

The Maplesden Group

David Maplesden & Sandeep Mody
Realtor ®

Takoma Park Old Town
7050 Carroll Ave. #202
Takoma Park, MD 20912

Long & Foster Real Estate, Inc.

Direct: 301-891-8716
Office: 301-270-7026 x 8716
Cell: 202- 270-7253
Toll Free: 1-888-842-4347
www.MaplesdenGroup.com
Info@MaplesdenGroup.com



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1351 H Street, NE, Washington, DC 20002

Property Description: Located in one of the most trendy parts of the new Washington D.C., just steps from the recently renovated Atlas Theatre, and next door to the Rock and Roll Hotel, on the most exciting block of H Street, NE, w/many new bars/restaurants already established and more planned. 2 separate lots convey together w/ two bldgs; 2 story approx 3146 square feet bldg w/unfinished basement on one lot. On the other lot at the rear of the property is a separate garage building previously used as 4 car garage w/1050 square feet lot and fronting on the public alley at rear. This 2nd lot has it's own electric and meter. It shares water/sewer with the front lot. The main building has a private ent to the upper level w/living space (now used as owners apartment). C2A zoning on both lots allows for a large range of commercial/retail uses. Possible owner financing w/good down payment or Owners will consider a 2nd trust.

Location Description: On the northern side of Capitol Hill, the H Street corridor, for many years a neglected part of the Hill, has seen much renewed developed in recent years. This building is on the same block as The Atlas Theatre, which was renovated completely 5 years ago as a Cultural Center and Theatre. Next door is the Rock and Roll hotel and a new restaurant is planned on the other side.

General Information on C-2A Zoning in the District of Columbia:

C-2A Permits matter—of— right low density development, including office employment centers, shopping centers, medium— bulk mixed use centers, and housing to a maximum lot occupancy of 60 % for residential use, a maximum FAR of 2.5 for residential use and 1.5 FAR for other permitted uses, and a maximum height of fifty (50) feet. Rear yard requirements are twenty (15) feet; one family detached dwellings follow R-1 side yard requirements, one family semi-detached dwellings follow R-2 side yard requirements.

Tax ID: 1027//0147

Metropolitan Regional Information Systems, Inc.

Page 1 of 1

County: WASHINGTON

Full Tax Record

14-Apr-2011

8:30 pm

Property Address: 1351 H ST NE, WASHINGTON DC 20002 4406

Legal Subdiv/Neighborhood: OLD CITY #1

Condo/Coop Project:

Incorporated City: WASHINGTON DC

Absent Owner: No

Owner Name: OKPALA SYLVESTER C

Company Owner:

Addtl:

Care of Name:

MAILING ADDRESS: 1351 H ST NE, WASHINGTON, DC 20002 4406

LEGAL DESCRIPTION:

Mag/Dist #:

Lot: 147

Block/Square:1027

Election District: 6

Legal Unit #:

Grid:

Tax Map: 1027 0147

Section:

Subdiv Ph:

Addl Parcel Flag/#:

Map: 039-F

Map Suffix:

Suffix:

Parcel:

Sub-Parcel:

Historic ID:

Agri Dist:

Plat Folio:

Plat Liber:

Tax Year 2010

Total Tax Bill: \$4,317

City Tax: \$4,317

Tax Levy Year: 2010

State/County Tax:

Refuse:

Tax Rate: 0.85

Spec Tax Assmt:

Exempt Class:

Homestd/Exempt Status:

Front Foot Fee:

Tax Class: 1/TX

Mult. Class:Y

ASSESSMENT

Year Assessed

Total Tax Value

Land

Improvement

Land Use

2011

\$482,880

\$278,330

\$204,550

2010

\$507,930

\$278,330

\$229,600

2009

\$172,120

\$54,430

\$229,600

DEED

Deed Liber:

Deed Folio:

Transfer Date

Price

Grantor

Grantee

22-Mar-1995

\$86,000

SYLVESTER OKPALA

PROPERTY DESCRIPTION

Year Built: 1921

Zoning Code: C2A

Census Trct/Blck: 8,402/3001

Irregular Lot:

Square Feet: 2,474

Acreage: 0.06

Land Use Code: Commercial

Plat Liber/Folio: /

Property Card:

Property Class:042

Quality Grade: AVERAGE

Road Description:

Zoning Desc: COMM BUS CTR-MED DEN

Xfer Devel.Right:

Road Frontage:

Prop Use: STORE - MISC.

Site Influence:

Topography:

Building Use:

Sidewalk:

Lot Description:

Pavement:

STRUCTURE DESCRIPTION

Construction: Brick

Section 1

Section 2

Section 3

Section 4

Section 5

Story Type:

Description:

Dimensions:

Area:

Foundation:

Roofing: Shingle - Composite

of Dormers:

Ext Wall: Wood

Style:

Year Remodeled: 0

Stories: 2

Units: 1

Model/Unit Type:

Total Building Area: 3,146

Patio/Deck Type:

Sq Ft:

Living Area: 2,498

Base Sq Ft:

Balcony Type:

Sq Ft:

Porch Type:

Sq Ft:

Attic Type:

Sq Ft:

Pool Type:

Sq Ft:

Roof Type: FLAT

Rooms: 4

Fireplace Type:

Fireplaces:

Bedrooms: 0

Bsmt Type:

Garage Type:

Full Baths: 1

Bsmt Tot Sq Ft: 0

Garage Const.:

Half Baths: 1

Bsmt Fin Sq Ft:

Garage Sq Ft:

Baths: 1.50

Bsmt Unfin Sq Ft:

Garage Spaces:

Other Rooms:

Air Conditioning:

Other Amenities:

Interior Floor:

Appliances:

Outbuildings:

Gas:

Heat:

Sewer:

Fuel:

Electric:

Water:

Underground:

Walls:

Tax Record Updated : 23-Mar-2011

Courtesy of: David Maplesden on behalf of The Maplesden Group

Home: (301) 431-3559

Office: (301) 891-8716

Cell: (202) 270-7253

Email: David.Maplesden@LongandFoster.com

Company: Long & Foster Real Estate, Inc.

Office: (301) 270-7026

Fax: (301) 270-4880

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Tax ID: 1027//0148

Metropolitan Regional Information Systems, Inc.

Page 1 of 1

County: WASHINGTON

Full Tax Record

14-Apr-2011

Property Address: 1351 H ST NE, WASHINGTON DC 20002 4406

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Legal Subdiv/Neighborhood: OLD CITY #1

Condo/Coop Project:

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Addtl:

Care of Name:

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LEGAL DESCRIPTION:

Mag/Dist #:

Lot: 148

Block/Square:1027

Election District: 6

Legal Unit #:

Grid:

Tax Map: 1027 0148

Section:

Subdiv Ph:

Addl Parcel Flag/#:

Map: 039-F

Map Suffix:

Suffix:

Parcel:

Sub-Parcel:

Historic ID:

Agri Dist:

Plat Folio:

Plat Liber:

Tax Year 2010

Total Tax Bill: \$3,553

City Tax: \$3,553

Tax Levy Year: 2010

State/County Tax:

Refuse:

Tax Rate: 1.65

Spec Tax Assmt:

Exempt Class:

Homestd/Exempt Status:

Front Foot Fee:

Tax Class: 2/TX

Mult. Class:Y

ASSESSMENT

Year Assessed

Total Tax Value

Land

Improvement

Land Use

2011

\$210,970

\$120,380

\$90,590

2010

\$215,340

\$120,380

\$94,960

2009

\$49,800

\$11,770

\$79,340

DEED

Deed Liber:

Deed Folio:

Transfer Date

Price

Grantor

Grantee

22-Mar-1995

\$0

SYLVESTER OKPALA

PROPERTY DESCRIPTION

Year Built: 1921

Zoning Code: C2A

Census Trct/Blck: 8,402/3001

Irregular Lot:

Square Feet: 1,070

Acreage: 0.02

Land Use Code: Commercial

Plat Liber/Folio: /

Property Card:

Property Class:062

Quality Grade: AVERAGE

Road Description:

Zoning Desc: COMM BUS CTR-MED DEN

Xfer Devel.Right:

Road Frontage:

Prop Use: GARAGE/VEHICLE SALES

Site Influence:

Topography:

Building Use:

Sidewalk:

Lot Description:

Pavement:

STRUCTURE DESCRIPTION

Construction:

Section 1
Brick

Section 2

Section 3

Section 4

Section 5

Story Type:

Description:

Dimensions:

Area:

Foundation:

Roofing: Shingle - Composite

of Dormers:

Ext Wall: Wood

Style:

Year Remodeled: 0

Stories: 1

Units: 1

Model/Unit Type:

Total Building Area: 1,050

Patio/Deck Type:

Sq Ft:

Living Area:

Base Sq Ft:

Balcony Type:

Sq Ft:

Porch Type:

Sq Ft:

Attic Type:

Sq Ft:

Pool Type:

Sq Ft:

Rooms: 1

Fireplace Type:

Fireplaces:

Bedrooms: 0

Bsmt Type: Not Specified

Garage Type:

Full Baths: 0

Bsmt Tot Sq Ft: 1,050

Garage Const.:

Half Baths: 0

Bsmt Fin Sq Ft:

Garage Sq Ft:

Baths: 0.00

Bsmt Unfin Sq Ft:

Garage Spaces:

Other Rooms:

Air Conditioning:

Other Amenities:

Interior Floor:

Appliances:

Outbuildings:

Gas:

Heat:

Sewer:

Fuel:

Electric:

Water:

Underground:

Walls:

Tax Record Updated : 23-Mar-2011

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Office of Zoning

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[Zoning Certification](#)
[Compliance Review](#)

SEARCH



Reasonable
Accommodations

SUMMARY OF ZONING DISTRICTS

Updated December 11, 2009

Districts Summary

CR Permits matter-of-right residential, commercial, recreational and light industrial development to a maximum lot occupancy of 75% for residential use, 20% for public recreation and community center use (up to 40% with Board of Zoning Adjustment approval), a maximum FAR of 6.0 for all buildings and structures, of which not more than three (3.0) may be used for other than residential purposes, a maximum height of ninety (90) feet for all buildings and structures and forty-five (45) feet for public recreation and community centers. An area equivalent to 10% of the total lot area shall be required at ground level for all new development, and rear yards shall be provided for each residential building or structure.

C-1 Permits matter-of-right neighborhood retail and personal service establishments and certain youth residential care homes and community residence facilities to a maximum lot occupancy of 60% for residential use, a maximum FAR of 1.0, and a maximum height of three (3) stories/forty (40) feet. Rear yard requirements are twenty (20) feet; one family detached dwellings follow R-1 side yard requirements, one family semi-detached dwellings follow R-2 side yard requirements.

C-2-A Permits matter-of-right low density development, including office employment centers, shopping centers, medium-bulk mixed use centers, and housing to a maximum lot occupancy of 60% for residential use, a maximum FAR of 2.5 for residential use and 1.5 FAR for other permitted uses, and a maximum height of fifty (50) feet. Rear yard requirements are twenty (15) feet; one family detached dwellings follow R-1 side yard requirements, one family semi-detached dwellings follow R-2 side yard requirements.

DCOZ HOME

SUMMARY OF OVERLAY DISTRICTS

SERVICES

INFORMATION

[Zone Districts Summary](#)
[Overlay Districts Summary](#)
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[Compliance Review](#)

Updated November 5, 2010

Overlay Districts	Summary
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SEARCH



OP Reports



Reasonable Accommodations



[Guidebook:
Zoning in the
District of
Columbia](#)

H Street Northeast
Neighborhood
Commercial Overlay
District (HS)

The H Street (HS) Northeast Neighborhood Commercial Overlay District was established to provide use (commercial and residential), density, design, and planned unit development requirements for lots fronting on H Street, N.E. from 2nd Street to 15th Street, N.E., zoned C-2-A, C-2-B, C-2-C, C-3-A and C-3-B. The overlay is broken up into geographical sub-districts. The purposes of the HS Overlay are to implement the Comprehensive Plan and the H Street, N.E. Strategic Development Plan; encourage residential use, particularly affordable housing and for reuse of upper floors; encourage the clustering of uses into unique destination districts, specifically a housing district from 2nd Street to 7th Street (HS-H), a neighborhood-serving retail shopping district from 7th Street to 12th Street (HS-R), and an arts and entertainment district from 12th Street to 15th Street (HS-A); to establish design guidelines consistent with the historic character and scale of the Overlay District; and to encourage the uses of existing buildings along the corridor. The ground floor level of each building or building addition shall have a uniform minimum clear floor-to-ceiling height of 14 ft. To accommodate this, those building shall be permitted an additional five feet of building height over that permitted as a matter-of-right in the underlying zone. For the HS-H and HS-A Sub-Districts, the overlay reduces the amount of non-residential use allowed in new construction. The overlay also provides bonus density for new construction that preserves an existing facade constructed before 1958 in all sub-districts. For more information, including design requirements, allowable Inclusionary Zoning modifications, and restrictions on planned unit developments, see Sections 1320 through 1326 of the Zoning Regulations.

overlay is mapped over R-1-A, R-1-B and R-2 zoned properties. The maximum permitted building height is governed by the underlying zone districts. The maximum lot occupancy allowed is 30 percent. The minimum lot size allowed is 9,500 square feet. There is a minimum side yard requirement of 8 to 24 feet. See Zoning Commission Order No. 02-19 for more details.

Forest Hills
Overlay District
(FH)

Requires screening and additional distance between industrial and residential uses. A maximum FAR of 5.0 and a maximum height of eighty (80) feet. This district is mapped in combination with other districts.

Georgia Avenue
Overlay District
(GA)

Applies to certain properties zoned C-2-A and/or C-3-A. The overlay encourages additional residential uses and improved commercial uses. The overlay establishes uniform building design standards and guidelines for development review through PUD and special exception proceedings. The overlay encourages vertically-mixed uses (ground floor commercial and residential above) within a quarter mile of the Georgia Avenue - Petworth Metrorail Station. The maximum height permitted is 50 to 65 feet, the maximum lot occupancy for a mixed-use building that includes residential use is 70 percent. The maximum floor area ratio (2.5 to 4.0) is governed by the underlying zoning designation. See Zoning Commission Order No. 06-48 for more details.

H Street
Northeast
Neighborhood
Commercial
Overlay District
(HS)
Neighborhood
Commercial

Establishes use (commercial and residential), density, design and planned unit development requirements for lots fronting on H Street, N.E. from 2nd Street to 15th Street, N.E., zoned C-2-A, C-2-B, C-2-C, C-3-A and C-3-B. The overlay is broken up into sub-districts with development perimeters unique to each. Depending on the sub-district an additional 0.5 FAR above the total density permitted in the underlying zone district for residential uses. In C-2 Districts within the

CONT.

CONT.

overlay district, up to 70% residential lot occupancy is permitted. New construction that preserves an existing façade constructed before 1958 is permitted 0.5 FAR in addition to the non-residential FAR permitted in the underlying zone for non-residential preferred uses. A planned unit development (PUD) in the overlay shall be subject to the following provisions in addition to those of Chapter 24: The additional height and floor area above that permitted as a matter-of-right shall be used only for housing or the preferred uses, and the PUD process shall not be used to reduce requirements. Building height is governed by the underlying zoning districts, however an additional 5 feet (5 ft.) of building height over that permitted in the underlying zone is allowed under specific circumstances. See Zoning Commission Order No. 04-27, for more details.

Hotel/Residential
Incentive (HR)

Permits development incentives for residential and hotel uses only, to a maximum FAR of 8.5, and a maximum height as permitted by the "Act to Regulate the Height of Buildings, June 1, 1910, as amended". A minimum of 2.0 FAR must be devoted to hotel or apartment house. This district is mapped in combination with other districts.

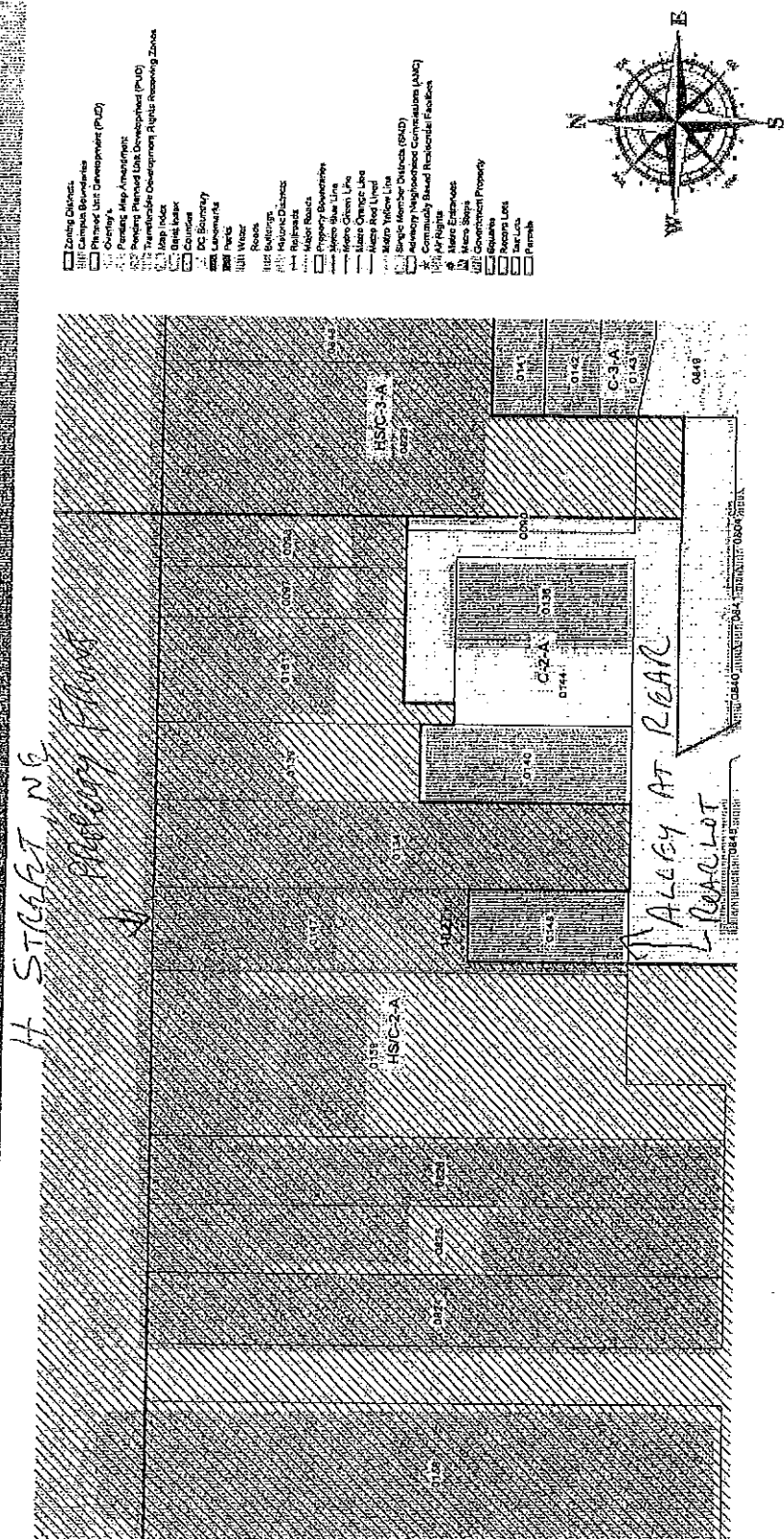
Langdon (LO)

Buffering/screening protection for a residential area abutting industrial land uses. The district is mapped in combination with other districts.

Macomb-
Wisconsin
Neighborhood
Commercial
Overlay District
(MW)

The Macomb-Wisconsin Neighborhood Commercial (MW) Overlay District applies to the neighborhood commercial area near and extending from the intersection of Macomb Street and Wisconsin Avenue, N.W., comprising those lots zoned C-1 in Squares 1920 and 1920N. The overlay is to provide for public review of large developments as to their proposed uses, vehicular access, and the scale and massing of proposed buildings so as to ensure compatibility with and

District of Columbia Zoning Map

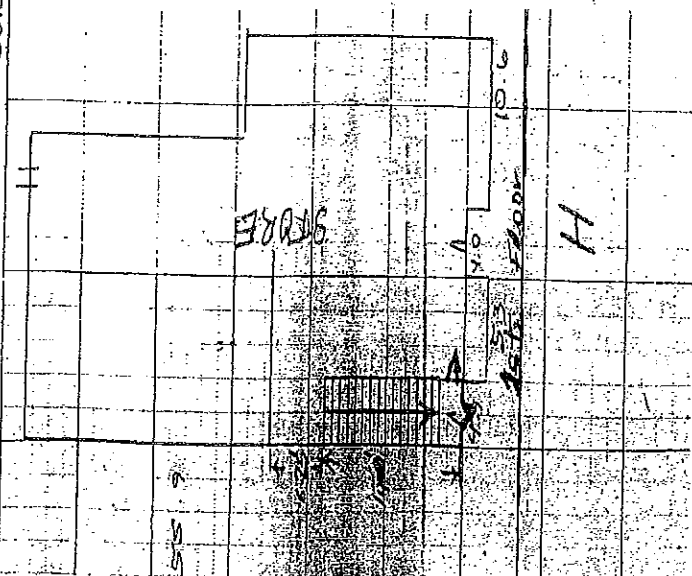


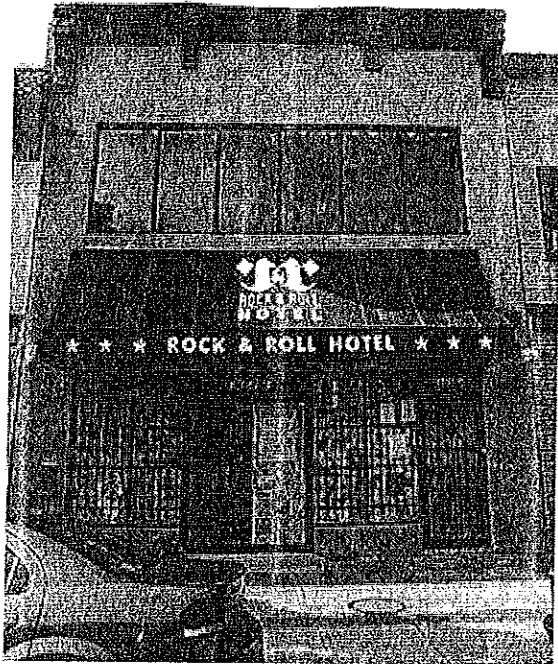
Note 1: Development restrictions depend on a combination of zoning and overlays. Where overlays are present, refer to the zoning regulations for more detailed information.

Note 2: The Data displayed in the report applies to the use described, for other uses please consult the zoning regulations.

202356625
 SCOE ASSOCIATES
 1000 S. GARDEN ST.
 ANAHEIM, CA 92805
 TEL: 714.933.1111
 FAX: 714.933.1112
 WWW.SCOEASSOCIATES.COM

BUILDING SKETCH



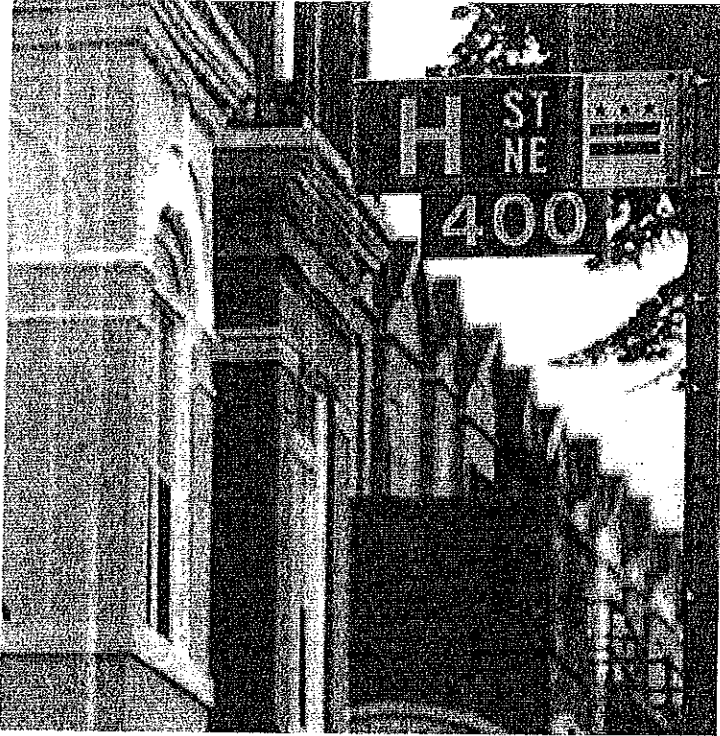


NEAT TO
 ← 1351 H ST NE

Take a minute, and rewind a couple of years to 2007, when the New York Times Travel section wrote a piece on the quirky H Street Corridor.

“In Washington, wherever night life flourishes, high-end condo development is never far behind,” NY Times writer Clay Risen wrote. “If H Street is anything like 14th and U, the now-trendy neighborhood that was the center of the 1968 riots, in five years it will be completely made over — and jam-packed.”

Now, back to the present. It’s been just over two years since Risen’s article was published, and H Street is right on track to fulfill the author’s prophecy. In today’s Express, Mark Wellborn is just the latest writer to reveal the H Street Corridor as one of DC’s future real estate hotbeds. The article, which Wellborn originally published in the Washington Post in October, describes the H Street currently, an H Street that Risen saw coming two years ago.



(Photo from HStreet Org)

“Long characterized by vacant storefronts and used hypodermic needles, the H Street corridor is experiencing a renaissance punctuated by a growing bar and restaurant scene and a housing inventory that is attracting young professionals who have been priced out of other sections of the city,” Wellborn wrote. “Even though the commercial corridor extends for only about five blocks along H Street, new businesses are sprouting and widening the neighborhood’s reach.”

The area is clearly growing, and should continue to grow. The H Street Corridor is a neighborhood with great potential. **Learn more about this potential and the available properties in the H Street Corridor now!**

DC Apartments Available

Prime Locations and Great Values 1, 2
and 3 Bedrooms Available

Map of Washington, DC

Official Washington DC Travel Map
Attractions, getting around & more

Ads by Google



One Response to “The H Street Corridor Neighborhood Turning Heads: One of DC Real Estate’s Hotbeds of Tomorrow”

1. *Check out DC's Next Big Condo Community at H Street's Mardi Gras* says:
February 11, 2010 at 3:48 pm

[...] event should be a lot of fun, but yet another reason to go is to check out the H Street community for yourself. The area, which is growing yearly, could become DC’s next big condominium district. The [...]

Greater Greater Washington

The Washington, DC area is great. But it could be **greater**.

Posts about H Street Connection

Left hand plans transit, right hand adds parking: ODMPED has asked the H Street Connection developer [to add 100 more parking spaces](#), which the District would pay for and maintain, on top of the already-planned 365 spaces. Residents and the ANC worry about extra traffic. [DCist writes](#), "this debate ... would be largely silenced if there was any kind of reliable way other than a personal vehicle or bicycle to get to H Street. You know, like a streetcar." (Voice of the Hill, Stephen Miller) ([Comment](#) · [Share](#))

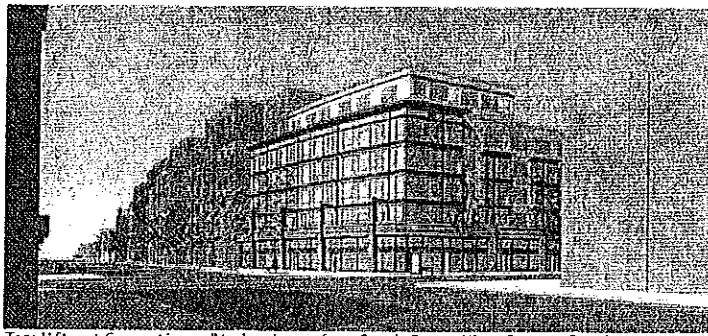
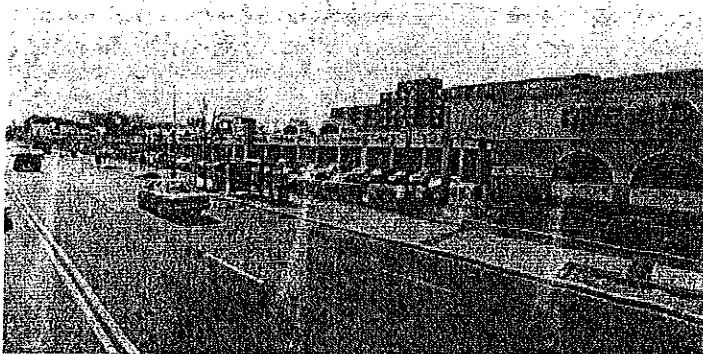
DEVELOPMENT

H Street to get replacement for eyesore strip mall

by [David Alpert](#) · September 17, 2009 12:31 pm

Historic row houses and other old buildings line most of H Street, NE, though with periodic interruptions where more recent modifications have scarred the building fabric such as [Meads Row](#). But one block is all scar: the south side of H between 8th and 10th Streets, which has a one-story, generic strip mall with parking in front, ironically named the H Street Connection.

This isn't appropriate for a major, developing, urban commercial corridor that's slated for a streetcar. Fortunately, developer Rappaport Companies is moving ahead with a Planned Unit Development, designed by Torti Gallas and Partners, to construct a retail and residential mixed-use building on the block containing [409 apartments and 50,000 square feet of retail](#).

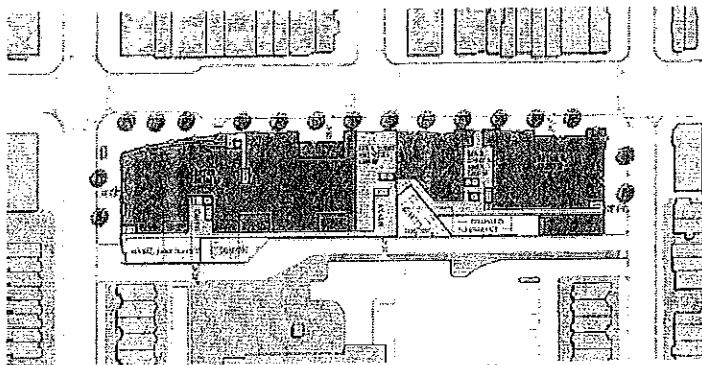


Top: H Street Connection mall today. Image from Google Street View. Bottom: Development plans. Image from Torti Gallas and Partners. [Click on an image to enlarge.](#)

The community requested that more of the building's massing concentrate to the rear of the block, giving it a lower feel along H Street to better match the existing row houses. It also uses a "sawtooth" pattern, like many other recent buildings in DC, to make the structure read like multiple buildings. Except for the corner structure at 8th and H (pictured above), most of the building will use a masonry facade with a traditional look.

The current plans maintain the existing curb cuts on 8th and 10th behind the building, and locate the garage ramps in that alley. (It's not clear if it's a public alley or part of the private property.) Some neighbors have greatergreaterwashington.org/tag.cgi?l...

recommended an entrance on H instead. Today, there's a vehicular entrance there, opposite 9th Street, which ends at the site. Given that this is already an intersection, that makes some sense, but it'd still create a better pedestrian and streetcar experience for cars to come in and out using the much less busy side streets.



Ground-floor plans. Image from Torti Gallas and Partners.

The garage will contain 520 spaces, of which 170 will be public. This is much more than zoning requires; if the streetcar were already here, it wouldn't make sense to build so many, but at the moment attracting people to H Street often requires facilitating car storage, and Rappaport should be free to build the spaces it thinks the market demands. However, the community shouldn't push for even more parking spaces as one of their public amenities under the PUD process, as some have suggested.

Other potential community benefits (MS Word) that have come up in neighborhood discussions include Zipcar spaces, a bike sharing station, LEED certification, grants to improve facades on the opposite side of H, funding for an H Street historic survey, or a public toilet to dissuade people from going in the alleys. Those all sound reasonable, and better than even more parking in a project that has plenty for every resident, lots of shoppers, and even some neighbors.

ANCs 6C and 6A split the H Street corridor, and 6C Commissioner Ryan Velasco has written a report about improving the community benefits that come from PUDs. He's also very closely involved with the neighborhood's negotiations on this project. Even though DC hasn't yet made any of the reforms Velasco suggested, hopefully the community can negotiate a good benefits package and let this project reconnect the giant gap created by the H Street Connection.

[62 comments](#) – [Share](#) – tags: [community benefits](#), [DC](#), [development](#), [H Street](#), [H Street Connection](#)



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HISTORY

H Street, NE is one of DC's earliest and busiest commercial corridors – hosting one of the original streetcar lines in DC. During the early part of the 20th century, the neighborhood boomed as businesses relocated to the area and middle class families found affordably priced homes in a safe and clean environment.

The face of H Street changed profoundly on April 4, 1968 after the death of Reverend Martin Luther King, Jr. Upon the news of his death, riots spread across DC – most resulting in significant property damage, looting, and eventually widespread fires. Thousands of District businesses and homes were destroyed during the four-day riots, with H Street, NE experiencing much of the damage. After the riots ended, hundreds of businesses and homes in the neighborhood were destroyed, and families and business owners fled the area in droves.

Although H Street, NE has long been in an economic resurgence, the introduction of the DC Main Streets program in 2002, which led to H Street Main Street in 2003, has ushered in a new phase in the life of H Street. Businesses that have survived since the riots of 1968 have been assisted with facelifts and expansion projects, older buildings have been rehabilitated into stylish apartments and condominiums, a new and exciting



MARTIN LUTHER KING, JR.
After the assassination of Martin Luther King, riots broke out in DC. Fires and looting was rampant on H Street and forced many businesses and residents to relocate.



Currently the H Street Corridor is undergoing a major street renovation to install a streetcar, which will provide service between the Gallery Place/Chinatown metro and the Minnesota Avenue metro. Ultimately this project will make the entire Corridor more accessible while decreasing traffic congestion and parking issues. MORE..

Photography by Steven M. Cummings and Elise Bernard.

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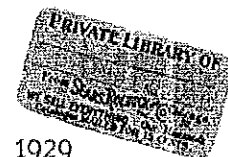
H STREET MAIN STREET

H Street Main Street (HSMS) was created in 2002 as a part of the DC Main Streets program. The goal of HSMS is to support the establishment and implementation of lasting, comprehensive revitalization in one of DC's most historic neighborhoods - the H Street, NE corridor - by investing in and expanding existing businesses while also attracting new businesses.

Since its inception, HSMS has acted as a voice for neighborhood businesses and residents as the District continues to invest in the corridor - representing the interests of the community, and helping bring positive change to area.

HSMS is a nonprofit, 501(c)3, led by a combination of community development professionals and local volunteers. The program is based on the National Trust for Historic Preservation's nationally proven model, which includes work in the areas of organization of commercial revitalization efforts, promotion of neighborhood businesses and business districts, design and economic restructuring.

If you have questions, concerns, or would like to get involved, please contact: Anwar Saleem, 202.543.0161.



1929
SEARS, ROEBUCK & COMPANY opened its first store in the Washington DC metropolitan region at the corner of H Street NE and Bladensburg Road.



Currently the H Street Corridor is undergoing a major street renovation to install a streetcar, which will provide service between the Gallery Place/Chinatown metro and the Minnesota Avenue metro. Ultimately this project will make the entire Corridor more accessible while decreasing traffic congestion and parking issues. MORE...

Photography by Steven M. Cummings and Elise Bernard.

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CONSTRUCTION UPDATE

As H Street continues to grow, ongoing rehabilitation and streetscape projects are constantly improving the appearance and comfort of the neighborhood.

Twenty percent of the 286 parcels fronting onto H Street were vacant in 2003. Today, significant mixed-use development projects are planned for most. Development will soon occur at these key sites:

- The former BP/Amoco site at 3rd & H Street
- The Old Sears site at Maryland Avenue & K Street NE
- The 200 block south side of H Street
- 1100 block of H Street NE.

Redevelopment projects are also planned for 601-645 H Street and the H Street Connection Site in the 800 block. Each of these projects will produce new Class A retail space to be made available to local and national retail stores. A powerful indicator of the desirability of H Street is that most of these projects are occurring without public subsidy.



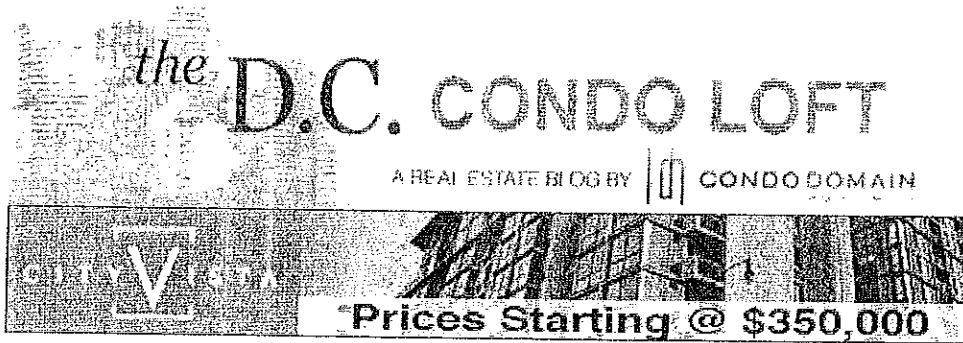
1872

THE COLUMBIA RAILWAY COMPANY was founded in 1870. The streetcar line along H Street NE was established in 1872.



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The H Street Corridor Neighborhood Turning Heads: One of DC Real Estate's Hotbeds of Tomorrow

by **Simon Landau** on 29 Jan 2010

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H Street Corridor in DC is getting *lots of attention*.

The neighborhood, which no one will claim to be the home of ultra-luxurious properties, is quickly becoming a major hangout, as well as more affordable home, for residents throughout the city. The area has tons of funky bars like Rock and Roll Hotel and H Street Country Club, which are supplemented by dance and performing arts outlets.