.1.B: Northeast Gateway Open Space

Develop additional and interconnected public open spaces in the Ivy City and Trinidad areas, including a public green on West Virginia Avenue, open space on the current site of the DCPS school bus parking lot, and improved open space at the Trinidad Recreation Center and the Crummell School grounds. 2411.10

Action UNE-2.1.C: Crummell School Reuse

Rehabilitate the historic Crummell School for a community benefit use, such as adult education, a trade school, or art studio space. Crummell School was built in 1911 and educated African-American school children from that time until 1972. The structure—which is a designated historic landmark—has been vacant for more than 30 years. 2411.11

The Hechinger/ Benning area is expected to undergo significant change during the next 20 years, driven in part by the revival of northeast Capitol Hill, the H Street corridor, and the Anacostia Waterfront area.

UNE-2.2 Lower Bladensburg Road/Hechinger Mall 2412

Bladensburg Road extends from the "starburst" intersection at H Street/ Benning Road approximately 2.7 miles northeast to the DC/Maryland border. The road is an important community gateway, providing access to the National Arboretum and residential neighborhoods in Upper Northeast, as well as a commuter route for suburban communities in Prince Georges County. The road contains two distinct segments: the "lower" portion (addressed here) is south of New York Avenue. The "upper" portion (addressed in Section 2.4) is north of New York Avenue and is part of the South Central/Gateway and Fort Lincoln neighborhoods. 2412.1

Hechinger Mall anchors the lower end of the Bladensburg corridor. The Mall was developed in 1982, in part to help bring retail back to Northeast DC following the demise of H Street NE after the 1968 riots. At one time, the 190,000 square foot Mall had one of the largest stores in the Hechinger chain, but today it serves as a community shopping center anchored by a supermarket, a pharmacy, and several national discount retailers. The adjacent area includes the western end of Benning Road, which is included in the city's "Great Streets" program. 2412.2

The area immediately to the east includes the Langston Terrace and Carver Terrace public housing projects, historic Langston Golf Course, and the "Schools on the Hill" campus comprised of Spingarn Senior High School, Brown Junior High School, and Charles Young Elementary. The area has played an important role in the history of the District's African-American community. Langston Terrace Dwellings was the District's first public housing complex and was designed by renowned African American architect Hilyard Robinson. When it opened in 1938, prospective residents had to be gainfully employed African American residents with children. Langston Golf Course shares a similar history; when it opened in 1939, it was the only golf course in the city open to African Americans. The nearby 42-acre Schools on the Hill Campus provides a particularly attractive academic setting above the Anacostia River, and is one of the largest complexes of public school buildings in the city. 2412.3

The Hechinger/Benning area is expected to undergo significant change during the next 20 years, driven in part by the revival of northeast Capitol Hill, the H Street corridor, and the Anacostia Waterfront area. Some 500 units of housing are planned at Arboretum Place just north of Hechinger Mall. The Mall itself offers long-term opportunities for redevelopment as a more pedestrian-friendly and urban mixed use center, with additional square footage and possibly new uses such as housing. Pedestrian-oriented retail storefronts along Bladensburg Road hold the potential for revival and restoration. Langston Terrace has been suggested as a possible "new community" site, raising the possibility of infill development and new mixed income housing around the complex. The 42-acre Schools on the Hill

campus also has been considered as the showpiece for a "city of learning" initiative (Hilltop Career Academies), with new educational facilities, mixed use development, and services that are integrated with the adjacent neighborhood. 2412.4

Policy UNE-2.2.1: Mixed Use Development Along Benning and Bladensburg

Improve the overall appearance of Benning and Bladensburg Roads in the vicinity of Hechinger Mall. Pursue opportunities for additional pedestrian-oriented mixed use development fronting on these streets, including ground floor retail uses and upper floor housing. Such development should be linked to transportation investments along these streets, including the proposed streetcar along H Street/Benning Road. 2412.5

Policy UNE-2.2.2: Hechinger Mall

Promote continued reinvestment in Hechinger Mall as a community shopping center. Support additional development on the Hechinger site, creating a more urban and pedestrian-oriented character and adding new uses such as housing. 2412.6

Policy UNE-2.2.3: Arboretum Gateway

Improve the visual quality of Bladensburg Road and enhance its function as a gateway to the National Arboretum. 2412.7

Hechinger Mall anchors the lower end of the Bladensburg corridor.

Policy UNE-2.2.4: Langston and Carver Terrace

Sustain the Langston Terrace and Carver Terrace developments as essential housing resources for lower income families. Important historic elements of Langston Terrace should be protected and restored. 2412.8

Policy UNE-2.2.5: Schools on the Hill Campus

Improve the integration of the Schools on the Hill Campus (Spingarn, Brown, and Young Schools) with the adjacent Carver/Langston neighborhood. 2412.9

Action UNE-2.2.A: Schools on the Hill Campus Planning

Undertake a planning process to enhance the physical environment of the Schools on the Hill Campus, enabling the campus to function more effectively as a neighborhood resource, a gateway from the neighborhoods of Upper Northeast to the Anacostia River parklands, and an educational complex ("city of learning") that benefits residents of all ages. 2412.10

Action UNE-2.2.B: Lower Bladensburg Road Development

As described in the Northeast Gateway Small Area Plan, consider the use of form-based zoning along Bladensburg Road to encourage housing and mixed use development and to discourage additional auto dealerships and automotive uses. 2412.11

Action UNE-2.2.C: Reconfiguration of the "Starburst" Intersection

As recommended by the H Street Small Area Plan, redesign the starburst intersection at Florida Avenue, Benning, Bladensburg, H Street, and Maryland Avenues, and provide a public plaza in the northeastern quadrant of the intersection, adjacent to Hechinger Mall. 2412.12

UNE-2.3 New York Avenue Corridor/Brentwood 2413

The New York Avenue corridor includes the expansive industrial and commercial area on both sides of New York Avenue between Florida Avenue and the Maryland state line. On the north, the corridor abuts the Brentwood and Langdon communities. On the south, it abuts Ivy City and the National Arboretum. In 2001, the Brentwood neighborhood gained notoriety as the site of the US postal sorting facility where anthrax-contaminated mail addressed to two members of the U.S. Senate was handled. Two postal workers died from anthrax exposure, and the 633,000-square foot facility was closed for more than two years. Other large uses in the area include a Metrorail maintenance facility, the Ivy City railyards, the WMATA Bladensburg Bus Division, and the 725,000 square foot art-deco Hecht's warehouse. New York Avenue itself is lined by strip commercial uses such as hotels, fast food restaurants, and gas stations. 2413.1

The corridor faces land use, transportation, and urban design challenges. Some of the industrial uses are considered obsolete by today's market standards and are being considered for new uses such as retail development. Tall pole-mounted signs create a cluttered and unattractive image and poorly designed intersections create traffic hazards. New York Avenue itself is carrying far more traffic than it was designed to handle. 2413.2

The New York Avenue corridor faces land use, transportation, and urban design challenges. Some of the industrial uses are considered obsolete by today's market standards and are being considered for new uses such as retail development.

In 2005, the District's Department of Transportation completed a multi-modal corridor study for New York Avenue and presented a number of recommendations for consideration. These included adding a tunnel from I-395 to 1st Street NE, building a "signature" bridge across Florida Avenue, reconstructing the Brentwood Avenue bridge, adding a traffic circle at Montana Avenue, and adding a grade-separated traffic circle at Bladensburg Road (through traffic on New York Avenue would pass beneath the circle). The recommendations also include widening the road and adding a landscaped median and turning lanes in selected areas, a linear park on the road's north side, and significantly upgrading the corridor's appearance from Bladensburg Road to South Dakota Avenue. The Corridor study included land use recommendations for key sites along New York Avenue, and also recommended architectural guidelines to reinforce the street edge. 2413.3

Additional land use recommendations for the New York Avenue industrial area are contained in an Industrial Land Use Study commissioned by the Office of Planning in 2005. These include strengthening and enhancing light industrial (production, distribution and repair) activities along the north side of the avenue between Montana and South Dakota Avenues, retaining the area's municipal-industrial functions (bus garages, road maintenance facilities, etc.), and considering a transition to other uses (such as retail) on strategic sites. 2413.4

Policy UNE-2.3.1: New York Avenue Corridor

Improve the appearance of New York Avenue as a gateway to the District of Columbia. Support road design changes, streetscape improvements, and new land uses that improve traffic flow and enhance the road's operation as a multi-modal corridor that meets both regional and local needs. 2413.5

Policy UNE-2.3.2: Production, Distribution, and Repair Land Uses

Retain a significant concentration of production, distribution, and repair (PDR) land uses in the New York Avenue corridor. While the conversion of industrial land to other uses can be considered on key sites, including the Bladensburg/Montana/New York "triangle," these changes should not diminish the area's ability to function as an industrial district meeting the needs of government and District businesses and residents. Retail and office uses have existed historically along both sides of V Street between Bladensburg Road and South Dakota Avenue NE and should continue in accordance with the existing CM- and M- zoning. 2413.6

Hecht's Department Store Warehouse on New York Avenue

Policy UNE-2.3.3: Infill Development

Support infill development and redevelopment on underutilized commercial sites along New York Avenue. Particularly encourage large-format destination retail development that would provide better access to goods and services for residents, and sales tax dollars for the District. 2413.7

Policy UNE-2.3.4: Consolidate and Formalize Auto-Related Uses

Use zoning, enforcement, and other regulatory mechanisms to reduce the number of illegal auto-related activities on Bladensburg Road. Consistent with the Northeast Gateway Plan, create a more attractive environment for the car dealerships and automotive businesses along Bladensburg Road, possibly including the development of an "auto mall." 2413.8

Action UNE-2.3.A: New York Avenue Traffic Study

Refine the road design recommendations contained in the 2005 New York Avenue Corridor Study and identify capital improvements to carry out these recommendations. A high priority should be given to the redesign of the intersections at Montana Avenue and Bladensburg Road. 2413.9

Action UNE-2.3.B: Brentwood Road Improvements

Implement the recommendations of the Brentwood Road Transportation Study, intended to improve traffic flow, address parking issues, upgrade transit, and provide new pedestrian and bicycle facilities along Brentwood Road. 2413.10

Action UNE-2.3.C: Hecht's Warehouse

Encourage the reuse of the historic Hecht's warehouse building as an incubator for technology-oriented uses, creative industries, and other activities which help grow the District's "knowledge economy." 2413.11

Action UNE-2.3.D: Business Improvement District

Consider the creation of a Business Improvement District (BID) serving the New York Avenue corridor. 2413.12

Fort Lincoln

UNE-2.4 Upper Bladensburg Road and Fort Lincoln 2414

The Upper Bladensburg corridor has suffered from disinvestment for many years. Although it continues to support some neighborhood retail activity, it is dominated by automotive repair shops, auto parts shops, car lots, and vacant businesses. 2414.1

The opportunity to improve Upper Bladensburg Road is tied to plans for Fort Lincoln, which is located northeast of the Bladensburg/South Dakota Avenue intersection. Plans to build out the remaining vacant land at Fort Lincoln are now moving forward, with more than 200 three- and four-bedroom townhomes already under construction. Additional townhomes,

a shopping center, and offices or distribution facilities should follow in the coming years. The increased population presents an opportunity to revitalize the adjacent Bladensburg corridor, and bring back some of the neighborhood-oriented shopping that disappeared from the corridor years ago. 2414.2

Policy UNE-2.4.1: Fort Lincoln New Town

Support the continued development of Fort Lincoln New Town consistent with approved plans for the site. Fort Lincoln should be recognized as an important opportunity for family-oriented, owner-occupied housing, large-scale retail development, and additional employment. 2414.3

Policy UNE-2.4.2: Upper Bladensburg Corridor

Support additional neighborhood-serving retail uses along the Upper Bladensburg Road corridor (from South Dakota Avenue to Eastern Avenue). Encourage the gradual transition of this area from an industrial "strip" to a more pedestrian-oriented retail area, providing services to the adjacent Woodridge, South Central, and Fort Lincoln neighborhoods. 2414.4

Action UNE-2.4.A: Streetscape and Façade Improvements

Develop programs to improve the streetscape and commercial facades along Bladensburg Road from Eastern Avenue to South Dakota Avenue. 2414.5

Action UNE-2.4.B: South Dakota Avenue Transportation Study

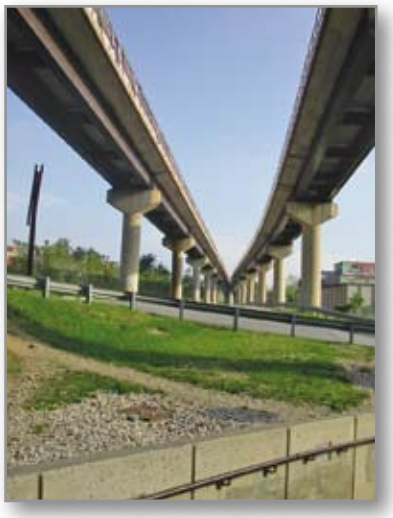
Implement the recommendations in the DDOT South Dakota Avenue Transportation study, intended to improve traffic safety, reduce conflicts caused by heavy truck traffic, and reduce speeding. 2414.6

The Upper Bladensburg corridor has suffered from disinvestment for many years. Although it continues to support some neighborhood retail activity, it is dominated by automotive repair shops, auto parts shops, car lots, and vacant businesses.

UNE-2.5 Rhode Island Avenue-Brentwood Metro Station and Corridor 2415

This focus area includes the Metro station vicinity and the 2.7-mile corridor extending from North Capitol Street east to the Maryland line. The Rhode Island Avenue-Brentwood Metro station opened in 1976 and was one of the first stations in the system. Despite the fact that the station is just one mile from Downtown DC, its current configuration has a suburban feel. The station is adjoined by one of the largest surface parking lots in the District of Columbia on its southeast, and by an aging shopping center on the northwest. Other uses in the vicinity include the new "big box" retail center on Brentwood Road, light industrial uses, and strip commercial uses on Rhode Island Avenue. 2415.1

Land around the Rhode Island Avenue Metro station is underutilized and does not provide the community focal point it could. The WMATA parking lot presents the most immediate and obvious opportunity for redevelopment, but over time additional properties may transition to new



Metrorail near Rhode Island Avenue

uses. Medium to high density housing is strongly encouraged in this area, and traffic improvements are recommended to make the station more accessible for pedestrians, bicyclists, and transit users. Improvements to the Metropolitan Branch Trail are planned through this area. 2415.2

Extending east from the station, Rhode Island Avenue is a wide tree-lined street with well kept homes and apartments, scattered commercial businesses and churches, and public uses like fire stations and parks. A walkable shopping district between 20th and 24th Streets NE serves as the retail heart of the Woodridge community. 2415.3

The general character of the Avenue is not expected to change significantly over the next 20 years, but there are opportunities for moderate density infill development in several locations. Filling in "gaps" in the street wall would be desirable in the commercial areas, creating a more pedestrian-friendly environment. While most of the street is zoned for commercial uses, development that includes ground floor retail uses and upper story housing would be desirable. The surrounding area is under-served by retail uses and would benefit from new restaurants, local-serving stores, and other services. 2415.4

Policy UNE-2.5.1: Rhode Island Avenue/Brentwood Metro Station

Encourage the development of additional medium-to high-density mixed use development around the Rhode Island Avenue Metro station, particularly on the surface parking lots in the station vicinity. 2415.5

Policy UNE-2.5.2: Redevelopment of Older Commercial and Industrial Sites

Encourage the long-term reuse of older commercial and industrial sites in the Rhode Island Avenue Metro station vicinity with higher-value mixed uses, including housing. Future mixed-use development should be pedestrian-oriented, with design features that encourage walking to the Metro station and nearby shopping. 2415.6

Policy UNE-2.5.3: Pedestrian Improvements

Enhance pedestrian connections between the neighborhoods around the Rhode Island Avenue Metro station and the station itself. This should include improvements to the "public realm" along Rhode Island Avenue, with safer pedestrian crossings, street trees, and other amenities that make the street more attractive. 2415.7

Policy UNE-2.5.4: Rhode Island Avenue Corridor

Strengthen the Rhode Island Avenue corridor from 13th to 24th Street NE as a pedestrian-oriented mixed use district that better meets the needs of residents in the Brentwood, Brookland, Woodridge, and South Central neighborhoods. Infill development that combines ground floor retail and upper-story office and/or housing should be encouraged. 2415.8

Action UNE-2.5.A: Rhode Island Avenue Station Area Planning

Work with WMATA, the local Advisory Neighborhood Commission, local businesses, and the community to ensure that plans for the Rhode Island Avenue Metrorail parking area enhance the surrounding neighborhoods and address issues such as traffic, parking, and station access. 2415.9

Brookland Metro Station

UNE-2.6 Brookland/CUA Metro Station Area 2416

The Brookland/Catholic University of America (CUA) Metrorail Station is located between the Brookland commercial district (12th Street NE) on the east and the Catholic University/Trinity University campuses on the west. The station is abutted by low-density residential uses on the east, and a mix of light industrial, commercial, and institutional uses on the north, south, and west. Despite the presence of the Metro station, much of the vacant land in the station vicinity is zoned for industrial uses. Major property owners include WMATA and Catholic University. 2416.1

The Office of Planning is scheduled to conduct a comprehensive study of the area surrounding the Metro station during 2006 and 2007, including an assessment of land use and zoning, the retail environment, transit/traffic safety, urban design, cultural tourism, and heritage development. The goal of the study is to guide future development in the station vicinity in a manner that respects the low density scale of the nearby residential area (particularly the area along 10th St NE and east of 10th Street NE), mitigates parking and traffic impacts, and improves connections to nearby institutions and shopping areas. 2416.2

Policy UNE-2.6.1: Brookland/CUA Metro Station Area

Encourage moderate-density mixed use development on vacant and underutilized property in the vicinity of the Brookland/CUA Metro station, including the parking lot east of the station. Special care should be taken to protect the existing low-scale residential uses along and east of 10th Street NE, retain the number of bus bays at the station, and develop strategies to deal with overflow parking and cut-through traffic in the station vicinity. 2416.3

Policy UNE-2.6.2: Pedestrian Access

Improve pedestrian safety and access to the Brookland Metro station, particularly eastward along Monroe Street (linking to the 12th Street NE shopping area) and Michigan Avenue (linking to Catholic University). 2416.4

Policy UNE-2.6.3: Long-Term Land Use Changes

Support long-term land use changes on industrially zoned land in the station vicinity, particularly in the area immediately north of Michigan Avenue and in the area to the southwest along 8th Street. Consistent with the

The Fort Totten Station is served by the Metrorail Green and Red Lines. As the transfer point between two intersecting lines, the station area has strategic importance in plans for the District's growth.

2006 Industrial Land Use Study, the industrially zoned area within ¼ mile of the Metro station may be considered appropriate for long-term transition to more intense uses, including housing, live-work lofts, artists studios, and similar uses. 2416.5

Action UNE-2.6.A: Brookland Metro Small Area Plan

Prepare a Small Area Plan for the Brookland Metro station area to provide guidance on the future use of vacant land, buffering of existing development, upgrading of pedestrian connections to Catholic University and 12th Street, urban design and transportation improvements, and the provision of additional open space and community facilities in the area. Ensure that community partners such as Catholic University and CSX are involved in this process. 2416.6

UNE 2.7 Fort Totten Metro Station Area 2417

The Fort Totten Station is served by the Metrorail Green and Red Lines. As the transfer point between two intersecting lines, the station area has strategic importance in plans for the District's growth. Presently, Fort Totten is adjoined by large surface parking lots, industrial uses, and garden apartments. New residential development is taking place east of the station, and several conceptual development projects are under study. The station itself sits within the boundary of the Fort Circle Parks. Fort Totten Park, immediately west of the station, is an important DC historic site and contains the remnants of one of the most important civil-war fortifications in the Fort Circle chain. 2417.1

The large parcels owned by WMATA—located on the east and west sides of the station—present an opportunity for transit-oriented mixed use development. A strong emphasis should be placed on housing and local-serving retail uses on these sites, with an orientation to the station and connecting bus lines. Zoning in the area already permits medium density mixed use development, and the area has been slated for transit-oriented development in the Comprehensive Plan for more than 20 years. 2417.2

The "Y-intersection" of Riggs Road and South Dakota Avenue is located about one-quarter mile northeast of the station. The Department of Transportation is currently redesigning the intersection to improve traffic flow, enhance conditions for pedestrians, and make more efficient use of the very large right-of-way. The intersection is currently missing basic amenities like sidewalks, curb cuts, and pedestrian signals, making it difficult to navigate on foot. These improvements are being coordinated with redevelopment planning for adjacent commercial and residential uses along Riggs Road, including the Riggs Plaza Shopping Center between 3rd Street NE and Chillum Place. 2417.3

Policy UNE-2.7.1: Fort Totten Metro Station

Encourage the reuse of WMATA-owned land and other underutilized property in the immediate vicinity of the Fort Totten Metrorail station, focusing on the area bounded by the Fort Circle Parks on the west and south, Riggs Road on the north, and South Dakota Avenue on the east. This area is envisioned as a "transit village" combining medium-density housing, ground floor retail, local-serving office space, new parkland and civic uses, and structured parking. Redevelopment should occur in a way that protects the lower density residences in the nearby Manor South, Michigan Park, and Queens Chapel neighborhoods, and addresses traffic congestion and other development impacts. 2417.4

New development near the Fort Totten Metro station

Policy UNE-2.7.2: Traffic Patterns and Pedestrian Safety

Improve pedestrian access to the Fort Totten Metrorail Station, with a particular emphasis on pedestrian and vehicle safety improvements at the South Dakota/Riggs intersection. 2417.5

Policy UNE-2.7.3: Municipal-Industrial Uses

Retain the established municipal-industrial land uses located to the south of the Fort Totten station (including the Trash Transfer Station on the west side of the station and salt dome on the east side). Guide future development in the vicinity of these activities in a way that does not impede their ability to function. 2417.6

Action UNE-2.7.A: Fort Totten Small Area Plan

Prepare an updated study of the Fort Totten/Riggs Road area to more precisely determine the mix of desired land uses; and to address transportation, parking, open space, urban design, and other issues related to the area's future development. The study area for the Small Area Plan should include Riggs Plaza and the adjacent Riggs/South Dakota intersection. 2417.7

Action UNE-2.7.B: Riggs Road/South Dakota Avenue Redesign

Reconstruct the intersection at Riggs Road and South Dakota Avenue to improve pedestrian and vehicular safety. Consider opportunities for new development, parkland, and community facilities on the excess right-of-way. 2417.8