



Brookland/CUA Metro Station Small Area Plan

Washington, DC

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BROOKLAND / CUA METRO STATION SMALL AREA PLAN

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Fig. 1 – Brookland/CUA Metro Station Small Area Plan Illustrative drawing

EXECUTIVE SUMMARY

Overview

The Brookland/CUA Metro Station Small Area Plan is a framework plan - the result of an intensive 18-month long community-based planning process. The Plan has been developed for the purpose of guiding the growth, development and revitalization of under utilized areas within a quarter mile or ten-minute walk of the Brookland/CUA Metro Station, as called for in the 2006 DC Comprehensive Plan:

"The goal of the study is to guide future development in the station vicinity in a manner that respects the low density scale of the nearby residential area (particularly the area along 10th Street NE and east of 10th Street NE), mitigates parking and traffic impacts, and improves connections to nearby institutions and shopping areas." UNE-2.6

In addition to the framework, the Small Area Plan study includes conducting an Existing Conditions Analysis, a Historic and Cultural Resources Report, a Market Conditions Analysis, a Transportation Analysis, and a Decking Feasibility Study.

This document conveys a shared vision for the Small Area Plan, records the Guiding Principles that were developed through the community-based planning process, and illustrates the resulting concepts. It includes an implementation strategy with recommendations regarding specific elements of the plan. It provides residents, land owners, developers and city officials and District agencies with a framework and recommendations to guide future development in the study area.

Small Area Plan Concepts

The urban design concepts of the Brookland/CUA Metro Station Small Area Plan were derived by applying the Guiding Principles developed for the plan to the setting of the neighborhood and context, creating a physical framework plan. These Guiding Principles are grouped into four categories: Land Use and Neighborhood Character; Econom-

ic Development and Neighborhood Amenities; Transportation, Walkability and Connectivity; and Open Space and Environment.



Note 4 (See Appendix)

Land Use and Neighborhood Character

The Small Area Plan proposes new moderate density mixed use development in key subareas, including the Metro Station and Monroe Street. New development should create active pedestrian friendly neighborhoods and provide a variety of housing types for all income levels.

To achieve these land use and zoning changes, property owners or developers will be required to apply for discretionary approval of Planned Unit Developments or a zoning map amendment. A full discussion of these tools is included in the Small Area Plan Section.

The Metro Station is envisioned to become a mixed-use, transit-oriented and civic core for the community, with the arts as a key element. A new Civic Plaza and Open Space is proposed at the Metro Station along an extension of Newton Street, and is integrated with Brooks Mansion. It is the place for community gathering and interaction, cultural and arts activities, and for the Brookland Farmers Market. Residential units above the retail overlook the plaza.

The plan envisions the relocation of the two Metro Station portals slightly south of their current location to align with Newton Street bringing residents and visitors to activate the plaza and to support the new development at the Metro station, Monroe Street, and 12th Street. The openness along Newton Street at the Station will maintain views toward the National Shrine of the Immaculate Conception from the east.

Brooks Mansion, and the Open Space around it, are envisioned to become an important green civic element for the community in the future. It could serve as a community building such as a community center or library, while its Open Space could become a community park space.

Monroe Street is the primary gate-

way and connector between the east and west sides of Brookland. A Open Space and plaza are proposed for Monroe Street at its intersection with Michigan Avenue, creating a western gateway to the neighborhood. Monroe Street is envisioned as a tree-lined mixed-use street, with neighborhood-serving retail, restaurants, arts and cultural uses on the ground floor, and residential above.

Components of Catholic University's arts programs, as well as neighborhood arts organizations such as Dance Place could become cultural amenities along Monroe Street, potentially establishing a Brookland Arts District. Collaboration between area universities and local arts organizations to implement the Brookland Arts District

is strongly encouraged.

12th Street is envisioned as the strengthened Main Street of Brookland and the focus of mixed-use infill development. Implementation of proposed streetscape improvements, additional infill mixed-use development, and improved connectivity with Monroe Street and the Metro Station will enhance businesses and the civic life of 12th Street.

Economic Development and Neighborhood Amenities

The Small Area Plan proposes new mixed-use and residential development to bring people to the neighborhood, and to provide needed neighborhood retail, amenities and services.

The Metro Station area will include resi-

Brookland/CUA Metro Station Small Area Plan

Guiding Principles

Land Use and Neighborhood Character

- Protect existing neighborhood character;
- Highlight neighborhood historic and cultural resources;
- Create an active pedestrian neighborhood with mixed-use development and a variety of housing types for all income levels;
- Provide civic and cultural amenities;
- Promote quality in design of buildings and public spaces.

Economic Development & Neighborhood Amenities

- Strengthen and support the 12th Street Main Street commercial core;
- Add new retail and businesses to compliment 12th Street and provide needed services;
- Acquire services from and provide jobs for local residents;
- Create an enhanced civic infrastructure and support local schools;
- Create opportunities for cultural events and public art;
- Enhance the public realm by addressing safety and cleanliness issues.

Transportation, Walkability and Connectivity

- Address traffic impacts and protect the neighborhood from additional traffic;
- Promote and integrate bus, shuttles, bikes, rail and other transit options;
- Provide adequate parking while in keeping with Transit-Oriented Development principles;
- Improve east-west connectivity across the neighborhood;
- Improve walkability around the neighborhood and connectivity to Metro and 12th Street;
- Enhance the public realm through improved streetscape, way finding, lighting, landscaping and burying of utilities.

Open Space and Environment Guiding Principles

- Improve and maintain existing park spaces;
- Increase Open Space throughout the neighborhood;
- Improve and maintain street trees and plantings;
- Employ sustainable building and site design strategies;

dential units above neighborhood-serving retail together with public spaces for community gathering and interaction. Monroe Street will be lined with a mix of uses, including retail, restaurants, arts and cultural uses on the ground floor, and residential above stores west of the tracks, infill and redevelopment east of the tracks to 12th Street. 12th Street will be the focus of mixed-use infill development.

The commercial areas north and south of the Metro station are envisioned as new residential and small office areas. The commercial area north of the station would include new streets and blocks that extend the existing fabric of the neighborhood. Residential units, consisting of townhouses and apartments or condominiums, compatible with the existing neighborhood, would taper down in height toward existing residential. The commercial area south of the Metro Station would include additional residential and cultural development, compatible with the neighboring residential area.

Transportation, Connectivity, Walkability

The Small Area Plan proposes strategies to create better and more efficient pedestrian and vehicular connectivity and linkages to neighborhood destinations. Reestablishing the fabric and grid of streets and blocks through street extensions and realignments, wherever possible, will reconnect the neighborhood by allowing for better circulation around the neighborhood and better pedestrian connectivity.

Street extensions include 8th Street, 9th Street, Newton Street, Perry Street, Kearney Street, and Lawrence Street. Street realignments include 7th Street at Michigan Avenue, 8th Street with John McCormack Road at Michigan Avenue, and Monroe Street at Michigan Avenue.

The draft plan supports connectivity between Monroe Street, Michigan Avenue and 8th Street. That 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 pedestrians. The connection could also be made via the Metropolitan Branch Trail. The Small Area Plan also proposes improved east-west connectivity across the neighborhood and to 12th Street primarily along a revitalized Monroe Street. It further includes the integration of the Metropolitan Branch Trail on the west side of the CSX/Metro tracks along 8th Street and John McCormack Road.

Open Space and Environment

New public spaces, open spaces, additional pocket parks and civic plazas are envisioned for the Metro Station area and along Monroe Street. Specific areas include Monroe Street, west of 7th Street; along Newton Street between 9th and 10th Streets, at Brooks Mansion, with a future active community open space or park to include the current parking lot, and in the Commercial North sub-area, a new park central to the new residential development.

Sidewalks should include open space potentially in the form of continuous tree and planting areas. Improved streetscape including paving, lighting and trees should be implemented with all new development. Open spaces and new street trees, made possible by the under grounding of utilities, are envisioned to be part of every new development.

New development will be subject to the requirements of the DC Green Building Act of 2006. In concert with this, buildings should be sited for the best solar orientation, wherever possible, to maximize energy efficiency. Green strategies for on-site storm water management should be implemented with each new development and any new buildings, public spaces, roadways and infrastructure.

* Note 6 (See Appendix) Sub-Areas

The Small Area Plan focuses on underutilized areas in and surrounding the Metro Station which are within a quarter of a mile of the station. These sub-areas include the station itself, Monroe Street between Michigan Avenue and 12th Street, 12th Street itself, and the commercial areas north and south of

the station along the tracks.

* **Note 3 (See Appendix)**
Proposed zoning changes or planned unit developments that are consistent with this small area plan are discretionary and require separate approval by the District's Zoning Commission. Each application requires public notification, as well as review by the affected Advisory Neighborhood Commission. The next pages summarize the vision, framework plan, recommendations and development opportunities envisioned for the sub-areas.



Fig. 2 Small Area Plan

Concepts Summary

Land Use and Neighborhood Character

- Mixed-use transit-oriented community civic core with arts elements;
- Community civic plaza and Open Space at Metro station and Newton Street;
- Relocated Metro entrances to activate plaza;
- Views to National Shrine;
- Brooks Mansion as future civic building, and its Open Space integrated with civic plaza;
- Monroe Street as primary east-west connector with mixed-use development;
- 12th Street as revitalized and strengthened main street for Brookland.

Economic Development and Neighborhood Amenities

- Mixed-use transit-oriented development.
- Strengthened 12th Street core;
- Redeveloped Metro station with a mix of uses;
- Mixed-use redevelopment along Monroe Street from Michigan Avenue to 12th street;
- Infill and redevelopment opportunities along 12th street;
- Residential uses north and south of the Metro Station.

Transportation, Walkability and Connectivity

- Restoration of street fabric through extensions and realignments of streets;
- Monroe Street as strengthened east-west connector;
- Gateways and arrival points along Monroe Street at Michigan Avenue and 12th Street;
- Integration of Metropolitan Branch Trail west of the tracks.
- Define Monroe, Otis and Newton Streets between 12th Street and the Metro Station as a walkable and inviting connection between the station and the commercial area.

Open Space and Environment

- New plaza and open space at Metro station along Newton Street.
- Brooks Mansion as civic building and open space;
- New open spaces integrated into new development;
- Use of green building techniques and site design.

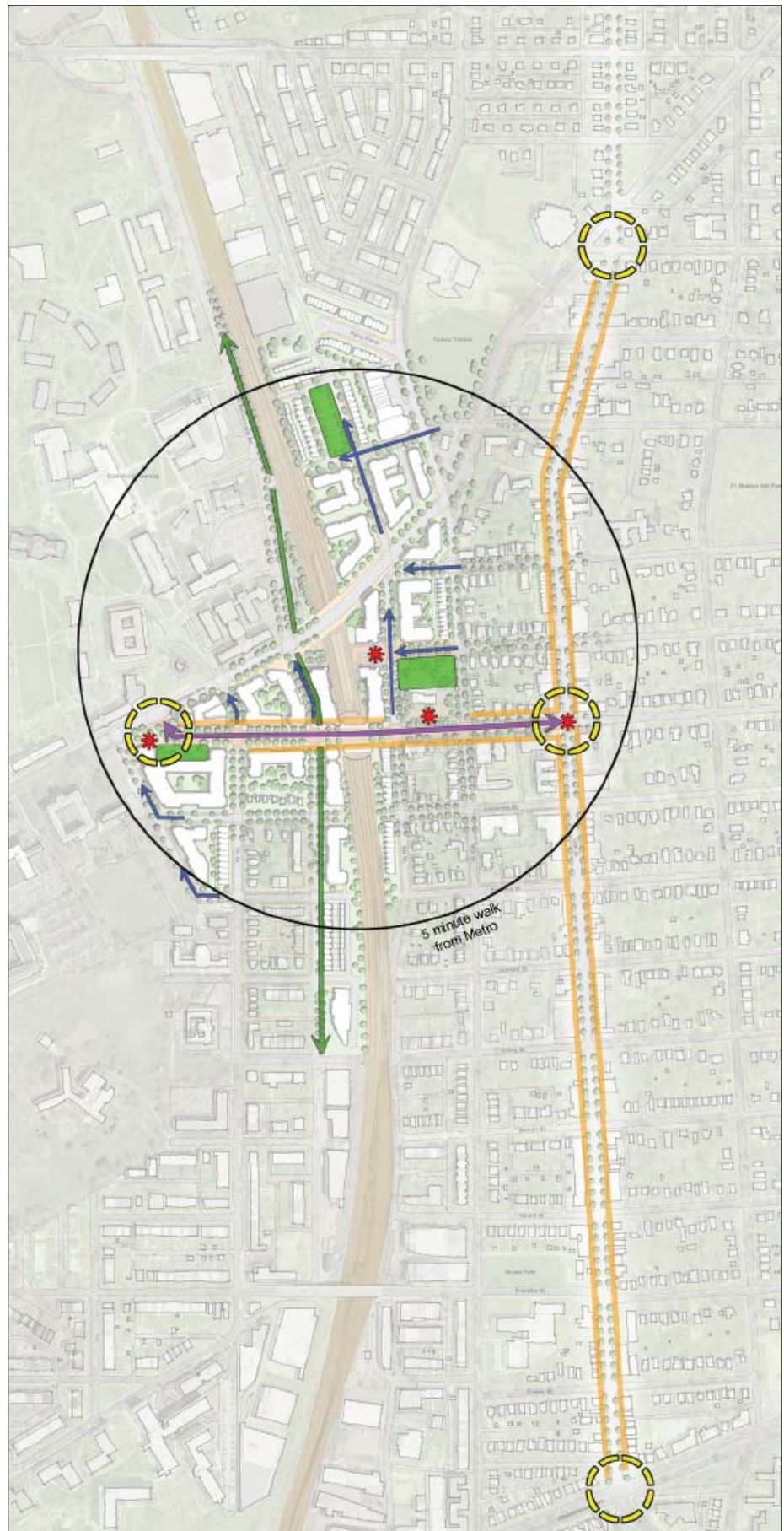


Fig. 3 - Concept diagram

Metro Station Sub-Area

Vision:

Metro Station as a new mixed-use transit-oriented civic core for Brookland.

Framework Plan:

- Reestablished street fabric through extensions, realignments, and recon-nections of streets;
- Mixed-use development including community-serving retail and resi-dential surrounding public spaces;
- Metro Station entries relocated to align with Newton Street and inte-grated with public spaces;
- Public spaces for civic and cultural activities, community gathering and the Farmers Market at Newton Street and at Metro portal, Newton Street integrated with Brooks Mansion;
- Busses, shuttles, kiss 'n ride and short-term parking integrated with street grid.

Recommendations:

1. Develop a moderate-density mix of uses including retail, office, residential and cultural uses at the Metro Station.
2. Provide adequate parking but at low transit-oriented development parking ratios.
3. Add streetscape improvements to Otis and Monroe Streets emphasizing the connections to the station and the commercial area.
4. Define Otis and Newton Streets between 12th Street and the Metro Station as a walkable and inviting connection between the station and the commercial area.
5. Use streetscape enhancements and signage to create more identifi-able and inviting pedestrian (and vehicular) connections from the 12th Street commercial corridor to the Brookland/CUA Metro Station along Newton and Otis Streets.
6. Place bus routes on the street grid with bus stops along 9th Street.
7. Kiss 'n ride, short-term parking

along 9th and Newton Streets.

8. Work with the Office of Property 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.
9. Develop a shuttle consolidation strategy to implement a more effi-cient shuttle pick-up and drop-off system.
10. Create a community civic and Open Space along Newton Street, inte-grated with Brooks Mansion and its grounds.



Note 5 (See Appendix)



Note 2 (See Appendix)

11. Relocate the Metro Station portals so that they align with Newton Street.
12. Develop low-density residential along the west side of 10th Street between Otis Street and Newton Street; alternatively utilize this area as an expanded open space to tran-sition to the lower scale residential area east of 10th Street. Diagrams illustrating this option are included in the Appendix A Concept Alternatives, figure A.3.
13. Work with residents, local busi-ness, cultural and civic associations to program activities, such as the weekly Farmers Market, and arts/ cultural exhibits and performances at neighborhood public spaces.
14. Development up to 6 stories or a maximum 70 feet may be allowed through a Planned Unit Develop-ment, a discretionary approval by the District's Zoning Commission.
15. WMATA will resume its transporta-tion access study for the Brookland Metro station to fully assess the recommendations in the draft plan and their impact on transit service delivery. WMATA representa-tives 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



Fig. 4 – Metro Station sub-area framework plan

resumes.

16. 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.
17. 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.

Development Opportunity:

- Residential 200-250 units;
- 30-35K Retail/Restaurant/Cultural;
- 220-265 parking spaces.



Fig. 5 – Monroe Street sub-area framework plan

Monroe Street Sub-Area

Vision:

Monroe as a revitalized, tree-lined urban street, connecting Brookland from west to east with retail, residential and cultural and arts uses.

Framework Plan:

- Reestablished street fabric through extensions, realignments, and reconstructions of streets.
- Mixed-use development with community-serving retail, residential, cultural uses and public spaces along Monroe Street from Michigan Avenue to 12th Street to connect Brookland from west to east.
- A gateway to Brookland at Monroe Street and Michigan Avenue, and an arrival point at Monroe Street and 12th Streets.
- Civic and Open Spaces west of tracks and at Brooks Mansion.

Recommendations:

1. Realign Monroe Street with Michigan Avenue at western end.
2. Realign 7th Street north of Monroe

Street at Michigan Avenue with entrance to Catholic University.

3. Extend 8th Street for pedestrian and/or vehicular access north of Monroe Street to align with John McCormack Road at Michigan Avenue.
4. 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.
5. Provide adequate parking but at low transit-oriented development parking ratios.
6. 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.
7. Allow infill and redevelopment along Monroe Street east of the WMATA/CSX tracks.
8. 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.

9. Development should provide visual and noise buffers from train tracks and neighboring production, distribution, and repair (PDR) uses.
10. Coordinate a retail strategy to encourage complimentary retail and businesses for both 12th and Monroe Streets.
11. Create a large civic Open Space as part of new development along Monroe Street west of the WMATA/CSX tracks.
12. Reposition Brooks Mansion as a community civic building and its grounds as a civic/Open Space. Consider removing the surface parking area to reclaim additional Open Space and integrate with the Newton Street public space.

Development Opportunity:

- Residential 750-900 units;
- 80-100K Retail/Restaurant/Cultural;
- 650-850 parking spaces.

12th Street Sub-Area

Vision:

12th Street as Brookland's revitalized and strengthened commercial district and historic area..

Framework Plan:

- Improved connectivity to western part of Brookland and Metro station along Newton and Monroe Streets;
- New streetscape, landscape, lighting, and storefront improvements;
- Infill, redevelopment and revitalization opportunities for retail, office,

and residential.

Recommendations:

1. Develop mix of uses including retail, office, residential and cultural uses as redevelopment and infill development along 12th Street.
2. Enliven the intersection at 12th and Monroe Street. Create an authentic community gathering spot that blends the main street feel from 12th street, surrounding residential and institutional uses on Monroe Street. Consider uses that compliment existing retail.
3. 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 allowed through a Planned Unit Development, a discretionary approval by the District's Zoning Commission.

4. Coordinate a retail strategy to encourage complimentary retail and businesses for both 12th and Monroe Streets. Define and strengthen 12th street as a unique shopping destination.

5. 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.

6. Include way finding techniques to indicate the character of the 12th St. and Monroe Street corridors, help ensure free movement of shoppers and pedestrians between them, and facilitate access from the Metro.

7. Investigate the viability of a creative economy cluster on 12th Street, building on current assets, specialty retailers or cultural assets.

8. Retain existing retailers and seek new financing options to help small, local businesses manage economic pressures. The neighborhood investment fund is an example of the type of resource that can be used to assist small business.

9. 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.

Development Opportunity

- Commercial core of 12th Street between Monroe and Randolph Streets;
- Residential and some commercial infill north of Randolph Street and south of Monroe Street.

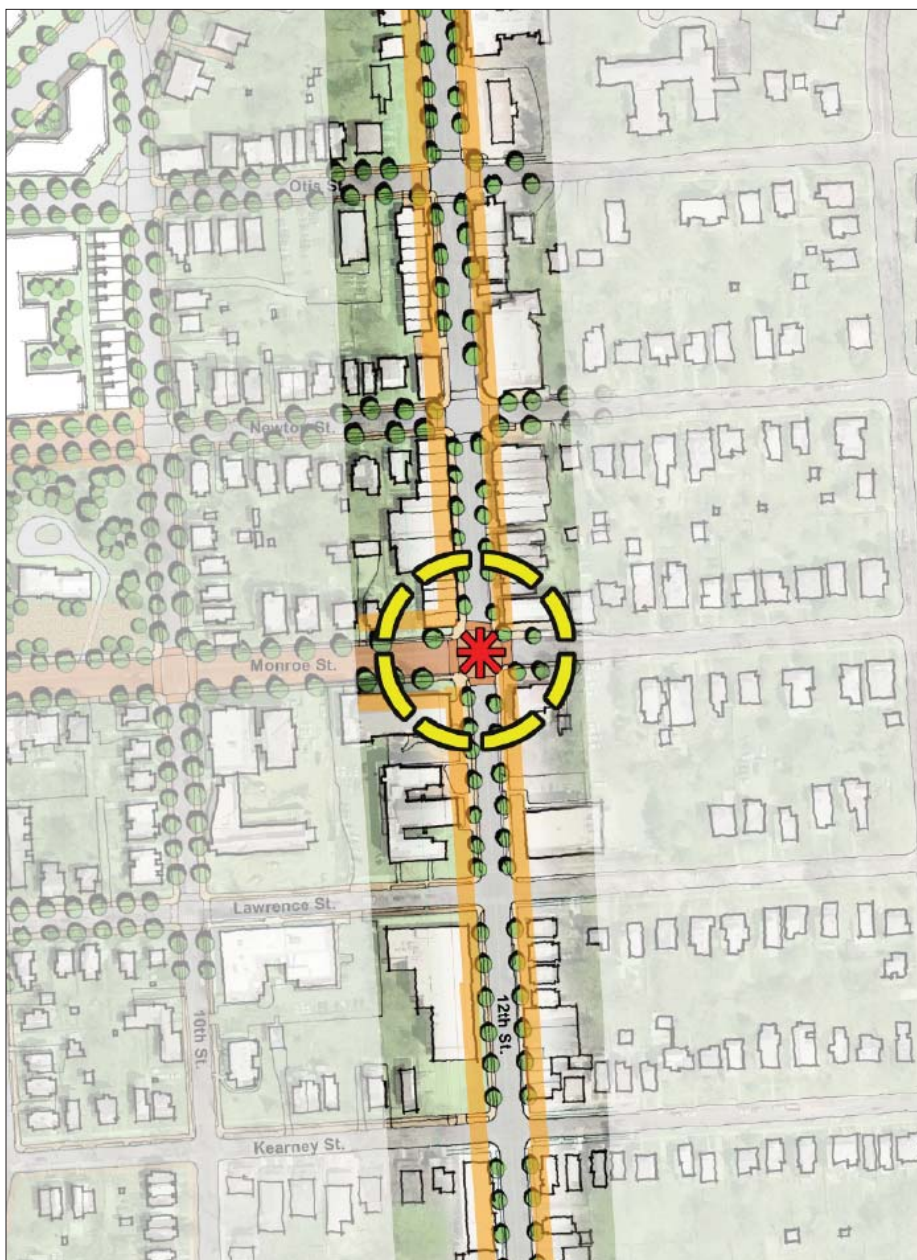


Fig. 6 – 12th Street sub-area framework plan



Fig. 7 – Commercial North sub-area framework plan

Commercial Area North of Metro Station Sub-Area

Vision:

New residential and small office area woven into neighborhood fabric.

Framework Plan:

- Reestablished street fabric through extensions, realignments, and recon-nections of streets;
- New residential and small office uses along a fabric of streets and blocks;
- New central Open Space surrounded by residential;
- Buffering and screening from tracks and PDR (Production, Distribution and Repair) uses.

Recommendations:

1. Extend Perry Street west and 9th Street north to create a new fabric of streets and blocks.
2. Development north of an extended Perry Street should consist of low to moderate density residential development.
3. Develop new residential and small office uses, created along a fabric of streets and blocks, extending and integrating with the existing neighborhood character.
4. Create a community open space as part of development in this sub-area.
5. Provide adequate parking but at

low transit-oriented development parking ratios.

6. Provide new streetscaping, landscaping and lighting.
7. 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.
8. 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.
9. Development should provide visual and noise buffers from train tracks and neighboring production, distribution, and repair (PDR) uses.

Development Opportunity

- Residential condominiums/apartments/townhouses – 400-500 units;
- 20,000 sf of office space;
- 200-330 parking spaces.

Commercial Area South of Metro Station Sub-Area

Vision:

New residential and cultural uses woven into the neighborhood street fabric.

Framework Plan:

- New residential infill including artists housing and cultural facilities;
- Improved streetscape, landscape and lighting;
- Integration of Metropolitan Branch Trail;
- Buffering and screening from tracks and PDR uses.

Recommendations:

1. Develop new residential uses, extending and integrating with the existing street fabric.



Fig 8 - Commercial South sub-area framework plan

2. Development south of Kearny Street should consist of low to moderate density residential and limited commercial or cultural facilities.
3. Provide adequate parking but at low transit-oriented development parking ratios.
4. Development south of Monroe Street to Kearny Street may be allowed up to 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.
5. 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.
6. Integrate Metropolitan Branch Trail along 8th Street.

Development Opportunity:

- Residential - 150-200 units;
- Arts and cultural uses;
- 75-100 parking spaces.



Fig. 1.1 – Bird's eye view of Metro Station and surroundings (source: Windows Live)

1. INTRODUCTION

For a variety of reasons, the coming decade will likely be a time of rapid change in our city. As a nation, Americans are entering uncharted territory. Inflation-adjusted energy prices are higher than they have ever been and while experts are divided, many predict prices will steadily climb for the foreseeable future, based on steady or dwindling supplies and growing global demand.

While traffic and concerns about car movements have been dominating issues in the development of this plan, as is true for many plans underway around the city, we think travel behavior is poised to change significantly. Admittedly, we cannot accurately predict exactly how that behavior will change. We have no past behavior in the US to look back upon to help us forecast how our citizens will choose to travel, or how many trips they will now take, or where and how they will now want to live. However, it is already clear that higher energy prices are shifting some trips from single occupancy vehicles to transit, walking or biking.

After growing inexorably for decades, our region is already seeing a historic decrease in vehicle use (down nearly 4% since last year). At the same time, the recent difficulties in the home mortgage industry have revealed the relative strengths and weakness of home values in the region. Neighborhoods like Brookland with development around transit have fared much better, with auto-dependent communities enduring steep declines. We are already seeing changes in housing preferences.

Commuting up to two hours a day is demanding enough. But as people realize a close-to-the center residence is cheaper than a far away home plus commuting, people are newly weighing their alternatives.

Transit use in the Washington, DC region is rapidly increasing (up nearly 4% since July of last year), with 5 of the past 10 peak ridership days in Metro history occurring in the past year. Nationally, transit use has reached a 50-year high and is climbing, up 30% or more in some communities around the country.

Before cars became so dominant on our roads, people traveled (and kept

fit) by meeting the demands of daily life, largely on foot. Today, more than 40% of all car trips taken are 3 miles or less – short trips that might be more likely to shift to another mode. As people increasingly look at the cost of driving to a store or event as they decide how to travel, more of them may opt to bike, walk, or take transit. Walkability is becoming the sine qua non of a livable community.

Brookland is well poised to take advantage of changing transit preferences to create a vibrant, attractive and walkable commercial district and neighborhood. Currently, different parts of the neighborhood experience varying levels of amenities. According to a recently developed measure to understand walkability called Walk Score, the larger Catholic University-Brookland area is considered moderately walkable and gained 61 out of 100 points possible. This means that only some stores and amenities are within walking distance for residents. In comparison, other District neighborhoods such as Dupont Circle or the U Street area have a Walk Score of 99 and 97, respectively.



12th Street NE



Brookland/CUA Metro Station



Commercial Area - North



Monroe Street



Commercial Area - South

Within the Brookland neighborhood there are variances in accessibility to amenities and transit options. For example, areas around the metro have a very high Walk Score, averaging around 83 out of a 100 and considered 'very walkable'. Areas farther away from the Metro have lower scores and are considered 'car dependent'¹. This means that residents in low-walkable areas cannot run errands or perhaps buy groceries in their immediate neighborhood. An important goal is to give all Brookland residents the opportunity to shop and recreate close to their homes.

With more people out of their cars and in the neighborhood, increased foot traffic will support local businesses who can better offer convenient goods and services to residents. Also, more dense and walkable neighborhoods attract and sustain a diversity of retail, which makes neighborhood shopping for items previously only available outside the area a reality.

Promoting walkability and enhanced retail opportunities is possible in Brookland, and the area is seeing a resurgence of activity. In the mid 20th century the Brookland population of nearly 11,000 supported a thriving main street, engaged in institutional offerings, and enjoyed a cohesive community.² As people moved out of the District starting around 1960,

neighborhoods suffered. The current Brookland population of just over 6,000 has begun to see a resurgence of new activity. The area maintains the infrastructure and design to support new residents. As more people become interested in Brookland, the neighborhood will be able to meet many more development goals, increase amenities and enrich the community spirit.

The intimate connection between the changes happening in our region, elsewhere in the United States, and around the globe have true impacts in our communities. Energy, climate and environmental concerns will increasingly shape development preferences and goals for the types of uses and transit options that are desired by communities; our own choices of how we grow and develop, what form that growth takes, and the choices we make also will have their impact on climate, energy demand, and the environment.

This inter-relationship underscores how important it is to make sure our neighborhoods contain the services and amenities that allow our citizens to meet their daily needs in their neighborhoods and provide them real and economical choices about how they travel to work, school and play.

Overview

The Brookland/CUA Metro Station Small Area Plan is a community-based plan developed for the purpose of guiding the growth, development and revitalization of under utilized areas within a quarter mile, or ten-minute walk, of the Metro Station. As areas of the city grows, under utilized land, especially at and near Metro Stations, is under pressure for redevelopment. This document serves as a framework for guiding that future growth.

The Small Area Plan document conveys a shared vision for the neighborhood, records the Guiding Principles that were developed through the community-based planning process, and illustrates the resulting concepts. It includes an implementation strategy for transforming the plan into reality with recommendations regarding specific issues. It provides residents, land owners, stakeholders, developers and city officials and agencies with a framework and recommendations for guiding future development in the study area.

Goals of the Area Plan

The 2006 DC Comprehensive Plan established goals and policies for development and revitalization in the District of Columbia. The *Comprehensive Plan* specifically calls for the development of a Small Area Plan for the Brookland

¹ www.walkscore.com

² Information for the Brookland Study Area: www.census.gov

Neighborhood:

"The goal of the study is to guide future development in the station vicinity in a manner that respects the low density scale of the nearby residential area (particularly the area along 10th Street NE and east of 10th Street NE), mitigates parking and traffic impacts, and improves connections to nearby institutions and shopping areas." UNE-2.6

The Brookland/CUA Metro Station Small Area Plan incorporates the goals stated for the neighborhood in the *Comprehensive Plan* as well as the goals derived through the community and stakeholder-driven planning process. The following is a summary of the goals of the Small Area Plan:

Neighborhood Character

- Protect the existing residential character of Brookland;
- Highlight local historic and cultural resources.

Neighborhood Shopping

- Improve neighborhood shopping with community-serving retail;
- Enhance 12th Street retail.

Development and Land Use Changes

- Encourage moderate-density mixed-use development on vacant and under utilized properties;
- Support long-term land use changes on industrially zoned land in the station vicinity, particularly in the area immediately north of Michigan Avenue and in the area to the southwest along 8th Street.

Connectivity

- Improve pedestrian safety and access to the Metro station, particularly eastward along Monroe Street (linking to the 12th Street NE shopping area) and Michigan Avenue (linking to Catholic University).

Transportation

- Retain the number of bus bays at the station;
- Develop strategies to deal with overflow parking and cut-through traffic in the station vicinity;
- Reduce heavy truck traffic on residential streets-Taylor Street NE, 8th

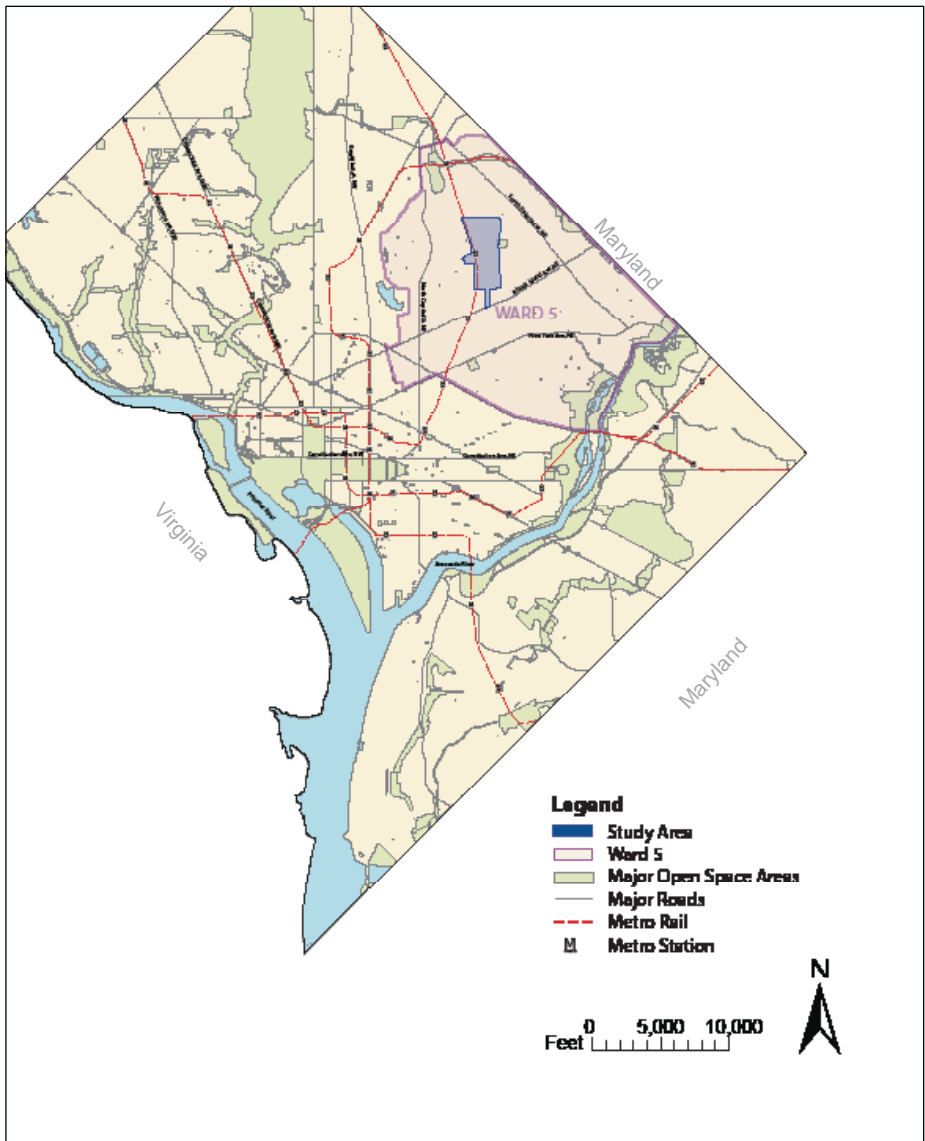


Fig. 1.2 – Location Map (Source: DC GIS)

Street NE.

Buffering

- Reduce the effects of excessive noise and vibration from the CSX/Metro tracks on the neighborhood.

Open Space

- Incorporate parks and open space in institutional and other redevelopment;
- Address shortage of parkland in the southwest part of Brookland.

Planning Context

The Brookland/CUA Metro Station Small Area Plan was prepared in response to the 2006 *DC Comprehensive Plan* which states:

"Action UNE-2.6-A: Brookland Metro Small

Area Plan: Prepare a Small Area Plan for the Brookland Metro station area to provide guidance on the future use of vacant land, buffering of existing development, upgrading of pedestrian connections to Catholic University and 12th Street, urban design and transportation improvements, and the provision of additional open space and community facilities in the area. Ensure that community partners such as Catholic University and CSX are involved in this process."

In addition, there have been a number of previous neighborhood planning efforts and studies including:

- A Historic Survey sponsored by the Brookland Community Development Corporation, completed in 2001.

- A Main Street Business District designation for 12th Street by DC Main Street in 2003. The goal is to support retail investment in the District through the retention and expansion of existing businesses and the recruitment of new businesses in traditional neighborhood business districts. DC Main Streets is a program of the Department of Small and Local Business Development and is based on the National Trust for Historic Preservation's model.
- DC's Industrial Land Use Study: Industrial Land in a Post-Industrial City was completed in 2006. While stating that DC needs areas for industrial and PDR (Production, Distribution, and Repair) uses, it recommends that such areas along the CSX rail and WMATA Red Line near Metro Stations be redeveloped.
- In 2007, DDOT completed the Brookland Multi-modal Transportation and Streetscape Study which proposed overall roadway and streetscape improvements for the area. The Plan incorporates those improvements.
- Upon completion of the Small Area Plan, WMATA will prepare a Station Access Study for the Brookland/CUA Metro Station, with an in-depth focus

on circulation and pedestrian access to and from the Metro station.

- Upon the City Council's adoption of the Small Area Plan, the document will be used to guide the community, developers, and city agencies, in making decisions with regard to proposed development in Brookland.

Process and Methodology

The District of Columbia Office of Planning engaged a multi-disciplinary team to conduct an inclusive, collaborative, community-driven planning process. The team included SmithGroup for urban design, planning and project management, Bay Area Economics for the market study, Gorove/Slade Associates for the transportation study, Justice and Sustainability Associates for community engagement and facilitation, Robinson and Associates for the historic and cultural resources study, and A. Morton Thomas for cost estimating.

Community Planning Process

Community members and stakeholders came together during an intensive 18-month long process, which included numerous public meetings and workshops, meetings with residents, land owners, stakeholders, as

well as city agencies and officials. An Advisory Committee was formed to guide the process and its members served as essential participants in the process. The engagement process encouraged all community members to participate in a forward-thinking and collaborative way.

Project Methodology

The study began with an analysis of the existing conditions around the study area, including field work by the consultant team, neighborhood tours and discussions with community members, and an assessment of the urban design and public realm conditions focusing on connectivity issues.

- A detailed Existing Conditions Report was prepared as a separate document at the beginning of the planning process. A brief summary of that document is found in Appendix of this report.
- A Historic and Cultural Resources Study was prepared detailing the history and cultural highlights of the neighborhood.
- A Market Analysis was conducted to assess the current market conditions in Brookland, and guide the consultant team in developing illustrative

Small Area Plan Public Meetings

Walking & Bus Tours:

- December 9, 2006
- January 27, 2007
- April 21, 2007

Advisory Committee Meetings:

- October 19, 2006
- February 1, 2007
- March 21, 2007
- April 30, 2007
- June 6, 2007
- June 19, 2007
- July 2, 2007
- April 2, 2008

Community Meetings and Workshops:

- November 29, 2006 – Existing Conditions
- February 22, 2007 – Land Use, Zoning and Market Analysis
- March 8, 2007 – Visioning
- April 21, 2007 – Guiding Principles
- May 16, 2007 – Concept Alternatives
- June 23, 2007 – Draft Concept Plan
- July 19, 2007 – Concept Plan Options and Transportation Study
- April 26, 2008 – Final Presentation



Advisory Committee Meeting



Community Visioning Workshop



Community Workshop



Community Walking Tour

plans addressing the future market conditions of the neighborhood. This analysis took into consideration the existing conditions of the neighborhood, the historic and cultural resources and a regional view of the market area around Brookland.

- A Land Use and Zoning Analysis was prepared to look at existing and potential densities in the study area. The current density, by-right maximum density and potential increased density for parts of the study area were assessed.
- An initial Transportation Conditions Assessment was conducted as part of the study. Members of the community expressed concerns about the potential impacts of proposed future development in the larger area. The assessment was expanded into a larger, more comprehensive area Transportation Study.
- Among the many goals the community had for the Small Area Plan one was to improve connectivity throughout the neighborhood by restoring the city grid, extending streets, and placing busses on the street grid. A Decking Feasibility Study was undertaken to explore the design and cost of a community-generated concept to deck over the Metro/CSX tracks between Michigan Avenue and Monroe Street.

The consultant team carefully studied the options including a completing design, engineering, transportation, and financial feasibility analyses. The team found that the cost of either proposal was so substantial that it would take a very significant public investment to implement.

The total development cost for the decking option was projected to be \$65,213,450 and the cost for the fill option estimated at \$115,311,900. Because of the projected cost and implication for District funding, the decking was not pursued further in the Small Area Plan.

Area Plan was derived from GIS (Geographic Information System), from planimetric datasets provided by the DC Geographic Information System (DC GIS) on behalf of the D.C. Office of the Chief Technology Officer (OCTO) and participating D.C. government agencies. Information on the location of street trees was derived from (DC GIS) database provided by the Casey Trees Foundation and managed by the District Department of Transportation and Urban Forestry Administration (UFA).

Report Format

The Small Area Plan is described in the next sections of this report:

Section 2 contains the existing conditions analysis summary providing a regional and local assessment of zoning, land use and transportation;

Section 3 describes the guiding principles which guided the planning process;

Section 4 describes the overall concepts and urban design elements of the Small Area Plan;

Section 5 describes specific plan elements related to each of the sub-areas including the vision, framework plan, recommendations and development opportunity;

Section 6 describes the recommendations and an implementation strategy for the Small Area Plan;

The Appendices contain a summary alternative concepts that were explored as a part of this planning process as well as a report providing the existing conditions analysis. The Appendices also contains a transportation and market analysis

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2. EXISTING CONDITIONS ANALYSIS SUMMARY

Regional and Local Context

With its diverse, mostly middle class population, and its neighborhood main street lined with small shops, cafes and services, Brookland has many of the advantages of a small town. Homes in varying styles, some with front porches, row houses, and a few low-rise apart-

ment buildings are found along tree-lined streets.

Brookland is quite unique among the city's suburbs in that it has served as home to a high concentration of religious institutions – including colleges, religious orders, and service organizations – that were drawn to the area by the strong presence of Catholic University.

Homes of Brookland represent a variety

of architectural styles. The vernacular Victorian, Colonial Revival, bungalow, foursquare, and Modernist are some of the styles and forms one can find along the neighborhood's hilly, shaded streets.

Historically, Brookland had a much larger population than today. In the 1950's and 60's over 10,000 residents called Brookland their home. The 1970's began a steady decline in population from 9,000 to 6,500 at the time of the



Fig. 2.1 – Regional plan

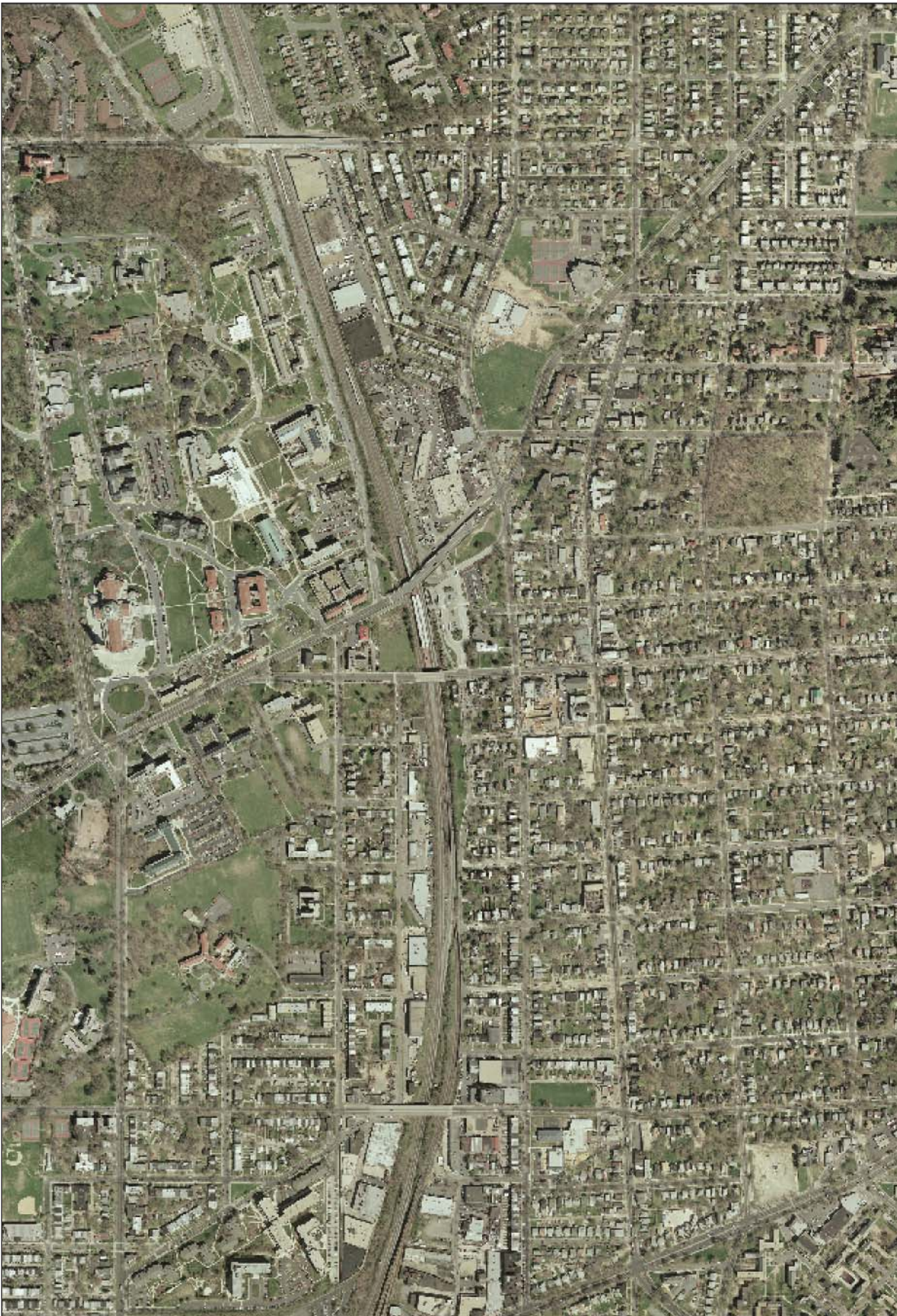


Fig. 2.2 – Brookland Aerial Photo

2000 Census. Population estimates from 2006 show a continued decline in population to 6,285. Potential development identified in the draft plan would restore Brookland's population to the levels enjoyed in the 1950's and '60's.

Brookland is home to a number of large and small institutions. Nearly 60 of these are Catholic. The establishment of Catholic University in Brookland in 1889 encouraged other Catholic institutions to locate in Brookland. They include

Trinity College, the Pope John Paul II Cultural Center, the Mount Sepulchre Franciscan Monastery, among others. Other local institutions include McMillan Reservoir, several cemeteries, and the Armed Forces Retirement Home. Brookland has been shaped both physically and economically by these institutions, and their influence continues today.

The neighborhood has several large and small park spaces. Major open spaces include Turkey Thicket, Fort Bunker Hill, and Noyes Park. Smaller open areas and Open Spaces dot the neighborhood as well. Much of the residential neighborhood in Brookland is within a 5-15 minute walk of the Metro Station. Brookland is generally laid out in a grid of streets and blocks. Major roadways traverse Brookland. Michigan Avenue, which rises into a bridge, crossing the tracks, bisects Brookland into northern and southern areas. Similarly, the WMATA/CSX railroad tracks bisect Brookland into eastern and western areas. While the roadways and transit serve as important means of transportation and access to and from Brookland, in certain places they act as barriers to neighborhood connectivity.

While the Brookland/CUA Metro Station Small Area Plan study addresses five specific areas in the neighborhood which are under pressure for development, the study is informed by the whole of the Brookland neighborhood and surrounding context. These five sub-areas include the Metro Station, the 12th Street corridor (Rhode Island Avenue to Taylor Street); Monroe Street between Michigan Avenue and 12th Street, and the commercial areas both north and south of the Metro Station.

A detailed existing conditions analysis was prepared at the beginning of the planning process. The results of that analysis are available as a separate document titled *Existing Conditions Report: Brookland/CUA Metro Station Area Plan*.



Fig. 2.3 – Aerial photo with Small Area Plan boundaries

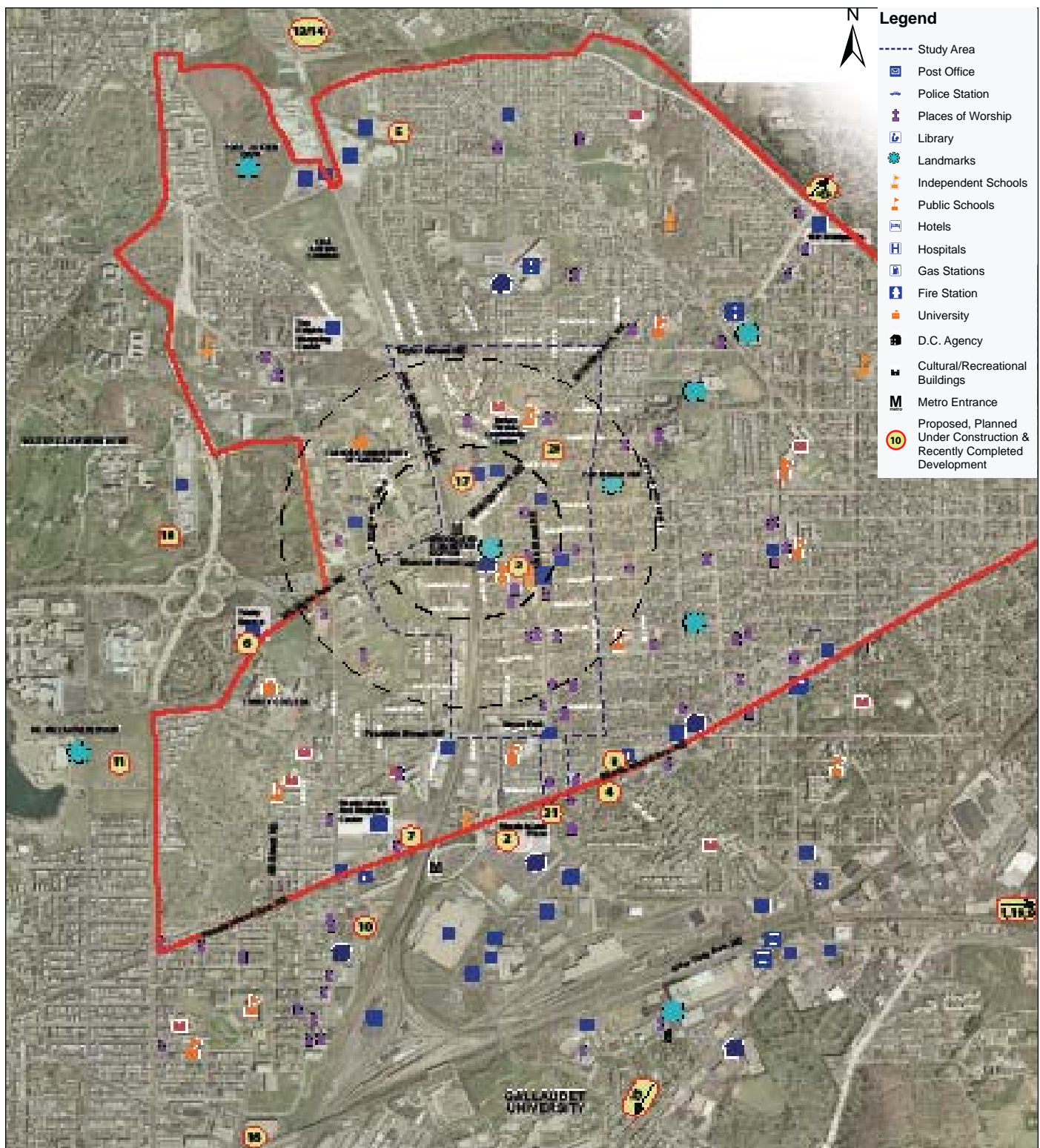


Fig. 2.4 – Market Study and Transportation Study Boundaries Map

- | | | | |
|-------------------------------------|------------------------------------|---------------------------------------|---------------------------------------|
| 1. Washington Gateway Retail Center | 6. Irving Street Conference Center | 12. University Town Center | 17. Apartments at Brookland* |
| 2. Rhode Island Place | 7. Rhode Island Avenue Gateway | 13. Fort Totten Park - Phase I | 18. Old Soldiers Home Redevelopment |
| 3. Luke C. Moore Senior High School | 8. 1300 Rhode Island Avenue | 14. Fort Totten Park - Phase II | 19. Villages at Washington Gateway |
| 4. 1386 Bryant Street | 9. Dakota Crossing | 15. Madeline Gardens | 20. Yes! Organic Food Market |
| 5. Emerson Park | 10. The Basilica Lofts | 16. Former Fairfield Residential Site | 21. New Retail at Rhode Island Avenue |
| | 11. McMillan Sand Filtration site | | |

Small Area Plan Boundaries

The boundaries of the Small Area Plan study area generally are Taylor Street to the north, 13th Street to the east, Rhode Island Avenue to the south and 7th Street to Michigan Avenue to John McCormack Road to the west. The Market Study and Transportation Study both looked at a larger area, as shown in Fig. A.17. This allowed those analyses to capture information from existing and potential area developments such as the Armed Forces Retirement Home, the McMillan Reservoir and the Brentwood Shopping Center.

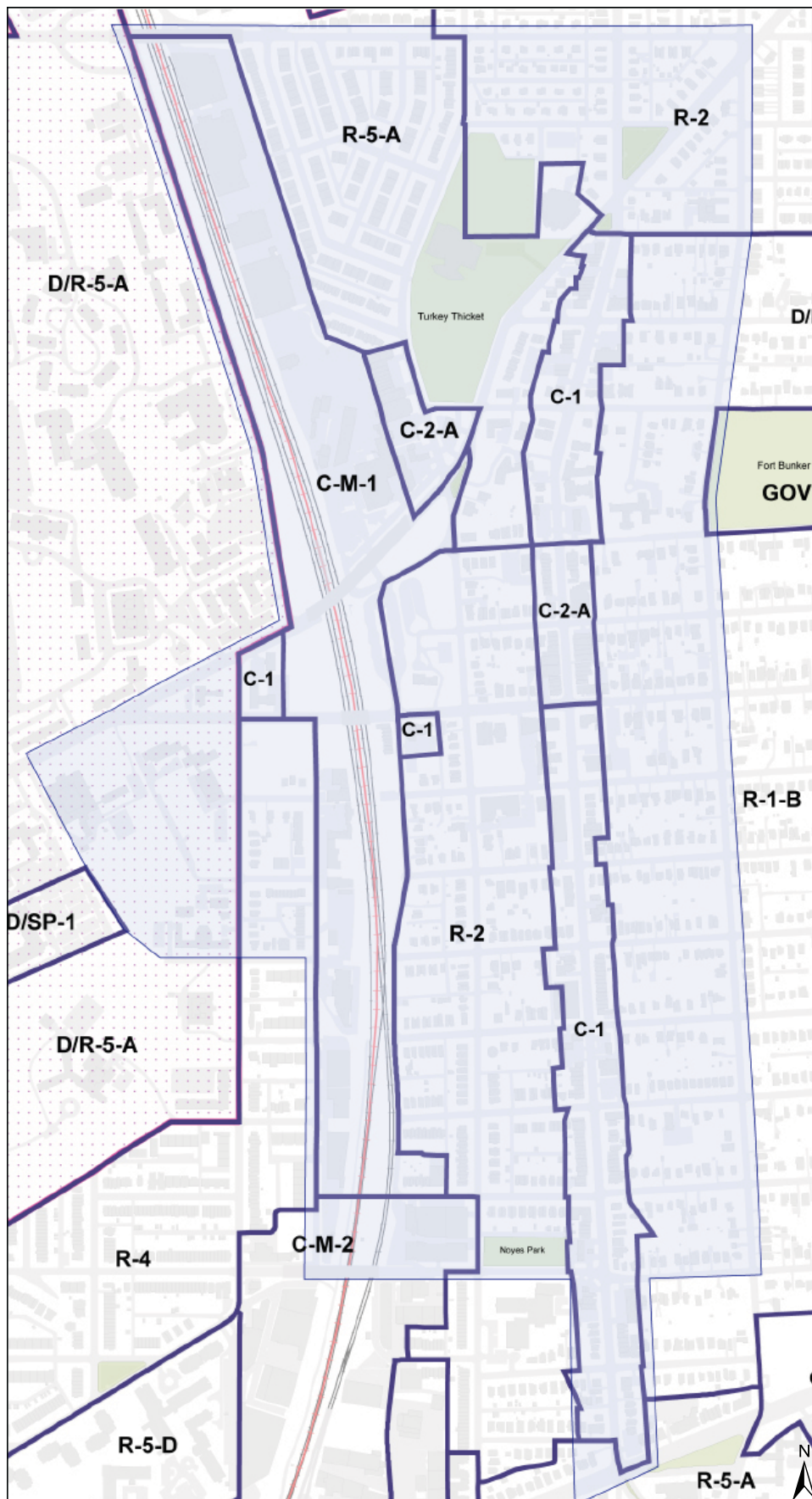
The figure-ground diagram on the next page reveals the pattern of built forms in Brookland today. The residential sections of Brookland have developed along a regular pattern of streets and blocks. Larger swaths of land are occupied by local institutions such as Catholic University. Development along the railway line consists of the Metro Station, large-footprint warehouses and commercial buildings with much impervious surface areas.



Fig. 2.5 – Existing Conditions Plan



Fig. 2.6 –Figure-ground diagram of the Brookland neighborhood



Existing Zoning

The Brookland/CUA Metro Station Study Area is comprised of primarily low density zones including residential, commercial along 12th Street, and commercial/light industrial along the Metro tracks.

- C-1 Neighborhood shopping and low density development
- C-2-A Low density development, including office, retail, & kinds of residential uses
- C-M-1 Low bulk commercial and light manufacturing uses
- C-M-2 Medium bulk commercial and light manufacturing uses
- D/R-1-B Single-family residential uses for detached dwellings
- D/R-5-A Single-family residential uses for detached and semi-detached dwellings
- D/SP-1 Medium Density Residential/ Limited Office
- GOV Government uses
- M General industrial uses
- R-1-B Single-family residential uses for detached dwellings
- R-2 Single-family residential uses for detached & semi-detached dwelling units
- R-4 Single-family residential uses churches and public schools
- R-5-A Single-family residential uses for detached and semi-detached dwellings
- R-5-D Medium/high density development of general residential uses, including single-family dwellings, flats, and apartment buildings

LEGEND

- Study Area
- Zoning District
- Overlay Zoning
- Recreation Center
- Parks
- Buildings
- Roads
- Bridge

Fig. 2.7 – Existing Zoning Map

Existing Land Uses

Brookland has a diversity of interdependent land uses, characteristic of a pleasant, low-density, pedestrian-scaled residential community. The predominant land uses found in the study area are low-density residential, retail, institutional, transportation/right-of-way, light industrial (PDR)/commercial and parks/open space. In addition, pockets of medium-density residential and cultural uses are found. These uses are supported by the Brookland/CUA Metro station transit node.

The neighborhood character is defined by blocks of single family residences. Neighborhood commercial uses, interspersed with residential and institutional uses characterize 12th Street. Light industrial and warehouse uses with large amounts of surface parking define the areas adjacent to the tracks north and south of the Metro station.

Legend

- Low Density Residential
- Low Medium Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Transport, Utilities, Communication
- Industrial
- Mixed Use
- Institutional
- Federal Public
- Local Public
- Public, Quasi-Public, Institutional
- Parks & Open Spaces
- Parking
- Roads; Alleys; Median
- Transport. Right of Way
- Undetermined
- Vacant
- Primary Study Area
- CSX/WMATA Rail Lines



Fig 2.8 – Existing Land Use Map

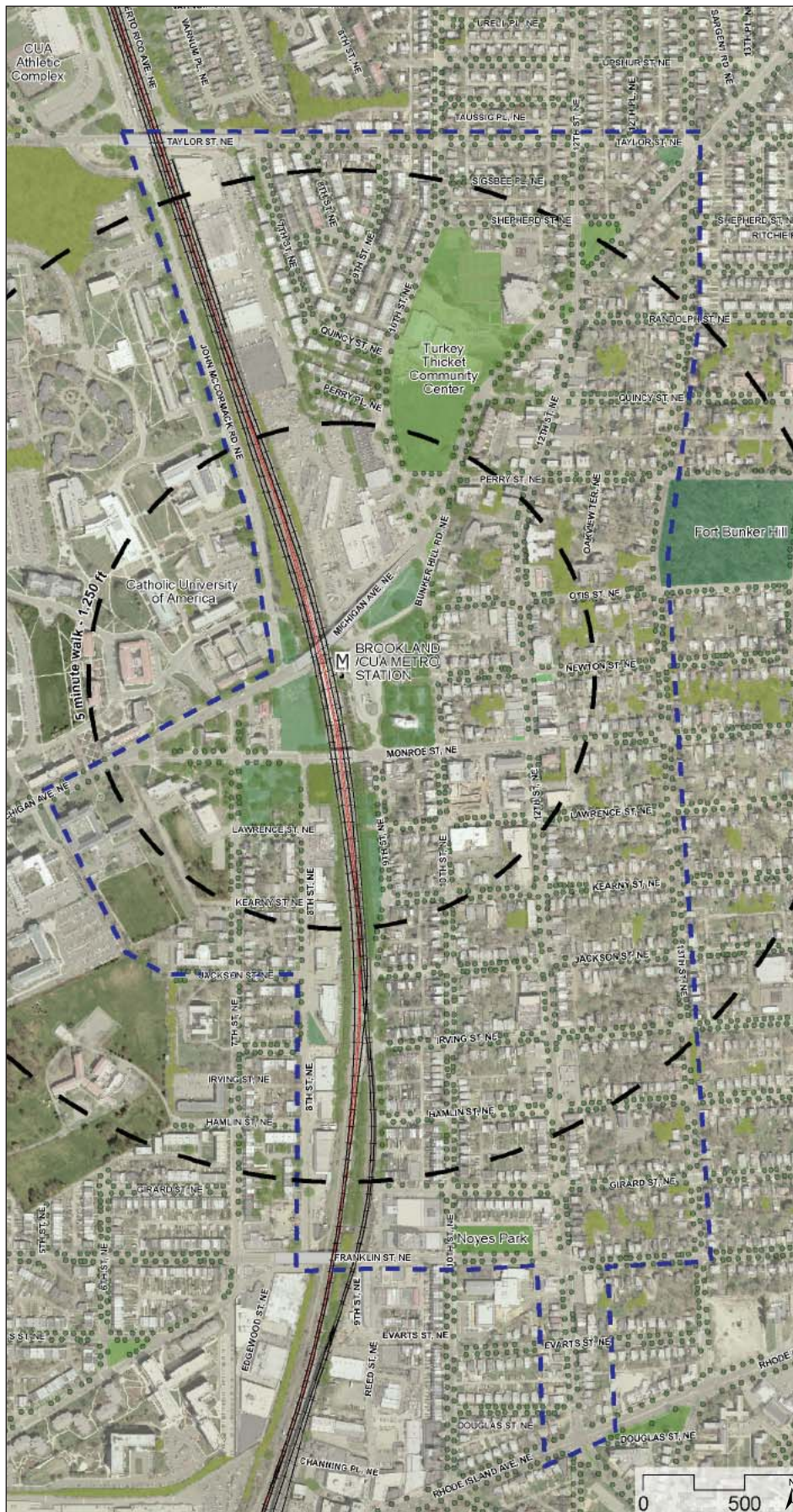


Fig. 2.9 – Existing Open Space

Existing Open Space

According to the District's Geographic Information System, Brookland has 18.99 acres of park space and 1.67 acres on open space. Turkey Thicket Community Center, Noyes Park and Fort Bunker Hill are the largest park spaces in and around the study area. There are other green areas in the neighborhood including some along the Metro tracks, the area along 10th Street at the Metro Station, and the area around Brooks Mansion. There are also a number of small garden spaces developed by the Greater Brookland Garden Club.

In many areas of the neighborhood, the streetscape and public landscaping suffer from lack of continuity and integrity. Most notably, 12th Street is lined with street trees, although their age, condition and maintenance are not consistent from block to block. Planters are located occasionally along the block, but this too is not continuous. Grass strips are found inconsistently along the sidewalks. The Greater Brookland Garden Club has created neighborhood Open Spaces along 12th Street at Monroe Street and Newton Street.

There is a lot of landscaping in and around the Metro station, including trees, bushes and grassy areas near the Michigan Avenue overpass, the "Kiss 'n Ride" and Brooks Mansion. The condition and maintenance of landscaping in these areas is generally good. The open space at 10th Street between Newton and Bunker Hill road is especially important to the community.

Legend

- Study Area
- Wooded Areas
- Parks
- Recreation Areas
- Undeveloped Areas
- Street Trees

Sub-Areas

The assessment of the existing neighborhood fabric and condition suggested the identification of five sub-areas for study in greater detail. The sub-areas are generally within a 5-minute walk, or quarter-mile of the Metro Station. These areas are distinct due to location, circulation patterns, existing development and redevelopment potential.

- Metro Station Sub-Area
- Monroe Street Sub-Area
- 12th Street NE Corridor Sub Area
- Commercial Area North of the Metro Station Sub-Area
- Commercial Area South of the Metro Station Sub-Area

Legend

- Study Area
- M 1/4 Mile Radius - 5min walk
- Metro Station
- Building
- Green Space
- Bridge/Overpass
- + Metro Line
- CSX Rail Line
- Property Line
- Zoning
- Properties Along Monroe
- Metro Station Properties
- 12th Street
- Commercial North of Metro Station
- Commercial South of Metro Station

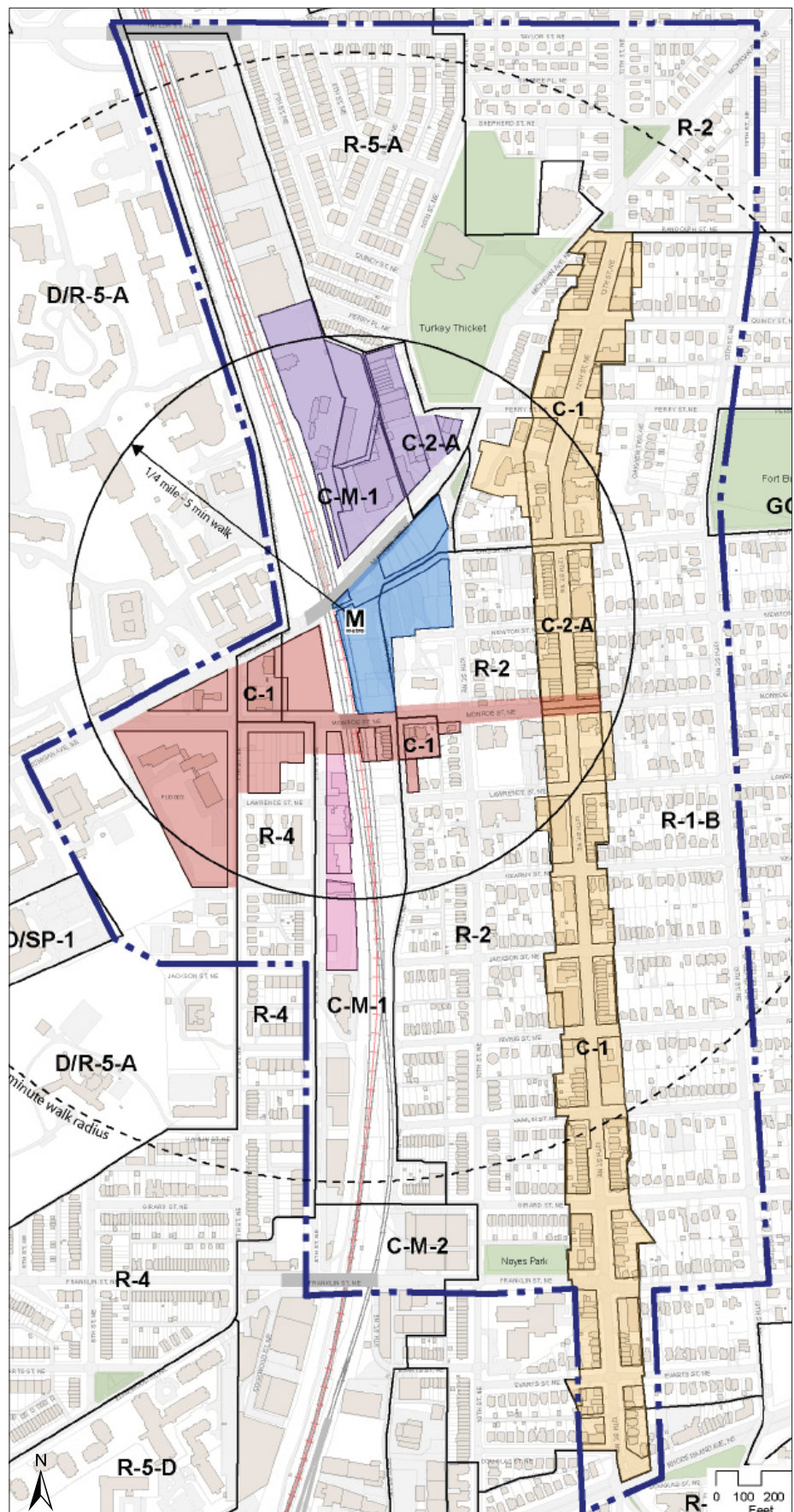


Fig. 2.10 – Sub-areas key plan

Metro Station Sub Area



Fig. 2.11 – Metro Station sub-area existing conditions plan

Metro Station Sub-Area

The Metro Station sub-area consists of the WMATA-owned parcels of land east of the station and Metro/CSX tracks, between Michigan Avenue, 10th Street NE, and Monroe Street. It does not include the Brooks Mansion. This site includes the station entrance, the bus bays and turn-around, the green area

south of the Drew Bridge, the kiss 'n ride, parking spaces, and the shuttle pick-up area under the Drew (Michigan Avenue) Bridge.



Shuttle drop-off and pick up area



Panoramic view of Metrobus transit center at Metro east entrance

12th Street Sub Area - North



Fig. 2.12– 12th Street existing conditions plan

match line



Storefronts along 12th Street



Storefronts along west side of 12th Street

12th Street Sub-Area

This sub-area consists of 12th Street NE from Taylor Street to the north, to Rhode Island Avenue to the south. Brookland's historic Main Street, 12th Street is characterized by a mix of small commercial and residential uses. The commercial core of 12th Street lies primarily between Monroe and Otis Streets, but additional shops and businesses are found to the north and south.



Storefronts along 12th Street



CVS retail store in Newton Theater



Retail corner of 12th Street & Otis Street

Legend

- Recreation Center
- Wooded/Grass Area
- Street Trees
- Sidewalk
- Roads
- Institutional Uses
- Commercial Uses
- Low Density Res.
- Low Medium Res.
- Medium Density Res.
- Industrial
- Mixed Use
- Transpt., Utilit., Comm.
- Local Public
- Pub. Quasi-Public Inst.

12th Street Sub Area - South



Retail along corner of 12th St. and Monroe St.



Institutions along corner of 12th Street



Brookland Hardware store



Streetscape along 12th Street

Legend

- Recreation Center
- Wooded/Grass Area
- Street Trees
- Sidewalk
- Roads
- Institutional Uses
- Commercial Uses
- Low Density Res.
- Low Medium Res.
- Medium Density Res.
- Industrial
- Mixed Use
- Transpt., Utilit., Comm.
- Local Public
- Pub. Quasi-Public Instit.

match line



Fig. 2.13 – 12th Street existing conditions plan (cont'd)



Fig. 2.14 – Monroe Street sub-area existing conditions plan

Monroe Street Sub-Area

The Monroe Street Sub-Area consists of the properties along Monroe Street from Michigan Avenue to the west, to 12th Street to the east. West of the tracks, Monroe Street is home to parcels belonging to Catholic University and other property owners. East of the tracks, Monroe Street is home to residences, commercial businesses, restaurants and institutions.



Panoramic view of Monroe Street looking east, to bridge.



Brooks Mansion



Catholic University dormitories.

Legend

- Recreation Center
- Wooded/Grass Area
- Street Trees
- Sidewalk
- Roads
- Institutional Uses
- Commercial Uses
- Low Density Res.
- Low Medium Res.
- Medium Density Res.
- Industrial
- Mixed Use
- Transpt., Util., Comm.
- Local Public
- Pub. Quasi-Public Instit.

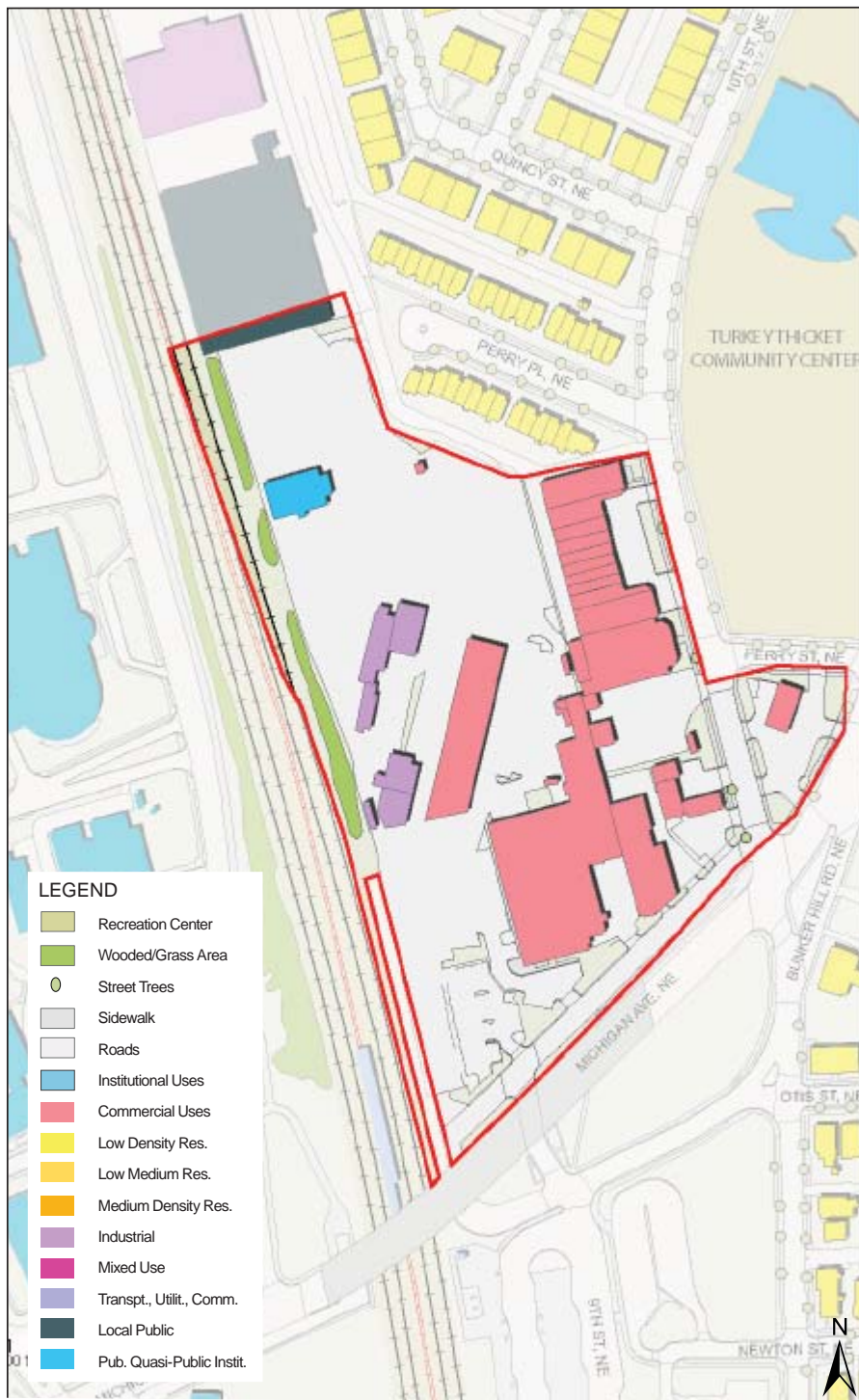


Fig. 2.15 – Commercial area north of Metro Station existing conditions plan

Commercial Area North Sub-Area

This sub-area located east of the WMA-TA/CSX tracks, and north of the Metro Station, currently houses a number of large footprint commercial buildings, warehouses, and paved surface parking areas. It also contains a gas station, and small strip shopping center. It is immediately adjacent to a low-density residential area to the north and Turkey-Thicket Community Center to the east.



Comcast building along Bunker Hill Rd.



John McCormack Rd.



Warehouses at Commercial North area

Commercial Area South Sub-Area

This sub-area, along 8th Street NE, south of the Metro Station and west of the tracks, is across from a low and medium-density residential area.

Legend

- Recreation Center
- Wooded/Grass Area
- Street Trees
- Sidewalk
- Roads
- Institutional Uses
- Commercial Uses
- Low Density Res.
- Low Medium Res.
- Medium Density Res.
- Industrial
- Mixed Use
- Transpt., Utilit., Comm.
- Local Public
- Pub. Quasi-Public Instit.



Commercial businesses along 8th Street

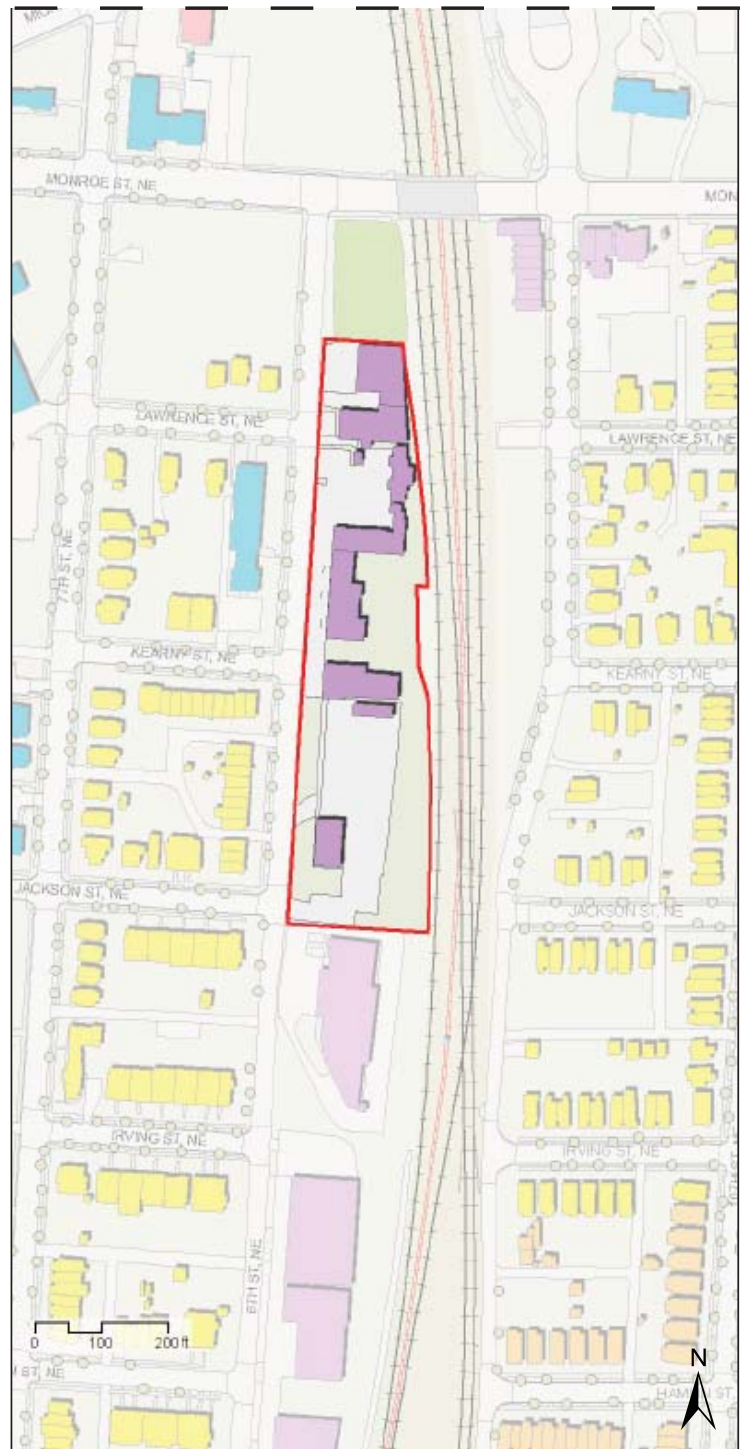


Fig.2.16 – Commercial Area south of Metro Station Existing Conditions Plan



Brookland Studios along 8th Street

Existing Transportation Conditions Summary

The key findings of the assessment are as follows:

Strengths:

The study area is traversed by several arterial facilities which provide both regional and local connectivity and mobility.

- Several arterials provide east-west connection across the CSX/WMATA railroad “barrier”.
- The local area roadways are part of the city’s grid network and therefore provide efficient circulation and connectivity internally as well as to adjacent arterial roadway facilities.
- The study area is served by a major rail transit station on the WMATA Red Line, with Metrobus and shuttle bus connections to various locations within the Washington Metropolitan Area.
- The study area includes and is adjacent to significant land uses such as the Brookland Elementary School, Turkey Thicket Recreational Center, Catholic University of America, retail uses, and other institutional facilities. This land use relationship encourages the use of alternative travel modes, including walking and bicycling.
- The majority of the study area intersections operate within the acceptable Level of Service standards of the City. The City’s accident records indicate that travel within Brookland, including by pedestrians, occurs without significant safety hazards.

Issues:

Three (3) of the twenty (20) study area intersections currently operate at unacceptable Levels of Service, represented by excessive queuing and vehicular delay, during either the morning or afternoon peak hour. This is based on intersection capacity analyses using a specialized software (Synchro) accepted by DDOT.

- Field observations indicate significant operational and safety issues

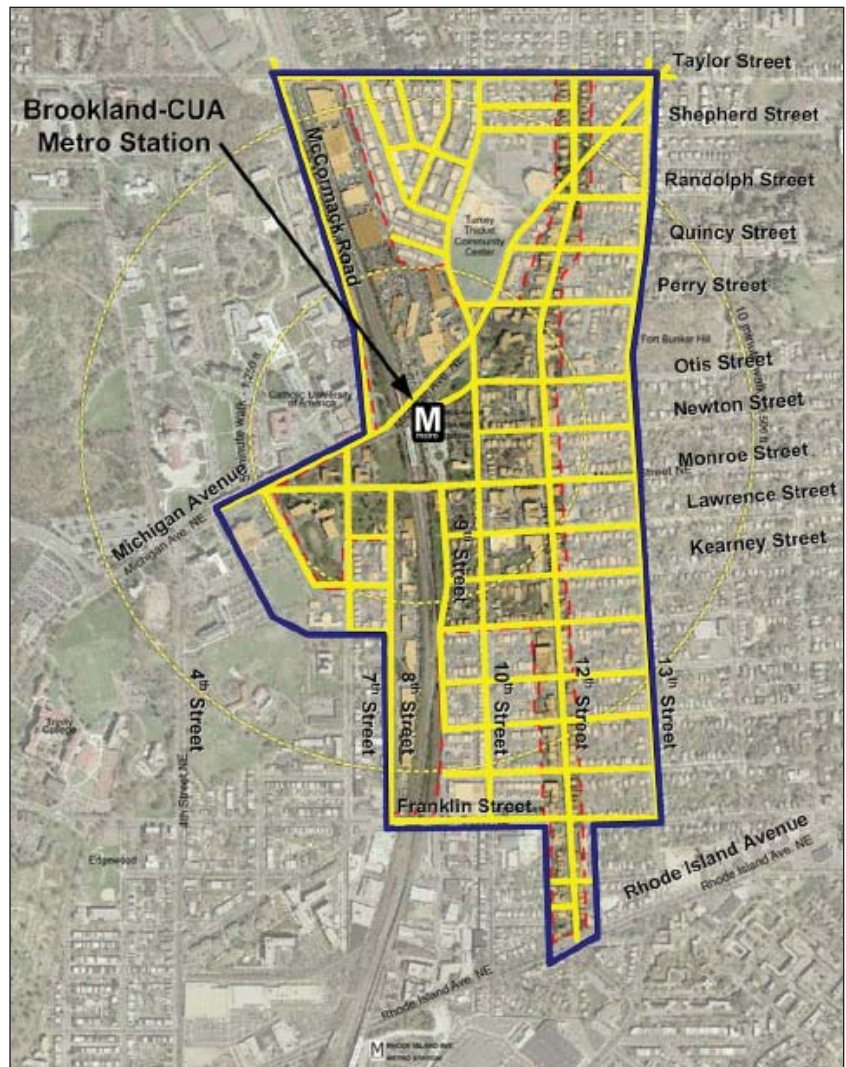


Fig. 2.17 Transportation study area map

at the Michigan Avenue/10th Street intersection, as well as inadequate gaps and safety risks for vehicles and pedestrians crossing 12th Street at Otis and Newton Streets.

- Pedestrian access between the Turkey Thicket and Brookland neighborhoods is somewhat constrained by traffic conditions along the Michigan Avenue corridor. This is noted partially in the area of the Brookland Elementary School and Turkey Thicket Recreational Center. Pedestrian circulation is also constrained in other areas due to traffic volumes, inadequate sidewalks, crosswalks and other amenity deficiencies.
- The study area has limited on- and off- street bicycle facilities, which discourages the use of this mode by area residents and regional commuters.
- Inadequate facilities are provided for

the shuttle bus operations. There are no bus bays and shelters, and passenger boarding and alighting activities occur under inconvenient and unsafe conditions.

- Parking is quite limited for the retail sector along 12th Street during the weekday and weekend peak periods. This limitation is due to heavy demand, and is related to observations that store patrons prefer to park mostly along 12th Street and not use available parking on the side streets.

Please refer to the full *Brookland/ CUA Metro Station Small Area Plan Transportation Study* for further details.

Future Transportation Conditions Assessment

The key findings of the transportation assessment are as follows:

- Future traffic conditions without the Small Area Plan would likely include annual growth in ambient traffic and the traffic generated by other planned developments within the Brookland area and vicinity.
- A conservative annual growth factor of two percent (2%) was assumed onto year 2017. Should this growth be realized, five new intersections would operate unacceptably in addition to the three intersections currently operate this way. If the other planned developments were to be built-out and the annual traffic growth were to occur concurrently, three additional intersections are projected to operate unacceptably. Eleven (11) intersection would therefore operate at unacceptable levels of service without the Small Area Plan. These are shown in Figure ES-2 in the Brookland/CUA Metro Station Transportation Study.
- The implementation of the Small Area Plan, in addition to the realization of the other factors noted above (annual growth and other developments), would not cause any additional intersections to operate at unacceptable levels of service. However, there would be moderate increases in congestion and delay at the Study Area intersection including those projected to operate unacceptably as noted above.
- The intersections projected to operate below the city's standards would require geometric and/or signalization improvements. Some of these improvements, such as for Michigan Avenue at 10th Street, which should be identified by detailed engineering design studies.
- Pedestrian and bicycle traffic would increase due to the increased development around the Metro Station and adjacent areas. There will be a greater demand for facilities serving and encouraging those modes.
- The demand for Metrobus and shuttle services would also increase, resulting in the need for improved facilities and services at the Metro Station and within greater Brookland.

The Plan would introduce several multi-modal improvements for existing and future residents and commuters. These

would include improved Metrobus and shuttle waiting/turnaround areas and circulation patterns, and safer pedestrian access and circulation to the Metro Station and the surrounding neighborhoods.



Note 1 (See Appendix)

Finally, DC Department of Transportation (DDOT) intends to develop a District-specific travel demand model and apply this model to a more comprehensive transportation analysis of proposed development in the Ward 5/Northeast quadrant area. The full list of recommendations to address these findings is included in the Recommendations and Implementation Chapter.

Existing Conditions Market Analysis Summary

A comprehensive market analysis was prepared to review current demographic and economic information related to population, housing and employment for the Brookland Market Area and the District of Columbia. Fig 3.4 shows the boundaries of the market study area.

Market Area Population and Household Trends, 1990 - 2006					
	1990	2000	2006	Annual Growth (1990 - 2000)	Annual Growth (2000 - 2006)
Population	32,826	29,817	27,394	-1.0%	-1.4%
Households	12,175	11,612	10,871	-0.5%	-1.1%
Avg. Household Size	2.4	2.3	2.3	-0.5%	-0.5%

Table 2.1 - Market Area population and household trends (Source: US Census, 1990 & 2000; Claritas, Inc.; Bay Area Economics, 2006)

The study also examined the nature of nearby competitive residential and commercial supply and demand, including absorption pace.

Population and Household Trends

The Brookland Market Area contains a total of 27,394 residents and 10,871 households in 2006. Over the past 16 years (1990–2006), a steady loss in population and households occurred primarily due to smaller households replacing larger ones that

moved to another location. Mature householders (45 to 64 years) represented the highest percentage of householders at 35.4 percent followed by senior householders (age 65 years or older) at 29.6 percent. The prevalence of older householders in the Market Area makes it somewhat vulnerable to future decline as residents age and their need to downsize to smaller units increases. A wide variety of family structures exists in the Market Area, as female householders double that of males and two-thirds of married couples have no children under 18 years. Owners outnumber renters (58.2 to 41.8 percent) with the majority of homeowners owning their homes since 1979.

The Market Area's 2006 median household income (\$48,966) exceeded the pace of inflation over the past six years, evidencing the strength of the community's earning power. More than one-third (35.7 percent) of Market Area households earned between \$35,000 and \$74,999 annually in 2006 compared

to 30.3 percent of District households. The District held a larger cumulative percentage of households earning in excess of \$75,000 (32.4 percent) than the Market Area (28.2 percent). Lastly, the majority of Brookland's housing stock consisted of single-family homes built prior to 1970.

Residential Market

Many features of Brookland heavily influence its residential market. Due to its large and continuous transient population, its rental market is quite

2006 Rental Apartment Market Potentials				
Units	Rents	Square Feet	Mix	Price Per Sq Ft
Studio	\$790 - \$960	500 - 600	10%	\$1.57 - \$1.60
1BR/1BA	\$1,160 - \$1,350	750 - 850	30%	\$1.55 - \$1.59
2BR/2BA	\$1,370 - \$1,560	900 - 1,000	45%	\$1.52 - \$1.56
2BR/2BA + Den	\$1,710 - \$1,900	1,150 - 1,250	15%	\$1.49 - \$1.52
2006 For-Sale Market Potentials				
Units	Sale Prices	Square Feet	Mix	Price Per Sq Ft
3BR/2.5BA TH	\$456,000 - \$506,000	1,900 - 2,300	85%	\$240.00 - \$220.00
3BR/3BA TH	\$494,500 - \$525,000	2,150 - 2,500	15%	\$230.00 - \$210.00

Table 2.2 - Recommended market unit mix and tenure for Brookland for 2006. Price points are shown in 2006 dollars. Source: Bay Area Economics

strong with all managed properties performing at a 96 percent occupancy rate or better. To some extent, however, the recent wave of rental properties converting into condominiums during the last five years tightened the existing rental supply in the Market Area. The prevalence of individual property owners renting out their housing units provides some relief to rental market demand. The private rental arena offers comparable rents and square footages and tends to include utilities, more personal space and a better amenity package. Brookland's for-sale residential market revealed steady sales activity for existing properties of all housing types (condominiums, townhouses and single-family homes).

Median sale prices ranged from \$189,500 for smaller condominiums to \$385,000 for larger single-family homes. Due to its built-out nature, the neighborhood experienced very little new construction since 2001. Much of Brookland's planned or proposed residential properties are either components of moderate- to high-density, mixed-use developments, condominiums conversions or infill townhouse construction on a small assembly of lots.

The target clientele for new residential development in Brookland encompasses several potential customer types including, but not limited to, young professionals, two-income earner families living with children and/or other family members, Market Area workers, and university students. The recommended unit

mix and tenure for Brookland are shown in the following table (fig. 2.2). As displayed, it presents the best mix of floor plans given current demographic trends and market conditions. It is based on the nature of recent residential activity of new and existing developments in the local area, prevailing household incomes and neighborhood attributes unique to the broader community (e.g., proximity to other neighborhoods, accessibility, level of crime, nature of retail and social services, etc.). Because of the success of rental communities in the local area, the limited supply of newly constructed rental options and the softening of the ownership market, BAE recommends rental as the optimum tenure for the Brookland project area. Brookland's for-sale residential market is challenged by limited land available for new housing stock, rising mortgage interest rates and the decline of the housing market boom seen in recent years. Given the success of Dakota Crossing, single-family attached homes are recommended for any new for-sale construction in Brookland.

Retail Market

The potential for new retail development within any neighborhood depends primarily on income levels and spending patterns of the residents to be served. Other factors include the strength of nearby existing and proposed competition and the ability to capture inflow expenditures from visitors, commuters and passers-by.

Based on an analysis of supportable retail and service space and an under-

standing of local competition in the Market Area, the key local retail opportunities for Brookland include:

- A small music retailer, music equipment seller or electronic store (1,500 to 2,500 SF),
- A small bookseller or hobby store (1,500 to 3,500 SF),
- A health and personal care store (6,000 to 8,000 SF),
- A furniture or home furnishings store (4,000 to 6,000 SF),
- (2) two small clothing and accessory boutiques (2,500 to 3,500 each),
- (4) four quality, sit-down restaurants (4,000 to 8,000 SF each).

Though the analysis recognizes a very small demand for a grocery store, it considers Market Area demand only. There is likely demand for a supermarket to serve the broader community. Due to the nature of sites in this portion of the District, the McMillan Sand Filtration site or the Old Soldiers Home redevelopment site represent the best candidates for any new grocer in the area.

There are several commercial projects planned or proposed near the Market Area (see full market analysis in the Appendix) that will impact its ability to support additional retail space for selected sites near the Brookland/CUA Metro Station. This is mainly due to the extensive regional draw of big-box

retailers, the appeal of new stores and clustered retail to prospective shoppers, and the competition of existing and future retailers in Prince George's County. Capturing dollars spent by students living on CUA's campus (a population limited by income and transportation) as well as faculty, staff and visitors will assist in the success of any new retail stock. Additional advantages for new retailers on selected sites are their visibility and accessibility to a main roadway and their ability to offer a selection of goods, services and/or unique entertainment options appealing to residents, students and others affiliated with CUA. Current initiatives by the Brookland Community Development Corporation and reSTORE DC to improve the image and nature of 12th Street will increase the neighborhood's appeal to potential new retailers.

Office Market

As a mainly residential community with minimal office (primarily Class B neighborhood-serving office) and an absence of competitive features to attract new office development, Brookland is not well positioned to attract Class A office users. Large corporate office tenants such as lawyers, engineers, and other consultants look for business park locations and/or Class A office buildings with prominent locations, excellent access to transit and transportation corridors, nearness to high-quality retail and supportive services, state-of-the-art building systems and high quality standard finishes. The majority of the Brookland's office tenant mix consists of supportive office space for CUA and Trinity College, small non-profit organizations, neighborhood-related users (doctors, accountants, and insurance agents) and supportive office space for light industrial and manufacturing tenants. These office tenants depend on good access to their primary clientele, are often more price sensitive than larger corporations and tend to remain at these locations for long periods of time.

The strength of neighboring submarkets in both the District and Prince George's County as well as a small number of available sites compromise the neighborhood's ability to attract addi-

tional growth from corporate clientele. Sites such as the Old Soldier's Home and McMillan Sand Filtration would likely capture more of the hospital-generated and institutional office demand. The low vacancy rate of Brookland's office market is more attributable to a small, obsolete office supply than a stable office market environment. The sustainability of Brookland's existing office market indicates consistent local demand for neighborhood-serving and university-related office users and small nonprofit organizations in need of more affordable office space near their clientele.

The market could support modest office growth of 20,000 to 30,000 square feet over the next 10 to 15 years with some of this space replacing existing structures. This space could exist as new office condominiums that resemble townhouses. As the nature of the transit station shifts with new development, opportunities could exist to rehab existing warehouse/flex space for area non-profit organizations or other users.

Please refer to the document, *Market Analysis for Brookland Station Area Plan Final Report, January 2007*, for the complete Market Analysis.

3. GUIDING PRINCIPLES

During a series of workshops, community members participated in exercises through which they expressed their vision for the Brookland neighborhood. The following pages summarize the Guiding Principles which resulted from that process. Guiding Principles are statements about particular issues which serve to guide the development of the Small Area Plan. The Guiding Principles are grouped under the following headings:

Land Use and Neighborhood Character

This refers to Guiding Principles regarding the types of land uses envisioned for the under utilized properties in the study area, and descriptions of the important elements of neighborhood character.

Economic Development & Neighborhood Amenities

These Guiding Principles describe the types of economic development desired for the under utilized parcels in the study area, and the community and amenities that should accompany development.

Transportation, Walkability and Connectivity

These Guiding Principles express community ideas about vehicular and pedestrian circulation, and connectivity throughout the neighborhood.

Open Space and Environment

This refers to Principles regarding the open and green areas, the public realm and environmental considerations in the Small Area Plan. Open space can be defined as where there is usable, publically accessible outdoor space that can be used for active or passive activities; open space can either be landscaped or paved and can include an array of creative and functional amenities, including public art, benches, gardens, etc. .



Visioning exercise examples

Community workshop photos



Fig. 3.1 – Land Use and Neighborhood Character concept diagram



Active pedestrian neighborhood examples



Economic Development & Neighborhood Amenities Guiding Principles

- Strengthen and support the 12th Street historic area and commercial core;
- Add new retail and businesses to compliment 12th Street and provide needed services;
- Acquire services from and provide jobs for local residents;
- Create an enhanced civic infrastructure and support local schools;
- Create opportunities for cultural events and public art;
- Enhance the public realm by addressing safety and cleanliness issues.
- Work with residents and stakeholders to create a list of preferred community benefits that can be addressed as planned unit developments are generated.



Fig. 3.2 – Economic Development & Neighborhood Amenities concept diagram



Neighborhood retail examples





Fig. 3.3 – Transportation, Walkability and Connectivity concept diagram

Transportation, Walkability and Connectivity Guiding Principles

- Address traffic impacts and protect neighborhood from additional traffic;
- Promote and integrate bus, shuttles, bikes, rail and other transit options;
- Provide adequate parking while in keeping with Transit Oriented Development principles;
- Improve east-west connectivity across the neighborhood;
- Improve walkability around the neighborhood and connectivity to Metro and 12th Street;
- Enhance the public realm through improved streetscape, way finding, lighting, landscaping and burying of utilities.



Fig. 3.4 – Open Space and Environment concept diagram

Open Space and Environment Guiding Principles

- Improve and maintain existing park spaces;
- Increase Open Space throughout the neighborhood;
- Improve and maintain street trees and plantings;
- Employ sustainable building and site design strategies;
- Employ on-site green storm water management strategies.
- Identify locations for additional pocket parks



4. SMALL AREA PLAN

Urban Design Concepts

The Brookland/CUA Metro Station Small Area Plan guides the growth and development of the neighborhood. The following are the urban design concept elements of the plan.

Land Use and Neighborhood Character

The Small Area Plan proposes new moderate density mixed use development in key subareas, including the Metro Station and Monroe Street. New development should create active pedestrian friendly neighborhoods and provide a variety of housing types for all income levels.

To achieve these land use and zoning changes, property owners or developers will be required to apply for discretionary approval of Planned Unit Developments or a zoning map amendment.

An owner can proposed changes to the current zoning of a property through a map amendment process. A map amendment application is reviewed by the District's Zoning Commission; public review and comment is an essential part of this process.



Note 3 (See Appendix)

A planned unit development (PUD) may also be proposed by a property owner or developer. A PUD is a project-specific zoning case, heard and decided by the Zoning Commission. The PUD process is designed to encourage high quality developments that provide public benefits. The overall goal is to permit flexibility of development and other incentives, such as increased building height and density provided that the project offers a commendable public benefits such as public space improvements and affordable housing. PUD limits for height and density have already been established in the zoning regulations. The PUD is a discretionary process that includes public review and comment. PUD's may also include a related map amendment application.

The Metro Station is envisioned to become a mixed-use, transit-oriented and civic core for the community, with the

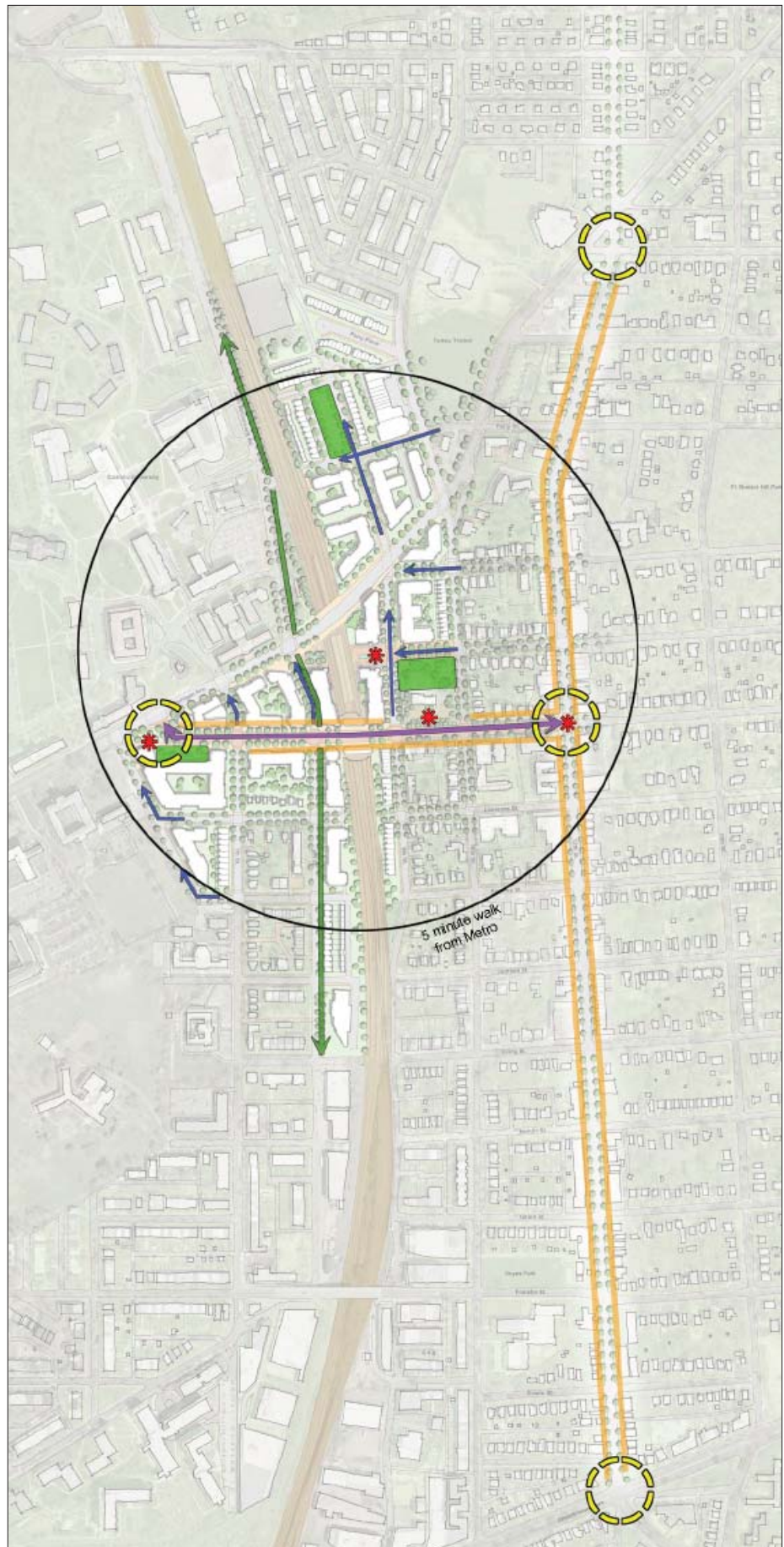


Fig.4.1 – Concept diagram

arts as a key element.

A new civic plaza and open space is proposed at the Metro Station along an extended Newton Street, integrated with Brooks Mansion. It is the place for community gathering and interaction, cultural and arts activities, and for the Farmers Market. Residential units above retail overlook the plaza.

The plan envisions the relocation of the two Metro Station entrances slightly south to align with Newton Street. These portals act as Metro gateways to Brookland bringing residents and visitors to activate the plaza and to support the new development at the station, Monroe Street, and on 12th Street. The openness along Newton Street at the Station will maintain views toward the Shrine from the east.

Brooks Mansion, and the open space around it, are envisioned to become an important green civic element for the community in the future. It could serve as a community building such as a community center or library, while its grounds could become a park or Open Space.

Monroe Street is the primary gateway and connector between the East and West sides of Brookland. A Open Space and plaza are proposed for Monroe Street at its intersection with Michigan Avenue, creating a western gateway to the neighborhood. Monroe Street is envisioned as a tree-lined mixed-use street, with neighborhood-serving retail, restaurants, arts and cultural uses on the ground floor, and residential above.

Components of Catholic University's arts programs, as well as neighborhood organizations such as Dance Place could become cultural features of Monroe Street, potentially establishing a Brookland Arts District.

12th Street is the strengthened Main Street of Brookland and the focus of mixed-use infill development. Implementation of proposed streetscape improvements, additional infill mixed-use development, and improved connectivity with Monroe Street and the Metro station will enhance businesses and the civic life of 12th Street.

Throughout the planning process, some

members of the community voiced strong concerns regarding the unique view sheds to the Shrine of the Immaculate Conception and the transition from new higher density development to existing lower scale residential areas. In response to these concerns, the plan includes a number of urban design techniques, such as building height setbacks and steps down, as detailed in the subarea plans. Another solution to be considered through the Planned Unit Development process, is shifting height from one location to another, where lower height would preserve unique view corridors and/or provide a better transition to lower scale residential areas. This would be considered in cases where the total building height in the new location does not exceed 15% of the maximum height allowed in that subarea.

Additional density may be proposed through the PUD for key sub-areas when it is necessary for the fulfillment of the objectives of the plan.

Economic Development and Neighborhood Amenities

The Small Area Plan proposes new mixed-use and residential development to bring people to the neighborhood, and to provide needed neighborhood retail, amenities and services.

The Metro Station area will include residential units above neighborhood-serving retail together with public spaces for community gathering and interaction. Monroe Street will be lined with a mix of uses, including retail, restaurants, arts and cultural uses on the ground floor, and residential above stores west of the tracks, infill and redevelopment east of the tracks to 12th Street. 12th Street will be the focus of mixed-use infill development.

The commercial areas north and south of the Metro station, are proposed to be new residential and small commercial areas. The commercial area north of the station is envisioned to be formed along new streets and blocks that extend the existing fabric of the neighborhood. Residential units, consisting of townhouses and apartments or condominiums would be compatible with the



Fig. 4.2 – Small Area Plan Illustrative drawing

existing neighborhood, tapering down in height toward existing residential. The commercial area south of the Metro Station is envisioned as additional residential development, compatible with the neighboring residential area.

Transportation, Connectivity, Walkability

The Small Area Plan proposes strategies to create better and more efficient pedestrian and vehicular connectivity and linkages to neighborhood destinations. Reestablishing the fabric and grid of streets and blocks wherever possible will reconnect the neighborhood by allowing for better circulation around the neighborhood and better pedestrian connectivity.

Street extensions and realignments include:

- The extension of 9th Street north under Michigan Avenue and Newton Street west into the Metro Station;
- The extension of Perry Street west into the commercial area north of the Metro Station to create a new fabric of streets and blocks for that area;
- The extensions of Kearny and Lawrence Streets west to create new blocks south of Monroe Street;
- The extension of 8th Street north of

Monroe Street;

- The connection of 8th Street with John McCormack Road at Michigan Avenue;
- The realignment of 7th Street with the entrance to Catholic University at Michigan Avenue;
- The realignment of the intersection of Monroe Street with Michigan Avenue;

The Small Area Plan also propos-

es improved east-west connectivity across the neighborhood primarily along a revitalized Monroe Street. It includes the integration of the Metropolitan Branch Trail on the west side of the CSX/Metro tracks along 8th Street and John McCormack Road.

Throughout the community planning process, residents raised concerns regarding the overhead power lines that are visually unappealing and interfere with street tree growth. The high cost

associated with under grounding the utility lines has posed challenges to implementation. This plan recommends that pursuing this through new development and as a potential community benefit from proposed planned unit developments.

As discussed in the Existing Conditions section, recommendations for traffic, transit, parking, bicycle and pedestrian improvements are included in the Recommendations and Implementation section of the Plan. These recommendations are designed to realize the guiding principles discussed earlier in this document. More importantly, the recommendations seek to strengthen the multi-modal opportunities so that residents, visitors, and workers can enjoy expanded transportation choices.

- Develop a strategy for shared parking and implementation of car sharing programs in all new developments

Open Space and Environment

New public spaces, open spaces, and civic plazas are envisioned for the Metro Station area and along Monroe Street. Specific areas include Monroe Street, west of 7th Street; along Newton Street between 9th and 10th Streets; at Brooks Mansion, with a future active community Open Space to include the current parking lot; and in the Commercial North sub-area, a new park central to the new residential development.

Several development opportunity sites within the Metro station and Monroe Street subareas are currently vacant. This unimproved land is privately held and does not function as an accessible public open space.

Sidewalks should include Open Space potential in the form of continuous tree and planting areas. Improved streetscape should including paving, lighting and trees will be implemented with all new development. Open Spaces and new street trees, made possible by the under grounding of utilities, are envisioned to be part of every new development.

New development will be subject to the requirements of the DC Green Building Act of 2006. In concert with this, buildings shall be energy efficient. Green strategies for on-site storm water management should be implemented with each new development and any new buildings, public spaces, roadways and infrastructure. These could include vegetated roofs, porous paving, and vegetated curb extension swales for the on-site collection, storage and filtering of storm water runoff.

Green Building

Green building is an approach to buildings design, construction and operations that conserves resources while it protects human health. Green buildings use less energy, consume fewer natural resources such as water and forest products, and emit fewer pollutants into the environment. Because they are designed to make use of natural light and good ventilation, green buildings provide a healthier indoor environment for their occupants. Studies show that students in green buildings learn better and workers in green buildings are more productive.

Green building is an integral part of the District's sustainable development strategy. The Green Building Act of 2006 requires that all District public buildings meet the US Green Building Council's LEED certification standards for environmental performance. The District supports private sector innovation by expediting LEED Gold-level projects through the permitting process. By 2012, all new private development projects will be required to meet LEED certification.

Sustainable Development Resources:

Guide to Green Buildings

Contains principles, practices and resources that help make sustainable, green development part of our everyday practices for both new construction and renovations.

U.S. Green Building Council

Oversees the Leadership in Energy and Environmental Design (LEED) Green Building Rating System affecting all types of green buildings, including commercial, schools and homes.

Green Building Act of 2006

Establishes high-performance building standards that require the planning, design, construction, operation and maintenance of building projects, and a green buildings incentive program.



Fig. 4.3 – Concept diagram



Fig. 4.4 – Small Area Plan illustrative drawing

Small Area Plan Urban Design Concepts Summary

Land Use and Neighborhood Character

- Mixed-use transit-oriented community civic core with arts elements;
- Community civic plaza and Open Space at Metro station and Newton Street; Note 2 (See Appendix)
- Relocated Metro entrances to activate plaza;
- Views to the National Shrine;
- Brooks Mansion as future civic building, and its Open Space integrated with civic plaza;
- Monroe Street as primary east-west connector with mixed-use development;
- 12th Street as revitalized and strengthened main street for Brookland.

Economic Development and Neighborhood Amenities

- Mixed-use transit-oriented development.
- Strengthened 12th Street core;
- Redeveloped Metro station with a mix of uses;
- Mixed-use redevelopment along Monroe street from Michigan Avenue to 12th Street;
- Infill and redevelopment opportunities along 12th Street;
- Residential uses north and south of Metro Station.

Transportation, Walkability and Connectivity

- Restoration of street fabric through extensions and realignments of streets;
- Monroe Street as strengthened east-west connector;
- Gateways and arrival points along Monroe Street at Michigan Avenue and 12th Street;
- Integration of Metropolitan Branch Trail west of the tracks.

Open Space and Environment

- New plaza and open space at Metro station along Newton Street.
- Brooks Mansion as civic building and open space;
- New open spaces integrated into new development;
- Use of green building techniques and site design.

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5. SUB-AREA PLANS

The assessment of the existing neighborhood fabric and condition suggested the identification of five sub-areas for study in greater detail. These sub-areas include the station itself, Monroe Street between Michigan Avenue and 12th Street, 12th Street itself, and the commercial areas north and south of the Metro Station along the tracks.



Brookland/CUA Metro Station



Monroe Street



12th Street NE



Commercial Area - North



Commercial Area - South

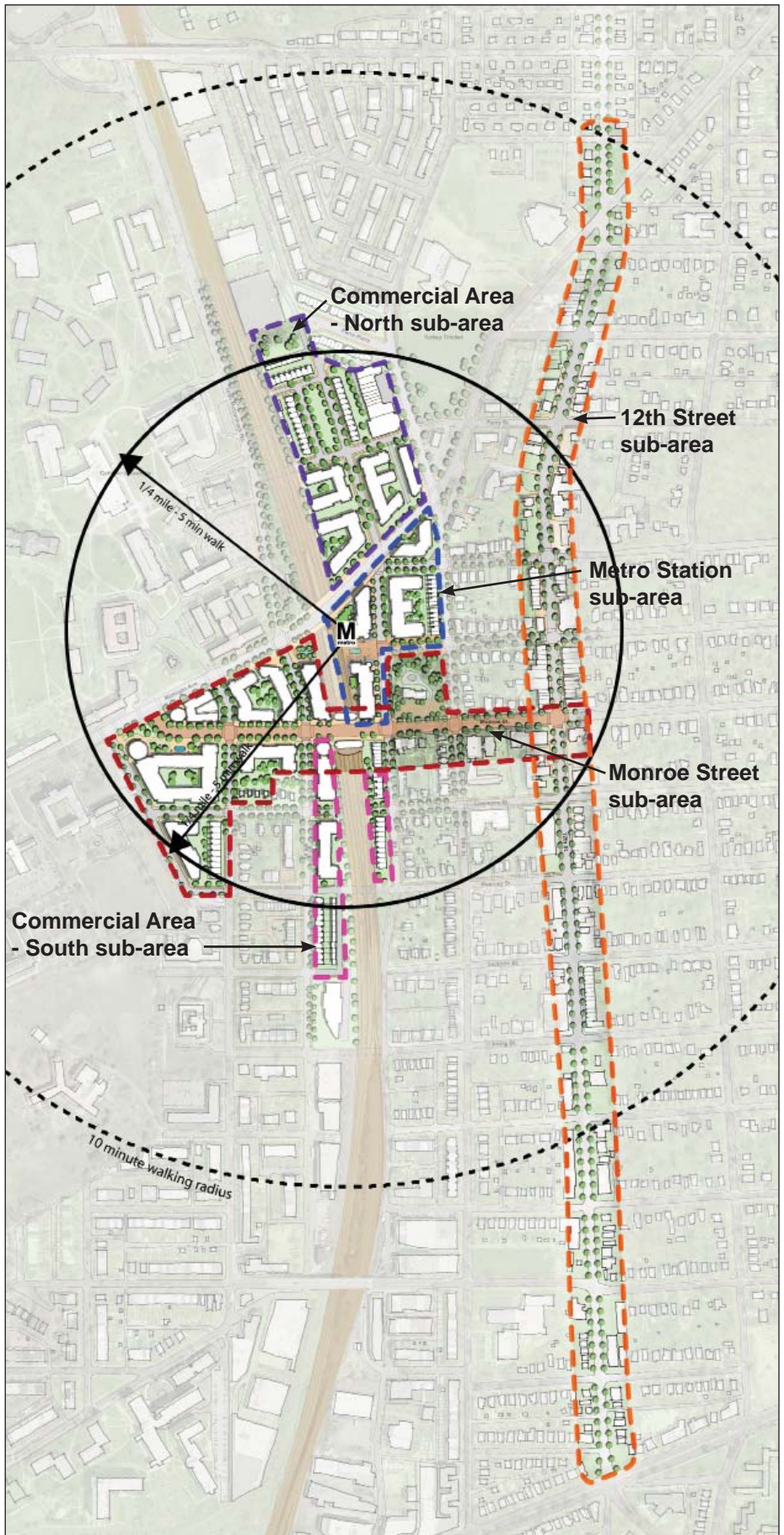


Fig. 5.1 – Sub-areas key plan

Metro Station Sub-Area

Vision:

Metro Station as a new mixed-use transit-oriented civic core for Brookland.

Framework Plan:

- Reestablished street fabric through extensions, realignments, and recon-nections of streets;
- Mixed-use development including community-serving retail and resi-dential surrounding public spaces;
- Metro Station entries relocated to align with Newton Street and inte-grated with public spaces;
- Public spaces for civic and cultural activities, community gathering and the Farmers Market at Metro portal, Newton Street integrated with Brooks Mansion and at the Metro portals;
- Busses, shuttles, kiss 'n ride and short-term parking integrated with street grid.

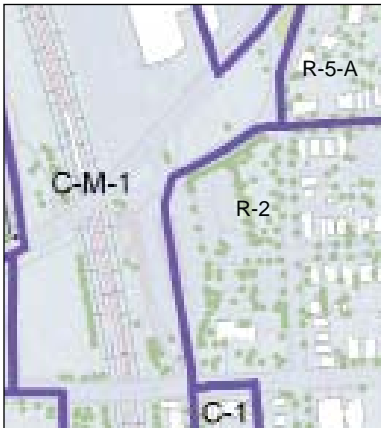


Fig. 5.2 Metro Station sub-area existing conditions plan



Fig. 5.3 – Illustrative Plan of Metro Station sub-area



Fig. 5.4 Illustrative section 1

Recommendations:

1. Develop a moderate-density mix of uses including retail, office, residential and cultural uses at the Metro Station.
2. Provide adequate parking but at low transit-oriented development parking ratios.
3. Extend 9th Street, Otis Street and Newton Street into the Metro Station area.
4. Define Otis and Newton Streets between 12th Street and the Metro Station as a walkable and inviting connection between the station and the commercial area.
5. 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.
6. Place bus routes on the street grid with bus stops along 9th Street.
7. Place Kiss 'n ride, short-term parking along 9th and Newton Streets.
8. Work with the Office of Property 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 its grounds.
9. Develop a shuttle consolidation strategy to implement a more efficient shuttle pick-up and drop-off system.
10. Create a community civic and Open Space along Newton Street, integrated with Brooks Mansion and its grounds.
11. Relocate the Metro Station portals to align with Newton Street.
12. Develop low-density residential along the west side of 10th Street between Otis Street and Newton Street; alternatively utilize this area as an expanded open space to transition to the lower scale residential area east of 10th Street. Diagrams illustrating this option are included in the Appendix A Concept Alternatives, figure A.3.
13. Work with residents, local business, cultural and civic associations to program activities, such as the weekly Farmers Market, and arts/cultural exhibits and performances at neighborhood public spaces.
14. Development up to 6 stories or a maximum 70 feet may be allowed through a Planned Unit Development, a discretionary approval by the District's Zoning Commission.
15. WMATA will resume its transportation access study for the Brookland Metro station to fully assess the recommendations in the draft plan and their impact on transit service delivery. WMATA representa-



Note 5 (See Appendix)



Note 2 (See Appendix)



Mixed-use development



Metro Portal

tives 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.

16. 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.
17. 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.

Development Opportunity:

- Residential 200-250 units
- 30-35K Retail/Restaurant/Cultural
- 220-265 parking spaces (I-2 levels below grade)



Note 3 (See Appendix)

Note: Proposed zoning changes or planned unit developments that are consistent with this small area plan are discretionary and require separate approval by the District's Zoning Commission. Each application requires public notification, as well as review by the affected Advisory Neighborhood Commission. Note 3 (See Appendix)



Fig. 5.5 – Metro Station sub-area concept diagram Fig. 5.6 – Metro Station sub-area framework plan



Fig. 5.7 – Illustrative plan of Monroe Street sub-area

Monroe Street Sub-Area

Vision:

Monroe as a revitalized, tree-lined urban street, connecting Brookland from west to east with retail, residential and cultural and arts uses.

Framework Plan:

- Reestablished street fabric through extensions, realignments, and reconstructions of streets.
- Mixed-use development with community-serving retail, residential, cultural uses and public spaces along Monroe Street from Michigan Avenue to 12th Street to connect Brookland from west to east.

- A gateway to Brookland at Monroe Street and Michigan Avenue, and an arrival point at Monroe Street and 12th Streets.
- Civic and Open Spaces along Monroe Street west of tracks and at Brooks Mansion.

Recommendations:

1. Realign Monroe Street with Michigan Avenue at western end.
2. Realign 7th Street north of Monroe Street at Michigan Avenue with entrance to Catholic University.
3. Extend 8th Street north of Monroe Street to align with John McCormack Road at Michigan Avenue.



Fig. 5.8 Monroe Street sub-area existing conditions plan



Fig. 5.9 - Illustrative section 2

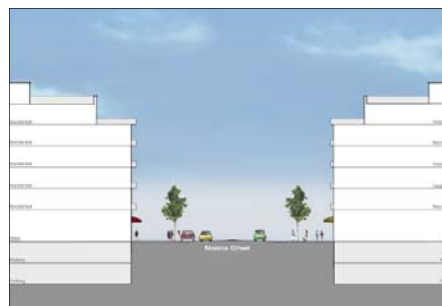


Fig. 5.10 - Illustrative section 3



Fig. 5.11 - Illustrative section 4



Fig. 5.12 – Concept diagram of Monroe Street sub-area



Fig. 5.13 – Monroe Street sub-area Framework plan



Public spaces



Places for performances and public art



Places for gathering and interaction

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 pedestrians. The connection could also be made via the Metropolitan Branch Trail.

4. 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.
5. Provide adequate parking but at low transit-oriented development parking ratios.
6. 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.
7. Allow infill and redevelopment along Monroe Street east of the WMATA/CSX tracks.
8. 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.
9. Development should provide visual and noise buffers from train tracks and neighboring production, distribution, and repair (PDR) uses.
10. Buildings in the subarea should step back in height at a ratio of one half (1/2) to one (1) 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.
11. Coordinate a retail strategy to encourage complimentary retail and businesses for both 12th and Monroe Streets.
12. Create a large civic/open space as part of new development along

Monroe Street west of the WMATA/CSX tracks.

13. Reposition Brooks Mansion as a community civic building and its grounds as a civic open space. Consider removing the surface parking area to reclaim additional Open Space and integrate with the Newton Street public space.

Development Opportunity:

- Residential 750-900 units;
- 80-100K Retail/Restaurant/Cultural;
- 650-850 parking spaces (l-2 levels below grade).

Note 3 (See Appendix)

Note: Proposed zoning changes or planned unit developments that are consistent with this small area plan are discretionary and require separate approval by the District's Zoning Commission. Each application requires public notification, as well as review by the affected Advisory Neighborhood Commission.

12th Street Sub-Area

Vision:

12th Street as Brookland's revitalized and strengthened Historic Main Street.

Framework Plan:

- Improved connectivity to western part of Brookland and Metro station along Newton and Monroe Streets;
- New streetscape, landscape, lighting, and storefront improvements;
- Infill, redevelopment and revitalization opportunities for retail, office, and residential.

Recommendations:

1. Develop mix of uses including retail, office, residential and cultural uses as redevelopment and infill development along 12th Street.
2. Enliven the intersection at 12th and Monroe Street. Create an authentic community gathering spot that blends the main street feel from 12th street, surrounding residential and institutional uses on Monroe Street. Consider uses that compliment existing retail.



Fig. 5.14 - 12th Street sub-area existing Conditions plan



Fig. 5.15 - Illustrative section 5



Fig. 5.16 – Illustrative plan of 12th Street sub-area north of Monroe St.



Fig. 5.17 – Illustrative plan of 12th Street sub-area south of Monroe St.