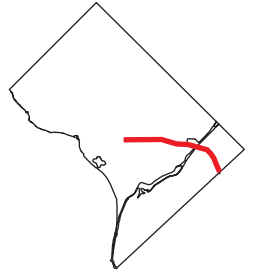


# Benning Road Corridor Redevelopment Framework Plan Appendix



## Market Analysis

Multi-Family Permit Activity, 2006-2020					COG Household Projections
Moderate Growth	2006-2010	2011-2015	2016-2020	Total	
West Benning	0	125	140	265	211
East Benning	173	188	210	571	666
High Growth	2006-2010	2011-2015	2016-2020	Total	
West Benning	0	248	400	648	211
East Benning	130	165	300	595	666

Source: Robert Charles Lessor "Great Streets"

Benning Road will remain a "5th Generation" neighborhood through 2015 with expectations of slight improvements to the western section of the corridor, which is closer to the H Street Corridor, an area currently undergoing redevelopment. The report does predict that the entire corridor will improve by 2020, with the western edge continuing to lead the redevelopment movement in the corridor through continued expansion of growth east from the H Street Corridor.

Based on these development patterns, the report outlines expectations for multi-permit development activity, as summarized in the table shown in the column on left.

### Planned Development

#### Current and Proposed Developments

The primary proposed and under construction projects in the corridor are situated to the west of the primary study area. Located along the redeveloping stretch of H Street east of Union Station, a few larger projects are planned for the corridor.

The area surrounding the Benning Metro, however, has proved to be more difficult in attracting investors. As stated in the Washington Business Journal, in 2000, the Washington Metropolitan Transit Authority (WMATA) offered available land at the Benning Road Metrorail station for transit oriented developers, but received no offers. Two-years later, WMATA received an unsolicited proposal from a group named Benning 45, who wanted to develop the site into a 38,000 square foot office building. Again, WMATA advertised available land and there was no further interest. Therefore, WMATA's board approved a deal to negotiate exclusively with Benning 45 to develop the site. The Benning 45 proposal, still in development, calls for ground-floor retail and four stories of office space that would house the Court Services and Offenders Supervisory Agency, a federal agency that supervises District offenders on parole and probation.

**Proposed Facilities:** There are two proposed office developments for the study area and one flex building. The first office project, located on the 600 block of H Street, NE, will contain 312,000 square feet of Class A office space. The building is 100 percent pre-leased, suggesting it was pre-built for a specific tenant. When completed in 2007, the second development, on the 200 block of K Street NE, will contain 335,000 square feet of Class A office space in 12 floors. The building is 97% pre-leased, which again suggests development for a specific tenant. Both of these facilities are located on the west-end of H Street, outside of the primary study area and in the neighborhoods closer to the development surrounding Union Station and the new developments occurring along Massachusetts Avenue and H Street.

**Facilities Under Construction:** A single retail property is under construction in the

corridor on the 900 block of E Street, NE. The small, single story building has 6,500 square feet of available space with 100-percent vacancy. Asking rents are \$45 per square foot (triple net).

**Facilities Under Renovation:** Benning Road has received increased developer and investor attention. In February of 2002, New York-based real estate investment company UrbanAmerica purchased the 20,000 square foot Benco Shopping Center at the intersection of Benning Road and East Capitol Street. The purchasing company, which focuses on buying in low to middle-income communities, chose the location because it is a highly trafficked intersection. The shopping center received facade improvements and new lighting, and quickly leased.

One additional property outside the primary study area is currently under renovation on the 800 block of 8th St NE. This retail property, originally constructed in 1924, has only 1,900 square feet of rentable space. It is currently vacant with asking rents of \$35 (FSG).

### Opportunity Sites

There are several sites in the corridor that could be available for redevelopment; however, the most likely locations would concentrate on metro access. The Benning Road metro station at Benning Road and East Capitol Street contains four corners of retail, mainly consisting of gas stations and small shopping centers. Existing research in the local media indicates that WMATA has experienced difficulty encouraging other forms of development in this area; however, it should remain a primary site for redevelopment given the existing mix and relative population density.

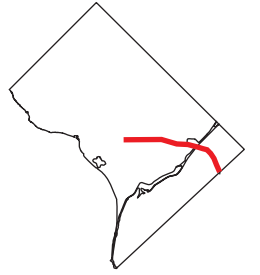
The intersection of Benning Road and Minnesota Avenue is another primary site for redevelopment activity. This mainly retail corridor has several small strip malls and retail establishments, along with metro access. Unfortunately, population density in the immediate metro station area is lower than near the Benning Road metro station; however, the existing mix of businesses and underutilized lots (particularly the tire and auto-body shop on the northwest corner of the intersection) could present redevelopment opportunities.

West of Anacostia, Benning Road is a mix of retail and residential, with the road lined with low-rise residential units up to the intersection with H Street. There are several parking lots and small shopping centers along this corridor, however, lack of proximity to metro stations could be an impediment to redevelopment.

The most likely strip for redevelopment in the corridor is that west of Benning Road on H Street, where the redevelopment efforts along the H Street corridor are likely to continue growth. The Auto-Zone property and parking lot at 1207 presents a relatively large parcel along the primary redevelopment corridor.



# Benning Road Corridor Redevelopment Framework Plan Appendix



## Market Analysis Framework & Methodology

### Demographics

Table 1 exhibits the population characteristics for Benning Road study area, which is the one mile radius surrounding the Benning Road corridor. Between 1990 and 2011, population in the study area has gradually decreased. While population decreased at an annual rate of 1.48% between 1990 and 2000, population decline has slowed between 2000 and 2011 (projected), with an annual decrease of only 0.17%. The largest decline in population between 1990 and 2000 was in the age 25-65 bracket, which experienced an annual decrease of 1.70%. The number of residents under 25 years old decreased slower during this time period, at an annual rate of 1.21%. Between 2006 and 2011 (projected), residents in this age group are projected to grow by 54 residents. The number of residents over 25 years old is projected to continue to decrease.

Between 1990 and 2011 (projected), the median age in the study area slow increased, and grew by 3.8 years within this time frame. The largest annual increases were seen between 1990 and 2000, when the median age grew from 33.9 to 36.4, respectively. The male-female ratio has remained fairly consistent over the time period, with annual changes ranging from 0.02% to 0.03%. However, the percent of African American residents have decreased between 2000 and 2011, with the largest decrease projected between 2006 and 2011 (1.5%).

Table 2 illustrates household data from 1990-2011. As with population, the number of households has slowly decreased during this time period, with the largest percentage annual decrease between 1990 and 2000 (-1.01%). Between 2000 and 2006, there was no change in the total number of households. However, between 1990 and 2011 (projected), the median household income has steadily increased, with the largest increase projected between 2006 to 2011, where median household income will increase from \$33,371 in 2006 to \$38,343 in 2011. In addition, between 1990 and 2011, there is an increase in homeownership, which directly effects the number of renter occupied units. The largest increase in owner occupied units was experienced between 2000 and 2006, where the percent of owner occupied units increased by 3.3%. The number of renter occupied units has decreased more drastically, where in 1990 to 2000, the number of renter occupied units decreased by 6.5%. The study area experienced high vacancy rates, which peaked at 15% in 2000. This was a drastic increase from the vacancy rate of 8.9% in 1990.

Table 3 exhibits the educational attainment for the residents within the study area. Between 1990 and 2000, a greater percentage of residents completed high school and attended college. This is evident in the fact that the number of residents with less than a high school degree decreased by 2.07% annually between 1990 and 2000, and the percent of residents with a high school diploma and some college increased. However, the number of residents with an advanced or professional degree decreased 1.63% annually during this time period.

### Market Analysis Framework

The Benning Road corridor was divided into four study areas within which the consultant team identified selected sites for redevelopment. Each study area was evaluated independently and in concurrence with the remainder of the corridor to identify appropriate potential uses for redevelopment within each area. As it exists currently, the corridor is largely underdeveloped with scattered older structures and businesses. Thus, there seems to be numerous sites for potential redevelopment based on two basic criteria - the condition of the facilities and its land value. However, most of the neighborhoods around the corridor have seen a loss in the number of households or have remained stagnant in the last 15 years and are likely remain that way in the coming years.

This situation presents challenges to selecting redevelopment opportunity sites and to identifying their consequent potential uses. Selecting specific uses and determining expected development on particular sites at present is premature and would consist mainly of uneducated guesses without providing any valuable metric to guide development. Instead, 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 Office of Planning 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 are not set in stone and could be assembled in many ways to provide for redevelopment opportunities based on ownership and zoning. These guidelines will provide the Office of Planning 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.

Each of the four 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.

Following section discusses the individual study areas in detail and identifies specific opportunity sites for development within each area.

Table 1

	TOTAL				CAGR	
	1990	2000	2006	2011	1990-2000	2000-2011
Population	30,910	26,326	26,270	26,129	-1.48%	-0.17%
Population < 25	10,683	9,460	9,425	9,455	-1.21%	0.00%
Population 25-65	15,773	13,290	13,214	13,091	-1.70%	-0.14%
Population > 65	4,455	3,676	3,652	3,583	-1.38%	-0.22%
Median Age	33.9	36.4	36.9	37.7	0.77%	0.32%
% Female	55.70%	55.60%	55.50%	55.40%	0.02%	0.03%
% African American	96.30%	96.40%	95.10%	93.60%	0.01%	-0.37%

Source: ESRI Business Analyst, Economics Research Associates, 2006

Table 2

	TOTAL				CAGR	
	1990	2000	2006	2011	1990-2000	2000-2011
Households	12,317	11,126	11,126	11,072	-1.01%	-0.04%
Median HH Income	\$23,577	\$28,233	\$33,371	\$38,343	1.82%	2.82%
Owner Occupied	32.60%	32.90%	36.20%	36.20%	0.09%	0.87%
Renter Occupied	58.50%	52.00%	50.00%	49.50%	-1.17%	-0.45%
Vacant	8.90%	15.00%	13.90%	14.20%	6.36%	-0.50%

Source: ESRI Business Analyst, Economics Research Associates, 2006

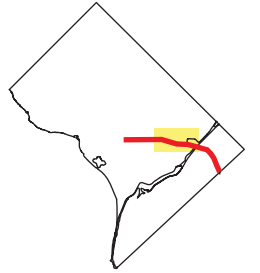
Table 3

	1990	2000	CAGR
Less than HS	39.70%	32.20%	-2.07%
HS Graduate	31.90%	34.80%	0.87%
College Degree/Some College	25.10%	30.20%	1.87%
Advanced/Professional Degree	3.30%	2.80%	-1.63%

Source: ESRI Business Analyst, Economics Research Associates, 2006



# Benning Road Corridor Redevelopment Framework Plan Appendix



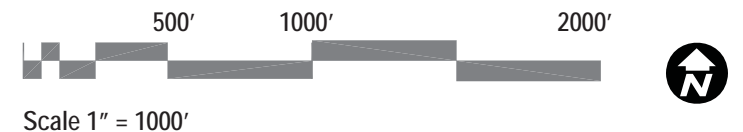
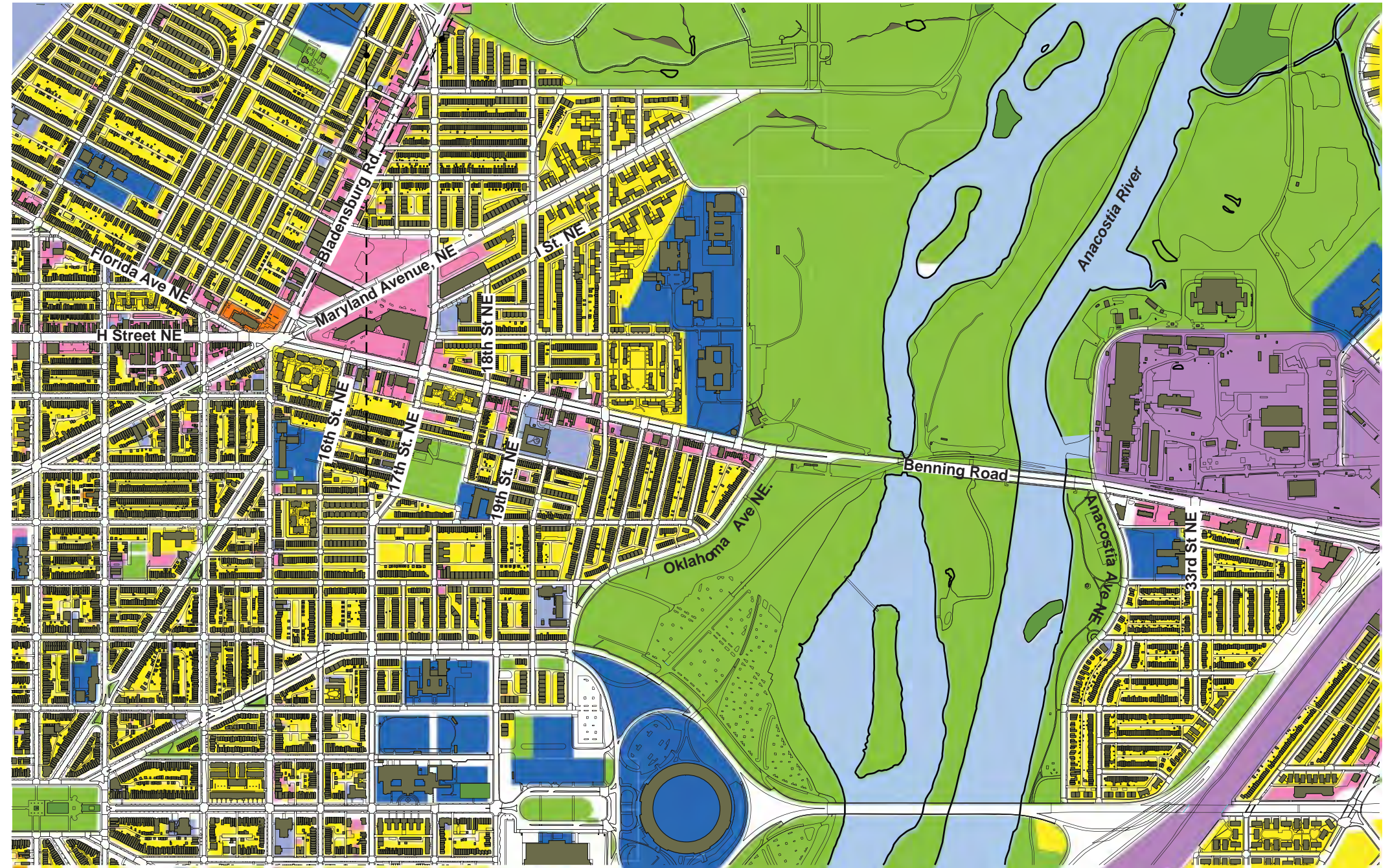
## Existing Land Use - Study Area 1

### Primary Land Use

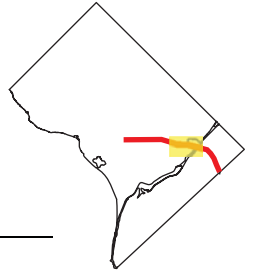
The map on the right shows the existing land use in Study Area 01, located to the west of Anacostia Avenue NE. Land use in the area is primarily low and medium density residential and commercial with interspersed pockets of institutional, public and local public uses. In the immediate vicinity of Benning Road, all along the corridor, the land use is either distinctly commercial or residential. There are very few mixed land use parcels in Study Area 01.

With the exception of Delta Towers Apartments, located at the intersection of Bladensburg Road and Florida Avenue, the neighborhoods located to the north and south of the Benning Road corridor, are low and medium density residential. There are numerous parks, open spaces, and public facilities of different sizes and types within these neighborhoods but the most significant open spaces in the study area are the Rosedale Playground and the Langston Golf Course.

At many places all along Benning Road, there are incongruous land uses that abut each other. The area between 17th Street NE and 21st Street NE, is characterized by poor-quality, local-serving retail, underutilized sites, and income-constrained neighborhoods. Throughout the length of the corridor, from Hechinger Mall up to Anacostia River, the street frontage is mainly strip commercial and some residential uses. There is potential for revitalizing this segment of the corridor, to improve the streetscape, and to emphasize a residential neighborhood type character.







## Existing Land Use - Study Area 2

### Primary Land Use

The map on the right shows the existing land use in Study Area 2. Study Area 2 has an even mixture of industrial areas, comprising mainly the Pepco power plant and the trash transfer station, and commercial structures. Very few residential pockets occur, mainly on the south side of Benning Road, behind the storefronts. These residential sections have a local character and historic context. The River Terrace Elementary School and the Stoddert Recreation Center are located within the residential neighborhoods.

Study area 2 has numerous parks and open spaces among the residential clusters and around the local public land uses, but the most significant open spaces are the Fort Mahan Park, Anacostia Park, and the Kenilworth Aquatic Gardens.

