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Agency	Estimated Starting Year	Action - Description	Status*
Commission of Fine Arts: 1			
	2010	BC-UNE-2.6-ZZA:-Land Use and Neighborhood Character Recommendations : Establish a Brookland Arts/Cultural District by providing incentives and encouraging arts uses with the creation of new development and public spaces. OP will work with Catholic University, Dance Place and other known arts organizations to facilitate opportunity for collaboration.	 In Process
Department of General Services: 3			
	2011	BC-UNE-2.6-ZZC:-Land Use and Neighborhood Character Recommendations : Establish Brooks Mansion as a future civic community building for Brookland	 Future
	2014	BC-UNE-2.6-ZZ:-Metro Station : Work with the Office of Peoperty Management on the design and accessibility of the Open Space surrounding the Brooks Mansion creating a community civic and Open Space along Newton Street, integrated with Brooks Mansion and it"s grounds.	 Future
	2015	BC-UNE-2.6-Z12:-Monroe Street : Reposition Brooks Mansion as a community civic building and its grounds as a civic/green space. Consider removing the surface parking area to reclaim additional green space and integrate with the Newton Street public space.	 Future
Department of Parks and Recreation: 4			
	2010	BC-UNE-2.6-ZI:-Open Space and Environmental Recommendations : Improve existing park spaces at Noyes Park and Ft. Bunker Hill Park	 In Process
		BC-UNE-2.6-ZZW:-Green Space, Open Space and Environment Recommendations : Improve existing park spaces at Noyes Park and Ft. Bunker Hill Park.	 In Process
	2012	BC-UNE-2.6-ZZV:-Green Space, Open Space and Environment Recommendations : Improve linkages to open space and recreational amenities in the community including Turkey Thicket Recreation Center, Noyes Park, Fort Bunker Hill Park and the Metropolitan Branch Trail.	 In Process
	2014	BC-UNE-2.6-ZH:-Open Space and Environment Recommendations : Improve linkages to open space and recreational amenities in the community including Turkey Thicket Recreation, Noyes Park, Fort Bunker Hill Park and the Metropolitan Branch Trail.	 In Process












Agency	Estimated Starting Year	Action - Description	Status*
Department of Public Works: 1			
	2012	BC-UNE-2.6-ZE:-Parking Recommendations : E-4 Parking Meter and RPP Enforcement: Better enforcement of parking meters and RPP 2 hour limits would ensure greater turnover of spaces. Location: 12th Street between Monroe and Otis Streets.	 Future
Department of Small and Local Business Development: 4			
	2010	BC-UNE-2.6-ZZI:-Economic Development & Neighborhood Amenities : Maintain a competitive local business framework by encouraging aesthetic property enhancements and building upgrades by property owners as well as enforcing property upkeep and compatibility with existing building code.	 Future
		BC-UNE-2.6-ZZN:-Economic Development & Neighborhood Amenities : Encourage property and business owners in the Brookland commercial area to participate in coordinated branding and marketing initiatives.	 Future
	2012	BC-UNE-2.6-Z08:-12th Street Corridor : Retain existing retailers and seek new financial support to help small, local businesses manage rent pressures.	 Future
	2015	BC-UNE-2.6-Z05:-12th Street Corridor : Create distinct branding and merchandising strategies for 12th Street and Monroe Street. Monroe Street should be recognized for larger format, mixed use offerings and 12th Street as boutique/specialty goods and services.	 In Process
Deputy Mayor for Planning & Economic Development: 1			
	2011	BC-UNE-2.6-ZZH:-Economic Development & Neighborhood Amenities : Coordinate the programming of new retail along Monroe and at the Metro Station in order to compliment and strengthen 12th Street.	 Future
District Department of Transportation: 47			
	2009	BC-UNE-2.6-A:-Traffic Recommendations : A-1 Signal Timing Changes: To address existing and/or projected operational constraints and safety deficiencies. Locations: 1. Michigan at Monroe; 2. Michigan at 7th; 3. Taylor at 10th; 4. Taylor at 7th.	 In Process
		BC-UNE-2.6-B:-Traffic Recommendations : A-2 Installation of All-way Stop Control: To address existing and projected operational constraints for side-street vehicular and pedestrian crossing activity. All way stop was actually installed at 12th and Newton. This intersection experiences more pedestrian traffic due to the direct connection to the metro station.	 Complete
		BC-UNE-2.6-G:-Traffic Recommendations : A-6 Traffic Calming and operational improvements along Randolph Street (as per DDOT Brookland Transportation and Streetscape Study): To address projected operational and safety constraints at the Michigan Avenue-12th Street-Randolph Street Triangle. Location: 1. Michigan Avenue at 12th.	 In Process












Agency	Estimated Starting Year	Action - Description	Status*
District Department of Transportation: 47 2009			
		BC-UNE-2.6-H:-Traffic Recommendations : A-8 Traffic calming improvements (bump-outs, bicycle lanes, on-street parking, etc.) To address existing operating issues and projected increase in vehicular-pedestrian conflicts due to regional and local area land use changes. Location: 1. Monroe Street (Michigan Avenue to 12th Street); 2. 12th Street Retail Corridor (Monroe to Randolph); 3. Other street-7th, 8th, 9th, 10th, Perry, Otis and newton within a quarter mile of the metro station.	 In Process
		BC-UNE-2.6-P:-Pedestrian Recommendations : C-2 Pedestrian Count Down Signal: The pedestrian countdown signals indicate the amount of time available to safely cross in a cross walk. Location: All signalized pedestrian crossings.	 In Process
		BC-UNE-2.6-Q:-Pedestrian Recommendations : C-3 ADA Ramps: Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, crutches, handcars, bicycles, and also pedestrians with mobility impairments who have trouble stepping up and down high curbs. Where feasible, separate curb ramps for each crosswalk at an intersection should be provided rather than having a single ramp at a corner bor both crosswalks. This provides improved orientation for visually impaired pedestrians. Similarly, tactile warnings will alert pedestrians to the sidewalk/street edge. Location: All sidewalk curbs facing crosswalks.	 Complete
		BC-UNE-2.6-U:-Pedestrian Recommendations : C-7 Medians: Medians are raised barriers in the cener portion of the street or roadway that can serve as a place of refuge for pedestrians who cross a street midblock or at an intersection location. They may provide space for trees and other landscaping that, in turn help change the character of a street and reduce speeds. They also have benefirts for motorist safety when they replace turn lanes. Location: Monroe Street between Michigan Avenue and 12th Street; 12th Street between Perry Street and Michigan Avenue, Michigan Avenue between Monroe Street and 12th Street. Painted medians instead of raised medians have been installed on 12th Street between Randolph Street and Michigan Avenue, NE.	 Cancelled
		BC-UNE-2.6-V:-Pedestrian Recommendations : C-9 Sidewalk Curb Extensions or Bulb-Outs: Curb extensions are also known as bulb-outs or neckdowns- extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street.	 Complete
		BC-UNE-2.6-X:-Pedestrian Recommendations : Roadway lighting improvements: In commercial areas with night time pedestrian activity, streetlights and building lights can enhance the ambiance of the area and the visibility of pedestrians by motorists. It is best to place street lights along both sides of arterial streets and to provide a consistent level of lighting along a road way. Location: 12th Street between Rhode Island and Michigan Avenues; Monroe Street between Michigan Avenue and 12th Street; Michigan Avenue between Monroe Street and 12th Street.	 In Process
		BC-UNE-2.6-ZZE:-Land Use and Neighborhood Character Recommendations : Engage Pepco and DDOT in discussions regrading the burying of utilities with new development	 Future
		BC-UNE-2.6-ZZF:-Land Use and Neighborhood Character Recommendations : Implement DDOT Streetscape and Transportation Study improvements to create a pleasant, inviting, memorable, pedestrian, and walkable neighborhood	 In Process

Agency	Estimated Starting Year	Action - Description	Status*
District Department of Transportation: 47			
	2009	BC-UNE-2.6-ZZP:-Transportation, Walkability and Connectivity : Integrate the implementation of the DDOT Brookland Streetscape and Transportation Study with the implementation of the Brookland/CUA Metro Station Small Area Plan.	 In Process
	2010	BC-UNE-2.6-O:-Pedestrian Recommendations : C-1 Walk signals: Pedestrian signal indications should be used at traffic signals where warranted, according to the MUTCD. Location:All signalized pedestrian crossings within a quarter mile of the Metro Station.	 Future
		BC-UNE-2.6-W:-Pedestrian Recommendations : C-9 Advanced stop Lines: At signalized intersections the vehicle stop line can be moved farther back from the pedestrian crosswalk for an improved factor of safety and for improved visibility of pedestrians. In some places the stop line has been moved back by 15-to-30 feet relative to the marked crosswalk with considerable safety benefits for pedestrians. Location: Monroe at 7th and 10th Streets, 12th Street at Otis Street.	 Future
		BC-UNE-2.6-ZZB:-Land Use and Neighborhood Character Recommendations : Develop a neighborhood branding and wayfinding strategy for Brookland	 In Process
		BC-UNE-2.6-ZZT:-Transportation, Walkability and Connectivity : Develop a shuttle consolidation strategy to improve and minimize the impact of shuttle transportation between major nearby destinations and the Brookland/CUA Metro station. Shuttle drop off and pick up should be relocated to John McCormack Road.	 Future
	2011	BC-UNE-2.6-Z1:-Monroe Street : Realign Monroe Street with Michigan Avenue at western end.	 Future
		BC-UNE-2.6-ZZR:-Transportation, Walkability and Connectivity : Develop a strategy for improving streetscape, lighting and increase pedestrian safety along John McCormack Road.	 Future
		BC-UNE-2.6-ZZZ:-Green Space, Open Space and Environment Recommendations : Implement Metropolitan Branch Trail along 8th Street and John McCormack Road through Brookland.	 Future
	2012	BC-UNE-2.6-F:-Traffic Recommendations : A-6 Connectivity can take many forms.The conceptual plan shows an extended 8th Street that connects Monroe and Michigan Avenue; an extended 8th Street could accommodate vehicles or be limited to pedestrian only access. The connection could also be made via the Metropolitan Branch Trail. Location: 1. 8th Street at Monroe; 2. 8th at Michigan; 3. John McCormack at Michigan.	 In Process
		BC-UNE-2.6-ZA:-Bicycle Recommendations : D-3 On-Street Bicycle Parking: On-street bicycle racks should be provided adjacent to key employment, educational, and retail destinations. Locations: Various points on 12th Street sidewalks between Lawrence Street and Randolph Street; Monroe Street at Michigan Avenue, 10th Street; East Metro portal; John McCormack Road adjacent to Metro portal; 10th Street adjacent to Turkey thicket Recreation Center.	 In Process










Agency	Estimated Starting Year	Action - Description	Status*
District Department of Transportation: 47			
2012			
		BC-UNE-2.6-ZB:-Parking Recommendations : E-1 Additional on street parking: Limited on-street parking currently exists along 12th Street to support businesses. Allow for on-street parking during peak shopping times at loading zones or current no-parking zones where feasible.	 No Action
		BC-UNE-2.6-ZC:-Parking Recommendations : E-2 Extension of 2 hour RPP to Night and Weekends. Extending 2 hour RPP along 12th Street and key locations. Location: 12th Street between Monroe Street and Randolph Street.	 Future
		BC-UNE-2.6-ZD:-Parking Recommendations : E-3 Create off-street parking: Limited on-street parking currently exists along 12th Street to support businesses. Look for empty or under utilized lots to be used for retail parking. Location: lot behind CVS on Newton Street.	 Future
		BC-UNE-2.6-ZF:-Parking Recommendations : E-5 Extensions of Parking Meter Times: Extension of parking meter times would enable customers to spend more time in an individual shop or visit multiple shops without having to worry about receiving a ticket or having to feed the meter. Location: 12th Street between Onroe and Otis Streets.	 Future
		BC-UNE-2.6-ZZQ:-Transportation, Walkability and Connectivity : Improve connectivity and reestablish the grid of streets and blocks where new development occurs.	 Future
2013			
		BC-UNE-2.6-ZG:-Parking Recommendations : E-6 Create a parking district to better study, implement and manage parking in the Brookland Study area, in keeping with stipulations of the City's Municipal Regulations and neighborhood preservation policies, as well as the practical needs of the affected communities and new development. This can take the form of an ANC committee, a Transportation Management Organization, or a Business Improvement District. Location: 12th Street between Monroe and Otis Streets.	 Future
2014			
		BC-UNE-2.6-C:-Traffic Recommendations : A-3 Installation of Traffic Signals: To address existing and projected capacity constraints. Location: 1. Michigan at Perry 2. Monroe at 8th.	 Complete
		BC-UNE-2.6-D:-Traffic Recommendations : A-4 Major intersection geometric/configuration improvements: to minimize operational and safety impacts of small area plan street alignment/realignment proposals.	 In Process
		BC-UNE-2.6-R:-Pedestrian Recommendations : C-4 Enhance crosswalks: Marked crosswalks indicate optimal or preferred locations for pedestrians to cross and help designate right-of-way for motorists to yield to pedestrians. Crosswalks are often installed at signalized intersections and other selected locations. Locations: 12th Street at Monroe, Newton, Otis, Perry, Quincy, and Randolph; Monroe Street at 9th, 10th, Michigan Avenue; Michigan Avenue at 10th and 7th Streets.	 Complete











Agency	Estimated Starting Year	Action - Description	Status*
District Department of Transportation: 47 2014			
		BC-UNE-2.6-S:-Pedestrian Recommendations : C-5 Raised Pedestrian Crossings/Speed Tables: A raised pedestrian crossing is also essentially a speed table, with a flat portion the width of a crosswalk, usually 10-15 feet. Raised intersections and crosswalks encourage motorists to yield.	 In Process
		BC-UNE-2.6-T:-Pedestrian Recommendations : C-6 Wider Sidewalks: Both FHWA and the Institute of Transportation Engineers (ITE) recommend a minimum width of 5 feet for a sidewalk of walkway, which allows two people to pass comfortably or to walk side-by-side. Location: 12th Street between Lawrence and Randolph Streets.	 In Process
		BC-UNE-2.6-Y:-Bicycle Recommendations : D-1 On Street Bicycle Lanes: bike lanes indicate a preferential or exclusive space for bicycle travel along an arterial street. Bike lanes have been found to provide more consistent separation between bicyclists and passing motorists. Marking bicycle lanes can also benefit pedestrians-as turning motorists slow and yield more to bicyclists, they will also be doing so for pedestrians. Locations: 12th Street north of Randolph Street; Monroe Street between Michigan Avenue and 12th Street.	 Complete
		BC-UNE-2.6-Z:-Bicycle Recommendations : D-2 Bicycle Trails: Grade-separated bicycle trails can provide safe, comfortable and convenient bicycle connections between Brookland's Metro Station area and key destinations, such as nearby universities and hospitals as well as Union Station and Silver Spring. Sidewalks along Michigan Avenue and Irving Street can be widened with improved curb-ramps to create a more bicycle friendly environment. Locations: Metropolitan Branch Trail adjacent to the Red Line/CSX corridor; Michigan Avenue and Irving Street east of Monroe Street.	 In Process
		BC-UNE-2.6-Z06:-12th Street Corridor : Include way finding techniques to indicate the character of the 12th Street and Monroe Street corridors, help ensure free movement of shoppers and pedestrians between these streets and facilitate access from the Metro.	 Future
		BC-UNE-2.6-Z3:-Monroe Street : Extend 8th Street north of Monroe Street to align with John McCormack Road at Michigan Avenue.	 Future
		BC-UNE-2.6-Z5:-Monroe Street : Provide adequate parking but at low transit-oriented development parking ratios.	 Future
		BC-UNE-2.6-ZK:-Open Space and Environment Recommendations : Implement Metropolitan Branch Trail along 8th Street and John McCormack Road through Brookland.	 Future
		BC-UNE-2.6-ZQ:-Commercial Area South of the Metro Station : Integrate Metropolitan Branch Trail along 8th Street.	 Future
		BC-UNE-2.6-ZV:-Metro Station : Use streetscape enhancements and signage to create more identifiable and inviting pedestrian (and vehicular) connections from the 12th Street commercial corridor to the Brookland/CUA Metro Station along Newton and Otis Streets.	 Future


Agency	Estimated Starting Year	Action - Description	Status*
District Department of Transportation: 47			
	2015		
		BC-UNE-2.6-E:-Traffic Recommendations : A-5 Major upgrade of Michigan Avenue at 10th Street (based on engineering design study): To address existing and projected operational and safety deficiencies. Location: 1. Michigan Avenue at 10th and adjacent segments of 10th (from Perry to Otis) and Michigan Avenue (from John McCormack Road to Perry Street)	 In Process
		BC-UNE-2.6-Z2:-Monroe Street : Realign 7th Street north of Monroe Street at Michigan Avenue with entrance to Catholic University.	 Future
		BC-UNE-2.6-ZU:-Metro Station : Add streetscape improvements to Otis and Monroe Streets emphasizing the connections to the station and the commercial area.	 Future
		BC-UNE-2.6-ZZS:-Transportation, Walkability and Connectivity : Implement future pedestrian bridges across CSX/WMATA tracks. Suggested locations are at Kearny and Hamlin Streets.	 Future
	2016		
		BC-UNE-2.6-Z001:-Commercial Area North of Metro Station : Extend Perry Street west and 9th Street north to create a new fabric of streets and blocks.	 Future
		BC-UNE-2.6-Z006:-Commercial Area North of Metro Station : Provide new streetscaping, landscaping and lighting.	 Future
		BC-UNE-2.6-ZT:-Metro Station : Extend 9th Street, Otis Street and Newton Street into the Metro Station area.	 Future
Metropolitan Police Department: 1			
	2010		
		BC-UNE-2.6-ZZL:-Economic Development & Neighborhood Amenities : Encourage area businesses to collaborate in public safety initiatives and techniques, including Crime Prevention Through Environmental Design.	 Future
Office of Planning: 33			
	2009		
		BC-UNE-2.6-ZJ:-Open Space and Environment Recommendations : Integrate Open Space with new development, and engage residents and local community groups in their planning and design.	 Future
	2010		
		BC-UNE-2.6-Z02:-12th Street Corridor : Enliven the intersection at 12th Street and Monroe Street. Create an authentic community gathering spot that blends the main street feel from 12th Street, surrounding residential and insitutional uses on Monroe Street. Consider uses that compliment existing retail.	 Future
		BC-UNE-2.6-Z10:-Monroe Street : Coordinate a retail strategy to encourage complimentary retail and businesses for both 12th and Monroe Streets	 Future

Agency	Estimated Starting Year	Action - Description	Status*
Office of Planning: 33			
2010			
		BC-UNE-2.6-ZZG:-Land Use and Neighborhood Character Recommendations : Work with residents and stakeholders to create an urban design committee	 In Process
		BC-UNE-2.6-ZZO:-Economic Development & Neighborhood Amenities : Work with residents and stakeholders to create a list of preferred community benefits that can be addressed as planned unit developments are generated.	 In Process
2011			
		BC-UNE-2.6-ZZY:-Green Space, Open Space and Environment Recommendations : Integrate Open Space with new development, and engage residents and local community groups in their planning and design.	 Future
2013			
		BC-UNE-2.6-Z01:-12th Street Corridor : Develop mix of uses including retail, office, residential and cultural uses as redevelopment and infill development along 12th Street.	 Future
		BC-UNE-2.6-Z04:-12th Street Corridor : Coordinate a retail strategy to encourage complimentary retail and businesses for both 12th and Monroe Streets.	 In Process
		BC-UNE-2.6-Z07:-12th Street Corridor : Investigate the viability of a creative economy cluster on the 12th Street and Monroe Street, building on current assets, specialty retailers or cultural assets.	 Future
		BC-UNE-2.6-ZZM:-Economic Development & Neighborhood Amenities : Provide smaller, alternative office products (office condos, second-story office spaces) for new neighborhood-serving businesses and small professional firms.	 Future
		BC-UNE-2.6-ZZU:-Transportation, Walkability and Connectivity : Eliminate bus bays/loops and place bus stops on the street grid	 Future
2014			
		BC-UNE-2.6-Z[A]-:Metro Station : Building facades along Newton Street and the Metro Plaza should step back in height at a ratio of one to one above 50 feet in order to preserve views to the Basilica of the National Shrine of the Immaculate Conception.	 Future
		BC-UNE-2.6-Z03:-12th Street Corridor : Increase infill development while blending with the design and scale of the street. Development along 12th Street may be allowed up to a maximum of 50 feet. Between Otis Street and Randolph Street and between Monroe and Rhode Island Avenue, additional height up to 50 feet may be allotted through a Planned Unit Development, a discretionary approval by the District's Zoning Commission.	 Future
		BC-UNE-2.6-Z6:-Monroe Street : Development along Monroe Street west of the WMATA/CSX tracks may be allowed up to 6 stories or a maximum 70 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.	 Future

Agency	Estimated Starting Year	Action - Description	Status*
Office of Planning: 33			
2014			
		BC-UNE-2.6-ZL:-Commercial Area South of Metro Station : Develop new residential uses, extending and integrating with the existing street fabric.	 Future
		BC-UNE-2.6-ZM:-Commercial Area South of the Metro Station : Development south of Kearny Street should consist of low to moderate density residential and limited commercial or cultural facilities	 Future
		BC-UNE-2.6-ZN:-Commercial South of the Metro Station : Provide adequate parking but at low transit-oriented development parking ratios.	 Future
		BC-UNE-2.6-ZO:-Commercial Area South of the Metro Station : Development south of Monroe to Kearny Street may be allowed up to a 5 stories or a maximum of 60 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.	 Future
		BC-UNE-2.6-ZP:-Commercial Area South of the Metro Station : Building facades facing a public street in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet. For example, for every 10 feet in height above 50 feet, the building façade should step back 5 feet from the building edge.	 Future
		BC-UNE-2.6ZZ:-Metro Station : Building facades facing a public street in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet.	 Future
2015			
		BC-UNE-2.6-Z002:-Commercial Area North of Metro Station : Development north of an extended Perry Street should consist of low to moderate density residential development.	 Future
		BC-UNE-2.6-Z003:-Commercial Area North of Metro Station : Develop new residential and small office uses, created along a fabric of streets and blocks, extending and integrating with the existing neighborhood character.	 Future
		BC-UNE-2.6-Z09:-12th Street Corridor : Work with District government agencies, the business community and business organizations to establish storefront design guidelines for businesses along 12th Street. Focus on revitalizing bland building facades and inconsistent building frontage.	 Future
		BC-UNE-2.6-Z11:-Monroe Street : Create a large civic/green space as part of new development along Monroe Street west of the WMATA/CSX tracks.	 Future
		BC-UNE-2.6-Z4:-Monore Street : Develop a moderate-density mix of uses along Monroe Street west of the WMATA/CSX tracks with community-serving retail, residential, cultural uses and public spaces.	 Future
		BC-UNE-2.6-Z7:-Monroe Street : Allow infill and redevelopment along Monroe Street east of the WMATA/CSX tracks.	 Future

Agency	Estimated Starting Year	Action - Description	Status*
Office of Planning: 33			
	2015		
		BC-UNE-2.6-Z8:-Monroe Street : Development along Monroe Street east of the WMATA/CSX tracks may be allowed up a maximum 50 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission.	 Future
		BC-UNE-2.6-Z9:-Monroe Street : Buildings in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet. For example, for every 10 feet in height above 50 feet, the building façade should step back 5 feet from the building edge.	 Future
	2016		
		BC-UNE-2.6-Z004:-Commercial Area North of Metro Station : Create a community green space as part of development in this sub-area.	 Future
		BC-UNE-2.6-Z005:-Commercial Area North of Metro Station : Provide adequate parking but at low transit-oriented development parking ratios.	 Future
		BC-UNE-2.6-Z007:-Commercial Area North of Metro Station : Development between Michigan Avenue and an extended Perry Street may be allowed up to 6 stories or a maximum 70 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.	 Future
		BC-UNE-2.6-Z008:-Commercial Area North of Metro Station : Building facades facing a public street in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet. For example, for every 10 feet in height above 50 feet, the building facade should step back 5 feet from the building edge.	 Future
		BC-UNE-2.6-Z009:-Commercial Area North of Metro Station : Development should provide visual and noise buffers from train tracks and neighboring Production, Distribution and Repair (PDR) uses.	 Future
Washington Metropolitan Area Transit Authority: 13			
	2009		
		BC-UNE-2.6-I:-Transit Recommendations : B-1 Installation of Bus shelters and seating: Shelters and seating at high ridership Metrobus stoops make for a more comfortable passenger waiting experience. Location: Brookland Metro Station.	 Future
		BC-UNE-2.6-K:-Transit Recommendations : B-3 Bus Stop Bump-Outs: Extend sidewalk curb at bus stops in order to make passenger boarding and alighting faster and safer since buses would not have to maneuver into the curb or passengers would not have to enter the street in order to board. Location: Brookland-CUA Metro Station area.	 In Process

Agency	Estimated Starting Year	Action - Description	Status*
Washington Metropolitan Area Transit Authority: 13			
	2009	BC-UNE-2.6-N:-Transit Recommendations : B-6 Improved Shuttle Service Waiting Area: Shuttles provide a critical connection between Metro and the number of medical and academic institutions within the greater Brookland area and help reduce traffic. Providing an adequate and comfortable shuttle passenger waiting area adjacent to the Brookland-CUA Metro is necessary to provide for existing and anticipated ridership needs. Location: Bunker Hill Road adjacent to Brookland-CUA Metro Station area. A consolidation study of the independent shuttles servicing the metro station has been initiated by OP and the Washington Metropolitan Council of Governments. This study should be completed late spring 2010.	 Future
	2010	BC-UNE-2.6:-Metro Station : WMATA will resume its transportation access study for the Brookland Metro Station to fully access the recommendations in the draft plan and their impact on transit service delivery. WMATA representatives participated in the planning process and served on the advisory committee. The Office of Planning anticipates that the coordination and engagement between WMATA, the District and the community will continue when the access study resumes.	 Complete
		BC-UNE-2.6-J:-Transit Recommendations : B-2 Installation of Bus Route information: Make bus use more convenient with route timetables and maps. Location: 12th Street; Monroe Street.	 In Process
	2011	BC-UNE-2.6-ZS:-Metro Station : Provide adequate parking but at low transit-oriented development parking ratios.	 Future
	2014	BC-UNE-2.6-L:-Transit Recommendations : B-4 Elimination or modification of bus stops: Decrease travel times through eliminating bus stops that either have low boarding/alightings or are close to another stop. Also look at possibilities of relocating particular bus stops to more conveniently serve key destinations.	 In Process
		BC-UNE-2.6-M:-Transit Recommendations : B-5 Increased Bus Service; Increased frequency of buses planned to be implemented by WMATA along key routes to address anticipated ridership demand due to regional and local area land use changes. Location: Brookland-CUA Metro Station area.	 Future
		BC-UNE-2.6-Z[:]-Metro Station : Relocate the Metro Station portals to align with Newton Street.	 In Process
		BC-UNE-2.6-ZR:-Metro Station : Develop a moderate-density mix of uses including retail, office, residential and cultural uses at the Metro Station.	 Future
		BC-UNE-2.6-ZX:-Metro Station : Relocate shuttle bus operations to 8th Street and/or John McCormack Road.	 Future
		BC-UNE-2.6-ZY:-Metro Station : Develop low-density residential along the west side of 10th Street between Otis Street and Newton Street.	 Future

Agency	Estimated Starting Year	Action - Description	Status*
Washington Metropolitan Area Transit Authority: 13			
2015			
		BC-UNE-2.6-ZW:-Metro Station : Kiss 'n ride, short-term parking along 9th and Newton Streets.	 Future

Grand Total: 108

* 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