

Anacostia Transit-Area

Strategic Investment and Development Plan

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1 Executive Summary

The Anacostia neighborhood is at the cusp of positive change. Numerous planning, transportation, and design studies have been completed over the past years and recent projects have begun to implement interim improvements as well as important elements of an overall vision. The Gateway Government Center, a new Main Street organization, the light rail demonstration project, commercial façade improvements, and public realm improvements have started the revitalization of the Anacostia transit area. The Anacostia Waterfront Initiative, a redesigned South Capitol Street Bridge, redevelopment at St. Elizabeth's and other District-wide planning projects also have catalytic potential .

Despite substantial challenges, there are clear signs Anacostia is on the rebound. Home sales are showing steady increases in price as well as volume. Population and households are stabilizing and rising. Retail demand is positive and growing.

MARKET CONDITIONS

Extensive quantitative market analysis supplemented by interviews with developers and the finance community indicates substantial unmet demand for housing and retail in the Anacostia Metro station area. Studies indicate the market would absorb housing sold at prices between \$150,000 - \$300,000 or rented between \$800 - \$1,200 per month. Given its relatively low land costs, Anacostia is in a unique position to provide the much needed middle-income and workforce housing missing in today's market and therefore play an important role in overall city stability. Over the next decade the Anacostia Transit Area will demand:

Housing:

1,200 new or rehabilitated housing units

Retail:

Up to 100,000 sq. ft. additional convenience and food service retail space

Up to 65,000 sq.ft. shopper's goods retail

Office:

Planned new office space will be occupied by up to 1,000 additional employees

FRAMEWORK PLAN

The Anacostia Transit Area Framework Plan envisions the revitalization of Anacostia and vicinity as a vibrant urban village offering a diversity of goods, services, employment and residential opportunities. Once a streetcar suburb, the Anacostia Transit Area is restored and anchored by its transit assets which, in turn, reconnect it to the resources of the region. It is a place where walking and transit are the first choice for transportation as convenient and enjoyable modes.

The Anacostia Transit Area Framework Plan seeks to offer more than just a compelling vision. It offers the potential for a future that is founded in market realities, compatible with community objectives, and tested for physical feasibility. The Framework Plan is based on the following planning principles.

1 Serve the pedestrian

Improve pedestrian safety, enhance access to transit resources, and strengthen existing street corridors with active, attractive, and interesting ground floor use and design.

2 Take advantage of transit

Build appropriate densities and diverse mixed-use developments on sites with good Metro access. Design model transit-oriented projects that fit into the neighborhood. Utilize transit assets to attract and accommodate the additional residents and residential units required to support a successful retail district.

3 Strengthen Martin Luther King Jr. Avenue

Strengthen the Martin Luther King Jr. corridor by restoring two-way traffic, locating active retail uses at the ground floor along the sidewalk's edge, improve pedestrian quality and streetscape elements and attract additional retail to the corridor.



Anacostia Transit Area Framework Plan

4 Connect

Overcome existing barriers to improve connections from one neighborhood to another, from community to park, between neighborhood destinations, and across the river.

5 Celebrate the past, welcome the future

Respect the Anacostia Historic District by investing in existing historic building stock. Design contemporary new buildings distinct from and complementary to the historic stock.

6 Go Green

Enhance open space, provide landscaped connections to the park, encourage environmental stewardship of natural resources, and promote sustainable building design practices.



View of Anacostia with the future Poplar Point in the foreground

NODE PLANS

The Anacostia Transit Area envisions four distinct nodes of activity – each interconnected to serve discrete needs within the neighborhood and build from each area’s natural assets. A different vision guides development and investment within each node.

Metro Node

With 7,000 daily rail riders and even more bus boardings, the Anacostia Metro station is among the busiest outside of the downtown core. The strength of the existing transit resource and the new light rail service draws and supports additional housing opportunities within a short walk of the transit station accommodating existing residents and attracting back Anacostia’s middle class base. Modest ground floor retail provides convenient services and street level activity that enhances the transit area. Meanwhile, new investments in educational and recreational facilities establish a strong civic anchor further enhancing the attractiveness and livability of the neighborhood. Significant improvements to pedestrian paths make the transit station accessible, inviting and safe from all quadrants of the neighborhood. A wide band of green along Howard Road connects the neighborhood to the redeveloped Poplar Point and Anacostia Park. The Bethlehem Baptist site on Martin Luther King Jr. Avenue, offering the first opportunity for new development in the neighborhood, is developed with a mixture of single and multi-family homes above new retail establishments facing the Metro.

W Street Node

W Street is a critical crossroad as the link from the commercial main street to the historic heart of Anacostia – Cedar Hill, the home of legendary abolitionist and editor Fredrick Douglass. An extended W Street reaches beyond a future light rail station and across the highway to provide a prominent link into the new Poplar Point Park and the expanded amenities there. The node is a transition between the retail center at the Gateway and the transportation hub of the Metro station. It offers new and diverse housing options including condominiums, apartments, restored historic homes, artist studios, and live-work units complementing the existing office resources. Studios and

workshops for artists, architects, authors and others drawn and inspired by the area’s rich heritage are accommodated in new and former light industrial spaces. Groceries and national retailers line the sidewalk edge bookending and supporting the diverse boutique offerings of the main street district against additional anchor retail at the gateway site. Enhanced public space around the Big Chair provides an important community gathering place and highlights the importance of this historic crossroad. The current expansive parking lot of Curtis Properties’ is redeveloped as a mixed-use development including national retailers and a number of upper floor residential units with commanding views of the Washington skyline.

Gateway Node

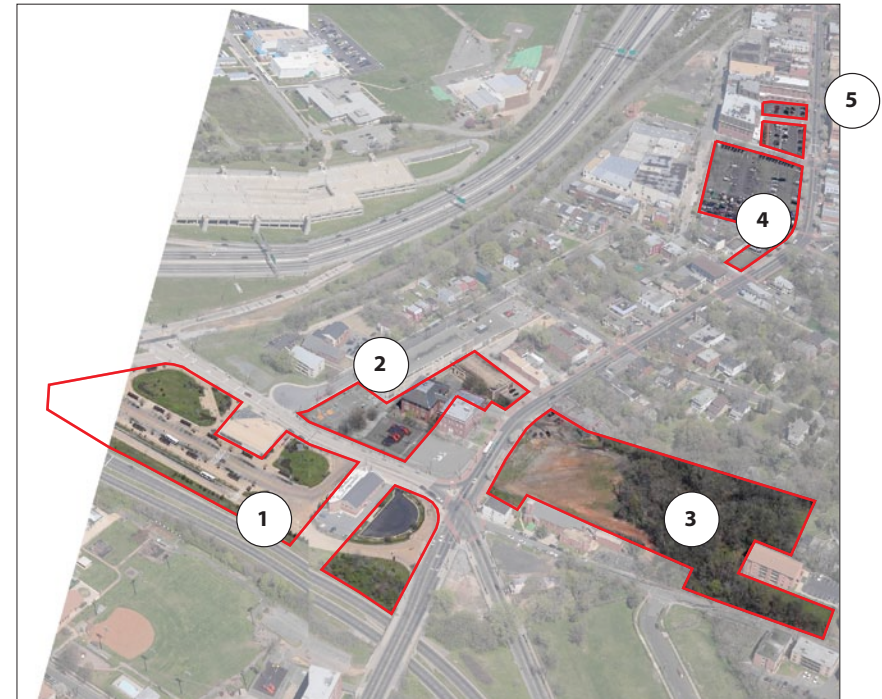
The intersection of Good Hope Road and Martin Luther King Jr. Avenue at the base of the 11th Street bridges serves as the gateway and nucleus of activity for the transit area communities. Here a diversity of uses mix to provide lively 24-hour activity. Workers, shoppers, artists, and residents of all ages and incomes mingle along a restored traditional main street filled with eclectic shops at street level with offices, residences, and studios above. A new light rail station connects the neighborhood downtown to points north and south along and across the river. A short walk down the pedestrian “green way” provides a quiet haven from the activity of the village center along the Anacostia Park and riverwalk. The Gateway Site is developed in the early years of the plan as a major local employment center of significant new office, active ground floor uses, and attractive public spaces.

Poplar Point Node

The green gateway to the river, Poplar Point is restored following the reconstruction and realignment of the South Capitol Street Bridge. Mixed income housing and small retail offerings ring a signature waterfront park. Redesigned transportation infrastructure improves connections from this waterfront destination back into Anacostia, transit amenities, and destinations all along the waterfront.

OPPORTUNITY SITE STUDIES

Large, pre-assembled parcels near to Metro offer catalytic opportunities for early development in the Anacostia area. Pro formas completed for various development scenarios on these key sites confirm market feasibility for substantial new development. Accounting assumed generous parking ratios, land costs, construction costs, and necessary profit margin. Pro-formas were based on reasonably expected sales and rental rates.



Opportunity sites in Anacostia

- 1 Metro Site
- 2 Bethlehem Baptist Church Site
- 3 Nichols School Site
- 4 Curtis Property Site
- 5. Gateway Site (not shown)

METRO NODE

Bethlehem Baptist Site

The large, 4-acre Bethlehem Baptist site is the most promising for early development. The site is currently cleared of buildings and generally unused. The up hill slope presents a modest challenge, but also provides opportunities for residences with spectacular views of the river and city skyline. Two development scenarios evaluated for the site both yield abundant new housing opportunities, but require zoning adjustments. Both scenarios improve neighborhood connectivity and access to the metro station from points in Hillside and Fort Stanton and both provide substantial new retail opportunities. Open green space provides an amenity to the community and highlights the existing church building. 230 – 250 residential units and necessary parking can be accommodated together with 11,000 – 15,000 square feet of additional retail (approximately 4 - 7 new shops).



Potential development on the Bethlehem Baptist site

Anacostia Metro Station

The nearly 4-acre WMATA Joint Development opportunity located immediately above Metro's south entrance could feasibly support substantial new development in both a high-use and moderate-use scenario under current zoning. Both scenarios provide the neighborhood with a diversity of new housing choices, substantial new retail, a better bus transit facility and improved pedestrian environment. High-use provides over 300 residential units and 27,000 square feet of new retail (approximately 8-10 additional shops). The moderate-use scenario yields 56 residential units and 8,000 square feet of new retail (approximately 2-4 new shops). The significant engineering and operational challenges posed by the metro facilities make this site unlikely to be the first developed in the area, however phased development of portions of the site is a strong possibility.



Potential development on the Metro site

Nichols and Savoy Schools

The two schools are important anchors in the community as both civic and architectural resources. Development of this highly prominent site must be cognizant of its critical location at the juncture of the neighborhood main-street, metro station connection, and national park access. As civic uses, development scenarios were not directly market-based, but rather based on how site development might influence the surrounding real estate market. Two scenarios were developed. In both cases, frontage along the length of Howard Road was preserved as publicly accessible open space that does not preclude future development on this valuable site opposite the metro station. School and community recreational needs were accommodated in a new multi-purpose facility, in one scenario located behind the 1910 Nichols Avenue School structure. In a second, preferable scenario, built as a modernized facility for Savoy, Nichols and the community behind Savoy School along the Martin Luther King Jr. Avenue main street.



Potential development on the Nichols and Savoy School Sites

W STREET NODE

Curtis Properties Site(s):

Curtis Properties controls a number of sites between U Street and Chicago Street along the Martin Luther King Jr. Avenue main street. Added together, roughly 3.2 acres of these sites are currently used as surface parking. Redevelopment, possible under current zoning, could accommodate a number of new market-rate housing units above larger floor-plate retail spaces attractive to national retail chains and/or grocers. Substantial parking for the area as a whole could also be accommodated in above-grade structured parking located along the rail tracks. Two different scenarios demonstrating alternate physical configurations of the sites yield similar products – between 200 and 230 market-rate residential or live-work units and 63,000 – 66,000 square feet of ground floor retail space – enough for a moderate sized grocery store and several anchor retailers. A highlight of the site is a new and enhanced public space showcasing the Big Chair and providing places for residents, shoppers, and workers on lunch break to sit and gather, play chess, or just people watch in the busy center.



Potential development on the Curtis Properties

GATEWAY NODE

Gateway Site:

The single most important site in the Gateway node is the gateway site itself located between the landings of the 11th and 13th Street bridges. Already planned as a major local government office building, the opportunity site study confirmed the importance of development of the AEDC/DRI proposed project at the prominent corner of Good Hope Road and Martin Luther King and provided a number of design guidelines for development. The building should integrate with the neighborhood by limiting height and mass directly on Good Hope Road and stepping up in density toward the back of the site. Active ground floor uses with transparent glass along the sidewalks' edge are critical. The AEDC development should be a mix of uses and include national and independent retailers on the ground floor with office uses above. Entrances should be located immediately along major pedestrian routes – primarily Good Hope Road and/or 11th Street – and oriented toward transit stop. Careful attention should be given to architectural design to diminish the appearance of mass, sensitively contrast with the historic district, and increase transparency and the appearance of activity. Auto access should be minimized to avoid conflicts with pedestrian travel. Buildings should incorporate low impact design and green building techniques.



Potential development on the Gateway site

IMPLEMENTATION PLAN

Coordinated and strategic investment is critical to the early and continued implementation of the Anacostia Transit Area Plan. Over \$150 million is already programmed for capital improvements in study area neighborhoods. Several new, ongoing, and proposed public agency programs and services must also contribute toward implementation. The early implementation priorities to be completed within the next four years include:

Area-wide

- **Construction of Anacostia Demonstration Line and hiker/biker trail:**

Completely funded with local funds, WMATA will break ground on the Anacostia Demonstration line in the summer of 2004 with operations expected to begin in winter of 2004/5. Concurrent with construction of the streetcar line, DDOT will install a new pedestrian trail along the same rail alignment.

- **Pedestrian safety improvements**

DDOT will install new or restripe faded cross-walks to improve pedestrian connections to transit stations and overall neighborhood safety. Streetlight bulbs are to be replaced. The Firth Sterling and Suitland Parkway will be modestly reconfigured with a turning lane eliminated to improve pedestrian safety at the crossing.

- **Streetscape improvements**

In a coordinated effort, DDOT and WASA together with other agencies will make streetscape improvements including new landscaping and restored street trees, the possibility of relocating utilities under the street rather than overhead, and installation of special street furnishings.

- **Pocket Parks and Public Spaces**

District agencies will collaborate with area non-profits to improve existing public spaces and create new park amenities for the neighborhood. Early projects may include a linear park along the new transit line in the Barry Farm neighborhood, a shared park and playground in cooperation with Savoy Elementary School at Howard Road and Martin Luther King Jr. Avenue, and enhancements to the 14th Street plaza between U and V Streets, SE.

- **Wayfinding signs**

District agencies will coordinate to install attractive wayfinding signage in the neighborhood leading visitors and residents to area destinations including the Smithsonian Anacostia Museum, Fredrick Douglass House, library, parks, and other points of interest.

- **Resource connections**

City agencies will work with local community organizations to provide information on contracting requirements and opportunities related to major capital improvements planned in the area as well as information on various housing and commercial business assistance programs.



Renovated historic houses

Metro Node

- **Development of Bethlehem Baptist Church Site**

Although development is ultimately beyond control of the city government, the city will work with the church to encourage development of the site in a way that meets church needs, community objectives, and market demands. The city can explore financing tools and resources and work to address zoning constraints to support desirable development.

- **Restoration of Nichols Avenue School**

ODMPED and other agencies will work with the Thurgood Marshall Academy (TMA) and community to restore the dignity of the historic school, expand high-quality educational resources in the community, and positively contribute to development of the transit area.

- **Reconstruction of Birney Elementary School**

DCPS is finalizing designs for the new Birney Elementary School. Demolition of existing school building will begin this summer (2004). The new school will open for classes by winter 2005.

- **Redesign MetroBus Plaza**

WMATA and city agencies will work to redesign and redevelop the somewhat desolate bus plaza as a visually attractive, pedestrian and transit-rider friendly multi-modal transportation hub and gateway to the community.

- **Restoration of Carver Theater**

NCRC, together with District Agencies, will work with the Good Samaritan Foundation to immediately improve the appearance of the Carver Theater. The Office of Planning will explore any opportunities to incorporate cultural and arts uses into the reuse of the building as appropriate to its history and location.

- **Construction of Toyota Training Facility**

ODMPED, DCHA and the Office of Planning will work with the Toyota Corporation to construct a local training facility at the site of the old Sheridan Terrace that serves the needs of the community and contributes to urban design objectives.

- **Development Support**

NCRC and city agencies will continue to work with private sector partners seeking assistance with business development, site assembly, and physical development in smaller opportunity sites in the area.

W Street Node

- **Development of Shared Parking Facilities**

ODMPED and other agencies will work with local property owners to explore opportunities and financial structures and mechanisms to create a shared parking facility to support local neighborhood development.

- **Development of Curtis Properties' Site**

Assuming parking can be replaced in the area, the city will work with the private property owner to develop the large parking lot site at W and Martin Luther King Jr. Avenue as a mixed use development that supports neighborhood objectives.

- **Improved accommodations for Anacostia Clinic**

City agencies will work with the Anacostia Clinic to identify opportunities for improved accommodations accessible to both the main street and transit resources.

- **Positive utilization of government-leased space**

Office of Planning and reSTORE DC will work with city agencies to maximize leased space in the neighborhood – particularly in the 2100 building on MLK – and, if possible, provide additional ground floor retail space.

- **Historic rehabilitation**

The Historic Preservation Division will explore tools and strategies for assisting historic district homeowners and property owners to improve and maintain historic building stock as a key asset for economic development in the neighborhood..

- **Cultural attraction**

City agencies will work with community members and organizations and local artist and cultural resources organizations to promote Anacostia as a cultural destination and available location for creative arts studios and residences.

- **Storm sewer separation and low-impact design**

WASA will separate street storm sewers from household sanitary sewers in a portion of the neighborhood. Street repair resulting from the project provides the opportunity to concurrently implement low-impact design, bury overhead utilities, and enhance the streetscape.



Renovated storefronts

Gateway Node

- **Develop Government Gateway Center**
DC Office of Property Management will initiate construction on the Government Gateway Center in Fall of 2004 and complete construction in 2006 or early 2007.
- **Enhance connection to Anacostia Park**
Good Hope Road between MLK and Anacostia Park will be enhanced as a pedestrian-friendly, green connection from the neighborhood into the recreational areas of Anacostia Park East and Poplar Point.
- **Restore commercial facades**
Continuing the success already demonstrated in the neighborhood, DHCD will again offer resources for façade improvements in Anacostia and encourage improvements on whole blocks at a time.
- **Attract additional retail**
City agencies will promote Anacostia as a retail district and provide resources, information, and technical support to Main Street Anacostia to continue to expand retail offerings on MLK and Good Hope Road.
- **Guide development**
The Office of Planning will work with community organizations and property owners to review zoning tools and regulations to guide future development – particularly the desire for ground floor retail the length of the historic main street.
- **Construct new Anacostia Branch Library**
DC Public Libraries is finalizing designs for the Anacostia Branch Library. Demolition of the existing building will begin in 2004. The new library is expected to open at the same location in 2006.

Poplar Point

- **Improve access to Metro Parking Garage**
DDOT will construct sidewalks to improve pedestrian access to garage. Agencies will explore local circulators to access garage.
- **Utilize surplus Metro Parking Garage Spaces**
City agencies will work with WMATA to make surplus spaces available as monthly permit parking for local retail or office employees or residents.
- **Complete South Capitol Street study**
DDOT complete the extensive study of South Capitol Street Bridge and approaches this fall and provide recommendations for preferred redesign.



Proposed Poplar Point Development and Open Space

2 Introduction

“Anacostia” is often used incorrectly to refer to the whole portion of the District of Columbia east of the Anacostia River. More precisely, however, Anacostia is just one neighborhood – a compact traditional suburban village nestled between Anacostia Park and Fort Stanton Park southeast of the Good Hope Road and Martin Luther King Avenue crossroads. Abutting this historic neighborhood are the neighborhoods of Fairlawn to the north, Hillside and Fort Stanton to the southeast, and Barry Farm to the south.

Together this cluster of neighborhoods – centered around the Anacostia Metro station and surrounded by parkland, water and rolling hills offering astonishing views and access to the Capitol and monumental core – is poised to reclaim its traditional strength and vitality as a cultural, commercial, and residential center proudly overlooking the Anacostia River.

Although each neighborhood is diverse and unique, they share a common goal to revitalize and expand their communities in service of existing and future residents. Taking advantage of a regional network of excellent transit resources, the Anacostia Framework Plan presented in this report envisions a strong and vibrant community centered around thriving residential areas, a main street shopping district, and a cultural and civic hub. It envisions a restored small town environment where residents can walk to shops and entertainment, hop the train to downtown jobs or other neighborhood destinations, and gather in small parks and plazas to meet long-time residents, new neighbors, and visitors.

Today over \$150 million of public funding is planned for projects in and near the transit area. Coordinating this funding and creating a strategic investment plan to guide resources toward implementation and catalyze subsequent private investment is critical to the success of the plan. The recommendations presented in this plan are founded on the work of ongoing investments and previous planning efforts. Its purpose is not only to articulate a comprehensive vision for Anacostia, but more to provide realistic market data and a concise action strategy to implement it.

This Anacostia Framework Plan and Investment Strategy provides a 10-year framework to guide community, private sector, and public agency actions and investments to revitalize the Anacostia Metro Station area. The primary goals of this effort are to:

- Capture the value of the rapid transit system to spur housing, retail and other development opportunities in the neighborhood
- Support and encourage productive use of underutilized sites within an easy walking distance of transit
- Improve neighborhood quality of life by providing locally serving quality retail, diverse housing options, employment opportunities, neighborhood safety, improved transportation, and enhanced public facilities.

STUDY AREA

The study area for the Anacostia Transit Area Framework Plan extends between Fort Stanton Park and Anacostia Park on the east and west, and Good Hope Road and Stevens Road on the north and south encompassing approximately 20 city blocks containing a mixture of small, local commercial establishments, a few national chains, local churches, small office buildings, light industrial uses, vacant and underutilized lots, single and multi-family residential buildings and open space of various types.

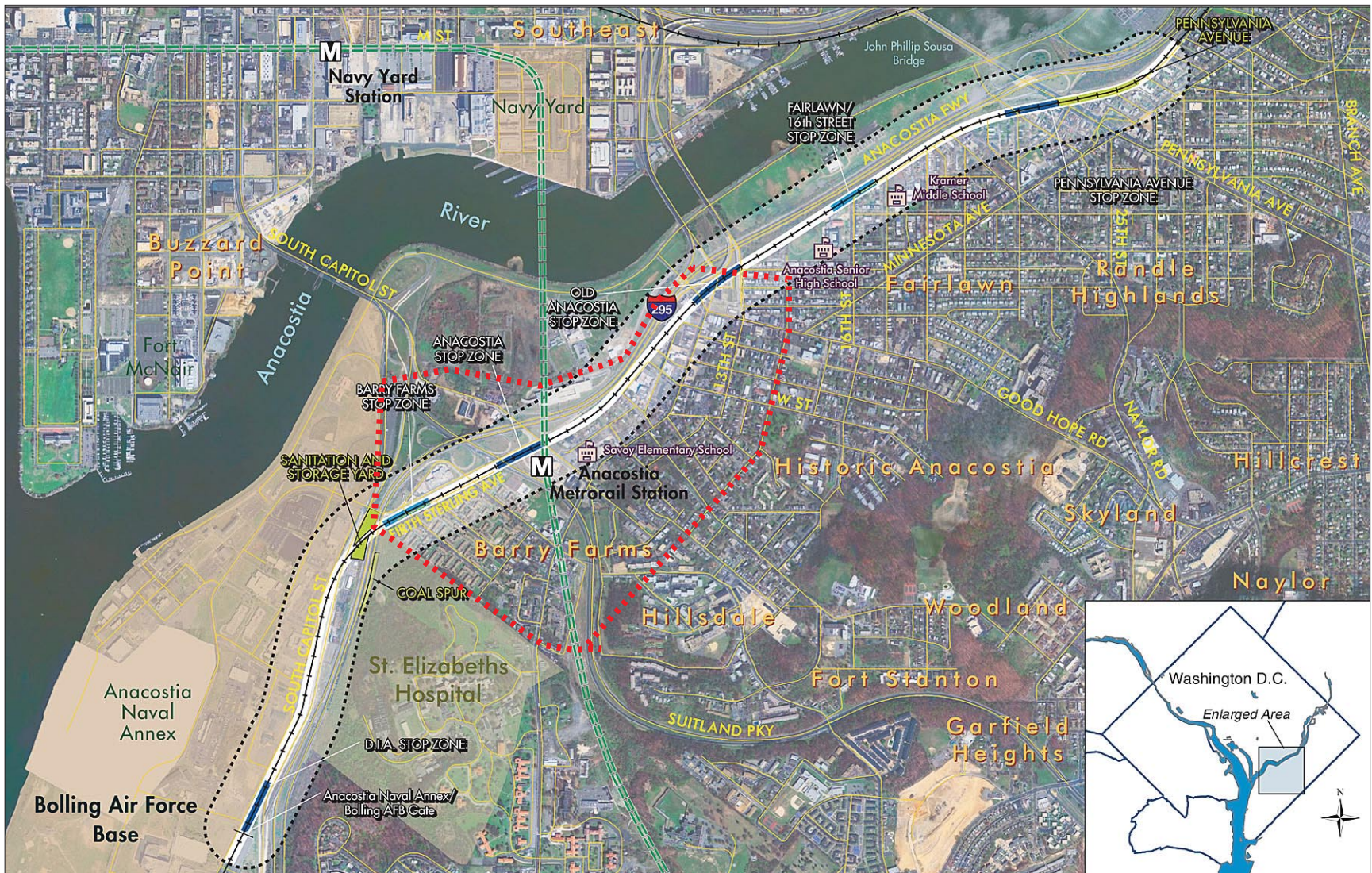
Key Issues and Opportunities

The Anacostia neighborhood has a strategic location with respect to key District resources. It has excellent freeway access, multiple transit options including Metro, buses, and now light rail, and proximity to the Anacostia River and the Anacostia Park System. However, the neighborhood also has a number of economic and physical challenges that need to be overcome for a successful implementation of a revitalization plan for Anacostia.

Working with the community, property owners, investors, and community-based organizations, the planning team identified a number of issues and opportunities within the study area.

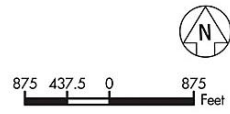
- **Land use and design**

The general land use pattern of Anacostia is that of a traditional streetcar suburb. However, the current land use and zoning in the area does not achieve the goals of a successful neighborhood or meet the needs of the community. Although some retail establishments extend along the length of Martin Luther King Jr. Avenue and Good Hope Road the area lacks a defined shopping district. Many uses that could revitalize the area are missing or not available in sufficient density. In some areas, zoned heights and densities appear to be out of scale with the neighborhood and its historic character. In other areas, zoning does not sufficiently address the potential for medium density transit-oriented design and development. Encouraging the right mix of uses in appropriate densities and locations will be a key challenge of the plan.



Legend

- | | | | | | |
|---|---------------------|---|--------------------|---|------------------------------|
|  | Proposed Stop Zones |  | Metro Lines |  | Public Schools |
|  | New Stop Zones |  | Existing Rail |  | Potential Storage Facilities |
|  | Corridor Location |  | Metro Stations |  | St. Elizabeths Hospital |



Anacostia Transit Area Boundaries

- **Transportation**

Although transit use is high in the neighborhood, the transit environment is uninviting, even hostile in some places. The Metro station area is a large, bleak expanse with very poor pedestrian quality. At many transit stops amenities for bus riders such as benches, shelters, or schedules are missing or non-existent. Parking is insufficient to meet the demand. One-way traffic on key streets (such as southbound-only travel on Martin Luther King Jr. Avenue) encourages speeding and impedes retail success. Pedestrian and personal safety on the streets is a major concern. A primary challenge of the plan is to leverage the area's rich transit resources and transportation assets for local economic development and a better quality of life. Concurrently the plan must include measures to expand transit use and service to mitigate the transportation impacts of anticipated new development.

- **Rooftops and Retail**

The Anacostia Transit Area has consistently lost population over the past several decades. This loss of population and the resulting decline of household incomes have contributed to retail decline and general disinvestment. Local retail offerings do not match local neighborhood demands for destinations such as bookstores, ice cream parlors, hardware stores, restaurants and other local neighborhood-serving establishments. The challenge is to recapture lost population and generate additional rooftops in the area to catalyze and support additional diverse retail. The plan should focus on strengthening existing merchants, encouraging new local entrepreneurs, attracting some national retail anchors and improving the perception of the local retail environment.

- **Place-Making and the Public Realm**

Anacostia's historic resources are important assets to the neighborhood as well as District. This character should be preserved, restored, enhanced, and celebrated to enhance a sense of place and identity. Safe, attractive, and dynamic places to gather and build community are essential for a successful plan. The plan must develop a well-connected pedestrian network linking local destinations and landmarks such as Frederick Douglass House, Poplar Point, the Big Chair plaza, and landscaped streets and corridors.

- **Opportunity Sites**

Over 12 acres of developable land exist within the transit area. The study area includes a number of large, underutilized parcels of land within easy walking distance of the Anacostia Metro Station or proposed light rail transit stop. Most contiguous parcels are already assembled under a single owner. These parcels include the 2.8 acre WMATA bus plaza at the Anacostia Metro south entrance, the 3.2 acre vacant parcel

on the east 2400 block of Martin Luther King Jr. Avenue owned by Bethlehem Baptist Church, the 2.65 acre parking lot on the west 2200 block of Martin Luther King Jr. Avenue owned by Curtis Properties, and the 2 acre site of the future Government Gateway Center at Good Hope Road and Martin Luther King Jr. Avenue. Several other smaller parcels are also available in the neighborhood along Martin Luther King Jr. Avenue, Howard Road, and within the historic District.

- **Regional Growth Trends**

The Washington Region is anticipated to add over 500,000 new residents over the next decade. Increasingly, new residents are seeking options to live closer to the city center where transit amenities offer the opportunity to avoid frustrating traffic jams and long commutes to work. Anacostia must anticipate and plan for this growth. New housing in the region is trending toward projects targeting the low-income or very high-income households. Middle-income, workforce housing is increasingly difficult to find. Anacostia, with its relatively low land prices, has a unique advantage in this area to meet this gap in housing demand while at the same time recapturing the middle class.



Anacostia Study Area context

PLANNING PROCESS

The planning process brought together a broad range of stakeholders, residents, and agency partners. This land use and design plan proceeded concurrently with other major transportation studies – the Anacostia Gateway Transportation Plan, the Anacostia Area Access Improvement Study, and the Anacostia Light Rail Transit Demonstration project.

A project Advisory Committee was formed to provide local guidance and direct input on the plan. The Committee included representatives of major civic, neighborhood and resident associations in the neighborhood together with major property owners, Main Street Anacostia, and the Anacostia Economic Development Corporation, among other groups.

On the advise of the Advisory Committee, the diverse transit, transportation and land use planning studies were coordinated and public meetings integrated findings from all studies in order to provide clearer information to the public and efficiently utilize community time and expertise.

Four interactive public workshops were held roughly monthly between November and March with attendance at each meeting exceeding 75 local residents or stakeholders. In addition, planners met with individual neighborhood groups throughout the process to garner further input and ideas as the plan developed. A project website made information available to stakeholders who were unable to attend meetings and provided an electronic forum to gather additional input.

Over 300 separate neighborhood residents or stakeholders participated in the planning process including residents, merchants, property owners, District agencies and investors. Their contributions led to refinements in market analysis, proposed land uses, assessment of neighborhood assets and the final recommendations of the strategic plan.

Mapping, economic, and demographic data provided a primary source of information together with interviews with stakeholders, field visits, workshops with local community groups, and focus group meetings with developers and financiers. Secondary data sources included previous studies and available market data, and analysis of existing conditions.



A community group working session

PLANNING PROCESS AND OUTREACH

Date	Location	Topic
Wednesday, November 5, 2003	Savoy Elementary	Public Meeting #1: Review of Market Analysis
Wednesday, December 17, 2003	Birney Elementary	Public Meeting #2: Design Charrette
Tuesday, January 13, 2004	DC Office of Planning	Focus Group: Developers, Brokers, and Investors
Thursday, January 15, 2004	Barry Farm Council	Stakeholder Draft Plan Review: Barry Farm Resident Council Leadership
Tuesday, January 20, 2004	DC Office of Planning	Stakeholder Draft Plan Review: Anacostia Economic Development Corporation
Wednesday, January 21, 2004	AEDC Offices	Stakeholder Draft Plan Review: Main Street Anacostia
Wednesday, January 21, 2004	UPO Anacostia	Stakeholder Draft Plan Review: Fredrick Douglass Neighborhood Council
Thursday, January 22, 2004	DC Office of Planning	Stakeholder Draft Plan Review: Curtis Properties
Friday, January 23, 2004	Fort Stanton Rec.	Stakeholder Draft Plan Review: Fort Stanton Civic Association leadership
Tuesday, January 27, 2004	Savoy Elementary	Public Meeting #3: Cancelled due to snow
Tuesday, February 3, 2004	Anacostia Professionsl Bldg.	Stakeholder Draft Plan Review: Advisory Neighborhood Commission 8A
Tuesday, February 24, 2004	Savoy Elementary	Public Meeting #4: Review of Draft Plan
Tuesday, March 16 2004	MPD 7th District	Stakeholder Draft Plan Review: Fairlawn Civic Association
Tuesday, March 23, 2004	Savoy Elementary	Public Meeting #5: Final Plan Review

3 The Planning Context

Anacostia has been the focus of numerous small and large initiatives over the last few years. These include major long-term planning proposals such as the Anacostia Waterfront Initiative and the South Capitol Street Corridor Study, neighborhood focused initiatives, building projects such as the Government Centers Initiative, and short-term projects such as façade improvements on MLK Avenue and Good Hope Road.

Key efforts include:

- Anacostia: A Capital Gain (Anacostia Coordinating Council, 1984, revised 1992)
- Anacostia: Washington DC (ULI Advisory Services, 1994)
- Ward 6 Element of the Comprehensive Plan for the District of Columbia (Amended 1998)
- Anacostia Town Center Guidelines (RTKL for Anacostia Economic Development Corporation 2001)
- Anacostia Waterfront Initiative
- Neighborhood Planning Initiative and Strategic Neighborhood Action Plans (SNAP)
- Government Centers Initiative
- Transit-Oriented Development Program
- Anacostia Neighborhood Transportation Study
- Washington Area Sewer Authority Combined Sewer Separation Project
- Surplus School Disposition
- Strategic Neighborhood Investment Program
- Home Again Initiative
- District of Columbia Transit Enhancement Study
- South Capitol Street Corridor Study
- Middle Anacostia Crossings Transportation Study

These planning efforts have been initiated by various agencies and organizations and have typically been visionary with a long time horizon. Implementation actions have been proposed keeping in mind the broad goal of economic development for area residents. However, none of the studies have had the advantage of a specific market survey targeted towards Anacostia although it is widely accepted that a mix of commercial, retail, and residential use will have a positive impact on the neighborhood. Moreover, changing trends and new investments unanticipated in past plans have necessitated the need for an updated planning strategy for the transit area. Past plans also did not fully leverage the potential of the Anacostia Metro Station which, in the 13 years since it's opening, has become one of the most heavily used stations outside of the downtown core. Access to transit has become an increasingly appealing factor to new homeowners and businesses alike driving the need for a transit-oriented strategy for revitalization.

Major planned infrastructure improvements also present a new opportunity for the neighborhood unanticipated in past plans. A new \$40 million light rail transit demonstration line will begin operations in the Anacostia area as early as 2005 providing the first light rail service in the Washington region. Redesign and reconstruction of the South Capitol Street and 11th and 13th Street bridges also provide a rare opportunity for reinvestment. In addition, the long-awaited Anacostia Gateway Government Center will soon break ground. This substantial public investment in new development is expected to catalyze additional private sector investment in the area making a new plan critical in guiding anticipated growth.

GEOGRAPHIC CONTEXT

The Anacostia Transit Area is at the confluence of five distinct neighborhoods -- Fairlawn, Anacostia, Hillside, Fort Stanton, and Barry Farm.

Fairlawn, extending from Good Hope Road north to Pennsylvania Avenue SE, is a stable, middle-income neighborhood of traditional rowhomes, duplexes, small apartment buildings, and detached bungalows. The neighborhood is well organized through its civic and neighborhood associations and has long demonstrated strong leadership in local planning and decision-making. Economic and community development is a top priority among the residents of Fairlawn.

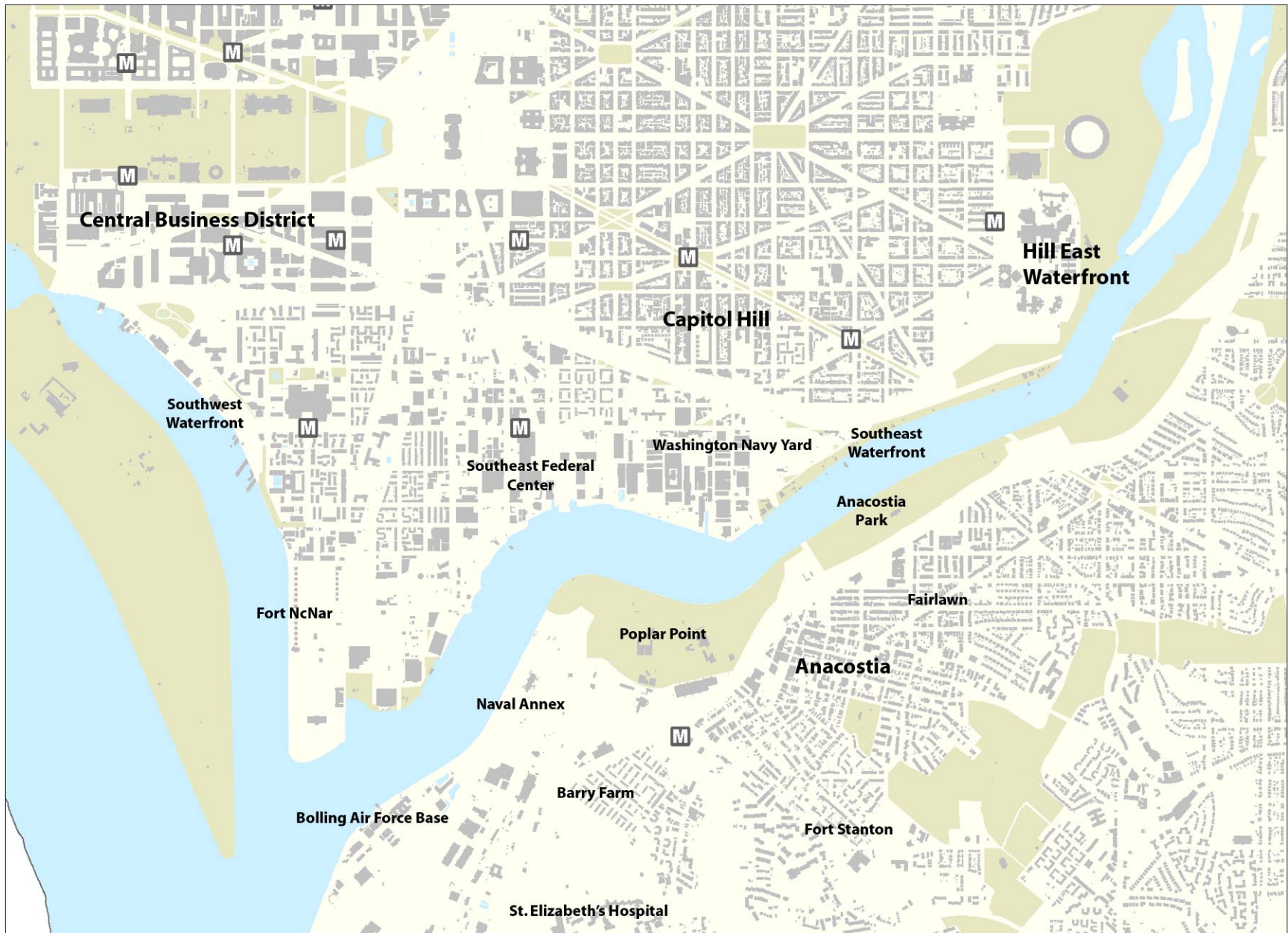
The historic neighborhood of Anacostia lies south of Good Hope Road and encompasses the Fredrick Douglass home and a portion of the Martin Luther King Jr. Avenue main street. The majority of the neighborhood lies within a designated historic district and is characterized by wood frame and brick houses, some dating from the early 1800s. Anacostia was established as Uniontown in 1854 as a bedroom community for Navy Yard workers. The neighborhood was a white-only community until abolitionist Fredrick Douglass purchased his home of Cedar Hill in 1877. Newer developments ringing the historic district are comprised mostly of low garden apartments and brick row homes.

The neighborhoods of Hillside and Fort Stanton merge south of Anacostia. Just a generation ago, much of this portion of the city was still active farmland and residents recall "moving out to the country" when they first arrived in this part of Washington. Today the farmland is gone and brick row homes and garden apartments have taken its place. Curving roads follow the hilly topography and absence of the traditional street recall the neighborhoods' organic development.

South of Suitland Parkway and north of the Saint Elizabeth's hospital campus is the neighborhood of Barry Farm. Once literally Barry's Farm, Barry Farm was part of an original 375-acre tract of land established in 1867 as a community of freed slaves to enable them to become homeowners. In 1943 the area was redeveloped during the housing crisis following the WWII as public housing and for returning war veterans. Although geographically close to the other neighborhoods, Barry Farm is isolated by the sunken Suitland Parkway and heavily trafficked Firth Sterling paralleling the Anacostia Freeway. Pedestrian connections are difficult and retail services nearly non-existent in this portion of the community.



Anacostia Transit Area geographic context



Anacostia and its context

Taken together, these neighborhoods enjoy a number of unique assets that give them a strategic competitive advantage to attract new investment and improved services east of the Anacostia River.

- **Strategic Location**

Located just one mile from the U.S. Capitol Building, Anacostia is conveniently close to the downtown business center, the National Mall and monumental core, and just across the river from the Washington Navy Yard – currently one of the most rapidly growing neighborhoods in the region. Though conveniently close, the river separates and protects the quiet neighborhood from the busy urban center. In addition, the neighborhood lies at the juncture of three major highways that provide swift connections to destinations and employment centers throughout the region.

- **High Quality Transit**

As roadways clog and congestion increases, more and more residents of the region are seeking opportunities to live and work near transit stations. Anacostia already enjoys one of the most heavily used multi-modal stations in the city and construction will soon begin on new light rail transit service – the first in the region – which will complement extensive existing bus service and further enhance the area’s rich transit amenities.

- **Riverfront Views and Access**

The community’s waterfront location is an economic, historical, recreational, and visual asset of tremendous value to the residents of Anacostia and surrounding areas and is a natural attraction to residents and visitors alike.

- **Topography**

The area’s hilly topography is a distinct asset offering commanding panoramic views of the Anacostia River, Washington Monument, U.S. Capital and the entire Washington skyline.

- **Historic Character**

The distinct character of the Anacostia historic district frame Italianate and Cottage style houses set the community apart from any other east of the river. Interspersed are brick row houses and churches while along Good Hope Road, and Martin Luther King, Jr., Avenue are lower-scale commercial storefronts all of which contribute to the neighborhood’s charming nineteenth-century streetscapes.

- **A Cultural Destination**

Anacostia’s cultural significance is witnessed by the presence of the Frederick Douglass National Historic Site and the Anacostia Museum and Center for African American History and Culture. Approximately 80,000 visitors tour the Historic Site and 31,000 visit the Museum annually. The House is one of the few within the National Park Service dedicated exclusively to African-American history. The cultural destinations and the visitors they attract are tremendous assets for the neighborhood and potential catalysts for additional artistic or cultural attractions.

Although enjoying tremendous assets, the neighborhoods within the transit area also demonstrate significant weaknesses. Vacant, boarded up, and/or blighted properties exist along the commercial corridors and within the residential fabric. The very high percentage of subsidized housing units skew market indicators of rental rates, ownership projections, and disposable income. Middle-income households are under-represented compared to the city as a whole. Physical barriers segregate neighborhoods from one another, from the metro station and from the waterfront. The dominant perception is of a high crime neighborhood still suffering disinvestments and decline. In order to attract new residents, businesses and investments to the Anacostia area these issues need to be addressed.



Underutilized sites and buildings represent future opportunities for Anacostia

POLICY FRAMEWORK

Several Mayoral policies and priorities have established a broad policy framework within which the Anacostia Transit Area Plan must fit.

- **Anacostia Waterfront Initiative (AWI)**

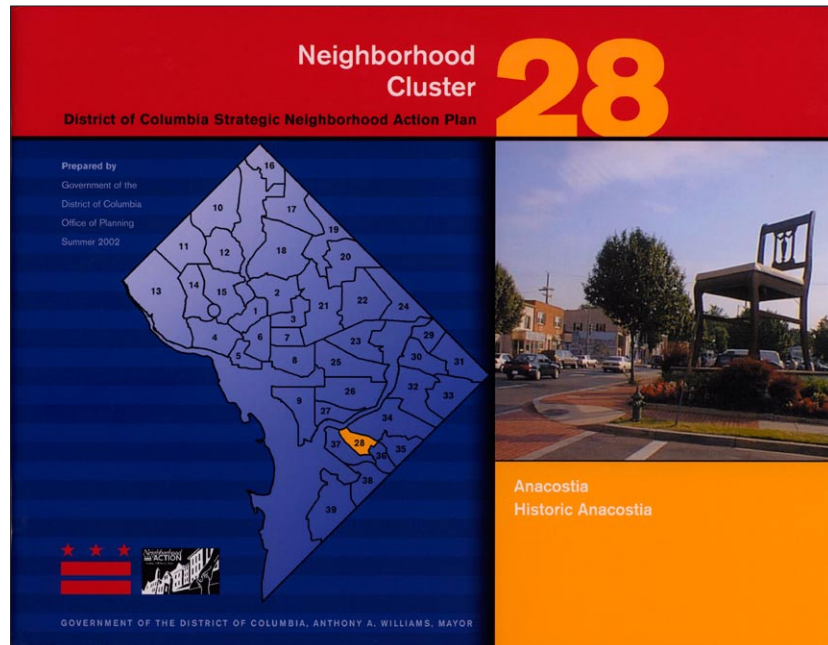
Led by the Office of Planning, the goal of the AWI is to coordinate public and private planning actions to revitalize the Anacostia Waterfront. The Poplar Point Target Area Plan addresses the private and National Park Service land on the east side of the Anacostia River between Bolling Air Force Base/Naval Annex and the 11th/13th Street Bridges along and leading to the waterfront. Poplar Point is envisioned as a green gateway to the river and 1100-acre riverfront park system. Key concepts in the plan include creation of a signature park, enhanced multiple points and modes of access, and a host to history and culture. The plan links to and extends Anacostia area neighborhoods to the waterfront. The reinvestment in Anacostia will depend, in part, on its ability to capture the value of the future development of Poplar Point and catalyze additional investments and improvements throughout Anacostia.



Rendering of the Anacostia Park System

- **Strategic Neighborhood Action Planning Initiative (SNAP)**

In 2002, the Office of Planning completed a Strategic Neighborhood Action Plans (SNAP) for every neighborhood cluster of the City. The majority of the Anacostia study area was encompassed in Cluster 28 – an area roughly bounded by Good Hope Road, Fort Stanton Park, Morris Road, and the Anacostia River. The SNAP plan focused on specific action items agencies, citizens, and private sector partners could take to meet the top neighborhood priorities for the community. Community stakeholders identified Neighborhood Economic Development; Housing and Protection of Historic Resources; Appropriate Development; Clean and Safe issues; and Environment, Recreation, and Open Space as their top priorities.



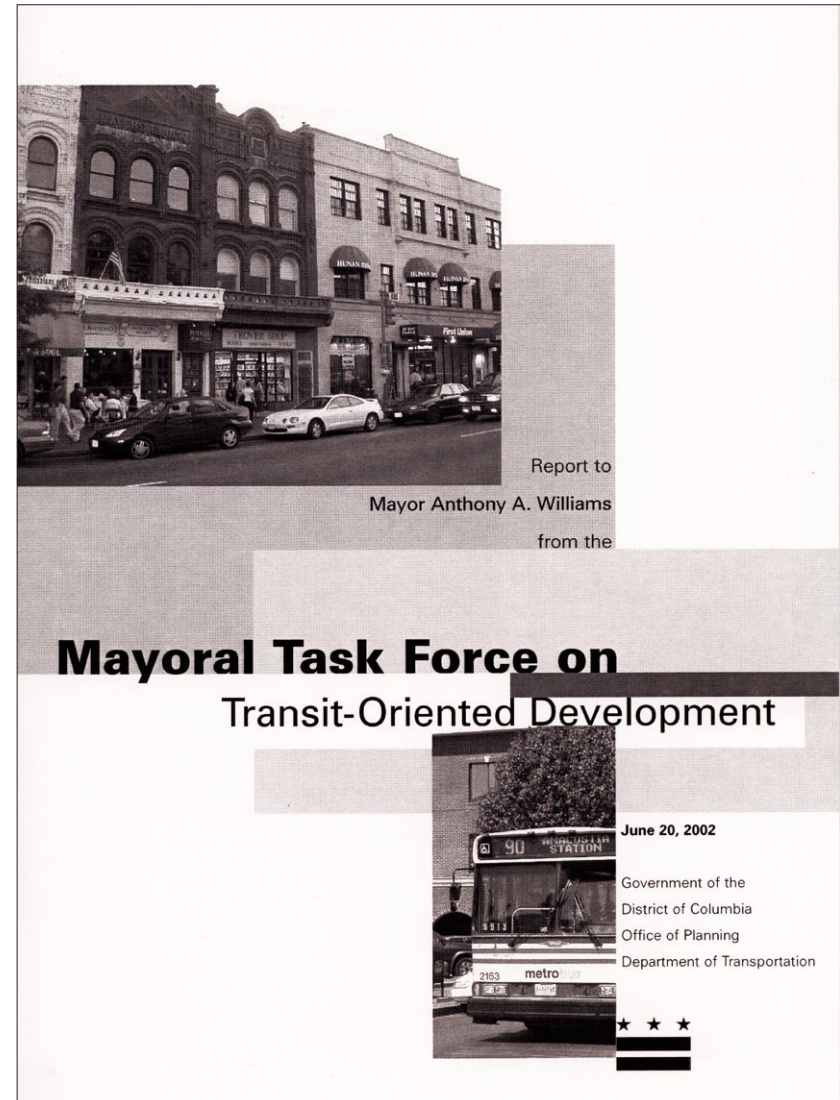
Strategic Neighborhood Action Initiative

- **Transit-Oriented Development Program**

In 2002, Mayor Anthony Williams convened a Mayoral Task Force to examine opportunities and strategies for encouraging transit-oriented development as a sustainable growth strategy for the District of Columbia. The Task Force defined transit-oriented development (TOD) in the District of Columbia as “a land use strategy to accommodate new growth, strengthen neighborhoods, and expand choices and opportunities by capitalizing on bus and rail assets to stimulate and support vibrant, compact, diverse and accessible neighborhood centers within an easy walk of transit.” Recognizing that the metropolitan region would continue to grow substantially over the next decade, the Task Force recommended strategies to guide this growth to locations where transit would provide a convenient and viable option to private automobile traffic in order to preserve air quality and capture reinvestment in existing neighborhoods. TOD typically applies to an area within 2,500 feet of a MetroRail Station or 1,200 feet of a major bus transfer point or light rail transit station. Transit oriented development creates compact neighborhood centers that offer a diversity of goods and services, expanded housing opportunities at a range of income levels, and high-quality walkable environments. Anacostia, as one of only 39 neighborhoods with a metro station, possesses the unique opportunity for transit-oriented development in the District.

- **Government Centers Initiative**

Coordinated by the Office of Property Management (OPM), the Government Center Initiative will construct new municipal office space in District neighborhoods as a long-term City investment in target neighborhoods. Government Centers are intended to encourage private investors, property owners, and businesses to reinvest in the adjacent neighborhood; create jobs that are easily accessible to neighboring residents; and create a focus for development of retail and service establishments. Three government centers are anticipated at the metro stations of U Street/Cardozo, Minnesota Avenue, and the Anacostia light rail station. The Government Centers Initiative will bring hundreds of District employees into neighborhood shopping districts to help support their economic base.



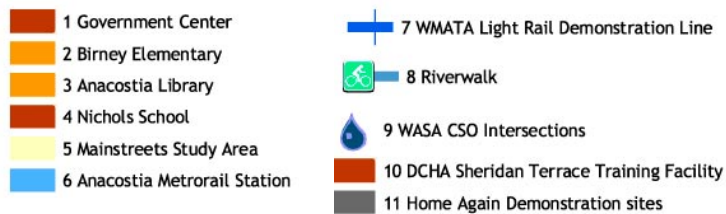
Transit-Oriented Development Program

PUBLIC INVESTMENTS

Over \$150 million in new public investment has already been budgeted for within or adjacent to the Anacostia Transit Area study area. These funds represent real capital investments that will result in physical development projects. In addition, several studies are also underway that will guide future capital improvement projects including large-scale transportation infrastructure projects that will dramatically affect the area and create new opportunities for investment and improved local quality of life.



Map of public investments in the Anacostia Transit Area



PRIVATE INVESTMENTS

Several private sector projects have also entered the design, financing, and/or permitting stages and will represent major new private investment in the community:

- AEDC/DRI Gateway – A complementary building to the Gateway Government Center located at the corner of 11th Street and Good Hope Road, AEDC’s project will provide ground floor retail establishments in a mixed use, 60,000 square foot building together with private or non-profit sector office tenants.
- Salvation Army Center – Funding has been secured for a \$10 million new facility on the 2300 block of Martin Luther King Jr. Avenue which would include new retail space, office space for Salvation Army operations, and possibly modest residential development.
- Thurgood Marshall Academy – The premier public charter high school has executed an exclusive rights agreement to explore restoration and expansion of the old Nichols Avenue School to house the Thurgood Marshall Academy Public Charter High School. This project will bring high quality educational resources to the neighborhood, restore and reuse a significant piece of architecture within the neighborhood, and bring over 200 students to the community.
- Toyota Training Facility – The Toyota Corporation is proceeding in negotiations to locate a high quality training facility within the Anacostia transit area east of Martin Luther King Jr. Avenue along Sheridan Road, SE at the former site of the Sheridan Terrace housing complex. The 18,000 square foot training facility would provide technical training to over 200 students per year to prepare them for work in the automotive industry in skilled professions where entry wages exceed \$8-10 per hour. Development is progressing in cooperation with the Deputy Mayor for Planning and Economic Development and the DC Housing Authority.

CAPITAL IMPROVEMENT PROJECTS

Project	Location	Lead	Investment	Quick Facts
Anacostia Light Rail Demonstration Line	CSX rail corridor between Pennsylvania Avenue and Bolling DIA gate	WMATA	\$44.9 M	<ul style="list-style-type: none"> Local light rail transit passenger service Length - 2.7 mile demonstration line Benefits - increase access to jobs, mobility and regional connectivity, and local economic development Proposed stations – Bolling Gate, Barry Farm at Stevens Road, Anacostia Metro at Howard Road, Historic Anacostia at Good Hope Road, Fairlawn at 16th Street and Pennsylvania Avenue. Initiating construction – Fall 2004 Completion date – Summer 2006 Demonstration period – 3 years
Anacostia Gateway Government Center	Good Hope Road and Martin Luther King Jr. Avenue	DC Office of Property Management	\$75 M	<ul style="list-style-type: none"> 285,000 square-foot government agency headquarter building Approx. 540 anticipated employees Announced 1999 Anticipated construction start – Fall 2005 Anticipated completion – Winter 2006/2007
Anacostia Branch Library Reconstruction	18th Street and Good Hope Road, SE	DC Public Libraries	\$4.7 M	<ul style="list-style-type: none"> Complete demolition and reconstruction of existing branch library 12,000 –14,000 square foot public facility Initiating construction- Fall 2004 Completion Date – Summer 2006
Combined Sewer Separation Project	Cell 006 bounded by Shannon Place, Good Hope Road, 13th Street, and W Street SE	WASA	\$3.5 M	<ul style="list-style-type: none"> Part of plan to reduce combined sewer overflow (CSO) discharges into the Anacostia River Separate down spouts and storm drains from sanitary sewer system Incorporate low-impact design (rain gardens, rain barrels, green roofs, etc.) where feasible to capture storm run-off Design and Engineering – FY2004 Construction – FY2005
Birney Elementary School Reconstruction	Martin Luther King Jr. Avenue and Sumner Road, SE	DC Public Schools	\$21.2 M	<ul style="list-style-type: none"> Part of the DC Public Schools Master Facilities Plan finalized in Fall 2003 81,000 square foot complete reconstruction/ modernization of Birney Elementary School Planning and Design – underway Demolition – Summer 2004 Completion – Winter 2005
Anacostia Riverwalk Trail	Bladensburg Trail in Maryland to a loop from Benning Road to the 11th Street Bridge and from the Skating Rink to Poplar Point	District Department of Transportation	\$10 M	<ul style="list-style-type: none"> Implementation of Anacostia Waterfront Initiative 20 mile multi-use hiker, biker trail Design - 2004 Construction – 2004 Completion - 2005

CONCURRENT STUDIES/PLANNING

Study/Plan	Study Area	Lead	Investment	Purpose
Anacostia Area Access Improvement Study	South Capitol Street and approaches including Anacostia Metro Station	DDOT	\$1.2 million	Identify short and long term measures to improve pedestrian, bicycle, transit, and vehicular safety, mobility, and efficiency to and across South Capitol Street, the Fredrick Douglass Bridge, and the Anacostia MetroRail Station. Study period: Fall 2003 – Fall 2004
Anacostia Gateway Transportation Plan	Anacostia neighborhood (Gateway area to metro station to Fredrick Douglass House)	DDOT	\$300,000	Mitigate transportation impacts of Anacostia Gateway Government Center and improve overall transportation safety, efficiency, and aesthetic appearance throughout the Anacostia neighborhood. Study period: Summer 2003 – Winter 2004
Middle Anacostia Crossings Study	11th and 13th Street and Sousa Bridge crossings and approaches	DDOT	\$\$	Improve pedestrian, bicycle, transit and vehicular pedestrians across the Anacostia River. Separate regional traffic from local traffic to improve function of local neighborhood streets to support economic development and neighborhood livability. Study period: Winter 2004 – Winter 2005

4 Existing Conditions

The Anacostia Transit Area enjoys tremendous inherent assets that provide a firm foundation for successful revitalization. The area's combination of natural beauty, waterfront access, transportation resources and cultural heritage is unrivaled in the city, however, it is important as well to note challenges in existing conditions.

TRANSPORTATION, TRANSIT, AND PARKING

- **MetroRail**

The Anacostia Metro Station on Metro's Green Line connects the study area to points north and south providing direct connections to destinations such as the Southwest Waterfront, Monumental Core, and MCI Center. Each day nearly 7,000 riders depart from or arrive at the Anacostia Metro station making over 12,000 trips on any given weekday. On weekends the station accommodates over 3,000 riders.

- **Light Rail Transit**

The Anacostia Light Rail Transit Demonstration Project is planned to be operational in late 2006. This service represents the first segment of what is anticipated to be an over 30-mile system of enhanced, "next generation transit" criss-crossing the city over the next decade. The 2.7 mile segment is estimated to carry 700-1,500 passengers per day. Six light rail stops will be constructed: Bolling Air Force Base, the Barry Farm neighborhood, the Anacostia Metro Station, Good Hope Road and Martin Luther King Jr. Avenue, 16th Street SE, and a terminus station at Pennsylvania Avenue SE.

- **MetroBus**

18 bus lines serving 10 different routes originate from the Anacostia Metro Station. Over 11,000 riders utilize these lines on a daily basis. The most popular routes include:

"A" buses connecting Anacostia with Congress Heights and Fort Drum;

Route 90 running nearly the extent of the District from McLean Gardens in upper Northwest to the Anacostia Station;

Route 94 servicing Stanton Road;

Route B2 running between Mt. Rainer, RFK Stadium, and Anacostia;

"P" buses terminating in the downtown; and

"W" buses providing circulator service east of the river.

- **WMATA Parking**

The Transit Authority operates the Anacostia Metro parking garage located at the north entrance. The garage has 808 all-day parking spaces and 15 short-term spaces in a four level facility. Parking fees are \$2.75 per day Monday to Friday but may increase in the near future. The garage was built when Anacostia was a terminus station to intercept commuters. Now that the Green Line extends south to Branch Avenue, the garage is regularly one-third empty offering a surplus of spaces. At present no sidewalks exist from the garage to the surrounding neighborhood making it difficult and unsafe for pedestrians.

- **Highways, Parkways and Bridges**

The area is well connected to the regional roadway system. Suitland Parkway leads from the Maryland border to the Fredrick Douglass Bridge carrying 40,000 cars daily. I-295, the Anacostia Freeway, runs along the Anacostia River between the neighborhood and the waterfront moving over 60,000 cars through the area. The three bridge crossings each carry heavy loads: 59,000 on the South Capitol Street (Fredrick Douglass) Bridge, and over 93,000 on the 11th and 13th Street spans.

- **Neighborhood Streets**

The local road network is often burdened by regional commuters seeking a quick route to or around the crowded regional network. Regional cut-through traffic and speeding are common complaints on neighborhood streets. The historic streets are generally narrow at a traditional neighborhood scale. In order to handle the surplus volume of regional travelers many of the local streets have been made one-way. These include the commercial main street of Martin Luther King Jr. Avenue from Good Hope Road to W Street, SE paired with the residential street of 13th Street. U and W Streets between MLK and 13th Street are also paired one-way streets. Traffic volumes combined on these one-way pairs exceed 14,000 cars per day. Most streets consist of two travel lanes with curbside parking on both sides.

- **Intersections**

DDOT recently completed the Anacostia Gateway Transportation Plan which identified two failing intersections within the study area – Good Hope Road and Martin Luther King Jr. Avenue fails at the evening rush hour while Martin Luther King Jr. Avenue and W Street fails during morning rush. The intersection of Firth Sterling and Suitland Parkway has been identified as having the most pedestrian fatalities in the District of Columbia.

- **Pedestrian Facilities**

In most places, sidewalks exist along both sides of streets in the study area. The exception is Firth Sterling leading from the Barry Farm neighborhood to the Anacostia Metro Station. Sidewalks are generally 6 feet wide. The sidewalks along the commercial corridors of Martin Luther King Jr. Avenue and Good Hope Road range from 10 to 15 feet – the minimum width typically desired in commercial areas. Pedestrian pathways to the metro station and proposed light rail stop along Howard Road, Martin Luther King overpass over Suitland Parkway, and Good Hope Road leading into the park are somewhat constrained and lack good lighting or landscaping. Many crosswalks are faded or missing around the Metro station. There are few pedestrian signals along the length of MLK to permit safe and frequent

crossing of pedestrians to retail establishments along the corridor. Street lighting is oriented toward the automobile rather than pedestrians. Benches and other pedestrian amenities are rare.

- **Bicycle Facilities**

Martin Luther King Jr. Avenue is a signed on-road bicycle route presently. Bicycle lanes currently exist along a portion of Suitland Parkway, but do not extend to the Metro station area. Bicycle routes are planned for South Capitol Street and the completion of the Suitland Parkway route. In addition a “rail with trail” trail is planned along the light rail transit alignment and enhanced bike facilities throughout Poplar Point and Anacostia Park.

- **On-Street parking**

On-street parking exists along both sides of most streets in the study area with the exception of Morris Road and Pleasant Street which permit only one-sided parking. Rush hour streets (Good Hope Road, MLK, 13th, and W Streets) have restricted parking during morning and/or evening rush hours significantly reducing parking availability. The frequent bus zones further reduce curbside parking availability. Non-residential parking is limited to one or two hours, although none of the spaces are metered. Available parking is fully utilized and illegal parking is common.

- **Off-Street parking**

Six off-street parking facilities exist along the main street, in addition to the Metro Parking Facility. All off-street facilities are for private use only, although parking in front of the Anacostia Professional Building and DC Lottery Board is frequently used as public parking after office hours. Off-street facilities are typically modest sized surface lots. Only 2100 MLK has underground parking facilities.



Entry to the Anacostia Metro Station



Anacostia has excellent freeway access

PUBLIC REALM

In 2000, the Anacostia Economic Development Corporation partnered with RTKL Architects and Community Design Services to create public realm design guidelines for the Anacostia Town Center. This document provides a thorough strategy for neighborhood improvements including street trees and plantings, lighting, signage, furnishings, paving materials, and façade and parking treatments. In general, the public realm in Anacostia shows a need for enhancement.

- **Paving materials**

Brick sidewalks were installed along the Martin Luther King and Good Hope Road commercial corridors in the recent past, but maintenance has been weak and repairs and improvements are needed. Most sidewalks in the historic district, Fairlawn and Barry Farm are concrete. Many sidewalks in Hillside are brick.

- **Street trees**

Numerous street trees are struggling or missing. Tree pits are barren, packed, and littered. Many tree grates are missing.

- **Utilities**

Overhead utilities exist along most streets in the historic district save for MLK and are a visual distraction in the neighborhood. Utility outages are frequent after harsh weather events.

- **Landmarks**

Anacostia has a number of significant landmarks including the prominently visible Cedar Hill and the notable “Big Chair.” Existing “Welcome to Anacostia” signage at the gateway location is attractive, but could be enhanced. Three locations in the study area have been identified in the National Capitol Planning Commission Monuments, Memorials and Museums plan as a potential location for a future commemorative work.

- **Public Spaces**

Few public gathering places exist in the neighborhood. A park designed and maintained by the Anacostia Garden Club at Good Hope Road and Minnesota Avenue is a notable exception. Loitering and public safety is a significant concern.



Sidewalks along MLK Boulevard



The Big Chair - a local landmark

HISTORIC RESOURCES

- **Native American Settlement**

Native Americans were the first inhabitants of the area, living along the river as early as 10,000 years ago. The Necostan Indians, called Anacostans by the English settlers, fished and farmed in the fertile riverbanks.

- **European Settlement**

In the 1600's the English settled the area in the area now occupied by the Blue Plains plant. Soon after St. Elizabeths and Geisborough were also settled. In the 1790's the land east of the river was included within the boundaries of the Federal City.

- **African American Settlement**

The earliest of several settlements, the town of Good Hope developed in the 1820's. Many of these early inhabitants were Anacostia slave families who were able to buy their freedom and became farmers, artisans, and craftsmen. Soon Barry's Farm and Uniontown developed. Fredrick Douglass Home: In 1877, eminent antislavery activist and statesman Frederick Douglass purchased a mansion in Uniontown. He named the property Cedar Hill and lived there until his death in 1895.

- **Historic Designation**

Many structures in Anacostia are evidence of its past and contribute to the historic character of the area. In 1978, the Anacostia Historic District was listed in the National Register of Historic Places.



Anacostia is a National Historic Landmark District



Frederick Douglass House

ZONING

The Anacostia neighborhood and vicinity demonstrates a land use pattern similar to traditional neighborhoods. Residential uses predominate with retail, commercial, and cultural uses concentrated along main streets such as MLK Avenue and Good Hope Road. The condition of various land uses in the area is described in more detail in the paragraphs below.

- **Residential**

R-3, R-4, and R-5-A zones dominate the area. These designations permit as-of-right development of single-family residential uses (including detached, semi-detached, and row dwellings), churches and public schools. R-5-A lots allow new development of low density residential uses including row houses, flats, and apartments subject to approval of the Board of Zoning Adjustment. Maximum heights are 3 stories.

- **Commercial**

Parcels adjacent to MLK Jr. Avenue and Good Hope Road have commercial zoning, typically C-2-A and C-3-A. C-2-A lots permit matter-of-right low density development, including office, retail, and all kinds of residential uses to a maximum lot occupancy of 60% for residential use, a maximum FAR of 2.5 for residential use and 1.5 FAR for other permitted uses, and a maximum height of fifty (50) feet. C-3-A lots permit matter-of-right development for major retail and office uses to a maximum lot occupancy of 75% for residential use, a maximum FAR of 4.0 for residential and 2.5 FAR for other permitted uses and a maximum height of sixty-five (65) feet.

- **Industrial**

Some areas adjacent to the freeway are designated C-M-1. This permits development of low bulk commercial and light manufacturing uses to a maximum FAR of 3.0, and a maximum height of three (3) stories/forty (40) feet. Currently most of these areas contain transportation infrastructure.

- **Waterfront**

The WMATA Metro site and private parcels on Poplar Point are designated W-3. W-3 zoning permits matter-of-right high density residential, commercial, and certain light industrial development in waterfront areas to a maximum lot occupancy of 75% for residential use, a maximum FAR of 6.0 for residential and 5.0 for other permitted uses and a maximum height of ninety (90) feet.



Existing zoning overlaid with land uses



Historic single family house



Historic rowhouses in Anacostia

HOUSING

- **Housing Units**

According to the 2000 U.S. Census, the Anacostia study area has a total of 9,216 housing units. The housing units in the study area are primarily multi-family units.

- **Housing Stock**

Well over half the housing stock was constructed prior to 1960 (56.1%). A majority of it would be classified as in poor to average condition. Most buildings outside of the historic district are brick construction while a number within the historic district are wood frame. Many need modest to major repairs and improvements. Many others, however, have been recently extensively rehabilitated.

- **Tenure**

Approximately 26 percent of occupied units are owner-occupied. Homeownership has increased in the last decade from 23% to 25%. In 2003, ownership rates in the study area and the District were projected to increase slightly.

- **Median Value**

Home value in the Anacostia area in the 2000 Census averaged \$99,200. Median value has increased by just under 30% (~\$22,000) over the last decade. The average selling price for single-family houses in the study area is \$106,617. Home sales have shown a steady increase in volume over the past 4 years—from 20 sales recorded in between February and Decemebr, 1999 to 141 sales in 2003.

- **Median Rent**

Asking rents for apartments in the area range from \$670 for one bedroom (\$1.05 per square foot) to \$966 for three bedrooms (\$0.94 per square foot).

- **Vacancy Rates**

Housing vacancy is around 12.7%, down from the 1990 figures.



Good Hope Marketplace



Cafes serve to enliven the street

RETAIL

Existing retail uses in the study area includes small stores operating along the retail corridors and others within the larger retail centers outside the study area. In the larger retail area, there are 12 grocery stores, 18 barber/beauty shops, 6 laundries, 1 drug store, and 21 food and drink establishments.

- **Regional Retail**

A 96,000 square foot shopping center, Good Hope Marketplace, is located at Good Hope Road and Alabama Avenue, about 1½ miles from the Anacostia metro station. The shopping center is maintained in good condition. Across Alabama Avenue from Good Hope Marketplace is the 17,000 square foot Skyland Shopping Center. Tenants are mostly locally run businesses, as opposed to Good Hope Marketplace's national chains. Several of the buildings are in non-retail uses (i.e., U.S. Post Office and D.C. One-Stop Career System). The Skyland Shopping Center, a blighted center, has current plans to redevelop.

- **Neighborhood Retail**

Retail opportunities within the study area consist largely of existing ground floor spaces. Many of these are within historic buildings that are appropriately suited for residential uses, however many have lower ceiling heights and smaller floor plates than are typically desired by national retail tenants. No new retail office space has been constructed in the neighborhood in recent years aside from 2 small retail spaces in the 2100 MLK building and some newer “suburban strip style” developments along Martin Luther King Jr. Avenue and Good Hope Road.



Existing office building along MLK



Anacostia Professional Building

OFFICE

The office market in Anacostia is primarily located along Martin Luther King, Jr. Avenue and related side streets.

- **Office Stock**

Currently there is an estimated 480,000 square feet of office space in the market. Nearly 94 percent of this space is controlled by two entities.

- **Office Tenants**

The District Department of Human Services occupies a 100,000-square foot facility at 2100 Martin Luther King, Jr. Avenue. Across the street, the Anacostia Professional Building contains 85,000 square feet and is fully leased. The D.C. Lottery Board (DCLB) occupies 80,000 square feet in the adjacent building, both of which are owned and managed by Curtis Property Management. In all, Curtis owns and manages over 350,000 square feet of office space in the Anacostia market.

- **Office Class**

The office space in the major facilities is Class A-B space, fully leased, and in good condition. There are number of smaller office parcels along the corridor which would be considered Class C, most of which are in fair condition.



Anacostia Park is a tremendous neighborhood resources



Nichols School - site of a proposed new Charter School

5 Market Study + Findings

A thorough market study was conducted to assess real estate conditions and feasibility for development and growth in the neighborhood. The market study revealed supportable demand for additional development in the Anacostia transit area. Strongest demand was for additional market-rate housing – particularly for middle-income workers. Recapturing and rebuilding Anacostia’s traditional middle-class residential base will further support expanded and improved retail services in the neighborhood. Although office demand is relatively soft, there is significant pent-up retail demand in the neighborhood to support additional convenience, food service, and shopper’s goods retail. The retail strategy should focus on strengthening, diversifying and improving existing retail offerings as well as introducing moderate amounts of new, more modern retail accommodations. As industrially zoned land is scarce in the District, Anacostia may possess a competitive advantage in strategically marketing its small pockets of light-industrial land and relatively low land costs to attract artist studios and live-work spaces to provide an additional cultural base for the neighborhood. The findings are summarized on the following page:

Residential	
Condominium	~ 64 units/year over 10 years
Market-rate rental	~54 units/year over 10 years
TOTAL	~1,200 units over 10 years (120 units/year)

Convenience Retail		
	Stabilized Population	Moderate Pop. Growth
Convenience Retail	60,000 s.f.	100,000 s.f.
Food and Drink Retail	2,000 s.f.	13,000 s.f.
TOTAL	62,000 s.f.	113,000 s.f.

Shoppers' Goods Retail		
	Low Productivity	High Productivity
Apparel	11,300 s.f.	5,600 s.f.
Furniture and Home Goods	7,900 s.f.	5,500 s.f.
General Merchandise	19,073 s.f.	11,900 s.f.
TOTAL	638,273 s.f.	23,000 s.f.

Office	
Existing	480,000 s.f.
Planned (Private)	88,000 s.f.
Planned (Public)	260,000 s.f.
Estimated Unmet Demand	0
TOTAL	820,000 s.f.

METHODOLOGY

To calculate the planning targets the following approach was used:

- Citywide demographic and economic indicators, such as population and income, were examined.
- Future projections of population, households, and household income were developed for the analysis.
- Potential demand and competition were identified, quantified and analyzed.
- Real estate market conditions were assessed for residential and commercial uses in Anacostia and relevant sub-markets utilizing interviews with developers.
- The amount and type of residential space that could be absorbed by the Anacostia Metro Station area was estimated.
- The retail and service markets in the area were analyzed, including potential future demand created by new residents and workers.
- Industrial employment and growth trends in the District of Columbia were analyzed.

ECONOMIC OVERVIEW

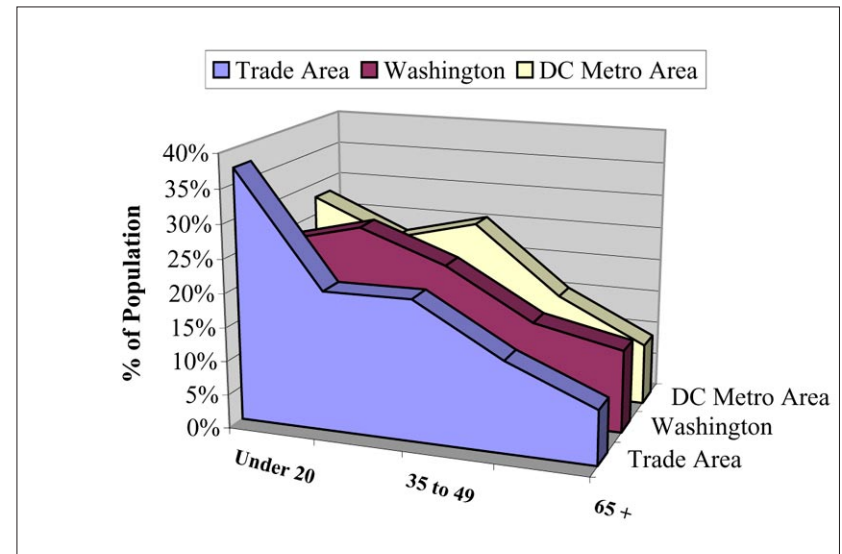
Seven census tracts make up the Anacostia Transit Area study area – 74.01, 74.06, 74.07, 75.03, 75.04, 76.01, and 76.05. These census tracts include within them four diverse neighborhoods – the historic neighborhood and district of Anacostia in the center, Fairlawn to the north, Fort Stanton to the southeast, and Barry Farm to the southwest. Diverse economic and housing conditions were demonstrated across census tracts within the compact study area.

Population and Households

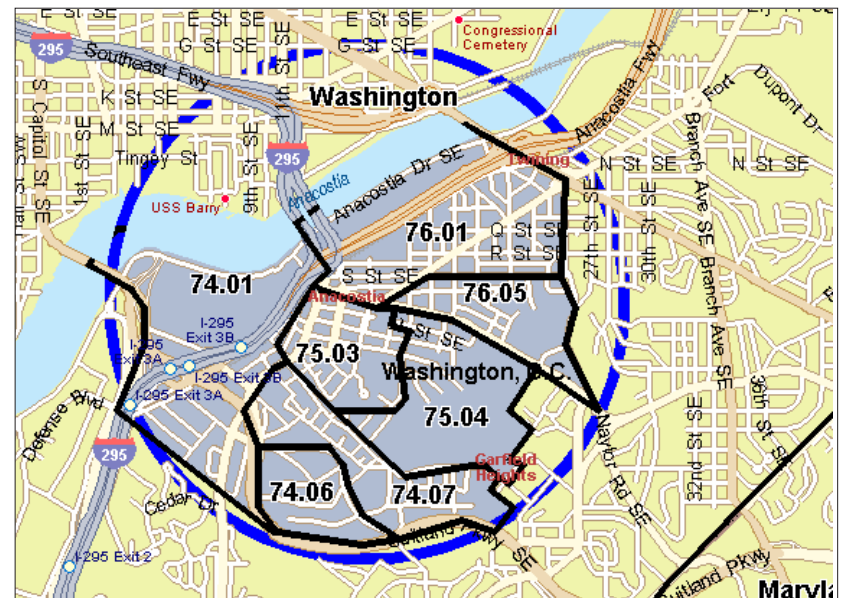
For the last several decades, the District of Columbia has seen a steady decline in population. Anacostia, likewise, has lost substantial population base, although at a somewhat slower rate. Between the 1990 and 2000 census, the District experienced a 5.7% loss while Anacostia saw a 5.5% decline dropping from 23,028 in 1990 to 21,762 in 2000. However the number of households declined only 2% from 8,281 in 1990 to 8,045 in the 2000 Census. Trends indicate that the decline is reversing both for the city and study area – Claritas, Inc estimates that Anacostia has grown modestly to 8,104 households from 2000 to 2002. Household size in the study area ranged from 2.4 to 3.3 persons per household with an average of 2.67 persons – significantly larger than the District average of 2.14 persons. In most cases renting households tended to be significantly larger than households that owned their home.

Anacostia has long been considered a center of the District’s African-American population. Both 2000 Census and 2002 Claritas, Inc data indicated roughly 97% of area residents are African American, compared to approximately 60% African American in the city as a whole. Input from neighborhood residents, however, indicates that the neighborhood is growing more racially diverse with the arrival of new residents.

Figure 1 illustrates how the study area contains proportionally more young people than do other parts of the region, but proportionally fewer seniors. Just under a third of the population is younger than 16 years of age, while only 8% are over 65 years. The median age ranged from 18 years in Tract 74.06 to 37 years in Tract 76.01. This compares with the median age in the District of 34.8 years. The study area is significantly more school-age residents than the District average (31% in the study area compared to 18% District-wide), and significantly fewer seniors (8% in the study area compared to 14% in the District). However, the working-age population is comparable in the study area (61%) to the proportion in the District (68%). Two-thirds of residents have a high school degree or higher education, however only 9% have earned a higher education degree.



Population by age range



1-Mile radius Primary Trade Area highlighting census tracts

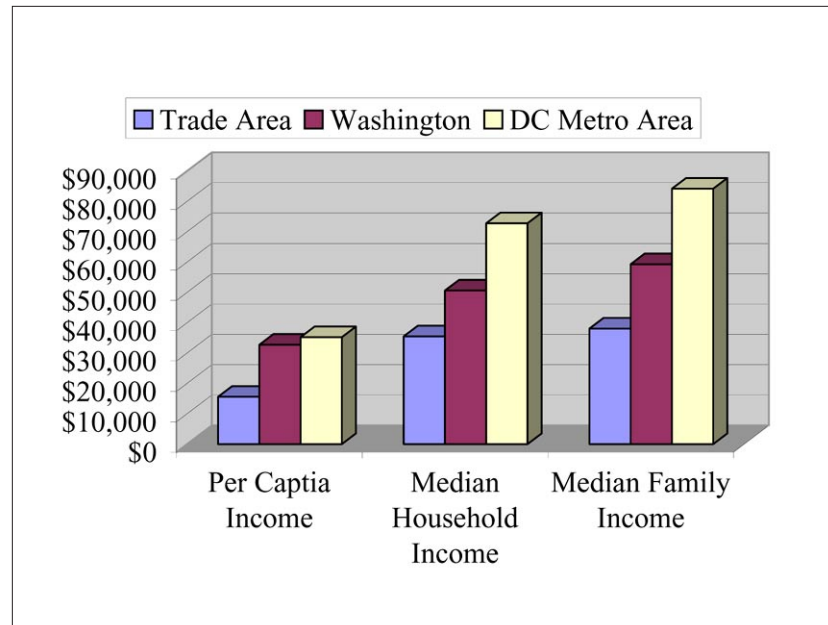
Income

The Anacostia Transit Area market has a large proportion of low- and moderate-income residents and overall lower per capita, household, and family income than the District and metropolitan area (Figure 2). Median annual household income ranged from \$14,000 in the Barry Farm community to \$33,000 in the Fort Stanton and Fairlawn neighborhoods – still notably below the District’s average of over \$40,000. Claritas, Inc. estimates that 33% families in the study area earn less than \$25,000 per year – compared to 19% of District families and 7% of the region. Roughly two-thirds of households earned less than the District’s median household income. Recent home sales, however, indicate that new residents tend to have household incomes at or above the District median.

Housing and Tenure

Single family homes account for approximately 34% of the study area residential units. The majority of units (54%) are in garden apartments or other multi-family developments of 5 or more units per building – mostly rental properties. This can partially account for the high proportion of renters in the study area – approximately three-quarters of the residents compared to the 60% share of renters in the District as a whole. Robust home sales – 154 in 2003 alone – indicate a rising trend toward homeownership in the transit area.

Vacancy rates are somewhat lower in the study area (13%) than in the District as a whole (16%). The majority of vacant units are rental properties. Median age of housing in the neighborhood ranges from 1948 and 1952 in the Fairlawn and Historic Anacostia neighborhoods respectively to 1968 in the relatively newer neighborhood of Barry Farm.



Comparative Income Statistics

Demographic Overview

Table 1-1 below provides a summary of the Trade Area's major demographic characteristics. Complete demographic information is included in Appendix 1.

Demographics At a Glance			
Population, 2002	21,765	Households, 2002	8,104
Population, 1990	23,026	Households, 1990	8,281
Housing Units, 2002	9,277	Average Household Size, 2002	2.67
Occupied Housing Units	8,045		
Population by Race, 2000		Income Measurements, 2002	
Black or African-American ¹	96.8%	Per Capita Personal Income	\$15,594/yr.
White ¹	1.1%	Median Household Income	\$35,551/yr.
Hispanic or Latino	1.0%	Median Family Income	\$38,076/yr.
Other	0.4%	Median Household Wealth	\$24,859

*Note: Non-Hispanic or Latino ethnicities only.

Sources: 2000 data from U.S. Census Bureau; all other data from Claritas, Inc.

FINDINGS

From the market analysis, estimates of sustainable development were established for the next ten years. It should be noted that the Trade Areas used to determine planning targets for the residential, retail and office market analyses differed. This is because residential location decisions are based on a different set of priorities and preferences than those of retail or commercial locations.

Residential Market Assessment

Analysis concluded the market can support approximately 120 units of new residential housing annually through 2013. Meetings with developers indicate that ownership units have greater appeal at this time to both potential buyers and developers. Additional demand for ownership units may be generated from rental households with household incomes above \$60,000 and below \$75,000 utilizing first-time buyer programs or other incentives.

Retail and Services Market Assessment

Market analysis focused on demand for retail and services in the Anacostia area over the next ten-year period and whether enough demand exists to justify increased retail and service development in the Anacostia area.

To determine market support for retail and service development in Anacostia, the study assessed expenditure potential generated from three major sources:

- **Residents**
Customers who live within the Anacostia Retail Trade Area, as defined in the previous section.
- **Workers**
Customers who work within the Anacostia Retail Trade Area.
- **Commuters**
Customers who are embarking or disembarking the Metro system at the Anacostia Metro Station.

The estimated market share was based upon the evaluation of several economic factors, including, the existing retail competition from both within the Retail Trade Area and from major retail hubs in close proximity, as well as, the economic characteristics of the residents of the area. Expenditure potentials were calculated for a ten-year period ending in 2013.

The retail analysis concluded:

- There is considerable strength in the overall retailing value of an Anacostia location. The estimated 2013 annual consumer demand from the three major categories of retail consumers is projected to range between approximately \$25.7 and \$34.4 million. The estimated demand for food and drink services from Retail Trade Area workers is forecasted between approximately \$6.7 and \$9.4 million.
- To date, there are 37 retail and service stores and 21 food and drink establishments within the Anacostia Retail Trade Area. Taken together, these establishments account for over \$21 million in annual sales.
- There are two large shopping centers on the fringe of the Retail Trade Area. They would not necessarily be in direct competition with retailing space built on the Anacostia sites. New retail in Anacostia should emphasize smaller stores in a transit-oriented environment. Larger stores are more appropriately located at these and other larger shopping centers that more suit their physical needs.
- Enough demand exists within the Retail Trade Area to support development of retail establishments offering convenience goods or food/drink services through 2013. Consumers' demands are projected to exceed the area's sales by about \$14 million to \$24 million. Furthermore, there is projected to be an additional \$600,000 to \$3.5 million annual demand for food and drink services.
- There is projected support for the development of an additional 60,000 to 100,000 square feet retail space by 2013. The unmet retail demand of between \$14 and \$24 million supports this assessment.
- Demand for space in food and drink establishments is more modest, with an unmet retail demand of between \$600,000 and \$3.5 million. This translates into a projected demand by 2013 for between 2,000 and 13,000 square feet of food and drink services space.

- The latent demand for retail also points to the need for additional housing units. The current levels of population and households would not be sufficient to fully support the revitalization of both the Anacostia Metro Station area and the commercial corridor along Martin Luther King, Jr. Avenue, unless our projected housing targets are met.
- Recommended rental rates in Anacostia developments would average from two-thirds to three-quarters of the regional average, placing the rental range from \$13 to \$15 per square foot.

Office Market Assessment

The office market potential for sites around the Anacostia Metro Station was analyzed to determine the market support for both public and private sector office space.

Currently, there are approximately 480,000 square feet of office space in the Anacostia market. Based on a field survey and interviews with relevant real estate brokers, the office space in the major facilities is classified as Class A-B space, fully leased, and in good condition. There are a number of smaller office parcels along the corridor which would be considered Class C, most of which are in good condition.

Presently, there is little to no market for additional large-scale private space in the Anacostia market. The brokers interviewed confirmed the lack of large-scale user private market support for office space east of the Anacostia River. The brokers felt that significant office development underway along M Street SE and planned for the Southeast Federal Center and New York Avenue Metro station would out-compete Anacostia for tenants. They did not anticipate large office demand in the Anacostia market in the next five to ten years. However, the over-the-store offices, particularly those serving neighborhood functions, may still be attracted to the commercial core.

The public sector market for office space was also very weak. Aside from the government center building, the District does not anticipate locating additional public agency office space in the area in the near future. Likewise, according to the GSA, if a significant federal facility was to locate in the Anacostia area in the next ten years it would likely be sited on the Anacostia Naval Station or possibly on Bolling Air Force Base.

Industrial Market Assessment

There are several sites near the Anacostia Metro Station that are currently zoned for industrial or warehouse and distribution uses.

Given the decline of industrial employment over the last decade and projections for its continued decline, the market study concluded that no additional industrial acreage will be needed in support of net new growth in industrial employment. Further, little or no additional industrial acreage is needed to support replacement space.

Some attention needs to be given to how the use of this industrially zoned land so that it may benefit the growth and viability of the Anacostia neighborhood. Creative uses should be explored including artist studio space and light industrial flex space.

6 Strategic Revitalization Plan

The framework plan was challenged to address several objectives:

- Reconfirm and refine vision in light of new investments
- Coordinate investments to implement the vision
- Strengthen and build from local assets, institutions and plans
- Restore community and the environment
- Plan for new growth

The anticipated outcomes are:

- Strategies to help existing businesses and residents grow and thrive
- Redevelopment of vacant and abandoned parcels
- Increased transit use and mitigation of traffic impacts
- Improved physical and market perception

See Appendix for Pro-Formas for each site. (Bethlehem Site A and Curtis Site A to date)

The HSG/SMWM team has prepared recommendations for a coordinated public investment and development plan for Anacostia. The plan proposes specific planning recommendations for key development sites that will strengthen commercial and residential conditions in the neighborhood. The Anacostia Transit Area Framework Plan builds on the positive attributes Anacostia resulting from its transit resources, historic advantages, as well as the momentum generated by recent planning efforts. The plan does not expect to duplicate the efforts of previous ones. Instead, it has been developed in the context of a targeted market analysis, community expectations and input regarding use and design, principles established by previous studies, and the momentum generated by current implementation efforts.

FRAMEWORK PLAN

The framework plan develops a set of guidelines for the transit area as a whole and then focuses more specific development objectives and guidelines for four distinct nodes in the area. The Framework Plan was based on the following set of core principles that any development or investment in the Anacostia Transit Area should contribute toward advancing:

1. Serve the pedestrian

Improve pedestrian safety, enhance access to transit resources, and strengthen existing street corridors with active, attractive, and interesting ground floor use and design.

2. Take advantage of transit

Build appropriate densities and diverse mixed-use developments on sites with good Metro access. Design model transit-oriented projects that fit into the neighborhood. Utilize transit assets to attract and accommodate the additional residents and residential units required to support a successful retail district.

3. Strengthen Martin Luther King Jr. Avenue

Strengthen the MLK corridor by restoring two-way traffic, locating active retail uses at the ground floor along the sidewalk's edge, improve pedestrian quality and streetscape elements and attract additional retail to the corridor.

4. Connect

Overcome existing barriers to improve connections from one neighborhood to another, from community to park, between neighborhood destinations, and across the river.

5. Celebrate the past, welcome the future

Respect the Anacostia Historic District by investing in existing historic building stock. Design contemporary new buildings distinct from and complementary to the historic stock.

6. Go Green

Enhance open space, provide landscaped connections to the park, encourage environmental stewardship of natural resources, and promote sustainable building design practices.

The Framework Plan for the Anacostia Transit Area defines an overall program of uses to be achieved in the next decade. For the first time in the recent planning history at Anacostia, a market study supports this program. The overall program is then subdivided into smaller amounts targeted as goals for individual nodes. The Framework Plan also provides a set of goals and specific recommendations relating to land use, transportation, height, massing, and design, pedestrian character, open space, sustainability, and overall urban design character. The key elements of the plan are described below and illustrated in the illustrative framework plan.

10-Year Program of Uses Across All Nodes

- Up to 1200 housing units. (Market studies support a demand for market-rate housing in the range of \$150,000 - \$300,000.)
- Convenience retail –65,000 – 100,000 sf
- Shoppers goods retail – Up to 30,000 sf
- Office - no additional demand projected beyond planned projects
- Industrial – No new space projected but uses may fill vacant buildings
- Parking - new and replacement spaces as required
- Open space and street improvements



Anacostia Transit Area Framework Plan

GUIDELINES

1 Enhance pedestrian quality and connectivity

- MLK Avenue is the focus of attention for new development. Design the street to be a vibrant and pedestrian-friendly “heart” of the Anacostia neighborhood. Restore MLK as a two-way street all the way to Good Hope Road to promote successful retail on both sides of the street.
- Promote walkability throughout the district. Improve pedestrian safety, interest, and amenities through active ground floor uses, well-designed street walls, streetscape improvements, green connections, improved lighting, and adequate sidewalks on residential as well as commercial streets. Improve pedestrian access and connectivity between neighborhoods such as Barry Farm, local destinations, and attractions.
- Improve access from Anacostia into the planned new waterfront park at Poplar Point. Develop Howard Road, W Street, and Good Hope Road as landscaped “green” corridors connecting the park to the community and local destinations such as Frederick Douglass National Historic Site.



Create sidewalks full of life

2 Build a transit focused plan

- Optimize development opportunities adjacent to transit nodes. Move up existing neighbors and re-attract middle income residents with high quality housing opportunities, diverse retail offerings, and improved safety through environmental design.
- With the redevelopment of the existing rail corridor as a light rail transit line, promote high quality design, green buffers, a linear park, and incorporation of hiker/ biker trail accommodation along the right of way. Improve sidewalk connections from the transit corridor to MLK and the community further east. Incorporate public art and open spaces to create focal points at transit stops.
- Locate parking lots and garages away from MLK Avenue particularly towards the redeveloped rail corridor. Utilize Metro parking garage as a shared parking facility. Improve pedestrian connections to garage and north metro entrance. Consider jitney service from garage to main street shopping district.



Integrate transit facilities into streetscape design

3 Create distinct nodes of activity

- Create distinct nodes of activity at Metro, W Street, Gateway, and Poplar Point. Use program and design to give identity to each node. Make street intersections at the nodes more pedestrian friendly with ample sidewalks, active ground floor use and minimum building setbacks. Create small, distinctive public gathering places or focal points within each node including the Gateway corner at Good Hope Road and MLK; the “Big Chair”, and the intersection of Howard and MLK. Refer to specific design and development objectives for each node described later in this section.



Provide outdoor spaces for public gathering

4 Improve connectivity throughout the neighborhood

- Increase neighborhood to neighborhood connectivity. Create safe, distinctive pedestrian routes and pathways between Fairlawn, Anacostia, Fort Stanton, and Barry Farm neighborhoods. Provide improved connections between Anacostia to Southwest, Southeast Waterfront, Navy Yard, and Capitol Hill neighborhoods.
- Augment existing and planned transit service within the neighborhood. Initiate a near-term transit loop – particularly during office hours – to facilitate movement and commerce between neighborhoods immediately east and west of the Anacostia River and between Anacostia area destinations. Encourage private jitney service.



Improve physical and visual connections into the surrounding residential areas

5 Encourage sensitive development

- Respect the historic character of Anacostia. Build to the existing street grid and be compatible with the architectural scale and character of the area. Infill buildings should be sensitive additions into the historic fabric. As recommended by the Secretary of Interiors Standards, new buildings must be seen as distinct from their historic neighbors utilizing contemporary styles and materials so long as massing and scale are compatible with the historic fabric.
- Reinvest in the existing building stock. Attract uses into vacant storefronts and buildings and create incentives and programs for building owners to renovate and make physical improvements. Reinvest in and restore historic properties currently in use.
- Optimize available vacant development sites. Encourage redevelopment of vacant parcels and parking lots with mixed use buildings including ground floor retail and mixed-income residential opportunities.



Build upon the historic character of Anacostia

6 Promote sustainable principles

- Emphasize low-impact design, LEED standards, and environmentally sensitive practices in public investments, private developments, and public realm design. Utilize best management practices in storm water management in street design. Encourage residential rail barrels, roof gardens, or other on-site storm water containment measures.



Encourage the use of daylighting and sustainable materials in new developments

AREA-WIDE IMPLEMENTATION PRIORITIES

- **Construction of Anacostia Demonstration Line and hiker/biker trail**
Completely funded with local funds, WMATA will break ground on the Anacostia Demonstration line in the summer of 2004 with operations expected to begin in winter of 2004/5. Concurrent with construction of the streetcar line, DDOT will install a new pedestrian trail along the same rail alignment.
- **Pedestrian safety improvements**
DDOT will install new or restripe faded cross-walks to improve pedestrian connections to transit stations and overall neighborhood safety. Streetlight bulbs are to be replaced. The Firth Sterling and Suitland Parkway will be modestly reconfigured with a turning lane eliminated to improve pedestrian safety at the crossing.
- **Streetscape improvements**
In a coordinated effort, DDOT and WASA together with other agencies will make streetscape improvements including new landscaping and restored street trees, the possibility of relocating utilities under the street rather than overhead, and installation of special street furnishings.
- **Pocket Parks and Public Spaces**
District agencies will collaborate with area non-profits to improve existing public spaces and create new park amenities for the neighborhood. Early projects may include a linear park along the new transit line in the Barry Farm neighborhood, a shared park and playground in cooperation with Savoy Elementary School at Howard Road and Martin Luther King Jr. Avenue, and enhancements to the 14th Street plaza between U and V Streets, SE.
- **Wayfinding signs**
District agencies will coordinate to install attractive wayfinding signage in the neighborhood leading visitors and residents to area destinations including the Smithsonian Anacostia Museum, Fredrick Douglass House, library, parks, and other points of interest.
- **Resource connections**
City agencies will work with local community organizations to provide information on contracting requirements and opportunities related to major capital improvements planned in the area as well as information on various housing and commercial business assistance programs.

NODE PLANS

A major element of the Framework Plan for Anacostia is the creation of distinct nodes along MLK Avenue. Each node is focused on an important resource or intersection and represents an opportunity to create a compact mix of uses with a specific identity to serve the diverse needs of the neighborhood. Four nodes of activity have been proposed in this plan with specific design and development objectives, implementation priorities and a proposed market-supported program of uses. The design and development framework for each of the four nodes is described in this section:

- Metro Station Node is envisioned as a walkable mixed-use district with a civic focus, diverse residential choices for area and District residents and active ground floor convenience retail.
- W Street Node is a lively mix of arts-related uses, unique retail, residential and live-work options, and a community focus.
- Gateway Node is the retail center taking advantage of the emerging office development and potential daytime activity to be a village downtown for the neighborhood.
- Poplar Point Node is a future opportunity for new development in proximity to a signature waterfront park. Bridge and roadway improvements enhance safety and access and create a major new destination for community as well as District and regional users.

METRO STATION NODE

With 7,000 daily rail riders and even more bus boardings, the Anacostia Metro station is among the busiest outside of the downtown core. The strength of the existing transit resource and the new light rail service draws and supports additional housing opportunities within a short walk of the transit station accommodating existing residents and attracting back Anacostia's middle class base. Modest ground floor retail provides convenient services and street level activity that enhances the transit area. Meanwhile, new investments in educational and recreational facilities establish a strong civic anchor further enhancing the attractiveness and livability of the neighborhood. Significant improvements to pedestrian paths make the transit station accessible, inviting and safe from all quadrants of the neighborhood. A wide band of green along Howard Road connects the neighborhood to the redeveloped Poplar Point and Anacostia Park. The Bethlehem Baptist Church site on Martin Luther King Jr. Avenue, offering the first opportunity for new development in the neighborhood, is developed with a mixture of single and multi-family homes above new retail establishments facing the Metro.



Metro Node Diagram

10-year Program of Uses

- 500 - 600 market-rate residential units
- 10 – 20,000 sf neighborhood-serving convenience retail
- Shared parking
- Restoration of Nichols School as Thurgood Marshall Charter School
- Open space and streetscape improvements

Guidelines

- **Improve transit amenity:** Maximize opportunities to live near transit by encouraging near-term development on vacant sites in the vicinity. Improve transit area attractions and convenience with ground floor retail, high quality public spaces, and walkable amenities.
- **Optimize development opportunity:** Promote the development of attractive medium-density (4-6 story) residential and retail uses on the Metro Station joint development site. Promote and support new market-rate ownership housing on underutilized sites east of MLK at a scale and design compatible with the surrounding neighborhood (2-4 stories). Building types in the Metro node may include: apartments or condominiums with ground floor retail, town-homes, stacked row houses, and medium density mixed-use buildings.
- **Increase transit access:** Redesign the Anacostia Metro bus facility for a more compact, pedestrian-friendly and functional bus connection and services. Improve visual quality of the site, increase bus rider comfort, and facilitate nearer-term site redevelopment.
- **Create attractive places:** Improve streetscape and public open spaces as community amenities. Preserve and enhance play areas along Howard Road to create a "Howard Green" corridor as usable public space and a major connection to Anacostia Park. Develop sidewalks and streetscape amenities for pedestrians and a significant public feature or gathering place at the Howard and MLK corner.
- **Improve pedestrian mobility:** Redesign the crossing of MLK Avenue and Howard Road to be more pedestrian friendly. Eliminate curbcuts, reconnect the traffic island where possible, and limit bus traffic to Howard Road entrance and exit. Consider eliminating the portion of Sheridan Road that joins the crossing as a means to resolve the complicated intersection.

- **Activate and define street edges:** Design buildings with entrances directly onto major streets and encourage active ground floor use such as retail, cultural or arts uses, community use, or residential porches along Martin Luther King Jr. Avenue and Howard Road. Maintain a consistent streetwall at the sidewalk edge along MLK. On residential streets, set buildings back to permit adequate sidewalks and greenery. Encourage upper floor balconies to take advantage of views and increase neighborhood safety through resident observation of the street.
- **Provide appropriate parking:** Keep in mind the potentials of the transit area. Prohibit surface parking along MLK. Encourage underground, “tuck under” or podium parking within blocks wrapped by retail or residential use, and sites abutting the rail corridor. Minimize curb cuts along MLK by utilizing internal alleys for loading and parking. Utilize the Metro garage for shared parking. Explore a pedestrian bridge or other safe and convenient neighborhood connection from the Metro garage into Anacostia.



View down Howard Road along the Metro Station

Metro Area Implementation Priorities

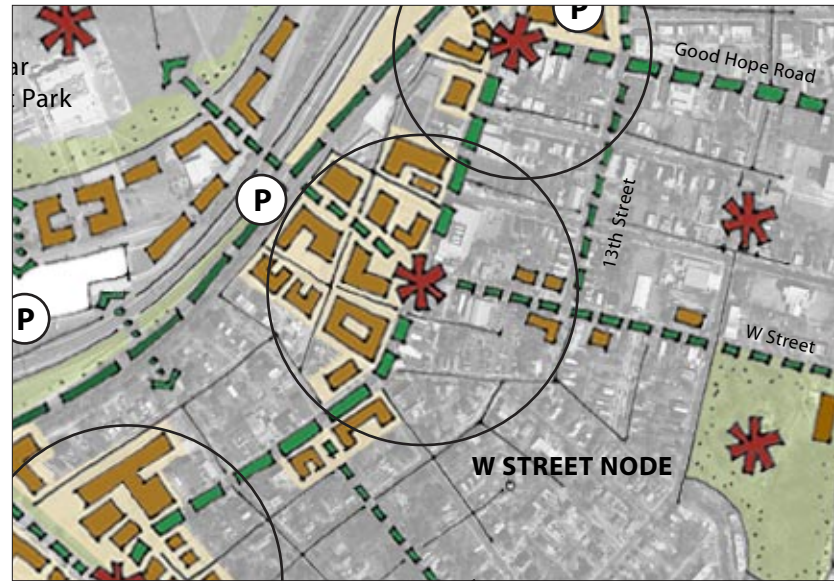
- **Development of Bethlehem Baptist Church Site:** Although development is ultimately beyond control of the city government, the city will work with the church to encourage development of the site in a way that meets church needs, community objectives, and market demands. The city can explore financing tools and resources and work to address zoning constraints to support desirable development.
- **Restoration of Nichols Avenue School:** ODMPED and other agencies will work with the Thurgood Marshall Academy (TMA) and community to restore the dignity of the historic school, expand high-quality educational resources in the community, and positively contribute to development of the transit area.
- **Reconstruction of Birney Elementary School:** DCPS is finalizing designs for the new Birney Elementary School. Demolition of existing school building will begin this summer (2004). The new school will open for classes by winter 2005.
- **Redesign MetroBus Plaza:** WMATA and city agencies will work to redesign and redevelop the somewhat desolate bus plaza as a visually attractive, pedestrian and transit-rider friendly multi-modal transportation hub and gateway to the community.
- **Restoration of Carver Theater:** NCRC, together with District Agencies, will work with the Good Samaritan Foundation to immediately improve the appearance of the Carver Theater. The Office of Planning will explore any opportunities to incorporate cultural and arts uses into the reuse of the building as appropriate to its history and location.
- **Construction of Toyota Training Facility:** ODMPED, DCHA and the Office of Planning will work with the Toyota Corporation to construct a local training facility at the site of the former Sheridan Terrace that serves the needs of the community and contributes to urban design objectives.
- **Development Support:** NCRC and city agencies will continue to work with private sector partners seeking assistance with business development, site assembly, and physical development in smaller opportunity sites in the area.

W STREET NODE

W Street is a critical crossroad as the link from the commercial main street to the historic heart of Anacostia – Cedar Hill, the home of legendary abolitionist and editor Fredrick Douglass. An extended W Street reaches beyond a future light rail station and across the highway to provide a prominent link into the new Poplar Point Park and the expanded amenities there. The node is a transition between the retail center at the Gateway and the transportation hub of the Metro station. It offers new and diverse housing options including condominiums, apartments, restored historic homes, artist studios, and live-work units complementing the existing office resources. Studios and workshops for artists, architects, authors and others drawn and inspired by the area's rich heritage are accommodated in new and former light industrial spaces. Groceries and national retailers line the sidewalk edge bookending and supporting the diverse boutique offerings of the main street district against additional anchor retail at the gateway site. Enhanced public space around the Big Chair provides an important community gathering place and highlights the importance of this historic crossroad. The current expansive parking lot of Curtis Properties' is redeveloped as a mixed-use development including national retailers and a number of upper floor residential units with commanding views of the Washington skyline.

10-year Program of Uses

- Up to 300 market-rate residential units
- Restoration/reoccupation of up to 100 currently vacant residential homes in historic district
- Artist live-work spaces and studios for drama, ballet, art etc.
- Up to 50,000 sf neighborhood serving retail such as cafes, restaurants, bookstores, music and video stores, hardware stores, and small food stores such as Trader Joes and McGruders etc.
- Up to 20,000 sf shoppers goods retail such as furniture and apparel stores
- New and replacement shared parking as required
- Open space and streetscape improvements



W Street Node Diagram

Guidelines

- **Increase residential support and opportunity:** Promote medium- to moderate-density mixed uses on underutilized properties to increase customer base and support for retail services. Encourage a mix of housing types and incomes including ownership, rental, market-rate, affordable, live-work, and artist studio.
- **Mix uses:** Build new and reinvest in existing buildings to include housing, convenience retail, shoppers goods retail, and community destinations relating to art, culture, and recreation. Encourage active ground floor uses.
- **Start with art:** Encourage artists to locate near W Street through potential reuse of existing historic buildings for artist live-work spaces. Attract arts-related uses such as art, dance and drama studios and small theatres. Support development of affordable artist residential or live-work units. Take advantage of existing light-industrial zoning and buildings as asset to attract art and cultural uses as interim catalyst or permanent uses.

- **Optimize development opportunities:** Encourage heights of 3-4 stories along main streets. 6 story buildings may be designed on sites abutting the rail corridor. Building types may include: apartments with ground floor retail and community uses, medium density mixed-use buildings, single-family infill in historic district, and adaptive reuse of existing structures.
- **Reinvest in existing building stock:** Develop programs to help homeowners afford and invest in improvements to historic properties. Channel retail and community uses into existing vacant storefronts and buildings. Continue façade improvements.
- **Maintain a continuous street wall:** Locate parking above, behind, or beneath buildings. Prohibit additional curb-cuts. Accommodate loading and parking from side streets or the rear.
- **Extend and connect W Street:** Improve W Street as a major east-west street in Anacostia connecting the community from the River's edge to Frederick Douglass National Historic Site. Develop a light rail transit stop at W Street. In the long-term, extend W Street over the highway to Poplar Point.
- **Strengthen "place":** Design public open space at the intersection of W Street to MLK to signal the importance of the node as a major pedestrian destination on route to the River. Enhance public realm and amenities around the "Big Chair" as a landmark public gathering place. Maintain a generous and attractive sidewalk to accommodate outdoor seating, plantings, and main street attractions.
- **Share parking:** Develop shared parking facilities for residents, shoppers and visitors in above-grade parking structures adjacent to rail tracks and away from primary pedestrian areas. Encourage shared use of existing parking resources. Develop a parking management district and strategy.

W Street Node Implementation Priorities

- **Development of Shared Parking Facilities:** ODMPED and other agencies will work with local property owners to explore opportunities and financial structures and mechanisms to create a shared parking facility to support local neighborhood development.
- **Development of Curtis Properties' Site:** Assuming parking can be replaced in the area, the city will work with the private property owner to develop the large parking lot site at W and Martin Luther King Jr. Avenue as a mixed use development that supports neighborhood objectives.

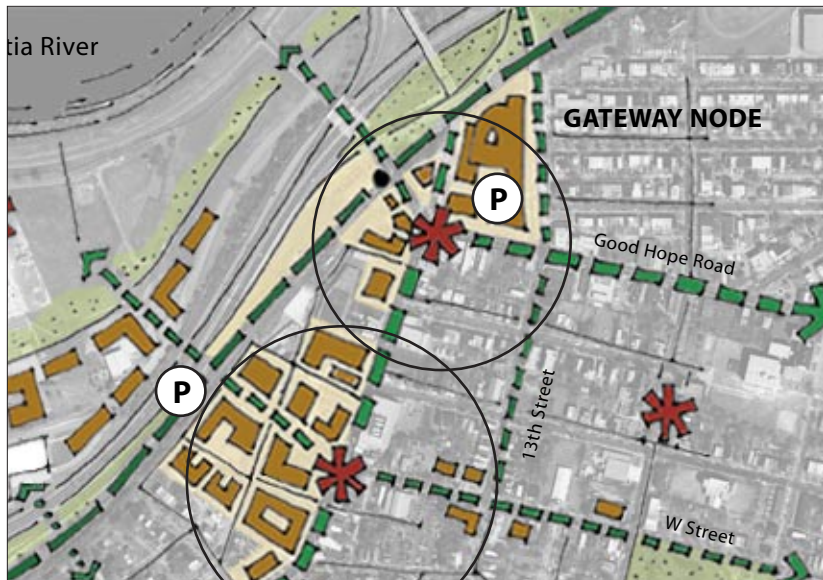
- **Improved accommodations for Anacostia Clinic:** City agencies will work with the Anacostia Clinic to identify opportunities for improved accommodations accessible to both the main street and transit resources.
- **Full utilization of government-leased space:** Office of Planning and reSTORE DC will work with city agencies to maximize leased space in the neighborhood – particularly in the 2100 building on MLK – and, if possible, provide additional ground floor retail space.
- **Historic rehabilitation:** The Historic Preservation Division will explore tools and strategies for assisting historic district homeowners and property owners to improve and maintain historic building stock as a key asset for economic development in the neighborhood..
- **Cultural attraction:** City agencies will work with community members and organizations and local artist and cultural resources organizations to promote Anacostia as a cultural destination and available location for creative arts studios and residences.
- **Storm sewer separation and low-impact design:** WASA will separate street storm sewers from household sanitary sewers in a portion of the neighborhood. Street repair resulting from the project provides the opportunity to concurrently implement low-impact design, bury overhead utilities, and enhance the streetscape.



Curtis Properties Site(s)

GATEWAY NODE

The intersection of Good Hope Road and Martin Luther King Jr. Avenue at the base of the 11th Street bridges serves as the gateway and nucleus of activity for the transit area communities. Here a diversity of uses mix to provide lively 24-hour activity. Workers, shoppers, artists, and residents of all ages and incomes mingle along a restored traditional main street filled with eclectic shops at street level with offices, residences, and studios above. A new light rail station connects the neighborhood downtown to points north and south along and across the river. A short walk down the pedestrian “green way” provides a quiet haven from the activity of the village center along the Anacostia Park and riverwalk. The Gateway Site is developed in the early years of the plan as a major local employment center of significant new office, active ground floor uses, and attractive public spaces.



Gateway Node Diagram

10-year Program of Uses

- Up to 200 new and/or rehabbed upper floor market-rate residential units
- Artist live-work spaces
- 10,000 sf convenience retail and restaurants
- Up to 10,000 sf shoppers goods retail
- New and replacement parking as required
- Open space and streetscape improvements
- Office and retail (post 10-year)

Guidelines

- **Develop Government Center:** The new government center at the Gateway site provides an impetus for an office and commercial concentration at this node. 540 workers lend daytime support to cafes, restaurants, and stores creating a viable “village downtown.”
- **Encourage broad mix of uses:** Vacant sites and existing historic buildings are suitable for office and retail development in the long-term. In the 10-year time-frame, new housing and retail may be considered as desirable reuse. Existing historic buildings may be appropriate for reuse as retail, small office, upper floor residential and artist live-work.
- **Provide active uses, preferably retail, at the ground floor:** Ground floor retail uses are particularly important in this district. Consider requiring ground floor retail in all new development and provide incentives to current ground floor office users to move to upper floors. Minimize additional social service providers, clinics, and non-profits as ground floor tenants.
- **Optimize development and reinvestment opportunities:** Building types on the available vacant sites in the Gateway node may include: small apartment buildings with ground floor retail, medium density mixed-use buildings, and adaptive reuse of existing structures. Consider heights of up to 4 stories. Concentrate density close to the proposed new light rail stop and along the rail line.

- **Sensitively design Government Center:** Build government center to the edge of the street along both MLK and Good Hope Road. Incorporate transparent uses (retail, cafes, public access areas) and pedestrian amenities to promote a pedestrian friendly street character. Locate main active entrance directly on public sidewalks of Good Hope Road and/or 11th Street. Create a mid-block public connection through site. Mitigate greater anticipated height of the government center through the use of setbacks, articulation in the facades, and varied materials.
- **Highlight the Gateway:** The four corners of MLK and Good Hope Road provide prominent focal points in the neighborhood. Special design considerations should be considered to ensure appropriate corner treatments, ground floor uses, and the potential for a central piece of public art and/or gathering place at these commercial crossroads.
- **Create an active street edge:** Buildings along both MLK and Good Hope Road should be built to the edge of the sidewalk and side streets. Drive-thrus and other auto-oriented uses should be discouraged. Parking should be located behind or beneath buildings. Additional curb cuts should be prohibited.
- **Increase public safety through observation:** New buildings along the rail line should provide ample windows and/or balconies to provide observation and greater safety of the light rail transit stop. Entrances should be oriented towards the transit station and main pedestrian pathways.
- **Improve transit and park access:** The Good Hope Road pedestrian connection into Anacostia Park should be improved. Design streetscape and public open space in proximity to the new light rail stop and along the route into Anacostia Park. Widen sidewalks at freeway underpass, improve lighting, landscaping, public art, and pedestrian amenities. Widen corridor along the street and provide additional soft-scape complementing “Howard Green” as a means of connecting community and park. Provide way-finding signage to facilitate connections from the LRT stop to the Anacostia Branch Library and other destinations.
- **Restore two-way travel on Martin Luther King Jr. Avenue:** This is necessary to support retail success. Preserve on-street parking and remove rush-hour restrictions.
- **Share parking:** Utilize parking at Government Center and other future office developments as shared parking resource to help support retail success.

Gateway Implementation Priorities

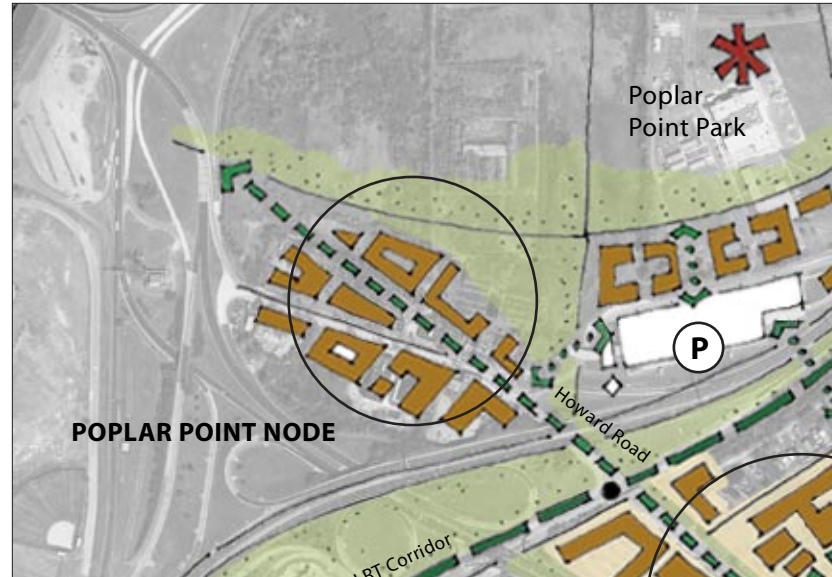
- **Redesign and develop Government Gateway Center:** DC Office of Property Management will initiate construction on the Government Gateway Center in Fall of 2004 and complete construction in 2006 or early 2007 with a design that respects neighborhood scale and character and provides a new icon signaling the revitalization of Anacostia.
- **Expand on-street and off-street parking resources:** In order to support, retain and attract local retail, city agencies will collaborate to design a strategy for providing shared parking resources, potentially in the Government Center parking garage during non-office hours.
- **Enhance connection to new Transit stop and Anacostia Park:** Good Hope Road between MLK and Anacostia Park will be enhanced as a pedestrian-friendly, green connection from the neighborhood into the recreational areas of Anacostia Park East and Poplar Point and highlight the presence of the new transit station possibly through the incorporation of public art.
- **Restore historic commercial facades and buildings:** Continuing the success already demonstrated in the neighborhood, DHCD will again offer resources for façade improvements in Anacostia and encourage improvements on whole blocks at a time. ODMPED through reSTORE DC will promote rehabilitation and reoccupation of vacant historic commercial buildings.
- **Attract additional retail:** City agencies will promote Anacostia as a retail district and provide resources, information, and technical support to Main Street Anacostia to continue to expand retail offerings on MLK and Good Hope Road particularly targeting small retail uses suitable for existing storefronts.
- **Guide development:** The Office of Planning will work with community organizations and property owners to review zoning tools and regulations to guide future development – particularly the desire for ground floor retail the length of the historic main street and encouraging office users to move to upper floors.
- **Construct and connect to new Anacostia Branch Library:** DC Public Libraries is finalizing designs for the Anacostia Branch Library. Demolition of the existing building will begin in 2004. The new library is expected to open at the same location in 2006.

POPLAR POINT NODE

The green gateway to the river, Poplar Point (the area bounded by the Anacostia freeway, the River, Bolling Air Force Base/Navy Annex and the 11th Street Bridge) is the southern gateway to the greater Anacostia Park. The node is restored following the reconstruction and realignment of the South Capitol Street Bridge. Mixed income housing and small retail offerings ring a signature waterfront park. Redesigned transportation infrastructure improves connections from this waterfront destination back into Anacostia, transit amenities, and destinations all along the waterfront. Potential realignment and reconstruction of the South Capitol Street Bridge will have a dramatic change on the Poplar Point area and therefore necessitate that development of this area be postponed in large part until infrastructure reconstruction projects can be completed. The key recommendations of the Poplar Point Target Area Plan are listed below.

Long-term Program Options

- Multifamily residential along Howard Road
- Office along Howard Road
- Mixed-use (office, retail, residential) along Howard Road
- Convenience retail along Howard Road
- Major cultural or institutional use (such as a Museum)
- Memorials
- Major new open space and wetlands
- Riverwalk



Poplar Point Node Diagram

Guidelines

- **Create a destination:** A major new waterfront park with diverse cultural and recreational opportunities for residents of Anacostia, the District, and the region is the primary recommendation of the plan. New museums, memorials, and gardens are located within the park and a built “crescent” frames the park. Cultural uses at the crescent location should mitigate the scale of the WMATA parking garage and provide a buffer between the structure and the park.
- **Improve the environment:** Site remediation, wetlands restoration, and daylighting of Stickfoot Creek is proposed to showcase the diverse landscape of the Anacostia River basin.
- **Increase riverfront access:** Anacostia Riverwalk and Trail, mixed-use development along Howard Road and the rehabilitation of the Poplar Point shoreline brings the public to the River’s edge.
- **Improve transportation choices and function:** Multi-modal transportation improvements are proposed including freeway and bridge realignments and better community access to transit such as Metro, water taxi, circulators, shuttles, trails, and bike paths. Improved pedestrian access to north Anacostia Metro Station entrance is proposed.
- **Improve neighborhood-waterfront connections:** Local street improvements enhance links between historic Anacostia and the River. Howard Road, W Street, and Good Hope Road are targeted for improved east-west connections.
- **Optimize development opportunities:** Private development will be concentrated along Howard Road and envisioned to be compatible with the character of Historic Anacostia. Responsible and compatible mixed use development is envisioned. Residential, commercial, and institutional uses may be considered including market-rate housing, small office, retail, and cultural, educational, and community facilities.

Poplar Point Implementation Priorities

- **Improve access to Metro Parking Garage:** DDOT will construct sidewalks to improve pedestrian access to garage. Agencies will explore local circulators to access garage.
- **Utilize surplus Metro Parking Garage Spaces:** City agencies will work with WMATA to make surplus spaces available as monthly permit parking for local retail or office employees or residents.
- **Complete South Capitol Street study:** DDOT complete the extensive study of South Capitol Street Bridge and approaches this fall and provide recommendations for preferred redesign.
- **Construct Anacostia Riverwalk and Trail:** DDOT will complete \$10 million trail system along Anacostia riverfront east and west of the river.



Poplar Point seen from Frederick Douglass Bridge

OPPORTUNITY STUDIES

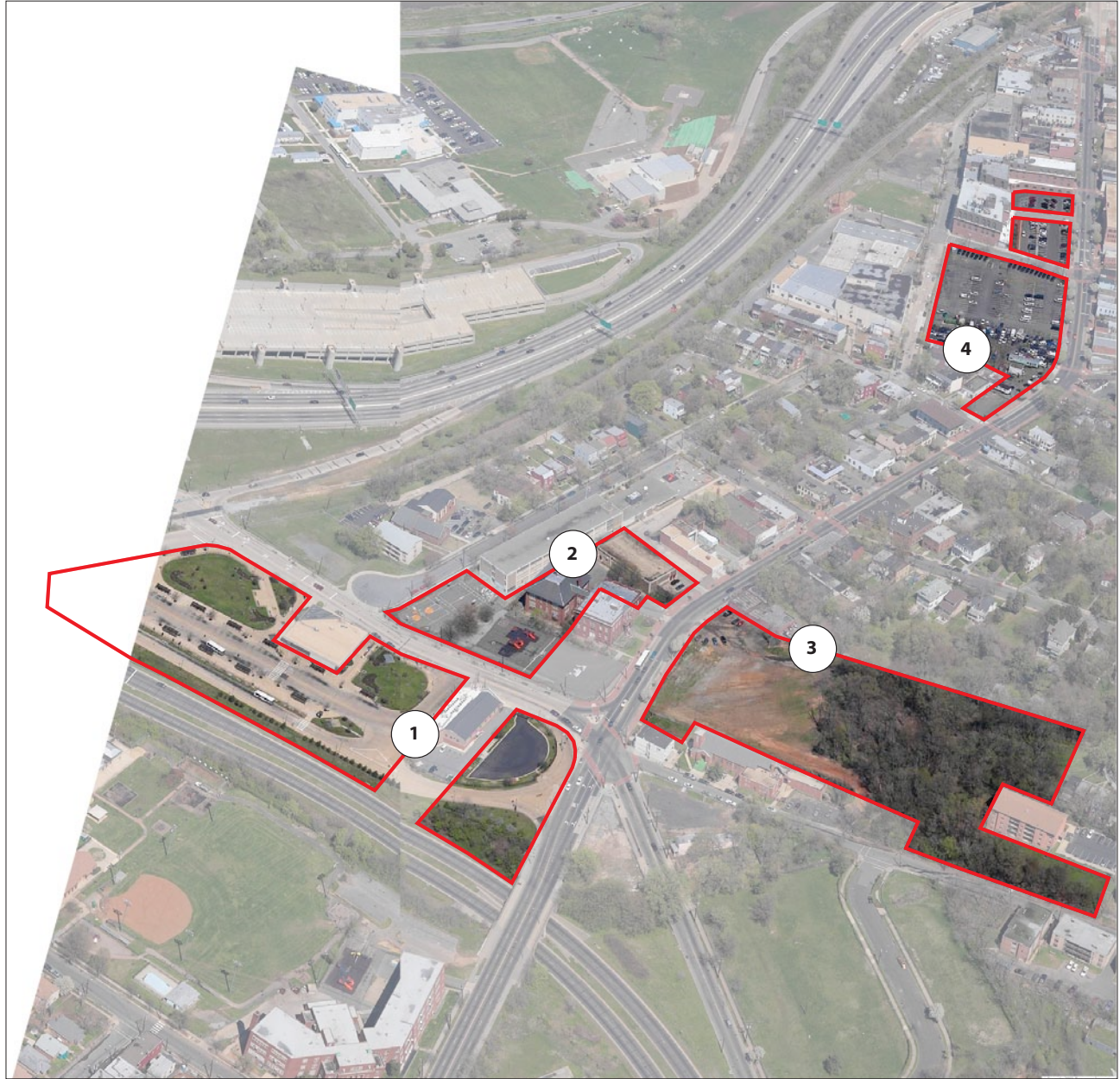
The Anacostia transit area has a number of vacant and underutilized sites for potential new development. These sites are in various strategic locations including along MLK Avenue and within the neighborhood fabric of Anacostia. Sites are easily accessible by the Metro and the proposed demonstration light rail corridor. Seen within the transit network of the area, these sites represent a significant opportunity to plan for and implement a successful transit-oriented plan and development.

Pro formas completed for various development scenarios on these key sites confirm market feasibility for substantial new development. Accounting assumed generous parking ratios, land costs, construction costs, and necessary profit margin. Pro-formas were based on reasonably expected sales and rental rates.

Vacant and underutilized land in Anacostia could accommodate 1.5 million sf within existing zoning regulations. Five sites within the study area are appropriate for a first phase of development and could serve as catalysts for neighborhood revitalization:

- Metro site at Howard and MLK
- Bethlehem Baptist Church site
- Nichols School site
- Curtis Properties site
- Gateway Government Center site

Selected sites were studied in terms of program and design that would achieve community goals and economic development in the area. Site design and program options were developed as examples that might be considered for implementation by the land and building owners.



- 1 Metro Site
- 2 Bethlehem Baptist Church Site
- 3 Nichols School Site
- 4 Curtis Property Site
- 5. Gateway Site (not shown)

Site Ownership	Size (sq.ft)	Zoning	Current Use	Proposed Use
United States & District of Columbia	40,689	W-3	vacant	none
Howard Road Associates et.al.	99,495	W-3	vacant	none
Green Line LP	23,571	W-3	vacant	none
David Gruber	186,732	W-3	vacant	none
WMATA	122,400	W-3	bus/metro plaza	none
WMATA	28,789	R-5-A	vacant	none
DCPS	153,075	R-5-A/C-2-A	Savoy School and playgrounds	Savoy and Thurgood Marshall Schools
United House of Prayer	20,194	W-3	parking	parking
Advanced Development and United States	12,754	C-2-A/R-5-A		
multiple	28,928	C-2-A	small retail	
DCHA	96,331	R-5-A	vacant	Toyota facility
DCHA	34,520	R-5-A	vacant	none
Mt Zion Church	27,118	R-5-A	vacant	none
Alvin Goins	4,177	R-5-A	vacant	none
Alvin Goins	6,299	R-5-A	vacant	none
AEDC	20,399	R-4	vacant	none
Bethlehem Baptist	139,061	C-2-A/R-4	vacant	none
Salvation Army	18,333	C-2-A	vacant	Mixed use building
Kushner and Cho	33,342	C-3-A	mixed vacant buildings and small retail	none
Curtis Properties	115,641	C-3-A	parking	none
Curtis Properties	83,771	C-2-A	Warehouse uses	
Curtis Properties	20,779	C-2-A	green space	none
Curtis Properties	33,735	C-2-A	DC Lottery Board	continue office
Curtis Properties	50,864	C-3-A/C-M-1	Anacostia Professional Building	continue office
JCX Realty and Heung-Lho Yoon	18,420	C-3-A		none
AEDC and Douglass Development	36,785	C-3-A/C-M-1	vacant neglected	commercial
Pickrel Jr.	32,509	C-M-1	vacant	none
multiple	8,911	C-M-1	small retail	
AEDC	32,686	C-3-A	vacant	commercial
District of Columbia	55,653	C-3-A/C-M-1/R-3	vacant	office

Total underutilized land* - 1.5 million sq.ft.

*does not include Lottery Board or Professional Building in total

METRO SITE

The nearly 4-acre WMATA Joint Development opportunity located immediately above Metro's south entrance along MLK and Howard Road is a major opportunity for medium density transit-oriented mixed-use development in the neighborhood. With a Metro entrance on the site, accessibility to the proposed new light rail corridor, excellent freeway access, and proximity to the Anacostia Park System, this is one of the most attractive development opportunities in the area.

Two scenarios developed for the site provide the neighborhood with a diversity of new housing choices, substantial new retail, a better bus transit facility and improved pedestrian environment. High-use provides over 300 residential units and 27,000 square feet of new retail (approximately 8-10 additional shops). The moderate-use scenario yields 56 residential units and 8,000 square feet of new retail (approximately 2-4 new shops).

Challenges on this site include an underground Metro tunnel and subway infrastructure that could limit below-grade construction, coordination with WMATA's goals, and the uncertainty of plans for the Poplar Point area. In addition, an existing church on the site, access to the Metro entrance, and a WMATA bus turnaround must be retained in any future development. The significant engineering and operational challenges posed by the metro facilities make this site unlikely to be the first developed in the area, however phased development of portions of the site is a strong possibility.



Metro Site Context



Metro site showing the bus plaza



Metro Site (Option A)

Metro Site (Option A)

Option A illustrates 3-story rowhouse units over retail at the MLK/Howard corner of the site. The church parking lot can accommodate residential construction with replacement parking provided within the site at an alternate underground location. Building the corner helps hold the street edge and activates MLK Avenue.

5-6 story townhouse or apartment-style residential along Howard Road define the street as an important spine and improve the pedestrian and transit environment. Internal courtyards provide semi-private open space for residents.

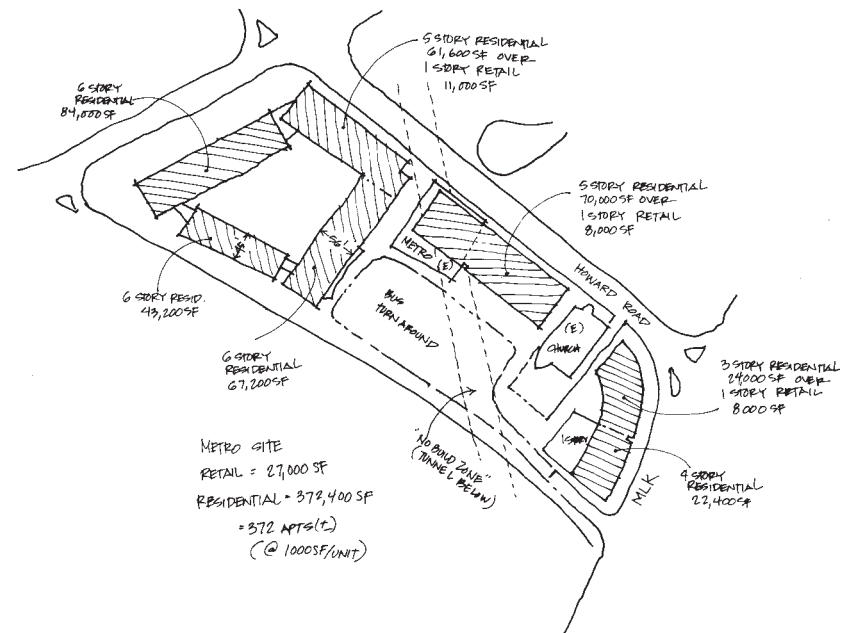
A green corridor is developed along the Howard Road Nichols and Savoy school sites. The functional open space provides play and outdoor space to the schools, an important gathering place for the neighborhood, highlights the historic Nichols School building, improves connections to Poplar Point, and facilitates pedestrian access to the Metro station.

The WMATA bus turnaround is contained in a more compact design at the back of the site away from the two public edges. Ground floor retail along MLK and Howard provide convenience shopping facilities for the area and bring activity to the street.

Parking is provided at a 1:1 ratio on the site through basement, podium, and surface lots. Additional residential parking may be possible in the WMATA garage or in potential shared parking structures built on nearby sites.

It is important that the development be phased in way that is compatible with absorption rates in the area. The division of the site into three distinct physical areas – the MLK/Howard corner, the mid-Howard edge, and the western portion of the site – can facilitate incremental development.

METRO (A) SITE AREA SUMMARY
Site Area : 4 acres
372 Rental Units
27,000 sf Ground Floor Retail
Density : 95 Units / acre





Metro Site (Option B)

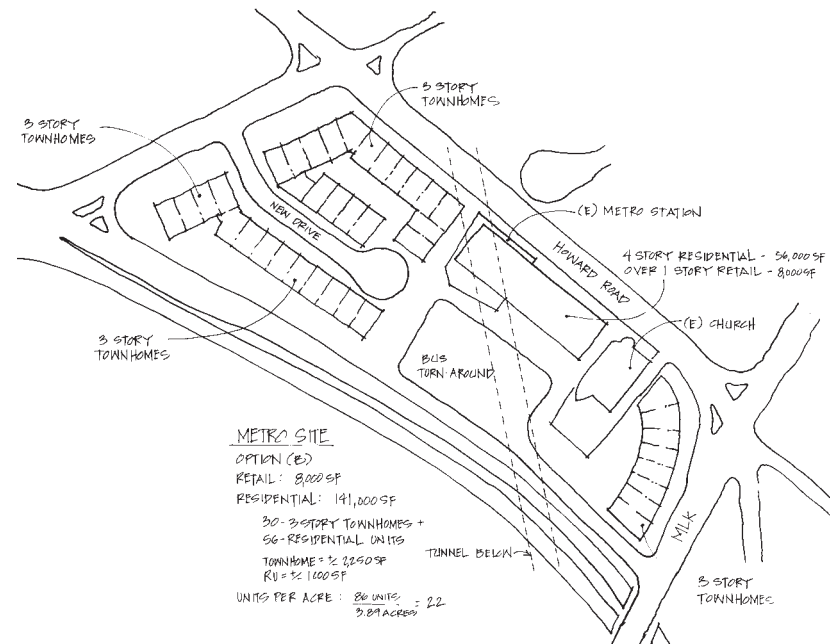
Metro Site (Option B)

Option B proposes a design with much reduced density and heights. The primary building type is 3-story walk-up townhomes that can be built as ownership units. Ground floor residential entrances will bring character and life to the street. The scale of the buildings will be more compatible with the existing fabric although the presence of a Metro station on the site can support additional height and density.

A portion of the site along Howard Road is developed as 4-story apartment-type units that can be rental or condominium. This portion of the site could accommodate retail on the ground floor right next to the Metro entrance.

As in the previous option, the bus turnaround will be accommodated at the rear of the site. The existing church remains as an integral part of the development with replacement parking provided within the project.

METRO (A) SITE AREA SUMMARY	
Site area :	4 acres
	30 3-story townhomes
	56 dwelling units
	8,000 sf ground floor retail
Density :	22 units/acre



BETHLEHEM BAPTIST CHURCH SITE

The large, 4-acre Bethlehem Baptist site is the most promising for early development. The site is currently cleared of buildings and generally unused. The up hill slope presents a modest challenge, but also provides opportunities for residences with spectacular views of the river and city skyline. Two development scenarios evaluated for the site both yield abundant new housing opportunities, but require zoning adjustments. Both scenarios improve neighborhood connectivity and access to the metro station from points in Hillsdale and Fort Stanton and both provide substantial new retail opportunities. Open green space provides an amenity to the community and highlights the existing church building. 230 – 250 residential units and necessary parking can be accommodated together with 11,000 – 15,000 square feet of additional retail (approximately 4 - 7 new shops).

Challenges on this site are primarily physical and relate to the slope of the land that might present some limitations to design. A narrow frontage on MLK requires that a new roadway be built to provide access to units. The existence of residential fabric all around the site make it important that height, density, and design are carefully considered. The design must also recognize the fact that this site is visible from the Park and across the Anacostia River due to its upward slope and therefore has the potential to shape an identity of the neighborhood.



Bethlehem Baptist Church Site Context



Bethlehem Baptist Church site at MLK



Bethlehem Baptist Church Site (Option A)



Bethlehem Baptist Church Site (Option B)

Bethlehem Baptist Church Site (Option B)

The program for Option B is not significantly different than Option A. The primary difference between the two options is the approach to site and building design. In this Option, units are accommodated in 4-story buildings that can be of various types – apartments, townhouses, or smaller single buildings.

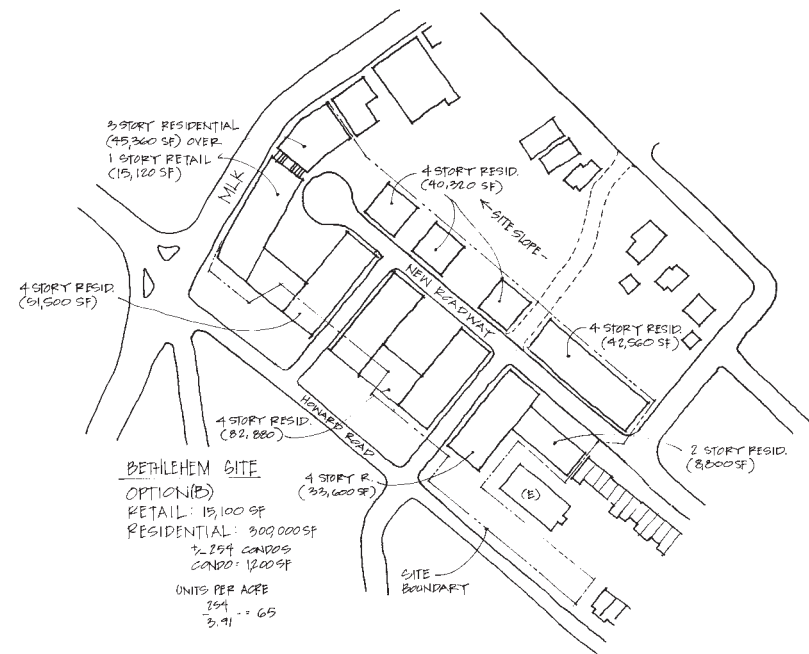
As in the previous option, buildings are arranged along a spine. This new roadway may be developed as an internal street accessed from the east. If required this road may continue to intersect MLK. The variety of building types shown suggests that flexibility may be built into the development with phased construction coming on line to suit demand.

The length of the larger buildings is designed to be perpendicular to the slope of the site. This makes it easier to negotiate the grade change by preparing development pads that terrace down towards MLK and units that take advantage of the breathtaking views. However, this approach may create buildings that have a monolithic appearance especially as perceived from vantage points by the River. Surface articulation of buildings and techniques to break up the building mass will be essential to overcome this problem.

Parking is tucked under the main floor in basement or partial basements or provided in podiums within the courtyards. A portion of the parking requirements may also be met in small surface lots or along internal streets.

BETHLEHEM BAPTIST CHURCH (B) SITE AREA SUMMARY

Site area : 4 acres
 254 condominium units
 15,100 sf ground floor retail
 Density : 65 units/acre



NICHOLS SCHOOL SITE

The Nichols School is a historic building with an imposing presence on MLK Avenue. The front of the building is the historic portion while the rear addition is non-historic and may be demolished. The building and site have been identified as a preferred location for the new Thurgood Marshall Charter School. The Nichols School site is adjacent to the Savoy Elementary School which will remain and needs an expansion of outdoor play space.

The two schools are important anchors in the community as both civic and architectural resources. Development of this highly prominent site must be cognizant of its critical location at the juncture of the neighborhood main-street, metro station connection, and national park access. As civic uses, development scenarios were not directly market-based, but rather based on how site development might influence the surrounding real estate market. Two scenarios were developed. In both cases, frontage along the length of Howard Road was preserved as publicly accessible open space that does not preclude future development on this valuable site opposite the metro station. School and community recreational needs were accommodated in a new multi-purpose facility, in one scenario located behind the 1910 Nichols Avenue School structure. In a second, preferable scenario, built as a modernized facility for Savoy, Nichols and the community behind Savoy School along the Martin Luther King Jr. Avenue main street.

See Appendix for existing plans for the Nichols School site.



Nichols School Site Context



Nichols School site



Nichols School Site (Option A)

Nichols School Site (option A)

Both Options A and B assume that the historic portion of the Nichols School will be retrofitted to accommodate a portion of the Thurgood Marshall Charter School program.

Option A locates the additional program (assumed for this study to be in the range of 60,000 sf) in a new building between the Nichols School building and the Savoy Elementary School building. This would involve demolishing the non-historic portion of the Nichols School and rebuilding on the site.

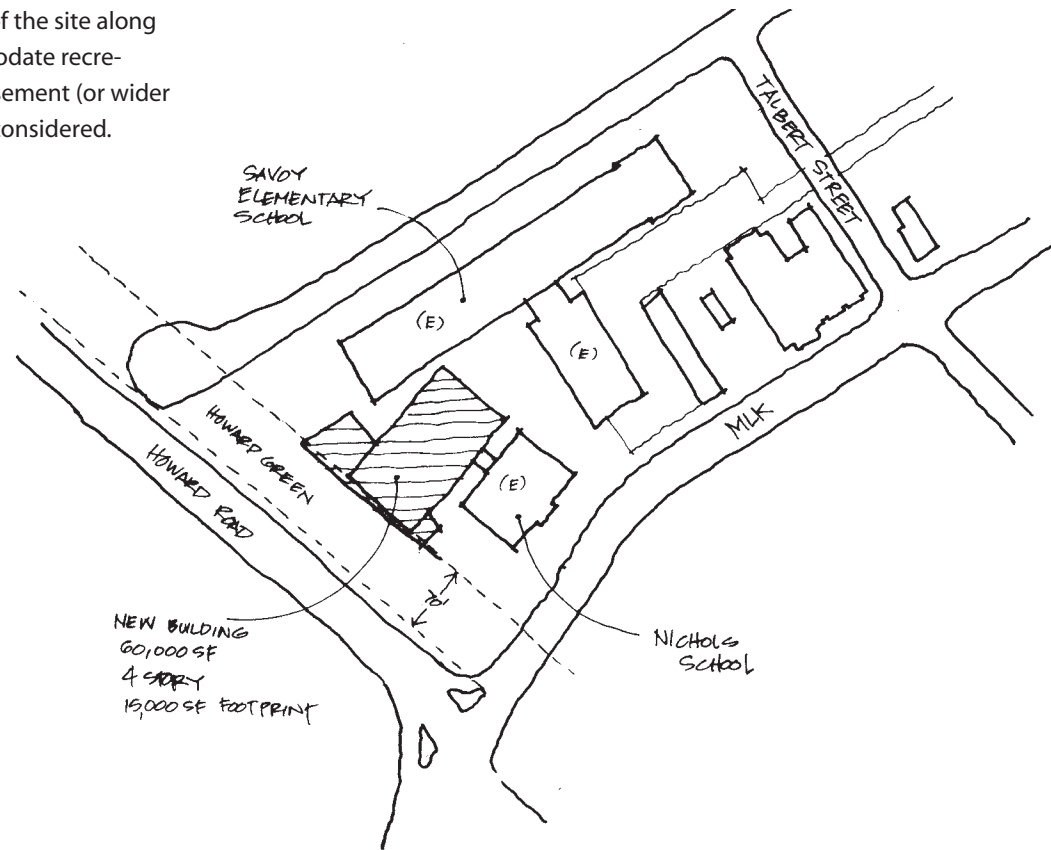
The green corridor envisioned is maintained on a portion of the site along Howard Road. This green corridor may be used to accommodate recreational space for the Savoy Elementary School. A public easement (or wider landscaped sidewalk) to the River and future park may be considered.

NICHOLS SCHOOL (A/B) SITE AREA SUMMARY

Savoy Elementary School to remain

Reuse of historic Nichols School building to accommodate new Thurgood Marshall Charter School

60,000 sf additional program for the Charter School in a new structure (including a multi-purpose auditorium)





Nichols School Site (Option B)

Nichols School Site (option B)

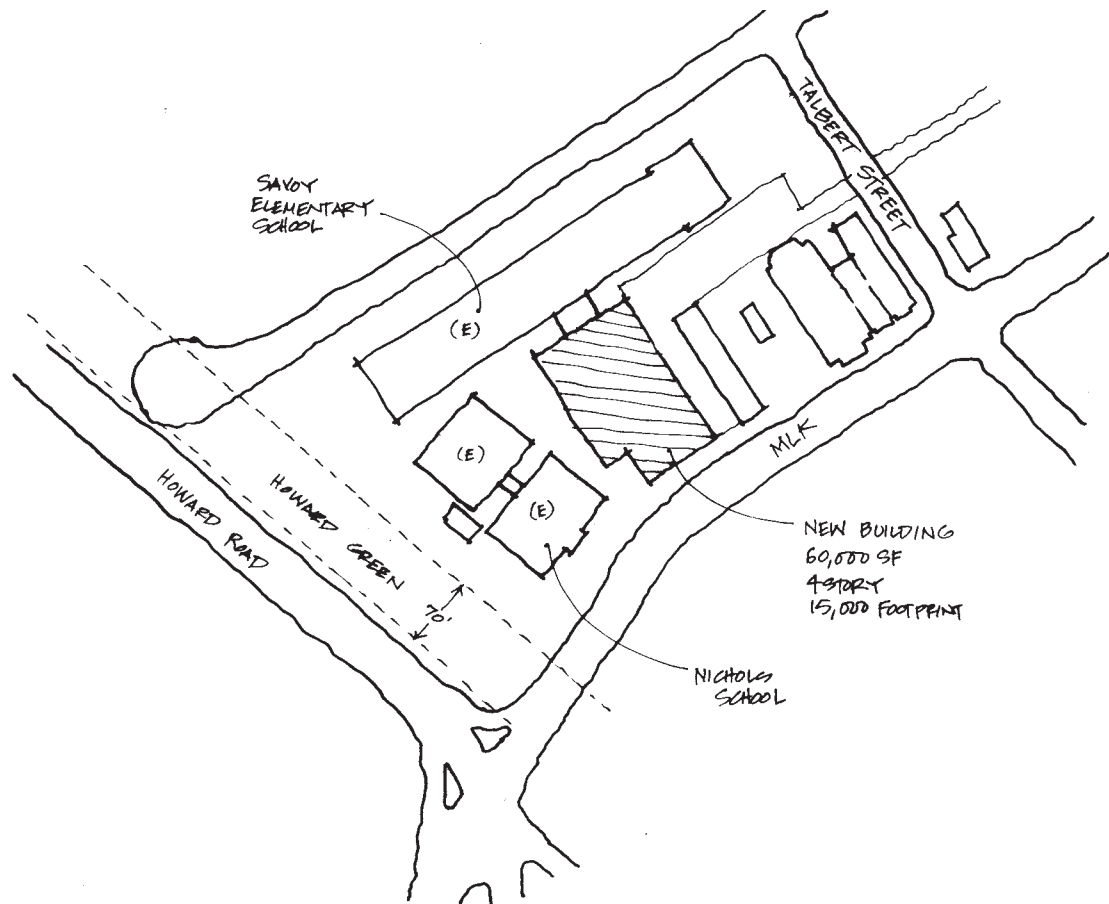
Option B suggests that Savoy's existing multi-purpose auditorium structure be replaced with a new shared facility that would create a modern multi-purpose room for Savoy, Charter School uses as well as community recreation space. The existing building as it stands now with an access ramp and windowless mass has a very poor presence on MLK Avenue and does not contribute to a pedestrian-friendly or public character on the street. Option B would redefine the street with a new building and providing a more visible and public entrance on the street.

NICHOLS SCHOOL (A/B) SITE AREA SUMMARY

Savoy Elementary School to remain

Reuse of historic Nichols School building to accommodate new Thurgood Marshall Charter School

60,000 sf additional program for the Charter School in a new structure (including a multi-purpose auditorium)



CURTIS PROPERTIES SITE

The Curtis Properties is an aggregation of sites between U Street and Chicago Street with a range of existing commercial uses including the DC Lottery Board, the Anacostia Professional Building, parking and open space. A large fenced parking area fronts MLK with warehouse buildings to the rear. These buildings are windowless and generally desolate with little architectural significance. Along the rail tracks is a grassy area occasionally used as play space for young people in the neighborhood. The total site area is 7 acres and divided into five blocks as shown in the opportunity sites map.

Roughly 3.2 acres of these sites are currently used as surface parking. Redevelopment, possible under current zoning, could accommodate a number of new market-rate housing units above larger floor-plate retail spaces attractive to national retail chains and/or grocers. Substantial parking for the area as a whole could also be accommodated in above-grade structured parking located along the rail tracks. Two different scenarios demonstrating alternate physical configurations of the sites yield similar products – between 200 and 230 market-rate residential or live-work units and 63,000 – 66,000 square feet of ground floor retail space – enough for a moderate sized grocery store and several anchor retailers. A highlight of the site is a new and enhanced public space showcasing the Big Chair and providing places for residents, shoppers, and workers on lunch break to sit and gather, play chess, or just people watch in the busy center.



Curtis Properties Site Context



Curtis Properties site with the Big Chair



Curtis Properties Site (Option A)

Curtis Properties Site (Option A)

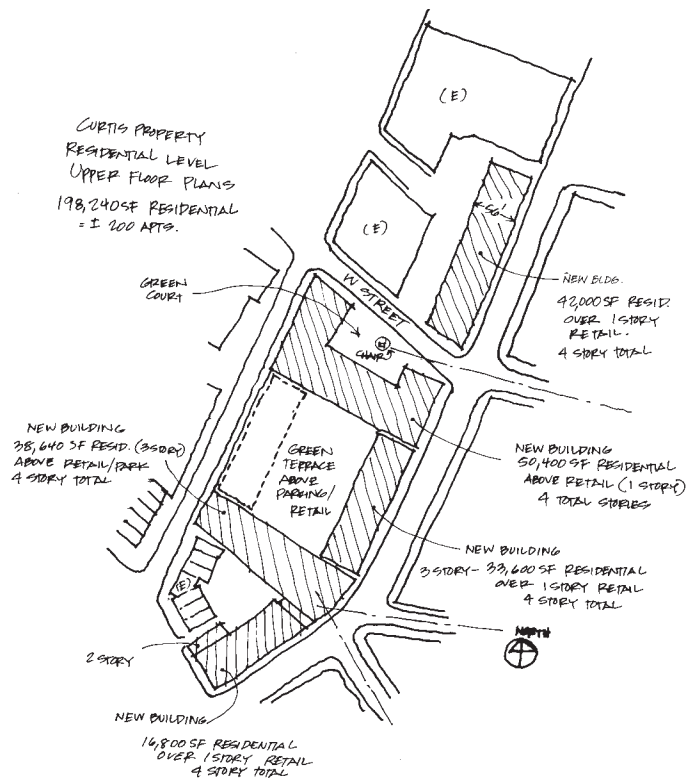
The Curtis Properties is the centerpiece of the W Street Node and an important location at the heart of the Anacostia neighborhood. The existing use and ambience at the Curtis Properties is not compatible with its role along the main street of Anacostia.

Option A proposes a new program and design for the MLK edge of the site. A medium density mixed-use development with active ground floors, residential units above, and an improved streetscape and public realm is envisioned. Residential units are assumed to be rental. Retail uses might include convenience retail, food stores such as Trader Joes, shoppers goods such as apparel and shoes, and destinations such as a bookstore and café.

The typical building type is 3-story residential above 1-story retail. Design of the proposed new buildings emphasizes a pedestrian-friendly ground level, importance of MLK as a main street, and compatibility with the scale and architectural character of the neighborhood. The full frontage of MLK Avenue is built up to define the street and courtyards provide semi-private open space behind the buildings.

Parking or retail uses extend as needed to the end of the site with a landscaped podium to serve as the courtyard. A portion of the site along W Street is set aside as a usable public plaza that showcases the Big Chair. This location for a public open space is compatible with the vision of W Street as a potential street that traverses the neighborhood from the Fredrick Douglass House to the future Poplar Point Park.

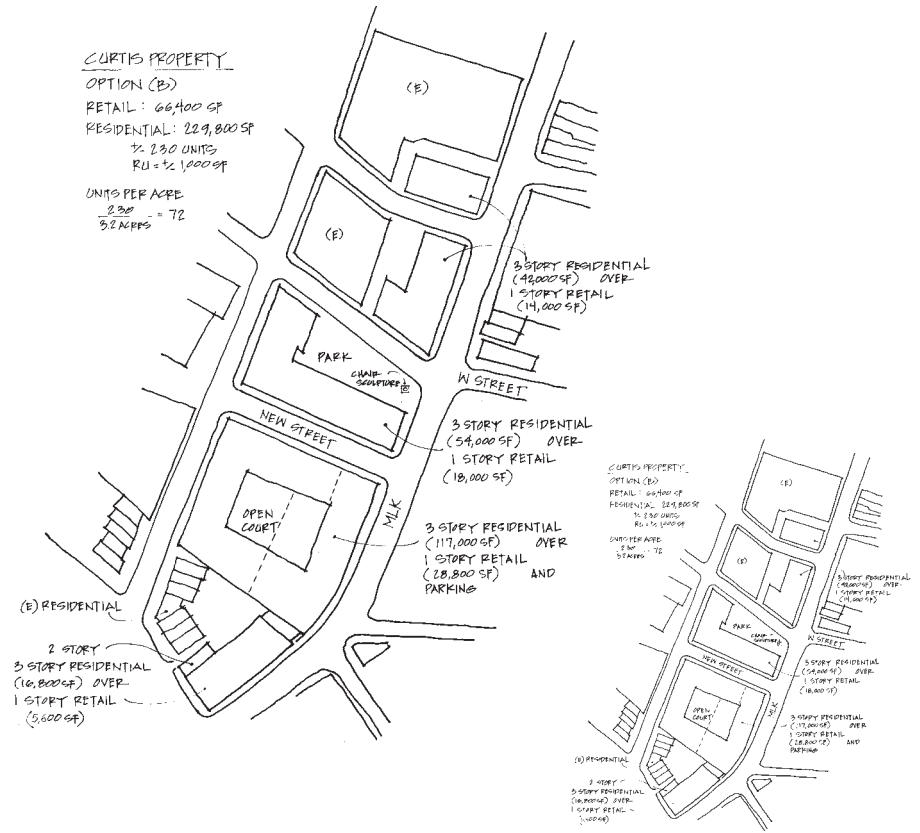
CURTIS PROPERTY (A) SITE AREA SUMMARY	
Site area :	3,2 acres
	200 rental units
	63,000 sf ground floor retail
Density :	62 units/acre



Curtis Properties Site (Option B)

Option B proposes an alternate design for a similar program of uses. Building footprints are perpendicular to MLK Avenue creating a more porous pedestrian environment through the blocks. A new alley is created that segments the large site and connects MLK with Shannon Place. The advantage of this scheme is that it foresees the future development the remaining site for mixed uses with the new connection. The public open space on W Street is larger and starts at the W Street and MLK intersection at which the Chair is located.

CURTIS PROPERTY (B) SITE AREA SUMMARY	
Site area :	3.2 acres
	230 rental units
	66,000 sf ground floor retail
Density :	72 units / acre



GATEWAY GOVERNMENT CENTER SITE

The single most important site in the Gateway node is the gateway site itself located between the landings of the 11th and 13th Street bridges. Already planned as a major local government office building, SMWM and HSG reviewed the Government Center project program and analyzed potential at the Gateway site. In that context, the team developed site planning and massing guidelines for future development. The primary objective of the guidelines is to ensure compatibility with neighborhood scale, respect historic fabric at the edges, and promote pedestrian quality.

- The Gateway site is a critical piece of the historic neighborhood fabric of Anacostia. Careful site planning can help to regain a vibrant neighborhood feel in the area. Good Hope Road has historic buildings facing the site and is an important pedestrian link from the community to the Anacostia Park. The portion of the Government Center building that faces Good Hope Road should be used for occupied space preferably a use open to the public.
- The relationship of the building to the proposed new light rail stop across MLK will define the pedestrian network in the area. There should be sufficient building entrances on Good Hope Road and MLK/11th Street to help energize the street.
- Massing of the building complex should reflect the urban feel of Anacostia. Straight lines, orthogonal shapes, and more articulated mass and surfaces may be ways to achieve an urban building character compatible with building types in the area.
- Fenestration and entryways should be used to give the building a transparency especially along Good Hope Road and MLK Avenue. Breaking down the mass with small setbacks, a better balance of wall and window, and creating shadows on the surface are tools that could be used.
- It is recommended that the entire elevation of the AEDC building along Good Hope Road be transparent with shop windows, building entrances, and pedestrian friendly amenities along the sidewalk.



Gateway Government Center Site Context



Gateway site seen from the 11th and 13th Street Bridges

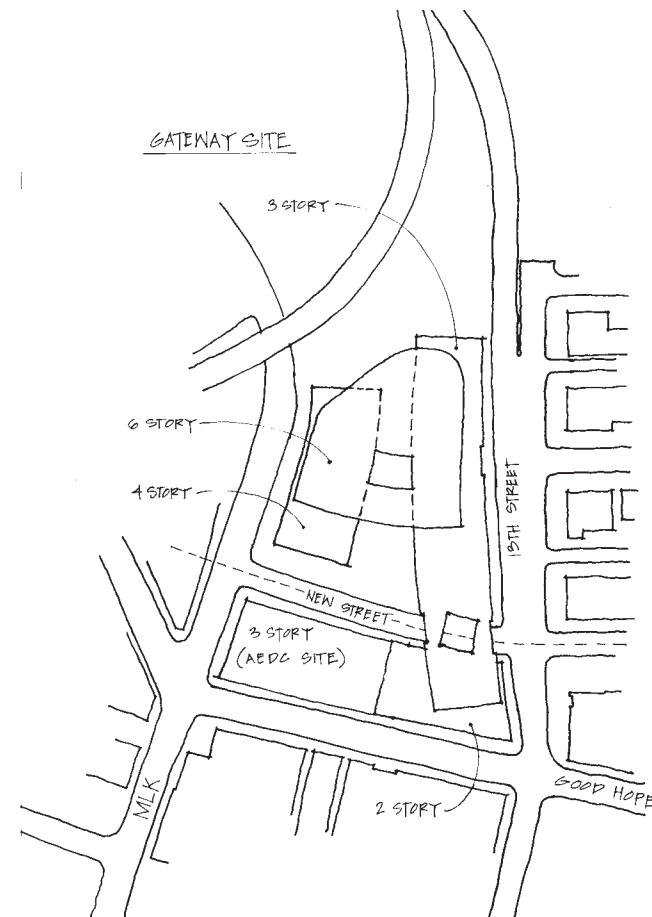


Gateway Site

- The 13th Street edge is less critical than Good Hope Road in terms of pedestrian scale and character. The height of the building along the edge may be increased if that would allow lowering heights along Good Hope and MLK.
- The area between the Government Center building complex and the AEDC building should be treated as public streets or alleys rather than a driveway. To achieve this, the “street” openings would be tighter, all building surfaces (including the AEDC building) would have fronts on the streets, and pedestrian amenities would signal it as a public place.
- Green roofs would be a positive addition to the building. Not only could they be used as open space, but they will also be visible from nearby bridges and could serve to make the development a model of sustainable practices.

GATEWAY SITE AREA SUMMARY

Mixed Use Development



IMPLEMENTATION AND PUBLIC INVESTMENT PLAN

Over \$150 million is planned for investment in the Anacostia Transit Area. The various public investment efforts need to be coordinated and synchronized to best suit multiple schedules and achieve a range of goals. Investments should be sequenced, focused and concentrated to make a visible and desired impact. In addition, public investments should inspire the private market, address community goals and concerns, and align engineering and design goals to match community and private market objectives.

Funding Opportunities for Implementation

Anacostia has three assets that should be emphasized when applying for federal funds: historic resources, transportation resources, and an extensive network of green-design facilities and programs. .

The historic homes and commercial buildings give many developers access to tax incentives for adaptive reuse, specifically the federal historic preservation tax incentives administered through the National Park Service. Additionally, the grant program of the Fannie Mae Foundation, a portion of which is dedicated to restoring and maintaining healthy and vibrant communities in Washington DC, might also supply funds for housing that can be applied to rehabilitation of historic properties.

Inventory of Public Investments

Project	Lead Agency	Affected location	Timing	Investment	Synergy Opportunity
Combined Sewer Separation Project	WASA	U, V, W Streets Good Hope Road Shannon/Railroad MLK intersections	Fall 2004 – Winter 2005	\$3.5 million	Concurrent streetscape improvements, low-impact design, street tree replacement, lead service line improvements, utility burying
Anacostia Public Library Modernization	DCPL	18th and Good Hope Road	2004 – 2006	\$4.7 million	Public space improvements, way-finding signage, transit and pedestrian access improvements, low impact design
Birney Elementary School Modernization	DCPS	Martin Luther King and Stevens Road	Summer 2004 – winter 2005	\$21.2 million	Street scape improvements, pedestrian enhancements, transit connections
Art in Transit/ Art in Public Places	DCCA	Anacostia Metro Station and planned Light Rail Transit Stations	Fall 2004 and Fall 2005	\$300,000	Public space improvements, way-finding, pedestrian improvements
Anacostia Gateway Government Center	OPM	Good Hope Road, 11th and 13th Street bridges		\$75 million	Public space improvements, retail support, low-impact design, community and/or art facilities, shared parking
Anacostia Light Rail Transit Demonstration Project	WMATA/DDOT	CSX rail corridor between Pennsylvania Avenue and Bolling/DIA access gate	Spring 2004 – fall 2006	\$45 million	Hiker/biker trail and amenities, place making, pedestrian improvements, economic development, retail marketing
Anacostia Riverwalk and Trail	DDOT	Anacostia waterfront – east and west banks	Summer 2004 – 2006	\$10 million	Pedestrian improvements, increased connectivity and access, economic development
Short-term transportation improvements	DDOT	Anacostia neighborhood and South Capitol Street bridge area	Summer 2004 – 2005	TBD	Pedestrian safety improvements, metro plaza redesign, public space improvements, streetscaping, enhanced green spaces, low-impact design

There are assorted federal transportation funds that could be applied for to implement capital improvements in Anacostia. Some are related specifically to transit-oriented developments, and several types of activities are eligible, including access facilities such as sidewalks, trails, and bicycle facilities and transfer facilities such as stations, inter-modal terminals and bus shelters.

The Federal Transit Administration (FTA) administers several formula grant programs. The vast majority of funding for the formula programs is dedicated for use in urbanized areas under the Urbanized Area Formula Grants Program, Section 5307 of Title 49 of the United States Code. This program allocates funds to urbanized areas for capital and planning costs associated with mass transit. These funds are distributed using a formula based on population and population density. In areas with populations in excess of 200,000, such as Washington DC, grants are awarded directly to the local recipient, i.e., DDOT. These funds may be used for projects that “support mixed use development and incorporate on-site services to help foster livable communities.”

The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. Each year, 10 percent of funds from the STP are sub-allocated for transportation enhancement activities. Specifically, the enhancement funds (STP-TE) can be used for pedestrian and bicycle access and streetscape improvements.

Federal funds for park access points, obtained through the Transportation and Community System Preservation (TCSP) grant program, might free up some of the budget for other capital improvements. States, local governments, and metropolitan planning organizations are eligible to apply for funds through the discretionary grant program to plan and implement programs that improve the efficiency of the transportation system, among other goals. To date, the program has been fully earmarked by Congress. DCOP would need to pursue an earmark under the TCSP program to support the various capital projects related to the transportation resources.

The primary purpose of the Congestion Mitigation and Air Quality Improvement Program (CMAQ) is to fund projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide, and small particulate matter which reduce transportation related emissions. CMAQ funds are programmed by DDOT in coordination with MWCOG as a part of the ongoing transportation planning process required under ISTEA and TEA-21. Although these funds are programmed several years out, coordination with DDOT could identify a specific project in Anacostia that meets the emission reduction test. CMAQ money is historically not a particularly large amount.

Another of Anacostia’s assets, ironically, is the polluted river. Historic Anacostia could be a model for green development within the entire Anacostia watershed. By ensuring that whenever possible, green design principles are used for buildings, Anacostia would position itself to apply for sustainability funding and green design funding from various federal agencies.

Emphasizing the sustainability of much of the planned development, such as buildings designed with the optimal orientation for energy savings, transit-oriented development to reduce automobile trips and enhanced air quality, LID retrofitting to filter runoff, would open up several possibilities for private and federal funding. Focused, sustainable designed development will enable projects to apply for a broader range of funds, beyond transportation funding. Some potential programs include the Economic Development Administration’s (EDA) infrastructure program, HUD’s economic development and brownfields economic redevelopment initiative, as well as Community Development Block Grant (CDBG) monies, and the EPA’s brownfields economic redevelopment initiative.

Additionally, developers should be informed about and encouraged to use Pepco’s “Savings by Design” program to enhance their buildings and save on long-term building operations.

KEY IMPLEMENTATION STRATEGIES AND RESOURCES BY NODE

Metro Node

Key Implementation Objectives	Means
Improve pedestrian connections to transit by creating: <ul style="list-style-type: none"> • crosswalks from the metro station to Shannon Place; • safe crossings along Firth Sterling Avenue; and • improved pedestrian crossings at the intersection of Martin Luther King, Jr. Avenue, SE and Howard Road, SE. 	The DC Department of Transportation is planning to carry out these improvements. They are currently being examined in the Anacostia Access Study.
Improve overall quality and attractiveness of streetscape and sidewalks	Integrate DDOT and WASA projects implement these objectives and share costs.
Improve Howard Green playground area along Howard Road, to serve as both an elementary school play space and an attractive, publicly accessible green space	Incorporate green space improvement into implementation of Anacostia Riverwalk and Trial and/or Incorporate green space as transit area improvement eligible for TCSP funding and/or Require development as amenity in PUD application and/or Implement as component of South Capitol Street Access improvements
Redesign the bus plaza to provide a more attractive environment for bus riders, metro riders, and the general public. Landscape as interim use to development	Identify implementation funding for WMATA station area access plan and/or Implement as component of South Capitol Street Access Improvements and/or Implement as component of Anacostia Light Rail Demonstration project and/or Initiate as low-impact design model project under District Department of Health Request for Proposals for LID retrofitting
Restore the Nichols Avenue School as a historic landmark in the neighborhood. Occupy the building with a high value use	Market federal historic preservation tax credits as financing tool

W Street Node

Key Implementation Objectives from Station Area Development Plan	Means
Improve commercial and residential streetscapes in coordination with the sewer separation project	Integrate DDOT and WASA projects implement these objectives and share costs.
Improve pedestrian environment including improved crosswalks, lighting, and community policing	Integrate DDOT and WASA projects implement these objectives and share costs.
Install way-finding signage and other techniques to improve connectivity to the Frederick Douglass home and the Anacostia Museum	Initiate partnership with National Park Service to share costs.
Rehabilitate historic homes on 2200 block of Martin Luther King, Jr. Avenue and occupy them with homeowners	Incorporate into Home Again program for rehab and reoccupation
Explore opportunities for grants or low/no-interest loans to residents and property owners to restore historic homes block by block along primary residential corridors and around the Douglass Home	Establish partnership with Fannie Mae Foundation to, provides money to local groups to boost the supply of affordable housing and/or Establish residential façade improvement pilot program and/or Identify funding for local historic preservation tax credits

Gateway Node

Key Implementation Objectives from Station Area Development Plan	Means
Widen the sidewalks on Good Hope Road, SE between Martin Luther King, Jr. Avenue, SE and Anacostia Park. Landscape the area as a green corridor to the Park and incorporate public art to highlight the presence of the Anacostia Light Rail station.	Incorporate as element of Anacostia Riverwalk and Trail for implementation and/or Partner with WASA to utilize green space as stormwater retention area and/or Incorporate as component of Anacostia LRT demonstration line and/or Implement as PUD amenity of proposed development and/or Partner with Casey Trees Endowment Fund (Community Tree Planting Program).
Improve pedestrian crossings on Martin Luther King, Jr. Avenue, SE particularly during rush hour	Planned as implementation of DDOT short term transportation improvements.
Expand on-street and off-street parking resources in the neighborhood to support local retail	Incorporate shared parking facilities into Government Center and/or Require any private development utilizing public financing to join parking management district
Restore and rehabilitate vacant or dilapidated historic commercial buildings along Martin Luther King, Jr. Avenue, SE	Continue and expand commercial façade improvement program and/or Develop historic façade easement program and/or Utilize reSTORE DC commercial acquisition and development funds to support preservation objectives and/or Require as PUD amenity if properties are included in development plan and/or Facilitate Home Again mixed use pilot in Anacostia for residential-over-retail rehabilitation

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Meg Cederoth, AICP

Many individuals, organizations, and agencies contributed to this vision and will continue to contribute their energies, resources, and expertise through the long process of implementation. These are just a few of the groups who deserve recognition for their contributions:

ANC 7B

ANC 8A

Anacostia Coordinating Council

Anacostia Economic Development Corporation

Anacostia Garden Club

Anacostia Watershed Society

ARCH Development Corporation

Barry Farm Resident Council

Bethlehem Baptist Church

Birney Elementary School

Curtis Brothers Properties

DC Commission on Arts and Humanities

DC Department of Housing and Community Development

DC Housing Authority

DC Marketing Center

District Department of Transportation

Fairlawn Civic Association

Fort Stanton Civic Association

Fredrick Douglass Neighborhood Council

Hillsdale Civic Association

Home Again Initiative

Main Street Anacostia

Marbury Plaza Tenants Association

Office of the Deputy Mayor for Planning & Economic Development

reSTORE DC!

Savoy-Krieger Elementary School

Washington Metropolitan Area Transit Authority

Appendices

A Pro-Formas

This appendix presents the pro-forma analyses for each of the various sites, including background information on the analysis as well as important assumptions for each development model.

Core Assumptions:

- Construction costs were obtained from RSMeans, a national construction cost estimator. RSMeans uses a local index to refine the construction costs based on the specific geography of the area.
- Building sizes and unit configurations were estimated from an analysis of the SMWM plans provided.
- Parking was assumed to be on site on surface lots. If structured parking is required, the construction costs will be considerably higher.

BETHLEHEM BAPTIST SITE A

The purpose of this pro-forma analysis was to determine the required sales price for the units that would provide a private developer with the required profit in such a development. Because of the short-term nature of condo development projects, loans are not amortized as a part of the investment and thus long-term cash flow analyses are not nearly as important as determining the required unit sales price. The sales price must not only cover the cost of construction, but also construction loan interest, parking and infrastructure improvements.

Based on what we know now, the project would be competitive in the market and would provide sufficient profit for a private developer to be involved in the deal. This finding is based on the following assumptions:

- The plan calls for 233 condos (1,200 SF) and 11,200 SF of ground floor retail.
- Both the residential and the retail units will be for sale with the square foot construction costs for each the same.
- Parking for the retail is 3/1,000 SF gross. Parking for the residential units is 1.25 spaces per unit.
- Land cost is calculated to be 15% over base construction costs.
- Site prep included in the construction costs is for standard prep on flat sites. Due to the slopes found on the Bethlehem site, additional site prep costs will likely be incurred in the development of the site.
- If sufficient land does not exist for on-street/surface parking, structured parking would be required. Structured parking, costing roughly \$15,000/space, will significantly impact the development costs and sales prices.
- Based on the current housing market price structure, it is reasonable to assume that any structured or below grade parking needs will have to be met with public subsidies.

The table on the facing page presents the required sales price calculations for condos on the Bethlehem Baptist site.

Bethlehem Baptist Site A : Static Building Pro-Forma

	Low-Rise (2 Story)	Mid-Rise/Retail (4 Story)	Mid-Rise (4 Story)
Number of Condo Units	13	19	26
Condo Gross Square Feet	15,600	23,000	32,000
Retail Gross SF	0	9,000	0
Parking Spaces	16	51	33
Total Construction Costs	\$1,393,375	\$3,234,125	\$3,206,750

Per Unit Costs	\$107,183	\$124,389	\$123,337
Land Costs (15% of Unit)	\$16,077	\$18,658	\$18,500
Construction Interest/unit	\$4,176	\$7,234	\$ 6,115
Road Construction/unit	\$ 805	\$805	\$805
Required Sales Price (25% ROI)	\$160,301	\$188,859	\$185,947

CURTIS BROTHERS SITE A

The purpose of the Curtis site analysis is to determine if a developer could build residential apartments with ground floor retail, market and rent them for a profit. Because this would be an ongoing commitment we have also analyzed this development using a five-year cash flow model. Assumptions important to this analysis are found below.

- The plan as drawn calls for 200 rental units (1,000 SF) and 63,300 SF of ground floor retail. This space will be equally divided among six buildings, as detailed below.
- Land cost is calculated to be 15% over base construction costs.
- Parking for the retail is 3/1,000 SF gross. Parking for the residential units is 1.25 spaces per unit.
- It is assumed occupancy of the six buildings (including both the residential units and the retail units) will be phased in equally over a three-year period according to the schedule on the right.
- Standard site prep costs are included in the construction cost figures.
- If sufficient land does not exist for on-street/surface parking, structured lots would be required. These lots, costing roughly \$15,000/space, will significantly impact the development costs and sales prices.
- Based on the current housing market price structure, it is reasonable to assume that any structured or below grade parking needs will have to be met with public subsidies.
- The 250 (est) existing parking spaces would have to be relocated off site on to be acquired adjacent surface lots. Project costs associated with this replacement surface parking are included in the five-year cash flow. The City would likely have to assist in supplying this replacement parking if structure or below grade parking is needed.
- Necessary average rents of \$1.30/SF were provided in the developers meeting held at OP.
- Office users on this lot will pay \$5.00/day to park. The lot will average 95% usage annually. Parking for the residents and retail customers is free.

Five-Year Cash Flow

The five year cash flow shown below is based on the assumptions given above. It is important to note that the rental rate for the apartments is \$1.30 as indicated by the developers roundtable would be necessary for new construction. With these rates, the project reaches profitability in the third year. However, if the project were only able to achieve rents 10-15% above what the average for the market is now, the project will not reach cumulative positive cash flow until the fifth year. In this case, the developer will likely look to the City to help offset the cost of the replacement parking.

Building	Occupancy Begins	Units	Total Retail (SF)
1	Year 1 - Quarter 1	33	10,500
2	Year 1 - Quarter 2	66	21,000
3	Year 1 - Quarter 4	99	31,500
4	Year 2 - Quarter 1	132	42,000
5	Year 2 - Quarter 3	165	52,500
6	Year 3 - Quarter 1	198	63,000

Based on our analysis and using the site plans provided by SMWM, we estimate that the development of the Curtis site for residential/retail mix is competitive in the market. Our findings show the project with first year cash flow negatives, but that the project overall reaches breakeven in the first quarter of year two.

Curtis Brothers Site A : Static Building Pro-Forma

GROSS REVENUE	Year 1	Year 2	Year 3	Year 4	Year 5
Apartment Units	\$780,000	\$2,028,000	\$3,018,600	\$3,018,600	\$3,018,600
Retail Space	\$196,875	\$541,406	\$876,094	\$876,094	\$876,094
Office Parking (95% Use)	\$102,917	\$205,833	\$308,750	\$308,750	\$308,750
TOTAL GROSS REVENUE	\$1,079,792	\$2,775,240	\$4,203,444	\$4,203,444	\$4,203,444
Vacancy and Collection Loss	(\$53,990)	(\$138,762)	(\$210,172)	(\$210,172)	(\$210,172)
TOTAL NET REVENUE	\$1,025,802	\$2,636,478	\$3,993,272	\$3,993,272	\$3,993,272
OPERATING EXPENSES	Year 1	Year 2	Year 3	Year 4	Year 5
Marketing and Leasing	\$64,788	\$166,514	\$252,207	\$252,207	\$252,207
Apartment Operating Expenses	\$225,000	\$585,000	\$870,750	\$870,750	\$870,750
Retail Operating Expenses	NNN	NNN	NNN	NNN	NNN
TOTAL OPERATING EXPENSES	\$289,788	\$751,514	\$1,122,957	\$1,122,957	\$1,122,957
NET OPERATING INCOME	\$736,015	\$1,884,963	\$2,870,315	\$2,870,315	\$2,870,315
DEBT SERVICE	Year 1	Year 2	Year 3	Year 4	Year 5
Buildings	\$767,481	\$1,726,833	\$2,302,443	\$2,302,443	\$2,302,443
Replacement Parking	\$72,986	\$72,986	\$72,986	\$72,986	\$72,986
TOTAL DEBT SERVICE	\$840,467	\$1,799,818	\$2,375,429	\$2,375,429	\$2,375,429
CASH FLOW AFTER DEBT SERVICE	(104,452)	85,145	494,886	494,886	494,886
CUMULATIVE CASH FLOW	(104,452)	(19,307)	475,579	970,464	1,465,350

B Existing Nichols School Site Plans

This appendix includes plans for the proposed development on the Nichols School site, in addition to recommended design guidelines for the site.

DEVELOPMENT SCENARIOS

- A. Joint development with Savoy School on the Savoy multi-purpose room site and its immediate surroundings
- B. Development behind Nichols school in the area of existing addition and its immediate surroundings
- C. Development of vacant land along Howard Road southwest of existing Nichols school

A 14,400 square foot footprint was used for planning purposes (80 x 120 foot accommodates the smallest basketball court and in addition space is required for locker rooms, bathrooms, storage etc.) A 120x120 footprint was used in development scenarios A and C where it was workable and an 80x160 footprint was used on scenario B.

Thurgood
Marshall
Academy

A Public
Charter
High School

Nichols School Project Washington, DC

Bowie Gridley
Architects
Washington, DC



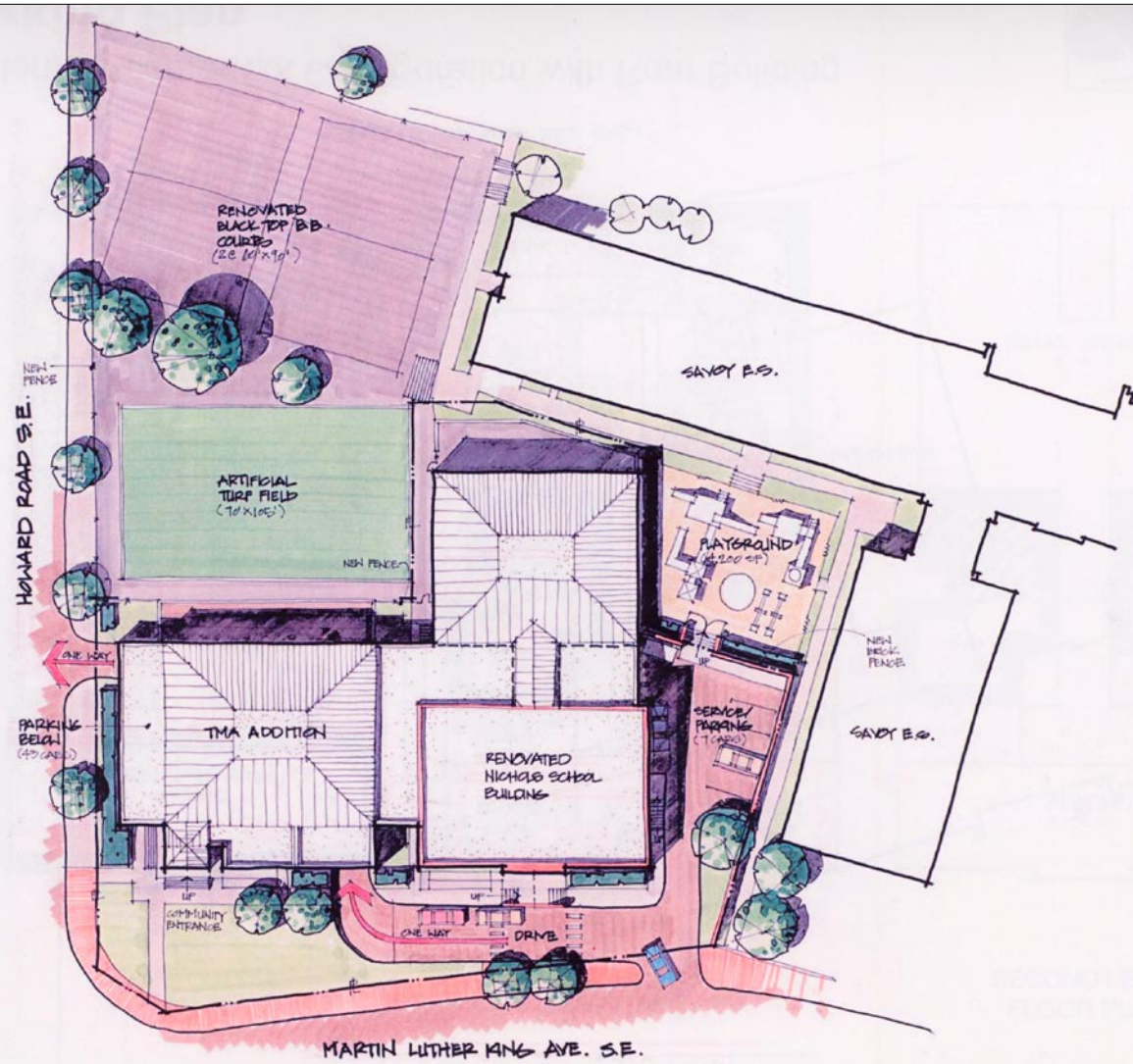
Option 3
Site Plan

Thurgood
Marshall
Academy

A Public
Charter
High School

Nichols School Project
Washington, DC

Bowie Gridley
Architects
Washington, DC



Option 4
Site Plan

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PRESERVATION CONCERNS FOR RENOVATIONS AND ADDITIONS TO THIS HISTORIC BUILDING

Renovations and new additions to historic buildings often destroy or damage original materials, alter the building's character, fail to highlight its importance to the neighborhood, and detract from the beauty of the original structure. The Nichols School building is important to this neighborhood and Washington DC because of its significant history and distinguished architecture but in particular because many residents went to school there. In addition it has an important role as a significant anchor for additional revitalization in the area around the Anacostia Metro station. The conceptual design approach will vary based on whether the new structures are an attached addition to the Nichols school specifically for its functions or whether the Nichols and/or Savoy school functions are housed in a larger mixed-use development that is adjacent but not attached to the historic school building.

1. It is critical that the following occur in the renovation and addition:

- a) Preserve significant historic materials and features
 - b) Preserve the historic character, including significant interior spaces
 - c) Protect the historic significance by making a visual distinction between the old and the new
2. The National Park Service Secretary of the Interior's Standards for Historic Properties should be followed throughout the project in order to protect the building's architectural and historic significance while recognizing that valuable change is occurring.
 3. The Washington DC State Historic Preservation Officer should monitor the process and approve all proposed work. In addition Design Review by Office of Planning should occur.
 4. If the property is not currently listed on the National Register of Historic Places that should be a first step in this process.
 5. While establishing a clear and obvious difference between the new and old structures, any new addition and/or adjacent new development should avoid upstaging the historic Nichols School.

DESIGN CONSIDERATIONS

Setback

1. No building, fence, wall or auxiliary structure should be placed between the front façade of the historic Nichols School Building and Martin Luther King Jr. Avenue.
2. No above grade development including fences should occur between a line that extends from the southwest back corner of the Nichols School building to the ROW of Howard Road and the ROW of Martin Luther King Jr. Avenue (see diagram 1).
3. No above grade development should occur between a line that extends from a point 2 window bays back on the northeast façade of the Nichols School, and runs parallel to the Martin Luther King Jr. Avenue ROW for a distance of approximately 60 feet (see diagram 1).
4. New development that occurs along Martin Luther King Jr. Avenue on areas of the site outside the area covered by the setback recommended above should be built at the property line.
5. Mixed-use development that occurs along Howard Road on areas of the site where above grade development is allowed should be built at the property line.

Height

1. Maximum height as dictated by the zoning ordinance.
2. Minimum height is two stories for at least 60% of the buildings footprint. All buildings must have a minimum first floor clear height of 15 feet.

Materials

1. Only durable exterior materials, such as stone, metal, and glass are appropriate. No vinyl, exposed concrete masonry units or exterior insulation systems are recommended.

2. Brick (the material of the historic Nichols school) may be allowed however if brick is used it should establish a clear difference between the new construction and the historic school building and at no point be directly adjacent to it but be separated by other materials.
3. If brick is used it should not attempt to “match” the brick of the Nichols School historic building in any way but rather it should contrast and highlight the brick of the school.

Transparency of Building Facades

1. All building facades facing Howard Road and Martin Luther King Jr. Avenue should be designed to contribute to the overall visual interest of the area and should be at a minimum 40 % transparent.

Ground Floor

1. Use. Active ground-floor uses are required on Howard Road and Martin Luther King Jr. Avenue first floor frontages.
2. Transparency. 65% of ground floor building frontages within 30 feet of Howard Road and Martin Luther King Jr. Avenue right-of-way line must be transparent, low-reflection glass.
3. Doorways. Entrances should occur at a minimum, every 40’ along ground floor facades facing Howard Road and Martin Luther King Jr. Avenue.
4. First Floor Ceiling Height. Minimum of 15 feet floor-to-ceiling clear height.

Community Open Space

A major new landscaped community open space without fences should be created at the corner of Howard Road and Martin Luther King Jr. Avenue in order to:

1. Provide an anchor and amenity to spur the redevelopment of several major sites around this intersection

2. Preserve and enhance views from the entrance of the Anacostia Metro station to the crossroads intersection of Howard Road and Martin Luther King Jr. Avenue
3. Preserve and enhance views from the entrance of the Anacostia Metro station to the Nichols School Building
4. Provide landscaped foreground to the historic Nichols School Building

Streetscape and Public Realm

1. Street trees or other appropriate landscape amenities such as appropriately scaled streetlights; benches and trash receptacles should be put in place along the public streets, Howard Road and Martin Luther King Jr. Avenue.
2. If fences and walls are required for playgrounds the experience of the pedestrian on Howard Road coming to and from the Metro Station should be considered in their design and function. Chain link is not permitted as a fencing material.

Service Access and Parking

1. The location of service access will vary depending on the development scenario selected and the location of playgrounds and other programmatic elements. Consideration should be given to access off of Howard Road or from the Shannon Street cul-de sac.
2. The vehicular access from Martin Luther King Jr. Avenue should be eliminated and a landscape ‘front yard’ restored.
3. Surface parking should be at a minimum with no more than 15 spaces on site. Structured parking to serve multiple users and shared parking arrangements that include neighbors such as the church across Howard Road are encouraged.

