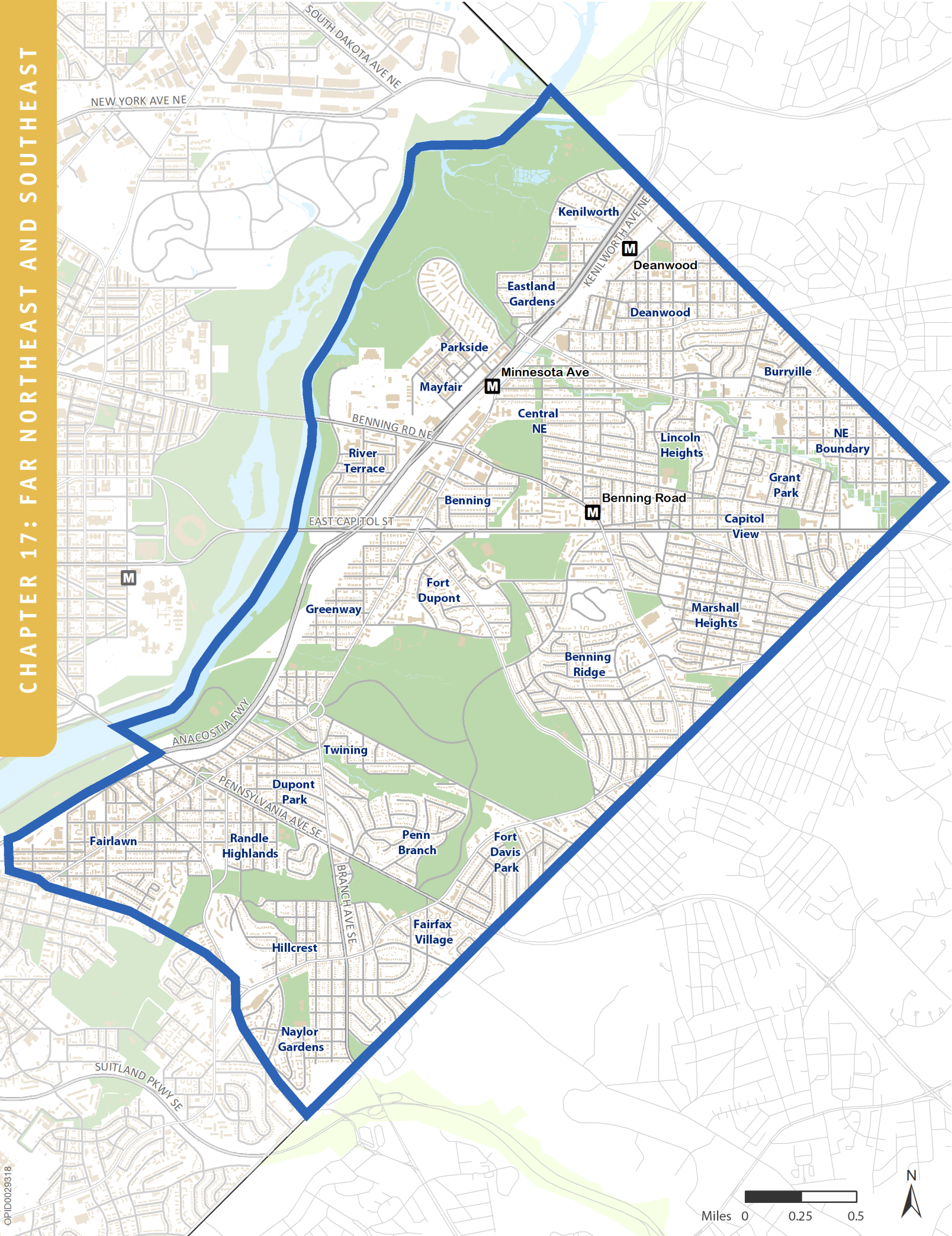


# **Chapter 17 Far Northeast & Southeast Area Element**



# Far Northeast & Southeast Area Element

## Overview 1700

**T**HE FAR NORTHEAST AND SOUTHEAST PLANNING AREA ENCOMPASSES 8.3 square miles located east of I-295 and north of Naylor Road SE. Most of the area has historically been in Ward 7, although in past decades due to Census redistricting, parts have been included in Wards 6 and 8. Its boundaries are shown in the map to the left. 1700.1

Far Northeast and Southeast is known for its established neighborhoods and its diverse mix of housing. It includes single-family communities like Hillcrest, Eastland Gardens, and Penn Branch; row house and semi-detached housing neighborhoods, such as Twining, River Terrace, and Fairlawn; and apartment communities, such as Naylor Gardens, Mayfair Mansions, and Lincoln Heights. The area has a robust transportation network, including the Minnesota Avenue, Benning Road, and Deanwood Metro stations, Interstate I-295, and several major avenues linking neighborhoods to the underserved communities in Wards 7 and 8 to Central Washington. Far Northeast and Southeast is one of the District's greenest areas. The recently renovated Marvin Gaye Park is home to the District's segment of the Watts Branch Tributary. Watts Branch flows aboveground through the park to the Anacostia River, bisecting the southeastern portion of Ward 7. Thanks to recent infrastructure investments, the community is now able to enjoy both the Watts Branch Trail and the Anacostia Riverwalk Trail. It is home to several of the Civil War Defenses of Washington, otherwise known as the Fort Circle Parks, including Fort Mahan, Fort Chaplin, Fort Dupont, and Fort Davis. Fort Dupont Park and Anacostia Park are two of the largest parks in the Far Northeast and Southeast area, where residents have been able to enjoy recreational activities for generations. There are multiple shopping centers in Far Northeast and Southeast, such as East River Park and The Shops at Penn Branch (formerly Penn-Branch Shopping Center), as well as smaller neighborhood commercial districts along Alabama Avenue SE, Bowen Road SE, Division Avenue NE, Pennsylvania Avenue SE, Nannie Helen Burroughs Avenue NE, and other local streets and arterials. The commercial area known by residents as Downtown Ward 7 can be found along Benning Road NE and Minnesota Avenue NE. It is a retail area with fast casual and some sit-down restaurants, as well as convenience stores, but it is still considered underserved regarding restaurant options and grocery stores. 1700.2

Far Northeast and Southeast has always had a strong sense of community spirit, due in part to a well-organized network of community associations, churches, and interest groups. These groups include nonprofits such as the Marshall Heights Community Development Organization, the Washington Area Community Investment Fund, and the Ward 7 Business Partnership. There are social service organizations, such as the East River Family



Fort Dupont Park

Strengthening Collaborative. Neighborhood groups, such as the Capitol View Citizens Association, the Deanwood Citizens Association, the Fort Dupont Park Civic Association, the River Terrace Civic Association, the Benning Ridge Civic Association, the Marshall Heights Civic Association, the Penn-Branch and Hillcrest Neighborhood Associations, and the Parkside and Eastland Gardens Civic Associations, provide residents with cultural activities and opportunities for them to understand the history of their community. For decades, activities like Minnesota Avenue and Deanwood Days and the Fort Dupont Summer Concert Series have built community pride and educated, as well as entertained residents and visitors. Far Northeast and Southeast also has a historic tradition of being strongly connected to its natural landscape, dating back to its origins as an agricultural community. Small backyard gardens and community garden plots may be found throughout the community today, even in public pocket parks, vacant lots, apartment complexes, and affordable housing. As the population grows, consideration should be taken to identify park space and neighborhood-serving amenities. 1700.3

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

Far Northeast and Southeast has experienced investment over the last decades; however, there are still gaps in equitable opportunities relative to the District that need to be addressed to ensure that the benefits of the District's economic and population resurgences are broadly shared. It is likely that new residents will be attracted to the area because of its relatively affordable housing and other amenities. Broader prosperity in the Far Northeast and Southeast Planning Area should not be gained at the expense of those who have helped build and sustain the community for generations. While a high priority will be placed on bringing moderate-income families back to this community, an even higher priority should be placed on improving the quality of life for the individuals and families who live there today. 1700.5

The Far Northeast and Southeast area has a 12 percent vacancy rate among its housing units. This Planning Area has seen significant change during recent years. More than 3,550 units of housing have been added, either through new construction or renovation between 2000 and 2018. New developments like Capital Gateway Estates, Parkside, Solstice, Skyland



Town Center, and Park 7 are creating more diverse housing choices and opportunities. <sup>1700.6</sup>

Non-residential development in Far Northeast and Southeast has lagged behind the rest of the District. In fact, until recently, most of the non-residential construction consisted of reinvestment in public facilities, such as schools, libraries, and recreation centers. This trend started to shift with the District government investing in relocating the Department of Employment Services (DOES) in 2009 to a new facility adjacent to the Minnesota Avenue Metro station. With hundreds of local government employees working at this site in a customer-facing agency, a new vibrancy has come to Minnesota Avenue. Park 7, the newest mixed-use development also located at Benning Road and Minnesota Avenue, has ground floor retail, including a sit-down restaurant, coffee shop, a children's clothing store, and other popular offerings. The addition of new residents and daytime office workers has made the ground floor retail here a success, sparking more interest from the private sector to consider Far Northeast and Southeast as an upcoming retail and commercial market. Additional developments underway in Far Northeast and Southeast, such as the 137-unit Solstice at East Capitol and Minnesota Avenue and the Skyland Town Center, upon completion of Phase 1, will offer more than 250 residential units and 80,000 square feet of retail, including a much-needed large grocery store. <sup>1700.7</sup>

Portions of the Far Northeast and Southeast Planning Area have also been identified as a priority area for resilience planning, given the vulnerabilities to climate change and flood risk as identified in the Climate Ready DC Plan published in 2016. In particular, the area around the Watts Branch, a tributary to the Anacostia River, is currently at risk of flooding and projected to be at increased risk in the years ahead. This area has a significant concentration of community resources for those at risk, such as medical services and affordable housing, including Kenilworth Courts development and Lincoln-Heights Dwellings, which both serve vulnerable populations. <sup>1700.8</sup>

## History <sup>1701</sup>

Most of Far Northeast and Southeast was still countryside until the early 20th century. In fact, large tracts of land were farmed until as recently as the mid-1900s. Early settlements in the area included the communities of Good Hope (near Alabama Avenue and Naylor Road), Benning Heights (near Fort Dupont), and Deanwood. <sup>1701.1</sup>

Far Northeast and Southeast took on strategic importance during the Civil War, when Fort Dupont, Fort Davis, and other encampments were built to preserve the nation's capital from attack. Woodlawn Cemetery, another local landmark, was established in 1895 to provide a site for Black burials, which

were largely prohibited at other cemeteries in the region at that time. By the late 1800s, Deanwood had emerged as a moderate-income community of Black and White families and was known for its self-reliance and strong sense of economic independence. <sup>1701.2</sup>

The first large-scale urban development in the area took place during the 1920s. The pace accelerated during World War II, as defense and government workers flocked to the District. Naylor Gardens, for example, was developed for the federal government and later served as cooperative housing for returning war veterans. Rapid development continued through the 1950s, as sewers, paved streets, and sidewalks were provided to most areas. Neighborhoods like Hillcrest (originally called Summit Ridge) and Benning Ridge (originally called Bradbury Heights) date from this period. <sup>1701.3</sup>

Following the removal of restrictive housing covenants in the late 1940s, the racial composition of the community shifted. By 1960, a majority of the area's residents were Black. The pace of development slowed after 1970, and the community entered a period of population decline as many families left the District for suburban Maryland and elsewhere. Despite the loss of residents, many vibrant neighborhoods remain in Far Northeast and Southeast, and today, there are signs of reinvestment in nearly all parts of the community. Public investment in recent years has included the reconstruction of H. D. Woodson High School in 2011 and the opening of the Ron Brown College Preparatory High School in 2016. Four libraries in the Planning Area, including Dorothy I. Height and Francis A. Gregory, were built or modernized, as well as five recreation centers. The Benning Stoddert, Deanwood, Marvin Gaye, and Ridge Road Recreation Centers have been completely modernized, offering state-of-the-art facilities and amenities. Public-private investment brought the Nationals Youth Baseball Academy and the Unity Health Care Health Centers, delivering much-needed resources. <sup>1701.4</sup>

## Land Use <sup>1702</sup>

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

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

Commercial uses are clustered in nodes along Minnesota Avenue, East Capitol Street, Naylor Road, Pennsylvania Avenue, Nannie Helen Burroughs Avenue, Division Avenue, Central Avenue SE, H Street SE, and Benning Road NE/SE. The area's largest commercial centers are located near Minnesota Avenue and Benning Road and at Skyland on Naylor Road. A small industrial area is located in the northwest corner of the area, parallel to the railroad and Kenilworth Avenue. Industrial uses, including the Pepco Benning Road Service Center, are also located north of Benning Road. Together, commercial and industrial uses represent just three percent of the Far Northeast and Southeast's land area. 1702.4

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

## Demographics 1703

Basic demographic data for Far Northeast and Southeast is shown in Figure 17.2 In 2017, the area had a population of 83,906, or about 11.79 percent of the District's total. The Planning Area has experienced moderate population growth since 2000, as compared to other areas in the District, and gained about 10,136 people. However, the Planning Area is expected to grow by more than 28,705 people by 2045. This trend may occur in the coming years as former public housing complexes are replaced by new single-family

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

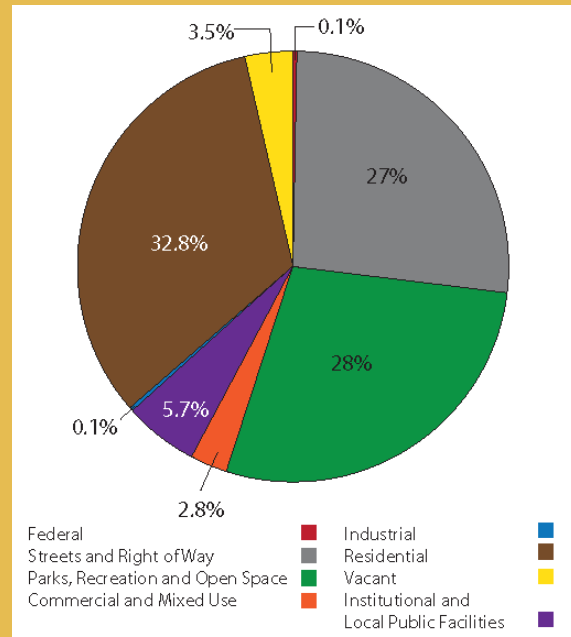


Figure 17.2:

## Far Northeast and Southeast at a Glance <sup>1703.3</sup>

Basic Statistics and Projections						
	2000	2010	2017*	2025	2035	2045
Population	73,770	74,065	83,906	90,168	100,291	112,611
Households	30,681	31,178	32,965	37,279	40,880	45,933
Household Population	73,026	73,276	82,822	88,708	98,603	110,471
Persons Per Household	2.38	2.35	2.51	2.38	2.41	2.41
Jobs	12,297	5,856	8,135	9,986	14,490	19,698
Density (persons per sq mile)	8,888	8,923	10,109	10,864	12,083	13,568
Land Area (square miles)	8.3	8.3	8.3	8.3	8.3	8.3
2000 and 2017 Census Data Profile						
	2000		2017*		Citywide 2017*	
	Total	Percentage	Total	Percentage	Percentage	
Age						
Under 18	20,230	27.4%	20,167	24.0%	17.6%	
18-64	43,442	58.9%	50,493	62.6%	70.6%	
18-34	15,332	20.8%	20,822	24.8%	34.6%	
35-64	28,110	38.1%	31,671	37.7%	35.9%	
Residents Below Poverty Level	18,233	24.7%	22,187	26.7%	17.4%	
Race Composition						
White	957	1.3%	1,966	2.3%	40.7%	
Black	71,231	96.5%	78,218	93.2%	47.7%	
Native American	201	0.3%	163	0.2%	0.3%	
Asian/Pacific Islander	216	0.3%	467	0.6%	3.8%	
Other	362	0.5%	2,007	2.4%	4.6%	
Multi-Racial	821	1.1%	1,085	1.3%	2.9%	
Hispanic Origin	636	0.9%	3,145	3.7%	10.7%	
Foreign-Born Residents	1,045	1.4%	3,065	3.7%	14.0%	
Tenure						
Owner Households	12,416	40.5%	12,103	36.7%	41.7%	
Renter Households	18,242	59.5%	20,862	63.3%	58.3%	
Housing Occupancy						
Occupied Units	30,658	87.3%	32,965	88.0%	90.2%	
Vacant Units	4,452	12.7%	4,501	12.0%	9.8%	
Housing by Unit Type						
1-unit detached	6,257	17.8%	6,135	16.4%	11.9%	
1-unit attached	9,782	27.9%	10,710	28.6%	25.1%	
2-4 units	5,032	14.3%	5,041	13.5%	10.3%	
5-9 units	5,374	15.3%	5,536	14.8%	6.8%	
10-19 units	5,921	16.9%	6,627	17.7%	10.5%	
20 or more	2,711	7.7%	3,360	9.0%	35.4%	
Mobile/other	33	0.1%	57	0.2%	0.1%	

\* Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.



homes, townhomes, and multi-family dwellings as infill development takes place on vacant land. <sup>1703.1</sup>

Approximately 93.2 percent of the area's residents were Black in 2017, which is significantly higher than the District-wide total of 47.7 percent. Only about 3.7 percent of the Planning Area's residents were of Hispanic/Latino origin, and fewer than four percent were foreign born. Relative to the District, the area had higher percentages of children and older adults in 2017. More than 24 percent of the residents were under the age of 18, compared to a District-wide total of 17.6 percent. More than 13.7 percent were over the age of 65, compared to the Districtwide total of 11.9 percent. However, the percentage of the population under the age of 18 dropped by about four percent between 2000 and 2017, while the population between the ages of 18 and 65 increased by about the same percentage. <sup>1703.2</sup>

## Housing Characteristics <sup>1704</sup>

The 2013-2017 Census Bureau American Community Survey (ACS) five-year estimates reported that 16.4 percent of the homes in Far Northeast and Southeast were single-family detached homes, and 28.6 percent were single-family attached homes (row houses and townhouses). These are slightly higher than the 25.1 percent for the District. Conversely, only nine percent of the area's housing stock consists of multi-family buildings of 20 units or more, compared to 35.4 percent for the District. Relative to the rest of the District, Far Northeast and Southeast has a much higher percentage of small apartment buildings. About one-third of the area's housing units were in buildings with 5 to 19 units—almost twice the District-wide proportion. In 2017, nearly 12 percent of the housing units in Far Northeast and Southeast were vacant. <sup>1704.1</sup>

The 2017 Census Bureau ACS reported that 36.7 percent of the households in the Planning Area were homeowners and 63.3 percent were renters. These percentages are less than the District-wide percentage, which shows 41.1 percent are homeowners and 58.3 percent are renters. <sup>1704.2</sup>

## Income and Employment <sup>1705</sup>

Data from the District DOES and the Office of Planning (OP) indicates that there were 7,575 jobs in Far Northeast and Southeast in 2015, primarily in local-serving businesses, public schools, and government. This represents just under one percent of the District's job base and reflects the fact that this Planning Area is primarily residential. As of the 2017 Census, median household income in the Comprehensive Planning Area was \$38,438, compared to a District-wide median of \$77,649. About 17 percent of the Planning Area's residents were living in poverty in 2017, an increase compared to 2000 and over the District-wide total of 18 percent. <sup>1705.1</sup>

## Projections <sup>1706</sup>

Based on land availability, planning policies, and regional growth trends, Far Northeast and Southeast is projected to add households, population, and jobs during the next five years and continue growing through 2045. The Planning Area is expected to experience an increase in households from 31,178 in 2010 to 32,965 in 2017. Forecasts in housing trends show, that an increase to 45,933 households is expected by 2045 with an attendant increase in population from 83,906 in 2017 to a projected 112,611 in 2045. The addition of more than 5,000 projected new homes (including more than 1,000 homes on former affordable housing sites at Capitol Gateway Estates, Lincoln Heights, Richardson Dwellings, and Eastgate Gardens, as well as infill development at Kenilworth-Parkside) will bring new vitality and energy to the community. Much of the growth in Far Northeast and Southeast is expected to consist of new low-density housing, particularly on vacant single-family lots in Deanwood and Marshall Heights. Higher-density housing and mixed-use development will be concentrated around the Metro stations, on redeveloped public housing sites, and along corridor streets. <sup>1706.1</sup>

The number of jobs is expected to increase from about 7,575 today to 19,698 in 2045. Most of the increase will take place around the Minnesota Avenue Metro station, at Kenilworth-Parkside, at the revitalized Skyland Shopping Center, and along East Capitol Street. <sup>1706.2</sup>

## Planning and Development Priorities <sup>1707</sup>

This section summarizes the opportunities and challenges residents and stakeholders prioritized during the 2006 Comprehensive Plan revision. During large community workshops, residents shared their feedback on District-wide and neighborhood specific issues. Since the 2006 community workshops, however, some of the challenges and opportunities facing the community have evolved. The following summary does not reflect new community priorities or feedback from either amendment cycle but summarizes the most important issues during the 2006 Comprehensive Plan revision. <sup>1707.1</sup>

Four Comprehensive Plan workshops took place in Far Northeast and Southeast during 2005 and 2006. These meetings provided an opportunity for residents to discuss both District-wide and neighborhood planning issues. The Advisory Neighborhood Commissions (ANCs) and groups such as the Ward 7 Leadership Council also provided a voice for local priorities and concerns. There have also been many meetings in the community not directly connected to the Comprehensive Plan, but focusing on long-range planning issues. These meetings have covered topics such as Kenilworth

Avenue road improvements, the future of Watts Branch, reuse plans for Skyland Shopping Center, and the upgrading of Great Streets like Pennsylvania Avenue SE. <sup>1707.2</sup>

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

- The low-density character that typifies most Far Northeast and Southeast neighborhoods should be maintained. While it is recognized that the area contains much vacant land with the potential for infill development, this development should generally be similar in density to what exists today. This is one of the few areas in the District with opportunities to build three- and four-bedroom homes suitable for families with children. Whereas the neighborhood lost families to Prince George's County and elsewhere in the past, it may gain families from these areas in the future if it builds appropriately designed housing, provides quality schools, and improves public services.
- While preserving established single-family neighborhoods is a priority, Far Northeast and Southeast recognizes the need to provide a variety of new housing choices. More density is appropriate on land within one-quarter mile of the Metro stations at Minnesota Avenue, Benning Road, and Deanwood, and on the District side of the Southern Avenue and Capitol Heights stations. The commercially zoned land along the Nannie Helen Burroughs, Minnesota Avenue, and Pennsylvania Avenue Great Streets corridors also offer opportunities for somewhat denser uses than exist today. These areas may provide opportunities for apartments, condominiums, townhomes, assisted living facilities and other types of housing, provided that measures are taken to buffer adjacent lower-density neighborhoods, address parking and traffic issues, and mitigate other community concerns.
- The neighborhood is underserved by retail stores and services, including the basics such as sit-down restaurants, banks, hardware stores, drug stores, and movie theaters. These uses should be accommodated in the future by encouraging both public and private reinvestment in the established commercial districts. The upgrading of Skyland and development of Capitol Gateway should go a long way toward meeting these needs—but these centers are not conveniently located for everyone in the community. Neighborhoods like Deanwood and Fairlawn would benefit from additional quality retail services. The Minnesota-Benning commercial district, in particular, should evolve into a stronger, more vital shopping district in the future, attracting customers from both sides of the Anacostia River.

- Renovation and rehabilitation of the housing stock should continue to be a priority, especially for the aging post-war apartment complexes and for developments with affordable units. Steps should be taken to preserve affordable units in these complexes as they are renovated. In some cases, as was the case at East Capitol Dwellings and Eastgate Gardens, the best approach may be to replace deteriorated multi-family housing with new housing that better meets community needs. In other cases, the renovation of older apartments could be coupled with conversion to owner- occupancy, with provisions to help tenants become homeowners.
- Code enforcement continues to be one of the top issues in the community. Residents are concerned about illegal dumping and unpermitted construction, inadequate notification of zoning changes, and the need for cleanup of underused and abandoned properties. While these are operational issues that cannot be resolved through the Comprehensive Plan, the District should strive toward responsive, effective enforcement, maintenance, and customer service in the future.
- More steps should be taken to improve environmental quality, especially along Watts Branch. Far Northeast and Southeast was impacted for years by the now defunct Benning Road incinerator and continues to face noise, air pollution, and truck traffic from I-295 and other thoroughfares. Programs to reduce these impacts, while improving physical connections to the Anacostia River, the Civil War Defenses of Washington, DC, otherwise known as the Fort Circle Parks, and other open spaces in the area are high priorities. Indeed, much of the discussion at public meetings during the Comprehensive Plan revision focused on the need for better parks, cleaner streams, and more trees. While the community has more green space than many other parts of the District, this space has been neglected. Greater stewardship by Far Northeast and Southeast residents, coupled with more attention from the District and federal governments, will help restore the natural landscape as a place of beauty, spiritual enrichment, and diverse habitat.
- Additional improvements are needed to reduce traffic congestion, especially around the I-295/Pennsylvania Avenue intersection and along Kenilworth Avenue. Parts of Far Northeast and Southeast are more than one mile from Metrorail and need better, more reliable bus connections to Metro. The safety of pedestrians and bicyclists continues to be an issue in many neighborhoods and at many intersections.
- Schools, libraries, recreation centers, and other public facilities in Far Northeast and Southeast should be upgraded to meet the needs of the community. The recent modernizations of Kelly Miller Middle School

and Randle Highlands Elementary School are a promising start, but there is more to accomplish. Investment in schools should take place in tandem with investment in new housing, shopping, libraries, and other services, as it is at Eastgate Gardens, to create whole communities and not simply tracts of homes.

- With an unemployment rate that is twice the District-wide total, more should be done to strengthen the occupational skills of the Far Northeast and Southeast labor force. Job training, adult education, and vocational education programs are an essential part of the equation. Good access to Metrorail is also critical, to connect residents to jobs downtown and elsewhere in the region. As noted in the District-wide elements of the Comprehensive Plan, establishing a community college or branch campus of the University of the District of Columbia (UDC) would go a long way toward helping Far Northeast and Southeast residents prepare for good, quality jobs in the District economy.

Additional facilities and services for children and youth are needed in the Far Northeast/Southeast Area. More than one in four residents of the in the Planning Area are under 18. Further increases in the number of children are likely as additional family housing is completed. New and expanded recreation centers, playgrounds, child care facilities, and similar facilities are urgently needed today and will continue to be needed in the future. The District should place a high priority on investment in these facilities to create a healthy environment for children and all residents. 1707.3



Minnesota Avenue



Hillcrest

## Policies and Actions

### FNS-1 General Policies

#### FNS-1.1 Guiding Growth and Neighborhood Conservation 1708

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

##### ***Policy FNS-1.1.1: Conservation of Low-Density Neighborhoods***

Recognize the value and importance of Far Northeast and Southeast's established single-family neighborhoods to the character of the local community and to the entire District. Comprehensive Plan and zoning designations for these neighborhoods reflect and preserve the existing land use pattern while allowing for taller and denser infill development that is compatible with neighborhood character. 1708.2





Fairlawn

### ***Policy FNS-1.1.2: Development of New Housing***

Encourage new mixed-use, mixed-income development for area residents on vacant lots and around Metro stations and on underused commercial sites along the area's major avenues. Strongly encourage the rehabilitation and renovation of existing housing in Far Northeast and Southeast and seek to ensure that the housing remains affordable for current and future residents. <sup>1708.3</sup>

### ***Policy FNS-1.1.3: Directing Growth***

Concentrate employment growth in Far Northeast and Southeast, including office and retail development around the Deanwood, Minnesota Avenue, and Benning Road Metro station areas; the East Capitol Street Gateway; the Fletcher-Johnson property; the former George Washington Carver Apartments site; the Skyland Shopping Center; and along I-295 adjacent to the Parkside neighborhood, along Nannie Helen Burroughs Avenue NE, Minnesota Avenue NE/SE, Benning Road NE, and Pennsylvania Avenue SE Great Streets corridors, as well as along the 58th Street, Eastern Avenue, and Dix Street corridors. Provide improved pedestrian, bus, and automobile access to these areas, and improve their visual and urban design qualities. These areas should be safe, inviting, pedestrian-oriented places. <sup>1708.4</sup>

### ***Policy FNS-1.1.4: Retail Development***

Support the revitalization of the neighborhood commercial areas listed in Policy FNS-1.1.3 encouraging a vibrant and diverse mix of new businesses and activities that provide needed retail services to the adjacent neighborhoods and that are compatible with surrounding land uses. <sup>1708.5</sup>

### ***Policy FNS-1.1.5: Prince George's County***

Work closely with Prince George's County and the Maryland National Capital Park and Planning Commission (MNCPPC) to guide the development of land along the Maryland/District line, especially around the Capitol Heights and Southern Avenue Metro stations. Safe pedestrian access to these stations should be provided. Given the proximity of the Capitol Heights and Naylor Road Metro stations to the District line (about 1,000 feet, respectively), collaborative transit- oriented development planning around these stations is also encouraged. <sup>1708.6</sup>

### ***Policy FNS-1.1.6: Residential Rehabilitation***

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

### ***Policy FNS-1.1.7: Row House Neighborhoods***

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

of the brick row houses and semi-detached homes that predominate in these areas. <sup>1708.8</sup>

***Policy FNS-1.1.8: Buffering***

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

***Policy FNS-1.1.9: Multimodal Management***

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

***Policy FNS-1.1.10: Transit Improvements***

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

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

Encourage urban design and façade improvements in the established commercial districts along Naylor Road, Minnesota Avenue, Benning Road, Branch Avenue, Alabama Avenue, Nannie Helen Burroughs Avenue, Division Avenue, Sheriff Road, and Pennsylvania Avenue SE. These improvements should respect and enhance historic structures and landmarks in these areas. <sup>1708.12</sup>

***Action FNS-1.1.B: Restart the Neighborhood Commercial Revitalization Program***

Revive the Neighborhood Commercial Revitalization Program or a similar effort once operated by the Marshall Heights Community Development Organization (MHCDO) to expand into additional neighborhood commercial areas such as East Capitol Street NE/SE and Benning Road NE/SE in Far Northeast and Southeast. Community-based organizations



Watts Branch

that could lead this effort include the Ward 7 Business Partnership, the Washington Area Community Investment Fund, or the MHCD. 1708.13

*Action FNS-1.1.C: Joint Planning Agreement with Prince George's County*

Develop a joint planning agreement with MNCPPC/Prince George's County to coordinate the mutual review of projects and area plans on both sides of the District/Maryland line. 1708.14

*Action FNS-1.1.D: Kenilworth Avenue Transportation Study*

Implement the recommendations of the Kenilworth Avenue transportation study to better manage truck traffic and to separate local traffic from through traffic on neighborhood streets. 1708.15

*Action FNS-1.1.E: Parkside Livability Study*

An access and circulation study is underway in the Parkside neighborhood. When implemented, it will improve pedestrian and vehicle safety and operational efficiency for all modes of transportation and the delivery of goods and services in and out of the neighborhood. Focus additional planning efforts on neighborhoods along the Anacostia River Future studies of Parkside and Kenilworth should include a retail analysis to guide future growth and development. 1708.16

**FNS-1.2 Conserving and Enhancing Community Resources** 1709

The watershed of Watts Branch, a tributary of the Anacostia River, was identified as a priority area for resilience planning in the Vulnerability and Risk Assessment of Climate Ready DC. The Watts Branch watershed encompasses multiple neighborhoods, including Deanwood, Eastland Gardens, Kenilworth, Northeast Boundary, Mayfair, Parkside, and River Terrace. There is also a significant risk to dozens of public and community-serving facilities, as well as public and affordable housing units. This area is currently at risk of flooding and is projected to be at increased risk as early as 2020. 1709.1

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

Conserve and improve Alger Park, Watts Branch, and Pope Branch as safe, healthy natural resource areas. Undertake capital improvements to acquire land, improve trails, provide recreational features, improve stormwater management, restore water quality and natural habitat, and maintain riparian zones to minimize flood hazards. Promote District maintenance, enforcement, and community stewardship projects to keep the stream bed and parklands clean, reduce crime and illegal dumping, and ensure that the parks remain resources that the whole community can enjoy. 1709.2

***Policy FNS-1.2.2: Connecting to the River***

Link the neighborhoods of Far Northeast and Southeast to the Anacostia River through trail, path, transit, sidewalk, pedestrian crossing, pedestrian safety, and road improvements. Provide new amenities and facilities and support programming and events in the waterfront parks that meet the needs of Far Northeast and Southeast residents. Also, preserve and enhance the existing waterfront open space. Support the NPS in its effort to plan for Anacostia Park and to focus on improving park amenities and access points to better serve the community. <sup>1709.3</sup>

***Policy FNS-1.2.3: Neighborhood Climate Resilience***

Encourage neighborhood-scale and site-specific projects that decrease the vulnerability of people, places, and systems in Far Northeast and Southeast to climate crises. <sup>1709.4</sup>

***Policy FNS-1.2.4: Flood Mitigation***

Identify and prioritize flood-prone properties along Watts Branch for flood hazard mitigation projects. Project prioritization should be based on determinations of flood prevention and the extent to which other neighborhood benefits are realized, including improvements to parklands and trails, recreational features, water quality, and natural habitat. Partner with other federal, local, and private entities to include flood mitigation programs into key flood zones. <sup>1709.5</sup>

***Policy FNS-R.1.2.5: Critical Community Facilities Preservation***

Preserve critical community facilities that provide human services and other resources in the Planning Area and that are determined to be at risk for current and future flooding conditions. Support vulnerability assessments for those facilities near Watts Branch that have already been identified as high risk and prepare flood-proofing strategies that can be incorporated into capital improvement plans and future hazard mitigation grant applications. Promote improvement, of and public access to, amenities including recreation centers, schools, urban farms, and pedestrian and bicycle trails. <sup>1709.6</sup>

***Policy FNS-1.2.6: Fort Dupont Park***

Work with the NPS to continue to improve access to Fort Dupont Park by providing shared parking, bicycle, and pedestrian access and public transit service. Expand outdoor recreational activities and community events at the park to better meet community needs. <sup>1709.7</sup>

***Policy FNS-1.2.7: Soil Erosion***

Reduce soil erosion and stabilize slopes at Far Northeast and Southeast erosion hot spots, particularly the Skyland/Alabama Avenue area, Blaine Street NE (in Capitol View), O Street SE, and along Watts Branch and Pope Branch. <sup>1709.8</sup>

***Policy FNS-1.2.8: View Protection***

Preserve and enhance important views and vistas between Far Northeast/Southeast and Central Washington, such as the vistas of the U.S. Capitol and Washington Monument from East Capitol Street. Such views are rare in the District and should be cherished and maintained. <sup>1709.9</sup>

***Policy FNS-1.2.9: Historic Resources***

Protect and restore buildings and places of historic significance in Far Northeast and Southeast, including historic landmarks, such as the Nannie Helen Burroughs School, Sousa Junior High School, Mayfair Mansions, Strand Theater, Woodlawn Cemetery, Queens Stroll Road, Payne Cemetery, Southeast Boundary Stone (SE1), National Capitol Hebrew Cemetery, and the Shrimp Boat. Identify and increase awareness of other places of potential significance and consider appropriate preservation. Increase public awareness of these historic assets by incorporating the community's recommendations as part of the process. <sup>1709.10</sup>

***Policy FNS-1.2.10: Health Care Facilities***

Encourage and support additional facilities to meet the behavioral and physical health needs of Far Northeast and Southeast residents, including primary and urgent care facilities, youth development centers, nutrition and chronic disease treatment, family counseling, and drug abuse and alcohol treatment facilities. Such facilities are vital to provide residents access to health care and maintain good health. Specific plans for new social service and health facilities should be developed through needs assessments, agency master plans, strategic plans, and the District's public facility planning process. All plans should be prepared in collaboration with the community, with input from local Advisory Neighborhood Commissions (ANCs) and civic associations, residents and businesses, and local community development corporations and nonprofit service providers. Facilities should be easily accessible and meet the needs of the community. <sup>1709.11</sup>

***Policy FNS-1.2.11: Facilities for Children, Youth, and Older Adults***

Continue to develop additional parks, recreation centers, playgrounds, waterfront access, and other facilities and programs that meet the needs of children, youth, and older adults in the Far Northeast/Southeast community. Use the Age-Friendly DC Strategic Plan to help implement specific strategies for facilities that serve residents of all ages. <sup>1709.12</sup>

***Policy FNS-1.2.12: Kingman and Heritage Islands***

Retain Kingman and Heritage Islands, located in the Anacostia River, as natural sanctuaries and urban wildlife refuges. Uses should be limited to an interpretive nature center, trails, public art, small vessel boating access (docks or launches), outdoor classrooms, passive open spaces, concerts and festivals, fishing, and pedestrian accessways. Coordinate efforts with federal



agencies to improve pedestrian access to Kingman Island from both sides of the Anacostia River and continue high-quality public space design. 1709.13

***Policy FNS-1.2.13: Improve Park and Recreation Services***

Improve safety, security, and maintenance levels at all parks located along and around the Planning Area, recognizing that most of the parkland in and around the Planning Area is owned and operated by the NPS. A high level of coordination will be required between the District and federal governments to ensure that this land is managed in the best interest of the residents. 1709.14

***Policy FNS-1.2.14: River Facilities for Children and Youth***

Develop additional docks, educational centers, boat rentals, and other facilities that expand access to the Anacostia River for children and youth in the Far Northeast/Southeast community. 1709.15

*Action FNS-1.2.A: Historic Resource Recognition*

Document places of potential historic significance in Far Northeast and Southeast, such as the Antioch Baptist Church, the Shrimp Boat Restaurant, the Pennsylvania Avenue Commercial District between Minnesota and Alabama Avenues, the Minnesota/Benning Commercial District, and the Deanwood and Burrville neighborhoods. Identify appropriate preservation efforts for these places using community recommendations and the Ward 7 Heritage Guide prepared by the DC Historic Preservation Office as part of the process. 1709.16

*Action FNS-1.2.B: Clean Up the Anacostia River Toxic Sediments*

In collaboration with the NPS, implement hazardous material remediation in the Anacostia River to include Anacostia and Kenilworth Park and other contaminated adjacent land areas, such as Poplar Point and Kenilworth Landfill. The Anacostia River is a valuable District natural resource and priority should be given to restore years of damage. 1709.17

*Action FNS-1.2.C: Marvin Gaye Park*

Continually maintain and upgrade Marvin Gaye Park along Watts Branch, including the restored habitat and natural features, trails and bridges, meadows, and nature sanctuaries. Lighting, mowing, and other safety improvements for park visitors are crucial for the enjoyment of the park area. The continued coordination among agencies, such as the District Department of Parks and Recreation (DPR) and the NPS should continue to be strengthened. 1709.18

*Action FNS-1.2.D: Fort Dupont Park Improvements*

In collaboration with NPS, explore the feasibility of developing additional community-serving recreational facilities at Fort Dupont Park, including

indoor swimming and tennis facilities, equestrian facilities, and an upgraded outdoor theater. <sup>1709.19</sup>

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

Enhance existing pedestrian, bicycle, and vehicle access to Anacostia Park and the Fort Circle Parks through community signage along adjacent commercial corridors. Create Anacostia Park workout/walking trails similar to those in Rock Creek Park. <sup>1709.20</sup>

*Action FNS-1.2.F: John Philip Sousa Bridge*

Enhance the beauty of the John Philip Sousa Bridge, continuing along Pennsylvania Avenue across the Anacostia River through lighting, artwork, and other strategies befitting one of the great streets in America. Encourage pedestrian and bicycle traffic between the Capitol Hill and Pennsylvania Avenue Southeast communities to use retail and community attractions for the mutual benefit of both communities. <sup>1709.21</sup>

*Action FNS-1.2.G: Connect to the Anacostia River*

Connect the neighborhoods of the Far Northeast and Southeast Area to the Anacostia River, particularly through the redevelopment of Anacostia Park, implementation of the Anacostia Waterfront Initiative (AWI), and trail improvements. Climate Ready DC has identified areas along the Anacostia River, such as Mayfair, Kenilworth, Eastland Gardens, and Parkside, as Priority Planning Areas. An interdisciplinary approach will showcase how resilience to climate crises can be achieved. <sup>1709.22</sup>

**Figure 17.3:**  
**Policy Focus Areas Within and Adjacent to Far Northeast and Southeast** <sup>1710.2</sup>

Within Far Northeast and Southeast	
2.1	Minnesota/Benning Business District;
2.2	Deanwood;
2.3	Capitol View/Capitol Gateway/Northeast Boundary;
2.4	Benning Road Metro Station Area;
2.5	Marshall Heights/Benning Ridge;
2.6	Pennsylvania Avenue SE;
2.7	Skyland; and
2.8	Kenilworth-Parkside. <sup>1710.1</sup>
Adjacent to Far Northeast and Southeast	
1	Reservation 13/RFK Stadium Area
2	Pennsylvania Avenue Corridor
3	Barry Farm/Hillsdale/Fort Stanton

## FNS-2 Policy Focus Areas <sup>1710</sup>

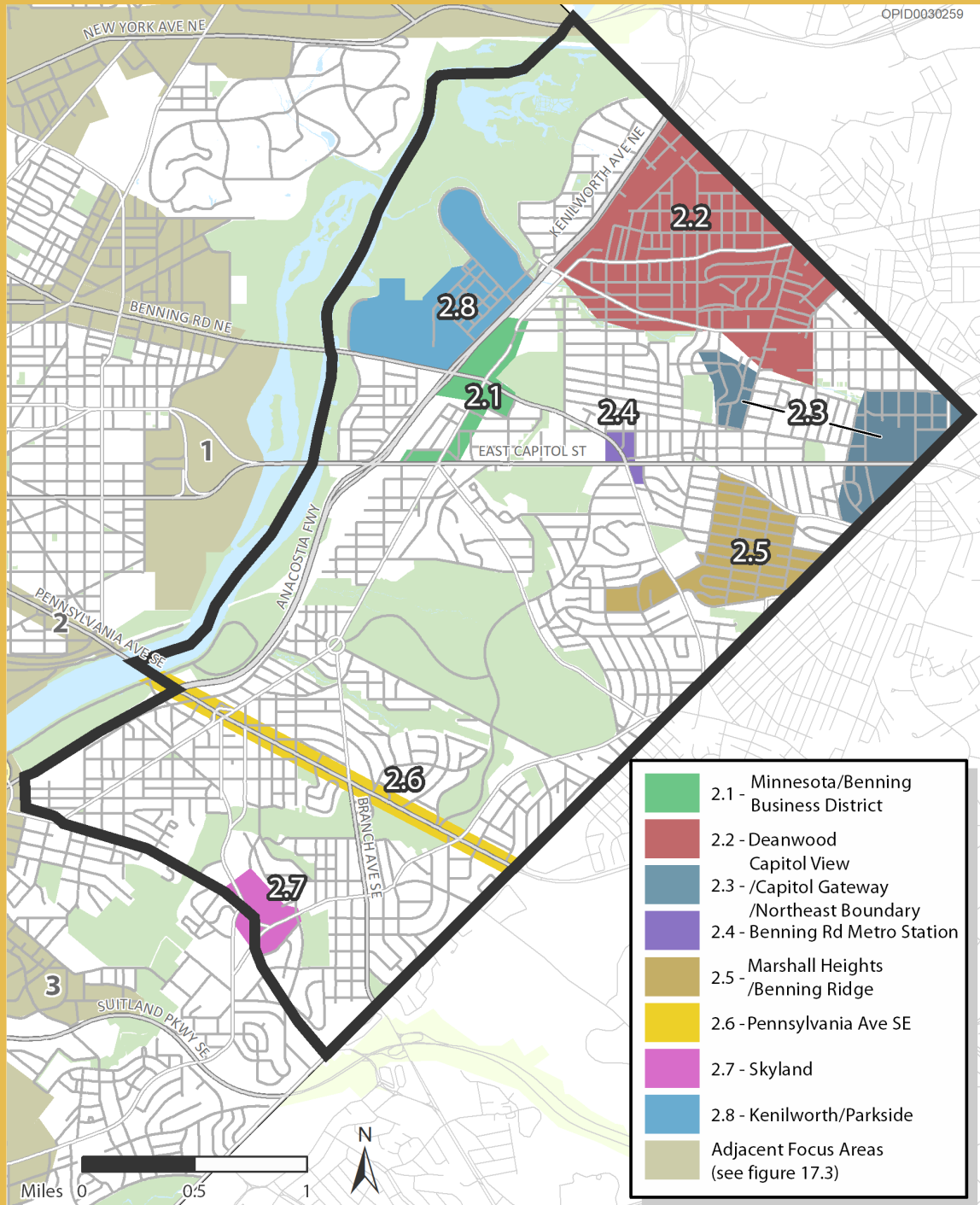
The Comprehensive Plan has identified eight areas in Far Northeast and Southeast as Policy Focus Areas, indicating that they require a level of direction and guidance above that in the prior section of this Area Element and in the Citywide Elements. These eight areas are as follows:

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

Map 17.1:

# Far Northeast and Southeast Policy Focus Areas 1710.3

17





Minnesota Avenue Metrorail Station

### FNS-2.1 Minnesota/Benning Business District <sup>1711</sup>

The Minnesota/Benning Business District includes the Minnesota Avenue Metro station and the shopping district to the south, extending along both sides of Minnesota Avenue to East Capitol Street. Sometimes referred to as Downtown Ward 7, it includes the 150,000 square foot East River Park Shopping Center, the Senator Square Shopping Center (anchored by the former Senator Theater) where redevelopment plans are being vetted, and a variety of small retail and service businesses serving Far Northeast and Southeast. While this area functions as an important community shopping district, some of its properties are underused and consist of empty parking lots, open storage, and undeveloped land. The shopping district itself lacks the variety of retail stores needed to serve the community. Another challenge the shopping district faces is the lack of high-quality design, confusing access and parking, and—with the exception of the historic Senator Theater—a lack of distinctive facades and storefronts. A Small Area Plan for the Benning Road corridor was completed in early 2008 and approved by the DC Council in July 2008. The Benning Road corridor Redevelopment Framework Plan gives a clear outline for how development can and should happen on Benning Road and in Downtown Ward 7. The study area begins at the starburst intersection, where Florida Avenue, Bladensburg Road Maryland Avenue, H Street and Benning Road meet, and continues along Benning Road to the Maryland border at Southern Avenue. The Planning Area passes through Wards 5, 6, and 7. Opportunity Redevelopment Sites, totaling 1,492,506 square feet along the corridor, have been identified within four subareas. <sup>1711.1</sup>

The Small Area Plan includes an implementation matrix, which contains recommendations, agency leads, funding needs, and potential time frames for each subarea. Additionally, the Small Area Plan provides a development framework for the Benning Road corridor and strategies to leverage community assets and public investment to bring desired housing, retail, and transit choices. The Small Area Plan recommends strategies for how District government agencies working in cooperation with community stakeholders can begin to address a variety of themes, such as housing, shopping, business parks; open space, cultural assets, community health and safety, transportation and infrastructure; urban design; and the public realm. <sup>1711.2</sup>

A complex of office buildings, including a four-story Metro parking garage and a new headquarters for DOES and the Department of Human Services, was completed in 2009. The development also includes new commercial office and retail space. Additionally, the Park 7 Apartment complex, now open and thriving, is a six story, mixed-use development with 376 apartment units and 20,000 square feet of ground-level retail space. These

developments have been a catalyst for revitalization in Downtown Ward 7, bringing new revenue and a larger customer base to the adjacent shopping area. Complementary uses, such as a civic space/urban plaza, public art, and cultural facilities, should be strongly encouraged, and additional infill development should be supported on vacant lots and underused land to the south and east. <sup>1711.3</sup>

The Park 7 Apartments project is a newly constructed apartment building. The completed project is a six-story, mixed-use development with 376 apartment units and 20,000 square feet of ground-level retail space. Any additional development in this area should maximize Metro access while taking care to provide appropriate buffers and transitions to adjacent uses. <sup>1711.4</sup>

***Policy FNS-2.1.1: Minnesota/Benning Revitalization***

Support revitalization and further development of the area around the Minnesota Avenue Metro station, including the adjacent business district to the south along Minnesota Avenue. Upgrade and expand existing businesses in this area and encourage new small business development, educational facilities, healthy food retail, green spaces, and community-based human services, such as job training, health care, and child care facilities. Any new public facility or private development in this area should contribute to its image as an attractive and vibrant community hub and should be responsive to the needs of surrounding neighborhoods. <sup>1711.5</sup>

***Policy FNS-2.1.2: Shopping Center Improvements***

Improve the East River Park and Senator Square shopping areas at Minnesota Avenue and Benning Road as vibrant shopping areas. This area should function as a single, cohesive, walkable business and mixed-use district rather than a series of disconnected, auto-centric shopping centers. <sup>1711.6</sup>

***Policy FNS-2.1.3: Minnesota Avenue Station Area Mixed-Use Development***

Encourage additional mixed-use, mixed-income development, including medium- density, multi-family housing around the Minnesota Avenue Metro station, recognizing the opportunity for transit-oriented development that boosts neighborhood businesses, reduces the need for auto commuting, and enhances the quality of the pedestrian environment along Minnesota Avenue. <sup>1711.7</sup>

***Action FNS-2.1.A: Financial Assistance for Small Businesses***

Target the Senator Square and East River Park Shopping centers for District financial assistance, grants, and loans for façade improvements and small business development. <sup>1711.8</sup>





Deanwood

## FNS-2.2 Deanwood <sup>1712</sup>

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

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

While new housing is encouraged in the Deanwood and adjacent Burrville neighborhoods, density and design should complement prevailing community character. Rehabilitation of existing housing is also strongly encouraged, as much of Deanwood has experienced disinvestment. The neighborhood’s main commercial streets—Nannie Helen Burroughs Avenue, Sherriff Road, and Division Avenue—have strong potential for infill and revitalization. The intersection of these two streets in particular should be strengthened as a neighborhood hub, with new retail and service businesses strongly encouraged. <sup>1712.3</sup>

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

In November 2005, the District, in collaboration with the residents of the Lincoln Heights neighborhood, initiated a process to plan for and implement the revitalization of the DC Housing Authority's (DCHA) Lincoln Heights property and the surrounding neighborhood. Compatible with the New Communities Initiative (NCI), the goal of this effort was to transform the affordable housing development and its neighborhood into a mixed-income, mixed-use community. In this new community, residents will have access to high-quality housing options, affordable at all income levels, and human services necessary to help prepare them to take advantage of the upcoming economic opportunities and changes. NCI's goal is to strengthen both the physical and social infrastructure of neighborhoods experiencing violent crime, poverty, and other social challenges. <sup>1712.5</sup>

In early 2006, OP, in conjunction with the office of the Deputy Mayor for Planning and Economic Development (DMPED) and the District Department of Transportation (DDOT), initiated a planning process to create the Deanwood/Great Streets—Nannie Helen Burroughs Avenue and Minnesota Avenue Strategic Development Plan. The primary purpose of the Strategic Development Plan was to provide clear policy direction for land use and development within Deanwood and along its major corridors. The study area is bounded by Eastern Avenue to the northeast, 55th Street NE to the east, Marvin Gaye Park to the south, and Kenilworth Avenue/CSX railway to the west. <sup>1712.6</sup>

The Deanwood Strategic Development Plan was created as a complementary piece to the District's Comprehensive Plan and approved by DC Council in July 2008. The Strategic Development Plan combines community aspirations with professional research and analysis to set a framework for how Deanwood could improve over 10 years. The Strategic Development Plan provides an implementation framework for public and private investment in targeted areas resulting in neighborhood stabilization and revitalization. A robust community engagement process, which was an integral part of the planning process, led to a vision for Deanwood. This vision called for strengthening the Deanwood neighborhood as a historically established, self-reliant, self-sufficient, and close-knit community. The Strategic Development Plan identifies the future of Deanwood as the greenest neighborhood in the District with a better, safer, and responsible future. <sup>1712.7</sup>

Five Focus Nodes were identified in the Strategic Development Plan, including three gateways. The Focus Nodes are Minnesota Avenue/Downtown Ward 7, Nannie Helen Burroughs Gateway, Deanwood Metro station, Sheriff Road/Eastern Avenue Gateway, and Dix/Seat Pleasant Gateway. <sup>1712.8</sup>

After formulating the overall vision for the Comprehensive Plan, six goals were established to direct future growth in Deanwood. These goals are to live, worship, shop, work, learn, and play, all within a revitalized Planning Area. Maximizing neighborhood connectivity and providing multimodal transportation options was also set as an additional goal. <sup>1712.9</sup>

***Policy FNS-2.2.1: Deanwood’s Residential Character***

Strongly encourage infill development on vacant lots in the Deanwood community. Where designated on the Future Land Use Map, development should respect and perpetuate the low-density, single-family character of the neighborhood, with new one-, two-, three-, and four-bedroom family homes that complement existing architectural traditions and community character. <sup>1712.10</sup>

***Policy FNS-2.2.2: Nannie Helen Burroughs Avenue***

Focus on neighborhood-serving commercial development, such as the comprehensively planned Deanwood Town Center in Deanwood along the Nannie Helen Burroughs Corridor, with the intersection of Division and Nannie Helen Burroughs Avenues restored as a community hub. Convert low-density mixed-use zones into higher density zones. <sup>1712.11</sup>

***Policy FNS-2.2.3: Kenilworth Industrial Area at Deanwood’s*** Western Border Upgrade and expand the commercial and industrial area along Kenilworth Avenue, particularly the Kenilworth Industrial Park, and provide for additional employment in this industrial corridor. Improve the appearance of this area through design standards, building maintenance, public space, code enforcement, and street improvements. Encourage local businesses and entrepreneurs to use the business incubator in this corridor to create increased job opportunities for area residents. Encourage collaboration between local businesses, DOES, and other vocational training organizations to create effective job training programs. <sup>1712.12</sup>

***Policy FNS-2.2.4: Deanwood Metro Station***

Provide for additional mixed-use development consisting of medium-density housing and low-density neighborhood commercial uses in the vicinity of the Deanwood Metro station and along Kenilworth Avenue NE. Appropriate transitions should be provided between new development and the adjacent residential areas. <sup>1712.13</sup>

***Policy FNS-2.2.5: Neighborhood-Serving Commercial Uses***

Encourage the development of a variety of neighborhood-serving commercial uses along Nannie Helen Burroughs Avenue, Sherriff Road, and Minnesota Avenue to create and invest into community-owned small businesses, adding and creating jobs for District residents and establish retail and service uses that support the surrounding residential community. Commercial uses in these locations should provide infrastructure that is

attractive to drivers, pedestrians, and cyclists; supply adequate on-site parking and access to public transit, and especially busses; and create an active street environment that helps to reinvigorate the commercial corridors. Medium-density development is appropriate, particularly near the intersection of Nannie Helen Burroughs and Minnesota Avenues. <sup>1712.14</sup>

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

Explore the option of acquiring underused land for commercial development at the intersection of Division and Nannie Helen Burroughs Avenues NE. <sup>1712.15</sup>

*Action FNS-2.2.B: Minnesota Avenue Extension*

Extend Minnesota Avenue from Sheriff Road to Meade Street NE to improve pedestrian and bicycle access to the Deanwood Metro station and surrounding public space. <sup>1712.16</sup>

**FNS-2.3 Capitol View/Capitol Gateway Estates/Northeast Boundary** <sup>1713</sup>

Capitol View and Northeast Boundary are the easternmost neighborhoods in Washington, DC. At the heart of the community, Capitol Gateway Estates has been constructed on a 40-acre site that formerly housed the 1,100-unit East Capitol Dwellings affordable housing project. Working through the federal HOPE VI Program, East Capitol Dwellings was demolished in the early 2000s. The first phase of the revitalized project consisted of 151 units of housing for older adults and opened in 2005. An additional 550 units of market rate and affordable housing will be completed in the coming years. The complex also includes a new shopping district along East Capitol Street. East Capitol Street is an important transportation corridor for commuters between Maryland and the District. The neighborhood today is primarily residential, with a combination of semi-detached and single-family homes. The area has commercial activity along East Capitol Street at 53rd Street SE, on Dix Street NE, and at the corner of Central Avenue SE and Southern Avenue. <sup>1713.1</sup>

The Capitol Gateway development project can help drive economic growth, improve residents' access to basic amenities, and attract visitors and commuters traveling along East Capitol Street. Vacant sites in the immediate vicinity can support infill housing, with moderate densities on the blocks closest to the Capitol Heights Metro station (across the state line in Maryland) and lower densities elsewhere. A few blocks to the north, the commercial area along Division Avenue, as well as Dix Street, can support infill commercial and residential development, providing needed services to the adjacent Northeast Boundary neighborhood. <sup>1713.2</sup>



*Senior housing at Capitol Gateway Estates*

Improvements to Marvin Gaye Park (Watts Branch) and public facilities, such as Woodson High School, are an important part of revitalizing the Capitol View community. The park, in particular, can become a stronger source of community pride and an important link to new recreational areas along the Anacostia River. The DC Silver Jackets is a cross-disciplinary, interagency team consisting of federal, District, and regional agencies. By targeting neighborhoods along the Watts Branch Tributary, including Deanwood, strategies are being created and tested by the Silver Jackets to improve the resilience of those areas in the aftermath of flooding. <sup>1713.3</sup>

***Policy FNS-2.3.1: Northeast Boundary Neighborhood***

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

***Policy FNS-2.3.2: 61st and Dix Streets NE***

Improve the commercial area along Dix Street NE between 61st Street and Eastern Avenue NE, encouraging new retail businesses and services that benefit the adjacent community. <sup>1713.5</sup>

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

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

***Policy FNS-2.3.4: Public Access to Amenities***

Promote the improvement of and public access to amenities including recreation centers, schools, urban farms, and pedestrian and bicycle trails. <sup>1713.7</sup>

***Policy FNS-2.3.5: Improved Access to Amenities***

Promote improvement of and public access to amenities including recreation centers, schools, urban farms, and pedestrian and bicycle trails. <sup>1713.8</sup>

***Action FNS-2.3.A: Land Acquisition at 61st and Dix Streets NE***

Continue to work with community development organizations in the acquisition of vacant lots at 61st and Dix Streets NE and their work with locals in providing housing and commercial uses and services. <sup>1713.9</sup>

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

Continue to pursue redevelopment of Lincoln Heights as a new community, replacing the existing public housing development with new mixed-income housing, including an equivalent number of affordable units and additional market rate units. <sup>1713.10</sup>



### *Action FNS-2.3.C: Neighborhood-Serving Retail*

Promote a wider variety of neighborhood-serving retail in this area. Focus on targeted growth and diversity of retail in new and existing commercial areas on East Capitol Street, Central Avenue, Dix Street NE, and Eastern Avenue. <sup>1713.11</sup>

## **FNS-2.4 Benning Road Metro Station Area** <sup>1714</sup>

In 2008, OP, in conjunction with residents and stakeholders along the Benning Road corridor, completed a Small Area Plan for Benning Road in the form of the Benning Road Corridor Redevelopment Framework. Adopted by the DC Council in July 2008, this framework gives a clear and concise outline for how development can and should happen on Benning Road. The Benning Road Metro station is located at the corner of Benning Road and East Capitol Street and was included in this plan. The station, which is served by Metro's Blue Line, opened in 1980 and is among the least used rail stations based on the volume of passenger traffic in the Metro system. Surrounding land uses include auto-oriented commercial businesses, including the Benco Shopping Center and the newly renovated Shrimp Boat restaurant, single-family homes and duplexes, and small two- and three-story apartment buildings. In 2018, the nonprofit organization So Others Might Eat (SOME) completed construction of a 320,000 squarefoot, mixed-use building adjacent to the Metro station, which provides housing for 200 low-income families, a medical center, office space for SOME's after-school programs, and job training. <sup>1714.1</sup>

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

### ***Policy FNS-2.4.1: Benning Road Station Area Development***

Support development of the Benning Road Metro station area as a pedestrian-oriented, mixed-use area, including moderate-density housing, retail, service uses, and public spaces and amenities that serve adjacent neighborhoods. Future development should recognize and provide appropriate, well-designed transitions to the low-density residential character of the adjacent neighborhoods. <sup>1714.3</sup>

*Action FNS-2.4.A: Benning Road Reconstruction and Streetcar Extension*

Coordinate with the District Department of Transportation (DDOT) on reconstruction to Benning Road. The Benning Road Reconstruction and Streetcar Project will focus on two miles of Benning Road NE between Oklahoma Avenue NE and East Capitol Street, addressing critical needs for infrastructure improvements, bridge rehabilitation, safety enhancements, and an eastward extension of DC Streetcar transit service. <sup>1714.4</sup>

*Action FNS-2.4.B: Supportive Studies Along the Benning Road Corridor*

Prepare appropriate planning and development studies to build upon and update the 2008 Small Area Plan for the Benning Road corridor to support enhanced physical connections and improved economic and community development conditions at the Minnesota and Benning Road Metro stations and sites proposed for more intense mixed-use development along Benning Road, including Fletcher Johnson. Conduct a community-based planning study for the redevelopment of Fletcher Johnson that reinforces existing planning efforts by the Fletcher Johnson Task Force. <sup>1714.5</sup>

**FNS-2.5 Marshall Heights/Benning Ridge** <sup>1715</sup>

The Marshall Heights/Benning Ridge area is located south of East Capitol Street and east of the Fort Dupont Park. The area includes a mix of single-family and semi-detached homes and apartments and has a few hundred scattered vacant lots. Throughout the area, there are opportunities for infill development. Although Marshall Heights and Benning Ridge faced disinvestment and economic challenges during the late 20th century, both neighborhoods are rebounding. To accommodate this growth, neighborhood-serving amenities and retail, mixed-income housing, opportunities for arts and culture, and open space should be encouraged. <sup>1715.1</sup>

Several developments have recently been completed or are planned. Hilltop Terrace, Carver Terrace Apartments, and JW King Senior Center have added more than 200 new homes along Benning Road and East Capitol Street. Just to the north, the former Eastgate Gardens affordable housing complex, now known as Glenncrest, has been redeveloped into 269 new homes—including housing for older adults, public housing, and market-rate family housing. As opportunities arise, adaptive reuse, compatible design, and interpretive signage or public art should be incorporated into future infill development. Continued residential infill and rehabilitation is strongly encouraged, taking care to develop at densities that are appropriate to neighborhood character. Improvement of retail centers, including the small shopping centers at Benning Road and H Street NE and Benning Road between F and G Streets NE will also be pursued in order to upgrade existing businesses and provide needed services to the surrounding communities. <sup>1715.2</sup>

### **Policy FNS-2.5.1: Marshall Heights Infill**

Support the development of the many scattered vacant lots in the Marshall Heights community with new low-density residential development, especially single- and two-family homes. This will provide ownership opportunities for area residents and housing stock needed to attract families with children back to the Far Northeast and Southeast Area. Improve schools, parks, and other public services in Marshall Heights to meet the needs created by additional growth and attract families to the area. <sup>1715.3</sup>

### **Action FNS-2.5.A: Eastgate Gardens**

Develop Eastgate Gardens as a mixed-income community containing housing for older adults, affordable housing, homeownership opportunities, and a community arts center. As population increases here and elsewhere in Marshall Heights, pursue the refurbishing of shopping areas along Benning Road to better serve the surrounding community. The revitalization of neighborhood-serving retail and shopping districts along the Benning Road corridor should be encouraged. <sup>1715.4</sup>

### **FNS-2.6 Pennsylvania Avenue Southeast Corridor** <sup>1716</sup>

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

In January 2008, OP completed the Pennsylvania Avenue SE Corridor Land Development Plan, which was approved by the DC in July 2008. As a result of this planning process, which included extensive community

### **Fletcher-Johnson Campus**

The Fletcher-Johnson Campus is positioned several blocks north of the Marshall Heights neighborhood, south of the Kipp DC Benning Campus, west of the DMV and Benco Shopping Center and east of the Maryland state line. Fletcher-Johnson closed in 2008, though portions of the building were previously leased to public charter schools, and the facility was last used as a swing space for HD Woodson High School during its modernization. The building has been vacant since 2011. <sup>1715.4a</sup>

The Deputy Mayor of Education (DME) previously released a request for offers (RFO) and evaluated offers for the school in 2014; however, no award was made. Prior to restarting the RFO process in 2017, DME confirmed that the Department of General Services (DGS) could not immediately identify other government use for Fletcher-Johnson in the near term. DGS officially surplused the property in 2019, making it available for disposition by DMPED. <sup>1715.4b</sup>

The site offers a unique opportunity for the District to reshape a long-languishing property into a benefit for residents and the District as a whole. Previous public input into the redevelopment plan has been extensive and widespread, resulting in various community preferences for the site. <sup>1715.4c</sup>

DMPED issued a request for proposals (RFP) for Fletcher-Johnson. <sup>1715.4d</sup>



*Residential uses near the Pennsylvania Avenue SE corridor*

engagement, development options were articulated to guide future decisions for key sites along the corridor determined to have potential to serve as catalysts for corridor-wide revitalization. <sup>1716.2</sup>

The 2.3-mile Planning Area included all properties fronting Pennsylvania Avenue SE from Independence Avenue SE eastward to Southern Avenue. The District designated Pennsylvania Avenue SE a major corridor as part of the Great Streets Initiative in 2006, with the intent of spurring redevelopment and enhancing neighborhood livability. <sup>1716.3</sup>

Pennsylvania Avenue SE is an important transportation corridor in the District, classified by DDOT as a principal arterial road. It is crossed by collector, local, and minor arterial roads and the Anacostia Freeway on the east side of the Anacostia River and the Southeast Freeway on the west side of the river. The Pennsylvania Avenue Advisory Committee was established to include councilmembers, ANC commissioners, civic associations, residents, property owners, and business owners. An analysis of existing conditions related to land use and zoning, urban design, the real estate market, and public participation resulted in the identification of key redevelopment opportunity sites. Through the study process, eight sites were identified as having the highest potential for redevelopment and revitalization; five of these are underserved communities in the Far Northeast Southeast Area Element. The final plan activated a detailed implementation strategy and includes policies to guide redevelopment along the corridor. <sup>1716.4</sup>

The Avenue is one of America's Main Streets and is bordered by moderate-income neighborhoods with residents who are civically engaged. It provides amenities to a community of rolling hills, manicured lawns, red-brick colonials, ramblers, American Craftsman bungalows, Mid-Atlantic Colonial Revival, and Tudor Revival homes. The area is convenient to the Southeast-Southwest Freeway and is also notable for its streets lined with oak, maple, and dogwood trees. The area has an altitude higher than most of Washington, DC. The surrounding communities—Penn Branch, Hillcrest, Dupont Park, Fort Dupont Park, Fairlawn, Twining, Randle Highlands, Fort Davis, and Fairfax Village—once considered suburbs, are conveniently located close to Capitol Hill and about 15 minutes from the U.S. Capitol. The combination of numerous mature trees, parks, green spaces, and large lots makes these neighborhoods desirable. Metrobus service provides direct transportation to and from downtown, as well as the Potomac Avenue and Naylor Road Metro Stations. <sup>1716.5</sup>

The future of Pennsylvania Avenue has profound effects on the adjacent neighborhoods of Fairlawn, Twining, Dupont Park, Penn Branch, Hillcrest, Fort Davis, and Fairfax Village. Its designation by the District as an official Great Street speaks both to its historic reputation as America's Main Street and its capacity to shape the appearance and impression of the surrounding

community. Particular emphasis should be placed on upgrading the shopping area between Fairlawn Avenue and 28th Street SE. This corridor, initially developed as a walkable shopping street, experiences a lack of continuity, a lack of retail choices, many vacant storefronts, parking management issues, and traffic patterns that are dangerous for pedestrians. <sup>1716.6</sup>

***Policy FNS-2.6.1: Pennsylvania Avenue SE Great Street***

Plan the Pennsylvania Avenue SE corridor in a manner that reduces traffic effects on adjacent neighborhoods, transforms its role as a Far Northeast and Southeast commercial center, and restores its ceremonial importance as a principal gateway to and from the nation's capital. <sup>1716.7</sup>

***Policy FNS-2.6.2: Neighborhood Shopping Improvements***

Promote a wider variety and better mix of neighborhood-serving retail shops. Focus on providing targeted growth to the small pockets of new and existing commercial properties along the Pennsylvania Avenue SE Corridor. <sup>1716.8</sup>

***Policy FNS-2.6.3: Transportation and Infrastructure***

Implement the Great Streets roadwork and streetscaping on Pennsylvania Avenue in Wards 7 and 8. Encourage community groups in Wards 7 and 8 to request from DDOT similar streetscape improvements. Explore rapid bus service along the corridor. <sup>1716.9</sup>

***Policy FNS-2.6.4: Economic Development***

Create a marketing strategy to attract new retailers to vacant spaces. Conduct analysis of technical assistance needs of existing businesses. Use commercial façade improvement grant programs to invest in more attractive storefronts where buildings are not expected to be redeveloped. <sup>1716.10</sup>

***Policy FNS-2.6.6: Land Use***

Zoning along Pennsylvania Avenue SE should support the types of redevelopment outlined in the Pennsylvania Avenue SE Corridor Land Development Plan. <sup>1716.11</sup>

***Policy FNS-2.6.7: Mixed-Use and Affordable Housing***

Use District and federal resources to support a variety of mixed-income housing opportunities near key redevelopment sites in Wards 7 and 8. Create attractive, mixed-use, retail-anchored residential sites and affordable housing options along the Pennsylvania Avenue SE corridor. Some neighborhoods with great potential include Fairlawn, Randle Highlands, and Twining, which surround the mixed-use corridor identified along Pennsylvania and Minnesota Avenues SE. In addition, mixed-income housing units that combine residential and retail space would be valuable commodities to residents. Invest in the development of mixed-use housing and retail at these locations: 2300-3100 block of Pennsylvania Avenue SE, 2200-2300 block of Minnesota Avenue SE, and 2900 block of Minnesota Avenue SE. <sup>1716.12</sup>



***Policy FNS-2.6.8: Physical Improvements***

Continue to improve the infrastructure and physical appearance of the Pennsylvania Avenue Southeast corridor as a way to enhance its market perception and attract investors, visitors, shoppers, residents, and new retail businesses and services that benefit the adjacent community and attract pass-through consumer shoppers traveling to and from I-295. <sup>1716.13</sup>

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

Implement the remaining recommendations of the Pennsylvania Avenue SE Transportation Study at the Twining roundabout to improve community access and circulation. These recommendations include streetscape, signage, and parking improvements, speed controls, signal timing changes, pedestrian and bicycle safety improvements, travel lane and pavement marking adjustments, traffic calming measures to avoid cut-through traffic on local side streets, and changes to the I-295/Pennsylvania Avenue interchange. <sup>1716.14</sup>

***Action FNS-2.6.B: Great Street Improvements***

Implement the Great Street Plan to beautify Pennsylvania Avenue SE, maintaining the width of the street, landscaping the avenue from the Sousa Bridge to the Maryland border, and taking other steps to manage traffic flow and avoid negative effects on and cut-through traffic in adjacent neighborhoods. <sup>1716.15</sup>

***Action FNS-2.6.C: Directing Growth***

Direct the growth along the Pennsylvania Avenue SE corridor. Mixed-use development combining ground floor retail and upper-story residential uses should be supported in this area, along with streetscape improvements that enhance visual and urban design qualities and pedestrian, bus, and automobile circulation. As in all parts of the District, the scale of development should be sensitive to adjacent uses and reflect the capacity of roads, infrastructure, and services to absorb additional growth. In addition, improvements should contribute to and maintain the historic character of the neighborhood. Make use of historic setbacks to bring retail frontage closer to Pennsylvania Avenue and maximize opportunities for rear parking and access (thus easing traffic congestion and flow). <sup>1716.16</sup>

***Action FNS-2.6.D: Physical Improvements***

Improve the infrastructure and physical appearance of the Pennsylvania Avenue SE corridor as a way to enhance its market perception and attract investors, visitors, shoppers, residents, new retail businesses, and services that benefit the adjacent community and attract pass-through consumer shoppers traveling to/from the District on I-295. <sup>1716.17</sup>

## FNS-2.7 Skyland <sup>1717</sup>

The Skyland Shopping Center site covers 16 acres at the intersection of Naylor Road, Good Hope Road, and Alabama Avenue SE. When it was initially developed in the 1940s, the 170,000-square-foot complex of free-standing retail buildings was one of the first auto-oriented shopping centers in Washington, DC. Along with the adjacent 95,000-square-foot Good Hope Marketplace, it was the principal commercial center serving the southern part of Far Northeast and Southeast. Plans to renovate and modernize Skyland have been evolving for many years. Phase 1 of the highly anticipated mixed-use redevelopment of the center is underway. This phase will include 240 units of residential housing, as well as a medium-scale grocery store. The site will ultimately be redeveloped as a Town Center, with more than 275,000 square feet of leasable space being pursued by DMPED. An additional anchor is being sought to secure the retail portion of the site.

<sup>1717.1</sup>

Reinvestment in Skyland is an important part of the District's efforts to provide better shopping options for underserved communities, reduce the loss of retail dollars to the suburbs, and make Wards 7 and 8 more attractive to existing and future residents. To be most effective, planned improvements should be a part of a broader strategy to enhance the Alabama/Good Hope area as a focal point for surrounding neighborhoods, such as Hillcrest and Fairlawn, and to upgrade the Naylor Road corridor as a gateway to Far Northeast and Southeast and Historic Anacostia. <sup>1717.2</sup>

### *Action FNS-2.7.A: Skyland Redevelopment*

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

### *Action FNS-2.7.B: Skyland Small Business Assistance*

Continue to work with the District Department for Local and Small Business Development (DSLBD) to assist small business and private enterprise in the Skyland area. <sup>1717.4</sup>

### *Action FNS-2.7.C: Fort Baker Drive Buffering*

Work with property owners to develop and maintain a suitable visual, sound, and security buffer between Skyland Shopping Center and the adjacent residential areas along Fort Baker Drive. <sup>1717.5</sup>



*Skyland Town Center*



*Kenilworth-Parkside*

## FNS-2.8 Kenilworth-Parkside <sup>1718</sup>

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

Kenilworth-Parkside was initially developed as low-income housing in the 1940s. During the 1980s, the 464-unit public housing complex was touted by the federal government as a success story after property management responsibilities were transferred to the local tenant organization. Crime dropped dramatically, and the quality of life visibly improved. The area's reputation for innovative housing policy continued through the 1990s. The public housing was sold and renovated and a neotraditional town was conceived on a 26-acre vacant site between Kenilworth and the Pepco Benning Service Center. In addition to the Grove at Parkside, which yielded 186 residential units, about 226 affordable townhomes were constructed between 2010 and 2017. More development is expected to include up to 1,500 mixed-income multi-family units, 750,000 square feet of office space, and 50,000 square feet of retail <sup>1718.2</sup>

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

In addition to the Kenilworth-Parkside pedestrian bridge, the creation of the two-mile-long Marvin Gaye Park along Watts Branch, development of the Minnesota Avenue government center, and designation of Nannie Helen Burroughs Avenue as a Great Street should all help to unite the community on both sides of the I-295 freeway. The meadows and woodland garden of Marvin Gaye Park advance resilience by providing for natural water filters and mitigating runoff, and dozens of youth are trained through the Summer Youth Employment Program in upkeep and beautification. To further improve the connectivity between the Kenilworth-Parkside communities, DDOT is finalizing a Livability Study, which will provide recommendations for improvements to public space, safety, and access for all users of the transportation system <sup>1718.4</sup>

***Policy FNS-2.8.1: Kenilworth-Parkside Open Space Improvements***

Support federal efforts to improve and restore the Kenilworth Park and the Kenilworth Aquatic Gardens. Engage with federal efforts to remediate contamination in Kenilworth Park and coordinate with federal agencies to guide the construction of future District-managed park amenities in Kenilworth Park. Additionally, implement Resilient DC strategies here that will strengthen the infrastructure and educate the community on the effects of climate change. Design improvements to Kenilworth Park that enhance ecology and increase walking and biking access to Kenilworth Park from adjacent neighborhoods. Connect Kenilworth Park to nearby parkland, including the U.S. National Arboretum, through riverfront trail and bridge projects. Establish state-of-the-art recreation facilities that promote both land-based and water-based recreation. <sup>1718.5</sup>

***Policy FNS-2.8.2: Kenilworth-Parkside Transit-Oriented Development***

Support mixed-use, mixed-income residential, retail, and office development on the remaining vacant properties in the Kenilworth-Parkside neighborhood. Take advantage of this area's proximity to the Minnesota Avenue Metro station and its relative distance from the low-density, single-family neighborhoods to the east to accommodate medium to high-density housing that is well connected to transit and the adjacent waterfront open space. <sup>1718.6</sup>

***Policy FNS-2.8.3: Density Transitions at Parkside***

Provide appropriate height and scale transitions between new higher-density development in the Kenilworth-Parkside neighborhood and the established moderate-density townhomes and apartments in the vicinity. Buildings with greater heights should generally be sited along Kenilworth Avenue and Foote Street and step down in intensity moving west toward the river. <sup>1718.7</sup>

***Policy FNS-2.8.4: Buffering Around Parkside***

Maintain sufficient buffering, screening, and separation between new development at Kenilworth-Parkside and the adjacent Pepco Benning Service Center and waste transfer station. <sup>1718.8</sup>

***Policy FNS-2.8.5: Parkside Access Improvements***

Full bidirectional, multimodal connectivity should be established between Kenilworth-Parkside and Benning Road. Multimodal access, both pedestrian and vehicular, should be provided to the Parkside neighborhood from Benning Road, especially in case of evacuation and for emergency vehicles. A Livability Study is being conducted by DDOT to assess issues related to multimodal connectivity, directional signage, vehicular circulation, and pedestrian safety. <sup>1718.9</sup>

***Policy FNS-2.8.6: Kenilworth Park Resilience Strategy***

The District, through its membership in a worldwide initiative has identified Kenilworth Park as one of two pilot locations in Washington, DC, for a place-based effort to showcase an interdisciplinary approach designed to mitigate the challenging effects of climate change and growth. Kenilworth Park and its surrounding neighborhoods are some of the most at-risk areas for flooding in the District. Designation as a pilot location will create a community-centered strategy, resulting in lowering the risk and negative effects of flooding. <sup>1718.10</sup>

***Action FNS-2.8.A: Buffer the Interface Between the I-295 Freeway***

Buffer the effect of the I-295 Freeway/rail corridor upon adjacent residential uses, especially in the Deanwood, Eastland Gardens, Fairlawn, Kenilworth, Greenway, Parkside, River Terrace, and Twining neighborhoods. These improvements should buffer the neighborhoods from noise, odor, vibration, and other freeway impacts while also providing a more positive visual impression of the community from the highway itself. <sup>1718.11</sup>



*Action FNS-2.8.B: Improve Vehicular, Pedestrian, and Bicycle Access to the Kenilworth-Parkside Area*

This should include improved horizontal clearance at the railroad crossings, safer pedestrian access ways, better signage, and enhancements to the Kenilworth Avenue interchanges. Full bidirectional, multimodal connectivity should be established between Kenilworth-Parkside and Benning Road. <sup>1718.12</sup>

*Action FNS-2.8.C: Anacostia Waterfront Framework Plan*

Implement the Anacostia Waterfront Framework Plan recommendations for Kenilworth-Parkside, including new gateways and or access points at the intersection of Benning Road and Kenilworth Avenue and at Watts Branch. <sup>1718.13</sup>

*Action FNS-2.8.D: Kenilworth Parkside Small Area Plan*

Explore a Small Area Plan for the neighborhood between Kenilworth Avenue and the Anacostia River. The Small Area Plan would address key issues, such as economic development opportunities, community access, and anticipated resilience challenges. <sup>1718.14</sup>

