

**DC Zoning Commission Case No. 06-10D**  
**Public Hearing: April 4, 2019**  
**Testimony of the Lamond-Riggs Citizens Association**

Chairman Hood and Members of the Commission, my name is Uchenna Evans, and I serve as the president of the Lamond-Riggs Citizens Association (LRCA). Thank you for the opportunity to present this testimony on behalf of the LRCA in support of the project that is the subject of this public hearing, Art Place at Fort Totten Block B. I will use the terms Block B and second phase interchangeably in my testimony. In Part I of my testimony, I will discuss the benefits of the project and its consistency with the neighborhood's area development plan and other relevant plans. Part II of my testimony will discuss areas of concern we have with the project and recommendations to address those concerns.

**Part I**

**LRCA and Community Engagement**

The LRCA has represented the residents of the Lamond-Riggs community for over 70 years. The mission of the LRCA generally is to share information affecting the Lamond-Riggs community; promote a sense of community; preserve and enhance the assets of the neighborhood; and provide leadership and advocacy about neighborhood interests. LRCA's boundaries are Underwood Place NE/NW to the north, Eastern Avenue NE to the east, Galloway Street NE to the south, and the metro tracks to the west. The proposed development before the commission lies entirely within the boundaries of the LRCA.

Iterations of the proposed development have been presented and changed over several years now. The LRCA has been actively engaged with the development team since the most recent plans for the second phase were submitted in September 2018. The developer has engaged with the community in multiple public meetings and has been responsive to community feedback.

Over several months, the LRCA conducted an online and paper survey to solicit resident input on the project: 73% of respondents reported a favorable impression; 16% reported a neutral impression; and approximately 10% reported a dissatisfied impression. Based on the survey results and feedback received in public meetings, on March 11, 2019, LRCA's board passed a resolution in support of the project outlining areas of concern that we heard from residents. At LRCA's regularly scheduled general body meeting on April 1, 2019, the body concurred with the board's resolution, voting to support the project with the identified areas of concerns.

**Riggs Road and South Dakota Avenue Area Development Plan**

The DC Council approved the Riggs Road and South Dakota Avenue Area Development Plan in 2009. The plan focused on a study area of about a quarter mile radius around the intersection of Riggs Road and South Dakota Avenue NE and a secondary study area of a half mile radius of the intersection. The plan's guiding principles are to:

- 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.

The proposed project constitutes a significant development opportunity site within the area development plan's boundaries.

The general design guidelines in the plan are to:

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

The plan's design guidelines for this specific site include:

- 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 the plan and approved by the Zoning Commission.

The executive summary of the area development plan and the most recent implementation plan from 2015 are provided as attachments for reference.

Through its design, intended uses, and amenities, we believe that the proposed development largely aligns with the vision outlined in the area development plan.

### **First Place and Galloway Street NE Transportation Access Plan and Improvement Study**

In 2011, DDOT completed the 1<sup>st</sup> Place and Galloway Street NE Transportation Access and Improvement Study,<sup>1</sup> proposing a number of recommendations to improve pedestrian access and mobility around the Fort Totten metro area. The proposed project includes wayfinding signs at South Dakota Avenue and Kennedy and Ingraham Streets, as recommended in the study.

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<sup>1</sup> Available at <https://www.scribd.com/document/63517765/1st-Place-Galloway-Street-NE-Final-Report>.

## **Benefits**

This transit-oriented proposed project has the potential to deliver a multitude of amenities to the community.

- *Grocery*

With the lease signing of Aldi, the proposed development will provide another affordable grocery option to the neighborhood.

- *Entertainment*

The family entertainment zone has the potential to provide entertainment and recreation across generations.

- *Dining*

This neighborhood does not have any sit-down restaurants and has very few healthy takeout food options. The potential for this project to provide a food hall as well as space for restaurants is promising.

- *Retail*

The proposed project has the ability to provide neighborhood-serving retail such as a bank, and space for unique, local retailers.

- *Museum and cultural amenities*

The Explore! Children's Museum as well as other cultural uses in the proposed development will be valuable to residents of all ages in the neighborhood.

- *Open community space & dog park*

At a time when neighborhoods are increasingly challenged for open space, leading to conflicts over the use of available space, we appreciate that this project proposes to provide a number of plaza spaces that can be programmed to connect the development to the larger community.

Providing and maintaining a dog park will be a positive benefit for the neighborhood that will also connect this development to the larger community. It will provide an opportunity for existing residents and new residents to socialize.

- *Artist housing and studios*

A vibrant city needs the arts. We appreciate that this phase of the development will deliver on the arts-focused name of the project by providing much needed affordable artist housing and studio space in addition to the other arts-oriented features of the project.

- *Jobs*

One of the most important aspects of such a large proposed development is the variety of intended uses that will create a number of jobs that can be filled by local residents. Youth and adults alike in the neighborhood can benefit from the employment opportunities created through this project.

With thoughtful design and implementation, the proposed project has the potential to be a unique, valuable part of the community.

## **Part II: Areas of Concern & Recommendations**

Having discussed the proposed benefits, I now turn to remaining areas of concern and recommendations. As an initial matter, we note that we generally concur with the analysis, and conditions, and recommendations in the final reports submitted by the Office of Planning (OP) (pp. 1-2) and the District Department of Transportation (DDOT) (pp. 3-6) as March 25, 2019, as well as the comments submitted by DC's Department of Housing and Community Development (DHCD) and the Metropolitan Police Department (MPD) that were contained in OP's report.

### **1. Impacts of traffic on the neighborhood**

The proposed project will have a mix of uses that will draw significantly more visitors than what this currently low-density neighborhood is used to experiencing. While residents are excited about the benefits the proposed project will bring, we are also aware that making this area a destination will have some adverse impacts. Those negative impacts should be mitigated as much as possible. We request that DDOT and the developer coordinate with the community and keep the community regularly informed about transportation and traffic issues and decision related to this project, including in design and permitting. By way of context, we note that for construction of Building A, the crosswalk at 4<sup>th</sup> Street and Galloway Street NE was removed and it took several months of community advocacy after completion of Building A for an accessible crosswalk to be re-installed. The community is still waiting for clear, adequate no parking signage at this crosswalk so that motorists understand they are not supposed to park directly in front of or behind the crosswalk and we encourage the developer to work with DDOT to have a second no parking sign installed behind the crosswalk. (See Attachment C for picture)

#### *Construction management plan*

We received a copy of the developer's proposed construction management plan submitted with its prehearing submission dated March 15, 2019. We request that staging of construction equipment and trucks be confined to the project site and out of public space. Possibly two or three other large-scale construction projects could occur around the same area at the same time. We request that the developer observe safe accommodation rules with respect to keeping at least one sidewalk open at all times for pedestrians to safely travel around the site and to access the metro station. We request that trucks follow designated truck routes and that construction debris be kept out of streets and public space.

### *Transportation demand management plan*

We concur with DDOT's recommendation that the developer maintain the transportation demand management (TDM) plan for the life of the project. The TDM offers a number of useful ways to mitigate traffic and parking congestion, including provision of bike facilities, changing facilities for employees who bike or walk to work, and a bike repair station. We encourage the developer to proffer to residents in Block B similar transportation-related benefits proffered to residents in Building A, such as Smartrip cards and one-time payment of carshare membership fees. We encourage the developer to consider providing one or two Zipcar or other carsharing-service spaces in the project, preferably at street level.

### *Spillover parking*

We received the developer's memo dated April 2, 2019, indicating a plan to reduce the number of proposed parking spaces in Block B from 930 to 780 at the recommendation of DDOT. Promoting non-auto travel to the site is important, as it sits less than a quarter mile from the Fort Totten metro station with three train lines and several bus bays. The Metropolitan Branch Trail is also currently being extended to Fort Totten metro station.

We are also very much aware though that Metro is not operating at optimal levels, especially on weekends and during off-peak hours when there will likely be many visitors to the site, and there is no evidence that Metro will begin operating at optimal levels in the near or distant future. Accordingly, visitors will undoubtedly access the site by auto, particularly on weekends. Neighborhood residents could be impacted by spillover parking on residential streets, particularly east of South Dakota Avenue on Galloway, Hamilton, Ingraham, Jefferson, and Kennedy streets. We request that the developer work with DDOT to regularly monitor parking demands and support stricter parking restrictions on residential streets.

### *Shared parking*

Other development projects are proposed in the same general timeframe as this one, including reconstruction of the Lamond-Riggs neighborhood library directly across the street from Block B and construction of a new mixed-use 160 townhome community on the southeast corner of South Dakota Avenue and Riggs Road NE. Particularly with respect to the neighborhood library, we encourage the developer to explore the use of shared parking. The current library site has fewer than 20 parking spaces. Given that the library is one of two in Ward 5, many visitors do drive to the library and park on residential streets. Providing validated parking in Block B for visitors to the neighborhood library would be a valuable benefit to neighborhood residents and library visitors.

### *Bus and PUDO zones*

The developer has proposed bus loading and pedestrian pickup and dropoff (PUDO) zones for the project. These zones should be regularly monitored and adjustments made so that they actually function as intended. For example, it may end up being beneficial to eliminate the curbside parking on South Dakota entirely and have the curbside space be pick-up/drop-off and loading only. Currently, on Riggs Road, visitors to Walmart often double park in the travel lane

next to the curbside parking lane in order to drop off and pick up passengers and load goods. During certain times of the day, the travel lane essentially ceases to be a travel lane. Accordingly, we know that there is potential for the same to happen on South Dakota Avenue particularly near Kennedy Street where an Aldi grocery store is planned and where a small PUDO zone is planned, and depending on the type of retailers that will eventually occupy the retail spaces on South Dakota Avenue.

### *Traffic signals*

At the longstanding request of residents, DDOT plans to install a HAWK signal at the intersection of South Dakota Avenue and Ingraham Street by late summer/early fall 2019. We request that the developer fully commit to installing a fully operational traffic signal ready for use at this intersection when construction of Block B is completed, as indicated in the transportation plan submitted by the developer.

We encourage the developer to upgrade the traffic signal at South Dakota Avenue and Kennedy Street to an accessible pedestrian signal.

### *Move DC plan*

We encourage the developer to explore with DDOT ways to implement elements of the moveDC plan applicable to the neighborhood, particularly with respect to bike infrastructure on South Dakota Avenue near the project and bike access to Fort Totten metro station and the Met Branch Trail via Ingraham and Kennedy streets.

## **2. Ensuring adequate, safe pedestrian pathways**

We encourage the developer to work with DDOT to ensure high visibility at all pedestrian road crossings in and adjacent to the site. Where feasible, the developer should install raised crosswalks and artistic crosswalks to slow traffic and provide a stronger visual cue for motorists approaching crosswalks. The project should include a stop sign or raised crosswalk at 4<sup>th</sup> and Ingraham Street and where the public alley meets Ingraham Street. The project should include sufficient pedestrian pathways and pedestrian-oriented lighting for all pedestrian areas, sidewalks, and the shared 4<sup>th</sup> Street. We also encourage the developer to recommend pedestrian improvements along the South Dakota Avenue corridor from Galloway Street to Riggs Road to improve the pedestrian experience along a corridor that regularly sees high vehicular speeds.

## **3. Stormwater management**

Currently, flooding occurs on South Dakota Avenue at Galloway and Gallatin Streets. With the plan to remove large, mature street trees and a natural drainage area on the existing property along South Dakota Avenue to accommodate undergrounding utilities for Block B, the developer should ensure that this project will not increase problems with flooding. We concur with DDOT's recommendation to install landscaping features similar to that installed for Building A.

#### **4. Ensuring there is adequate security to protect the well-being of visitors to the neighborhood as well as existing residents**

The proposed project will bring many visitors to what is currently a low-density, low crime neighborhood. The potential for an increase in crime exists just by virtue of the sheer number of expected new visitors to the neighborhood. An increase in crime or even the perception of an increase in crime will be detrimental to neighborhood residents as well as the project itself.

We received a copy of the developer's proposed security policies filed with its prehearing submission dated March 15, 2019. We appreciate that the developer is striving to be thoughtful in how it approaches security in and around the proposed site, designing the site to provide "eyes on the street" as much as possible. We appreciate that the developer is seeking to achieve a balance in promoting public safety while maintaining an accessible and inviting environment. Given the size of the proposed project, we encourage the developer to continue exploring the feasibility of having some type of dedicated security center/space with dedicated security personnel within the project site.

#### **5. Ensuring there is a plan to provide high-quality, sustainable retail, including neighborhood-serving retail**

Along with the existing vacant retail space in Building A, the amount of retail proposed for Block B is significant. The developer should have a thoughtful retail attraction plan designed to provide high-quality, sustainable retail, including neighborhood-serving retail and space for unique, local retailers. We encourage the developer to work with the newly formed South Dakota Avenue/Riggs Road Main Street and the community to assess the retail needs of residents and ensure that requests for community input reach residents of all ages and those without computer access.

#### **6. Ensuring the project is well-integrated into the community**

The proposed project is a significant investment by the developer, one with a large physical footprint in the Lamond-Riggs community. It needs to be part of the community. The design of the HUB is unlike anything that currently exists in the neighborhood and that is okay. The HUB can serve as a striking, placemaking element on South Dakota Avenue. We simply request that the developer evaluate the operation of the kinetic façade to ensure that it does not disrupt residents living directly across the street from the site and east of South Dakota Avenue.

We understand that the project needs to be financially sustainable and therefore some of the programming will likely include an admission fee. We encourage the Applicant to engage the community on ways in making sure the offerings in the project are accessible to existing community residents. For example, for the entities that will require an admission fee, the developer should explore promotion of free and significantly reduced admission days on a regular basis, such as monthly or quarterly, or perhaps during off-peak hours during the week. The developer should partner with local neighborhood schools, recreation centers, and the library on programming of the family entertainment zone and cultural uses in the site to ensure that the project has offerings for people of all age groups. In particular, this community has a significant

population of seniors who would benefit from having safe, accessible places in the community to enjoy outside of the home.

We strongly agree with OP's recommendation that the developer proactively implement policies and procedures to promote neighborhood-based hiring for the significant employment opportunities in the project. Hiring locally will benefit neighborhood residents and also potential employers by ensuring that employees are invested in the community and have low barriers to physically getting to work, particularly during inclement weather.

Particularly for the more arts-oriented and cultural entities proposed for the project, there are different ways in which employment opportunities and economic accessibility can be accomplished. For example, these entities can design a work-study program to provide job training opportunities for youth and adults as well as the ability for residents to enjoy the arts/cultural offerings at free or significantly reduced cost. Likewise, providing internship opportunities would provide a valuable benefit to youth and adult residents in the neighborhood.

We encourage the developer to actively support the newly established South Dakota Avenue/Riggs Road Main Street and promote support of the Main Street by future retail tenants, so that as the corridor continues to develop, it can be done in a cohesive manner.

We strongly support OP's recommendation that if the developer plans to provide additional housing in future phases that the developer provide additional affordable housing consistent with inclusionary zoning guidelines.

With respect to the few families remaining in the Riggs Plaza apartments, having a respectful relocation plan is critical to making sure residents feel like they are valued members of a community in which they have lived for many years.

Finally, although not technically part of this phase, we would like to receive more information about the proposed school use of the existing warehouse buildings near 3<sup>rd</sup> and Kennedy Street NE. We continue to have concerns about the potential impact of a school in that location on traffic patterns and on enrollment in existing DCPS traditional and public charter neighborhood schools, of which there are many within a one mile radius of the project site.

## **7. Waste management & rodent control**

The developer should have a robust waste management and rodent control plan for the project—during the construction phase, and as the site is activated. We know that during, digging and other activities result in the movement of rodent populations, often into alleys and homes. Therefore, rodent management should be a crucial part of the construction phase. The proposed food hall and other potential eateries will provide much desired food options that are sorely lacking in the neighborhood. We know that with increased food options though comes increased waste and potentially rodents. The developer should keep trash enclosed at all times and promote policies to minimize the amount of trash produced. We request that the developer provide pet waste bags and receptacles as provided in Building A. We request that developer ensure prompt



pick-up of trash from all public spaces and sidewalks on or adjacent to the site, especially after events and peak visitation periods.

**Conclusion**

We look forward to approval of a thoughtfully designed project and to continued collaboration with the developer to ensure that this project is well-integrated into the community.

Respectfully submitted,



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# **ATTACHMENT A**





# riggs road & south dakota avenue

Council Approved  
PR 18-78

**March 3, 2009**

AREA DEVELOPMENT PLAN

District of Columbia  
Office of Planning



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



DISTRICT OF COLUMBIA





## DISTRICT OF COLUMBIA

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## ACKNOWLEDGEMENTS

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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
- LRCA 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.

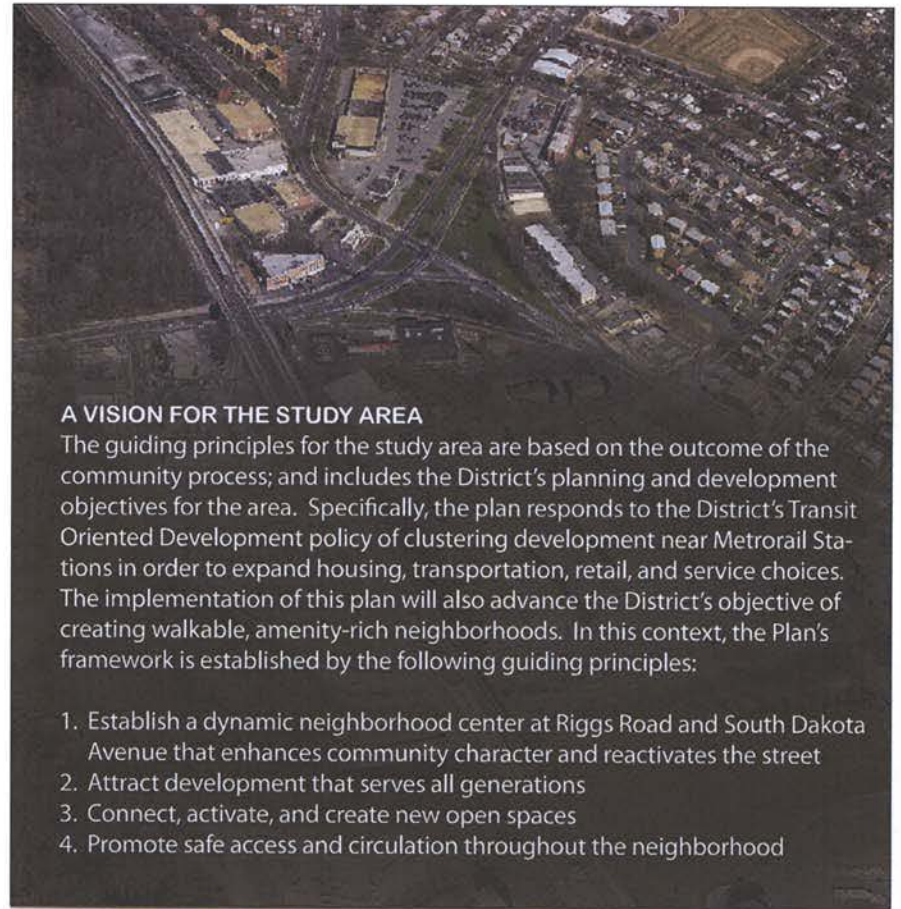
OP then analyzed the public comments received and determined general trends and reoccurring concerns. This Plan's recommendations and strategies were developed, as appropriate, to address comments received during the planning process.

#### *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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# **ATTACHMENT B**





















## Status of Riggs Road and South Dakota Avenue : Fiscal Year 2015, 1st Quarter

Agency	Estimated Starting Year	Action - Description	Status*
<b>Department of Housing and Community Development: 3</b>			
	2009	RSD-UNE-2.7-S:-Economic Development - Affordable Housing : Maintain and improve home ownership opportunities for all residents	 In Process
	2010	RSD-UNE-2.7-Q:-Economic Development - Affordable Housing : Provide new mixed income housing for generations that want to continue to live in the neighborhood. 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.	 Future
	2011	RSD-UNE-2.7-R:-Economic Development - Affordable Housing : Emphasis should be placed on housing opportunities for seniors.	 Future
<b>Department of Parks and Recreation: 2</b>			
	2011	RSD-UNE-2.7-M:-Parks and Open Space : Establish formal partnerships between local and federal park volunteer coordinators to provide communities with the tools and training for successful stewards.	 No Action
	2012	RSD-UNE-2.7-P:-Parks and Open Space : 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.	 Future
<b>Department of Small and Local Business Development: 1</b>			
	2012	RSD-UNE-2.7-T:-Economic Development - Attract commercial and retail development : Provide technical and financial assistance with the intent of retaining and expanding local businesses.	 Future
<b>Deputy Mayor for Planning &amp; Economic Development: 3</b>			
	2009	RSD-UNE-2.7-A:-Urban Design and Landuse : 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.	 In Process
		RSD-UNE-2.7-W:-Economic Development - Attract commercial and retail development : Encourage new development near the Metro Station that takes advantage of the proximity to public transit.	 In Process



Agency	Estimated Starting Year	Action - Description	Status*
<b>Deputy Mayor for Planning &amp; Economic Development: 3</b>			
	2011	RSD-UNE-2.7-V:-Economic Development - Attract commercial and retail development : Determine feasibility of using Tax Increment Financing to leverage retail attraction, streetscape, and public realm improvements to connect new development to Metro.	 Future
<b>District Department of Transportation: 4</b>			
	2009	RSD-UNE-2.7-G:-Public Realm and Community Safety : Improve sidewalks and overall access to Fort Totten Metro Station with particular focus on opening 3rd Street acces 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.	 In Process
	2011	RSD-UNE-2.7-H:-Public Realm and Community Safety : Install a uniform system of street lights with ample illumination in all residential areas including Kennedy Street, 4th Street, and Galloway.	 In Process
		RSD-UNE-2.7-I:-Public Realm and Community Safety : Implement recommendations from DDOT's South Dakota Avenue Transportation and Streetscape Study	 Future
	2012	RSD-UNE-2.7-K:-Public Realm and Community Safety : 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.	 In Process
<b>Executive Office of the Mayor: 1</b>			
	2009	RSD-UNE-2.7-J:-Public Realm and Community Safety : Work with the Mayor's Office of Community Relations (MOCRS) to complete regular "fix-its" to address public safety and regulatory issues.	 No Action
<b>National Capital Planning Commission: 2</b>			
	2009	RSD-UNE-2.7-O:-Parks and Open Space : Work with NPS to establish active recreation, such as playground or trails at the edges of the Fort Totten Circle Park near residential areas.	 Future
	2011	RSD-UNE-2.7-N:-Parks and Open Space : Implement Capital Space Initiative recommendations for improving access, signage, and safety at Fort Totten Park.	 In Process



Agency	Estimated Starting Year	Action - Description	Status*
<b>Office of Planning: 6</b>			
	2009		
		RSD-UNE-2.7-B:-Urban Design and Land use : Change from a mix of industrial and multi-family residential land uses to medium density residential and commercial uses at opportunity sites and residential and commercial uses at opportunity sites and residential land uses from moderate to medium mixed-uses at opportunity sites.	 In Process
		RSD-UNE-2.7-C:-Urban Design and Land use : Encourage underground parking to reduce the volume of parking structures in the project area.	 In Process
		RSD-UNE-2.7-D:-Urban Design and Land Use : Engage WMATA, DDOT and neighboring property owners in a discussion regarding innovative parking solutions, including parking pilots, shared parking and other tools	 In Process
		RSD-UNE-2.7-F:-Public Realm and Community Safety : Engage WMATA and the NPS to patrol the Metro area and adjacent footpaths to increase safety. Develop a Policing Plan with MPD to continue vigilant police presence and response.	 No Action
		RSD-UNE-2.7-L:-Parks and Open Space : Provide publicly accessible pocket parks, active recreations, 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.	 In Process
		RSD-UNE-2.7-X:-Economic Development - Attract commercial and retail development : Establish partnerships with development teams proposing Planned Unit Development (PUD) to negotiate community benefits with area residents.	 In Process
<b>Washington DC Economic Partnership: 1</b>			
	2012		
		RSD-UNE-2.7-U:-Economic Development - Attract commercial and retail development : Attract ground floor retail that encourages pedestrian activity: restaurants, cafes, coffee shops, flower shops, etc.	 Future
<b>Washington Metropolitan Area Transit Authority: 1</b>			
	2009		
		RSD-UNE-2.7-E:-Public Realm and Community Safety : Collaborate with WMATA on the implementation of the Station Access Study recommendations which may include safety, access, and signage improvements.	 Complete

**Grand Total: 24**

\* Future - No funding or action yet

Planning Stage - Project planning has been initiated by the lead or partner agencies

Planned - A project has been planned, but construction or implementation has not begun. A project in this stage may be waiting for approval or funding.

In Process - Construction or implementation work has been initiated by the lead or partner agencies, but is not yet completed

No Action - No action has occurred

Complete - Done

Cancelled - Project is no longer contemplated or part of an agency workplan

# **ATTACHMENT C**





Insert No Parking Sign Pointing  
Toward Metro Here

