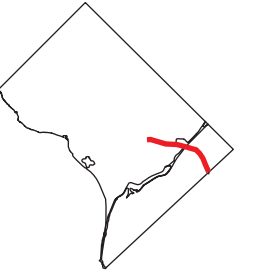




Shopping & Business



E. Retail Findings

The retail analysis found that for the primary trade area along Benning Road, there were 16,400 Households with a \$34,000 Median household income. Note, a full detailed methodology can be found in the Market Analysis in the Appendix.

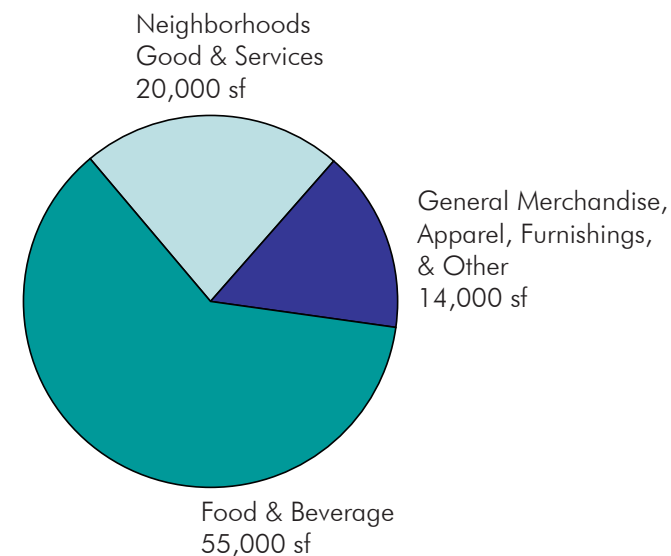
While the retail type by category shows ample basic needs, it reveals a significant deficiency of sit-down restaurants in the study area. Consequently, the unmet demand for food and beverage is approximately 55,000 sf. A typical restaurant is around 5,000 sf which suggests that the market can bear approximately 6-10 new sit down establishments. The corridor can also likely support a few additional general merchandise, apparel, and furnishing shops.

Table 3.1 shows the general amount of household growth along the corridor that is needed to support the retail growth.

F. Retail issues to consider during planning

- Retail potential (demand) is limited in every market.
- New development should include good quality retail space (high ceilings, regular bay widths, good visibility, associated parking).
- When retail space is proposed for Benning Road, restaurant-appropriate spaces should be considered. These spaces would provide the necessary ventilation, corner visibility, and associated parking. Ideally, they would also be clustered near one of the Metro stations.
- Not every mixed-use development opportunity should include retail space.
- The development community needs to be made aware of retail potential along Benning Road during the earliest stages of project planning.

Figure 3.9- Benning Road Retail Potential



Goal

The overarching goal for Shopping & Business is to build new retail space attractive to high-quality retailers and improve existing retail along the corridor, to better serve area residents and other corridor users.

Public Involvement

Over the course of two corridor-wide meetings and four sub-area meetings, the following public comments were collected:

Focus shopping & business development around the Benning Metro

- The DC government should locate an office to the area to stimulate employment.
- New retail should be transit accessible and pedestrian accessible to nearby neighborhoods.

Improve the appearance of buildings to attract businesses

- Focus on crime and cleaning up facades
- Use this revitalization effort to address issues with abandoned businesses
- Grocery store at East River Shopping Center needs renovation. Can Safeway be encouraged to do something?
- Implement design guidelines to regulate retail space

Improve selection of businesses

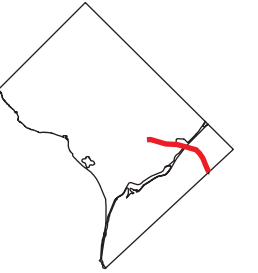
- Strongly discourage "low expectations" retail, such as liquor stores and check-cashing stores.
- Need healthy/organic options for sit-down eating.
- Investigate opportunities to attract entertainment venues (movie theater, bowling alley, billiards)

Educate retailers about opportunities within the Benning Corridor

- Reach out to retail developers and tenants seeking space in urban areas
- Provide public incentives for retailers, landowners and developers



Shopping & Business



Recommendations

Section 4 of this plan presents the redevelopment framework for key opportunity sites along the corridor; the majority of these sites are suitable for new mixed use commercial and residential development with ground floor retail. In addition to the development of new retail, there is also the opportunity to improve the existing businesses along the corridor

Implementation Matrix

The Implementation Matrix represents the outcome of a multi-stakeholder constituency of District agencies that provided recommendations, partnership opportunities, and projected timeframes to meet the Benning Road Redevelopment Framework Plan objectives & goals. The central Shopping & Business goal is to improve existing retail along the commercial corridor to service residents and other corridor users.

Table 3.5 Shopping & Business Implementation Matrix

Shopping & Business		RECOMMENDATIONS	LEAD AGENCY	IMPLEMENTATION STRATEGY/ PARTNERSHIPS	PROGRAM	PUBLIC FUNDING NEEDED	POTENTIAL REDEVELOPMENT TIMEFRAME
	1	Provide technical and financial assistance with retaining and expanding existing local businesses.	DSLBD	Department of Small and Local Business Development (DSLBD), Ward 7 Business and Professional Associations, DC Economic Partnership (WDCEP), Marshall Heights CDO (MHCDO), Washington Areas Community Investment Fund (WACIF), Office of Asian Pacific Islander Affairs (OAPIA)	ReStore DC, Enhanced Business Information Center (E-Bic)	Yes	On-going
	2	Provide economic incentives for quality retail creation through mixed-use redevelopment and reonovation of existing buildings.	DMPED	Deputy Mayor for Planning & Economic Development (DMPED), DSLBD, Euclid Partners, Business Finance Group	Tax Increment Financing (TIF), Grocery Store Zone, Empowerment Zones, Commercial Property Acquisition and Development, 504 Loan Program (CAPCO)	Yes	TIF - \$15 million approved for Benning/Minnesota area, January 2008 Others - 1-2 years
	2A	Focus these incentives near the Benning Road Metro Station as a first priority.	DMPED	DMPED, Business Associations, WMATA, WDCEP, Channel 16, OCTO	TIF, Site Acquisition Fund Initiative (SAFI), Neighborhood Investment Fund (NIF)		TIF - \$15 million approved for Benning/Minnesota area, January 2008 Others - 2-5 years
	3	Improve the appearance of existing buildings in areas NOT considered near or mid term opportunity sites	DMPED, DHCD, DSLBD	DMPED, DHCD, DSLBD, Business Associations, Local Banks	reSTORE DC Technical Assistance for Façade Improvement Program; Façade Improvement Program (DHCD), Window Display Program	Yes	On-going
	4	Design a marketing strategy to highlight retail market opportunities in the corridor	DSLBD	DSLBD, WDCEP	ReStore DC		
	5	Engage existing business associations along the corridor and encourage them to create focused associations or sub-committees for the following nodes: Hechinger Mall area, Benning/Minnesota interesection, and the Benning Road Metro station area.	DSLBD	DSLBD	ReStore DC		



Parks & Open Space

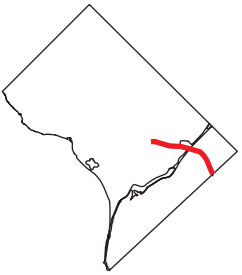
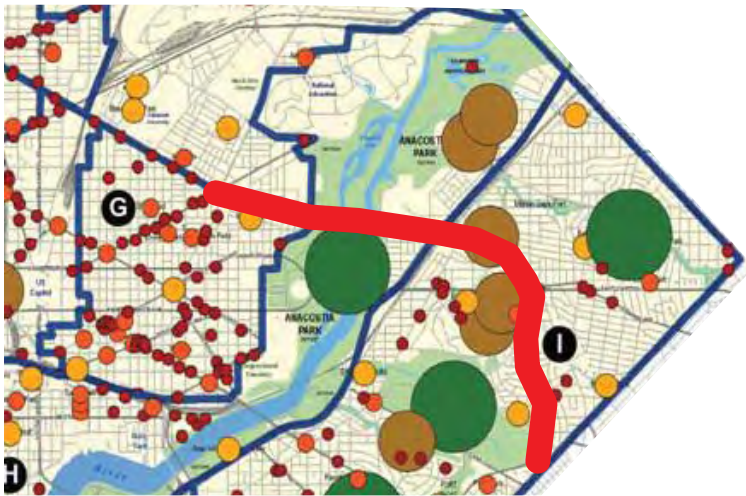


Figure 3.10- Typology of Parks along Benning Road
Capital Space Initiative, 2007



- 0-1 acre
- 1-6 acre
- 5-15 acre
- 25-50 acre
- >90 acre

Subject Summary

The Benning Road Corridor is proximate to some of the District’s best and most diverse park spaces including large parks like Anacostia Waterfront (2063 acres, or 52% of the District’s parkland) and Kenilworth Aquatic Gardens, medium recreational parks like Langston Golf Course and the National Park Service’s Fort Circle Park System, and small neighborhood parks, playgrounds, and ballfields clustered around East Capitol Street. There is an opportunity for the existing network of parks to be incorporated into the adjacent trails such as the Watts Branch Trail, Anacostia Riverwalk, and Kenilworth Trails (See Figure 3.12).

Issues of Concern

While the parks’ resources are in place, the access and maintenance of these resources is in need of major improvement. Like most District parks, the Benning area greenspaces are not safe and accessible to everyone, nor do they have adequate stewardship. The parks and open spaces do not successfully celebrate the natural, cultural, and historic aspects of the neighborhoods or necessarily contribute to a healthy, sustainable, and livable corridor. Currently, the entrances to the parks are not clearly marked and there are no stewards or rangers patrolling. As a result, the parks are overgrown, poorly maintained, and not utilized.

Goal

The overarching goal for Parks & Recreation is to improve the safety, maintenance, and quality of existing parks and establish additional recreational opportunities along the corridor for all populations.

Public Involvement

Over the course of two corridor-wide and four sub- area meetings, the following public comments were collected:

- Accessibility & Stewardship for neighborhood parks needs improvement
 - More visible, inviting entrances to parks
 - Better signage that describes resources and history within the parks
 - Better maintenance of landscaping
 - More lighting to make the parks safer

Figure 3.11- Fort Mahan Park entrance at
42nd Street NE & Benning Road

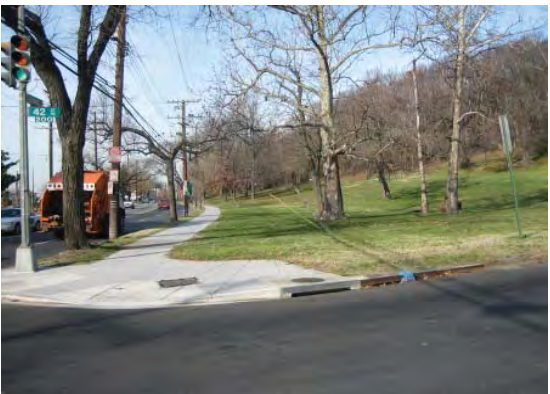
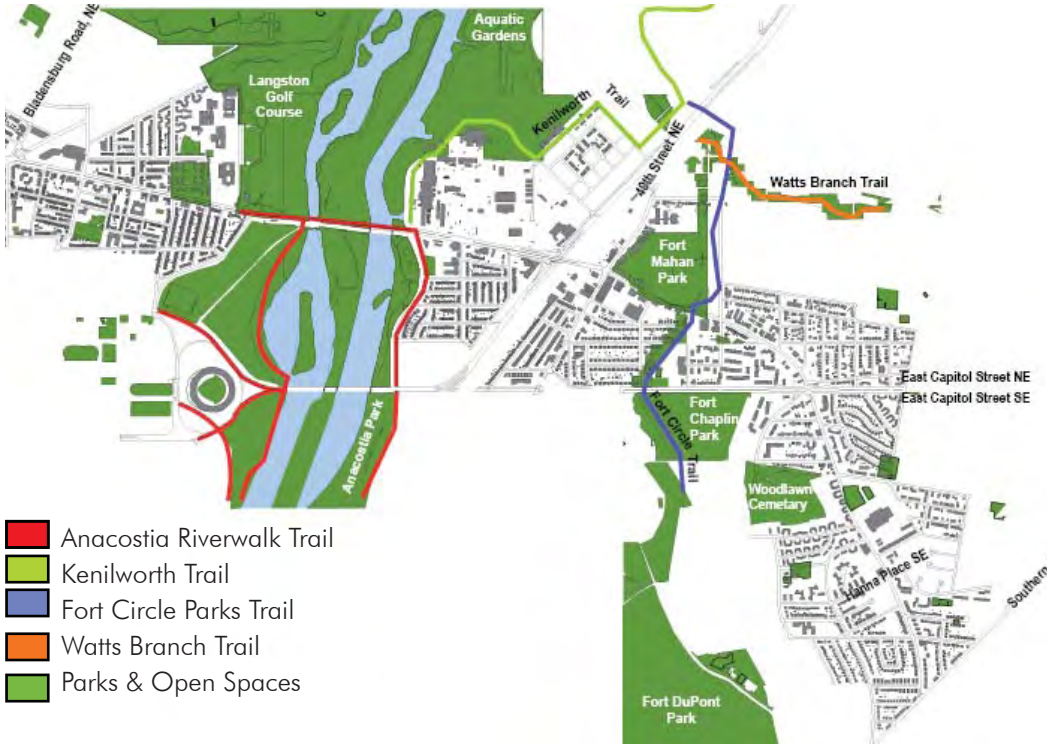


Figure 3.12- Parks & Trails along Benning Road

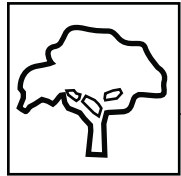


- There need to be additional playgrounds and open spaces in the area
 - Community Gardens
 - More playgrounds
 - More dog parks

Recommendations

There is actually a significant amount of open space along the corridor. The recommendations, therefore, look to improve these spaces, and add active recreation where possible.

A major city-wide parks and recreational planning effort currently underway is the Capital Space Initiative. The District of Columbia government, the National Capital Planning Commission and the National Park Service will work together, for the first time in 30 years, to take a comprehensive look at the combined federal and local park resources including playgrounds, natural areas, historic sites, sport fields, recreation centers, school yards and wetlands. While working within their missions and legislative mandates, these agencies are



Parks & Open Space

collaborating on a plan that will promote and protect the city's current parks and open spaces as well as look for ways to enhance and grow the system for future generations.

There are specific sub area studies of Capital Space that will have an impact on the Benning Road corridor. A special focus is the Fort Circle Parks System, which includes Fort Mahan Park and other federally owned open spaces around Civil War-era forts. The results of this study will provide recommendations for park improvements, and how the District and community groups can partner with the National Park Service to ensure that they are implemented. This study, currently underway, should heavily involve local community members in setting the programming priorities for the park. Another focus of Capital Space is a study of public school yards, particularly those that serve as the primary green space for surrounding communities. The results of this study should help prioritize such spaces along Benning Road and provide ideas for upgrading them to better serve the whole community. Finally, Capital Space will compile a list and analyze current conditions at all of the active recreation facilities in the District. This analysis should be used to support and prioritize improvements at existing facilities, as well as indicate the need for additional facilities.

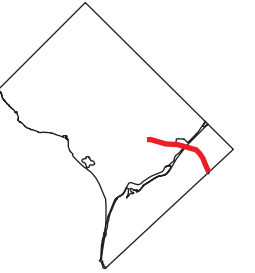
The District is also coordinating with the National Capital Planning Commission (NCPC) regarding RFK Stadium. This plan supports the NCPC planning concept of eventually returning much of the surface parking around RFK Stadium to open parkland, should the stadium ever be demolished. While the initiative discussed above represent the government investment in the park system, parks are most successful when they are well used by communities that have a sense of pride for their parks. For any parks' initiative to be successful, active community members will need to take a certain amount of ownership in terms of maintenance and programming, but they cannot do it alone. Local and federal parks volunteer coordinators must provide communities with the tools they need to be successful stewards.

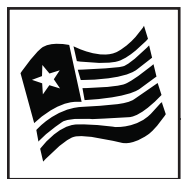
Implementation Matrix

The Implementation Matrix represents the outcome of a multi-stakeholder constituency of District agencies that provided recommendations, partnership opportunities, and projected timeframes to meet the Benning Road Redevelopment Framework Plan objectives & goals. The central Parks & Open Space Goal is to improve the safety, maintenance, and quality of existing parks and establish additional recreational opportunities along the corridor for all populations.

Table 3.6 Parks & Open Space Implementation Matrix

Parks and Open Space		RECOMMENDATIONS	LEAD AGENCY	IMPLEMENTATION STRATEGY/ PARTNERSHIPS	PROGRAM	PUBLIC FUNDING NEEDED	POTENTIAL REDEVELOPMENT TIMEFRAME
	1	Ensure that park sites are re-designed in a manner that optimizes their accessibility, safety, and usefulness to the populations intended to be served. Any and all park or open space redesign should seek meaningful input from area residents, ANCs and civic groups.	OP, DPR, NPS, NCPC	DC Department of Parks & Recreation (DPR) for local parks, National Park Service (NPS) for Federal parks, plus Local community groups, Police Department, DCRA, NCPC, DCPS, DDOE, OP	Capital Space Initiative, School Yard Greening Program	Yes	2-5 years
	2	Follow outcomes of Capital Space Initiative sub-studies of school grounds and recreational space citywide. A list of schools that serve as primary green space for their neighborhoods, and all recreation/athletic facilities will be compiled and analyzed. Highlight the school yards and recreation facilities along the Benning corridor.	DPR, DCPS	Leads for CapitalSpace - OP, DPR, NPS, NCPC	Capital Space Initiative	No	Underway - List should be available by the end of 2007
	2A	With DPR and DCPS, prioritize school yard sites in the corridor and seek funding to redesign and re-landscape them.	DPR, DCPS	DPR, DCPS, OP, community groups	Capital Space Initiative, School Yard Greening Program (DDOE), Deputy Mayor for Education Schoolyard Fields Fund.	Yes	1 year for prioritization. 2-5 years for implementation.
	2B	Work with DCPS and DPR to reach use agreements to make facilities more usable and accessible to the community.	DMPED, DHCD, DSLBD	DPR, DCPS, OP, community groups	Capital Space Initiative, Deputy Mayor for Education Schoolyard Fields Fund.	No	1 year for prioritization. 2-5 years for implementation.
	3	Enable neighborhood associations to adopt, develop and maintain neighborhood recreational facilities and open spaces and connect them with technical assistance with parks and trail planning, design, development, maintenance, and volunteer management.	DPR, NPS	Neighborhood Associations, OP, NPS, DPR, NCPC, Local schools and institutions, non-profits		No	2-5 years
	3A	Seek assistance from DPR and NPS volunteer coordinators to actively reach out to communities and form "Friends Of" groups for area parks. Provide groups with technical assistance.	DPR, NPS	DPR, NPS, Neighborhood Groups	Rivers & Trails Conservation Assistance Program (NPS)	No	
	4	Reposition Fort Mahan as a great community asset.	NPS, NCPC	DPR, NPS, NCPC	Capital Space Initiative	Yes	Ongoing
	4A	Ft. Mahan Park is a focus of the Capital Space Initiative phase II sub-study on the Fort Circle Parks. This study should involve the local community to define new uses at the park, and improve accessibility, signage, and connectivity with other open space.	NPS, NCPC	NPS, NCPC, DPR, OP, community groups	Capital Space Initiative, Rivers & Trails Conservation Assistance Program (NPS)	No	1-2 years
	5	Support NCPC's planning efforts for returning the RFK stadium parking lots to park land.	OP	OP, NCPC		No	Ongoing





Cultural Assets

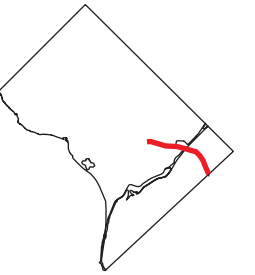
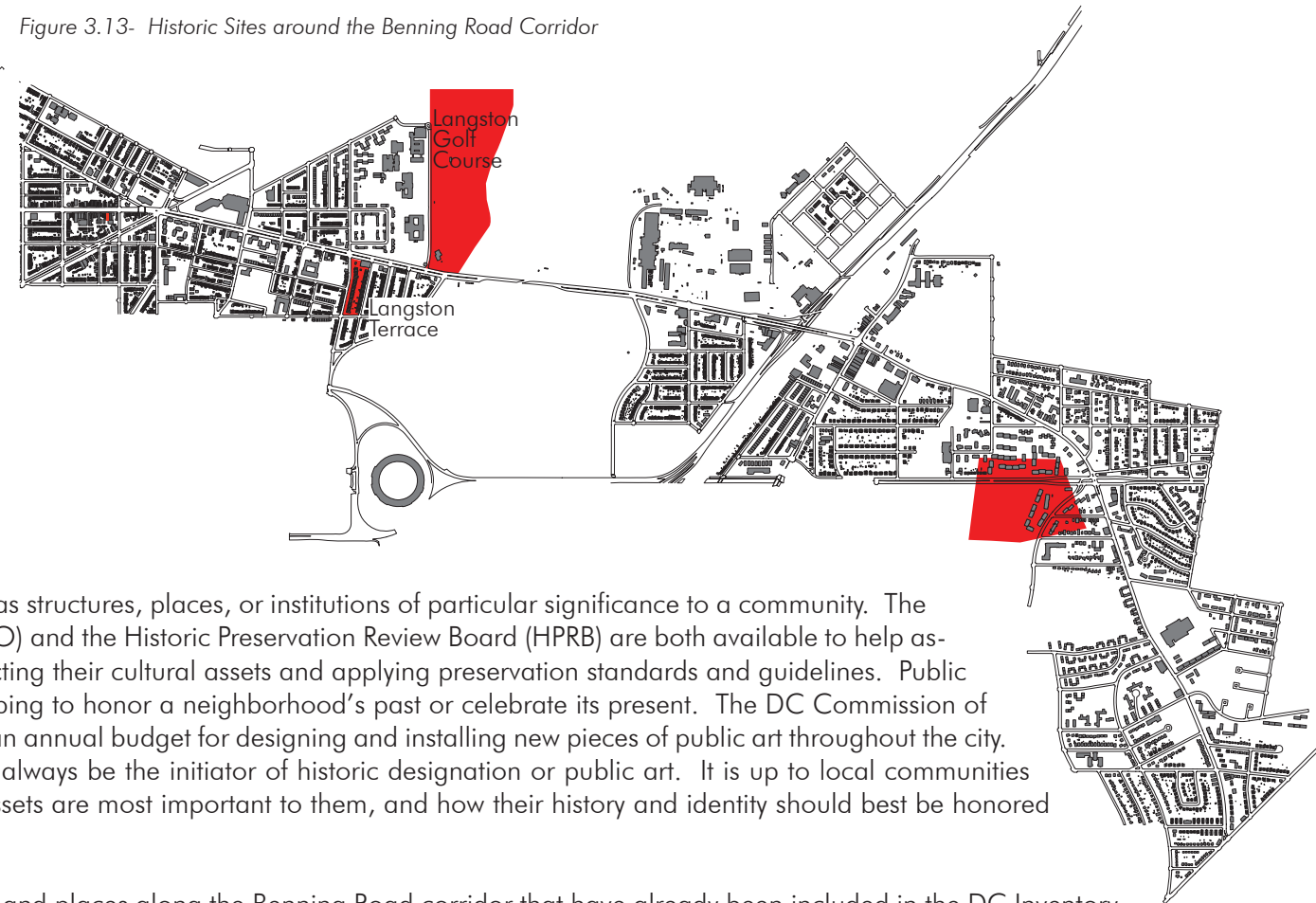


Figure 3.13- Historic Sites around the Benning Road Corridor



Subject Summary

Cultural assets are broadly defined as structures, places, or institutions of particular significance to a community. The DC Historic Preservation Office (HPO) and the Historic Preservation Review Board (HPRB) are both available to help assist communities interested in protecting their cultural assets and applying preservation standards and guidelines. Public art can also be a cultural asset, helping to honor a neighborhood's past or celebrate its present. The DC Commission of Arts and Humanities (DCCAH) has an annual budget for designing and installing new pieces of public art throughout the city. However, the government must not always be the initiator of historic designation or public art. It is up to local communities to determine for themselves what assets are most important to them, and how their history and identity should best be honored through public art.

There are several notable structures and places along the Benning Road corridor that have already been included in the DC Inventory of Historic Sites and the National Register of Historic Places.

Langston Golf Course Historic District

(Anacostia Park north of Benning Road)

The Langston Golf Course was added to the DC Inventory in 1991 for its significance to African American culture from 1925-1949. This 1450 acre course was named after John Mercer Langston, the first African-American popularly elected to office (1855) and the first Black congressman elected from Virginia (1888), and was established as a segregated golf facility to serve the African American population. The once nine-hole course has since been updated to a full 18 holes, as it has undergone numerous transformations over its 65 year history. Its history boasts the nation's first golf clubs for African American men and women. It stands today as a symbolic reference to the development and desegregation of public golfing and recreation facilities. It became a focal point throughout the early part of 20th century for equality and hope.*

* Langston Junior Boys and Girls Golf Club, Langston Legacy Golf Course. Online. Available: [http://www.langstonjunior.org/legacy .htm](http://www.langstonjunior.org/legacy.htm). Accessed: November 12, 2006.

Figure 3.14 Langston Golf Course



Langston Terrace Dwellings

(N from Benning Road to H Street NE)

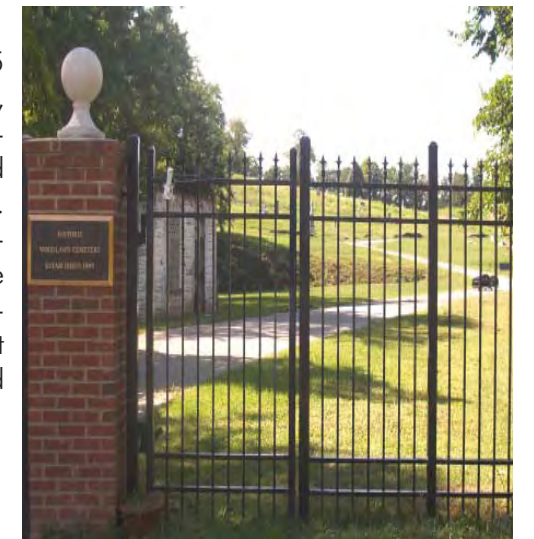
Langston Terrace Dwellings, constructed in 1935, was the first public housing project in the District of Columbia and the second in the nation. These series of buildings were designed by Hilyard Robinson, a prominent African American architect who specialized in government sponsored housing projects. To date, Langston Terrace has been largely successful and has been symbolic of the federal government intervention in the housing market. Until recently, due to neglect and lack of conservation effort, there had been a degradation of the property, however recently there has been a renewed interest in preserving this nationally recognized historic treasure.**

The Woodlawn Cemetery

(4611 Benning Road SE)

Woodlawn Cemetery is located on a 22.5 acre site in Ward 7. It was founded in 1895, when African Americans living in the north-east section of the District of Columbia had only two cemeteries from which to pick. Woodlawn Cemetery is the last remaining large African American cemetery in the District hosting prominent African American historical figures such as Winfield Scott Montgomery, John Mercer Langston and John Wesley Cromwell, among others.

Figure 3.15- Entrance to Woodlawn Cemetery



Goal

The overarching goal for Cultural Assets is to evaluate, preserve and honor the corridor's cultural assets, and improve them to make people more aware of their value.

Public Involvement

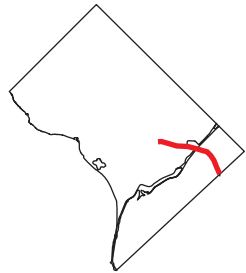
Over the course of two corridor-wide meetings and four sub- area meetings, the following public comments were collected:

- Preserve the Corridor's Historic Assets; improve them to make people aware of their value
- Preserve the Shrimp Boat building as a landmark.
- Provide better signage for the Woodlawn Cemetery to identify the important persons buried within.

** Welcome to Woodlawn Cemetery, History. Online. Available: <http://www.woodlawncemeterydc.org/history.html>. Accessed: November 12, 2006.



Cultural Assets



Recommendations

There are currently very few officially designated historic sites along the corridor, but this does not mean that the corridor is not rich in history and meaning to the community. One of the goals of the city’s historic preservation program is to encourage not just a focus on official historic designation, but also a wide range of preservation activities that lead to an appreciation of community history. There are some strategies that DC government can initiate to help the community become involved in preservation. One of these is the DC community heritage program, a partnership between the Historic Preservation Office and the DC Humanities Council, offering educational sessions and small grant awards to explore multiple aspects of community history. Community groups engaged with this program can use these projects and skills to begin setting priorities for preservation. The HPO can also assist with gathering information about buildings along the corridor and to help in identifying those that might be most ripe for designation.

Generally speaking, DCCAH receives 1% of the District’s annual capital budget to create and install works of public art throughout the city. Such works can and should be used to reflect community history, culture and identity, and this is most likely to occur when communities initiate efforts rather than the government or some other outside entity. Many groups including ANCs, neighborhood associations, churches, schools, clubs, etc. may not be aware of the funding and assistance that DCCAH can provide. DCCAH should actively outreach to the various groups in the neighborhoods along the Benning Road corridor with information on the resources and processes for installing public art. DCCAH should take special care to gather input from area youth, and provide them opportunities to collaborate with artists on area projects. Public outreach and education, whenever possible, should be done jointly by HPO and DCCAH so as not to overwhelm the community with too many different publications or meetings.

Implementation Matrix

The Implementation Matrix represents the outcome of a multi-stakeholder constituency of District agencies that provided recommendations, partnership opportunities, and projected timeframes to meet the Benning Road Redevelopment Framework Plan objectives & goals. The central Cultural Assets’ goal is to evaluate, preserve and honor the corridor’s cultural assets; improve them to make people aware of their value.

Table 3.7 Cultural Assets Implementation Matrix

Cultural Assets		RECOMMENDATIONS	LEAD AGENCY	IMPLEMENTATION STRATEGY/ PARTNERSHIPS	PROGRAM	PUBLIC FUNDING NEEDED	POTENTIAL REDEVELOPMENT TIMEFRAME
	1	Develop educational information on possible historic resources along the Benning Road corridor. Add to the DC Index of Places of Historic Interest.	HPO	DC Historic Preservation Office (HPO) - initial survey work. Community - Apply for grants for full survey as desired	Grants (Humanities Council), National Trust	No	Initial survey work - completed. Educational outreach/full survey - 1-2 years
	2	Devise ways to more clearly interpret for the public the important historic assets of Woodlawn Cemetery, Payne Cemetery and other notable sites on the African-American Heritage Trail.	HPO	HPO		Maybe	1-2 years
	3	Create educational materials to enable citizens to better understand and participate in the public art process..	CAH	DC Commission on Arts & Humanities (CAH)		Yes	Ongoing
	4	Maintain the community identity and culture through educational programs, public art and activities that represent the community’s cultural identity	CAH	Community - Review CAH materials, and express a desire for public art CAH - Work with owners of potential art locations (DPR, DCPL, local schools, etc.) to confirm, then solicit artists (preferably local) to work with the community on design. Give preference to artists willing to work with local school children.	Public Art Program, DC Community Heritage Program, National Trust	Yes	1-2 years
	5	Identify landmark buildings and sites through partnerships with local communities and government agencies - seek historic designation where desired by the community.	Community Groups and Residents	OP, HPO, DC Department of Parks and Recreation, NCPC, NPS, Community Groups and Residents	Historic Preservation Grants; National Trust, Humanities Council	No	Ongoing



Community Health & Safety

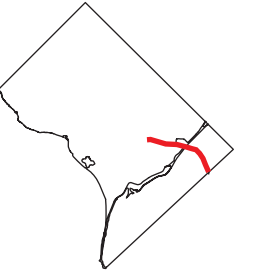
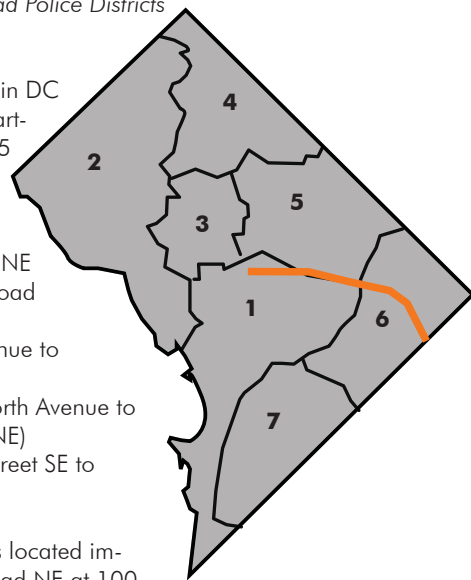


Figure 3.16- Benning Road Police Districts and PSAs

Benning Road is located in DC Metropolitan Police Department (DC MPD) districts 5 & 6 and the following Police Service Areas (PSAs):

- 504 (Benning Road NE from Bladensburg Road to the Anacostia)
- 601 (Anacostia Avenue to Kenilworth Avenue)
- 602 & 603 (Kenilworth Avenue to East Capitol Street NE)
- 604 (East Capitol Street SE to Southern Avenue)

The sixth district station is located immediately off Benning Road NE at 100 42nd Street NE.



Subject Summary

Communities should be planned and constructed in a way that reduces risk factors for environmental health issues, traffic injuries, and crime. This would in turn improve the health and quality of life for residents of all socio-economic levels. One of the goals associated with the Benning Road Corridor Redevelopment Framework is to plan and develop a healthier community. A combination of best practices and policies that incorporate compact development, a mix of land uses, transportation alternatives and traffic calming measures, are all part of creating a healthier, safer, and more livable community.

Issues of Concern

A. Public Safety

Pedestrian Crosswalks

According to a May 16, 2007 WTOP story compiled from DDOT statistics "Where Are D.C.'s Worst Intersections?", Benning Road has two of the District's worst intersections for pedestrians: Minnesota Avenue is #1 with 13 crashes from 1998-2002 and East Capitol is #8 with nine crashes from 1998-2002 (<http://www.wtop.com>). In addition to these two intersections, Benning Road's network of sidewalks and crosswalks are generally poorly maintained and insufficient. Several problem areas were identified through the public outreach process:

- 17th St NE & the Hechinger Mall area – poorly maintained sidewalks
- Langston Golf Course - poorly maintained sidewalks
- 34th St NE- unsafe pedestrian crossing
- East Capitol to C St. SE and around the Metro- no crosswalks
- 42nd Street – poor and inconsistent street lighting
- Southern Avenue- no sidewalks

Crime

In Fall 2006, the District initiated the installation of closed circuit tv cameras (CCTV) in areas of the city that experience the most frequent crime. Benning Road has CCTV installed in two locations: 1800 block and 5000 block of Benning.

There are currently significant challenges in the area for small locally owned businesses due to the high level of crime along the corridor. Small businesses do not have the capacity or safety net to deal with frequent crime problems like the larger franchises. This issue is a significant constraint and should be made a first priority to redevelopment and revitalization.

Figure 3.17- Minnesota Ave & Benning Rd NE



Figure 3.18- East Capitol St SE & Benning Rd SE



B. Crime Prevention Through Environmental Design (CPTED)

Crime prevention through environmental design (CPTED) is generally associated with strategies in the built environment that aim to deter criminal behavior by acting as an influence on decisions that precede criminal acts. The goal of CPTED is the reduction of opportunities for crime to occur. This reduction is achieved by employing physical design features that discourage crime, while at the same time encouraging productive use of public and private spaces. Also known as defensible space, CPTED relies on multiple disciplines, such as behavioral psychology, perception, and urban design. The main principles of CPTED theory as they pertain to Benning Road are as follows:

- **Surveillance & access control**
Numerous vacant and abandoned properties create isolated places that are inherently unsupervised. CPTED suggests that places with maximum visibility that harbor social interaction are inherently safe because they provide increased public scrutiny.
- **Territorial Reinforcement**
Neighborhoods that lack community identity do not encourage a feeling of civic ownership or pride. Strong community identity also more easily differentiates strangers from friendly faces and deviant behavior from normal routine. CPTED suggests that a lack of territorial reinforcement increases loitering, vandalism, graffiti, and crime.
- **Poor maintenance**
The current overall image along Benning Road is characterized by an excess of vacant and abandoned properties, dilapidated storefronts, and unkempt public assets, like parks. These eyesores contribute to a general feeling of neglect. The more well-maintained an area is, the less tolerance for disorder exists.

Figure 3.19- An isolated parking lot at the Benning & I-295 intersection

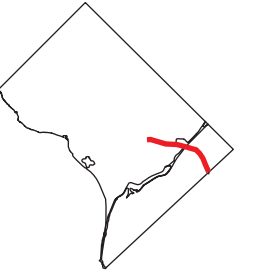


Figure 3.20- H Street has a strong sense of community and well maintained storefronts



Figure 3.21- A condemned home near Southern Avenue





C. Community Health

Environmental Health

River Terrace has two major facilities associated with potential hazards to environmental health located at 34th Street NE: the Shell hydrogen station and the Pepco Generating Station (See Figures 3.22 & 3.23) . To make the location more problematic, the River Terrace Elementary School is located less than 100 yards away from both.

The hydrogen station has 24-hour electronic monitoring for leaks and local emergency responders have been trained on how to handle an incident involving hydrogen which is odorless, colorless, and burns in a vertical plume.

The Pepco Benning Generating Station, to be retired by 2012, is an EPA Superfund site (CERCLIS) and has been involved in many debates over levels of toxic emissions gasses (sulfur dioxide, carbon monoxide, and nitrogen oxide) and volatile organic compounds.

Medical Facilities

The Benning Road Corridor currently lacks a significant number of medical offices, clinics, and urgent care facilities. There are currently no District hospitals East of the River. Providence Hospital at 1150 Varnum St NE is nearest to the study area, approximately 2.5 miles away.

Wellness & Recreational Facilities

While other areas of the District have numerous recreational centers, the Benning Road Corridor has none. The nearest facilities are located west of the river and include North Michigan Park Play Branch (13th Street & Emerson Street NE), the Taft Recreation Center (1800 Perry St NE), Turkey Thicket Recreation Center (1100 Michigan Avenue NE) and Langdon Park Recreation Center (2901 20th Street NE. The Boys and Girls Club at 42nd Street NE offers programs and services that promote and enhance the development of the community's youth.

Figure 3.22- Hydrogen Station at 35th & Benning Road



Figure 3.23- Pepco Power Plant Facility at 35th Street NE & Benning Road



Maintenance & Sanitation

There are significant environmental public health and safety issues related to the unmaintained vacant lots, parks, and abandoned property along Benning Road. These properties are overgrown with weeds and populated with solid waste such as trash and animal waste. Statistically, these places provide natural habitats for vermin and rats. In addition, these lots usually become a venue for illegal dumping (including demolition and construction debris, hazardous chemicals and medical wastes), and foster criminal activity.

Parks & Open Space

While Benning Road is nearby to several parks and green spaces, the entrances are not well delineated and are unclear and overgrown. As a result, area residents have indicated that they do not feel safe entering parks with these undesired features, particularly during late evening hours. Furthermore, there is no signage that indicates the name or ownership of the parks. There has been little stewardship of any of the Fort Circle Parks, including Fort Mahan Park (See figure 3.25), over the last few years. The National Capital Planning Commission is undertaking a study of the Fort Circle Parks that will aid in improving connections to and between the individual parks and to help make the parks destinations for local residents and visitors from further a field.

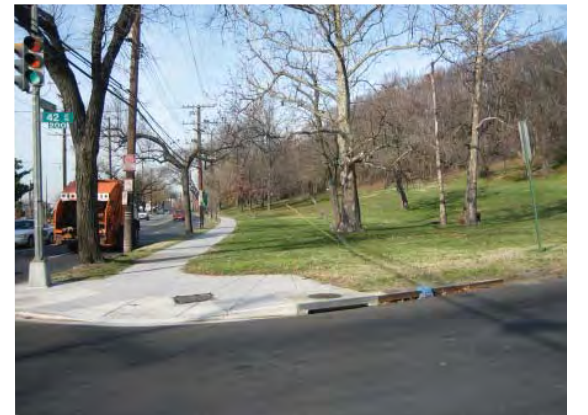
Goal

The overarching goal for Community Health and Safety is to reduce the amount and effect of external harm to individuals and promote an atmosphere of personal security.

Figure 3.24- Vacant lot at 18th & Benning Road NE

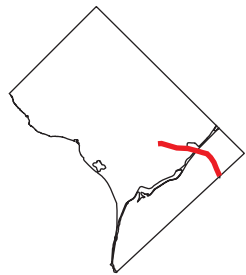


Figure 3.25- Fort Mahan Park at 40th St NE





Community Health & Safety



Public Involvement

In response to public comments throughout several sub area meetings, the Office of Planning included a ‘health & safety’ category to address public safety and community health concerns. Residents who participated in the planning process for Benning Road voiced major concerns about public safety and health within their communities.

- Access to primary healthcare is lacking East of the River
- Crime is a major issue in several areas of the corridor
- Pedestrian safety is problematic at certain intersections

Recommendations

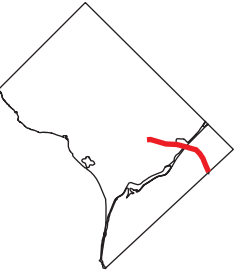
Recommendations include working with law enforcement to identify areas of concern relative to crime and developing strategies to combat it. Further recommendations include working with DDOT to improve streetscape elements that will foster safer environments for pedestrians.

Implementation Matrix

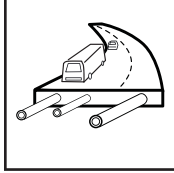
The Implementation Matrix represents the outcome of a multi-stakeholder constituency of District agencies that provided recommendations, partnership opportunities, and projected timeframes to meet the Benning Road Redevelopment Framework Plan objectives and goals. The central Community Health & Safety goal is to reduce the amount and effect of external harm to individuals and promote an atmosphere of personal security along Benning Road.

Table 3.8- Community Health & Safety Implementation Matrix

Community Health & Safety		RECOMMENDATIONS	LEAD AGENCY	IMPLEMENTATION STRATEGY/ PARTNERSHIPS	PROGRAM	PUBLIC FUNDING NEEDED	POTENTIAL REDEVELOPMENT TIMEFRAME
	1	Develop a community Policing Plan and take appropriate actions related to violations.	MPD	Police Department (MPD), Community groups		No	1-2 years
	2	Monitor vacant and/or dangerous buildings to return all suitable buildings to code compliance and develop a strategy for reuse.	DCHD	DCHD, DCRA	Home Again Initiative	No	1-2 years
	3	Create a safe community environment through increased awareness and education to eliminate gang activity, drug use and juvenile crime.	MPD	MPD, Community groups		No	1-2 years
	4	Ensure that vacant properties are registered with DCRA and taxed at the vacant rate.	DCRA, OTC	DCRA, OTA, Community groups		No	Ongoing



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Transportation & Infrastructure

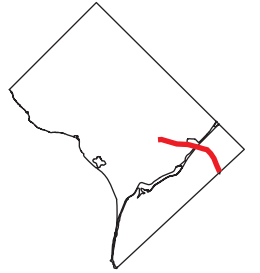


Figure 3.27- Benning Road Metro

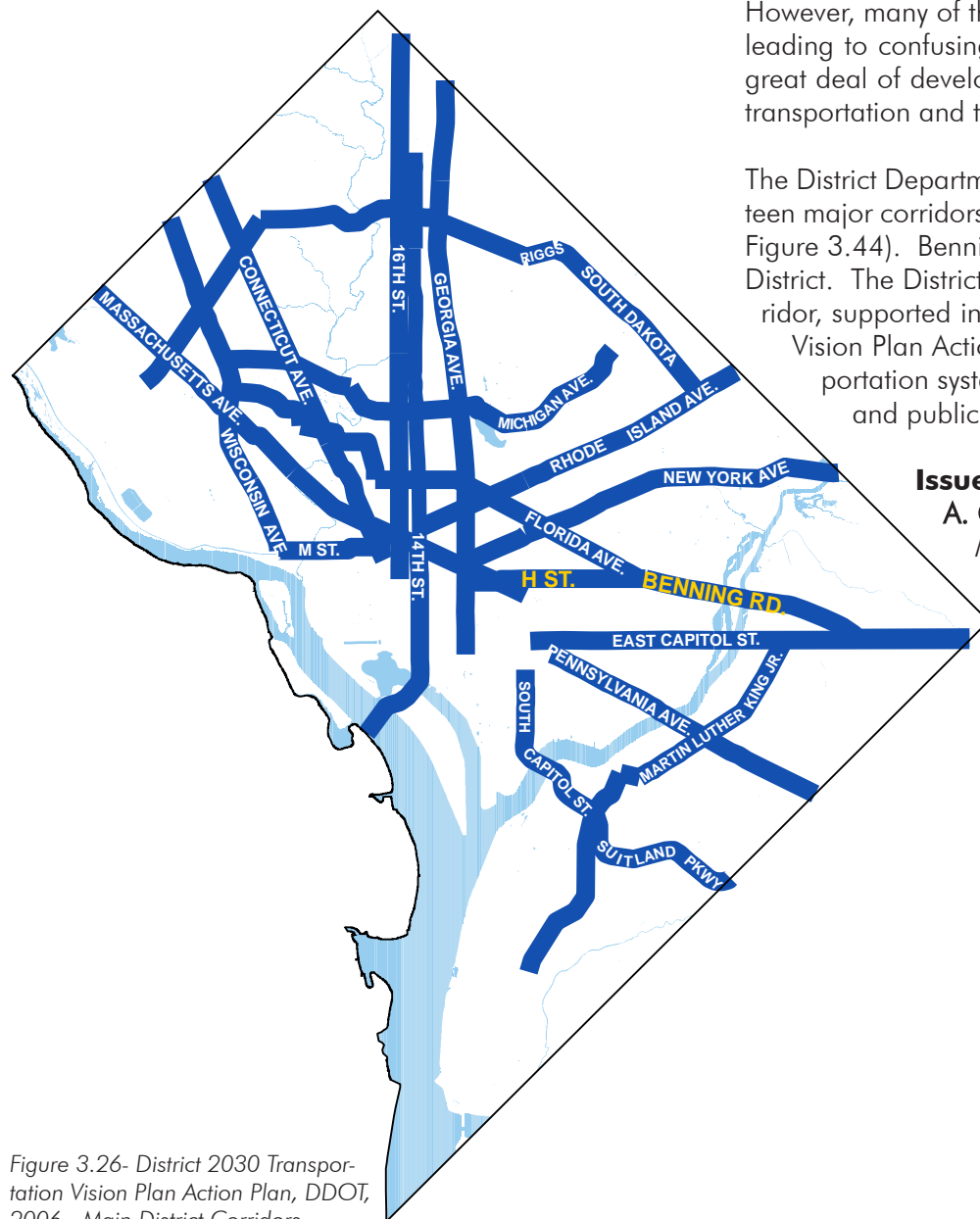


Figure 3.26- District 2030 Transportation Vision Plan Action Plan, DDOT, 2006 - Main District Corridors

Subject Summary

The Benning Road corridor, particularly east of the river, has nearly unparalleled regional transportation networks and supportive infrastructure and utilities. Connections with I-295, Minnesota Avenue, East Capitol Street, the Fort Circle Parks bicycle and trail network, the Anacostia Riverfront multi-use trail network, two Metro stations on the Orange and Blue lines, and several Metro Bus routes on the U, V, W and X lines currently serve the surrounding communities. Further, future transit options such as streetcars and targeted local bus service are on the horizon. However, many of these connections and transit resources are not clearly signed or have gaps, leading to confusing and dangerous situations. Benning Road has the capacity to take on a great deal of development that will more suitably honor its great width and stature. Improved transportation and transit options will be critical for the success of future development.

The District Department of Transportation (DDOT) has identified Benning Road as one of seventeen major corridors in the city based on traffic volume studies and trip generation numbers (see Figure 3.44). Benning Road serves as a major access point into the main activity centers of the District. The District has planned for significant economic development in areas along the corridor, supported in turn by greatly-enhanced transit service. The District 2030 Transportation Vision Plan Action Plan, DDOT, 2006 – Main District Corridors recommends several transportation system management, transit, pedestrian safety, bike and pedestrian circulation, and public space improvement projects along the corridor.

Issues of Concern

A. Current Transit Access

Metro Access

Benning Road is currently served by two Metrorail stops and numerous commuter bus routes. The Minnesota Avenue Metro station, located at 4000 Minnesota Avenue north of Grant Street NE, is on the Orange line which runs east to west from Fairfax, Virginia to New Carrollton, Maryland. This line serves approximately 2,900 riders daily. Metrobus lines serving this location include the U2, U4, U5, U6, U8, V7, V8, X1, X3, and X2. There are 333 all-day parking spaces on-site and 20 short term metered spaces.

The Benning Road Metrorail station (See Figure 3.27) located at 4400 Benning Road, NE north of East Capitol Street is on the Blue line which runs southwest from Franconia/Springfield through Alexandria and Rosslyn to Largo Town Center in Maryland. This line experiences approximately 3,100 riders daily.

Additionally, the WMATA bus lines along the Benning Road and the H Street Corridor serve approximately 16,000 daily riders. Metrobus lines serving this location include the 96, 97 (on East Capitol St.), E32 (on Benning Rd. south of East Capitol), U5 (west side of Benning Road south of East Capitol), U6 (on East Capitol St.), U8 (on Benning Rd.), W4 (on

Benning Road south of East Capitol, on East Capitol Street east of Benning), W54 (on Benning Rd. south of East Capitol, on East Capitol Street east of Benning). There is no long-term or short-term parking on site, but there are four bike racks at the station.

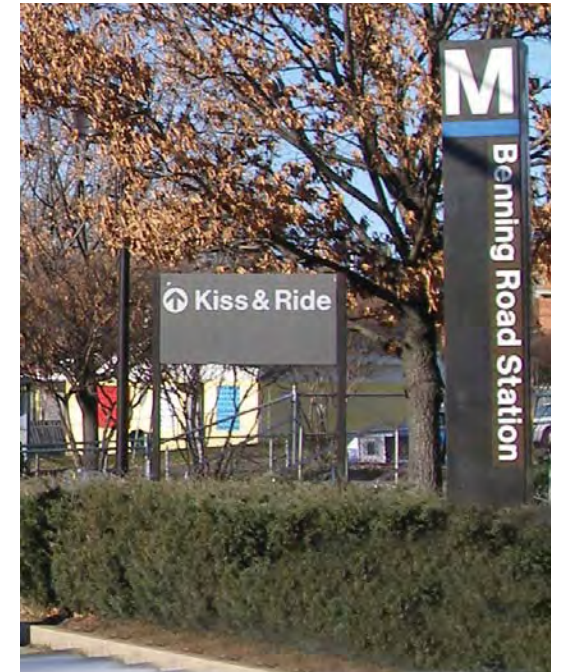
A proposed streetcar line is currently under development along the Benning Corridor from H Street NE to Minnesota Avenue. This additional form of public transportation, combined with the two Metrorail stations and numerous Metrobus stops, offer tremendous potential to attract transit oriented development opportunities for the corridor. The public transportation along Benning Road not only facilitates the local transportation needs and provides easy access to other areas of the District, but it also provides a wide range of possibilities and visibility for commercial retail along over three miles of the Benning Road frontage.

B. Planned Transit Access

Transit Changes are predicated on the understanding that the H Street Corridor is a transit priority corridor, proposed for high-capacity surface transit service (bus rapid transit, streetcar, or light rail) running the length of the corridor in a curbside travel lane. Signal priority for transit vehicles is proposed for the entire corridor. To balance the prioritization of transit, other improvements will focus on intersection rerouting, establishing new traffic patterns, and signal coordination.

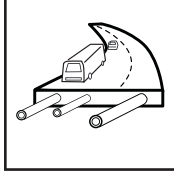
Streetcars

DC's Transit Future, a DDOT initiative to study transportation alternatives, is working to bring a new transit line to portions of the District that are currently underserved by rail transit. The H Street and Benning Road corridor streetcar tracks will be laid in conjunction with Great Streets street improvements starting no later than spring 2008. This represents a unique opportunity for transit-oriented development along Benning Road to accommodate more retail, housing, jobs and other destinations adjacent to high quality transit service.

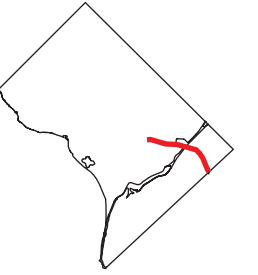


What is Transit Oriented Development?

Transit Oriented Development (TOD) is the term describing the initiative to create walkable communities with high density mixed-use development centered around public transit systems (metrobus, metrorail, cross-town connector stops and streetcars, etc.). In theory, TOD will reduce dependency on cars and parking.



Transportation & Infrastructure



Streetcar History

In the 1950s and 1960s, many cities around the United States scuttled their streetcar systems in favor of buses. But now, streetcars are making a comeback all over the country. Some systems are sleek and modern, such as the new streetcar line in Portland, Oregon while others opt for a more historic look, like New Orleans. (from <http://www.dc-transitfuture.com/vehicles/> accessed on December 02, 2006).

Figure 3.28- Capital Transit Company bus and streetcar, Washington, D.C., 1947
Library of Congress, Prints and Photographs Division,
Photo by Theodor Horydczak



Streetcars

DC's Transit Future, a DDOT initiative to study transportation alternatives, is working to bring a new transit line to portions of the District that are currently underserved by rail transit. The H Street and Benning Road corridor streetcar tracks will be laid in conjunction with Great Streets street improvements starting no later than spring 2008. This represents a unique opportunity for transit-oriented development along Benning Road to accommodate more retail, housing, jobs and other destinations adjacent to high quality transit service.

Alignment

Streetcar tracks will be installed from the Starburst intersection to Minnesota Avenue. With the exception of the viaduct and bridge over the Anacostia River, the tracks will be on grade and vehicles will be able to drive over the tracks. While the funds for the infrastructure are in place, the operational aspect are not yet funded. The streetcars will travel along the curb on H Street, but will run along the median along Benning Road. The alignment is undecided east of Minnesota Avenue, but this Land Development Plan advocates the extension of the Benning streetcar to the Benning Road metro, rather than the Minnesota Avenue Metro Station (See Figure 3.29).

Goal

Provide reliable and harmonious multi-modal travel options; address the maintenance, improvement and capacities of aging utility and street systems to meet changing community needs.

Public Involvement

Over the course of two corridor-wide meetings and four sub-area meetings, the following public comments were collected:

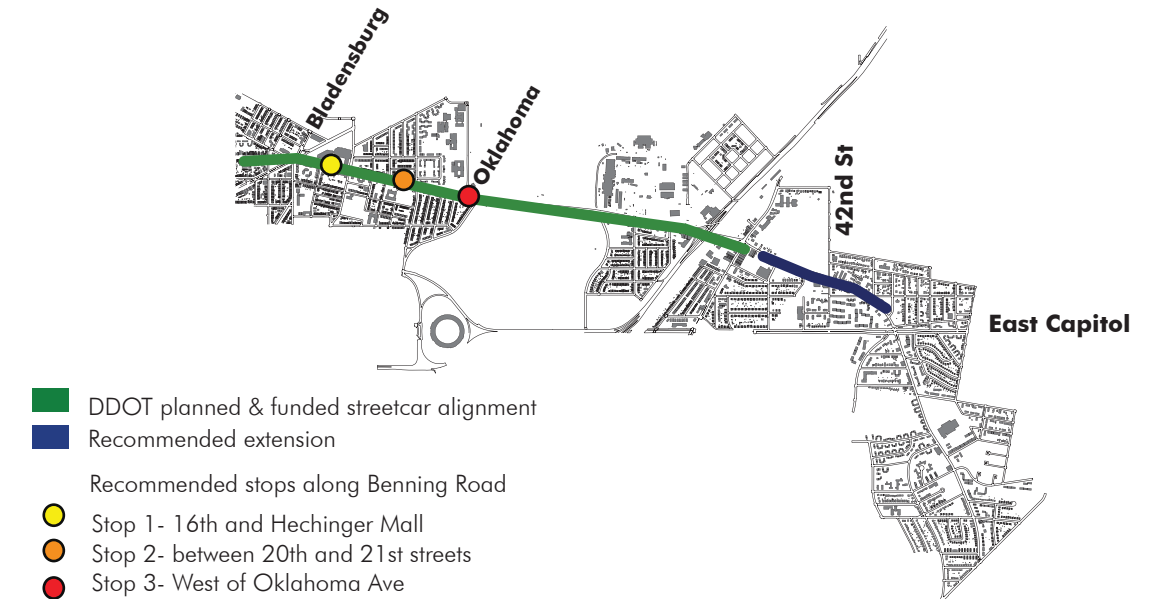
Construction process

- Have an adequate plan in place to deal with disruption to businesses and traffic during the DDOT projects' construction phase.
- Temporary metal plates installed along Benning road during construction were considered dangerous and unsafe.
- Benning Road suffers from extensive potholes. Previous attempts to fix the problem have been poor and problems still persist.
- Minimize disruption to the corridor by coordinating/scheduling resurfacing and utility upgrades between DDOT and utility companies like WASA, Pepco, and Washington Gas & Light.

Future design issues

- Provide an overall parking plan along the corridor with designated parking areas to accommodate future development.
- Make efforts to incorporate a bicycle path plan along Benning road.
- Addition of streetcars will cause congestion along the Benning road corridor without achieving any significant benefit. The existing bus and metro rail service seem to be sufficient.

Figure 3.28- Streetcar Alignment & planned stops



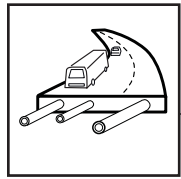
Future design issues (continued)

- Minnesota and Benning road intersections need to be highly prioritized to address the traffic congestion issues. In addition, DDOT's plan to reduce the number of lanes from four to three will add to the congestion along the corridor.
- New street lights along the corridor need to have visual consistency.
- Temporary metal plates installed along Benning road during construction were considered dangerous and unsafe.

Recommendations

One of the most often repeated concerns from the community during the planning process was pedestrian safety. While the installation of new sidewalks along the corridor will greatly enhance pedestrian safety, there is more to be done. DDOT should conduct a thorough and formal safety audit of all major intersections along the corridor. The following specific intersections with Benning Road were brought up multiple times by the community and should be addressed by DDOT as soon as possible: Minnesota Avenue, East Capitol Street to C Street, SE, 17th Street, NE and 34th Street, NE.

While the corridor is surrounded by trails, including the new Anacostia Riverwalk, there are no clearly marked and safe bicycle and pedestrian crossings over the Anacostia River. DDOT should create such a connection so that bicyclists and pedestrians can more easily access both sides of the river. This is particularly important for people east of the river who would like to ride their bicycles to work in the major employment areas of the center city. While bus service is generally good along the corridor, the area east of the Benning Road Metro station is somewhat isolated



Transportation & Infrastructure

from transit that connects to major centers of employment and retail. As streetcars are unlikely to extend to this portion of the corridor in the first phase of streetcar development DDOT and WMATA should explore alternative transit here, such as neighborhood serving circulator buses. Better transit will help support the new housing and retail recommended here in the long term.

Streetcar tracks and stop locations have been fairly well planned and vetted by the community west of the river. DDOT should be sure to closely engage the surrounding communities as they move forward with streetcar plans for east of the river. The DCOP suggests that DDOT consider supporting nodes of activity with streetcar stops at the following locations: 36th Street, NE, Minnesota Avenue, NE, 42nd Street, NE and East Capitol Street (terminating at the Benning Road Metro station). The 36th Street, NE stop will be very important for linking the River Terrace neighborhood to its neighbors to the east and west, and will make locally serving retail at the location much more feasible. Minnesota Avenue will be a critical stopping point due to the current and projected concentration of retail and services there. The stop at 42nd Street, NE will serve expanded community uses surrounding the intersection. Finally, the stop at the Benning Road Metro station will ensure that the streetcar line is anchored by a Metro stop at each end. The DCOP would also like to see DDOT explore expanding the streetcar system to Southern Avenue, as part of its alternative transit analysis, before it begins designing the streetscape east of 42nd Street. Streetcar tracks should be installed during the streetscape construction if possible.

Finally, in order to ensure a safe and pleasant pedestrian experience, respect new streetscape improvements, and allow for more efficient vehicular access, new curb cuts on Benning Road should be kept to a minimum and existing curb cuts should be eliminated wherever no longer necessary. DDOT should work with developers to identify unnecessary curb cuts, and DCOP should review development plans with an eye for suggesting alternative access points off of Benning Road (i.e. through alleys, side streets, or by imposing rear or side setbacks).

Implementation

The Implementation Matrix represents the outcome of a multi-stakeholder constituency of District agencies that provided recommendations, partnership opportunities, and projected timeframes to meet the Benning Road Redevelopment Framework Plan objectives & goals. The central Transportation & Infrastructure goal is to provide reliable and harmonious multi-modal travel options; address the maintenance, improvement and capacities of aging utility and street systems to meet changing community needs.

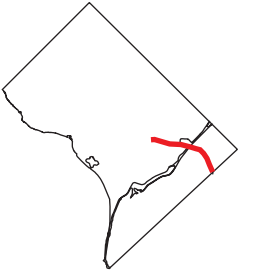
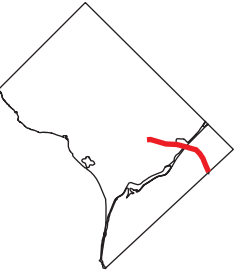
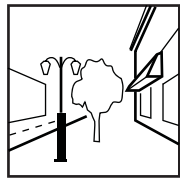


Table 3.9 Transportation & Infrastructure Implementation Matrix

Transportation & Infrastructure		RECOMMENDATIONS	LEAD AGENCY	IMPLEMENTATION STRATEGY/ PARTNERSHIPS	PROGRAM	PUBLIC FUNDING NEEDED	POTENTIAL REDEVELOPMENT TIMEFRAME
	1	Conduct a formal safety audit of all major intersections along the corridor to ensure pedestrian safety.	DDOT	DDOT	Infrastructure Project Management Administration (IPMA)	Yes	As soon as possible
	2	Improve pedestrian crossings at the following important and dangerous intersections: Minnesota Ave, East Capitol St to C St, SE, 17th St, NE, and 34th St, NE.	DDOT	DDOT	IPMA	Yes	1-2 years
	3	Ensure that at least one bicycle/pedestrian connection is made across the Anacostia River for recreational and commuter uses alike, and that it connects safely and accessibly to other existing trails.	DDOT	DDOT	Bicycle and Pedestrian Program - Design IPMA - Construction	Yes	1-2 years
	4	Further analyze new transit modes along the corridor, particularly east of the Benning Road Metro Station, such as smaller, neighborhood-serving circulator buses. Such transit options will help support new retail and housing development.	DDOT	DDOT/WMATA	Mass Transit Authority (DDOT)	Yes	5 years
	5	Restrict creation of new curb cuts on Benning Rd, unless site access is possible no other way. DDOT should scrutinize curb cuts as properties redevelop, and look for ways to eliminate superfluous or dangerous curb cuts.	DDOT	DDOT	TPPA Policy Development Division - Curb cut policy creation, Plan Review & Compliance Division - Review for enforcement	No	Ongoing
	6	Office of Planning Development Review should analyze new development on the corridor with an eye for site access. Rear or side setbacks should be considered where they can create opportunities for non-Benning Rd site access.	OP	OP	Development Review	No	Ongoing
	7	Office of Planning suggests that as DDOT explores options for streetcar stops east of the river, they consider nodes of activity including: 36th St, NE, Minnesota Ave, NE, 42nd St, NE and East Capitol St (at the Benning Metro station).	DDOT	DDOT/WMATA	Mass Transit Authority (DDOT)	Yes	Ongoing



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Urban Design & Public Realm

Subject Summary

Urban design is the process of shaping the physical setting for public places and the connectivity between them. Good urban design is a marriage of the design of buildings, groups of buildings, spaces and landscapes, and provides a framework for successful development. The analysis for Urban Design is based on three issues: scale and character, pedestrian experience, and public realm.

Issues of Concern

A. Scale & Character

Visual Consistency & Community Identity

Benning Road is currently characterized by its inconsistencies rather than its consistencies. The setbacks, building heights, and land uses vary widely from block to block and the continuity of the corridor is compromised by several significant features such as the Anacostia River, I-295, the Pepco facility, RFK Stadium, and East Capitol Street.

There are currently no cultural landmarks or other striking visual reference points that residents and visitors can use for wayfinding. Cultural landmarks such as parks, monuments, historical establishments, or distinct architectural buildings can anchor community identity. However, strong community identity is not necessarily rooted in the anomalies; it can also be anchored in consistent features in public places, such as environmental signage, storefronts, or architectural colors. For example, the Federal Triangle District in downtown Washington, DC is characterized by its uniform building materials, red roofs, and cornices. Similarly, Chinatown is characterized by its bilingual signage and red brick sidewalks.

There is an opportunity to create this type of landmark through a prominent gateway into the District at Southern Avenue using public art or creative signage

Disparate Land Uses

Along the length of Benning Road, there are multiple places in which different land uses converge, sometimes awkwardly and sometimes successfully (See Figures 3.30 - 3.32). The images on the right show examples of some disjointed land use typologies that occur along the Benning Road Corridor.

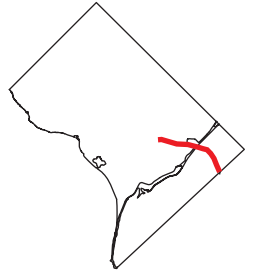


Figure 3.30- Small Scale Commercial and Residential



The most successful instances of abutting land uses occur when there is a reciprocal benefit between users. Residential and small scale commercial/retail land uses often harmoniously coexist, providing convenient access to everyday resources within local neighborhoods. These establishments are most successful when they are located within walking distance of the majority of patrons and thus do not create excess traffic, congestion, or noise associated with their use.

Figure 3.31- Large Scale Commercial and Residential



Commercial and Residential

Benco strip mall and high density multi family residential apartments

Commercial and Single Family Residential

Commercial and Multi Family Residential

Single Family attached Residential and Commercial

Figure 3.32- Industrial, Public, Open Space, Transportation, and Residential



Single Family Residential adjacent to the Metro

Leftover land use inbetween the elevated transportation paths

Recreational use (Langston Golf Course) and Industrial use (Pepco)

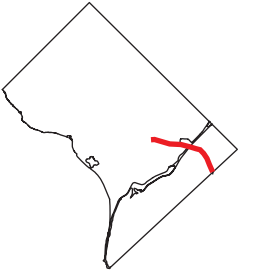
Religious Facility next to Residential

Industrial and Commercial

In contrast, incongruous land uses such as residential/industrial or residential/large scale commercial, which cater to activity not typically associated with the local neighborhoods or disruptive to the neighborhood fabric, are often unpopular with local residents and deemed unsuccessful by adjacent land owners.



Urban Design & Public Realm



B. Pedestrian Circulation

Along the H Street Corridor, the District has moved forward to create a walkable “main street”, with a mixture of residential uses, street-front retail, and local-serving offices. Parts of the H Street corridor have successfully integrated streetscape improvements with visible crosswalks and traffic calming devices to enhance the pedestrian experience. However, Benning Road does not share the same “main street” character and it is not continuously walkable. While there are ample sidewalks along the length of Benning Road, the patchwork of residential, industrial, and commercial land uses creates a series of different scales and subsequently, a disjointed pedestrian experience. Strategies for place-making and community identity along the Study Areas will enhance the pedestrian experience.

C. Public Realm

Public realm is the physical setting for public places and consists of the space between the face of the building and the curb of the street. This includes streetscape elements (such as sidewalks, streetlamps, and street trees), plazas and parks, and some aspects of privately owned spaces, such as building facades and signage (See Figure 3.33). There are many opportunities for public realm improvement along Benning Road, as many areas suffer from non-continuous sidewalks, lack of street trees, insufficient street lighting, inconsistent signage, and lack of public plazas and parks (See Figure 3.36).

Figure 3.33- Diagram of the Public Realm



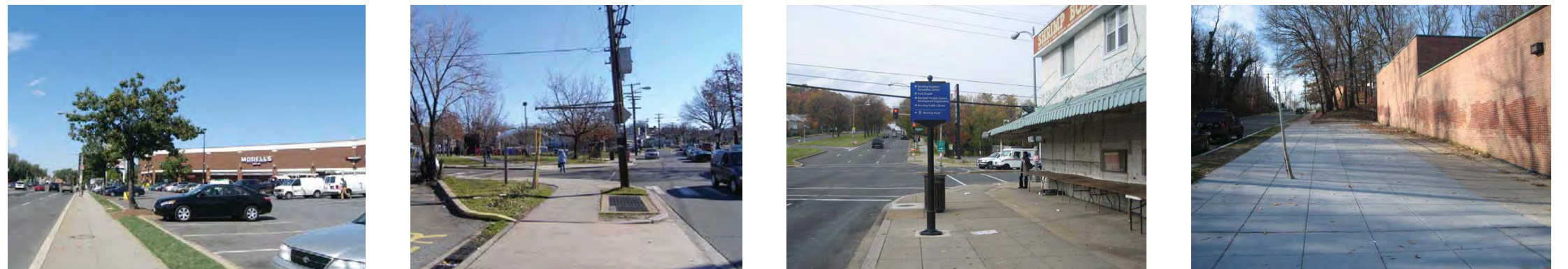
Figure 3.34- Poor Streetscape/ Pedestrian Experience



Figure 3.35- Successful Streetscapes



Figure 3.36- Opportunities for Public Realm Improvement



The area around Hechinger Mall could be improved to better accommodate pedestrians who wish to cross to the southbound side of Benning Road. Once the streetcar alignment is introduced into the median, upgrades and crosswalks will be necessary.

The area adjacent to the Benning Metro is in need of major improvements. Currently, the pedestrian crossings are insufficient and unsafe. Additionally, there is an opportunity to develop the plaza around the Metro platform

Benning Road and East Capitol Street is one of the busiest intersections in the District. There are currently few streetscape enhancements such as street trees, street furniture, or crosswalks around this intersection.

The area around Benning Road SE and G Street SE does not have continuous sidewalks or any other streetscape enhancements.



Urban Design & Public Realm

Goal

The overarching goal for Urban Design & Public Realm is to create 1) a consistent design vision that builds on neighborhood assets while setting a new standard for the corridor, and 2) guiding principles to govern ease of movement, mixed-use development, design quality and maintenance.

Public Involvement

Over the course of two corridor-wide meetings and four sub- area meetings, the following public comments were collected:

Pedestrian access

- Improve crosswalks at River Terrace, from East Capitol to C St. SE , and around the Metro
- The lighting for pedestrians is poor and unsafe; it needs to be more consistent. Recently installed lighting along East Capitol Street helped enhance the character of the area
- Plant more street trees
- Upgrade the right of ways to some other materials than plain concrete.
- Improve signage for pedestrians
- There are no sidewalks at Benning and Southern; Sidewalks near 17th Street, the Hechinger Mall area, and the Golf Course are shabby, poorly maintained

Public Spaces & Plazas

- The area around the Benning Metro needs improvement.
- Trash receptacles need to be installed and maintained

Visual Consistency & Land Use

- The abandoned buildings and vacant properties make the corridor seem run-down.
- Land use changes abruptly along the corridor and are inconsistent uses especially near housing clusters like auto and tire repair shops, industrial uses and other vacant lots.

Recommendations

The recommendations for this section include a broad design vision and general principles to be applied throughout the corridor, as well as more specific implementation strategies.

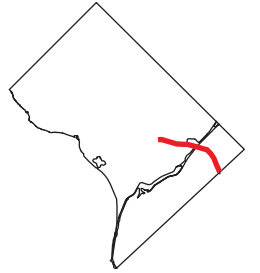
Urban Design Vision

- Establish visual consistency and a strong sense of community identity along the Benning Road corridor.
- Build a framework for visual improvement that expands from the H Street Corridor revitalization strategy and DDOT Great Streets streetscape plans.
- Strengthen community safety and economic health with human-scaled urban streetscapes, storefronts, and public places that are well maintained and reflect community identity

Guiding Principles

Ease of Movement

- Create transit oriented development & mixed use opportunities around the Benning Metro to promote walkability
- Transportation options should be efficient, pleasant and readily available.
- Create pleasant, barrier-free streets that reinforce the comfort, convenience, safety and visual interest of pedestrians.



Mixed Use Opportunities

- Support safe, diverse mixed-use opportunities including a variety of housing choices, a variety of land uses (residential, commercial, employment uses) and visually and physically accessible civic spaces (schools and parks and plazas)
- Ensure the necessary public services and amenities to support quality of life, cohesive communities and creative places.

High Quality

- New development should be high quality and compatible with other new development along H Street and Minnesota Avenue NE
- New development should reflect high quality design and public realm
- Involve neighborhood communities in the development process to recognize and reward design excellence.

Maintenance

Establish principles to guide and assist the use and maintenance of urban areas to improve and fund landscape maintenance, urban forestry improvements, waste removal, signage, and beautification for parks, plazas, and streetscapes along the corridor.

Other Recommendations

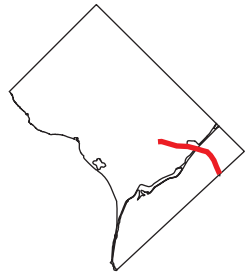
DDOT has plans for Great Streets Initiative improvements for the Benning Road corridor between Bladensburg Road and 42nd Street NE, including roadwork, streetcar tracks, streetscaping and signage elements. Construction on this project is planned to begin in Spring 2008. It is vital that this public investment be followed by a similar effort for the remainder of the corridor between 42nd Street NE and Southern Avenue. The design for this section of the corridor should take its cues from the western portion of the corridor, and should have a bike lane along its entire length. The design details should be shaped by community preferences, but should also be consistent with the western section. Public realm inconsistency is one of the greatest hindrances to a thriving Benning Road, and the DC government has primary responsibility for ensuring that sidewalks, lighting, signage and other aspects are designed and installed all along the corridor. Within five years, and sooner if possible, DDOT should engage the surrounding communities in the design process for street improvements along this section of the corridor.

Once these improvements are completed, ongoing maintenance is a serious concern. DDOT has a rating system for all public sidewalks, with a range from “poor” to “excellent.” All new infrastructure will be built to “excellent” standards, and should be maintained at “good” standards at all times. “Good” in this context means no separation or settling of paving, no tree root damage, no missing pavement, and only a minimal amount of cracks.

Department of Public Works (DPW) should also maintain other aspects of the public realm to their highest standards. Further, the Mayor’s Office of Community Relations and Services (MOCRS) has the ability to organize “Operation Fix It” events and community walk-throughs. These events draw representatives from DPW, DCRA, MPD, local ANCs and others to take a comprehensive look at trash, code violations, public realm maintenance, crime, etc. MOCRS has already conducted such efforts at perceived problem spots along the Benning Road corridor, and should continue to do so as communities identify areas of particular concern.



Urban Design & Public Realm



A truly great and beautiful street requires care from sources other than the government. Other commercial areas in the city have pooled their resources to form organizations that provide urban design amenities such as street banners, flower baskets, street furniture, etc. and maintenance services such as litter and graffiti removal and physical upkeep. Sometimes area property owners choose to tax themselves at a higher rate through a Business Improvement District, or BID. Nearby examples are the Capitol Hill and NoMa BIDs. H Street NE is currently on a less formal track. Several property and business owners have banded together to voluntarily pool funds for projects that help beautify and maintain the whole street. The U Street/14th Street, NW area created a model known as the Green Team. This program employs transitioning individuals (homeless, out of prison, unemployed) as ambassadors who keep the streets “clean and green.” After one year they move into permanent employment.

Since Benning Road is such a long corridor, a single BID may not be the most effective way to provide maintenance. Pilot clean and safe initiatives should initially focus on key redevelopment opportunity areas identified in Section 4, including where Benning intersects with Bladensburg Road, Minnesota Avenue, and East Capitol Street. The DC Department of Small and Local Business Development should provide technical assistance to local property and business owners in coming up with a “clean and safe” strategy for the corridor.

Implementation

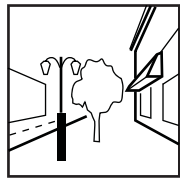
The Implementation Matrix represents the outcome of a multi-stakeholder constituency of District agencies that provided recommendations, partnership opportunities, and projected timeframes to meet the Benning Road Redevelopment Framework Plan objectives & goals. The central Urban Design & Public Realm goal is to establish visual consistency & community identity along the corridor.

Table 3.10 Urban Design & Public Realm Implementation Matrix

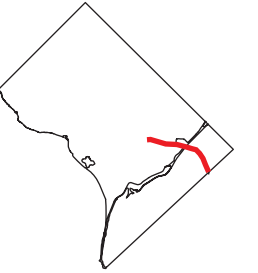
Urban Design		RECOMMENDATIONS	LEAD AGENCY	IMPLEMENTATION STRATEGY/ PARTNERSHIPS	PROGRAM	PUBLIC FUNDING NEEDED	POTENTIAL REDEVELOPMENT TIMEFRAME
	1	Design and implement Great Streets improvements for the corridor between 42nd St, NE and Southern Ave, including roadwork, streetscaping and signage elements. Actively engage the surrounding communities in the design process.	DDOT	DDOT	Great Streets Initiative - Planning, Infrastructure Project Management Administration (IPMA) - Construction	Yes	5 years
	2	Consistently maintain new street improvements at “good” levels as defined by DDOT’s public realm rating criteria.	DDOT	DDOT	IPMA maintenance budget	Yes	On-going once improvements are completed
	3	Upkeep and clean public realm to highest standards	DPW	DPW	DPW maintenance budget	Yes	Ongoing
	4	Work with CORE Teams in Wards 5, 6, and 7 to continue to identify problem spots for concentrated code enforcement and clean up.	MOCRS	Mayor’s Office of Community Relations & Services (MOCRS), DPW, DCRA, MPD, ANC’s, etc.	Operation Fightback; Operation Fix It; Community Walk-throughs	No	Ongoing
	5	Encourage local business associations to form a BID or other such entity to provide urban design amenities and maintenance above and beyond what DC can provide.	DSLBD	Department of Small and Local Business Development (DSLBD)	ReStore DC Technical Assistance	No	1-2 years
	6	Sensitively scale transitions between uses and heights	OP	OP	Development Review	No	Ongoing
	7	Create physical gateway element at Southern Avenue as people enter DC from Maryland.	CAH	DDOT, Commission on Arts and Humanities (CAH), OP	CAH	Yes	1-2 years

Figure 3.37 - Successful Public Realm
Similar to Benning Road, the retail development along Connecticut Avenue is interwoven with nearby residential and small scale commercial development. The public realm in Woodley Park is well defined and well maintained, with a unified approach to urban design amenities.





Urban Design & Public Realm



Streetscape section in Study Area 1, 16th Street NE to Oklahoma Avenue NE

According to the Great Streets Framework Plan for H Street NE and Benning Road the stretch of the Study Area 1 from 16th Street to Oklahoma Avenue NE is envisioned as a broad, “green boulevard” with a planted median and eventual streetcar service.

The streetscape will support the neighborhood-serving retail node located between 19th and 21st Streets NE, offering a graceful green transition to Anacostia Park and the waterfront, on its eastern end, and a more urban hardscape, as it joins to the Starburst Plaza and H Street NE retail corridor, on its western end.

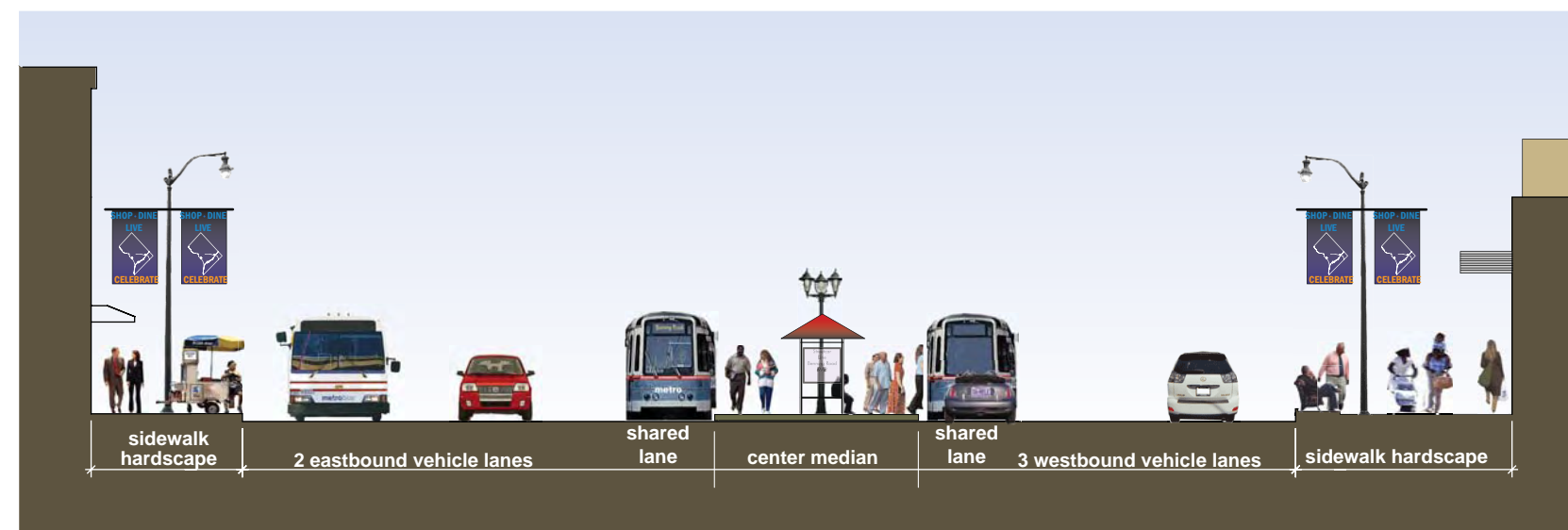
The typical section of Benning Road NE consists of three lanes in each direction with a center median. The curb lane is available as a parking lane in off peak hours. The median alternates between wide planted areas, narrow perviously paved median areas, and left-turn pockets. In general, street lights, signals, and all furnishings are accommodated only on the sidewalk, however, the median should accommodate infrastructure for a center-running streetcar alignment.

Streetscape section in Study Area 2,3, & 4

In general, the sidewalks from Anacostia Avenue to Southern Avenue will have adequate street lighting, public area, wayfinding signage, and street trees that will contribute to a pleasing environment for shoppers and other pedestrians.

The eastern section of Benning Road from Minnesota will be furnished with bike lanes, benches and bike racks.

Figure 3.38- Typical Section in Study Area 1 from 16th St. NE to Oklahoma Ave. looking west



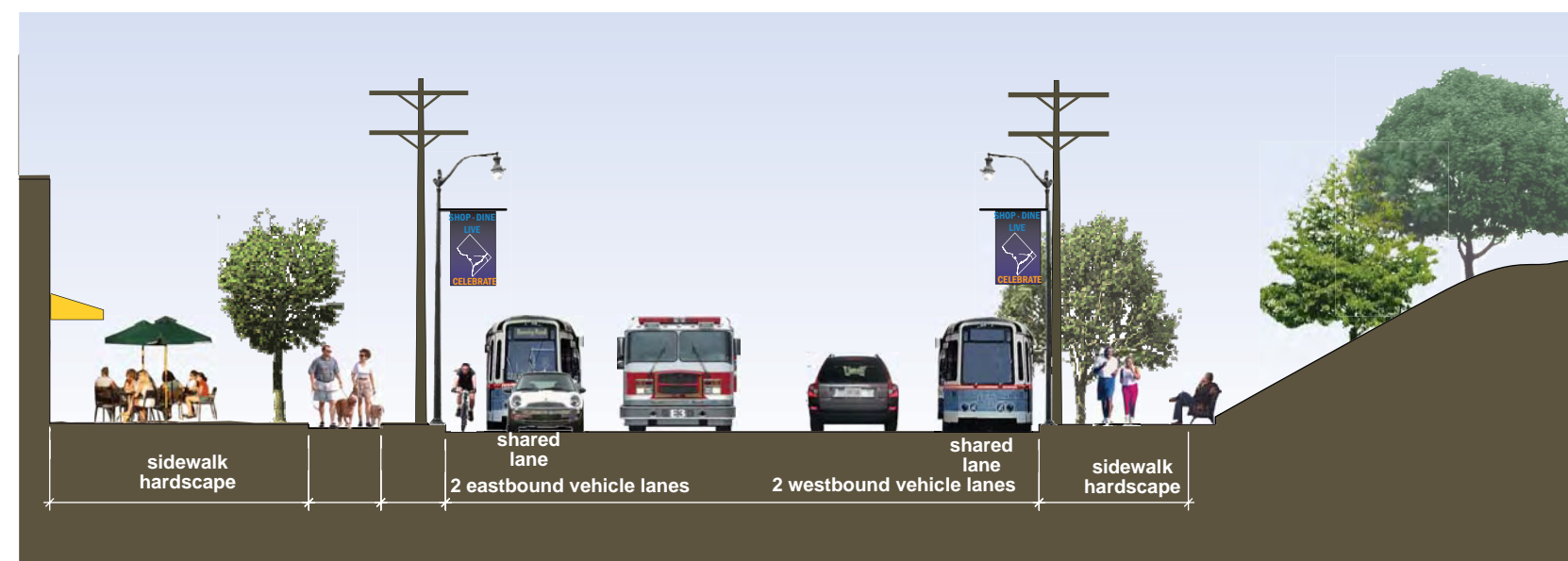
Existing:

- 8 Travel Lanes, 0 Parking Lanes
- Curb to Curb Width: 83'
- Sidewalk Width: 13' 6"
- Tree Canopy: Sparse

Recommended:

- No bike lanes
- Public Art
- Street Trees, New Sidewalks & Street Furnishings
- Re-align Curb/Gutter
- Curb Ramps

Figure 3.39- Typical Section at Benning Rd. in Study Area 2, 3, & 4 looking west



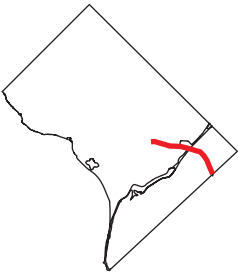
Existing:

- 4 Travel Lanes
- 0 Parking Lanes
- Curb to Curb Width: 40'
- Sidewalk Width: 9'-12'
- Tree Canopy: Thick

Recommended:

- Bike Lanes Starting at Minnesota Avenue
- Public Art
- Street Trees
- New Sidewalks & Street Furnishings
- Curb Ramps

Proposed Streetscape - Study Area 1



Urban Design Visioning

Figures 3.41, 3.43, 3.45 & 3.47 incorporate the urban design vision for the Benning Road Corridor, including streetscape improvements like new street lamps, signage, and street furniture as well as new pedestrian crosswalks, public plaza, and paving patterns. It is important to note that no definite plans for development have been identified on the sites that are presented.

The visual simulation of Benning Road looking east toward 19th Street NE is shown to the right. The existing conditions photograph is below. The photo simulation delineates opportunities for redevelopment as well as the streetcar initiative down the center median on Benning Road.

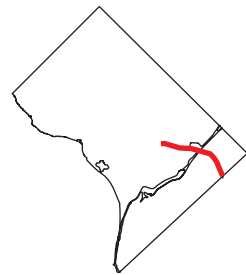
Figure 3.40 Existing Conditions photo on Benning Road at 16th Street looking east



Figure 3.41 Rendering of the Urban Design Vision for Benning Road at 16th Street looking east



Proposed Streetscape - Study Area 2



A visual simulation of Benning Road at 42nd Street NE is shown to the right. The existing conditions photograph is below. The photo simulation delineates opportunities for redevelopment across from Fort Mahan Park at 42nd Street NE showing the streetcar initiative down the curb side of Benning Road as well as a general suggestion for a corner neighborhood retail use that capitalizes on the adjacent Boys & Girls Club site and surrounding grounds.

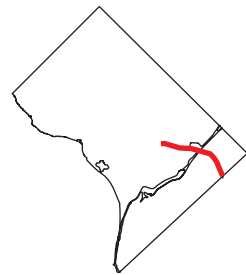
Figure 3.42 Existing Conditions photo on Benning Road at 42nd Street looking northwest



Figure 3.43 Rendering of the Urban Design Vision for Benning Road at 42nd Street looking northwest



Proposed Streetscape - Study Area 3



A visual simulation of the Benning Road Metro at the 4000 block of Central Avenue NE is shown to the right. The existing conditions photograph is below.

The image to the right shows the possibilities for the future development at the Benning Metro Plaza. The rendering incorporates the streetcar initiative down the curb sides of Benning Road and provides a conceptual visual reference for the opportunity to re-design the Metro Plaza.

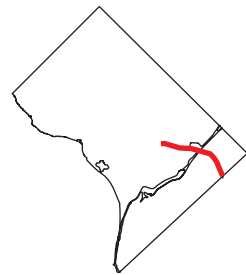
Figure 3.44 Existing Conditions photo at the Benning Road Metro looking west



Figure 3.45 Rendering of the Urban Design Vision at the Benning Road Metro looking west



Proposed Streetscape - Study Area 4



A visual simulation of the Benning Road SE at the G Street SE looking north is shown to the right. The existing conditions photograph is below.

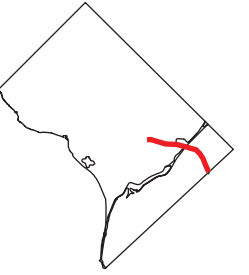
The rendering provides a conceptual visual reference for the opportunities for redevelopment along the west side of Benning Road SE at G Street SE. This Plan recommend that bicycle lanes extend from East Capitol Street SE to Southern Avenue.

Figure 3.4639 Existing Conditions photo at G Street SE looking north on Benning Road



Figure 3.47 Rendering of the Urban Design Vision at G Street SE looking north on Benning Road





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Part 4

IV. Benning Road Study Areas

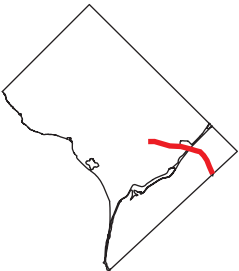
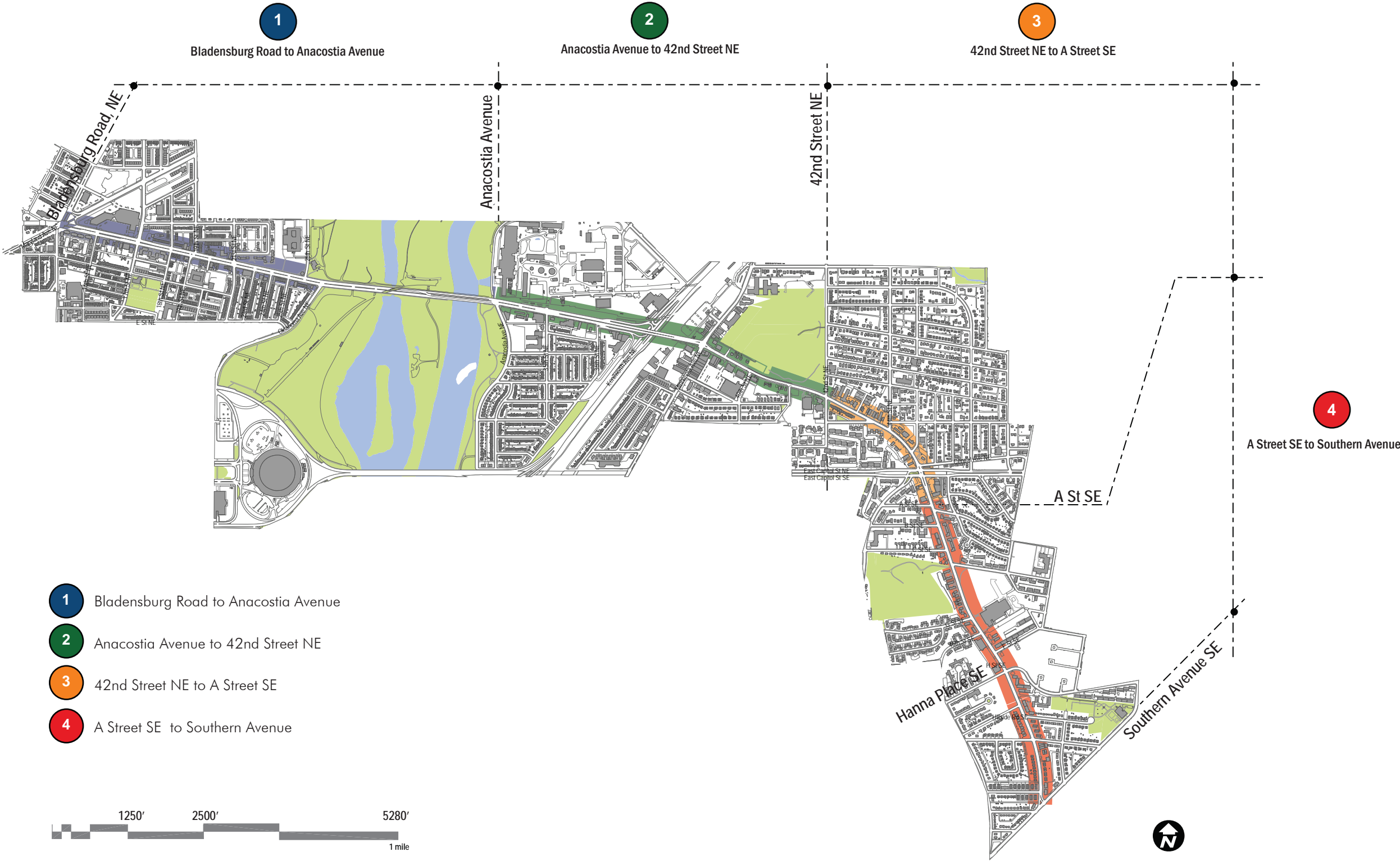


Figure 4.1- Benning Road Corridor Study Areas



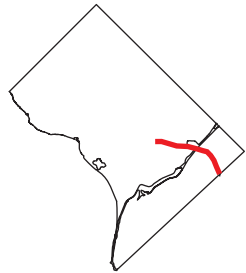


Figure 4.2- Benning Road Corridor Images



Introduction

The comprehensive revitalization of the Benning Road corridor proposed in this Redevelopment Framework Plan will occur as the result of combined efforts by the District government agencies, local stakeholders, and the development community. By addressing the broad community issues raised in section three, everyone benefits. A complementary effort must also be made to encourage the redevelopment of sites along the corridor that have the potential to catalyze revitalization. Targeted redevelopment of these sites will bring the housing and retail choices desired by the community linked by more effective and safe transportation networks. This two step strategy immediately improves quality of life for current residents while raising the profile of the corridor as an place worth of significant investment and contextual development.

This section presents each of the four sub areas of the corridor and the opportunity sites for development identified by the Office of Planning and the consultant team. Each study areas was analyzed and individual parcels were identified for redevelopment potential based on a variety of factors that included:

- Proximity to intersections or other developed parcels;
- Proximity to undeveloped parcels to allow consolidation for larger developments;
- Underutilized properties; and
- Current neighborhood conditions and demand.

Opportunity Sites

A market analysis for the entire corridor was conducted to assess development trends and to identify opportunity sites for targeting development along the corridor. Opportunity sites were selected based on their location and proximity to existing commercial activity, public transportation, major thoroughfare routes, and parking. These opportunity sites are organized by study area and have been prioritized relative to each other. It is important to note that the opportunity sites have been grouped by adjacent market forces, and as a result, may fall within multiple study areas.

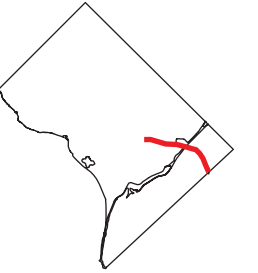
Goals

This framework provides general guidelines that include a timeline for redevelopment, priority/opportunity sites for redevelopment, and proposed broad redevelopment uses for the opportunity sites. The timelines presented will provide the DCOP with guidelines for when parcels should receive focus for redevelopment to help manage and shape the redevelopment process given the large number of potential opportunity sites. In addition, the combined parcels identified in each opportunity site could be assembled in many ways to provide for redevelopment opportunities based on ownership and zoning. These guidelines will provide the DCOP with a flexible approach for redevelopment purposes in order to work with developers to identify the best use for the parcels in a redevelopment scenario. Given the timeline for redevelopment, this flexibility will be critical to provide the Office of Planning with the flexibility to accommodate changing market demands and redevelopment growth spurs in the corridor.

Assumptions

The Redevelopment Framework for the Benning Road corridor maintains the underlying goals and principles of the Great Streets Initiative. The analysis of future transportation was based on the DC Comprehensive Plan technical report on Transportation (Berger, 2005), which utilized projected growth in households and employment to assess the future conditions along the Benning Road Corridor. The DDOT transportation improvement plan for the Benning Road corridor and the Starburst Intersection was also considered and incorporated into this Redevelopment Framework Plan.

Study Area 1 Bladensburg Road to Anacostia Avenue



Introduction & Vision

This portion of the corridor runs from Bladensburg Road across the Anacostia River to Anacostia Avenue. It is the natural extension of the H Street, NE corridor, and the western portion near Hechinger Mall is likely to start attracting development interest in the near future as opportunities on H Street are taken up. This area has great potential to better serve the adjacent communities of Carver Terrace, Langston Dwellings, Kingman Park, Rosedale and NE Capitol Hill. The broader vision for this area includes:

- A beautiful, green boulevard with a treed median and new sidewalks.
- Streetcar service that supports residents and shoppers, and connects to metro stations to the west and to the east.
- New development that takes full advantage of current zoning to build 4-8 story structures that better frame and respect the wide boulevard.
- Mixed-use development with mixed-income housing to fill the gaps along this portion of the corridor, while providing a boost in population necessary for sustaining new retail and commercial ventures.
- More neighborhood-serving retail, restaurants and service businesses, and a limited amount of new office space.
- Improved connections and signage to the Anacostia Waterfront, and surrounding parklands, including pedestrian and bicycle trails.
- In the long term, a redeveloped Hechinger Mall that fronts the street, provides parking in the rear and continues to be the major retail anchor for the surrounding neighborhood.

What follows is a description of the existing conditions in the study area, an analysis of existing zoning, and recommendations for opportunity sites.

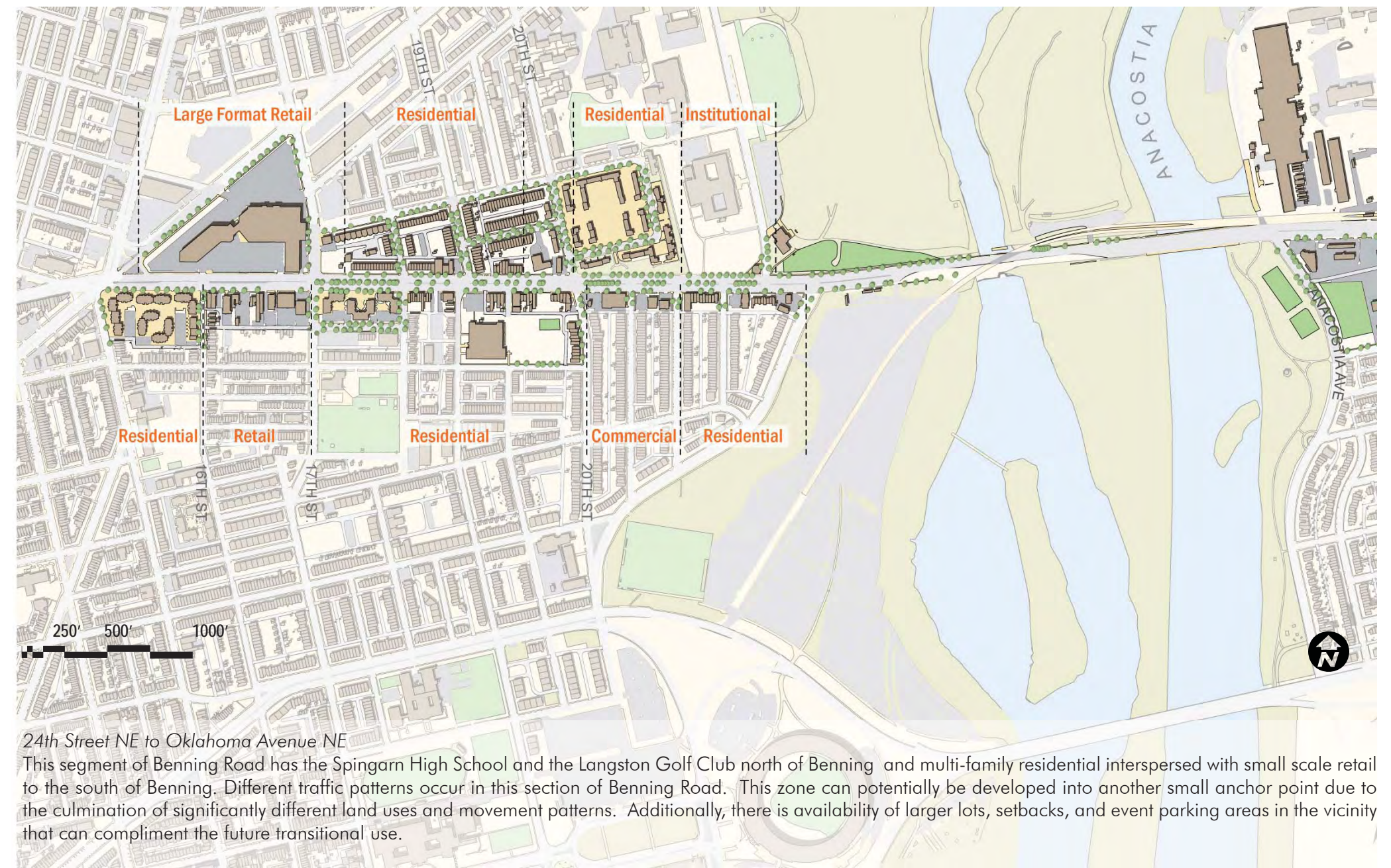
Bladensburg Road to 17th Street NE

This area includes the Hechinger Mall which occupies the entire frontage north of Benning Road while the south side is occupied by a mixture of retail, commercial, and medium density residential uses that include the Metro Medical Clinic. The predominant character in this area is commercial and retail and the predominant traffic patterns are commuter and retail. While today this area is a complicated traffic junction with a myriad of building typologies, it can be an important anchor point and transitional zone for people entering and exiting the Benning Road corridor. The Hechinger Mall area can be developed to create a gateway and an identity to the Benning Road corridor.

17th Street NE to 24th Street NE

This area is characterized primarily by low to medium density residential with a moderate mixture of commercial and retail development fronting the street. With a predominantly residential character, this area has re-densification potential to accommodate more residential and as a result, increase the commercial/retail support base in the area.

Figure 4.3- Study Area 1



24th Street NE to Oklahoma Avenue NE

This segment of Benning Road has the Spingarn High School and the Langston Golf Club north of Benning and multi-family residential interspersed with small scale retail to the south of Benning. Different traffic patterns occur in this section of Benning Road. This zone can potentially be developed into another small anchor point due to the culmination of significantly different land uses and movement patterns. Additionally, there is availability of larger lots, setbacks, and event parking areas in the vicinity that can complement the future transitional use.

Oklahoma Avenue to Anacostia Avenue NE

The Metro Orange line runs parallel and crosses over to the south side in this area. Visually this segment resembles an interstate highway, with the overhead metro line and rapidly moving commuter traffic. Even though some form of pedestrian sidewalks exist in the area, instinctively it is very difficult to establish continuity and a positive pedestrian experience. Visually this zone needs significant improvement. A full land use analysis can be found in the Appendix.