



riggs road & south dakota avenue

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AREA DEVELOPMENT PLAN

District of Columbia
Office of Planning



Adrian M. Fenty, Mayor
Harriet Tregoning, Director
Office of Planning



DISTRICT OF COLUMBIA



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EXECUTIVE SUMMARY

The area surrounding the Riggs Road/ South Dakota Avenue intersection is currently undergoing significant transformation. Historically, the character of the area has been primarily residential, anchored by the Fort Totten Metro and supported by small scale commercial and retail shops. Due to the attractive character of the neighborhoods, ubiquity of quality housing and schools, and one of the only Metro exchanges outside downtown DC, the area has become ready for commercial and residential development.



The Lamond-Riggs Citizen Association (LRCA), the neighborhood organization in the study area, initiated the Area Development Plan in partnership with the DC Office of Planning (OP). The Lamond-Riggs Development Task Force, on behalf of the LCRA, became an instrumental, galvanizing force for public engagement and assisted the OP in developing implementation strategies and recommendations.

The Area Development Plan began in 2006 with the assistance of the Louis Berger Group, Inc. At that time, the majority of commercial establishments and residential properties immediately around the intersection, such as the Tiger Mart and Dakotas Apartments, were underutilized or vacant. Since then developers and grant making foundations have recognized the opportunities in the area and focused attention on its revitalization.

The Office of Planning recognizes the importance of new development and enhancements to the economic, physical, and social landscape around the intersection and is using this planning initiative to create a vision for overall growth in the area, ensuring consistency between past, ongoing, and future plans and projects.

The Area Development Plan is divided into four parts: Existing Conditions Analysis, Public Engagement, Redevelopment Framework, and Implementation. Each part is intended to support the Vision for the study area.

A Vision for the Study Area

The guiding principles for the study area are based on the outcome of the community process; and include the District's planning and development objectives for the area. Specifically, the plan responds to the District's Transit Oriented Development policy of clustering development near Metrorail Stations in order to expand housing, transportation, retail, and service choices. The implementation of this plan will also advance the District's objective of creating walkable, amenity-rich neighborhoods. The Plan's framework is established by the following guiding principles:

Project Vision

1. Establish a dynamic neighborhood center at Riggs Road and South Dakota Avenue that enhances community character and reactivates the street
2. Attract development that serves all generations
3. Connect, activate, and create new open spaces
4. Promote safe access and circulation throughout the neighborhood

Existing Conditions Analysis

The primary study area consists of the quarter-mile radius around the intersection of Riggs Road and South Dakota Avenue. The secondary study area is the half mile radius. The project area has a diverse patchwork of land uses; the parcels that front the intersection are primarily commercial/retail (with the Food and Friends facility on the southwest corner), while the metrorail tracks straddle the industrial. Medium- and low- density residential units fill in the periphery of the primary study area and compose the majority of the secondary study area.

Public Engagement

The Lamond Riggs Civic Association was an integral part of the outreach process, facilitating community workshops and serving as a liaison to the Office of Planning and the community. Community outreach consisted of three meetings: a site walk in January 2007, a visioning session in June 2007, and a final presentation in March 2008.

Redevelopment Framework

The Office of Planning identified six opportunity sites for redevelopment in the primary study area. These sites were chosen based on a combination of factors such as a detailed market analysis, current neighborhood conditions, and proximity to intersections, developed parcels, or commercial activity. Each opportunity site was evaluated independently and in concurrence with the remainder of the study area to identify appropriate potential uses for redevelopment. Redevelopment scenarios were based on the condition of the facilities and its land value and include recommendations for proposed land use and development scale, redevelopment timeframe, proposed use, and urban design guidelines. See the table of Land Use Recommendations on the opposite page.

Implementation


The implementation section of this plan provides a road map to guide revitalization in the study area. This effort was undertaken in partnership with the community and several other District agencies and entities. Implementation of improvements in the project area is based on phased development and timelines in the short term, medium and long term. Potential for new development is predicated on specific recommendations in four resource areas: Urban Design and Land Use, Public Realm and Community Safety, Parks and Open Space, Circulation and Access, and Economic Development and Housing.



This small area plan recommends land use designation changes for three opportunity sites. For these sites, changes to the underlying zoning will occur through the Zoning Map amendment process. A property owner or developer may propose a Zoning Map amendment, which is reviewed and approved by the District's Zoning Commission. Public review and comment will be essential to this discretionary approval process. For all other opportunity sites where no land use designation is proposed, the existing zoning still applies. If additional flexibility within a zoning category is needed for large sites, a developer may

also propose Planned Unit Development (PUD). PUDs are also reviewed and approved by the Zoning Commission. PUDs may include requests to increase building heights and/or density, provided the project offers commendable public benefits (i.e. public space improvements and/or affordable housing). A PUD may be coupled with a Zoning Map amendment application. In both cases, the recommendations of this small area plan is critical to the Zoning Commission and public review process.

*** Note 1, 2, 3 (See Appendix)**

SUMMARY OF LAND USE RECOMMENDATIONS							
OPPORTUNITY SITE	EXISTING SITE PHOTOS	PARCEL SIZE	CURRENT LAND USE DESIGNATION	CURRENT LAND USE "BY-RIGHT" HEIGHT	PROPOSED LAND USE DESIGNATION	PROPOSED NEW LAND USE DESIGNATION "BY-RIGHT" HEIGHT	PROPOSED LAND USE CHANGE APPROVAL PROCESS
KFC/ Taco Bell		1.08 acres	Production, Distribution and Repair (PDR)	40 ft.	Medium Density Mixed-use	65 ft.	Requires Public Process and Zoning Commission Approval
Riggs Road North Industrial Site		3.65 acres	PDR	40 ft.	Moderate Density Mixed-use	50 ft.	Requires Public Process and Zoning Commission Approval
Riggs Plaza		7.48 acres	Medium Density Mixed-use	65 ft.	No Change	65 ft.	n/a
DC Gov. Triangle		.96 acres	PDR	40 ft.	Medium Density Mixed-use	65 ft.	Requires Public Process and Zoning Commission Approval
Riggs Road South Industrial Park		5.33 acres	Medium Density Mixed-use	65 ft.	No Change	65 ft.	n/a
Fort Totten East Industrial Site		2.5 acres	Medium Density Mixed-use	65 ft.	No Change	65 ft.	n/a
Fort Totten West		3.38 acres	Medium Density Mixed-use	65 ft.	No Change	65 ft.	n/a

Implementation

The implementation plan provides a road map to guide revitalization in the study area. This effort was undertaken in partnership with the community and several other District agencies. Implementation in the project area is based on phased development and timelines in the short term, medium and long term. Potential for new development is based on specific recommendations in four resource areas: Urban Design and Land Use, Public Realm and Community Safety, Parks and Open Space, Circulation and Access, and Economic Development and Housing.

As part of the plan, OP generated design guidelines to enable the project vision, ensuring visual consistency and scale in the Riggs Road/ South Dakota area.

General Design Guidelines

Development Scale

- Reinforce the intersection's four corners with street-activated retail uses and aesthetically consistent development
- Ensure future development is compatible with existing neighborhood scale and character.
- Provide adequate buffers between commercial, industrial, and residential land uses.

Access+Connectivity

- Create a well defined and well illuminated system of pedestrian walking paths to the Metro and vicinity.
- Ensure streetscape elements are appropriate in scale to adjacent development and should reinforce an improved pedestrian environment.

Visual Identity

- Establish a continuity of interesting storefronts, paving surfaces, and streetscape elements.
- Encourage safe, accessible, multi-functional green and open spaces.

Opportunity Sites Design Guidelines

KFC/ Taco Bell

- Reinforce the intersections four corners with street-activated retail uses and encourage aesthetically-consistent development that is compatible in scale and character with the adjacent corners.
- Ensure that streetscape elements are compatible in scale to adjacent development and reinforce a more pedestrian friendly environment north toward 1st Place NE, a key connection to the Metro.
- Maintain the continuity of development fronting the intersection and utilize 3rd Street NE as the sole point of ingress/egress to the parcel.
- Create a salient, visually appealing element at this site that can simultaneously orient pedestrians, vehicles travelling through, and Metrorail riders.
- Development should comply with the current zone or be consistent with the zoning and land use recommendations proposed in this plan and approved by the Zoning Commission.

Riggs North Industrial

- Provide adequate buffers between commercial, industrial and residential land uses.
- Create well defined and well illuminated pedestrian connections to the Metro and the intersection.
- Ensure that future development provides an appropriate transition in scale from the Metro overpass to the intersection and adjacent areas.
- Development should comply with the current zone or be consistent with the zoning and land use recommendations proposed in this plan and approved by the Zoning Commission.

Riggs Plaza/ Cafritz

- Support the creation of walkable blocks along South Dakota Avenue of less than 250 feet.
- Maintain the existing public street network and create new connections where appropriate.
- Ensure new development south of the intersection along South Dakota is compatible in scale with adjacent residential neighborhoods; step back in height as appropriate per the regulations of the appropriate Zone.
- Pursue reduced parking requirements, shared parking, and initiate a parking district pilot.
- Development should comply with the current zone or be consistent with the zoning and land use recommendations proposed in this plan and approved by the Zoning Commission.

Riggs South Industrial

- Establish a streetscape concept that integrates multiple modes of transportation into one node (including bus, pedestrian, bicycles, and vehicles).
- Establish visual continuity and create a dynamic sense of place by encouraging active ground floor uses, public art, and public spaces along 1st Place NE.
- Improve 1st Place NE as a better pedestrian-friendly corridor to Metro and surrounding development.
- Development should comply with the current zone or be consistent with the zoning and land use recommendations proposed in this plan and approved by the Zoning Commission.

Fort Totten East

- Promote Green Collar development uses.
- Design Kennedy Street, 3rd Street, 4th Street and any other access routes proposed in new development into safe, well lit, aesthetically pleasing and functionally accessible connections to Metro and surrounding development.
- Development should comply with the current zone or be consistent with the zoning and land use recommendations proposed in this plan and approved by the Zoning Commission.

Fort Totten West

- Establish a streetscape concept that integrates multiple modes of transportation into one node (including bus, pedestrian, bicycles, and vehicles).
- Encourage the development of structured parking with street activated retail opportunities on the ground floor.
- Create clearly visible connections from Riggs to Galloway; other connections through private development projects should further support integrated connectivity for all.
- Development should comply with the current zone or be consistent with the zoning and land use recommendations proposed in this plan and approved by the Zoning Commission.



1.0 INTRODUCTION

This Area Development Plan is a District of Columbia Office of Planning (DCOP) initiative for the study area surrounding the Riggs Road and South Dakota Avenue intersection that engaged community stakeholders, the development community, and elected officials. The goals of the plan are to assess the surrounding neighborhood conditions, develop a vision for revitalization, and provide a framework to guide future growth and development. The Area Development Plan consists of an existing conditions analysis, market analysis, redevelopment framework, implementation strategy, and visioning. The existing conditions analysis is based on the Riggs Road and South Dakota Avenue Community Handbook, which was completed by OP in Fall 2005. The study team used this document as a baseline, and supplemented it with multiple site visits and public meetings to understand the issues and concerns of stakeholders in the study area.

Figure 1.1 - Riggs Road/South Dakota Avenue Study Area



The consultant team performed a market analysis to understand the market forces and economies in the study area, examine real estate trends and characteristics, identify drivers of demands critical to support revitalization and new development, and to test market support for a range of uses (residential, commercial, and mixed-use).

For the redevelopment framework plan, the consultant team and OP identified opportunity sites for redevelopment. Using the market analysis, and taking into consideration the planned and ongoing development, the consultant team identified a redevelopment timeframe and proposed land use for six opportunity sites in the study area. Their potential for new development is based on specific recommendations in four resource areas: Urban Design and Land Use, Public Realm and Community Safety, Parks and Open Space, Circulation and Access, and Economic Development and Housing.

The implementation plan provides a road map to guide revitalization in the study area. This planning effort was undertaken in partnership with the Lamond-Riggs Civic Association (LRCA) and the Lamond-Riggs Development Task Force, both of which were instrumental in engaging the community and the development of implementation strategies and recommendations.

In addition, the Plan benefitted from the assistance of Council members Muriel Bowser (Ward 4) and Harry Thomas Jr. (Ward 5), and District agencies and other organizations, including the Deputy Mayor's Office for Planning and Economic Development (DMPED), District of Columbia Department of Transportation (DDOT), District of Columbia Department of Parks and Recreation (DCPR), Washington Metropolitan Area Transit Authority (WMATA) and others.

PUBLIC ENGAGEMENT

In Fall 2005, OP began a this planning process with several community groups to develop a neighborhood plan and revitalization strategy for the Riggs Road and South Dakota Avenue intersection. OP performed a field survey of existing properties in the study area and produced a Community Handbook to provide a brief overview of the status and land use of existing establishments. As described in the Introduction, the consultant team used the Community Handbook as a baseline for this Area Development Plan.

In Summer 2006, OP engaged the consultant team led by the Louis Berger Group, Inc. (Berger) to complete the Area Development Plan. During Fall 2006, DDOT was in the process of designing the Riggs Road and South Dakota intersection realignment and conducting public outreach in the community. In an effort to coordinate ongoing infrastructure improvements with planned development in the community, the DC government invited the developer of adjacent parcels, Lowe Enterprises, to attend each community meeting to describe proposed plans and invite feedback from residents on the types of development they desired.

Over the course of the next year, several public meetings were held in the study area to elicit community stakeholder input on behalf of this Area Development Plan.

Community Site Walk

PUBLIC MEETINGS

- Community Site Walk - 01/13/07
- Public Kick Off meeting and LCRA Visioning Session - 06/02/07
- WMATA Community Meeting - 12/07
- LCRA Briefing - 03/08
- Development and Task Force Briefing - 08/25/08
- Development and Task Force Briefing - 10/27/08
- LCRA Briefing - 11/03/08
- Mayoral Hearing - 11/13/08



Figure 1.2 - Community Site Walk

On January 13, 2007, DDOT and OP organized a community site walk. Approximately 60 members of the community met at the Lamond Riggs Branch Library and walked to the intersection with the study team to understand the scale of the intersection realignment and assess the effects on the adjacent parcels. Representatives from the Deputy Mayor's Office for Planning and Economic Development (DMPED) were in attendance and discussed the proposed development initiatives of the adjacent parcels and open spaces. During the site walk, members of the community articulated concern over two main issues. First, some residents were concerned that the character of the neighborhood would be adversely affected by the scale and density of the planned development. Second, residents generally concurred that the walkability of the study area was poor, particularly the pathways

from the intersection to the Metro. In response, OP stated that one of the goals of the Plan is to incorporate principles of transit-oriented development (mixed-use residential and commercial development designed to maximize access to public transport), which would ultimately improve the walkability and pedestrian safety in the project area.

Kick Off Meeting

On June 2, 2007, the Public Kick Off meeting was held in conjunction with the LRCA at LaSalle Elementary School. The Saturday morning meeting was divided into two parts: first, OP presented the purpose and goals of the Area Development Plan, the existing conditions of the market analysis and urban design, and the proposed opportunity sites. Following the presentation by OP, the LRCA conducted a visioning session to get input from residents on recommendations for a three to five year timeline for the Lamond-Riggs neighborhood.

During the first part of the kick off meeting, members of the community reiterated their desire to maintain the existing character of the community. In response, OP stated that the quality and character of the neighborhood can be controlled through effective urban planning. New development will balance out the condition of numerous buildings in the project area that are facing functional and physical obsolescence with fluctuating real estate rates, decreased rents, and aging buildings. In addition, some participants expressed the desire for additional public amenities, such as facilities that provide activity for youths (i.e. swimming pools, bowling alleys). In response, OP responded that the community has a right to request such facilities from the developers. Typically, developers may put together a community benefits package to include some of these amenities in a new development.

LCRA Visioning Session

In the second part of the meeting, the LCRA conducted a visioning session with the community to establish priorities for improvement in the neighborhood. Based on the outcomes of the visioning session, the LCRA developed action steps in four areas that formed the basis of a strategic plan:

Final Presentation

Public Safety	Improve police response (for speed limit enforcement and crime) Install adequate sidewalks and lighting
Youth Programs	Improve opportunities for employment and activity Expand resources for parents and encourage parental involvement
Senior Services	Improve community resources for seniors
Housing	Ensure visual consistency of new housing with existing housing Reduce density and preserve or enhance green space Ensure adequate parking



On March 11 2008, OP presented the Draft Redevelopment Framework Plan. The final opportunity sites were presented, as well as an overview of the long-term market conditions, and opportunities and recommendations for resource areas including community safety, urban design, parks and open space, and business and retail development.

Following the presentation, an informal workshop was held where residents had the opportunity to provide comments on redevelopment sites and land use recommendations. Each participant was given color coded stickers, which they could place on large format boards that listed main issues and opportunity sites described in the presentation. Green stickers represented general acceptance or concurrence. Red stickers signified dissent or a general indication that more work was needed. In addition, participants could write their comments on boards.

Plan Development

Following the public engagement process, DCOP developed a Draft Plan based on the combined efforts of the Lamond Riggs Civic Association, Councilmember Muriel Bowser (Ward 4) and Councilmember Harry Thomas, Jr. (Ward 5) and other community stakeholders. The Plan was then released for a 30-day public comment period concluding with the Mayoral Hearing held on November 13, 2008. The community provided extensive comments on the draft, challenging the Office of Planning to examine critical issues including:

- Further analyzing proposed Comprehensive Plan land use designation changes for Opportunity Sites discussed in the Plan
- Providing specific guidance for the provision of parks and open space
- Ensuring future development is architecturally compatible with the existing character of the neighborhood
- Emphasizing pedestrian and bicycle connectivity surrounding Fort Totten Metro Station; and
- Supporting the Plan's guidance on the provision of affordable housing opportunities.

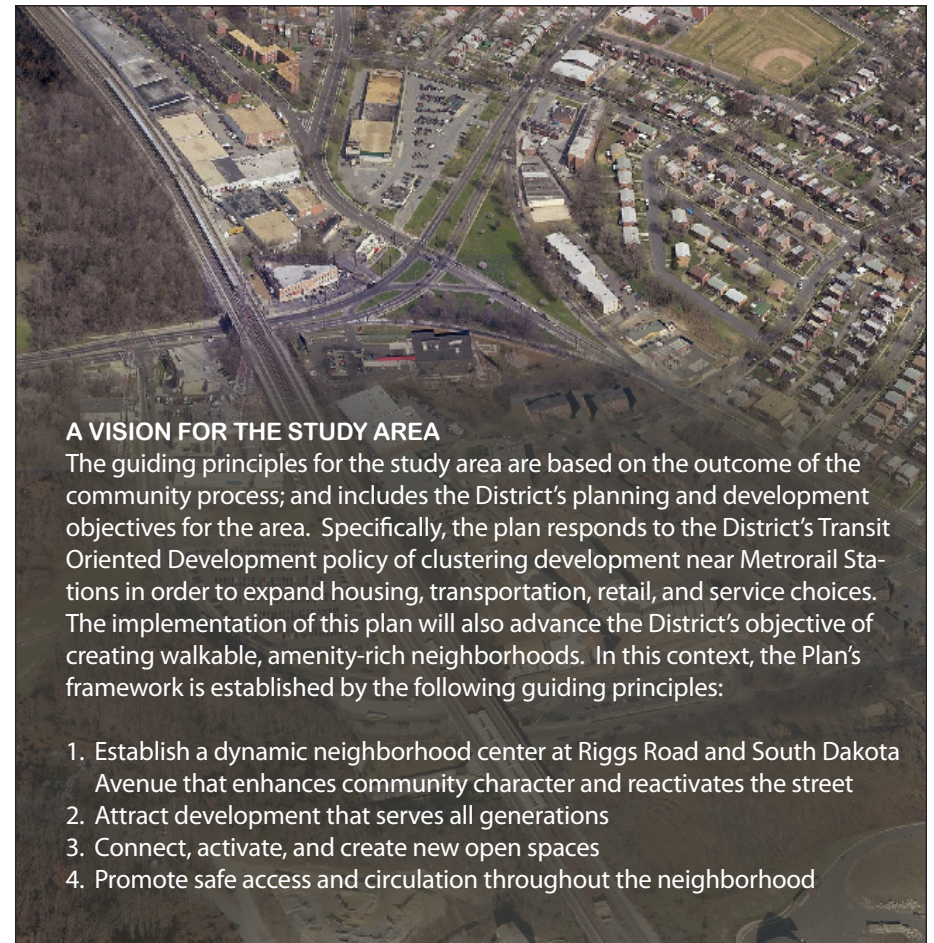
OP then analyzed the public comments received and determined general trends and reoccurring concerns. This Plan's recommendations and strategies were developed, as appropriate, to address comments received during the planning process.

Comprehensive Plan Guidance

OP then ensured that the goals for the study area comported with the District's 2006 Comprehensive Plan, a guiding document for long-term growth in the city through the next 20 years. Per the Comprehensive Plan, the study area straddles the Rock Creek East and Upper Northeast Area Elements, both of which are attractive, residential communities with low to moderate density single family homes known for their park-like ambiance, sense of family centric, community atmosphere. The Comprehensive Plan acknowledges that careful and strategic planning will be required to conserve these qualities while enhancing the environment, transportation, infrastructure, housing

choices, health care, and educational services.

The Comprehensive Plan also places the majority of opportunity sites identified in this Area Development Plan within a Land Use Change Area. This designation is given to areas where new development is encouraged and mixed-use opportunities will flourish. The industrial areas to the east and west of the CSX/Metro tracks are considered Land Use Change Areas. In addition, the Tiger Mart site is categorized in the Comprehensive Plan as a Neighborhood Commercial Center. This designation suggests that future development in these areas contribute and enhance the day-to-day needs of residents in a one-mile radius. Neighborhood Commercial Areas should complement adjacent land uses and include basic retail goods and services and office space for small businesses.



A VISION FOR THE STUDY AREA

The guiding principles for the study area are based on the outcome of the community process; and includes the District's planning and development objectives for the area. Specifically, the plan responds to the District's Transit Oriented Development policy of clustering development near Metrorail Stations in order to expand housing, transportation, retail, and service choices. The implementation of this plan will also advance the District's objective of creating walkable, amenity-rich neighborhoods. In this context, the Plan's framework is established by the following guiding principles:

1. Establish a dynamic neighborhood center at Riggs Road and South Dakota Avenue that enhances community character and reactivates the street
2. Attract development that serves all generations
3. Connect, activate, and create new open spaces
4. Promote safe access and circulation throughout the neighborhood

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2.0 EXISTING CONDITIONS ANALYSIS

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BACKGROUND

The Riggs Road and South Dakota Avenue study area is located in the northeast quadrant of the District, primarily in Ward 4 with the southeastern most portion of the study area located in Ward 5. The area of study includes ANC 4B08, 4B09, 5A01, 5A02, 5A03 and includes the neighborhoods of Lamond Riggs, Manor Park, Queens Chapel, Fort Totten, and North Michigan Park.

The primary study area immediately surrounding the Riggs Road and South Dakota Avenue intersection (see Figure 2.1) is predominately commercial retail with pockets of light industrial land uses. The broader secondary study area is primarily residential, interspersed with numerous community assets. The area is served by the Fort Totten Metrorail station which is one of the only Metro exchanges (red, green, and yellow lines) outside of downtown.

The surrounding area was historically part of the Civil War defense of Washington, DC and as a result, Fort Totten and Fort Slocum have been preserved as open spaces as part of the National Park Service's Fort Circle Parks system. In addition to these parks, there is a wealth of public assets including the Lamond Riggs Library, Food and Friends Facility, and four public schools (LaSalle, Bertie Backus, Keene School, and Mamie Lee).

Despite the volume of public amenities and proximity to Metro, the project area has poor walkability and suffers from unclear pedestrian paths. The land uses are inconsistent with pockets of light and heavy industrial uses interspersed with residential and commercial development. There is a general lack of consistent urban streetscape, especially along Riggs Road and South Dakota Avenue in the primary study area.

Nevertheless, many developers plan to construct new residential and retail development projects in the study area because of the neighborhood's strong residential character and proximity to Metro.

The existing conditions analysis focuses on the following resource areas: Urban Design and Land Use, Public Realm and Community Safety, Parks and Open Space, and Economic Development and Housing.

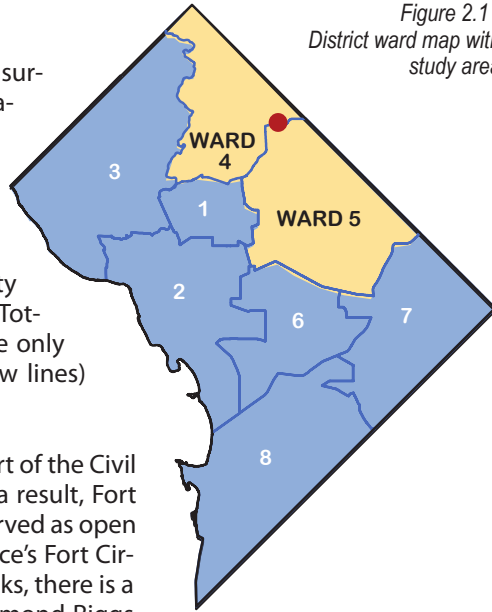


Figure 2.1 - District ward map with study area

URBAN DESIGN

Urban design is the process of shaping the physical setting for public places. Although typically defined as gathering spots, public spaces may also include town squares, parks, and plazas, as well as, right-of-ways like sidewalks and public buildings, such as libraries. The major principles of urban design promote defining a strong sense of community identity, which can be accomplished through a variety of factors including the scale and character of a neighborhood, ease of movement, wayfinding nodes and land use patterns.

Scale and Character

The scale and character of a particular area is defined as the look and feel of a place. Most commonly, descriptions of the scale and character of a community emerge when residents characterize their physical settings in response to "what is your neighborhood like?" Answers are likely to focus on any number of factors that contribute to visual consistency or inconsistencies, such as prevalent neighborhood building materials or colors, typical heights of buildings, cultural landmarks, dominant land uses, and the presence or absence of natural features like trees or water. Despite the pockets of vacant property, the neighborhoods surrounding the intersection have a generally positive visual character. Figure 2.2 shows current examples of pleasant, tree-lined streets with small scale buildings. Off the main streets are residential corridors populated with a high volume of owner occupied single family homes. The quality of the housing stock is good and the exterior structures and landscaping are well maintained.

Figure 2.2- Images of positive visual character in the study area

1st St. from Riggs Road



Houses along Jefferson Ave.



Nicholson looking towards 5th St.



Scale and Character (continued)

The area surrounding the intersection has a different visual character. The buildings facing the intersection are set back from the street and are low, single story buildings (see Figure 2.3). The resulting scale makes the street seem excessively wide and detracts from the pedestrian friendliness of the space. DDOT's Design and Engineering manual cites wide roads, low density development, and large building setbacks as a primary cause for speeding. The width of Riggs Road around the primary study area is approximately 65 feet. However, due to the large setbacks resulting from the South Dakota ramps, there is approximately 300 feet between the Tiger Mart and Dakotas Apartments.

1910 BUILDING HEIGHTS ACT

The scale of the District's built environment is based on the 1910 Building Heights Act, which regulates the ratio of roadway widths to building heights. Building heights may equal the width of street they front plus 20 feet, or up to a maximum of 90 feet on residential streets. In most cases, 130 feet heights are permitted on commercial streets.

The area fronting South Dakota Avenue between Galloway Street and Kennedy Street (see Figure 2.4) is bounded by two prominent community facilities: the Bertie Backus Middle School to the south at Galloway and the Lamond-Riggs Neighborhood Library to the north at Kennedy.

Currently, this stretch of South Dakota is characterized as pleasant, with a mature tree canopy on the west side of the street and a row of semi-detached single family dwellings on the east side of the street. The width of the street is proportional to the mass and setbacks of the small scale two-story residences. The challenge going forward will be to balance the current scale and character of this area with the future mixed-use, multi-story development envisioned for the Cafritz property to the west of the parcel.

Figure 2.3- Street section at Riggs Road looking west



Figure 2.4 - Street section at South Dakota Avenue at Galloway looking north



Ease of Movement

The ease of movement, often associated with pedestrian circulation, is key component to the success of a community. Walkable communities contribute to the health of residents, as well as foster social interaction, which reduces crime. Communities with an excellent system of sidewalks and crosswalks that are clearly delineated and separated from vehicular traffic contribute to walkable communities. Currently, the majority of streetscape is inhospitable to pedestrians and there is a lack of a continuous access to Metro. The area around the existing intersection is awkward to negotiate. Presently, the sidewalks follow the curve of the northbound ramps and do not provide immediate, direct access to the intersection. Since pedestrians tend to travel in the most direct paths, they are forced to do so here without the benefit or safety of a sidewalk (see Figure 2.5).

Figure 2.5- Unsafe or inadequate pedestrian paths



Riggs at Chillum looking southwest

Fort Totten path

Galloway St. NE

Riggs looking south to South Dakota

Fort Totten west parking lot

Fort Totten walking path



With the adjacent Fort Totten Metro and the proposed and ongoing development, the study area demonstrates opportunities to incorporate principles of Transit Oriented Development (TOD). Successful TOD reduces reliance on vehicular transit. A key component to its success is accessibility. If the path of travel to and from the Metro is not hospitable to walking is discontinuous, it undermines the benefits of an adjacent Metro.

WHAT IS TRANSIT ORIENTED DEVELOPMENT?

Transit Oriented Development describes the initiative to create walkable communities with high density mixed-use development centered around public transit systems (Metrobus, Metrorail, crosstown connector stops and streetcars, etc.). In theory, TOD will reduce dependency on cars and parking.

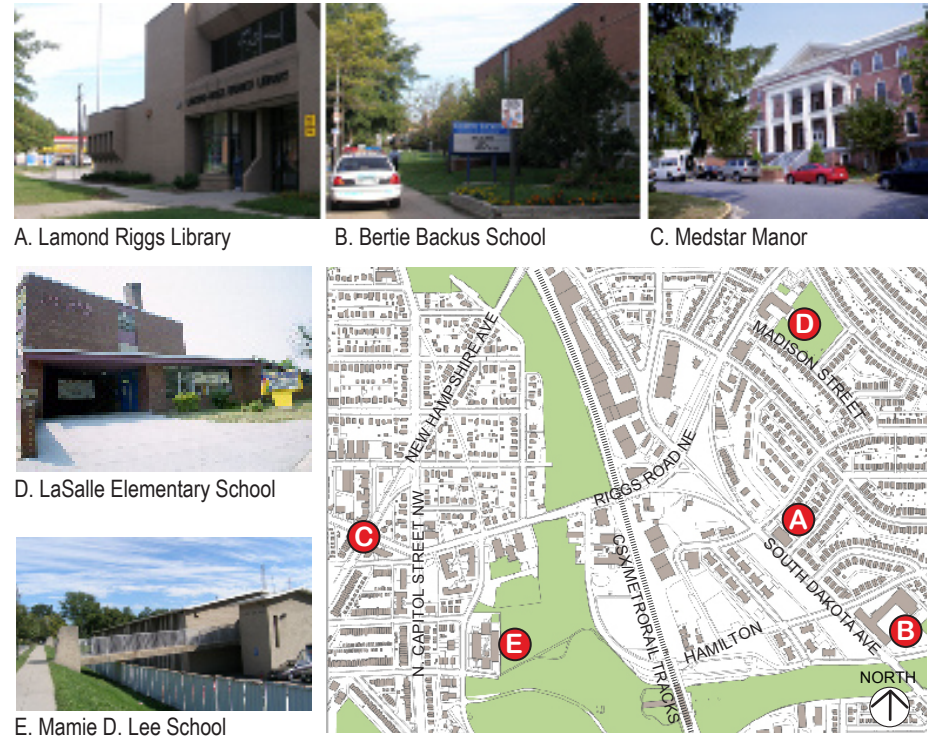
Wayfinding Nodes

Wayfinding refers to the ways in which people establish a sense of orientation within their physical environments. Wayfinding nodes help people navigate efficient paths of movement. Neighborhoods that are distinct and well defined create a sense of orientation and territoriality. A strong sense of territoriality usually equates with strong feelings of belonging, civic ownership, and pride, which contribute to a strong community identity. The more a sense of character is established, the easier it is to differentiate strangers from friendly faces and deviant behavior from a normal routine. A sense of ownership often reduces the likelihood of vandalism and increases the upkeep and maintenance of property.

Cultural landmarks and other things commonly found in neighborhoods like community facilities, art displays, iconic or distinct buildings, or popular commercial or institutional establishments often provide residents with a sense of place and orientation. There are numerous public assets and community facilities in the study area that include four schools, a branch library, and churches (see Figure 2.6). These places are commonly known and easily located. While a popular gathering spot with a colorful sign might have no historic or architectural significance, the public perception of it as a cultural and visual anchor make it an important wayfinding node. These places, while not necessarily destinations, are commonly known and easily located. They are often incorporated when giving directions.

Boundaries of neighborhoods and communities can be informal or formal, natural or man made. For example, a natural feature such as river, stream, park, or topographical grade change could mark the informal edge of a neighborhood or district, when in reality a man-made feature such as a major street, rail tracks, or bridge is the formal boundary. A real boundary is grounded in the public perception of where the line of division is established.

Figure 2.6 - Community landmarks



In the study area, the elevated CSX/Metrorail tracks at Riggs Road between 1st Place and 3rd Street NE (see Figure 2.7 and location on Figure 2.6) is one notable boundary; although, the perception of the neighborhood around the intersection is not defined or limited by this feature.

Figure 2.7 CSX / Metro tracks at Riggs Road



Frequently, as in this study area, boundaries such as rail tracks are accompanied by a buffer of industrial land uses that can conflict with adjacent land uses, particularly when the tracks cross residential areas.

LAND USE and ZONING

The community sees itself as a predominately residential neighborhood with a mix of single family homes (attached and semi-detached residential units), condominiums, and multi-family apartment buildings. There are four schools within the secondary study area and a few retail establishments that provide basic goods and services.

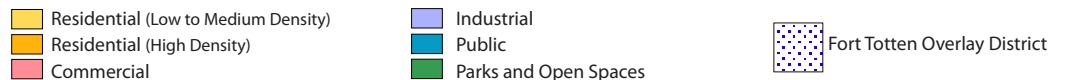
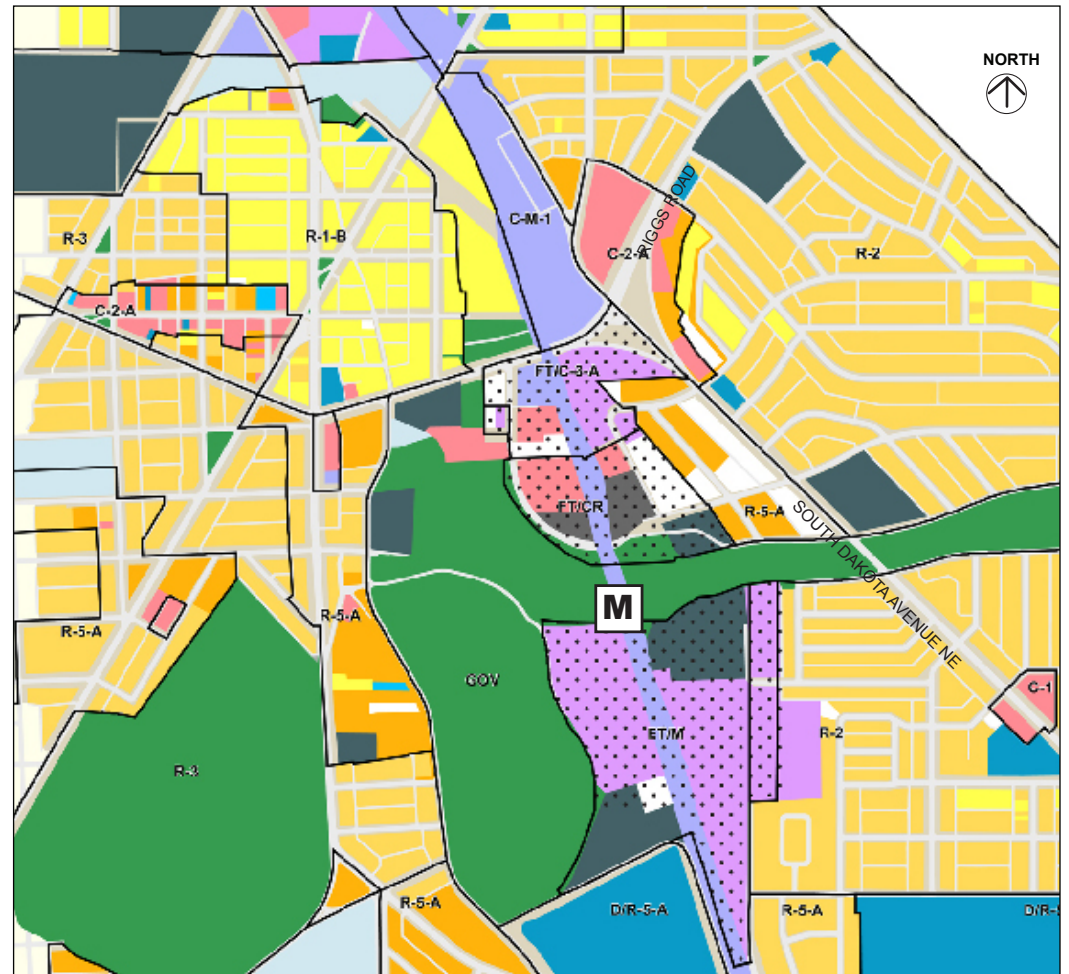
However, a land use map (see Figure 2.8) shows existing land uses as varied, consisting of a mix of commercial, low to medium density residential, industrial, institutional, public and parks or green space. In the half-mile radius study area, the land use and visual character changes significantly. In general, the area immediately surrounding the intersection is populated with low-rise commercial and retail establishments that front Riggs Road and South Dakota Avenue. The areas behind the commercial zones, north of Chillum Place NE, east of South Dakota Avenue, and west of 13th Street NW are primarily residential, with a mix of single family units and high density multi-family apartment complexes. One of the most prominent characteristics in the study area is the patchwork of land uses, characterized more by inconsistency than consistency. In a small area, industrial, public, commercial, and low to high density residential coexist with little or no buffers.

Existing Zoning

The land located west of South Dakota Avenue NE is currently zoned C-M-1 for low bulk commercial and light manufacturing uses. East of South Dakota Ave NE, the land is zoned C-2-A for low density mixed-used, which include office, retail, and residential uses. South of Riggs Road NE, the land is zoned C-3-A, which supports major office, retail, and residential mixed-used. The land surrounding the outer portions of the study area west of South Dakota Ave NE and the outer portion east of South Dakota Ave NE is zoned to support single-family detached and semi-detached residential uses. It is important to note that the existing height and scale of buildings around the intersection is lower than the zoning allowance.

The Fort Totten Overlay District, highlighted in the adjacent map, augments buffering and landscaping requirements between residential and industrial uses. Design review is required for buildings taller than 65 feet, and limits buildings in the CR zone to 80 feet, including roof structures. Additional regulations may be applicable as governed by the District's Inclusionary Zoning (IZ) law, which requires 8 percent to 10 percent affordable units depending the type of construction. IZ regulations permit a 20 percent increase in FAR and some flexibility with building height and lot occupancy depending on the zone district. For additional information on IZ refer to Chapter 26 of the Districts zoning regulations.

Figure 2.8 - Land Use and Zoning Map with Fort Totten Overlay



ZONING	CODE DESCRIPTION
C-3-A	Medium bulk major business and employment
C-2-A	Commercial Business Center- low-moderate density
C-M-1	Low bulk commercial and light manufacturing
CR	Mixed residential, retail, offices and light industrial uses
GOV	Federal Tract
R-1-B	Single family detached dwellings
R-5-A	Low density apartments
R-5-A	Low density apartments

RESIDENTIAL

The majority of real estate in the study area is in existing residential structures. While multi-family units greatly outweigh single family units on a citywide scale, in the study area the opposite is true: there are three times as many single-family units than multi-family units and home ownership rates are 80 percent higher than citywide rates.

Figure 2.9- Single Family Residential Typologies



13th Street NE and Riggs Road Semi detached units at 8th Street Semi detached units at 3rd Street

Figure 2.10- Multi Family Apartments



Multi Family units at 2nd Street NE Riggs Plaza Apartments at 4th Street North Capitol Street Apartments

COMMERCIAL OFFICE

There is minimal office space in the primary study area with only one office building currently occupied by a local labor union. There are several other buildings in the area that may include some office space but are more likely to be classified as flex or industrial space.

Figure 2.11- Commercial Office and Flex space buildings



Local Union 657 at 1st Place and Riggs Road Flex building on Riggs Road

COMMERCIAL RETAIL

There is a small commercial retail zone to the north of the intersection. The Tiger Mart site is a single story retail strip mall that fronts the southbound lane of Riggs Road from Chillum Place to the intersection. There is another strip of commercial development on the adjacent side of Riggs Road, at the South Dakota northbound ramp. To the northwest of the intersection is a zone of both small scale commercial development.

Figure 2.12- Retail Typologies in the study area



Chain Retail- Riggs Road and South Dakota

Tiger Mart Strip Mall



Freestanding Retail at 3rd Street and Riggs

Storefront Retail at the South Dakota ramp

INDUSTRIAL

There are two industrial zones in the study area that run parallel to the CSX/Metro tracks located to the north and south of Riggs Road.

Figure 2.13- Industrial zones in the study area



Complementary and Conflicting Land Uses

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 patrons and thus do not create excess traffic, congestion, or noise associated with their use.

Through good land use planning, an appropriate balance of mixed-uses locates activities in such a way to foster constructive interaction. For example, residential areas should not have heavy industrial uses immediately adjacent because the noise and fumes associated with production or distribution could be disruptive. Conversely, residential areas within walkable communities should incorporate local serving commercial retail establishments that provide basic goods and services and options for dining out. A proper balance of land uses reduces the need to drive outside the community to obtain basic necessities. Figure 2.14 shows examples of some disjointed land uses that occur around the intersection.

It is important to have an appropriate or suitable buffer between these land uses such as landscaping or an environmental feature that visually separates the public and private land uses.

Leftover and Underutilized Spaces

Like many neighborhoods with Metro access, rail tracks, and a major intersection, the study area has many leftover spaces beneath or around the infrastructure that are not well utilized. These sites include residual spaces too narrow for development, vacant parcels, and abandoned commercial establishments (see Figure 2.15). These areas are often immediately adjacent to stable neighborhoods. These empty spaces provide the opportunity to infill with parks or new development.

Figure 2.14 - Complementary and Conflicting Land Uses



Conflicting land uses - residential abutted to industrial land uses at 3rd Street



Conflicting land uses - residential across the alley from industrial land uses at 2nd Street



Conflicting land uses - Apartments next to an auto body shop at Nicholson Street and 2nd Street NE



Complementary land uses - Tiger Mart retail adjacent to a residential neighborhood with an appropriate buffer



Complementary land uses - Exxon gas station located adjacent to a single family home at Kennedy Street NE.



Complementary land uses - apartment dwellings adjacent to local serving retail

Figure 2.15- Leftover and Underutilized spaces



Towing lot between at Riggs overpass



Open space at the South Dakota ramp



Empty lot at the South Dakota ramp



Abandoned gas station at 1st Place

KEY FINDINGS

- The majority of real estate in the study area is residential. Conversely, there is a lack of commercial office land use.
- The existing height and scale of buildings around the intersection is lower than the zoning allowance.
- Vacant and underutilized parcels provide the opportunity to infill with redevelopment.



COMMUNITY SAFETY

Community safety involves addressing causes of crime and reducing opportunities for it to occur. It relies on a successful partnership between residents, business owners, local law enforcement, schools, and local government to develop strategies that promote and enhance community policing, pedestrian safety, community identity, and maintenance of property.

Community Policing

The term community policing refers to local law enforcement working in partnership with the community to reduce and deter crime problems. Police presence is a key factor to crime reduction. In the same way that police radar surveillance reduces vehicular speeding, passive (stationary surveillance) and active (patrol) presence in both public and private areas have a statistically proven effect on crime reduction.

In Fall 2006, the District installed closed circuit tv cameras (CCTV) in areas of the city to monitor crime. There is currently one camera in the study area at 6th Street and Riggs Road NE.

In recent years, increased police presence at several places in the project area, such as the Metro, footpaths behind the Mamie Lee school and west Metro parking lots, Tiger Mart, and liquor stores has increased the perception of safety in the project area. Police surveillance and patrol of several vacant or isolated places has also reduced the volume of loitering and crime. Figure 2.17 show two examples of these isolated areas with limited visibility from the street. In addition, the Fort Totten Metro and surrounding footpaths, due to their relative seclusion and transient use, are vulnerable to crimes such as assaults and illegal dumping. In recent years, due to an increased DC and Park police presence and the clearing of some pockets of heavy tree cover, there has been a significant decline in crime.

Figure 2.17- Low visibility areas



Behind the Tiger Mart

Behind the Lamond Riggs library

North side of 1st Place NE

Figure 2.16 - A sign marking illegal dumping



Pedestrian Safety

Despite an incomplete and occasionally non-accessible network of sidewalks (see Figure 2.18), the project area does have well defined crosswalks, particularly immediately around the neighborhood's schools and community facilities. While streetscape improvements are necessary to improve the character of the area, the key factor in improving pedestrian safety is reducing the speed of vehicles.

The intersection realignment will alleviate congestion and heavy traffic volumes during peak hours in the morning and evening rush hour, and it will reduce the speed of vehicles coming northbound and southbound from Riggs Road, thereby improving the accident rates and overall safety of the area round the intersection. DDOT cites safety as the main catalyst for the planning and implementation of the intersection redesign.

Community Identity

Neighborhoods that lack strong community identity do not encourage civic ownership or pride. Generally, neighborhoods in the study area have a strong and positive community identity. The volume of long time residents and high rate of owner occupied housing contributes to its family-centric character.

Maintenance

In certain neighborhoods, an overall image of vacant and abandoned properties, dilapidated storefronts, and unkempt public assets contributes to a general feeling of neglect. The more well-maintained an area is, the less tolerance for disorder exists. Despite several vacant properties and numerous industrial areas, the study area is exceptionally well maintained. It is populated with a high number of owner occupied single family homes. The quality of the housing stock is good and the exterior structures and landscaping are well maintained.

Figure 2.18 - Non accessible sidewalk on Riggs Rd



KEY FINDINGS

- Generally the properties in the study area are well maintained and convey a high degree of community identity and civic ownership.
- There is an opportunity to improve the walkability of the study area by enhancing the network of pedestrian footpaths.

PARKS AND OPEN SPACE

Parks and open spaces are invaluable assets for communities. In addition to making the neighborhoods desirable and aesthetically attractive, parks contribute to community health by encouraging recreation and exercise. Parks also provide places for social interaction. Safe parks are a much better alternative to playing in the streets or gathering in parking lots. Parks also contribute to the environmental health of a community by reducing stormwater runoff and providing a habitat for biodiversity.

While the study area has an ample amount of open space (figure 2.19 shows the parks in the study area), the access and maintenance of these resources needs improvement. An inventory of parks and open spaces in the project area shows that there are currently two large formal parks, Fort Totten and Fort Slocum, owed by National Park Service (NPS), one small community garden park on the Food and Friends property (see Figure 2.20), and two underutilized parcels of open space at the intersection between the South Dakota Avenue ramps, fronting Food and Friends and the site of the former Dakotas Apartments. The neighborhood's existing parks and open space areas provide a visually pleasing refuge in which community residents have grown to like. Although many of these de facto pocket parks, such as the Triangle parks properties, are poorly lit, inaccessible to pedestrians, and underutilized, community residents lament the idea of replacing these areas with new development. In Section 3.0, this Plan provides a framework in which new green and open space areas can be targeted to enhance proposed development parcels and assist in creating safe, accessible and aesthetically improved destinations for all.

The Metropolitan Branch Trail (MBT) is proposed within the study area, across from the Fort Totten west opportunity site. The proposed eight mile multi-use trail runs from Silver Spring in Maryland to Union Station in the District and includes a segment that will connect the MBT at Fort Totten to the Anacostia Tributaries Trail System in West Hyattsville, Maryland (See Figure 2.19), and a connection to the National Mall. At the Fort Totten Metro Station, the trail would follow contours above Metro's green line tunnel, to meet the Americans with Disabilities Act, (ADA) standards. This alternative provides the most direct and ADA accessible route between John McCormack Road and Riggs Road. The addition of the MBT will enhance safe and accessible pedestrian and bicycle connections in the study area.

Figure 2.19 - Parks and open spaces In the project area



Figure 2.20 - Small park at the Food and Friends



Figure 2.21 - Entrance to Fort Totten Park behind residences at Kennedy Street and 1st Place NE



In addition to the MBT, a major city-wide parks and recreational planning effort currently underway is the Capital Space Initiative. DC Parks and Recreation, along with the National Capital Planning Commission and the National Park Service (NPS) are collaborating to promote, protect, enhance, and grow the District's current parks and open space system.

A special focus of the initiative is the Fort Circle Parks System, which includes Fort Slocum and Fort Totten, in addition to other federally owned open spaces around Civil War-era forts. The results of Capital Space will provide recommendations for park improvements and opportunities for partnerships between the District and NPS to ensure successful implementation.

The Fort Circle parks are used by some local residents for passive recreational use, but there is little to no parking. The entrances are not clearly marked (see Figure 2.21) and there is inconsistent police patrolling. As a result, the parks are not well utilized.

KEY FINDINGS

- While the study area has an ample amount of open space, the access and maintenance of these resources needs improvement
- There is a strong opportunity to make the network of green space both safe and accessible



ECONOMIC DEVELOPMENT AND HOUSING

For this Area Development Plan, Economic Research Associates (ERA) and Retail Compass (RC) conducted a market analysis of the study area. The initial analysis, completed in early 2007 and supplemented in early 2008, provides a conservative assessment of the development opportunity in the neighborhood over the long-term. Since completing the analysis, the market has significantly changed in the District, with the pace of residential sales slowing and prices declining slightly. However, these short-term market changes do not significantly alter the long-term projections in the market analysis.

The market analysis is designed to be a long-term plan with “average annual” assessments of supportable residential development. It is impossible to take into account the timing and severity of the real estate cycle but over the long-term the market will continue to average a certain level of sustained development and growth. The timing and severity of the market declines will only alter the timelines described in the report by delaying some of the short-term projections (1-5 years) while the analysis assumes that medium and long-term projections will continue to be supportable. While the full market analysis can be found in the Appendix, key findings in demographics (population, income, and households), real estate market conditions, retail market conditions, and demand potential are summarized in this section. The primary real estate market review analysis includes demand potential for residential, office and other uses and uses the same geographical boundaries (primary and secondary study area) as shown in Figure 1.1.

DEMOGRAPHICS

Demographics refers to characteristics of a population such as age and income. Agencies like the US Census Bureau and Metropolitan Washington Council of Governments (MWCOC) collect demographic information and provide data to the public to track economic trends. The economic and retail consultants used such data to produce a snapshot of the current conditions in the study area and project future trends.

Population

The population decline experienced by the District between 1970 and 2000 is consistent to the decline in the study area. In 2006, the population was 1,332 people in the primary study area, and 5,490 in the secondary study area. For reference, the population within a one mile radius around the intersection is 24,077 and the District’s population was 572,059. In terms of the composition of the population, there has been a large decrease in the percentage of residents between age group 20-34 while there has been a large increase in the percentage of residents between age group 75-84. A more detailed analysis of population is provided in the Appendix.

Households

The changes in the number of households are smaller than the changes in population. In the short term, the number of households is expected to remain constant or slightly grow. The fact that population is decreasing at a faster rate than households are decreasing suggests that household size is decreasing (See Figure 2.22). In 2006, there were 696 households in the primary study area and 2,342 in the secondary study area. For reference, there were 9,955 in the one mile radius and 248,338 in the entire District. A more detailed analysis of households and income is provided in the Appendix.

Income

In 2006, the median household income in the primary study area was \$38,536. In the secondary study area, the median income was \$42,959. For reference, the number of households within a one mile radius is, 9,955 and in the District, 248,338. The median income in the District is \$40,134. Median household income is expected to rise for all the geographic areas. Median household income in the study area however is not forecasted to increase as quickly as the median household income in the District, which is expected to increase by \$26,851 between 1990 and 2011.

Figure 2.22: Average household size, 1990-2000.

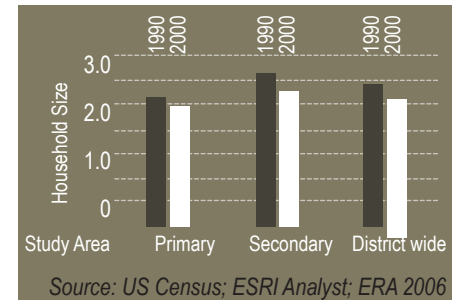
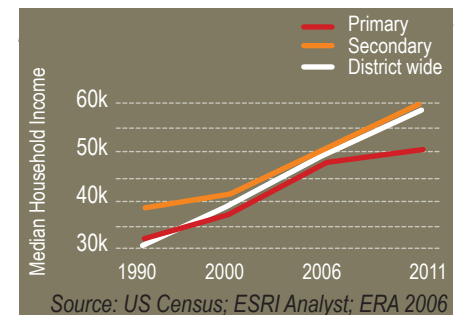


Figure 2.23: Median Household Income, 1990-2011



DEMOGRAPHICS KEY FINDINGS

- In 2006, the population was 1,332 people in the primary study area, and 5,490 in the secondary study area
- In 2006, there were 696 households in the primary study area with a median income of \$38,359 and 2,342 households in the secondary study area with a median income of \$42,959.
- While population has steadily declined in the entire study area and throughout the District in the past 30 years, recent upward trends in population suggest opportunities for development and growth in the study area.
- Resident population could increase by over 3,000 during the next 15 years.
- The entire study area experienced an increase in the number of households in larger income brackets between 2000 and 2006.

REAL ESTATE MARKET CONDITIONS

Real Estate refers to land and anything attached to it, such as buildings or structures. It is affected primarily by local factors such as the condition of the immediate area where the property is located. Real estate market conditions encompass residential and commercial property including industrial and office land uses.

Residential

The majority of the real estate in the study area is existing residential structures. The residential inventory consists of a mix of single-family and multi-family structures with large sections of the study area containing a mix of semi-detached and detached single-family residences of varying qualities.

Though multi-family units outnumber single-family units in the District, this is not the case in the study area (See Table 2.1). The number of single-family units greatly exceeds the number of multi-family units. This is consistent with the character of the housing stock and the tradition of the neighborhood as a family-centric, single-family home neighborhood.

Table 2.2 illustrates the housing status for the study area and the District. In the study area, home ownership rates are roughly ten percent lower in the primary study area than the rates in the secondary study area. These rates are fairly consistent between 1990 and 2006. Vacancy rates however have increased, with rates increasing between 1990 and 2006 by 1.6 percent in the primary study area and 2.6 percent in the secondary study area. Single-family sales in the neighborhood have generally been stable between 1999 and 2003, and increased greatly in 2004, where sales increased to 144 from 79 in the previous year. The median square foot sale value has steadily increased from 1999-2006. In 2001 and 2002, the growth in median sales value of single-family homes slowed with annual increases of 5 percent and 7 percent, respectively compared to annual increases of 19 percent in 2000 and 17 percent in 2003. The highest annual increases were seen in 2004 and 2005, where the median sales price increased by 32 percent and 27 percent, respectively.

Table 2.1: Housing unit type, 1990-2000

	1990	2000
Primary Study Area		
Single family units	466	478
Multi family units	251	255
Secondary Study Area		
Single family units	1,785	1,825
Multi family units	649	613
Washington, DC		
Single family units	105,293	108,999
Multi family units	169,719	165,359

Source: US Census, ESRI Business Analyst ERA 2006

Industrial

Two industrial clusters, one on South Dakota Avenue just north of Riggs Road and one at Kennedy Street, NE and 3rd Street, NE (see Figure 2.24) are also located in the primary study area. The industrial uses are closely aligned with the train tracks to the north of Riggs Road and contain a mix of industrial uses. In addition, a cluster of industrial/flex facilities off 3rd Street to the west of the Metro train tracks includes several older buildings that are currently occupied by local union offices. An additional industrial cluster exists on the fringe of the study area to the south of the Metro station and includes a concrete/stone plant and other business.

Table 2.2: Housing status, 1990-2006

	1990	2000	2006
Primary Study Area			
Owner Occupied	59 percent	58 percent	58 percent
Rental	38 percent	39 percent	38 percent
Vacant	3 percent	4 percent	5 percent
Secondary Study Area			
Owner Occupied	68 percent	67 percent	68 percent

Source: US Census, ESRI Business Analyst, ERA 2006

RESIDENTIAL MARKET KEY FINDINGS

- There are three times as many single-family units than multi-family units in the study area—consistent with its tradition as a family-centric, single-family neighborhood
- Homeownership rates in the study area are 80 percent higher than rates District-wide
- Since 1999, housing prices have increased substantially due to strong market demand generated by job and population growth across the District
- Housing obsolescence and an aging population may be contributing to a slight increase in housing vacancy rates in the study area since 1990



Figure 2.24- Industrial zones in the study area



Office

A visual tour of the study area indicates minimal office space in the primary study area. CoStar Property Research tracks only one office building in the market, which is currently occupied by a local labor union. There are several other buildings in the area that may include office space, but are more likely to be classified as flex or industrial space. The quality of the facilities in the area is generally poor with most facilities likely classified as C space (see Table 2.3), which indicates older stock, with few renovations. Within a one mile radius of the intersection, 14 existing office buildings are dotted along some of the major transportation arteries that lead into the downtown area of the District.

The single office building within the secondary study area, which is currently being used for local labor union office space, is 10,996 square feet. The one mile study area contains a total of 347,216 square feet of office space. Vacancy rates in the one mile study area decreased between 2000 and 2003; however in 2004 vacancy rates increased. Vacancies went from 26 percent in 2000 to 5 percent in 2003. In 2004, however, vacancy rates increased to 11 percent. Average direct rents have followed a similar pattern as vacancy rates, with rents increasing from \$13.02 in 2000 to \$21.00 in 2003. In 2006, however rents dropped to \$16.35.

Table 2.3 - Class of space grades

CLASS OF SPACE	DESCRIPTION
Class A	Space that meets the requirement for a Class A rating typically has the following attributes: prominently situated among in-line establishments, floor-to-ceiling clear height of 14 feet or higher, storefront width of 20 feet or more, well-maintained, clearly visible from primary roadways, constructed with quality materials, properly lit exterior and display spaces, and clear pedestrian and vehicular access and parking.
Class B	Space that meets the requirements for a Class B rating typically has the following attributes: well-situated among in-line establishments, floor-to-ceiling clear height of approximately 12 feet or higher, storefront width of 15 feet or more, well-maintained, and diminished representation of any factors listed for Class A space.
Class C	Space that meets the requirements for a Class C rating typically has the following attributes: located among in-line establishments, floor-to-ceiling clear heights of less than 12 feet, storefront width of less than 15 feet, and diminished representation of any factors listed for Class A or B space.
Build to Suit (BTS)	Space that is listed as BTS has been constructed for a specific tenant in such a manner that conversion to another use or tenant will be difficult or impractical.

OFFICE AND INDUSTRIAL MARKET KEY FINDINGS

- Existing demand for office space is 71,000 square feet, a need that is not currently met by the local market
- Based on new household growth, there will be a demand for 12,500 square feet of office from 2007 to 2011
- Office supply is virtually non-existent in the area and redevelopment of the intersection could lead to significant growth potential for office uses serving the local resident population with needed office services closer to home
- DDOT's realignment of the intersection is likely to enhance marketability for new professional office space to serve local residents
- Office demand will be driven by household growth to support small-scale services such as insurance, medical, real estate brokers, etc.
- Overall building quality is generally defined as "Class C" space, indicating older buildings at lower rental rates, and potential candidate sites for redevelopment

Retail

Existing retail space in the study area is largely confined to parcels immediately adjacent to the Intersection. Dominated by Tiger Mart-anchored Riggs Road Center, additional retail offerings include three pad sites, several isolated establishments, and a collection of storefronts north of the Dakota Apartments. A large percentage of retail spaces appear to be vacant pending redevelopment.

- Retail potential for the study area is impacted by nearby, existing retail centers. These destinations currently draw expenditures from households within the study area. Riggs Road and South Dakota Avenue's ability to support new retail development is contingent upon redirecting spending to new establishments and centers.
- Less than half a mile from the study area, Riggs Plaza is a 120,000 square foot, grocery-anchored neighborhood center. In addition to the goods and services offerings at this location, a bowling alley provides evening and weekend activity for the eastern end of the center.
 - » Impact on the study area's retail potential: Significant. Riggs Plaza's Giant Food store satisfies a considerable amount of local demand for grocery needs. Additionally, as an established shopping center, Riggs Plaza is a central part of existing shopping patterns in the community.
- Approximately 750,000 square feet in area, Prince George's Plaza is a super-regional shopping center anchored by Macy's and JCPenney. With over 100 stores, this large collection of retailers is less than three miles from the project area.
 - » Impact on the study area's retail potential: Significant. Super-regional retail centers draw customers from long distances. The ability to capture expenditures from a large trade area is critical to establish and maintain their viability. The neighborhood surrounding the study area is located within Prince George's Plaza's primary trade area. For this reason, retailers currently located at the super-regional center will hesitate to open a second store so near. Additionally, retailers seeking new locations will first opt for sites at the established Prince George's Plaza. These market conditions will have the greatest impact on the General Merchandise, Apparel, Furnishings and Other (GAFO) retail categories (see Retail Categories in Figure 2.25).
- Located to the north of the study area, Takoma Center and Takoma Park Shopping Center are grocery-anchored shopping centers.
 - » Impact on the study area's retail potential: Moderate. These neighborhood centers impact the northern boundary of the study area's primary trade area, further limiting Riggs Road and South Dakota Avenue's potential to attract Neighborhood Goods and Services (NGS) spending.

Figure 2.25 - Retail Categories

NEIGHBORHOOD GOODS and SERVICES



This category includes basic goods and services establishments that depend upon the patronage of local residents and workers. Examples of these types of tenants include grocery stores, drugstores, florists, bakeries, specialty food stores, delicatessens, butchers, dry cleaners, tailors, Laundromats, hair salons, nail salons, day spas, printers, pet salons, machine repair shops, shoe repair and shine shops, hardware stores, gyms, and similar.

FOOD and BEVERAGE



This category includes establishments that serve food and/or alcohol consumed outside the home. This category is otherwise known as "Dining Out". Tenant types in this category include sit-down restaurants, cafes, bars, coffee shops, sandwich shops, ice cream shops, "quick-bite" establishments, fast-food restaurants, and similar.

GENERAL MERCHANDISE, APPAREL, FURNISHING, and OTHER (GAFO)



This category includes establishments such as clothing stores, furniture stores, bookstores, jewelry stores, stationery stores, gift boutiques, pet stores, sporting goods stores, home goods stores, craft stores, music stores, antique shops, camera stores, electronics stores, auto parts stores, and similar.

RETAIL MARKET KEY FINDINGS

- Existing retail space in the study area is largely confined to parcels immediately adjacent to the Intersection.
- Retail potential for the study area is impacted by nearby, existing retail centers; the ability to support new retail development is contingent upon redirecting spending to new establishments and centers.
- Planned, proposed and future development will absorb portions of the retail demand



PLANNED AND ONGOING DEVELOPMENT

Due to a combination of positive community assets, a strong residential character, proximity to Metro, and increasing housing prices elsewhere in the District, the surrounding neighborhoods have immense desirability, and many developers have plans to construct mixed-use projects in the study area. These development projects support the recommended land use changes in the 2006 Comprehensive Plan. The policies in the Comprehensive Plan encourage new development in many areas around the intersection and encourage mixed-use opportunities centered around a new Neighborhood Commercial Center. The anchor for the new development is the DDOT realignment of the intersection at Riggs Road and South Dakota Avenue, which is likely to enhance marketability for new professional office space to serve local residents.

* Note 4 (See Appendix)

A. INTERSECTION REALIGNMENT

DDOT is implementing a full redesign of the Riggs Road and South Dakota Avenue intersection to improve the overall safety of the area and transform the existing scale of the area into an urban commercial corridor. The plan for the intersection redesign is shown in Figure 2.26.

Safety

DDOT cites safety as the primary reason for the realignment. The new configuration will reduce the speed of vehicles coming northbound and southbound onto South Dakota Avenue, which will consequently reduce the accident rates and alleviate congestion and heavy traffic volumes during peak hours in the morning and evening rush hour.

Figure 2.26 - Planned and ongoing development projects in the study area



Aerial photo from Microsoft Virtual Earth, Pictometry International Corp. information © 2007. This photo does not represent current conditions

- A. Riggs Road and South Dakota intersection realignment
- B. Dakota Apartments/ Lowe Enterprises
- C. Tiger Mart Site/ Lowe Enterprises
- D. Fort Totten Apartments/ Clark Realty
- E. Riggs Plaza Apartments/ Cafritz

INTERSECTION REALIGNMENT *(continued)*

In addition, the new plans will include improvements for pedestrian safety, such as an accessible network of sidewalks and new landscaping, street furniture, and signage.

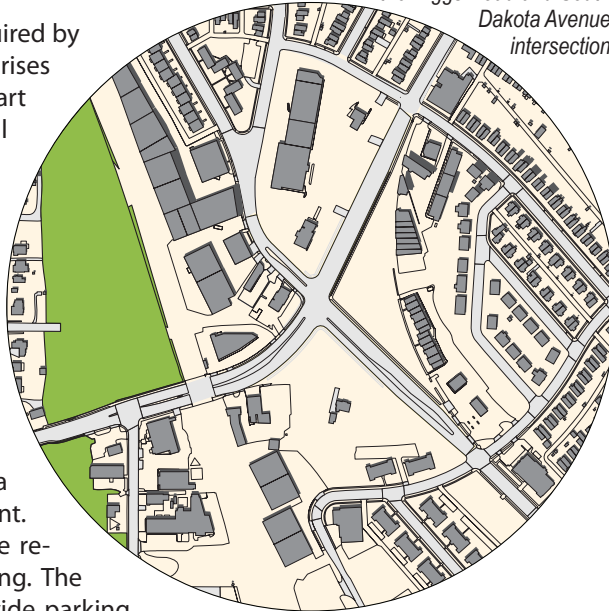
Scale and Character

The realignment also provides an opportunity to create an urban corridor with street facing mixed-use opportunities. As described in the Urban Design existing conditions analysis, the current scale at the intersection makes the street seem excessively wide and caters more to vehicles than pedestrians. In addition to pedestrian enhancements, the new development building heights and setbacks will provide natural traffic calming measures for the study area around the intersection. To support this new mixed-use development, the plans provide for metered street parking along Riggs Road, north of South Dakota Avenue, next to the new retail development.

LOWE ENTERPRISES

The Tiger Mart site was acquired by the developer Lowe Enterprises in 2006. The existing Tiger Mart and Dakotas Apartments will be demolished and a new mixed-use development known as 'The Dakotas,' will replace it. Current development plans call for multiple structures across Riggs Road and will result in 835 new mixed-income condo units and apartments and 105,000 square feet of retail including a grocery store and restaurant. A certain percentage will be reserved for affordable housing. The new development will provide parking for approximately 640 cars. A structured facility is proposed as part of the development on the former Tiger Mart site, which will accommodate 550 of the spaces. Lowe Enterprises has negotiated the purchase of the triangle parcel to the east

Figure 2.27 - DDOT realignment for the Riggs Road and South Dakota Avenue intersection



of the intersection, fronting the Dakotas Apartments and the crescent site retail. When it is transferred to Lowe Enterprises for development, approximately 25 percent of the bulk of the Dakotas development will be built on this parcel.

CLARK REALTY CAPITAL

Clark Realty broke ground in March 2007 for the development of Fort Totten Station, a 308-unit luxury apartment community adjacent to the Metro station. Construction will be phased. Phase 1 construction includes 128 apartment rental units and 153 associated parking spaces. Phase 2 includes 135 additional apartment rental units and 162 associated parking spaces. There is approximately 8,000 square feet of retail proposed with this development.

RIGGS PLAZA APARTMENTS

The Cafritz Company currently owns the property and plans to demolish the existing units and construct additional residential units. The total proposed planned unit development includes 826 multi-family units, over 280,000 square feet of retail development, 215,000 square feet of arts and cultural uses and approximately 2,282 parking spaces.

Figure 2.28 - Riggs Plaza Apartments



Table 2.4 - Summary of proposed build out in the study area

DEVELOPER	RESIDENTIAL	RETAIL	PARKING	
Lowe Enterprises	Dakotas - 171 multi family	N/A	90 spaces	
	Tiger Mart- 420 multi family	85,000 sf	550 spaces	
	Triangle - 235 multi family	20,000 sf	N/A	
	TOTAL	826 units	105,000 sf	640 spaces
Clark Realty Capital "Fort Totten Station Apartments"	Phase 1 - 128 condo units		153 spaces	
	Phase 2 - 135 condo units		162 spaces	
	TOTAL	263 condo units	8,000 sf	315 space
Riggs Plaza Apts Cafritz Foundation	Phase 1 - 426 apt units	87,000 sf	602 spaces	
	Phase 2 - 400 apt units	203,000 sf	1,680 spaces	
	TOTAL	826 apt units	287,000 sf	2,282 spaces
	TOTAL	1,915 new units	400,000 sf	3,237 spaces

INFORMATION OBTAINED BY OP IS SUBJECT TO CHANGE



3.0 REDEVELOPMENT FRAMEWORK PLAN

REDEVELOPMENT FRAMEWORK PLAN

This section provides a framework for redevelopment focused on several parcels around the intersection that are currently underutilized or have the potential to catalyze revitalization in the entire study area. Targeted redevelopment of these sites will enhance the housing and commercial (office and retail) opportunities and improve the scale, character, and walkability of the study area. The redevelopment framework is guided by several overarching principles and identifies proposed actions for achieving the overall vision for both short-term and long-term growth in the study area.

GUIDING PRINCIPLES

These principles are based on the outcomes of the public involvement process, existing conditions analysis, market analysis (which informs the type, density, and scale of development) and District priorities:

- Establish a dynamic neighborhood center at Riggs Road and South Dakota Avenue that enhances community character and reactivates the street
- Attract development that serves all generations
- Connect, activate, and create new open spaces
- Promote safe access and circulation throughout the neighborhood

OPPORTUNITY SITE SELECTION METHODOLOGY

Each opportunity site was evaluated independently and in concurrence with the remainder of the study area to identify appropriate potential uses for redevelopment. Currently, the area is largely underdeveloped with scattered open spaces, older structures, and businesses. As a result, there are numerous sites for potential redevelopment based on two basic criteria: the condition of the facilities and its land value.

What Is An Opportunity Site?

An opportunity site is a site identified by the project team as suitable for redevelopment. Many factors determine the selection including proximity to intersections or other developed parcels, other commercial activity, public transportation, undeveloped or underutilized parcels allowing consolidation for larger developments, major thoroughfare routes, parking, and current neighborhood conditions and demand.

Tables 3.1- 3.6 summarizes the development opportunities in the study area. Existing onsite and surrounding land uses were analyzed along with existing and projected trends for population, housing, offices, and retail, and a proposed land use for each of the opportunity sites was developed. Each opportunity site combines numerous parcels to form a larger lot for redevelopment purposes. Detailed information in terms of ownership, zoning, size, and address is available upon request for each of the parcels; however, for ease of discussion, the information has been

combined in the table according to individual opportunity site boundaries. There are 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 Plan also provides guidance on how each opportunity site relates to the Comprehensive Plan's Land Use designation categories. Land Use designations illustrated in the Comprehensive Plan's Future Land Use Map provide guidance on how the District is expected to change during the next two decades. It highlights the places where much of the city's future growth and change is expected to occur and sets the stage for how development anticipated in this planning process should either remain the same or change, based on the Plan's guiding principles and development goals. Although this plan does not recommend any zoning changes, it does either support the current land use designation per the Comprehensive Plan or recommends a change to a more appropriate designation. The following are land use designation definitions that pertain to the study area:

Moderate Density Commercial and Residential uses: Typically defines commercial uses that provide a broad range of goods and services that are predominately uses such as drug and grocery stores, as well as branches of department stores. Residential moderate uses are generally low to moderate density uses, such as row houses or garden apartments. The Zones that are consistent with this designation includes (R-3, R-4, R-5-A, and R-5-B, and C-2-A, C-2-B and C-3-A)

Medium Density Commercial and Residential uses: This mix of uses defines residential development as medium density housing. This housing type generally includes multiple unit housing and mid-rise apartment buildings. Commercial uses in this category generally offer a large concentration and variety of goods and services. Zoning categories range from R-5-B, R-5-C, C-2-B, C-3-C, C-3-A, and C-3-B.

Production, Distribution and Repair: This land use category is used to define areas characterized by manufacturing, warehousing, wholesale and distribution centers, and other similar types of uses that require substantial buffering. The corresponding Zone districts are generally CM-1, CM-2, CM-3 and M, although other districts may apply.

This small area plan recommends land use designation changes for three opportunity sites. For these opportunity sites, changes to the underlying zoning will occur through the Zoning Map amendment process. A property owner or developer may propose a Zoning Map amendment, which is reviewed and approved by the District's Zoning Commission. Public review and comment are essential to this dis-



cretionary approval process. For all other opportunity sites where no land use designation is proposed, the existing zoning still applies.

If additional flexibility within a zoning category is needed for large sites, a developer may also apply for a Planned Unit Development (PUD). PUDs are also reviewed and approved by the Zoning Commission. PUDs may include requests to increased building heights and/or density provided that the project offers commendable public benefits (i.e. public space improvements and/or affordable housing). A PUD may be coupled with a Zoning Map amendment application. In both cases, the recommendations of this small area plan are critical to the Zoning Commission and public review process.

*** Note 1, 2, 3 (See Appendix)**

RIGGS ROAD and SOUTH DAKOTA AVE AREA DEVELOPMENT PLAN OPPORTUNITY SITES

- 1. KFC/Taco Bell
- 2. Riggs Road North Industrial Site
- 3. Riggs Plaza Apartments/ Cafritz and Food and Friends/ DC Government Triangle
- 4. Riggs Road South Industrial Park
- 5. Fort Totten East Industrial Site
- 6. Fort Totten West

Figure 3.1 - Opportunity sites in the study area



KFC/TACO BELL

The KFC/Taco Bell is located at the northwest corner of the intersection. As a reference, Figure 3.3 shows the site as it was in 1952.

The opportunity site includes one large two-story building that contains several individual businesses including a child care center, beauty shop, liquor store, and a sandwich shop. In addition, the site includes a small vacant lot on the west used for towed cars and a combined KFC/Taco Bell establishment on the east with an associated parking lot at the back. There is vacant commercial space on the second floor of the existing large commercial building and vacant undeveloped land behind. While the commercial building is slightly dilapidated and in fair condition the KFC/Taco Bell is in good condition.

RECOMMENDATIONS

Development Mix

This opportunity site presents a longer-term redevelopment opportunity because of the existing businesses on the site. Additionally, the site is small and fairly segregated with the Metrorail line restricting development to the west and is significantly different from existing industrial parcels to the north. While frontage to Riggs Road is an advantage, the site will only see long-term spill over retail development from the Tiger Mart site. Over the long-term, with a reconfigured intersection, this site may provide an opportunity for pedestrian-scale, street-facing retail uses. Lack of large empty parcels to the north of the opportunity site limit the possibility of planning for transitional land uses.

Figure 3.2 - Location Map of the KFC/ Taco Bell Opportunity Site

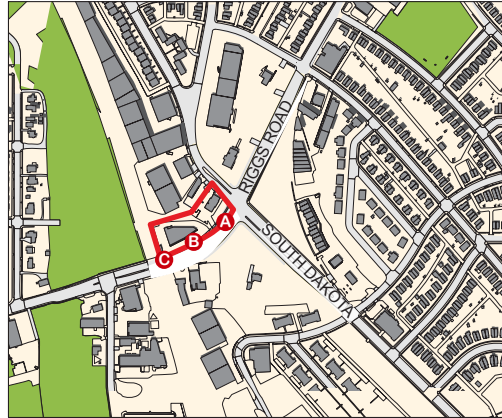


Figure 3.3 - Riggs Road and South Dakota Avenue May 14, 1952. Photo courtesy of DDOT



Urban Design

Currently, there are incongruous land uses on the site, scattered buildings, and overgrown undeveloped vacant patches of land. To the north the site abuts the industrial parcels with no formal transition space or buffer between the sites. While there are existing sidewalks along the southern and eastern edge of the site, they are punctured at numerous places to allow for vehicle entry/exit points.

- *Development Scale*

The existing KFC/Taco Bell retail establishment is the only building that fronts the intersection. While future development should follow a similar setback, the relationship to the adjacent parcel should be strengthened. Currently, the KFC/Taco Bell and C.H.I.L.D. facility to the north are distinct and separate entities; their scale, massing, and articulation are completely dissimilar. The goal for future development is to create a visually strong corner with an aesthetically unified massing and street facing retail around the intersection. The height of development at the intersection should not exceed 65 feet by right or maximum 90 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission.

- *Pedestrian Friendly Scale/ Connectivity to Metro*

The proposed development of a commercial corridor marked with four strong corners of mixed-uses will provide community amenities that are transit accessible, furthering the goal of creating a transit-oriented development (TOD) destination. In order to ensure the success of this TOD, sidewalks around the opportunity site will need to tie into the pedestrian circulation of the future Lowe Enterprises development (on the former Tiger Mart site) and go on further to connect to the Metro. Adequate signage and lighting will be essential to improve the existing pedestrian experience. There will be short-term challenges with connectivity because the western crosswalk (connecting Food and Friends to KFC) will not be available to pedestrian traffic. However, additional measures to mitigate this inconvenience will be addressed by DDOT and OP in future implementation activities subsequent to this planning process.

- *Access Management*

It is likely that new development will have to accommodate ingress and egress off of 3rd Street NE, rather than the current point of access of Riggs Road. To enhance desirability of development, a rear alley may also have to be designed to accommodate service access and loading.

- *Community Identity*

Being a corner site at the intersection, the site has the potential to accommodate landmark elements, such as public art or other aesthetic improvements, to truly create a sense of place and assist with reestablishing the intersection as the heart of the neighborhood. In addition, these physical amenities can provide visual linkages to pedestrians and vehicular traffic approaching the intersection or going towards the Metro station.



Table 3.1 summarizes the development opportunities for this site in the study area within the context of a redevelopment framework timeline. A map with detailed square and lot numbers is located in the Appendix.

Table 3.1 - KFC/Taco Bell Opportunity Site

LOCATION	OWNER	PARCEL SIZE	CURRENT ZONING	CURRENT LAND USE	COMP PLAN FUTURE LAND USE
A. KFC/TB - 220 Riggs Rd.	Riggs Investment Inc.	47,221 sf or 1.08 acres	C-M-1	Commercial/Garage or Unimproved land	Production, Distribution, and Repair
B. C.H.I.L.D. Facility - 210 Riggs Road NE	George Gouzouils				
C. Tow Lot -210 Riggs Road NE	Parvin Moradi				
PROPOSED LAND USE and DEVELOPMENT SCALE	PROPOSED USE	URBAN DESIGN GUIDELINES			
Change - Plan supports a land use designation change from PDR to a medium density, mixed-use land use designation and corresponding development scale. This change would mirror the proposed development scale and accommodate mixed-uses as consistent with the adjacent developable parcels.	Mixed-use development with street-oriented retail and housing or office above	<ul style="list-style-type: none"> The development around the intersection should reinforce the four corners of street-activated retail uses and be aesthetically consistent in scale and character with the adjacent corners. The streetscape elements should be appropriate in scale to the adjacent development and reinforce a more pedestrian friendly environment north toward 1st Place NE, a key path of connectivity to the Metro. Maintain the continuity of development fronting the intersection and utilize 3rd Street NE as the sole point of ingress/egress to the parcel. Create a landmark element at this parcel that can simultaneously orient pedestrians, cyclists and motorists. The height of development at the intersection should not exceed 65 feet by right or maximum 90 feet through a Planned Unit Development, a discretionary review by the District's Zoning Commission. 			

Figure 3.4 - Existing Conditions images at the KFC and Taco Bell Opportunity Site



Towing lot at the Metro overpass

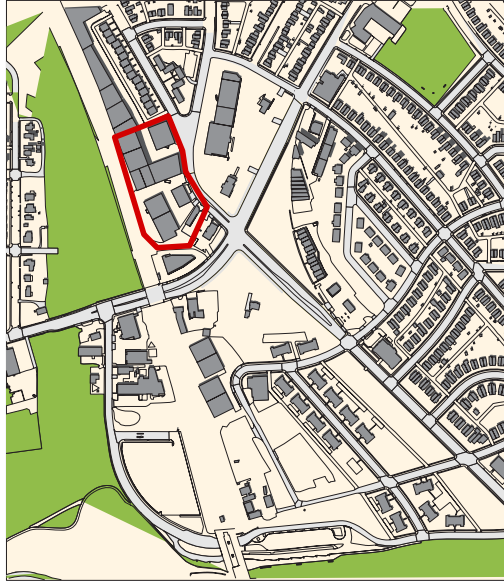


Disconnect between the KFC/Taco Bell and C.H.I.L.D. parcels

RIGGS ROAD NORTH INDUSTRIAL PARK

This industrial opportunity site is bordered by the Metro rail tracks on the west and 3rd Street NE on the east. The site contains several large industrial buildings, as well as ample parking and loading space associated with the industrial use. Majority of these buildings are in fair to good condition and many of these buildings have shared car and truck parking spaces. The buildings back to the train tracks and cover almost the entire site. The site's proximity to transit provide for attractive opportunities to accommodate green collar jobs in the future.

Figure 3.5 - Location Map of the Riggs Road North Opportunity Site



RECOMMENDATIONS

Development Mix

The Riggs Road North opportunity site was further analyzed after the Plan's public comment period and recommended to support a land use designation change from PDR to Moderate Density mixed-use. This site's unique location and proximity to future mixed-use development makes it optimal to support the District's emerging green economy.

A recent demand analysis study conducted by OP and the Washington Economic Partnership found that the District has significant potential to create and support about 170,000 green collar jobs over the next 10 years. Incubating new companies at this site over the next few years can provide catalytic economic revitalization benefits to this otherwise underutilized site. This Plan supports a mid-term transition to uses supporting the green industry, commercial and office.

Urban Design

A poorly maintained industrial area can be an eyesore for the area undergoing positive transition. While the industrial uses on the opportunity site are likely to stay in the long term, urban design improvements and landscape elements can be integrated to provide a more suitable buffer to the residential areas to the south and east.

- *Development Scale*

Proposed zoning allows development height of 50 feet, and 65 feet with a

PUD discretionary approval by the District's Zoning Commission. Development should be consistent with the adjacent KFC/Taco Bell development, despite the higher density allowed by that site. The site could work well as a green collar mixed-use industrial site, similar to the Fort Totten East opportunity site in the near term. Future development should be compatible to adjacent land uses, provide adequate setbacks, and sufficient buffers, including thick vegetation and other amenities capable of absorbing sound from adjacent properties. Future building height should be concentrated towards the Metrorail tracks and step down towards the intersection, enhancing pedestrian activity.

- *Access Management and Connectivity*

Current vehicular circulation patterns within and around the site are haphazard and include a mix of large trucks and smaller cars. Proposed new redevelopment around the site will add vehicular and pedestrian traffic onto the roads surrounding the opportunity site. As a result, clearly defined entry/exit points and well designed vehicular circulation will need to be incorporated on this site.

- *Pedestrian Safety*

Structured pedestrian circulation patterns around the site are virtually non-existent. The pedestrian experience around the industrial site is unpleasant due to lack of adequate lighting and street trees and long, horizontal blank facades. Currently there are sidewalks and footpaths along the eastern edge of the site, but they are punctured at numerous places to accommodate entry/exit points to the site. The pedestrian circulation will tie into the neighboring retail center's circulation pattern. Paving and street furniture can be used to transition the pedestrian experience from retail uses near the intersection to residential uses towards the periphery. In addition, adequate pedestrian crossing points and visual linkages will need to be added to connect the site to areas across Riggs Road NE and the Metro station. Future development should emphasize well defined and well illuminated pedestrian connections to the Metro and the South Dakota/Riggs Road intersection.

Figure 3.6 - Aerial View of the Riggs Road North Opportunity Site



Table 3.2 summarizes the development opportunities for this site within the context of a redevelopment framework timeline. A map with detailed square and lot numbers is located in the Appendix.

Table 3.2 - Riggs Road North Industrial Park Opportunity Site

LOCATION	OWNER	PARCEL SIZE	CURRENT ZONING	CURRENT LAND USE	COMP PLAN FUTURE LAND USE
A. 5648, 5642, 5646 3rd St. NE	May Rossett Aaronson Trustee	159,274 sf or 3.65 acres	C-M-1 Low bulk commercial and light manufacturing	Commercial/Garage or Unimproved land	Production, Distribution, and Repair
B. 5510 3rd St NE	BP Dakota LLC				
C. 2nd St NE	WMATA				
PROPOSED LAND USE and DEVELOPMENT SCALE		PROPOSED USE	URBAN DESIGN GUIDELINES		
Change. Plan supports a change from PDR to Moderate density mixed-use development. This change would be compatible with proposed development scale on adjacent parcels and accommodate a mix of uses to include those consistent with the emerging green collar Jobs Economy.		Residential to mixed-use. Commercial area with possible long term retail and/or residential development	<ul style="list-style-type: none"> • Ensure future development scale and character is compatible with the neighborhood. • Provide adequate buffers between the commercial or industrial land uses and the adjacent residential land uses. • Create well defined and well illuminated pedestrian walking paths to connect to the Metro and the intersection. Ensure that future development provides an appropriate transition in scale from the Metro overpass to the intersection and adjacent areas. • The height of development should not exceed 50 feet by right or a maximum of 65 feet through a PUD, a discretionary review by the District's zoning commission. 		

Figure 3.7 - Existing Conditions at the Riggs Road North Opportunity Site from 3rd Street NE and Chillum Place NE



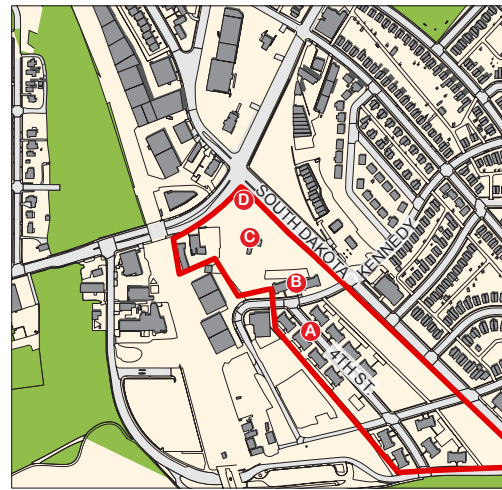
Figure 3.8 - Existing Conditions at the Riggs Road North Opportunity Site from 3rd Street NE and Chillum Place NE



RIGGS PLAZA APARTMENTS, FOOD and FRIENDS, and TRIANGLE SITE

This opportunity site is located on the southwest intersection of South Dakota Avenue and Riggs Road. The site follows South Dakota Avenue to the south and includes fifteen three-story apartment buildings owned by South Dakota Trustees and the Cafritz Foundation. These parcels significantly setback the site from South Dakota Avenue NE and Hamilton Street NE.

Figure 3.9 - Location Map of the Riggs Plaza Area



RECOMMENDATIONS

Development Mix

The Riggs Plaza Apartments /Cafritz Foundation development, while recently scaled back, presents a strong opportunity for the area to add significant numbers of residents that will bring vibrancy to the neighborhood. Proposed development plans for the site include adding over 800 units of multi-family housing, including senior housing, and over 280,000 square feet of retail uses, including a full-service grocery store. There are significant opportunities for public amenities, including a proposed library. The provision of green and open space opportunities should also be considered within the development framework of any proposal. The development of workforce housing near the Metro location, with a small amount of small-scale retail, will increase activity in the neighborhood and spur development near the Fort Totten Metro. The proposed residential and retail development on the opportunity site is complementary to the residential clusters across South Dakota Avenue NE, but the opportunity site's proximity to the Fort Totten Metro provides long term opportunities for transit-oriented development for currently vacant parcels surrounding the site. Development on the opportunity site will benefit from the extension of 3rd Street NE to the south. In the long term, the opportunity site will be predominantly residential surrounded by commercial, small office and retail uses.

* Note 6 (See Appendix)

The Food and Friends is located north of the site. While it buffers the opportunity site from the busy Riggs Road thoroughfare, it also acts as a transitional site between the retail uses around the intersection and the predominantly residential uses to the south. This site can provide an important anchor for future residential development and a landmark to direct pedestrian and vehicular traffic to the opportunity site. This site, given the existing supply in residential and retail development, should be considered a long-term redevelopment opportunity that could potentially serve as an attractive mixed-use location for retail facing Riggs Road and

residential on the site's south side in connection with other residential development areas. In future development, this site may be assembled with the parcels in the Fort Totten East Industrial Site, to create a larger site for a coordinated, mixed-use development. Both sites will be long-term development options and would provide good linkages between Riggs Road and other planned and current residential complexes closer to the Metro station.

The triangle parcel at the southwest corner of the intersection at Riggs Road and South Dakota is currently undeveloped. In the short term, this parcel could be transferred and converted into an active, multi-functional open space. Throughout the public outreach process, numerous residents stated their desire for more open space or parkland in the project area. This centrally located parcel could provide an intermediate public asset, while the development for the remainder of the parcel is resolved. Landscape elements should mitigate the steep slope by making a plaza or park that is fully accessible. The development in the Riggs Plaza Apartment site can be phased to accommodate street level commercial and retail opportunities at the southwest corner of the intersection. Development of a strong retail corner could dramatically reshape the neighborhood in the short-term

Urban Design

• Development Scale

Currently, the intersection is defined by low buildings with wide setbacks. By fronting the street corners with taller buildings, a more appropriate scale could be achieved, similar to other urban retail commercial corridors in the District. The Visioning Section 5.0 of this document presents the proposed scale and character of a strong retail oriented intersection. In the short term, if the triangle parcel is converted to a public green space, the landscape design will have to mitigate the steep slope of the parcel (in excess of 25 percent in some places) to make the park accessible to residents. The height of development at the intersection should not exceed 65 feet by right or maximum 90 feet through a PUD, a discretionary approval by the District's Zoning Commission. Development south of the intersection along South Dakota should complement the scale of adjacent residential neighborhoods and step back in height as appropriate per the regulations of the appropriate Zone. See page 14 for additional guidance on the Fort Totten Overlay Zone.

• Pedestrian Friendly Scale/ Connectivity to Metro

Presently, both vehicular and pedestrian access to the Metro is poorly defined with abruptly ending roads and informal dirt footpaths cutting through lots. Both the Cafritz Foundation and WMATA have a longer term interest in improving the area and should partner to provide streetscape enhancements. Some space, either on the opportunity site or south of it, can be reserved to continue the abrupt ending of Ingraham and Jefferson Streets up to the Metro. In addition, entrance/exit points to the proposed residential development and the Metro stop should be enhanced through landscaping elements like tree lined streets, signage, and street furniture.



The pedestrian sidewalks along prominent streets can be wider with different paving patterns than other residential sidewalks with clearly defined well lit circulation leading up to the Metro station. Table 3.3 summarizes the development opportunities for this site in the study area within the context of a redevelopment framework timeline. An enlarged map with detailed square and lot numbers can be found in the Appendix.

Table 3.3 - Riggs Plaza Apartments and DC Government Triangle Site

LOCATION	OWNER	PARCEL SIZE	CURRENT ZONING	CURRENT LAND USE	COMP PLAN-FUTURE LAND USE	PROPOSED LAND USE and DEVELOPMENT SCALE	PROPOSED USE
A. 5216-5234 4th Street NE	South Dakotas Trustee, Inc.	207,152 sf or 4.75 acres	R-5-A Low density apartments	Residential, Multi-family	Medium Density, Mixed-use	No Change. This Plan supports current land use designation that is consistent with a medium density, mixed-use land use designation and development scale as supported by the Comprehensive Plan	Residential to mixed-use Mixed-use/ Retail
B. 310 and 320 Kennedy St NE	Cafritz Foundation			Light Industrial			
C. 219 Riggs Road NE	Food and Friends	2.73 acres	C3A/Fort Totten Overlay	Open Space			
D. Triangle parcel 219 Riggs Rd	DC Government	.96 acres	C3A/Fort Totten Overlay				

Figure 3.10 - Existing Conditions at the Riggs Plaza Apartments and DC Government Triangle Site



Food and Friends facility from South Dakota looking west



South Dakota Avenue looking north



Riggs Plaza Apartments from South Dakota



Riggs Plaza Apartments from 4th Street NE

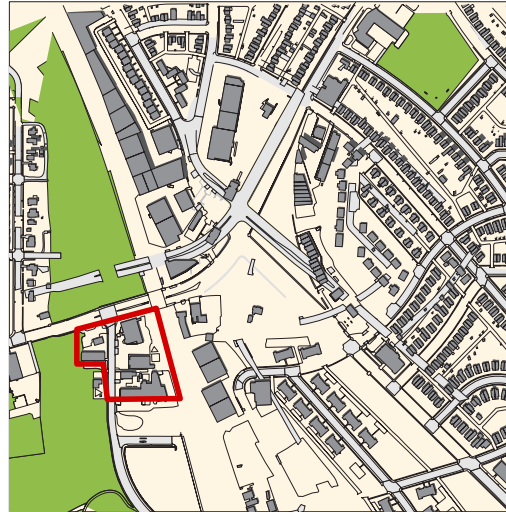
URBAN DESIGN GUIDELINES

- Reinforce the four corners of the intersection with street-activated retail uses.
- Encourage aesthetically consistent development that is in scale and character with the adjacent corners; storefronts should use compatible fenestration, colors, and signage to create a sense of place.
- Promote compatible streetscape elements around the intersection (street lamps, furniture, sidewalks) that are appropriate in scale to the adjacent development and reinforce a pedestrian-friendly environment from the intersection to the Metro.
- Extend the scale of development, articulated building facades, and streetscape elements at the intersection to the south, along South Dakota Avenue, to encourage walkability to and from the Metro.
- Support the creation of walkable blocks along South Dakota Avenue of less than 250 feet. New development should also maintain the existing public street network. In order to achieve walkable blocks and enhance connectivity to the Metro, new development should pursue opportunities to expand the grid and create new streets.
- Capitalize on the close proximity to the Metro by pursuing reduced parking counts, shared parking opportunities, and participating in a parking district pilot.
- The height of development at the intersection should not exceed 65 feet by right or maximum 90 feet through a PUD. See page 14 for FT Overlay guidance.
- Development south of the intersection along South Dakota should complement the scale of adjacent residential neighborhoods and step back in height as appropriate per the regulations of the appropriate Zone.

RIGGS ROAD SOUTH INDUSTRIAL PARK

This opportunity site is located south of Riggs Road NE with the Metrorail tracks running along its east boundary and 1st Street NE running through the site. The site contains an MCI WorldCom property, local union offices and meeting hall, a church, and a vacant parcel that was formerly a gas station. Vacant spaces in between most buildings are covered with small parking lots and three communication towers. The vacant parcel is ideally located from a development point of view with frontage on Riggs Road NE and is across the street from the church.

Figure 3.11 - Location Map of Riggs Road South



RECOMMENDATIONS

Development Mix

This opportunity site has multiple development options ranging from mixed-use residential and retail type use to office and light industrial use with transit oriented development potential. The site's proximity to the Metro stop could provide an attractive residential development option, however current and near-term residential development projects could pose a strong competition.

Despite the site's proximity to the Metro station and frontage on Riggs Road NE, this site has certain redevelopment challenges and thus a longer timeline for change. This site's parcels have numerous owners and are either underutilized, vacant, or currently occupied, thus making it difficult to consolidate. Additionally, the railroad tracks separate the site from the other development areas in the corridor thus blocking spillover development near the intersection.

Given the timeline for redevelopment, several recommendations can serve the short to mid-term timeframe. In the short term, industrial streetscape standards can be developed for facade improvements, as this parcel fronts Riggs Road and is highly visible in the study area. Secondly, as the study area transitions and attracts new residents to the community, Fort Totten Metro will see increased use and additional demand for parking.

Urban Design

This opportunity site is located at the edge of the Riggs Road retail corridor, and a significant obstacle in its redevelopment is the separation from the other opportunity sites by the Metro tracks. The overall goal for this opportunity site is to enhance the public realm through multi-modal improvements, including adequate sidewalks, articulated building facades, and pedestrian-oriented street amenities.

- *Development Scale*

Medium density mixed-use development is encouraged along 1st Place NE. Here the height of development should not exceed 65 feet by right or maximum 90 feet through a PUD, a discretionary approval by the District's Zoning Commission.

- *Access Management and Pedestrian Safety*

A direct access route connecting Riggs Road NE to the Metro Rail station presently passes through this site. This junction lacks appropriate signage and the access road passes through a large undeveloped area scattered with industrial parcels. Future development will need to improve the existing traffic and pedestrian access to the Metro station. Urban design elements can be used to highlight entrance to the Station and improve the public realm with wide paved sidewalks, appropriate lighting, signage and street furniture.

Figure 3.12 - Aerial View of the Riggs Road South Opportunity Site



Table 3.4 summarizes the development opportunities in the study area within the context of a redevelopment framework timeline. A map with detailed square and lot numbers is located in the Appendix.

Table 3.4 -Riggs Road South Industrial Park Opportunity Site

LOCATION	OWNER	PARCEL SIZE	CURRENT ZONING	CURRENT LAND USE	COMP PLAN FUTURE LAND USE
115 Riggs Rd NE	Dominion Church	232,395 sf or 5.33 acres	C3A/Fort Totten Overlay C-M-1 Low bulk commercial and light manufacturing	Commercial/Garage or Unimproved land	Med Density, Mixed-use
5335 1st Place NE	Dominion Church				
5321 1st Place NE	Communications Workers of America Local 2336				
5201 1st Place NE	Bricklayer's Masons Laborer Union 74				
120-140 Ingram St NE	MCI Telecommunications				
PROPOSED LAND USE and DEVELOPMENT SCALE		PROPOSED USE	URBAN DESIGN GUIDELINES		
No Change. The Plan supports the current land use designation that is consistent with a medium density, mixed-use land use designation and development scale as supported by the Comprehensive Plan.		Residential or Commercial mixed-use	<ul style="list-style-type: none"> Establish a streetscape concept that integrates multiple modes of transportation into one node (including bus, pedestrian, bicycles, and vehicles). Establish visual continuity and create a dynamic sense of place through the development of active ground floor uses, public art, and public spaces along 1st Place NE. Make 1st Place NE into a better connection thoroughfare to Metro and encourage and improve pedestrian connectivity. The height of development should not exceed 65 feet by right or a maximum of 90 feet through a PUD, a discretionary review by the District's Zoning Commission. See page 14 for additional regulations per the Fort Totten Overlay Zone. 		

Figure 3.13 - Existing Conditions at the Riggs Road South Opportunity Site



Intersection at Riggs Road and 1st Place NE looking north



1st Place NE looking west

FORT TOTTEN EAST INDUSTRIAL SITE

This opportunity site sits adjacent to the Metro tracks and can be accessed from Riggs Road NE and Kennedy Street NE. It is located adjacent to the Riggs Plaza Apartments site and houses three large industrial buildings, all in poor condition. Additionally, the site contains large amounts of scattered parking and loading spaces associated with industrial uses.

RECOMMENDATIONS

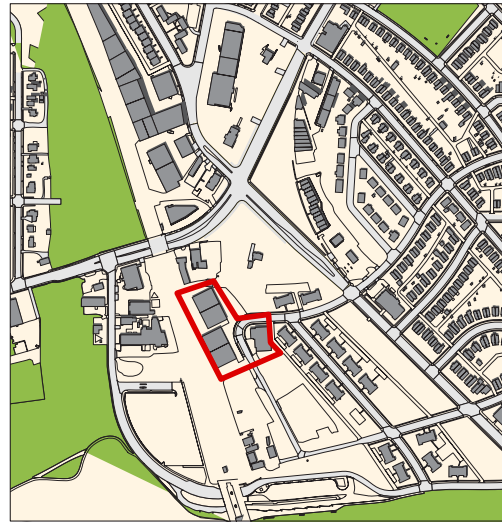
Development Mix

Due to its location and current uses, the opportunity site has a very long term development potential. Market analysis suggests a mixed-use type (predominantly residential) development potential for this site, which in turn will complement the proposed residential development on the neighboring Cafritz Foundation site. Despite its proximity to Metro there are limited short and medium term redevelopment opportunities, since the site is surrounded by other potential residential/mixed-use development sites. Additionally, since this area is currently an occupied industrial site with no direct frontage onto Riggs Road NE and South Dakota Avenue NE, it will likely take longer to create market demand for redevelopment on the site.

In the long-term this area can be developed into a residential/office core due to its proximity to the Metro. A mixed-use development could possibly incorporate present industrial land uses to some extent with potential to create “green” offices or industrial space to support businesses that provide green collar jobs. In addition to incorporating principles of green infrastructure and sustainable design, green industrial parks produce local economic gains by maintaining and producing industrial jobs in proximity to transit opportunities like the Metro.

The Food and Friends is located to the north of the site. While it buffers the opportunity site from the busy Riggs Road thoroughfare, it also acts as a transitional site between the retail uses around the intersection and the predominantly residential uses to the south. The grocery store site can provide an important anchor for future residential development and a landmark to direct pedestrian and vehicular traffic to the opportunity site.

Figure 3.14 - Location Map of the Fort Totten East Industrial Site



Urban Design

Urban design improvements will be required to create a hierarchy of private, semi-public, and public spaces with well defined circulation patterns separating the residential and office traffic.

- *Development Scale*

Future development scale and character should be compatible with the neighborhood. If the site is developed for industrial uses, setbacks with visual barriers, sound absorption buffers and thick vegetation should be incorporated to mitigate the resultant noise and vibration. The height of development at this site should not exceed 65 feet by right or maximum 90 feet through a PUD, a discretionary approval by the District’s Zoning Commission. See page 14 for guidance on the Fort Totten Overlay Zone.

- *Access Management and Connectivity*

The current shape of the site provides an opportunity to improve 3rd Street NE into a direct access point onto Riggs Road. This Plan recommends supporting pedestrian and bicycle connections along the western portion of the site linking to the Fort Totten Metro center and Riggs Road. The Food and Friends site property owners should be included in future development decisions for this site. This can provide an additional buffer for the residential development and also opportunities to extend Metro bus routes, currently running along Riggs Road, up to the Metro station.

- *Pedestrian Safety*

Pedestrian safety should be ensured by planning access routes through residential areas, providing well defined wide sidewalks along well frequented vehicular roads, providing adequate lighting and signage, and by maintaining clear sight lines. Kennedy Street, 3rd Street, 4th Street and any other access routes proposed in new development should be safe, well lit, aesthetically pleasing and functionally accessible.

Figure 3.15 - Aerial View of the Fort Totten East Opportunity Site



Table 3.5 summarizes the development opportunities for this site in the study area within the context of a redevelopment framework timeline. An enlarged map with detailed square and lot numbers can be found in the Appendix.

WHAT IS A GREEN COLLAR JOB?

Green collar jobs are career-track employment opportunities in emerging environmental industries as well as conventional businesses and trades, created by a shift to more sustainable practices, materials, and performance. It includes both lower and higher skilled employment opportunities that minimize the carbon footprint of all necessary inputs and directly results in the restoration of the environment, the generation of clean energy and improved energy efficiency, the creation of high performing buildings, and the conservation of natural resources.

Table 3.5 - Fort Totten East Industrial Opportunity Site

LOCATION	OWNER	PARCEL SIZE	CURRENT ZONING	CURRENT LAND USE	COMP PLAN FUTURE LAND USE
A. 5450-5462 3rd Street NE	Morris and Gwendolyn Cafritz Foundation	180,208 sf or 2.5 acres	C3A /Fort Totten Overlay	Commercial/Garage or Unimproved land	Med Density, Mixed-Use
B. 5455 3rd St NE					
PROPOSED LAND USE and DEVELOPMENT SCALE	PROPOSED USE	URBAN DESIGN GUIDELINES			
No Change. This Plan supports the current land use designation that is consistent with a medium density, mixed-use land use designation and development scale as supported by the Comprehensive Plan.	Residential to mixed-use	<ul style="list-style-type: none"> • Ensure proposed development scale and character is compatible with the neighborhood. • Target industrial or ground floor commercial/office with residential-live/work units. • Promote green collar development uses. • Provide adequate buffers between the commercial or industrial land uses and the adjacent residential land uses. • Create a well defined and well illuminated pedestrian path to the Metro. • Kennedy Street, 3rd Street, 4th Street and any other access routes proposed in new development should be safe, well lit, aesthetically pleasing and functionally accessible designs. • The height of development at this site should not exceed 65 feet by right or maximum 90 feet through a PUD, a discretionary approval by the District's Zoning Commission. See page 14 for guidance on the FT Overaly Zone. 			

Figure 3.16 - Panorama of the Fort Totten East Opportunity Site at 3rd Street NE



FORT TOTTEN WEST

The Fort Totten West site is currently a large parking lot for the Fort Totten Metro Station. It is directly adjacent to the station and is located close to the Riggs Road South Industrial Park site.

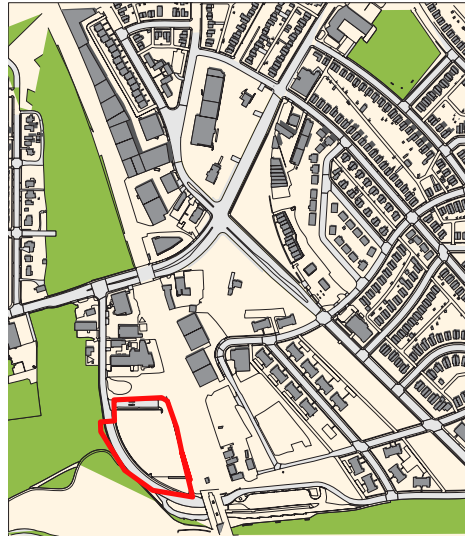
The Metropolitan Branch Trail (MBT) is proposed to run across from the opportunity site. The trail is a proposed 8-mile multi-use trail that runs from Silver Spring in Maryland to Union Station in the District of Columbia. It also includes a segment that will connect the MBT at Fort Totten to the Anacostia Tributaries Trail System in West Hyattsville, Maryland, and a connection to the National Mall. The MBT will be an important transportation route providing direct access to seven of Metro's Red Line stations and connecting to the Washington area's trail network at the Capital Crescent Trail and the East Coast Greenway. At the Fort Totten Metro Station, the trail would follow contours above Metro's Green line tunnel, to meet ADA standards. This alternative provides the most direct and ADA accessible route between John McCormack Road and Riggs Road.

Development Mix

This site is owned by WMATA and the market analysis suggests a residential redevelopment opportunity at this location, based on its proximity to the metro and direct access to the Fort Totten Park. The site will compete for the residential market with other development projects in the neighborhood; however, the site's primary location close to the metro and the area's relatively low cost advantage within the District make this a possible short to medium-term development opportunity.

Currently this opportunity site accommodates the only large parking lot available for the Fort Totten Metro stop. Proximity to the Maryland border and convenient access to two rail lines make Fort Totten a popular commuter station. The future growth projected for this area will also increase usage of the station; however, proposed improvements will ideally make non-vehicular access to the station more safe and convenient. Redeveloping this underutilized site is in keeping with the transit-oriented development policy of the District and the guiding principles of this Plan. As the owner of the site, WMATA may elect to replace the parking at the site through underground or wrapped parking garages. This Plan encourages WMATA and neighboring property owners to pursue a parking district strategy, where park-

Figure 3.17 - Location Map of Fort Totten West



ing may be shared among uses and at different times of the day.

The current configuration of the Kiss and Ride area gives the perception that the station is designed to accommodate commuters arriving by car, rather than by foot or bike. Lack of pathways and poor lighting contribute to pedestrian safety concerns. While this area is not identified as a development opportunity site in the Plan, the Comprehensive Plan future land use map designates the site as medium density mixed-use. WMATA is encouraged to examine this site in its station access study and identify opportunities to enhance the sense of place, safety and accessibility of the site and broader station area.

Urban Design

• Development Scale

Height of development should not exceed 65 feet by right or maximum 80 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. See page 14 for additional guidance on the Fort Totten Overlay Zone.

• Access Management and Connectivity

In any scenario, structured parking or residential development, the biggest challenge that this opportunity site faces is maintaining linkages to the east side of

Figure 3.18 - Aerial of the Fort Totten West Parking lot



the Metrorail lines. Visual linkages are completely missing and the only direct physical access is through the Metro bus pick-up/drop-off area located within the Metro station. Indirect connectivity is through 1st Place NE and Riggs Road NE. In the absence of linkages, urban design and public realm options will need to be explored to maintain connectivity and context. Materials, signage, landscaping and landmark elements can be used to create a visual connection to redevelopment elsewhere in the project area.

Table 3.6 summarizes the development opportunities for this site within the context of a redevelopment framework timeline. A map with detailed square and lot numbers is located in the Appendix.

Table 3.6 - Fort Totten West Opportunity Site

LOCATION	OWNER	PARCEL SIZE	CURRENT ZONING	CURRENT LAND USE	COMP PLAN FUTURE LAND USE
550 Galloway St NE	WMATA	147,621 sf or 3.38 acres	CR /Fort Totten Overlay	Commercial/ Parking Lot	Med Density, Mixed-Use
PROPOSED LAND USE and DEVELOPMENT SCALE	PROPOSED USE	URBAN DESIGN GUIDELINES			
No Change. Plan supports current land use that is consistent with medium density, mixed-use land use designation and development scale as supported by the Comprehensive Plan.	Residential, Commercial Mixed-Use, incorporate WMATA's Station Access Study Recommendations	<ul style="list-style-type: none"> Establish a streetscape concept that integrates multiple modes of transportation into one node (including bus, pedestrian, bicycles, and vehicles). Encourage the development of structured parking with street activated retail opportunities on the ground floor. Include direct and clearly marked connections from Riggs to Galloway; other connections through private development projects should support a renewed and integrated connectivity for all. The height of development should not exceed 65 feet by right or maximum 80 feet through a PUD, a discretionary approval by the District's Zoning Commission. See page 14 for additional guidance on the FT Overlay Zone. 			

Figure 3.19 - Fort Totten Parking lot



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4.0 RECOMMENDATIONS and IMPLEMENTATION

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RECOMMENDATIONS and IMPLEMENTATION

The existing conditions analysis provides a baseline for resources in the study area, including urban design, land use, parks and open space, community safety, and market conditions. Through numerous site visits, data collection, and community engagement, the study team generated a variety of constraints and opportunities to be addressed and resolved through this Area Development Plan. The Recommendations and Implementations detailed in this Plan provide a road map for addressing constraints and establishing a strategy to capitalize upon opportunities in the following resource areas: Urban Design and Land Use, Public Realm and Community Safety, Parks and Open Space, and Economic Development and Housing.

Implementation

This section presents proposed public actions and investments needed to realize the desired changes at Riggs Road and South Dakota Avenue. Implementation of this Redevelopment Framework Plan will be a short to long term evolutionary process. Analysis of the study area and the projected development trends lead to the next steps of identifying opportunity sites for guiding development in the area.

Visioning

Visioning is the process of collaboratively putting together an image of a consensus based outcome. It offers the opportunity to turn plans into places that reflect a high degree of community identity.

Based on the public engagement process, the study team generated several images that visualize the redevelopment opportunities around the intersection. The images incorporate the planned development projects at the Tiger Mart and Dakotas apartment and include a physical representation of the recommendations for improved scale and character, building setbacks, streetscape upgrades, and enhanced community identity. Consistent with this redevelopment framework, the images should be considered a starting point to outline opportunities for a holistic vision rather than complete final designs for the future.



URBAN DESIGN and LAND USE

The area immediately surrounding the intersection has an excessively wide and low visual character with a poor height to setback ratio. The scale of the intersection caters to vehicles rather than pedestrians. The width of Riggs Road around the primary study area is approximately 65 feet, yet due to the large setbacks resulting from the South Dakota ramps, there is approximately 300 feet between the Tiger Mart and Dakotas Apartments. In order to maintain consistency in scale with some of the other commercial corridors in the District, the building heights should be between five to seven-story buildings with a minimum setback to the street. Increasing the building heights and reducing the setbacks would result in a more appropriate urban design scale in the primary study area and would provide traffic calming to the area, reducing vehicle speeds. Property owners and developers seeking increased building heights must go through the map amendment and/or PUD process. Decreased building setbacks, streetscape upgrades, new streetfront retail, and a new continuous network of sidewalks will improve and revitalize the pedestrian experience in the area.

Table 4.1- Urban Design and Land Use Recommendations and Implementation Strategy

GOAL	RECOMMENDATIONS	LEAD AGENCY/ ORGANIZATION	IMPLEMENTATION STRATEGY/ PARTNERSHIPS	PROGRAM	PUBLIC FUNDING NEEDED	TIMEFRAME/ PROJECTED COMPLETION	
* Note 4 (See Appendix) Establish a dynamic neighborhood center at Riggs Road and South Dakota Avenue that enhances community character and reactivates the street	1	Develop the Riggs/South Dakota intersection with four corners of activity, making the intersection into a dynamic neighborhood center, similar to other successful intersections in the District.	DMPED, Private developers	OP	TIF, Enterprise Zone	Yes	Ongoing
	2	Change from a mix of industrial and multi-family residential land uses to medium density residential and commercial uses at opportunity sites and residential land uses from moderate to medium mixed-uses at opportunity sites.	OP, Private developers	DMPED	N/A	No	Short/ Mid-term
	3	Encourage underground parking to reduce the volume of parking structures in the project area.	OP	DMPED	TIF, Enterprise Zone	Yes	Short/ Mid-term
	4	Engage WMATA, DDOT, and neighboring property owners in a discussion regarding innovative parking solutions, including parking pilots, shared parking, and other tools.	OP	Private developers, WMATA, OP	WMATA, MPD Community and NS	Yes	Short term

An example of a successful retail corridor in the District with four corners of activity, appropriate building height -to-setback ratios, and proximity to a Metro station is Friendship Heights next to Mazza Gallerie in upper northwest (see Figure 4.1). First and second floor street front retail faces Wisconsin Avenue from Jenifer Street to Western Avenue with residential uses and office space on the upper floors. The development has also incorporated surface, structured, and underground parking in several locations.



Figure 4.1 - Four corners of retail Mazza Gallerie

PUBLIC REALM and COMMUNITY SAFETY

Recommendations for improvement to public realm and community safety rely on a successful partnership between residents, business owners, local law enforcement, schools, and local government to develop strategies that promote and enhance community policing, pedestrian safety, territorial reinforcement, and maintenance of property.

In general, the neighborhoods in the study area have a strong community identity due in part to high home ownership rates and a good number of long-time residents. To goal is to enhance the overall safety of the area: to reduce and deter crime, to increase community policing, and to improve the quality of the pedestrian environment by reducing speeds, installing adequate lighting, and continuous sidewalks.



Figure 4.2 - Diagram of Public Realm

Table 4.2- Public Realm and Community Safety Recommendations and Implementation Strategy

GOAL	RECOMMENDATIONS	LEAD AGENCY/ ORGANIZATION	IMPLEMENTATION STRATEGY/ PARTNERSHIPS	PROGRAM	PUBLIC FUNDING NEEDED	TIMEFRAME/ PROJECTED COMPLETION	
* Note 5 (See Appendix) Create pleasant, barrier free streets that reinforce convenience, safety, and visual interest of pedestrians.	1	Collaborate with WMATA on the implementation of the Station Access Study recommendations, which may include safety, access, and signage improvements.	WMATA	OP, DDOT, NPS	WMATA's Station Access Study; Capital Space Project	No	Short-term
	2	Engage WMATA and the NPS to patrol the Metro area and adjacent footpaths to increase safety. Develop a Policing Plan with the Metropolitan Police Department to continue a vigilant police presence and response.	OP	Private developers, WMATA, OP, NPS, MPD	WMATA's Station Access Study	Yes	Short-term
	3	Improve sidewalks and overall access to Fort Totten Metro Station with particular focus on opening 3rd Street access at current Clark Development; Other surrounding corridors, including Kennedy street, 4th Street, Galloway and any new vehicular access routes should encourage safe and well lighted neighborhood connections.	DDOT	WMATA, OP, Private Developers	WMATA's Station Access Study; Capital Space Initiative	Yes	Mid-term
	4	Install a uniform system of street lights with ample illumination in all residential areas including Kennedy street, 4th Street, Galloway.	DDOT	Community	Transportation Enhancement Fund	Yes	Mid/Long-term
	5	Implement recommendations from DDOT's South Dakota Avenue Transportation and Streetscape Study.	DDOT	OP, Community	District's Capital Improvement Budget, Space Project	No	Short-term
	6	Work with the Mayor's Office of Community Relations (MOCRS) to complete regular "Fix It-s" to address public safety and regulatory issues.	MOCRS	OP, Community	Operation "Fix-It" and "Fight Back"	Yes	Short-term
	7	Develop First Place as a multi-modal neighborhood-serving corridor. Following the lead of the Metropolitan Branch Trail, enhance safe and accessible pedestrian and bicycle connections in the study area.	DDOT	WMATA, DDOT, OP, Private Developers	Transportation Enhancement Fund, CDBG Funds	Yes	Mid-term

PARKS AND OPEN SPACE

Parks are most successful when they are well used by communities. In order for parks to be consistently used, they need to be well maintained, well defined, and safe. 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. The goal is to enhance the Fort Circle Parks simultaneously so that when the short term park is converted into long term development, residents will not lose their sole recreational asset, but rather have ample other parks and greenspaces to enjoy in their neighborhood.

Table 4.3- Parks and Open Space Recommendations and Implementation Strategy

GOAL	RECOMMENDATIONS	LEAD AGENCY/ ORGANIZATION	IMPLEMENTATION STRATEGY/ PARTNERSHIPS	PROGRAM	PUBLIC FUNDING NEEDED	TIMEFRAME/ PROJECTED COMPLETION	
Connect , activate, and create new open spaces; Improve the safety, maintenance, and quality of existing parks and establish additional recreational opportunities	1	Provide publicly accessible pocket parks, active recreation, and/or green space where appropriate in new development. Ensure that the design optimizes the accessibility, safety, and programming of the site and involves resident input.	OP	DMPED, DPS Private Sector	N/A	No	Ongoing
	2	Establish formal partnerships between local and federal parks volunteer coordinators to provide communities with the tools and training for successful stewards.	DPR	NPS, DPR, NCPC, DCPS, DDOE	District's Capital Improvement Budget, Capital Space Project	No	Ongoing
	3	Implement Capital Space initiative recommendations for improving access, signage, and safety at Fort Totten Park.	NCPC	OP, DPR, NCPC	District's Capital Improvement Budget, Capital Space Project	No	Mid-term
	4	Work with NPS to establish active recreation, such as playground or trails at the edges of the Fort Circle Park near residential areas.	NCPC	NPS, DPR, NCPC, DCPS, DDOE	Capital Space Initiative	Yes	Short-term
	5	After the completion of roadway improvements, consider short term park and open space uses on development sites such as the triangle parcel by Food and Friends.	DPR	DDOT, DMPED, DPR, OP	District's Capital Improvement Budget, Capital Space Project	Yes	Short-term
	6	The KFC/Taco Bell, Riggs Plaza and Triangle sites should be targeted to include innovative green and open space amenities within any proposed development concept.	Private Sector	DPR, NPS, OP DDOT	N/A	No	Ongoing



ECONOMIC DEVELOPMENT and HOUSING

Recommendations for residential, commercial, and retail opportunities are summarized below and consider the ongoing and planned development in the study area, as well as the demand potential described in the following pages. The development of the Dakotas, Fort Totten Station, and Cafritz mixed-use projects promises to be an important anchor of new commercial and residential investment at this important gateway to the District. These projects will add 2,345 new single and multi-family residential units and more than 165,000 square feet of new retail development to the primary study area in the next several years.

Table 4.4- Economic Development and Housing Recommendations and Implementation Strategy

GOAL(S)		RECOMMENDATIONS	LEAD AGENCY/ ORGANIZATION	IMPLEMENTATION STRATEGY/ PARTNERSHIPS	PROGRAM	PUBLIC FUNDING NEEDED	TIMEFRAME/ PROJECTED COMPLETION
Maintain affordable housing in the area so future generations may continue to live in the neighborhood.	1	Provide new mixed income housing for generations that want to continue to live in the neighborhood.	DHCD, Private sector	DCHFA, OP	DHCD Housing Production Trust Fund DCHFA- Single family Mortgage Revenue Bonds; Tax Exempt and Taxable Multi-family rental and Co-Op Bond Financing	No	Mid-term
	2	Emphasis should be placed on housing opportunities for seniors.	DHCD	OA, DCHFA	DHCD- Housing Finance for Elderly, Dependent and Disabled	No	Mid-term
	3	Maintain and improve home ownership opportunities for all residents.	DHCD	DHCD	DHCD- Single Family Residential Rehab Program	No	Mid-term
Attract commercial and retail development that serves all generations	1	Provide technical and financial assistance with the intent of retaining and expanding local businesses.	DSLBD	DHCD	DSLBD- ReStore DC, Enhanced Business Information Center DHCD- Community Development Block Grants	Yes	Short/ mid-term
	2	Attract ground floor retail that encourages-pedestrian activity: restaurants, cafes, coffee shops, flower shops, etc.	WDCEP, Private sector	OP, DMPED	N/A	Yes	Short/ mid-term
	3	Encourage future retailers to participate in an improvement district that promotes the area, regulates signage and addresses security.	DMPED	DSLBD	N/A	Yes	Short/ mid-term
	4	Determine feasibility of using Tax Increment Financing to finance retail attraction, streetscape, and public realm improvements to connect new development to Metro.	DMPED	OP	TIF	Yes	Mid-term
	5	Encourage new development near the Metro Station that takes advantage of proximity to public transit.	DMPED, WMATA	OP, Private sector	N/A	No	Short/ mid-term
	6	Establish partnerships with development teams proposing Planned Unit Developments (PUD) to negotiate community benefits with area residents.	OP	OP, Community Developers, Property Owners	Planned Unit Development	No	Ongoing

Recommendations for economic development are based on the demand potential of the entire study area.

DEMAND POTENTIAL

ERA assessed the growth potential in the study area using a three-step process. First, through analysis of other areas in the region that have experienced transit-oriented redevelopment in the last 15-years, ERA established annual rate-of-growth projections. Second, residential and household projections were developed based on three, five-year increments to assess “net-new” market-rate households that will be added to the study area. Finally, office demand was assessed based on the rate of population growth. The prospects for the study area as a major office development area are long-term; therefore, local-service oriented office uses drive demand for office space in the market, driven by an increase in new households in the study area.

Population and Households

Residential growth in the study area has generally been negative in recent years. However, several development proposals are in the pipeline or currently under development that will reshape the study area. It is reasonable to assume that the study area can achieve some significant growth in the coming 15 years, resulting in a better, pedestrian friendly transportation network and transit-oriented development, which would attract residents to a relatively lower housing cost area of the District. The area has some significant benefits for development that include access to two Metro lines and major transportation corridors that link the area to the west and south.

To assess growth potential in the study area, ERA looked at other areas that have undergone redevelopment near Metro stations. Because city redevelopment, in such neighborhoods as Capitol Hill and Columbia Heights, has been recent, the primary areas for comparison came from Bethesda, Maryland (see Figure 4.3) and Silver Spring, Maryland (see Figure 4.2), which both experienced focused redevelopment efforts around the Metro stations in suburban neighborhoods since 1990. The Bethesda and Silver Spring annual growth rates provide a foundation for considering the achievable rates of growth in the study area. However, Riggs Road is beginning from an earlier point of redevelopment, is closer to downtown Washington, and has significant amounts of land for redevelopment that are owned by the Metro or currently utilized for other uses.

The growth in this area is expected to be largely multi-family structures and will likely include a mix of ownership types, consisting mostly of owner-occupied units (60-70-percent). Additionally, the baseline population estimates are approximations of current population and households and are only estimates for potential growth within the study area. Based on other experiences, it is likely that this development will be concentrated in several key areas, particularly near the Fort Totten Metro station and the Riggs Road/South Dakota Avenue intersection.

Figure 4.3 - Bethesda Row retail.
Photo from Smart Growth Illustrated,
from www.epa.gov

Figure 4.2- Silver Spring Center, photo from
www.silverspringcenter.com



Office Market

The office market in the study area has been underserved for some time. A tour of the area indicates no major stand-alone office buildings and only a few buildings that could be considered “flex” space that may incorporate some office uses. Because the area is removed from downtown, with more mature markets in between, the market for office development in the study area is minimal.

As a result, office development in the area will likely be driven by local household growth and resident demand for office-related services, such as insurance or real estate. These services will be provided by small businesses of less than 10 employees. ERA estimated the number of small businesses created per household for the District as a whole, and then applied that average to the study area. Small businesses in service sectors tend to serve local residents and it takes a certain number of households to support a small business. The analysis projects that same level of development in the study area.

Each household in the District generates demand for 0.02 small businesses. This rate was applied to the number of households in the study area to generate an expected level of office demand from existing and new household growth. From the existing households, we expect demand for 86,000 square feet of office space, a need that is not currently met by the local market. This demand was spread equally over the following three, five-year periods to indicate redevelopment of office space in the neighborhood.

Additionally, new household growth, based on the projections shown in the pre-



vious section, will result in office demand of 15,100 square feet from 2007 to 2011, 20,600 square feet from 2012 to 2016, and 14,500 square feet from 2017 to 2021. Table 4.5 summarizes the total expected future office demand in the study area.

Table 4.5 - Supportable Office Demand

	2006	2007-2011	2012-2016	2017-2021
Estimated Households (HH) ¹	2,980	459	627	441
Small offices supported by on-site HH ²	66	10	14	10
Office market demand (in sf) ³	86,000	15,100	20,600	14,500
Total Supportable Development				

¹2006 is the current estimate of households with projections for new households built for each five year increment thereafter

²Each business average six employees and requires 225 square feet per employee. The total demand in future years was increased by 25 percent to account for capture of additional demand from a regional market; 2006 demand represents a currently underserved market demand.

³The existing demand that is not being served will be developed and absorbed by the market over the 15 year period.

Retail Market

The retail customer trade areas for the study area, as shown in Figure 4.4, are defined by geographical barriers, psychological boundaries, driving times and distances, population and employee densities, and the impact of nearby retail competition. Fort Totten Park, Fort Slocum Park and the Metro rails have substantial impacts on the intersection's ability to draw customers from the west and south.

The residents of the primary and secondary trade areas would provide the highest percentage of Riggs Road/South Dakota Avenue's retail sales and serve as the most reliable and regular customers. Based on the retail market analysis (the full analysis is located in the Appendix), approximately 105,000 to 170,000 square feet of potential retail demand is derived from households in the Riggs Road/South Dakota Avenue trade areas.

The local workforce will add to the total demand for retail near the intersection. Approximately 3,757 people are employed at businesses within the primary trade area. The workforce component of the study area's customer base contributes an estimated 10,000 to 17,000 square feet of retail demand to the area.

Current and Projected Retail Demand

The total of the resident and workforce retail demand calculations yields the total retail demand for the study area. Projected retail demand assessments are based on expected population, workforce, and income growth in Riggs Road/South Da-

RIGGS ROAD PRIMARY TRADE AREA

Riggs Road/South Dakota Avenue's primary trade area contains the residences and workplaces from which the majority of the corridor's retail sales will be derived. According to 2006 estimates based on 2000 Census information, 16,035 people reside in 7,121 households within the primary trade area's boundaries. The median household income is \$53,775. Approximately 31.8 percent percent of households report annual incomes of more than \$75,000¹. Significantly more homes are owner-occupied (69.54 percent) than rented (30.46 percent) in the primary trade area.

RIGGS ROAD SECONDARY TRADE AREA

Within the Riggs Road/South Dakota Avenue secondary trade area², many retail centers offer existing competition. Consequently, capture rates for the study area decrease as expenditures are dispersed among a greater number of shopping alternatives. According to 2006 estimates based on 2000 Census information, 25,341 people reside in 9,613 households within the secondary trade area's boundaries. The median household income is \$49,864. Similar to the primary trade area, the secondary trade area's housing distribution is weighted towards owner-occupied dwellings: With 40.6 percent of residences are classified as rental homes.

Figure 4.4 - Retail customer trade area boundaries



¹ The source for the data referenced for the primary and secondary trade areas – U.S. Census Bureau, 1990 and 2000 Census information. Current year 2006 estimates and 2011 projections – Claritas, Inc. Demographic Snapshot Reports. Generated for Retail Compass, LLC (November 2006).

² Exclusive of the Primary Trade Area boundaries identified above.

kota Avenue trade areas. Totals are expressed as the amount of demand under high productivity conditions.

Planned, proposed, and future development will absorb portions of this retail demand. The Riggs Plaza Apartments project is anticipated to include up to 20,000 square feet of retail space, thereby decreasing total amount of demand. Additional projects will have the same effect. The most favorable site for large-scale retail development in the study area is located at the Riggs Road Center (Tiger Mart site). As a sizable and consolidated property along a highly trafficked roadway, the Riggs Road Center parcel is underutilized and offers an opportunity to capture expenditures that might otherwise exit the District. Between 80,000 and 100,000 square feet of retail could be accommodated at Riggs Road Center.

Table 4.7: Total Current and Projected Retail Demand, 2006-2021

Retail Category	Total Demand 2006 (SF)	Total Demand 2011 (SF)	Total Demand 2016 (SF)	Total Demand 2021 (SF)
NG&S	46,041	51,706	53,881	55,389
F&B	31,372	34,774	36,053	36,908
GAFO	38,158	41,267	42,717	43,723
TOTAL	115,571	127,747	132,651	136,021

MARKET ANALYSIS FINDINGS - WHAT DOES IT ALL MEAN?

- Future market demand for *workplace* uses in the study area will be driven by multiple factors—realignment of the intersection, new transit-oriented development at Fort Totten Metro, and the District’s overall economic revitalization
- Increasing housing prices elsewhere in the District as well as the study area’s walking distance to Fort Totten Metro will likely enhance opportunities for new housing
- A key advantage of new housing includes increasing demand for nearby services catering to local residents, such as retail (grocery store, restaurants) and office

AFTERWORD

Market conditions have changed significantly in the District since the original writing of the market analysis. Residential development and absorption rates have slowed significantly and anticipated development projects have slowed. Within the Riggs Road neighborhood, challenges to development may arise in the short-term. Market driver assumptions for the study area were based on price pressures occurring in closer-in, core neighborhoods. Value-seeking customers who wanted to remain in the city looked to emerging markets, such as Riggs Road, to find more affordable housing prices. A slow down in the market in the District will slow the progression of redevelopment outside of the urban core and would push back redevelopment plans or patterns as value-seeking customers remain on the buying sidelines or find more affordable options closer to the urban core.

Table 4.7- Summary of proposed build out in the study area

DEVELOPER	RESIDENTIAL	RETAIL	PARKING
Lowe Enterprises	Dakotas - 171 multi family	N/A	90 spaces
	Tiger Mart- 420 multi family	85,000 sf	550 spaces
	Triangle - 235 multi family	20,000 sf	N/A
	TOTAL 826 units	105,000 sf	640 spaces
Clark Realty Capital Fort Totten Station Apartments	Phase 1 - 128 condo units		153 spaces
	Phase 2 - 135 condo units		162 spaces
	TOTAL 263 condo units	8,000 sf	315 space
Riggs Plaza Apts/ Cafritz Foundation	Phase 1 - 426 apt units	87,000 sf	602 spaces
	Phase 2 - 400 apt units	203,000 sf	1,680 spaces
	TOTAL 826 apt units	287,000 sf	2,282 spaces
	TOTAL 1,915 new units	400,000 sf	3,237 spaces

The proposed development in the Riggs Road neighborhood will take up a significant amount of the market demand over the short and medium-term. The total market demand over the long-term should not change significantly and ups and downs in the market cycle are expected over time. The proposed development is greater than the existing number of residential units within a half-mile radius of the study area and based on estimates completed in 2006 will supply the market through 2016 at least. This analysis is a long-term projection, which could adjust with changes to the market, but planners would expect slower market absorp-



tion over the next one to four years with the potential for an increased rate of absorption thereafter. Over the longer-term, the fundamental conditions for development in the neighborhood have not materially changed, and a slowing of shorter- and medium-term development is expected.

In the retail market, the 2,345 residential units planned for the Riggs Road and South Dakota Avenue neighborhood will add new retail demand to the area. Spending by these households will increase 2011 projected retail demand figures by 15,138 square feet (6,738 square feet in Neighborhood Goods and Services, 3,907 square feet in Food and Beverage, and 4,493 square feet in General Apparel, Furnishings, and Other). Based on previous calculations, the additional demand generated by new development will increase the total need for retail goods and services at Riggs Road and South Dakota Avenue to 142,885 square feet.

The planned developments for this area have proposed 164,798 square feet of new retail space. Approximately 44,000 square feet of retail will be replaced by this new construction. Upon demolition of existing retail space, estimated available demand is 186,885 square feet (2011 projected retail demand plus replaced retail space). In the absence of a revised, comprehensive retail analysis, it is assumed that the proposed amount of new retail development is appropriate for the Riggs Road and South Dakota Avenue neighborhood.

Table 4.8: Modified 2011 demand based on new development

CATEGORY	2011 PROJECTION
POPULATION	990
HOUSEHOLDS	459
RETAIL DEMAND**	
Neighborhood Goods and Services	58,444
Food and Beverage	38,678 sf or 7-8 restaurants*
General Apparel, Furnishings, and Other	45,760
OFFICE	15,100 sf

* a typical restaurant is approximately 5,000 square feet

** The projected retail demand has been revised based on the planned and ongoing development around the intersection, as described in Table 4.7.

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5.0 VISIONING

URBAN DESIGN VISIONING

Opportunity and collaboration are key: the visioning images should be considered as starting points rather than polished and final visions for the future. No definite plans for development have been identified on any of the parcels shown in the renderings. Figure 5.1 shows streetscape in its current state. This image depicts streetscape improvements like new street lamps, signage, and street furniture as well as new pedestrian crosswalks. Figure 5.2 presents the opportunities for Riggs Road adjacent to the present Tiger Mart site.

Figure 5.1 - Existing Conditions at Riggs Road looking west



Figure 5.2- Proposed Vision for the Riggs Road streetscape improvements



Figure 5.3 - Existing Conditions at the intersection



Figure 5.3 is an aerial view of the existing conditions at the Riggs Road and South Dakota Avenue intersection looking west.

Figure 5.4 - Simulated Intersection realignment



Figure 5.4 is a simulation of the intersection realignment. The northbound ramps from South Dakota Avenue are closed to vehicular traffic and are replaced with turning lanes. In addition, the Dakotas Apartments have been razed.



Figure 5.5 - Short-term redevelopment visualization at the intersection



Figure 5.5 is a simulation of the short-term redevelopment at the intersection. In the next five years, the Tiger Mart and Dakotas parcels will be built out with mixed-use residential and retail at the corners of the intersection. Since the timeframe for redevelopment of the Riggs Road Plaza Apartments and Food and Friends site is in excess of 10 years, the triangle parcel is shown as a public park and plaza. Due to the steep slope, this visualization shows a terraced park with a playground, ball court, and plaza at the intersection. A long staircase replaces the northbound ramp.

This visualization is not intended to show the design of the Dakotas mixed-use project, but rather it is intended to suggest the change in massing and scale around the intersection. Similarly, it is not intended to delineate a design of the park, but to present opportunities for its redevelopment as a public asset.

Figure 5.6 - Long-term redevelopment visualization at the intersection



Figure 5.6 is a simulation of the long-term redevelopment at the intersection. After ten years, it is anticipated that the KFC/Taco Bell will be replaced with a mixed-use streetfront retail development. The public park on the Food and Friends parcel is replaced with development that will provide a link between the Cafritz development and frontage on Riggs Road.

This visualization is not intended to show the design of any of the mixed-use projects fronting Riggs Road, but rather it is intended to suggest the change in massing and scale around the intersection.

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6.0 APPENDIX

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NOTES ON THE FINAL PLAN

The following notes on the final Plan are in response to additional guidance offered by the Council of the District of Columbia, Committee of the Whole. The Council approved PR 18-78, the “Riggs Road and South Dakota Avenue Area Development Plan Approval of 2009” on March 3, 2009.

1. OP clarifies that four of the development opportunity sites are currently zoned C-3-A or CR, which is consistent with the mixed use medium density designation and Transit Oriented Development prescribed for the Fort Totten Metro Station area in both the Comprehensive Plan future land use map and this small area plan. These four sites are Food and Friends/DC Triangle, Riggs Road South Industrial, Fort Totten East Industrial, and Fort Totten West, where no change is being recommended in the underlying zoning or Comprehensive Plan future land use designation, which allows up to 65 feet as a matter-of-right and up to 90 feet through a Planned Unit Development (“PUD”). Any proposed development over 65 feet would be required to apply to the Zoning Commission for discretionary approval of a PUD, where public review and comment is an essential part of the process, and where great weight must be provided to the views of the affected Advisory Neighborhood Commission (“ANC”). OP emphasizes its intent to work with community stakeholders and the affected ANC to address design and scale issues of new development through the PUD process.
2. OP clarifies that one of the opportunity sites, Riggs Plaza, is currently zoned R-5-A and is currently designated on the Comprehensive Plan future land use map as mixed use medium density residential and commercial. The Riggs Plaza site has a pending application for a zoning map amendment to change the R-5-A zoning to C-2-B zoning, which would allow up to 65 feet as a matter of right and up to 90 feet through a PUD. Although this requested zoning change would appear to be more consistent with the Comprehensive Plan future land use map designation of medium density mixed use than the existing zoning, that decision is within the discretion of the Zoning Commission, where, as previously stated, public review and comment is an essential part of the process, and where great weight must be provided to the views of the affected Advisory Neighborhood Commission (“ANC”) on design and scale issues.
3. OP clarifies that the following two development opportunity sites – the KFC/Taco Bell site and the Riggs North Industrial site -- are currently zoned C-M-1, which allows up to only 40 feet as a matter-of-right and up to 60 feet through a PUD, and which prohibits residential use. Because this Plan calls for a change to medium density mixed residential and commercial use on the KFC/Taco Bell site, and because the small area plan calls for a change to moderate density mixed residential and commercial use on the Riggs Road North Industrial site, the current Comprehensive Plan future land use map designation of PDR or industrial for each of these sites would need to be changed to a mixed use category, in addition to the recommended changes in zoning for these sites. Once again, public review and comment is an essential part of both the Comprehensive Plan amendment process and the Zoning Commission’s zoning map amendment and PUD process, where great weight must be provided to the views of the affected ANC on any proposed development that relies on such a zoning



NOTES ON THE FINAL PLAN (continued)

change.

4. Regarding DDOT's planned realignment of the Riggs/South Dakota intersection, DDOT should reconsider the request for a traffic light and driveway access from Riggs Road to the Food and Friends site. DDOT should also reconsider the pedestrian mobility and safety issues associated with the current design's lack of a pedestrian crosswalk on the west side of the intersection between the KFC/Taco Bell site and the Food and Friends site. DDOT should report the result of its analysis and decision on a reconsideration of these matters to OP, the District's Committee of the Whole, and Food and Friends.
5. OP will provide stronger guidance to WMATA and DDOT on substantially improving the existing poor pedestrian and bicycle access and facilities throughout the planning area, and in the short term should ensure the re-opening of the existing 3rd Street right of way between the Metro Station and Kennedy Street, which had been closed during the construction of the Clark development project.
6. OP clarifies that the plan's designation of the Food and Friends site as a "long-term development opportunity" for residential and retail development is not intended to suggest or encourage Food and Friends to leave the site; rather, the plan is pointing out the opportunity to redesign the site in the context of the closing of the traffic ramps and opening of the adjacent triangle site as a development parcel. The plan is providing guidance for the possibility that the organization may explore opportunities to reconfigure, expand or pursue incorporation within a mixed use project, as the value of the property increases with future nearby development.

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LIST OF TABLES and FIGURES



This market analysis, completed in early 2007, is summarized in the economic development and housing section of the Area Development Plan.

FOREWORD

The initial analysis was supplemented in early 2008 and provides a conservative, long-term assessment of the development opportunity in the neighborhood over the long-term. Since completing the analysis, the residential market has significantly changed in the District, with the pace of sales slowing and prices declining slightly. However, these short-term market changes in the District do not materially alter the long-term projections in the report. This report is designed to be a long-term plan with average annual assessments of supportable residential development. It is impossible to take into account the timing and severity of the real estate cycle but over the long-term the market will continue to average a certain level of sustained development and growth. The timing and severity of the market declines will only alter the timelines described in the report by delaying some of the short-term projections (one to five years) while we would anticipate the medium and long-term projections to continue to be supportable.

GENERAL and LIMITING CONDITIONS

This study is based on estimates, assumptions and other information developed by Economics Research Associates (ERA) from its independent research effort, general knowledge of the market and the industry, and consultations with the client and its representatives. No responsibility is assumed for inaccuracies in reporting by the client, its agent and representatives or any other data source used in preparing or presenting this study.

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

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

INTRODUCTION

This section includes the primary market review analysis for the study area, a half-mile radius from the intersection of Riggs Road and South Dakota Avenue (the Intersection), with demand potential for residential, office and other uses. Specifically, the tasks include:

- Preparing an inventory of existing businesses and structures' physical condition, ownership, total square footage, and typology.
- Studying the existing development pattern.
- Evaluating current market conditions and trends, including real estate sales and transactions.
- Taking into consideration all nearby planned and proposed development projects, conduct market study (demand) for the following uses:
 - Residential, including ownership and rental.
 - Commercial office.
 - Entertainment.
 - Cultural/community uses.
- Analyzing market options for residential, commercial (retail and office) and mixed-use development, including market-rate, affordable, and live-work housing.
- Incorporating retail conditions and market potential analysis provided by Retail Compass LLC.

METHODOLOGY

To conduct the market analysis and review of existing conditions, ERA began with a visual inspection of the area and a review of the existing research and documentation available on planned developments in the study area. In addition to the visual inspection and site tour used to understand the quality and character of the neighborhood and mix of land-uses and businesses, ERA also conducted market research from a variety of sources to achieve the objectives listed above. This research included:

- Demographic and economic research and projections to understand the changing population mix and conditions in the neighborhood.
- Real estate market research from primary and secondary resources to understand land-use trends, vacancy rates, rental rates, and other factors driving the local real estate market in the study area.

To develop residential and household demand projections, ERA used historical experience in the study area and other similar areas in the District that have undergone transit-oriented redevelopment projects. This research led to the development of residential and household growth projections for the study area. Office demand potential was assessed as a factor of local household service demand that will drive the office market. Retail demand was determined by evaluating the possible amount of captured expenditures and the expected sales per square foot for establishments.

KEY FINDINGS

- While population has steadily declined in the study area and throughout the District in the past 30 years, recent upward trends in population suggest opportunities for development and growth in the study area.
- Household sizes have decreased and consistently gotten older in the study area. These trends suggest opportunities for multi-family development in the corridor.
- Residential prices have increased substantially in the area due to price pressures across the District, and could lead to increased demand for housing to relieve price pressures for existing residents.
- Office spaces is virtually non-existent in the area and redevelopment of the Intersection could lead to significant growth potential for office uses serving the local resident population with needed office services closer to home.
- Retail space in the study area is currently underutilized or vacant pending re-development.

DEMAND POTENTIALS

- Resident population could increase by over 3,000 during the next 15 years.
- Household growth will grow slightly faster, with emphasis placed on multi-family developments that will result in more units and fewer residents per unit.
- The existing area is underserved by office uses and could support additional development with improvements to traffic, pedestrian, and transit access. Existing demand could be as high as 86,000 square feet within the half-mile study area.
- Additional demand for office development, spurred by local residential growth, could reach 50,200 square feet over the next 15 years.
- Existing demand for high-performing retail could total 115,571 square feet. By 2021, this amount could total 136,021 square feet.

A.1 DEMOGRAPHIC and ECONOMIC CONDITIONS

The following sections include the demographic and economic analysis for the study area. As described in the main report, the primary study area for the project is the quarter mile radius at the intersection of Riggs Road and South Dakota Avenue. The Secondary study area includes the half mile radius from the Intersection. An additional one mile area around the intersection has also been included for analysis and comparison purposes.

Population

Population numbers were examined for the primary and secondary study areas as well as a one mile radii from the intersection; population data for the District was also included. Table A.1 shows the change in population from 1990 to 2011 and Figure A.1 compares the Compound Annual Growth Rates (CAGR) in the study area and the District.

The population decline that the study area is experiencing is consistent with the decline of population in the District (see Figure A.4). Urban area population decline is evident throughout the country, as city centers decrease and suburban development expands. However, throughout the study area, population decline has been occurring at a decreasing rate, with the largest decline occurring between 1990 and 2000.

- The population one mile from the intersection is experiencing the lowest rates of decline, with projected population remaining stable between 2006 and 2011. This contrasts with the projected population declines for the other geographic areas.
- The highest annual rate of population decline was experienced between 1990 and 2000 for the area half mile from the Intersection (0.8 percent). This rate however has slowed, with a projected annual population decline of only 0.2 percent for 2006 to 2011.
- While the area immediately adjacent to the intersection experienced annual population decline in 1990 to 2000 of 0.7 percent, population is expected to decrease at a slower rate (0.2 percent) between 2000 and 2011.

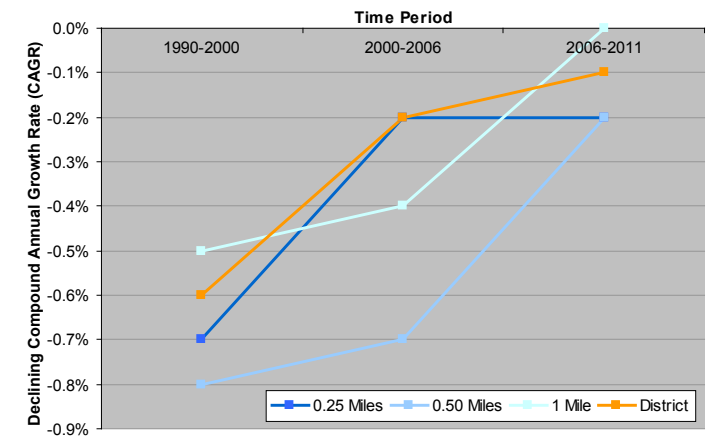
Table A.1: Projected Population and Compound Annual Growth Rates (CAGR), 1990-2011

	1990	2000	2006	2011	1990-2000 CAGR	2000-2006 CAGR	2006-2011 CAGR
.25 Mile	1,451	1,346	1,332	1,320	-0.7%	-0.2%	-0.2%
.50 Mile	5,924	5,490	5,268	5,219	-0.8%	-0.7%	-0.2%
1 Mile	25,254	24,077	23,520	23,550	-0.5%	-0.4%	0.0%
Washington DC	606,900	572,059	563,842	560,539	-0.6%	-0.2%	-0.1%

Source: US Census; ESRI Business Analyst; Economics Research Associates, November 2006

Figure A.1 - Comparison of the CAGR (1990-2011) by Area

Source: US Census; ESRI Analyst; ERA, November 2006



Population changes in the District

Table A.2 shows the change in the District's population since 1970. The table also compares two different population projection numbers for the District up to 2030. The population decline experienced by the District between 1970 and 2000 is consistent with the decline in the study area. Citywide, the largest population decline was between 1975 and 1980, when the population decreased at an annual rate of 2.2 percent. However, since 1990, the annual population decline has steadily slowed and both projections show the population stabilizing by 2030. The forecasts from the Washington Metropolitan Council of Governments (MWCOC) suggest trends toward increasing populations in the District in the near and medium term if current urban renaissance trends continue.

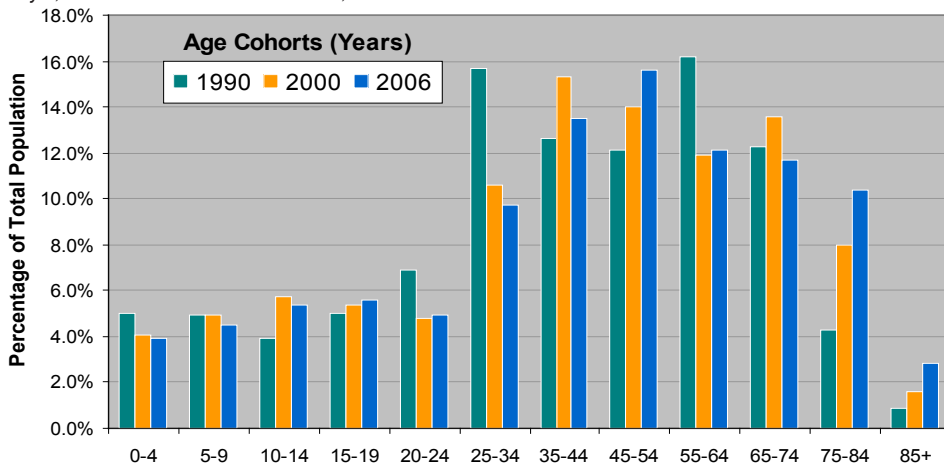
Table A.2: Population in the District, 1970-2030

Year	Woods&Poole Econ.		MWCOC	
	Population	CAGR	Population	CAGR
1970	755,406			
1975	711,759	-1.2%		
1980	637,160	-2.2%		
1985	634,546	-0.1%		
1990	605,321	-0.9%		
1995	580,517	-0.8%		
2000	571,454	-0.3%	572,100	
2005	561,959	-0.3%	577,500	0.2%
2010	556,721	-0.2%	608,700	1.1%
2015	553,049	-0.1%	641,900	1.1%
2020	550,229	-0.1%	673,000	1.0%
2025	548,468	-0.1%	712,000	1.1%
2030	548,248	0.0%	733,800	0.6%

Source: Woods and Poole Economics; MWCOC; ERA, November 2006

Figure A.2 analyzes the population distribution by age for a half mile radius from the intersection within the study area. The graphs show a change in the distribution of population in each age bracket between 1990 and 2006. Most significantly, there has been a large decrease in the percentage of residents between age group 20-34 while there has been a large increase in the percentage of residents between age group 75-84. Key findings are listed below:

Figure A.2- Population Distribution by Age within 0.5 Mile Radius, 1990-2006 . Source: US Census; ESRI Analyst; Economic Research Associates, November 2006



- The percentage of small children in the study area has decreased. In 1990, 5 percent of the population was in the age group of 0-4, however, by 2006 the population percentage decreased to 3.9 percent. In addition, the percentage of the population in age group 10-14 has increased between 1990 and 2006.
- The largest population changes between 1990 and 2000 were experienced in the age groups of 20-24 and 55-64, where the population percentage decreased to 5.1 percent and 4.3 percent, respectively.
- While the age group 45-54 experienced some population increases, the largest increases were in the age group of 75-84, where the percentage increased from 4.3 percent of the population in 1990, to 10.4 percent of the population in 2006.

Households

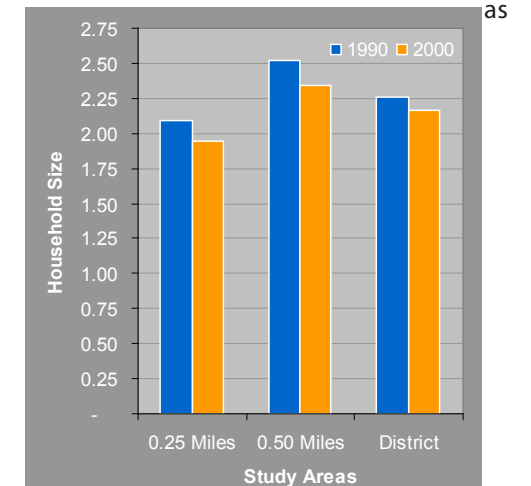
The changes in the number of households are smaller than the changes in population. As seen in Table A.3, while the number of households slightly decreased between 1990 and 2000 (except for the half mile study area, which experienced negligible change), between 2006 and 2011, the number of households is expected to remain constant or slightly grow.

Table A.3: Projected households and Compound Annual Growth Rates (CAGR), 1990-2011

	1990	2000	2006	2011	1990-2000	2000-2006	2006-2011
					CAGR	CAGR	CAGR
0.25 Miles	694	689	696	696	-0.1%	0.2%	0.0%
0.50 Miles	2,341	2,342	2,284	2,283	0.0%	-0.4%	0.0%
1 Mile	10,097	9,955	9,768	9,831	-0.1%	-0.3%	0.1%
District	249,634	248,338	248,014	248,330	-0.1%	0.0%	0.0%

The fact that population is decreasing at a faster rate than households, suggests a decrease in the household size, illustrated in Figure A.3. The largest decline in average household size between 1990 and 2000 was seen in the half mile study area, where the average household size decreased from 2.52 to 2.34. Based on the Washington Metropolitan Council of Governments (MWCOC) population projections, households will also be expected to grow through 2030.

Figure A.3 - Change in Average Household Size, 1990-2000



The largest differences in household growth are apparent in 2000 to 2006. While the half mile study area and the one mile study area experienced an

nual population decline of 0.4 percent and 0.3 percent, respectively, the District experienced no household change, while the quarter mile study area experienced 0.2 percent household growth.

Figure A.4 shows the change in median income projected to 2011. As can be seen, median household income is expected to rise for all the geographic areas. However, the median household income in the study area is not forecasted to increase as quickly as the median household income in the District, which is expected to increase by \$26,851 between 1990 and 2011.

Figure A.4 - Median Household Income in the District, 1990-2011

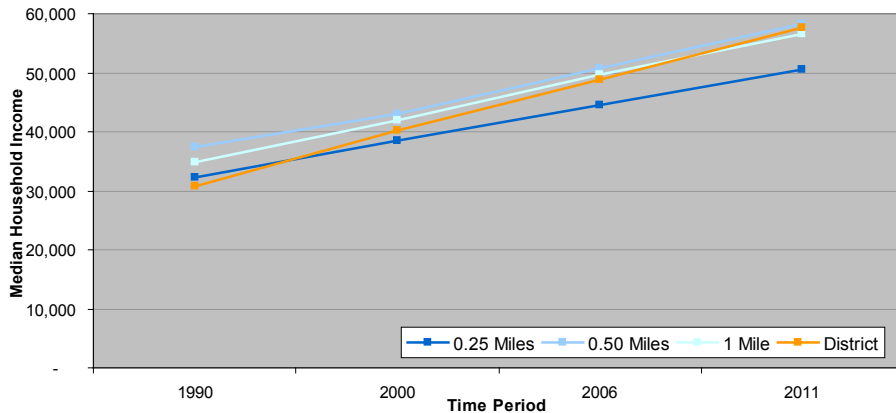


Table A.4 illustrates change in number of households within different income brackets between 2000 and 2011. The half mile study area contains a larger number of households in higher income brackets than the ¼-mile study area.

- Incomes in the quarter-mile study area are projected to increase at a slower rate than incomes in the half mile study area.
- The half mile and the half mile study areas experienced increase in number of households in larger income brackets between 2000 and 2006.
- The most drastic income change was evident in households earning \$100,000-\$149,000, where the percentage of residents in this bracket is projected to increase between 2000 and 2011 by 8.3 percent and 7.9 percent, for quarter-mile and half-mile, respectively.

Table A.4: Change in household distribution by income, 2000-2011. Source: US Census; ESRI Analyst; ERA, November 2006

Income (\$1000)	2000		2006		2011	
	0.25 Miles	0.5 Miles	0.25 Miles	0.5 Miles	0.25 Miles	0.5 Miles
<15	13.4%	13.8%	11.2%	11.3%	9.8%	9.4%
15-24.9	14.3%	12.8%	8.8%	9.8%	7.2%	8.1%
25-34.9	15.0%	11.2%	13.9%	9.6%	12.9%	9.6%
35-49.9	18.2%	18.1%	22.2%	18.5%	19.5%	14.7%
50-74.9	21.8%	23.3%	17.4%	20.9%	18.5%	21.0%
75-99.9	10.1%	11.3%	13.6%	14.0%	12.8%	14.8%
100-149.9	6.3%	8.1%	10.5%	12.8%	14.6%	16.0%
150-199.9	0.1%	0.8%	1.6%	2.1%	3.3%	4.6%
200+	0.7%	0.6%	0.9%	0.9%	1.4%	1.9%



A.2 REAL ESTATE MARKET CONDITIONS

Existing residential structures account for the majority of the real estate in the study area. The residential inventory consists of a mix of single-family and multi-family structures, with large sections of the study area containing a mix of semi-detached and detached single-family residences of varying qualities.

Two industrial clusters, one on South Dakota Avenue just north of Riggs Road and one at Kennedy Street, NE and 3rd Street, NE are also located in the primary study area. The industrial uses are closely aligned with the train tracks to the north of Riggs Road and contain a mix of industrial uses. In addition, a cluster of industrial/flex facilities off 3rd Street to the west of the Metro train tracks includes several older buildings that are currently occupied by local union offices. An additional industrial cluster exists on the fringe of the study area to the south of the Metro station and includes a concrete/stone plant and other industrial uses.

Within one mile of the Intersection, average industrial/flex annual direct net absorption for 2000 to 2005 was -11,105 square feet. There have been large fluctuations in absorption, where in 2003, 2004, and 2005, rates went from -27,200 square feet to 36,215 square feet to -72,642 square feet, respectively. In 2006, absorption was -27,800 square feet. Between 2000 and 2005, vacancy rates peaked in 2003 and 2005, at 12.4 percent and 18.6 percent respectively. Vacancy rates in the remaining years were between 6.2 percent and 7.9 percent. In Q3 of 2006, vacancy rates climbed to a high of 23.3 percent. In addition, there are several community uses in the area that include two schools, a public library, and a day-care center (a private facility) among others.

Table A.5: Housing status, 1990-2006

	1990	2000	2006
0.25 Mile			
Owner Occupied	58.6%	57.7%	57.8%
Renter Occupied	38.4%	38.5%	37.5%
Vacant	3.1%	3.8%	4.7%
0.50 mile			
Owner Occupied	67.5%	67.0%	68.1%
Renter Occupied	29.1%	28.4%	25.9%
Vacant	3.4%	4.6%	6.0%
Washington DC			
Owner Occupied	34.9%	36.8%	39.3%
Renter Occupied	54.8%	53.5%	51.0%
Vacant	10.4%	9.6%	9.7%

Source: US Census; ESRI Business Analyst; Economics Research Associates, November 2006

Table A.5 illustrates the housing status for the study area and the District. In the study area, home ownership rates are roughly ten percent lower quarter-mile from the Intersection than the rates half-mile from the Intersection. These rates are fairly consistent between 1990 and 2006. Vacancy rates however have increased, with rates increasing between 1990 and 2006 by 1.6 percent in the quarter-mile study area and 2.6 percent in the half-mile study area.

- While homeownership rates in the District have been increasing and vacancy rates decreasing, they are roughly half of the homeownership rates in the ½-mile study area.
- Homeownership rates quarter-mile from the study area have been the most stable between 1990-2006.

Though multi-family units outnumber single-family units in the District, this is not the case in the study area. As seen in Table A.6, the number of single-family units greatly exceeds the number of multi-family units. Within the quarter-mile study area, in 2000, there were 478 single-family units and only 255 multi-family units. This trend is also apparent in the half-mile study area, where in 2000, there were 1,825 single family units, and only 613 multi-

Table A.6: Housing unit type, 1990-2000

	1990	2000
.25 Mile		
Single Family Units	466	478
Multi Family Units	251	255
.5 Mile		
Single Family Units	1,785	1825
Multi Family Units	649	613
Washington DC		
Single Family Units	105,923	108,999
Multi Family Units	169,719	165,359

Source: US Census; ESRI Business Analyst; Economics Research Associates. November 2006

family units. This is consistent with the character of the housing stock and the tradition of the neighborhood as a family-centric single-family home neighborhood.

- Within the study area, both types of housing experienced increases between 1990 and 2000.
- While the District contains a greater number of multi-family units than single-family units, changes between 1990 and 2000 for both housing types were small.

Table A.7 illustrates that total single-family sales in the Riggs Park neighborhood have generally been stable between 1999 and 2003, and increased in 2004, where sales increased to 144 from 79 in the previous year.

- The median square foot sale value has steadily increased from 1999-2006, including an increase in year-to-date sales in 2006.
- In 2001 and 2002, the growth in median sales value of single-family homes slowed with annual increases of 5.4 percent and 7.1 percent, respectively. This is less compared to annual increases of 19.1 percent in 2000 and 16.7 percent in 2003.
- The highest annual increases were seen in 2004 and 2005, where the median sales price increased by 32.0 percent and 27.7 percent, respectively.

Table A.7: Single family sales, Riggs Park neighborhood

Year*	Total Single-Family Sales	Total Value	Median SF Sale Value	Annual Change
1999	98	\$ 1,488,328	\$ 111,528	N/A
2000	83	\$ 7,268,161	\$ 132,821	19.1%
2001	91	\$ 7,583,338	\$ 140,000	5.4%
2002	96	\$ 9,203,514	\$ 150,000	7.1%
2003	79	\$ 7,040,269	\$ 175,000	16.7%
2004	144	\$ 18,315,100	\$ 231,000	32.0%
2005	160	\$ 24,754,765	\$ 295,000	27.7%
2006	116	\$ 25,763,345	\$ 332,500	12.7%

* 2006 data is year-to-date

Source: DC Real Property Sales Database, ERA, November 2006

BUILDING PERMITS ISSUED IN THE DISTRICT

As seen in Table A.8, the number of building permits issued in the District has fluctuated between 1980 and 2005. The number of permits decreased throughout the 1980's and the 1990's, and increased in 2000 and 2005. While there were 2,661 permits issued in 1980, there were 35 issued in 1995. In 2005, however, this number increased to 2,860. In general, the District issues a larger number of multi-family permits than single-family permits.

- There has been a recent increase in multi-family permits, while the number of single-family permits has decreased. Between 2000 and 2005, multi-family permits increased from 619 to 2,735, while single-family permits decreased from 187 to 125.
- Almost all of the multi-family permits issued in the District are for structures with five or more units.
- There were a large number of permits issued in 1980 and 2005, while permit growth slowed between these two years.

Table A.8: Building permits issued in the District, 1980-2005

	1980	1985	1990	1995	2000	2005
Total Units	2,661	590	368	35	806	2,860
Single-Family Detached	478	152	180	35	187	125
All Multi-Family	2,183	438	188	0	619	2,735
2-Unit Multi-Family	34	24	26	0	8	76
3 and 4-Unit Multi-Family	0	31	0	0	7	35
5+ Unit Multi-Family	2,149	383	162	0	604	2,624

OFFICE

Existing Office Buildings within the Study Area

A visual tour of the study area indicates minimal office space in the primary study area. CoStar Property Research tracks only one office building in the market, which is currently occupied by a local labor union. There are several other buildings in the area that may have some office space within them, but are more likely to be classified as flex or industrial space. The quality of the facilities in the area is generally poor, with most facilities likely classified as C space (see Table A.9), which indicates older stock, with few renovations. Within a one mile radius, 14 existing office buildings are dotted along some of the major transportation arteries that lead into the downtown area of the District.

An analysis of the existing office and industrial space and the consequent market summary for the study area are shown in Table A.9 on the following page. The single office building within the half-mile study area, which is currently being used for local labor union office space, is 10,996 square feet. The one-mile study area contains a total of 347,216 square feet of office space. Absorption within the one mile study area has fluctuated between 2000 and 2005, with an average annual absorption of 19,250 square feet. Between 2000 and 2004 absorption rates have decreased, with annual absorption dropping from positive 44,301 square feet in 2000 to negative 22,000 square feet in 2004. In 2005 however, absorption was positive with 20,022 square feet.

Vacancy rates in the one mile study area have decreased between 2000 and 2003, with an increase in 2004. Vacancies went from 25.9 percent in 2000 to 4.7 percent in 2003. In 2004 however, vacancy rates increased to 11.1 percent. In Q3 of 2006, office vacancy was at 6.6 percent. Average direct rents have followed a similar pattern as vacancy rates, with rents increasing from \$13.02 in 2000 to \$21.00 in 2003. In 2006, rents dropped to \$16.35.



Table A.9: Office and Industrial market summary, 2000-2006

Submarket	Number of Buildings	Total RBA 1/	Share of 3-Zip area / DC	Vacancy Rate 2/	Average Rental Rate
.5-Mile - Office	1	10,996	1.1%	60.0%	-
.5 Mile - Industrial/Flex	1	25,000	4.0%	0.0%	-
1-Mile - Office	14	347,216	36.2%	6.7%	\$16.41/fs
1 Mile - Industrial/Flex	10	587,584	94.1%	20.5%	\$6.93/nnn
3-Zip Code - Office 3/	43	959,446	0.8%	4.0%	\$31.20/fs
3 Zip Code - Industrial/Flex	12	624,316	N/A	28.1%	\$10.98/nnn
All DC Office	1,500	125,837,142	N/A	5.9%	\$44.07/fs

	Direct Net Absorption, 2000-2005 Annual Totals							Through Q3	
	2000	2001	2002	2003	2004	2005	Avg. Annual	2005	2006
.5-Mile - Office	0	0	0	0	0	0	0	0	(6,600)
.5 Mile - Industrial/Flex	0	0	1,000	0	0	0	167	0	0
1-Mile - Office	44,301	39,214	28,549	5,413	(22,000)	20,022	19,250	4,678	(4,799)
1 Mile - Industrial/Flex	(4,000)	0	1,000	(27,200)	36,215	(72,642)	(11,105)	(27,842)	(27,800)
3-Zip Code - Office 3/	23,996	(37,732)	1,921	29,992	(66,651)	100,720	8,708	29,870	17,099
3 Zip Code - Industrial/Flex	0	7,512	39,488	(25,372)	(28,828)	(24,800)	(5,333)	20,000	(40,800)
All DC Office	1,283,766	2,893,088	287,711	2,015,018	954,440	4,542,288	1,996,052	2,743,613	1,213,158

	End of Year Direct Vacancy Rate							Through Q3	
	2000	2001	2002	2003	2004	2005	Avg. Annual	2005	2006
.5-Mile - Office	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%
.5 Mile - Industrial/Flex	4.0%	4.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%
1-Mile - Office	25.9%	14.5%	6.2%	4.7%	11.1%	5.3%	11.3%	9.7%	6.6%
1 Mile - Industrial/Flex	7.9%	7.9%	7.8%	12.4%	6.2%	18.6%	10.2%	11.0%	23.3%
3-Zip Code - Office 3/	3.6%	8.0%	7.8%	4.2%	12.1%	11.3%	7.8%	18.7%	9.5%
3 Zip Code - Industrial/Flex	19.1%	17.9%	11.6%	15.7%	20.3%	24.3%	18.2%	17.1%	30.8%
All DC Office	5.3%	5.3%	6.9%	6.7%	7.1%	6.0%	6.2%	6.8%	6.2%

	End of Year Average Direct Rent							Through Q3	
	2000	2001	2002	2003	2004	2005	Avg. Annual	2005	2006
.5-Mile - Office	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
.5 Mile - Industrial/Flex	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
1-Mile - Office	\$13.02	\$14.95	\$18.81	\$21.00	\$19.85	\$16.35	\$17.33	\$18.53	\$16.35
1 Mile - Industrial/Flex	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
3-Zip Code - Office 3/	\$18.80	\$11.12	\$13.74	\$27.05	\$29.07	\$28.34	\$21.35	\$28.66	\$30.06
3 Zip Code - Industrial/Flex	\$25.00	\$0.00	\$0.00	\$0.00	\$11.10	\$13.80	\$8.32	\$12.00	\$11.90
All DC Office	\$36.78	\$39.04	\$39.92	\$40.56	\$41.33	\$41.66	\$39.88	\$41.48	\$42.47

1/ Rentable Building Area

2/ Does not include Sublet Vacancy

3/ Includes the zip codes: 20010, 20011, 20017

Source: CoStar Property; Economics Research Associates, August 2006

RETAIL

Existing retail space in the study area is largely confined to parcels immediately adjacent to the Intersection. Dominated by Tiger Mart-anchored Riggs Road Center, additional retail offerings include three pad sites, several isolated establishments, and a collection of storefronts north of the Dakota Apartments. A large percentage of retail spaces appear to be vacant, pending redevelopment.

- Retail potential for the study area is impacted by nearby, existing retail centers. These destinations currently draw expenditures from households within the study area. Riggs Road and South Dakota Avenue's ability to support new retail development is contingent upon redirecting spending to new establishments and centers.
- Less than half a mile from the study area, Riggs Plaza is a 120,000 square foot, grocery-anchored neighborhood center. In addition to the goods and services offerings at this location, a bowling alley provides evening and weekend activity .
 - » Impact on the study area's retail potential: Significant. Riggs Plaza's Giant Food store satisfies a considerable amount of local demand for grocery needs. Additionally, as an established shopping center, Riggs Plaza is a central part of existing shopping patterns in the community.
- Approximately 750,000 square feet in size, Prince George's Plaza is a super-regional shopping center anchored by Macy's and JCPenney. With over 100 stores, this large collection of retailers is less than three miles from the project area.
 - » Impact on the study area's retail potential: Significant. Super-regional retail centers draw customers from long distances. The ability to capture expenditures from a large trade area is critical to establish and maintain their viability. The neighborhood surrounding the study area is located within Prince George's Plaza's primary trade area. For this reason, retailers currently located at the super-regional center will hesitate to open a second store so near. Additionally, retailers seeking new locations will first opt for sites at the established Prince George's Plaza. These market conditions will have the greatest impact on the General Merchandise, Apparel, Furnishings and Other (GAFO) retail categories (see Retail Categories in Figure A.9).
- Located to the north of the study area, Takoma Center and Takoma Park Shopping Center are grocery-anchored shopping centers.
 - » Impact on the study area's retail potential: Moderate. These neighborhood centers impact the northern boundary of the study area's primary trade area, further limiting Riggs Road and South Dakota Avenue's potential to attract Neighborhood Goods and Services (NG S) spending.

DEMAND POTENTIAL

ERA assessed the growth potential in the study area using a three-step process. First, through analysis of other areas in the region that have experienced transit-oriented redevelopment in the last 15 years, ERA established annual rate of growth projections that seem reasonable to assume could be achieved within the study area. Second, residential and household projections were developed based on three, five-year increments to assess *net new* market-rate households that will be added to the study area. Finally, office demand was assessed based on the rate of population growth. The prospects for the study area as a major office development area are long-term; therefore, local-service oriented office uses drive demand for office space in the market, driven by new households in the study area.

Population and Households

Residential growth in the study area has generally been negative in recent years. However, several development proposals are in the pipeline or currently under development that will reshape the Riggs Road neighborhood. With a redevelopment focus on the area, it is reasonable to assume that the study area can achieve some significant growth in the coming 15 years, resulting in a better, pedestrian friendly transportation network and transit-oriented development which would attract residents to a relatively lower-cost area of the District. The area has some significant benefits for development that include access to two Metro lines (Red and Green) and major transportation corridors that link the area to the west and south.

To assess growth potential in the study area, ERA looked at other areas that have undergone redevelopment near Metro stations. Because city redevelopment, in such neighborhoods as Capitol Hill and Columbia Heights, has been recent, the primary areas for comparison came from Bethesda and Silver Spring Maryland, which both experienced focused redevelopment efforts around Metro stations in suburban neighborhoods since 1990. In Table A.10, expected growth rates were assessed for the first 10 years of the redevelopment efforts, from 1990-2000. The last five years of redevelopment, from 2000-2006, are illustrated in Table A.11.

Table A.10: Bethesda and Silver Spring, 1990-2000

	Population	Households	Owner-Occ	Renter-Occ
Bethesda	1.66%	1.56%	1.03%	1.77%
Silver Spring	1.84%	1.91%	-0.14%	2.30%
TOTAL	1.77%	1.78%	0.46%	2.11%

Source: US Census; ESRI Business Analyst; Economics Research Associates, November 2006

Table A.11: Bethesda and Silver Spring, 2000-2006

	Population	Households	Owner-Occ	Renter-Occ
Bethesda	1.93%	2.05%	1.68%	2.18%
Silver Spring	1.08%	1.06%	1.07%	1.06%
TOTAL	1.40%	1.44%	1.39%	1.45%

Source: US Census; ESRI Business Analyst; Economics Research Associates, November 2006



The Bethesda and Silver Spring annual growth rates provide a foundation for considering the achievable rates of growth in the study area. However, Riggs Road is beginning from an earlier point of redevelopment, is closer to downtown Washington, and has significant amounts of land for redevelopment that is owned by the Metro or currently utilized for other uses (like industrial).

This analysis led to increases in the rates of potential growth used for the study area, which are reflected in the following table. These rates were applied to the existing number of residents and households to develop projections for population growth in the primary study area. Based on these growth rates and assumptions, Table A.12, reflects the expectations of residential growth potential in the study area. These growth projections are

for market-rate units and do not reflect any affordable housing requirements or units that would be in addition to

these projections. The growth in this area can be expected to be largely multi-family structures and will likely have a mix of ownership types, consisting mostly of owner-occupied units (60-70-percent). Additionally, the baseline population estimates are approximations of current population and households and are only estimates for potential growth within the study area. Based on other experiences, it is likely that this development will be concentrated in several key areas, particularly near the Fort Totten Metro station and the Riggs Road/South Dakota Avenue intersection.

Office Market

The office market in the study area has been underserved for some time. A tour of the area indicates no major stand-alone office buildings and only a few buildings that could be considered *flex* space that may incorporate some office uses. Because the area is removed from downtown, with several more mature markets in between, the market for office development in the study area is minimal.

As a result, office development in the area will likely be driven by local household growth and resident demand for office-related services, such as insurance or real estate offices. These services will be provided by small businesses of less than 10 employees. As described in the Table A.13, ERA estimated the number of small businesses created per household for the District as a whole, and then applied that average to the study area. Small businesses in service sectors tend to serve local residents and

it takes a certain number of households to support a small business. We should expect to see that same level of development in the study area to service the local resident population.

Table A.13: Small Business Demand from Local Households

Industry Sector	District of Columbia Establishments 1/	Percent Office Using	DC Office Using Total
Information	464	70.0%	325
Finance & Insurance	661	75.0%	496
Real Estate & Rental & Leasing	743	75.0%	557
Professional, Scientific & Technical Svcs	3,024	90.0%	2,722
Management of Companies and Enterprises	119	80.0%	95
Admin, Support, Waste Mgt, Remediation Svcs	565	40.0%	226
Health Care and Social Assistance	1,399	75.0%	1,049
Other Services	2,642	25.0%	661
Total Small Office Establishments			6,130
Households 2/	276,600		
Small businesses generated per household:	0.02		

1/ Establishments employing less than 10 employees

2/ Households based on 2004 Estimate American Community Survey housing unit estimate

Each household in the District generates demand for 0.02 small businesses. This rate was applied to the number of households in the study area to generate an expected level of office demand from existing and new household growth. From the existing households, we expect demand for 86,000 square feet of office space, a need that is not currently met by the local market. This demand was spread equally over the following three, five-year periods to indicate redevelopment of office space in the neighborhood. Additionally, new household growth, based on the projections shown in the previous section, will result in office demand of 15,100 square feet from 2007 to 2011, 20,600 square feet from 2012 to 2016, and 14,500 square feet from 2017 to 2021. Table A.14 summarizes the total expected future office demand in the study area.

Table A.14: Supportable Office Demand

	2006	2007 to 2011	2012 to 2016	2017 to 2021
Estimated Households 1/	2,980	459	627	441
Small Offices Supported by On-site HH:	66	10	14	10
Office Market Demand: 2/	86,000	15,100	20,600	14,500
TOTAL SUPPORTABLE DEVELOPMENT: 3/		43,800	49,300	43,200

1/ 2006 is the current estimate of number of households with projections for new households built for each 5-year increment thereafter

2/ Each business average 6 employees and requires 225 square feet per employee; The total demand in future years was increased by 25% to account for capture of additional demand from the regional market; 2006 demand represents a currently underserved market demand.

3/ The existing demand that is not being served will be developed and absorbed by the market over the 15-yr period

Retail Market

The retail customer trade areas for the study area, as shown in Figure A.5, are defined by geographical barriers, psychological boundaries, driving times and distances, population and employee densities, and the impact of nearby retail competition. Fort Totten Park, Fort Slocum Park and the Metro rails have substantial impacts on the intersection's ability to draw customers from the west and south.

Resident Expenditures

The residents of the primary and secondary trade areas would provide the highest percentage of Riggs Road/South Dakota Avenue's retail sales and serve as the most reliable and regular customers. The total captured expenditures by residents are a function of the residents' total expenditures in each retail category multiplied by an estimated capture rate. A capture rate is assigned based on typical performance by establishments in each retail category and the strength of the competition posed in each retail category.

Total captured expenditures are divided by reasonable expectations of sales per square foot. The resulting estimated retail demand figures are calculated under conditions of the retail corridor's performance with weak and strong sales. Under the *high productivity* scenario, fewer square feet of retail are supported, as expenditures are concentrated among a smaller (and presumably, more viable) number of stores.

As demonstrated in Table A.15, approximately 105,000 to 170,000 square feet of potential retail demand is derived from households in the Riggs Road/South Dakota Avenue trade areas.

Expenditures By Local Workforce

The local workforce will add to the total demand for retail near the Intersection. Approximately 3,757 people are employed at businesses within the primary trade area. As demonstrated in Table A.16, as a group, the workforce component of the study area's customer base contributes an estimated 10,000 to 17,000 square feet of retail demand to the area.

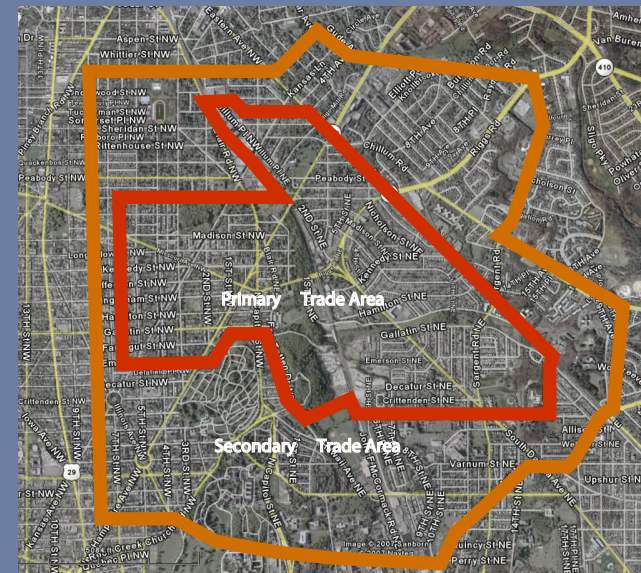
RIGGS ROAD PRIMARY TRADE AREA

Riggs Road/South Dakota Avenue's primary trade area contains the residences and workplaces from which the majority of the corridor's retail sales will be derived. According to 2006 estimates based on 2000 Census information, 16,035 people reside in 7,121 households within the primary trade area's boundaries. The median household income is \$53,775. Approximately 31.8 percent of households report annual incomes of more than \$75,000 ¹. Significantly more homes are owner-occupied (69.54 percent) than rented (30.46 percent) in the primary trade area.

RIGGS ROAD SECONDARY TRADE AREA

Within the Riggs Road/South Dakota Avenue secondary trade area ², many retail centers offer existing competition. Consequently, capture rates for the study area decrease as expenditures are dispersed among a greater number of shopping alternatives. According to 2006 estimates based on 2000 Census information, 25,341 people reside in 9,613 households within the secondary trade area's boundaries. The median household income is \$49,864. Similar to the primary trade area, the secondary trade area's housing distribution is weighted towards owner-occupied dwellings: 40.60 percent of residences are rental homes.

Figure A.5: Retail customer trade area boundaries, Riggs Road



¹ The source for the data referenced for the primary and secondary trade areas – U.S. Census Bureau, 1990 and 2000 Census information. Current year 2006 estimates and 2011 projections – Claritas, Inc. Demographic Snapshot Reports. Generated for Retail Compass, LLC (November 2006).

² Exclusive of the Primary Trade Area boundaries identified above.

Table A.15: Retail demand generated by resident expenditures

Retail Category	Total Captured Expenditures-Residents ¹	Low Productivity		High Productivity	
		Sales/SF	Supportable Retail SF ²	Sales/SF	Supportable Retail SF ³
Groceries, Sundries and Similar	\$12,244,440	\$325	37,675	\$582	21,021
Prepared Foods	\$1,776,080	\$181	9,813	\$384	4,628
Alcohol at Home	\$1,524,640	\$241	6,326	\$391	3,904
Personal/ Household Care Products and Services	\$4,543,200	\$153	29,694	\$330	13,755
NG&S Subtotal	\$20,088,360		83,508		43,308
Food Away From Home	\$9,888,620	\$226	43,755	\$464	21,330
Alcohol Away From Home	\$853,360	\$159	5,367	\$191	4,467
F&B Subtotal	\$10,741,980		49,122		25,797
Apparel, Accessories and Similar	\$7,821,620	\$324	24,141	\$372	21,031
Reading Materials and Similar	\$529,360	\$188	2,821	\$249	2,128
Home Furnishings, Décor and Similar	\$3,012,760	\$215	14,013	\$340	8,848
Electronics, Technology and Similar	\$2,283,800	\$403	5,672	\$525	4,356
GAFO Subtotal	\$13,649,540		46,647		36,364
TOTAL	\$44,479,880		179,277		105,468

NOTES:

¹ Customer Spending Patterns, Claritas, Inc. The referenced data is confined to the primary and secondary trade area boundaries for Riggs Road/South Dakota Avenue. Data source: U.S. Bureau of Labor Statistics, Customer Expenditure Survey. Generated for Retail Compass LLC (November 2006).

² Low productivity retail totals are estimated by dividing total expenditures in each retail category by the sales per square foot for each category as estimated by International Council of Shopping Center's Monthly Mall Sales Index 2006.

³ High productivity retail space is determined by dividing the amount of DC resident household expenditures in individual retail categories by the sales per square foot for each category, as estimated in the Urban Land Institute's Dollars and Cents of Shopping Centers: 2005.

Table A.16: Retail demand generated by workforce expenditures

Retail Category	Total Captured Expenditures-Workforce ¹	Low Productivity		High Productivity	
		Sales/SF	Supportable Retail SF ²	Sales/SF	Supportable Retail SF ³
NG&S	\$1,150,919	\$225	5,115	\$421	2,734
F&B	\$1,823,084	\$193	9,446	\$327	5,575
GAFO	\$665,628	\$289	2,303	\$371	1,794
TOTAL	\$3,639,631		16,864		10,103

NOTES

¹ The total amount of retail expenditures generated from the workplace subset are estimated according to data obtained from Office Worker Retail Spending Patterns: A Downtown and Suburban Area Study, International Council of Shopping Centers (2004). Figures gathered from this publication were adjusted to reflect the environment, occupation type and income levels of Riggs Road/South Dakota Avenue employees.

² Low productivity retail totals are estimated by dividing total expenditures in each retail category by the sales per square foot for each category as estimated by International Council of Shopping Center's Monthly Mall Sales Index 2006.




³ High productivity retail space is determined by dividing the amount of DC resident household expenditures in individual retail categories by the sales per square foot for each category, as estimated in the Urban Land Institute's Dollars and Cents of Shopping Centers: 2005.

Current And Projected Retail Demand

The total of the resident and workforce retail demand calculations yields the total retail demand for the study area. Table A.17 reflects these totals, including estimates in five-year intervals until 2021. Projected retail demand assessments are based on expected population, workforce, and income growth in Riggs Road/South Dakota Avenue trade areas. Totals are expressed as the amount of demand under high productivity conditions.

Planned, proposed and future development will absorb portions of this retail demand. The Riggs Plaza Apartments project is anticipated to include up to 20,000 square feet of retail space, thereby decreasing total amount of demand. Additional projects will have the same effect. The most favorable site for large-scale retail development in the study area is located on the current site of Riggs Road Center (Tiger Mart site). As a sizable and consolidated property along a highly trafficked roadway, the Riggs Road Center parcel is underutilized and offers an opportunity to capture expenditures that might otherwise exit the District. Between 80,000 and 100,000 square feet of retail could be accommodated at Riggs Road Center site.

Table A.17 - Total current and projected retail demand, 2006-2021

CATEGORY	TOTAL DEMAND Square Feet (SF)			
	2006	2011	2016	2021
NEIGHBORHOOD GOODS and SERVICES				
 <p>Demand for Neighborhood Goods and Services retail ranges between 46,000 and 55,000 square feet. Despite the close proximity of the Giant Food at Riggs Plaza, this amount of demand suggests that a grocery store is supportable within the study area, as well as a pharmacy/drugstore.</p>	46,041	51,706	53,881	55,389
FOOD and BEVERAGE				
 <p>The Food and Beverage demand estimate indicates an unmet need for dining alternatives in the study area. At approximately 31,000 square feet, the scale of the demand in this retail category would sustain a small cluster of restaurants or quick-bite establishments near the Intersection.</p>	31,372 or 5-6 restaurants*	34,774 or 6-7 restaurants*	36,063 or 6-7 restaurants*	36,908 or 6-7 restaurants*
*A typical sit down restaurant is 5,000				
GENERAL MERCHANDISE, APPAREL, FURNISHING, and OTHER				
 <p>Retail demand in the GAFO category is associated with the household income levels in the study area. The estimated 38,000 square feet of GAFO retail could be anchored by at least one large-format retailers supported by a collection of small, boutique establishments.</p>	38,158	41,267	42,717	43,723
TOTAL	115,571	127,747	132,651	136,021

AFTERWORD

Market conditions have changed significantly in the District since the original writing of the market analysis. Residential development and absorption rates have slowed significantly and anticipated development projects have slowed. Within the Riggs Road neighborhood, challenges to development may arise in the short-term. Market driver assumptions for the study area were based on price pressures occurring in closer-in, core neighborhoods. Value-seeking customers who wanted to remain in the city looked to emerging markets, such as Riggs Road, to find more affordable housing prices. A slow down in the market in the District will slow the progression of redevelopment outside of the urban core and would push back redevelopment plans or patterns as value-seeking customers remain on the buying sidelines or find more affordable options closer to the urban core.

The proposed development in the Riggs Road neighborhood will take up a significant amount of the market demand over the short and medium-term. The total market demand over the long-term should not change significantly and ups and downs in the market cycle are expected over time. The proposed development is greater than the existing number of residential units within a half-mile radius of the study area and based on estimates completed in 2006 will supply the market through 2016 at least. This analysis is a long-term projection, which could adjust with changes to the market, but planners would expect slower market absorption over the next one to four years with the potential for an increased rate of absorption thereafter. Over the longer-term, the fundamental conditions for development in the neighborhood have not materially changed, and a slowing of shorter- and medium-term development is expected.

In the retail market, the 2,345 residential units planned for the Riggs Road and South Dakota Avenue neighborhood will add new retail demand to the area. Spending by these households will increase 2011 projected retail demand figures by 15,138 square feet (6,738 square feet in Neighborhood Goods and Services, 3,907 square feet in Food and Beverage, and 4,493 square feet in General Apparel, Furnishings, and Other). Based on previous calculations, the additional demand generated by new development will increase the total need for retail goods and services at Riggs Road and South Dakota Avenue to 142,885 square feet.

The planned developments for this area have proposed 164,798 square feet of new retail space. Approximately 44,000 square feet of retail will be replaced by this new construction. Upon demolition of existing retail space, estimated available demand is 186,885 square feet (2011 projected retail demand plus replaced retail space). In the absence of a revised, comprehensive retail analysis, it is assumed that the proposed amount of new retail development is appropriate for the Riggs Road and South Dakota Avenue neighborhood.

Figure A.6 - KFC/Taco Bell

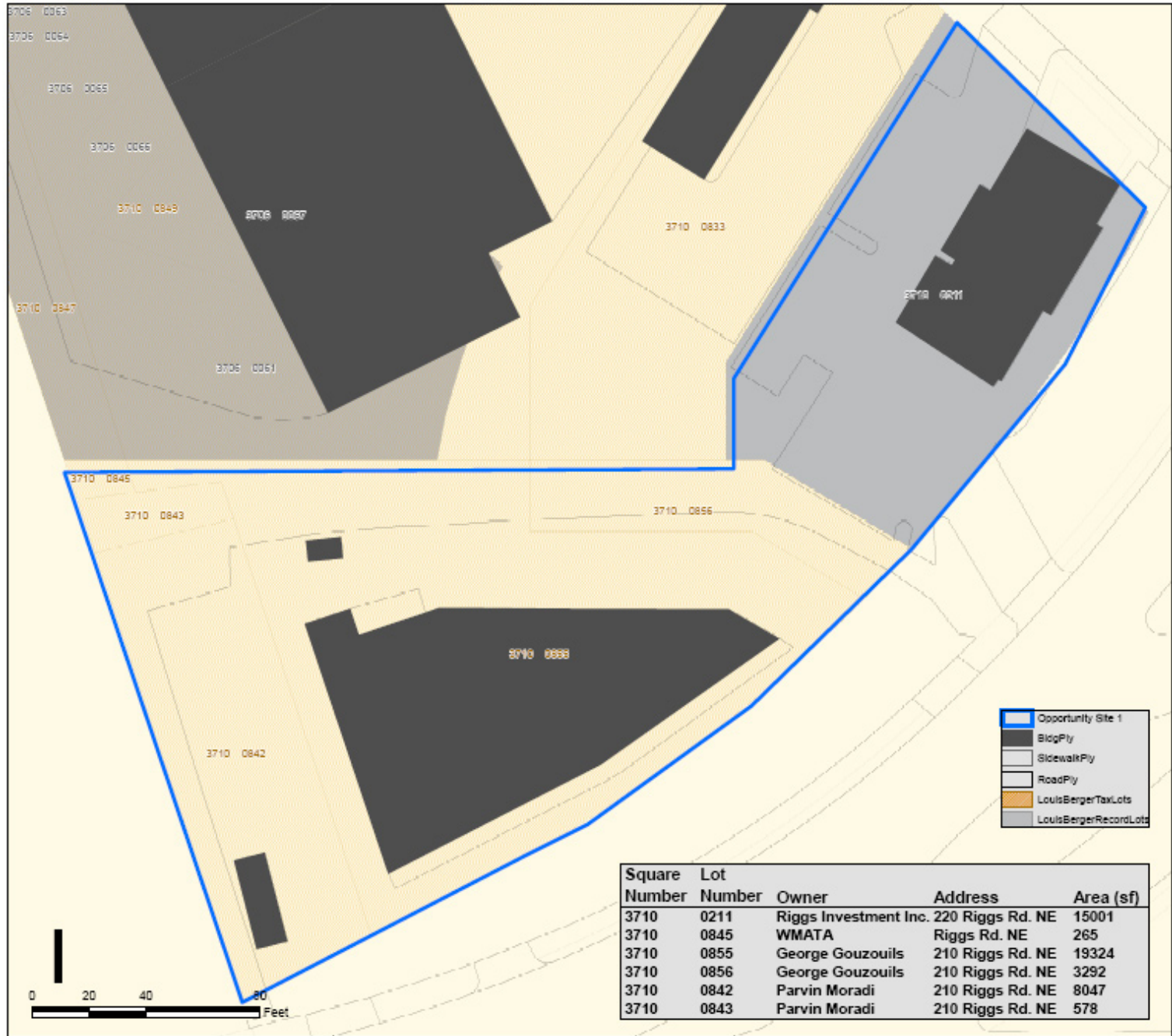


Figure A.7 - *Riggs Road North Industrial Park

* This opportunity site includes parcel 3710 0891, and is reflected as such throughout the Plan.

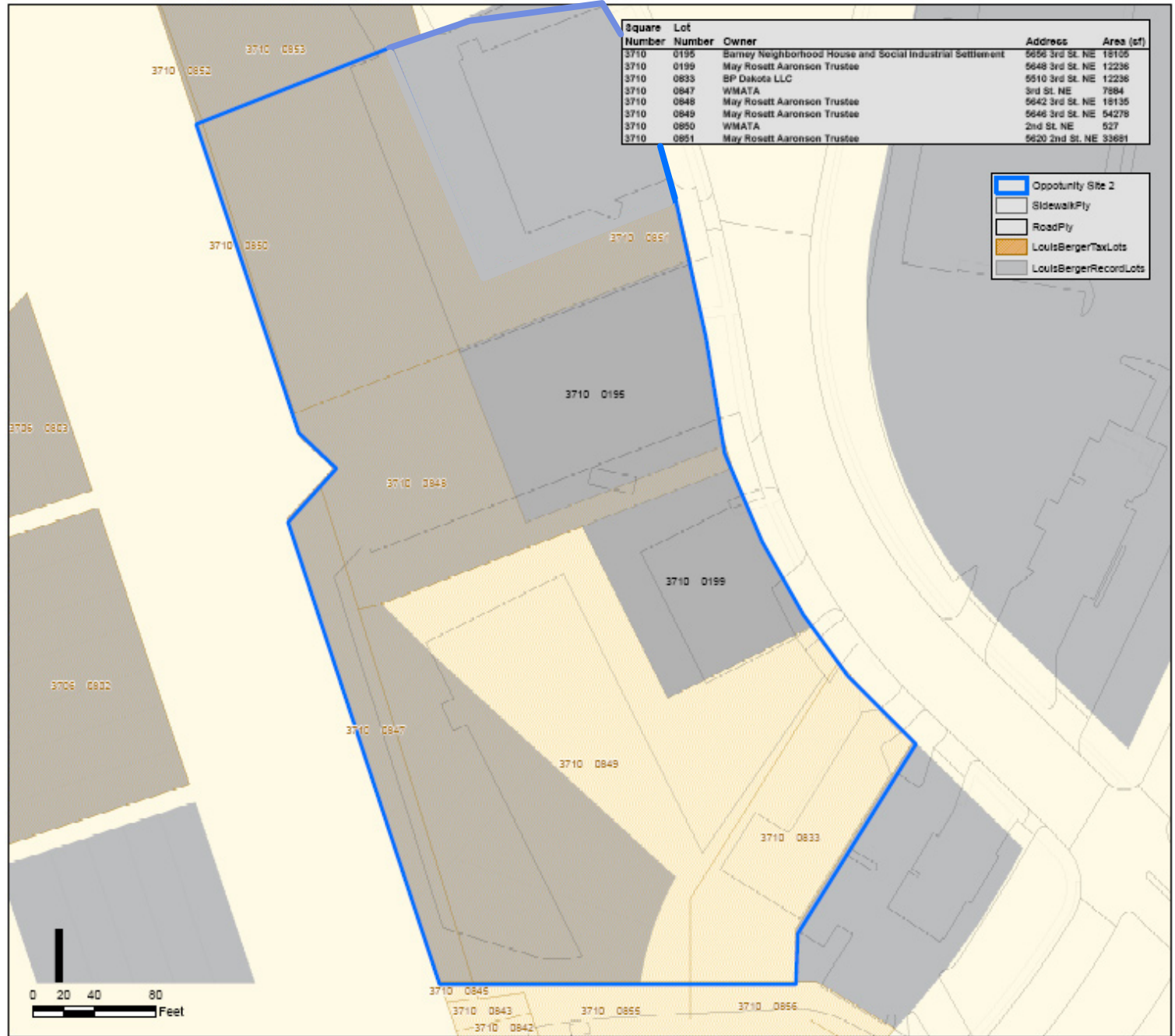


Figure A.8 - Riggs Plaza Apartments and Food and Friends

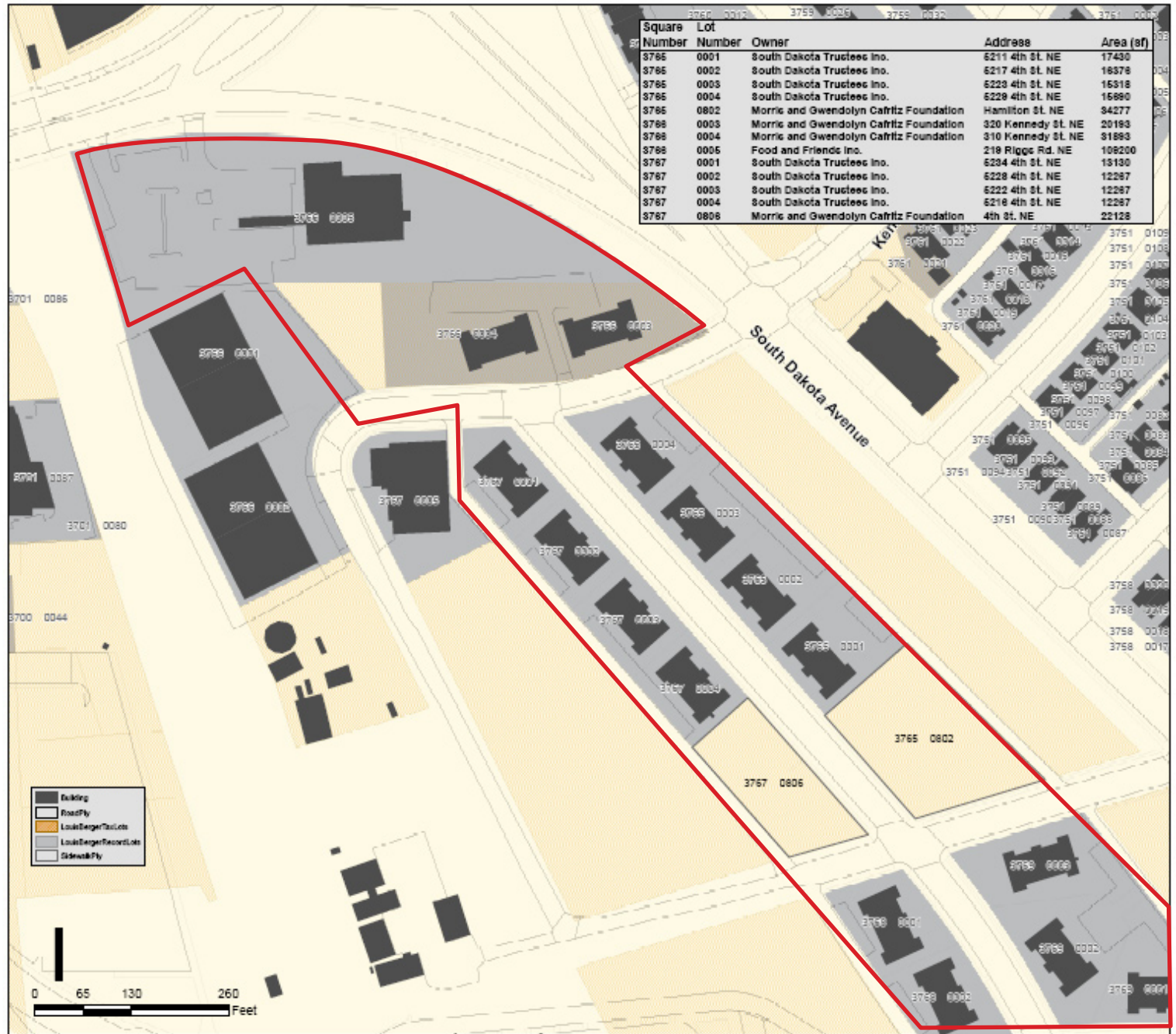


Figure A.9 - Riggs Road South Industrial Park

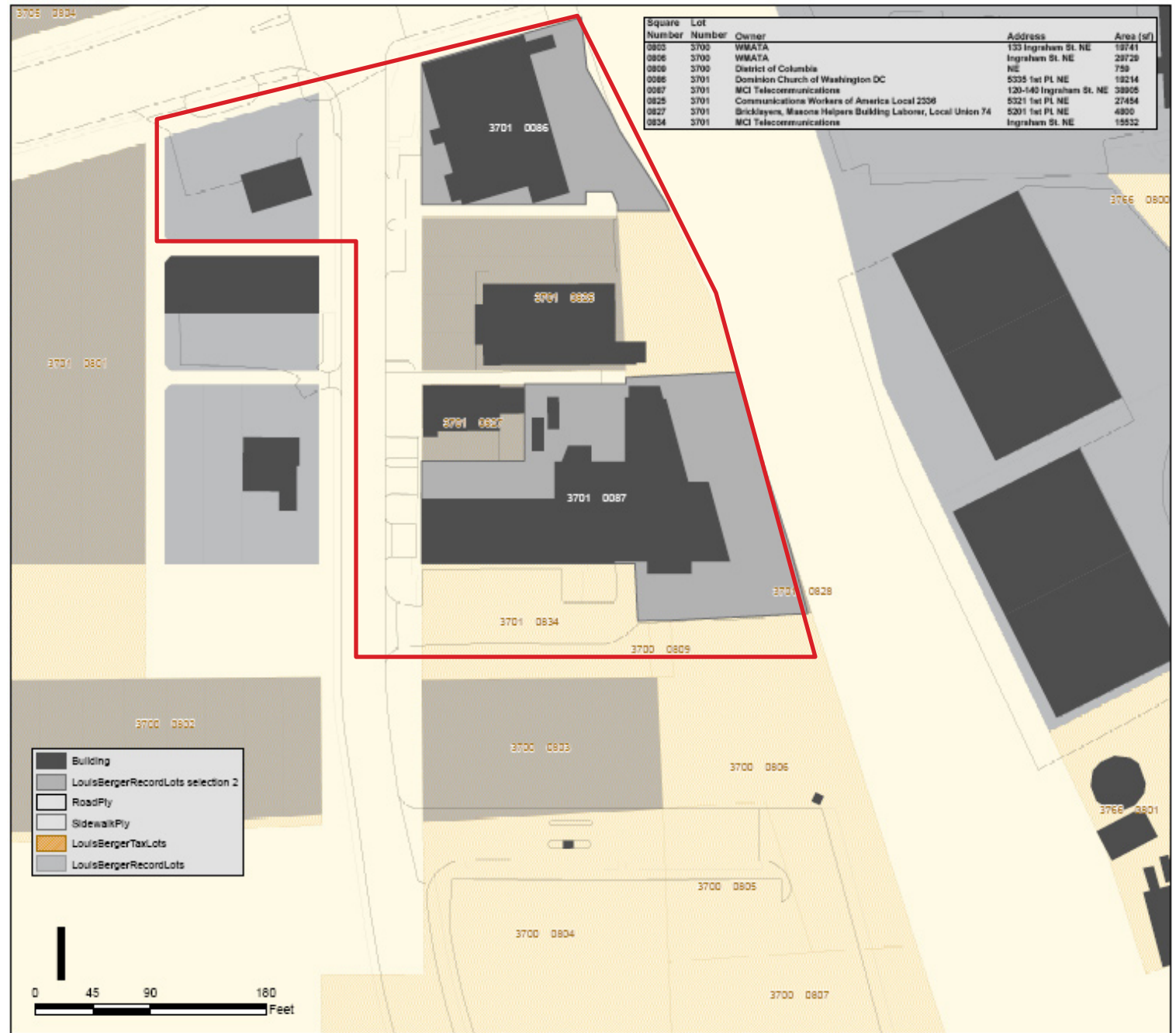


Figure A.10 - Fort Totten East Industrial Site

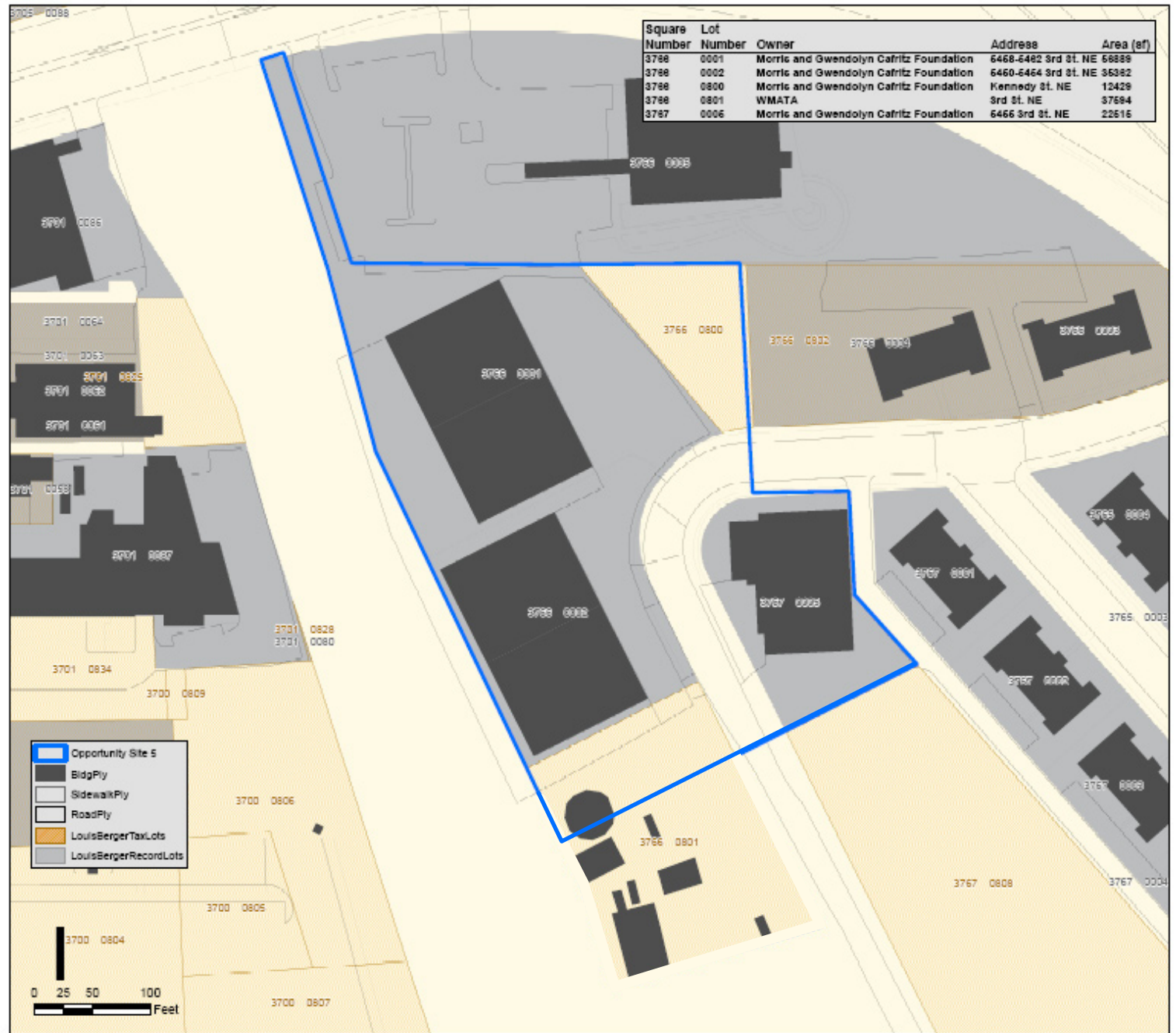


Figure A.11 - Fort Totten West

