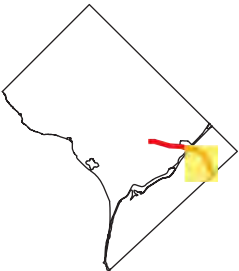


Study Area 4 A Street SE to Southern Avenue

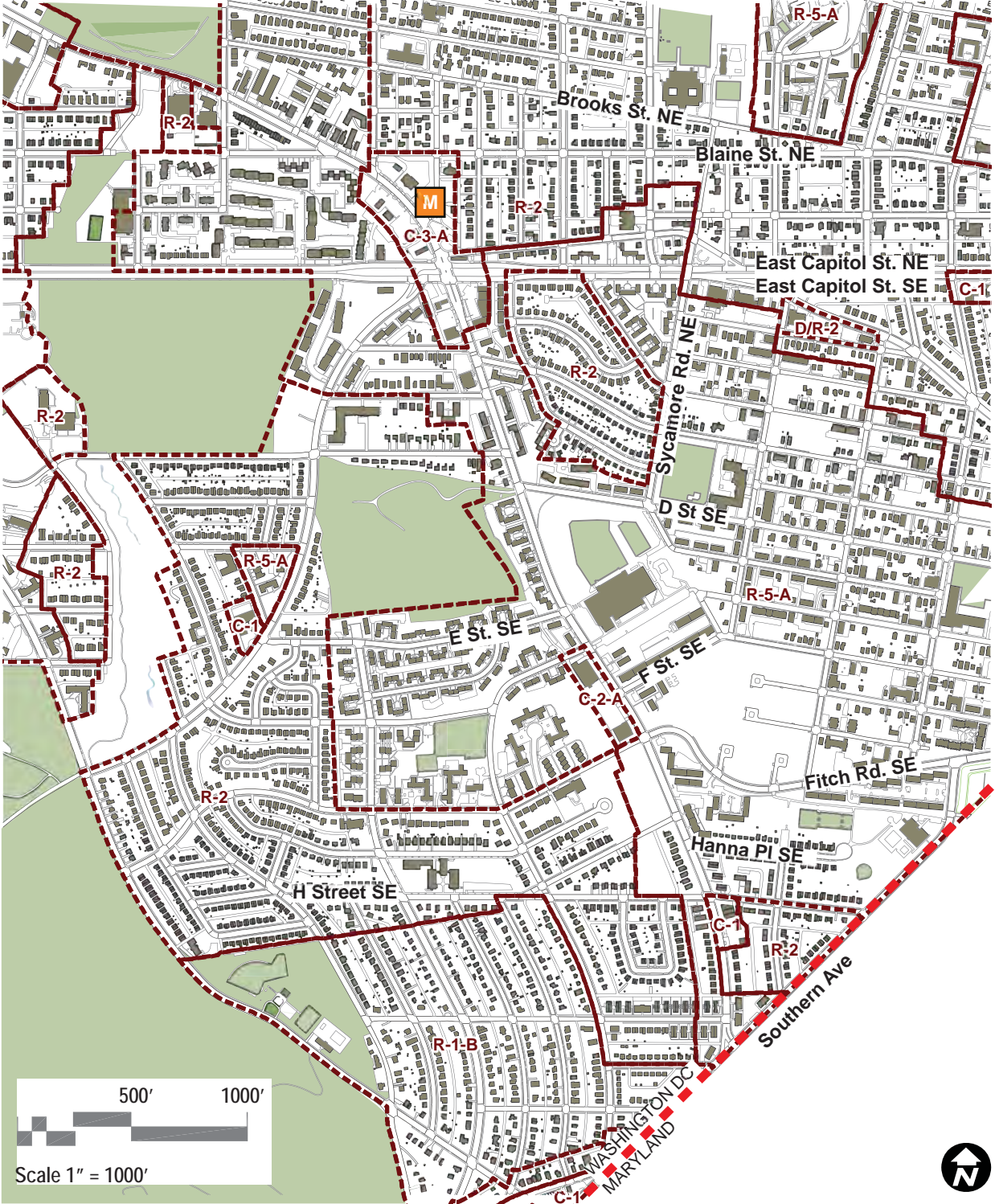


Zoning	Code Description
C-1	Neighborhood Shopping
C-2-A	Community business center-low moderate density
C-2-B	Community business center-medium density
C-2-C	Community business center-high density
C-3-A	Medium bulk major business and employment
C-3-B	Medium bulk major business and employment
C-3-C	High bulk major business and employment
C-4	Central business district
C-5	(PAD) Pennsylvania Avenue Development
C-M-1	Low bulk commercial and light manufacturing
C-M-2	Medium bulk commercial and light manufacturing
C-M-3	High bulk commercial and light manufacturing
CR	Mixed residential, retail, offices & light industrial uses
M	General industry
R-1-A	Single family detached dwellings
R-1-B	Single family detached dwellings
R-2	Single family detached dwellings
R-3	Row dwellings and flats
R-4	Row dwellings and flats
R-5-A	Low density apartments
R-5-B	Moderate density apartment houses
R-5-C	Medium density apartment houses
R-5-D	Medium-high density apartment houses
R-5-E	High density
SP-1	Medium density residential/limited office
SP-2	Medium density residential/limited office
W-1	Low density mixed residential-commercial
W-2	Medium density mixed residential-commercial
W-3	High density mixed residential-commercial

Zoning

Majority of the areas along the Benning Road corridor in Study Area 4 is zoned low density residential or single family detached dwellings. At a few places along the corridor the zoning is low/moderate density community business center and medium density major business and employment. Even though this study area is zoned predominantly low density residential, there is room to accommodate additional residential units. At present the retail and community support functions are not adequate to support the existing residential needs; however, the zoning codes identify specific districts that can be developed to fulfill those needs. Parts of the study area have adequate zoning allowances to accommodate spill over transit oriented development from the adjoining areas. As mentioned earlier, the node at the intersection of East Capitol Street and Benning Road has the potential to develop in to commercial business district with mixed use retail.

Figure 4.21- Zoning Map, Study Area 4





Opportunity Sites - Study Area 4 A Street SE to Southern Avenue

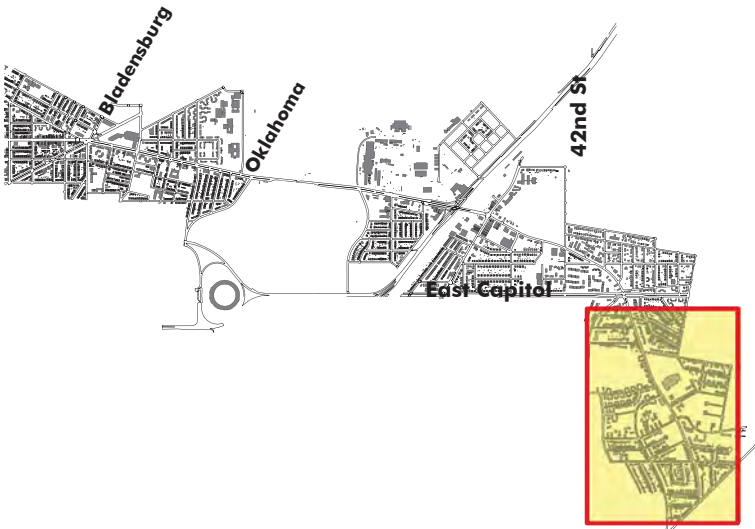
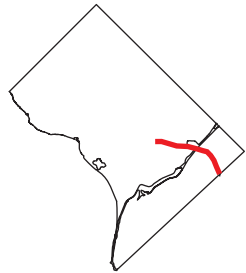


Figure 4.22- Study Area 4 Aerial Photo



4A 4801,4837 Benning Rd. SE



4B Benning Road SE

This area is farthest from the existing redevelopment patterns along majority of the Benning Road corridor and is heavily concentrated in residential property. Several vacant or underutilized parcels in the area could provide potential for larger residential and affordable housing units along with some community uses, given the size of the vacant lots.

**Opportunity Site 4A**

This site is located at the intersection of Benning Road and G Street SE. Current uses on the site include a Benning Mall food store, a dollar store and a liquor store. A Metro bus stop is located near the site. There is roughly 28,000 sq.ft. of developable land available on this site with direct frontage onto Benning Road. The area to the south of this opportunity site is covered with mature trees that buffer the residential areas from retail uses fronting Benning Road and the commuter traffic.

The site is surrounded by medium to low density residential consisting of apartment buildings and large lot single family homes. Market analysis suggest limited retail development opportunities on site 4A. Some retail can be developed on the existing liquor store site at the intersection of Benning Road and G Street SE. Current condition of existing retail on the site suggests limited dependence of surrounding neighborhoods on the existing food store. In the long term, opportunities for mixed use commercial and residential development exist on this site. The parcels with frontage to Benning Road can accommodate commercial uses and the parcels close to existing housing clusters can be developed into residential. Current zoning

on the site is C-2-A (Community Business Center-low moderate density), allowing for office, retail, and residential development.

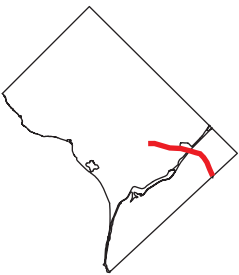
**Opportunity Site 4B**

This site is located at the intersection of G Street SE and Benning Road. Currently the site is vacant with a thick cover of mature trees separating low density single family residential neighborhoods from the Benning Road traffic. There is about 60,000 sq.ft. of developable land available on this site with direct frontage onto Benning Road and G Street SE. Market analysis suggests an opportunity for residential development with ground floor large format retail space. The site's proximity to other residential clusters, frontage on Benning Road and G Street, and proximity to the retail development on opportunity site 4A suggests possibility for mixed use residential with ground floor retail in the long term. Commuter traffic to and from Maryland can be tapped into sustaining the retail, in addition to the support base from the surrounding neighborhoods, by careful choice of businesses. Current zoning on the site is R-5-A (Low Density Apartments), allowing for development of general residential districts with low height and density requirements.





Opportunity Sites - Study Area 4 A Street SE to Southern Avenue



Opportunity Site 4C

This site is located at the intersection of H Street SE and Benning Road. Currently the site has three scattered clusters of commercial uses including a food store and associated parking. There is about 12,000 sq.ft. of vacant land, currently used as parking, available on this site with direct frontage onto Benning Road and H Street SE. Market analysis suggests an opportunity for continued development of commercial uses with possible mixed use residential development with limited ground floor retail. The site’s proximity to other residential clusters, frontage on Benning Road and H Street, and existing commercial uses suggests possibility for further developing that use in long term. Current zoning on the site is C-1 (Neighborhood Shopping), allowing for low density neighborhood shopping type development. There is development underway at the site across the street from 4C. A local non-profit organization is currently building 8 townhomes for sale, with the first phase to be completed in Spring 2008. Three out of 8 townhomes are affordable at 60% of area median income. This project utilized the DC Department of Housing and Community Development “Home Again” program, the goal of which is to transform vacant and abandoned residential properties into single-family homeownership opportunities for residents. By increasing homeownership and eliminating blight, Home Again helps to stabilize neighborhoods and contribute to local economic sustainability.

Figure 4.24- Study Area 4 Opportunity Sites Existing Conditions Photos

4C 5000-5026 Benning Road SE & 5011-5015 H Street SE



This table summarizes the development opportunities for each of the opportunity sites in the study area within the context of a redevelopment framework timeline. Existing onsite and surrounding land uses were analyzed along with existing and projected trends for population, housing, offices, and retail and a proposed land use for each of the opportunity sites was developed. In addition, market analysis was used to prioritize the redevelopment potential, based on a time frame of development, for each of the opportunity sites within the study area. The opportunity sites are prioritized chronologically.

Each opportunity site combines numerous parcels to form a larger lot for redevelopment purposes. Detailed information in terms of ownership, zoning, size, and address is available upon request for each of the parcels; however, for ease of discussion, the information has been combined in the adjacent table according to individual opportunity site boundaries.

Table 4.5- Study Area 4 Opportunity Site Matrix

STUDY AREA 4	Address	Owner	Parcel Size (sqf)	Current Zoning	Current Land Use	Proposed Use	Proposed Development Scale	Redevelopment Timeframe
	4A 4837 Benning Rd. SE	Kwan Ham	28,000	C-2-A	Commercial	Mixed use opportunity at the corner of Benning and G Street, SE	The existing zoning is sufficient to achieve the stated goals; however some additional height and density may be considered through the public process of a Planned Unit Development within the existing zoning.	10-15 years
	4B Benning Road SE		60,000	R-5-A	Unimproved Land	Residential development with ground floor large format space	The existing zoning is sufficient to achieve the stated goals; however some additional height and density may be considered through the public process of a Planned Unit Development within the existing zoning. Current zoning allows for convenience store type adjunct use near an apartment complex, however, a more developed retail use with associated parking might require a zoning change to low to moderate density mixed-use	10-15 years
	4C 5000-5026 Benning Road SE & 5011-5015 H Street SE	Yung H Lim, Benning Associates LLC, & Stephen D Ball Trustee	33,900	C-1	Commercial	Continued commercial uses with possibility of mixed use with residential and limited ground level retail space	A zoning change to low to moderate density mixed use will be required to accommodate the proposed uses	15+ years



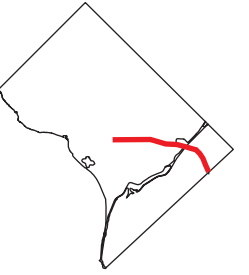
# Benning Road Corridor Redevelopment Framework Plan- APPENDIX



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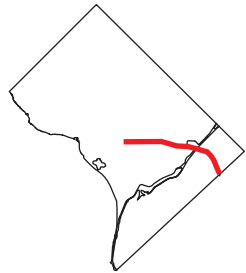
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# Benning Road Corridor Redevelopment Framework Plan Appendix



## Precursors to this Plan

### The H Street NE Strategic Development Plan

This plan predates the Great Streets Initiative, but was also in many ways the catalyst for the program, and the first of the Great Streets. Together with Benning Road, H Street forms an important corridor that runs from the heart of the city to its border with Maryland.

This initiative was undertaken to guide revitalization and development in the H Street corridor over the next ten years through economic investments and community involvement. The plan addresses all aspects of reshaping the community to best suit the community’s functionality; including transportation, pedestrian traffic to, from and within the corridor, zoning for retail and residential sections, and community aesthetic organization.

The plan envisions the transformation of the corridor into a vibrant place to live, work, shop and play.

The following statements summarize the assumptions and expectations of the current area:

- 1.5 miles of retail is unrealistic since it is not supported by a dense demographic;
- The corridor is long and should have a character that supports a central retail district;
- The introduction of housing will facilitate retail retention and attraction.

There are four key issues of concern:

- land use, zoning, and development (lot consolidation, historic preservation, modifying land-uses, and diversifying land uses);
- retail environment (diversifying retail mix, Business Improvement District, and developing local small businesses);
- transit, traffic and parking (establish a traffic/transportation management system, assessing impact of light rail on parking, and land uses and zoning);
- and the public realm (guidelines for streetscape, improve safety of sidewalks and street crossings, and public gathering places).

The plan divides the site into the following four themes:

1. Western Gateway: The Hub and Urban Living (North Capitol to 7th Street NE); to include office and residential uses.
2. Central Retail District (7th Street to 12th Street NE).
3. Arts & Entertainment (12th Street to Bladensburg Ave NE).
4. The Mall: Hechinger Mall/Formers Sears Sites (Bladensburg Avenue to 17th Street NE); use options include big box retailer or 50 units/acre residential development.

Market analyses suggest that the area has the capacity to support 200,000 square feet (sq. ft.) of office space (suitable for small professional, non-profit and association offices), 750 new and or rehabilitated residential units, and 300,000 sq. ft. of retail (5,000-10,000 sq. ft. in the Urban Living Zone and 150,000-200,000 in the Central Retail District).

The project gives priority to transit enhancements, pedestrian-oriented planning, and parking management/ expansion. It calls for enhancing transit services – potentially through streetcar or rapid bus systems which operate in shared travel lanes with vehicles. The proposal also suggests full-time on-street parking plus the provision of additional structured or surface parking. Pedestrian activity will be encouraged by widening sidewalks, streetscaping (trees, bike racks, etc.) and traffic-calming measures (stop lights, street parking, etc.). Additionally, heritage based tourism is encouraged creating a need for a historic sites survey.

There is currently a great deal of market interest in the H Street, NE corridor, and the city expects this interest to make a natural progression down Benning Road. The Benning Road Plan anticipates this future growth and provides the surrounding communities with a framework to guide development as pressure moves eastward from H Street.

### Anacostia Waterfront Initiative (AWI)

Established on March 22, 2000, the Anacostia Waterfront Initiative Memorandum of Understanding organized a partnership of 20 federal and District agencies that own or control land along the banks of the Anacostia River to create a framework for the restoration of the riverfront area and to establish a shared vision of a world class waterfront along the Anacostia River. The efforts of this initiative were essential to the recovery of the Anacostia Waterfront and to reunite the capital city economically, physically and socially.

Figure A.1 - Anacostia Waterfront Initiative from the DC Office of Planning

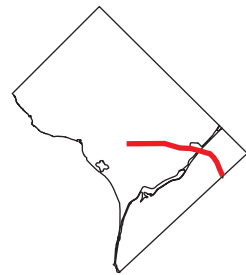


The goal of the AWI is to revitalize the waterfront with parks and recreational uses that introduce visitors to the heritage of the waterfront neighborhoods while ensuring that the social and economic benefits derived from a revitalized waterfront are shared by those neighborhoods and people living along the Anacostia River.<sup>6</sup>

The AWI Framework and Target Area plans are the result of three years of intensive planning and public meetings. Public participation has been critical to the development of the Target Areas. With over 5,000 participants throughout the process, the Framework plans are moving forward.

The Benning Road Corridor is set to become a gateway into the Anacostia River Parks. The location of the Benning Road corridor makes it a key corridor for access to a major portion of the proposed park system. The increased opportunity for recreational activities, arts, and festivals will encourage new land uses and integrated traffic patterns through the area. Additionally, future planning and improvement efforts will focus on aesthetics and public safety as well.

# Benning Road Corridor Redevelopment Framework Plan Appendix



## Market Analysis

The Louis Berger Group, Inc. retained Economics Research Associates (ERA) to conduct real estate and economic analysis of the H Street NE & Benning Road corridor in Washington, DC. The project was segmented into four tasks. The Market Analysis includes the following components to review the existing development conditions in the corridor.

- Inventory of existing businesses, including physical condition, ownership, total square footage and typology;
- Inventory of existing structures including, physical condition, ownership, total square footage and typology;
- Inventory of public properties and facilities; and,
- Current development activity.

To undertake this analysis, ERA conducted several levels of analysis to evaluate the existing development conditions in the corridor and the existing supply of various product types. Several key sources formed the basis for the research included in this task, including:

- An analysis of the available DC Office of Planning inventory of existing businesses;
- An analysis of existing real estate databases to evaluate the available square footage in the corridor study area and real estate trends that include absorption, rental rates, and facility conditions;
- A review of databases for proposed, under construction and under renovation properties to assess the current development activity;
- A review of recent media to identify additional proposed developments and general development trends in the corridor; and,
- A review and analysis of existing studies and reports to gauge the range of predictions and expectations for development in the corridor and any additional plans that will guide development activities.

This review led to several key findings concerning current conditions in and around the immediate study area as summarized below.

### Key Findings

The Benning Road corridor is in a pre-transition phase. The west side of the primary study area along H Street has witnessed some revitalization in the past several years and remains ripe for redevelopment opportunities. Several key findings surfaced that will drive redevelopment in the corridor.

1. The corridor has high residential densities in many locations, typified by low-rise multi-family and single-family structures of varying quality. The primary commercial corridors are located just west of the Anacostia River near the Pepco power plant and Langston Hughes Golf Course with retail service concentrations near the major cross-street intersections, particularly at Minnesota Avenue and East Capitol Street;
2. Residential densities drive a local services-based economy in the corridor. Most commercial activity is retail-focused with a limited commercial office market, generally in

only fair condition;

3. Several major intersections in the corridor bring significant commuter traffic through the neighborhood each day, with direct links to the downtown. Specifically, the intersections with Minnesota Ave and East Capitol Street could present development opportunities; and
  - i. The more concentrated residential densities surrounding Benning Road Metro, along with metro access and the East Capitol Street artery to downtown could enhance the opportunities for Transit-Oriented Development (TOD) in this area.
4. Several vacant or underutilized sites in the corridor present opportunities for redevelopment, particularly along Benning Road just east of the intersection with H Street.

### Business Inventory

The property inventory provided by DC Office of Planning provides limited information on the existing inventory of businesses. As seen in Table 3, the study area appears largely served by local, service-oriented businesses, typified by auto-related businesses, local markets and drug stores, small restaurants and other local services. The H Street Corridor includes 117 businesses, primarily in service industries with leading categories in cigarette/retail, delicatessens, and restaurants. The Benning Road corridor has 131 businesses, also largely local-service industry focused, with several (35) business addresses classified as automotive-related, while both corridors have several beauty shops, cigarette/retail, delicatessens, and restaurants. The H Street and Benning Road corridors have only six and five apartment businesses, respectively.

The table below shows the study Area Business Mix, October 2006

Category	H Street	Benning Road
Cigarette / Retail	15	20
Delicatessen	15	13
Restaurant	15	5
Motor Vehicle Salesman	6	35
Food Products	10	8
Beauty Shop	9	4
Apartment	6	5
Beauty Shop / Nails	5	1
Patent Medicine	3	12
Dry Cleaner	3	1
Cons Goods Rep (MV)	3	2

Source: DC Office of Planning, ERA, 2006

The existing land uses in the corridor support the related types of development. Immediately along Benning Road, west of the Anacostia River, the frontage is zoned either commercial or low-density residential. The apartments and residential units in the provided business inventory are smaller properties with few units. The only high-rise residential building in the corridor is on the north side of the intersection at H St and Benning Road.

### General & Limiting Conditions

Every reasonable effort has been made to ensure that the data contained in the Market Analysis study reflect the most accurate and timely information possible. These data are believed to be reliable. This analysis is based on estimates, assumptions and other information developed by Economics Research Associates from its independent research effort, general knowledge of the market and the industry, and consultations with the client and its representatives. No responsibility is assumed for inaccuracies in reporting by the client, its agent and representatives or any other data source used in preparing or presenting this study.

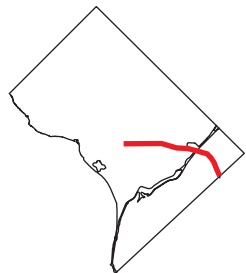
No warranty or representation is made by Economics Research Associates that any of the projected values or results contained in this study will actually be achieved.

Possession of this analysis does not carry with it the right of publication thereof or to use the name of "Economics Research Associates" in any manner without first obtaining the prior written consent of Economics Research Associates. No abstracting, excerpting or summarizing of this study may be made without first obtaining the prior written consent of Economics Research Associates. This report is not to be used in conjunction with any public or private offering of securities or other similar purpose where it may be relied upon to any degree by any person, other than the client, without first obtaining the prior written consent of Economics Research Associates. This study may not be used for purposes other than that for which it is prepared or for which prior written consent has first been obtained from Economics Research Associates.

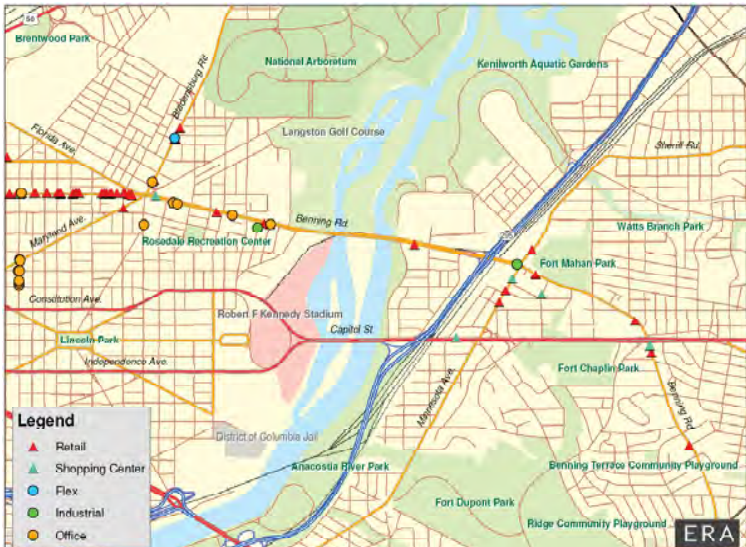
This analysis is qualified in its entirety by, and should be considered in light of, these limitations, conditions, and considerations.



# Benning Road Corridor Redevelopment Framework Plan Appendix



## Market Analysis



**Figure 11: The map above displays the existing inventory and planned development in the study area. The analysis includes several properties to the west of the primary study corridor, which are included here in order to overview the available local market of properties.**

A major power generating facility and Pepco property dominates the north side of Benning Road just east of the Anacostia River, with small commercial facilities on the south side of the street. East of the power site, a large commercial district lines the street before Fort Mahan Park. To the east, residential properties are the primary uses to the north and east of Benning Road, with a mix of residential and commercial to the south and west.

### Existing Real Estate Market Conditions

Development in the study area is primarily older properties with few renovations in the past 20-years. In general, across product types, smaller lots and older facilities typify the development patterns. The corridor’s primary commercial properties consist largely of retail and shopping centers with virtually no office or major industrial space. There are six office properties and two industrial properties along the study area. From an exterior view, the Verizon building on Benning Road, classified as an industrial space, is most likely a combination of uses in flex space.

Retail and local-service oriented commercial activity dominates the primary study area. Limited commercial office space exists inside converted row houses and small shopping centers. This space primarily consists of local professional services-related businesses, such as dentists and doctors. A snapshot of product-types illustrates these findings.

The table below shows the Market Summary Averages.

	Averages					Total				
	Last									
	Year	Renovation	RBA	Acres	Buildings	RBA	Class A	Class B	Class C	
Industrial/Flex	1944	N/A	28,392	1.16	2	56,784	N/A	N/A	N/A	
Office	1935	1992	8,801	0.06	6	52,807	0	1	5	
Retail/Shopping Center	1935	1987	12,757	0.87	50	701,001	N/A	N/A	N/A	

Source: CoStar Property Research, Economics Research Associates, October 2006

The average rentable building area (RBA) for each class is generally small in both building and lot size. For those buildings with records available, the average year of last renovation was about 20 years ago; however, few of the buildings have records on last renovation and a visual inspection of the study area suggests few have undergone renovation. The class of properties available in the corridor reflects the relative older age and fair condition of the properties, with most buildings rated as Class B and Class C. The limited supply of leased space in the corridor creates challenges in analyzing the conditions in the local market.

The table below shows the market supply and summary of each product type in the study area. The table summarizes leased space in the market and may not count every property in the market.

Product Type	Number of Buildings	Total RBA 1/	Share of Region	Vacancy Rate 2/	Average Rental Rate
Office	6	52,807	N/A	8.2%	\$26.62/fs
Industrial	2	56,784	N/A	0.0%	-

	Direct Net Absorption, 2000-2005 Annual Totals							Through Q2	
	2000	2001	2002	2003	2004	2005	Avg. Annual	2005	2006
	0	(625)	2,507	(2,000)	(3,800)	193	(621)	1,800	(2,300)
Office	0	0	0	0	0	0	0	0	0
Industrial	0	0	0	0	0	0	0	0	0

	End of Year Direct Vacancy Rate							Through Q2	
	2000	2001	2002	2003	2004	2005	Avg. Annual	2005	2006
	3.6%	4.7%	0.0%	3.8%	11.0%	10.6%	5.6%	7.6%	15.0%
Office	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Industrial	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

	End of Year Average Direct Rent							Through Q2	
	2000	2001	2002	2003	2004	2005	Avg. Annual	2005	2006
	\$28.82	\$29.82	\$33.82	\$26.90	\$36.14	\$28.04	\$30.59	\$36.14	\$25.89
Office	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Industrial	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

1/ Rentable Building Area  
2/ Does not include Sublet Vacancy  
Source: CoStar Property; Economics Research Associates, October 2006

### Office Properties

Six office buildings with only a total of 56,784 square feet of space are located in the study area. The market has witnessed up and down absorption rates since 2000 (absorption is defined as the net amount of space leased during the period. Negative absorption means that more facilities were vacated than leased). The average annual change in the market is small, at only negative 621 square feet of space. In such a small market, with primarily local-oriented services, strong trends are difficult to identify. Vacancy rates have fluctuated from less than three percent to over ten percent since 2000. Rents appear to have fluctuated greatly since 2000, ranging \$27 to \$36 and mirroring changes in vacancy rates.

The majority of office properties tracked in the study area is located in the western section of the corridor, near the intersection with H Street. There are six office properties tracked in the Costar database and located on Benning Road, NE. These properties are all Class B or Class C, meaning they are older and only in fair condition.

The Greater Northeast Medical Center at 1647 Benning Road is a Class C building built in 1981. The facility has 18,000 SQFT of rentable space and currently maintains a ten percent vacancy rate. Three other primary facilities are each over 70-years old. There are also two properties located at Benning Road and 15th Street, NE and on Bladensburg Road, NE.



# Benning Road Corridor Land Development Plan Appendix

## Market Analysis

**Inventory by Retail Category**

**Food and Beverage (F&B):** This category includes establishments that serve food and/or alcohol consumed outside the home. Tenant types in the F&B category include sit-down restaurants, cafes, bars, coffee shops, sandwich shops, ice cream shops, “quick-bite” establishments, fast-food restaurants, and similar.

**General Merchandise, Apparel, Furnishings and Other (GAFO):** This category includes establishments such as clothing stores, furniture stores, bookstores, jewelry stores, stationery stores, gift boutiques, pet stores, sporting goods stores, home goods stores, craft stores, music stores, antique shops, camera stores, electronics stores, auto parts stores, and similar.

**Neighborhood Goods and Services (NG&S):** This category includes establishments that depend upon the patronage of local residents and workers. Examples of these types of tenants include grocery stores, drugstores, florists, bakeries, specialty food stores, delicatessens, butchers, dry cleaners, tailors, Laundromats, hair salons, nail salons, day spas, printers, pet salons, machine repair shops, shoe repair and shine shops, hardware stores, gyms, and similar.

**Inventory by Class of Space**

**Class A:** Space that meets the requirement for a Class A rating typically has the following attributes: located at an end-cap or prominently situated among in-line establishments, floor-to-ceiling clear height of 14 feet or higher, storefront width of 20 feet or more, well-maintained, clearly visible from primary roadways, constructed with quality materials, properly lit exterior and display spaces, and clear pedestrian and vehicular access and parking.

**Class B:** Space that meets the requirements for a Class B rating typically has the following attributes: well-situated among in-line establishments, floor-to ceiling clear height of approximately 12 feet or higher, storefront width of 15 feet or more, well-maintained, and diminished representation of any factors listed for Class A space.

**Class C:** Space that meets the requirements for a Class C rating typically has the following attributes: located among in-line establishments, floor-to-ceiling clear heights of less than 12 feet, storefront width of less than 15 feet, and diminished representation of any factors listed for Class A or B space.

**Build-to-Suit (BTS):** Space that is listed as BTS has been constructed for a specific tenant in such a manner that conversion to another use or tenant will be difficult or impractical.

### Industrial & Flex Properties

There is a small industrial and flex market near the study area, with a few properties located north of H St. Two primary properties in the corridor account for about 58,000 square feet of industrial and flex space. Little detailed information exists on these facilities but they are generally old and Class C facilities, with an average age of 65 years. The market is too small to glean trends, though some negative absorption in the area in the past few years suggests little activity and virtually no development for several years.

Light uses typify the industrial space in the area, such as metal fabrication and auto body shops. Two industrial properties located at the extreme northwest edge of the area, on 2nd Street NE and 3rd Street NE, are both over 60-years old and in fair condition.

### Retail & Shopping Centers

For the Benning Road project area, 130 retail establishments were surveyed and recorded in March, 2006.

The sizes of retail spaces along this corridor were determined through one of four approaches: (1) information derived from leasing plans, (2) information derived from GIS/CAD drawings, (3) estimation by the survey team, and (4) measurement of space by a measured increment (i.e. ceiling tile, floor tile, window bay, etc.). Because exact measurements could not be assured in all circumstances, sums related to total areas are expressed as “approximate” or within a reasonable margin of error for the purposes of this report.

The total amount of retail space along this corridor is estimated to range between 422,400 and 444,100 square feet. The vacancy rate for Benning Road’s retail is approximately 6.6 percent.

### Inventory by Retail Category

Each retail tenant along Benning Road was identified by retail categories as describes in the column on left. The table below shows Benning Road Retail Inventory by Retail Category.

Retail Category	Percentage of Total Retail Space
Food & Beverage Establishments	15%
General Merchandise, Apparel, Furnishings & Other	33%
Neighborhood Goods & Services	52%

Of the 130 retail-occupied spaces, 27 establishments are included in the F&B category. Contributing approximately 63,650 square feet, F&B retailers constitute 15% of the existing inventoried retail space.

In the GAFO category, 30 establishments were identified. Accounting for approximately 145,504 square feet, GAFO retailers occupy 33% of existing inventoried retail space.

As the largest represented retail category, 73 NG&S retailers total approximately 224,116 square feet or 52% of existing inventoried retail space.

### Inventory by Class of Space

The spaces currently occupied by retail tenants along Benning Road were evaluated. Each space was assigned Class of Space grades. a description of the class grades is provided in the column on left.

The table below shows Benning Road Retail Inventory by Class of Retail Space.

Class of Retail Space	Total Square Feet	Percentage of Total Retail Space
A	21,600 sf	5%
B	191,965 sf	44%
C	149,415 sf	35%
Build to Suit (BTS)	70,290 sf	16%

Of the 130 inventoried retail spaces, nine locations are rated Class A, 38 spaces are rated Class B, and 58 are rated Class C. Twenty-five spaces are rated “Build-to-Suit.” Nearly 100,000 square feet of Class B space is occupied by the two Safeway locations along the corridor.

An estimated 226,500 square feet of the corridor’s retail space is located west of the Anacostia River. Approximately 207,000 square feet is east of the river

### Existing Research Review

In early 2006, DC Office of Planning commissioned a study of the great streets corridor. This study provides a background analysis of the existing residential, retail and office inventory in the Benning Road corridor. The analysis focuses on the residential (building permit) demand in the corridor and the resulting retail demand. The Council of Governments anticipates 877 building permits in the Benning Road corridor between 2005 and 2011, which will represent less than three percent of the city’s permit activity.

The report continues to classify the residential typology as “5th Generation,” which describes neighborhoods with challenging market conditions due to constrained incomes and poor quality housing stock. The area presents few development opportunities, and to meet low-moderate income household needs, new developments will require significant public incentives to move forward with development.

