

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 supports to help small, local businesses manage rent 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.

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

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.

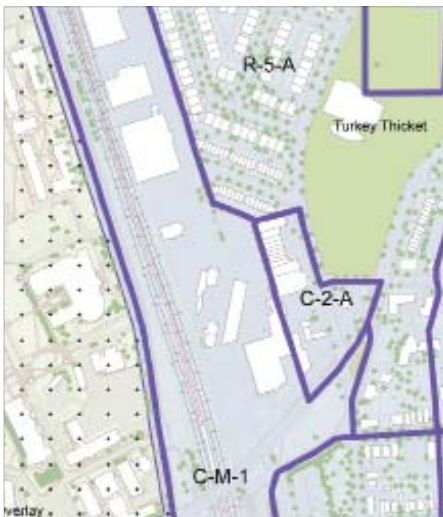


Fig. 5.20 Commercial North sub-area existing conditions plan



Fig. 5.21 – Illustrative plan of Commercial North Sub-Area



Residential infill example



Fig. 5.22 - Illustrative Section 6



Fig. 5.23— Concept Diagram of Commercial North sub-area



Fig. 5.24— Commercial North sub-area framework plan

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 sto-

- ries 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, distri-

bution, and repair (PDR) uses.

Development Opportunity:

- Residential condominiums/apartments and townhouses – 400-500 units;
- 20,000 sf of office space;
- 200-330 parking spaces (1 level 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.



Residential surrounding Open Space



Park space

Commercial Area South of Metro Station Sub-area

Vision:

New residential and cultural uses woven into an improved 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 production, distribution and repair (PDR) uses.

Recommendations:

1. Develop new residential uses, extending and integrating with the existing street fabric.
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 façade should step back 5 feet from the building edge.
6. Integrate Metropolitan Branch Trail along 8th Street.

Development Potential:

- Residential - 150-200 units;
- Arts and cultural uses;
- 75-100 parking spaces (1 level 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.



Fig 5.26 - Illustrative plan of Commercial South sub-area

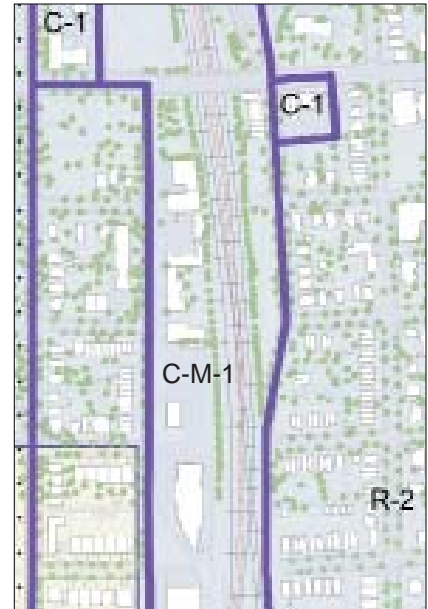


Fig. 5.25 Commercial South sub-area existing conditions plan



Infill residential

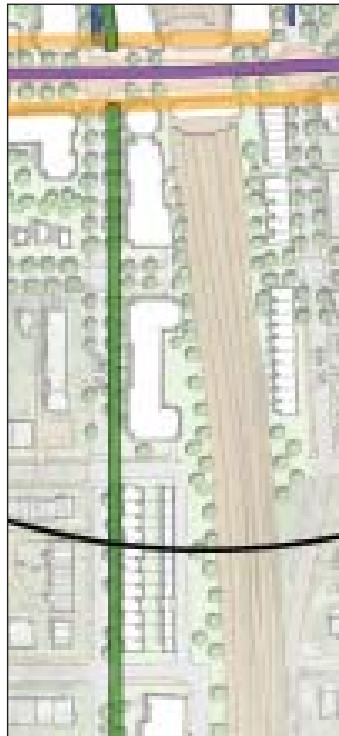


Fig 5.27 - Concept diagram of Commercial South sub-area



Fig 5.28 - Commercial South sub-area framework plan

6. RECOMMENDATIONS AND IMPLEMENTATION

This section describes the Implementation Strategy, including the partner agencies and community organizations, public funding, and the time-frame necessary for accom-

plishing the goals of the Small Area Plan. The time frame correspond to the following: short-term (1-2 years), mid-term (2-5 years), long-term (5+ years)

Brookland/CUA Metro Station Area Plan Recommendations					
Land Use and Neighborhood Character Recommendations					
Principles	Item	Recommendations	Partner Agencies/ Organizations	Public Funding Needed	Time Frame
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.	1	Establish a Brookland Arts/Cultural District by providing incentives and encouraging arts uses with the creation of new development and public spaces. OP will work with Catholic University, Dance Place, and other known arts organizations to facilitate opportunity for collaboration.	DANCE PLACE, COMMUNITY, DCFA	X	MID-TERM
	2	Develop a neighborhood branding and way finding strategy for Brookland	DDOT,	X	SHORT-TERM
	3	Establish Brooks Mansion as a future civic community building for Brookland	OPM	X	LONG-TERM
	4	Engage Pepco and DDOT in discussions regrading the burying of utilities with new development	DDOT, Pepco, OP, DMPED	X	LONG-TERM
	5	Implement <i>DDOT Streetscape and Transportation Study</i> improvements to create a pleasant, inviting, memorable, pedestrian, and walkable neighborhood	DDOT	X	SHORT-TERM
	6	OP will engage ANC 5A to establish a design review committee to formalize community design review of planned unit development projects.	OP, ANC		SHORT-TERM
Economic Development & Neighborhood Amenities					
Principles	Item	Recommendations	Partner Agencies/ Organizations	Public Funding Needed	Time Frame
Strengthen and support the 12th 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.	1	Coordinate the programming of new retail along Monroe and at the Metro Station in order to compliment and strengthen 12th Street.	DMPED, OP, WDCEP	X	SHORT-TERM
	2	Maintain a competitive local business framework by encouraging aesthetic property enhancements and building upgrades by property owners as well as enforcing property upkeep and compatibility with existing building code.	DSLBD, DCRA	X	MID-TERM
	3	Encourage area businesses to collaborate in public safety initiatives and techniques, including Crime Prevention Through Environmental Design.	MPD, DSLBD,	X	MID-TERM
	4	Provide smaller, alternative office products (office condos, second-story office spaces) for new neighborhood-serving businesses and small professional firms.	DCOP, DCOZ		LONG-TERM
	5	Encourage property and business owners in the Brookland commercial area to participate in coordinated branding and marketing initiatives.	RE-STORE DC, DSLBD,	X	SHORT-TERM
	6	Work with residents and stakeholders to create a list preferred community benefits that can be addressed as planned unit developments are generated.	OP		SHORT-TERM
Transportation, Walkability and Connectivity Recommendations					
Principles	Item	Recommendations	Partner Agencies/ Organizations	Public Funding Needed	Time Frame
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.	1	Integrate the implementation of the <i>DDOT Brookland Streetscape and Transportation Study</i> with the implementation of the Brookland/CUA Metro Station Small Area Plan.	DDOT	X	SHORT-TERM
	2	Improve connectivity and reestablish the grid of streets and blocks where new development occurs.	DDOT	X	MID-TERM
	3	Develop a strategy for improving streetscape, lighting and increase pedestrian safety along John McCormack Road.	DDOT, CUA	X	SHORT-TERM
	4	Implement future pedestrian bridges across CSX/WMATA tracks. Suggested locations are at Kearny and Hamlin Streets.	DDOT, CSX, WMATA	X	LONG-TERM

Table 6.1 – General recommendations

	5	With new development, power lines should be buried wherever possible.	DDOT, IPMA	X	LONG-TERM
	6	Develop a shuttle consolidation strategy to improve and minimize the impact of shuttle transportation between major nearby destinations and the Brookland/ CUA Metro station.	WMATA, DDOT, PRIVATE SHUTTLE SERVICES.		LONG-TERM
	7	Eliminate bus bays/loops and place bus stops on the street grid	OP, DDOT, WMATA	X	MID-TERM
	8	Develop a strategy for shared parking and implementation of car sharing programs in all new developments	DDOT, TSA	X	MID-TERM

Open Space and Environment Recommendations

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.	1	Improve linkages to open space and recreational amenities in the community including Turkey Thicket Recreation Center, Noyes Park, Fort Bunker Hill Park and the Metropolitan Branch Trail.	DPR, DDOT	X	MID-TERM
	2	Improve existing park spaces at Noyes Park and Ft. Bunker Hill Park.	DPR, NPS	X	SHORT-TERM
	3	Integrate Open Space with new development, and engage residents and local community groups in their planning and design.	DCOP, DCOZ		MID-TERM
	4	Implement Metropolitan Branch Trail along 8th Street and John McCormack Road through Brookland.	DDOT	X	MID-TERM

Sub-Area Recommendations

Sub-Area	Item	Recommendations	Partner Agencies/ Organizations	Public Funding Needed	Time Frame
Metro Station	1	Develop a moderate-density mix of uses including retail, office, residential and cultural uses at the Metro Station.	WMATA, DCOP, DCOZ		LONG-TERM
	2	Provide adequate parking but at low transit-oriented development parking ratios.	WMATA, DDOT, DCOP	X	LONG-TERM
	3	Extend 9th Street, Otis Street and Newton Street into the Metro Station area.	DDOT, WMATA	X	LONG-TERM
	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.	DDOT	X	LONG-TERM
	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.	DDOT	X	MID-TERM
	6	Place bus routes on the street grid with bus stops along 9th Street.	WMATA, DDOT	X	LONG-TERM
	7	Kiss 'n ride, short-term parking along 9th and Newton Streets.	WMATA, DDOT	X	LONG-TERM
	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.	OPM, OP	X	MID-TERM
	9	Develop a shuttle consolidation strategy to implement a more efficient shuttle pick-up and drop-off system.	WMATA, DDOT, PRIVATE SHUTTLE COMPANIES		MID-TERM
	10	Relocate shuttle bus operations to 8th Street and/or John McCormack Road.	DDOT	X	MID-TERM

	11	Relocate the Metro Station portals to align with Newton Street.	WMATA, DDOT	X	LONG-TERM
	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.	WMATA, DCOP, DCOZ		LONG-TERM
	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.	DSLBD, DCFA, COMMUNITY	X	SHORT-TERM
	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.	WMATA, DCOP, DCOZ		LONG-TERM
	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 representatives participated in the planning process and served on the advisory committee. The Office of Planning anticipates that the coordination and engagement between WMATA, the District, and the community will continue when the access study resumes.			
	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.			
Sub-Area	Item	Recommendations	Partner Agencies/ Organizations	Public Funding Needed	Time Frame
Monroe Street	1	Realign Monroe Street with Michigan Avenue at western end.	DDOT		MID-TERM
	2	Realign 7th Street north of Monroe Street at Michigan Avenue with entrance to Catholic University.	DDOT		LONG-TERM
	3	Extend 8th Street for pedestrian and/or vehicular access north of Monroe Street to align with John McCormack Road at Michigan Avenue.	DDOT		LONG-TERM
	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.	DCOP, DCOZ		LONG-TERM
	5	Provide adequate parking but at low transit-oriented development parking ratios.	DDOT, DCOP		LONG-TERM
	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.	DCOP, DCOZ		LONG-TERM
	7	Allow infill and redevelopment along Monroe Street east of the WMATA/CSX tracks.	DCOP, DCOZ		LONG-TERM
	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.	DCOP, DCOZ		LONG-TERM
	9	Buildings in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet. For example, for every 10 feet in height above 50 feet, the building façade should step back 5 feet from the building edge..	DCOP, DCOZ		LONG-TERM
	10	Coordinate a retail strategy to encourage complimentary retail and businesses for both 12th and Monroe Streets	DMPED, DSLBD, RE-STORE DC		LONG-TERM
	11	Create a large civic/Open Space as part of new development along Monroe Street west of the WMATA/CSX tracks.	DCOP, DCOZ		LONG-TERM
	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.	OPM,	X	LONG-TERM

Sub-Area	Item	Recommendations	Partner Agencies/ Organizations	Public Funding Needed	Time Frame
12th Street Corridor	1	Develop mix of uses including retail, office, residential and cultural uses as redevelopment and infill development along 12th Street.	DCOP, DCOZ		MID-TERM
	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.	DCOP, DCOZ		MID-TERM
	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.	DMPED, WDCEP, DSLBD, RE-STORE DC	X	MID-TERM
	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.	DCOP, RE-STORE DC	X	SHORT-TERM
	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.	RE-STORE DC	X	MID-TERM
	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.	DDOT	X	MID-TERM
	7	Investigate the viability of a creative economy cluster on 12th Street, building on current assets, specialty retailers or cultural assets.	OP/DMPED	X	SHORT-TERM
	8	Retain existing retailers and seek new financing supports to help small, local businesses manage rent pressures.	DSLBD	X	SHORT-TERM
	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.	OP/DMPED/WDCEP	X	MID-TERM
Sub-Area	Item	Recommendations	Partner Agencies/ Organizations	Public Funding Needed	Time Frame
Commercial Area North of Metro Station	1	Extend Perry Street west and 9th Street north to create a new fabric of streets and blocks.	DDOT	X	LONG-TERM
	2	Development north of an extended Perry Street should consist of low to moderate density residential development.	DCOP, DCOZ		LONG-TERM
	3	Develop new residential and small office uses, created along a fabric of streets and blocks, extending and integrating with the existing neighborhood character.	DCOP, DCOZ		LONG-TERM
	4	Create a community Open Space as part of development in this sub-area.	DCOP, DCOZ		LONG-TERM
	5	Provide adequate parking but at low transit-oriented development parking ratios.	DCOP, DCOZ		LONG-TERM
	6	Provide new streetscaping, landscaping and lighting.	DDOT	X	LONG-TERM
	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.	DCOP, DCOZ		LONG-TERM
	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.	DCOP, DCOZ		LONG-TERM
	9	Development should provide visual and noise buffers from train tracks and neighboring Production, Distribution and Repair (PDR) uses.	DCOP, DCOZ		LONG-TERM

Table 6.2 – Sub-area recommendations

Sub-Area	Item	Recommendations	Partner Agencies/ Organizations	Public Funding Needed	Time Frame
Commercial Area South of Metro Station	1	Develop new residential uses, extending and integrating with the existing street fabric.	PRIVATE SECTOR		LONG-TERM
	2	Development south of Kearny Street should consist of low to moderate density residential and limited commercial or cultural facilities	DCOP, DCOZ		LONG-TERM
	3	Provide adequate parking but at low transit-oriented development parking ratios.	DCOP, DCOZ		LONG-TERM
	4	Development south of Monroe to Kearny Street may be allowed up to a 5 stories or a maximum of 60 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.	DCOP, DCOZ		LONG-TERM
	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 façade should step back 5 feet from the building edge..	DCOP, DCOZ		LONG-TERM
	6	Integrate Metropolitan Branch Trail along 8th Street.	DDOT	X	MID-TERM

Table 6.2 – Sub-area recommendations, cont'd.

**Brookland/CUA Metro Station Small Area Plan
Transportation Recommendations and Implementation Matrix**

Recommended Transportation Improvements	Location	Partner Agency/ Implementation	Time frame/ Projected Completion
A. Traffic Recommendations (Figure 5.1)			
<ul style="list-style-type: none"> A-1 Signal Timing Changes: To address existing and/or projected operational constraints and safety deficiencies. 	<ul style="list-style-type: none"> Michigan Avenue at Monroe Street Michigan Avenue at 7th Street Taylor Street at 10th Street Taylor Street at 7th Street 	DDOT TSA	Short-term
<ul style="list-style-type: none"> A-2 Installation of All-way Stop Control: To address existing and projected operational constraints for side-street vehicular and pedestrian crossing activity. 	<ul style="list-style-type: none"> 12th Street at Otis Street 12th Street at Perry Street 	DDOT TSA	Short-term
<ul style="list-style-type: none"> A-3 Installation of Traffic Signals: To address existing and projected capacity constraints. 	<ul style="list-style-type: none"> Michigan Avenue at Perry Street Monroe Street at 8th Street 	DDOT TSA	Long-term
<ul style="list-style-type: none"> A-4 Major Intersection Geometric/Configuration Improvements: To minimize operational and safety impacts of small area plan street alignment/realignment proposals. 	<ul style="list-style-type: none"> Michigan Avenue at 7th Street (7th Street alignment with CUA entrance) Michigan Avenue at Monroe Street (Monroe Street realigned to form "T" configuration with Michigan Avenue) 	DDOT TSA	Long-term
<ul style="list-style-type: none"> A-5 Major Upgrade of Michigan Avenue at 10th Street (based on engineering design study): To address existing and projected operational and safety deficiencies. 	<ul style="list-style-type: none"> Michigan Avenue at 10th Street and adjacent segments of 10th Street (from Perry Street to Otis Street) and Michigan Avenue (from McCormack Road to Perry Street) 	DDOT IPMA	Long-term
<ul style="list-style-type: none"> A-6 Connectivity can take many forms. The conceptual plan shows an extended 8th Street that connects Monroe and Michigan Avenue; an extended 8th Street could accommodate vehicles or be limited to pedestrians. The connection could also be made via the Metropolitan Branch Trail. 	<ul style="list-style-type: none"> 8th Street at Monroe Street 8th Street at Michigan Avenue John McCormack Road at Michigan Avenue 	DDOT IPMA	Long-term

Table 6.3 - Transportation recommendations and implementation matrix



Fig. 6.1 - Recommended Traffic Improvements

<ul style="list-style-type: none"> ▫ A-6 Traffic Calming and Operational Improvements along Randolph Street (as per DDOT Brookland Transportation and Streetscape Study): To address projected operational and safety constraints at the Michigan Avenue – 12th Street – Randolph Street triangle. 	<ul style="list-style-type: none"> ○ Michigan Avenue at 12th Street, and Randolph Street between Michigan Avenue and 12th Street 	DDOT IPMA	Long-term
<ul style="list-style-type: none"> ▫ A-7 Traffic Calming Improvements (Bump-outs, bicycle lanes, on-street parking, etc.): To address existing operating issues and projected increase in vehicular-pedestrian conflicts due to regional and local area land use changes. 	<ul style="list-style-type: none"> ○ Monroe Street (Michigan Avenue to 12th Street) ○ 12th Street Retail Corridor (Monroe Street to Randolph Street) ○ Other Streets – 7th, 8th, 9th, 10th, Perry, Otis and Newton within a quarter mile of the Metro Station 	DDOT TSA	Long-term
Recommended Transportation Improvements	Location	Partner Agency/ Implementation	Time frame/ Projected Completion
B. Transit Recommendations (Figure 5.2)			
<ul style="list-style-type: none"> ○ B-1 Installation of Bus Shelters and Seating: Shelters and seating at high-ridership Metrobus stops make for a more comfortable passenger waiting experience. 	<ul style="list-style-type: none"> ○ Brookland-CUA Metro Station area 	WMATA	Short-term
<ul style="list-style-type: none"> ○ B-2 Installation of Bus Route Information: Make bus use more convenient with route timetables and maps. 	<ul style="list-style-type: none"> ○ 12th Street ○ Monroe Street 	WMATA	Short-term
<ul style="list-style-type: none"> ○ B-3 Bus Stop Bump-Outs: Extend sidewalk curb at bus stops in order to make passenger boarding and alighting faster and safer since buses would not have to maneuver into the curb or passengers would not have to enter the street in order to board. 	<ul style="list-style-type: none"> ○ Brookland-CUA Metro Station area 	WMATA	Medium-term
<ul style="list-style-type: none"> ○ B-4 Elimination or Modification of Bus Stops: Decrease travel times through eliminating bus stops that either have low boardings/alightings or are close to another stop. Also look at possibilities of relocating particular bus stops to more conveniently serve key destinations. 	<ul style="list-style-type: none"> ○ Brookland-CUA Metro Station area 	WMATA	Medium-term

Table 6.3 - Transportation recommendations and implementation matrix (cont'd.)



Fig. 6.2 - Recommended transit improvements

<ul style="list-style-type: none"> ○ B-5 Increased Bus Service: Increased frequency of buses planned to be implemented by WMATA along key routes to address anticipated ridership demand due to regional and local area land use changes. 	<ul style="list-style-type: none"> ○ Brookland-CUA Metro Station area 	WMATA	
<ul style="list-style-type: none"> ○ B-6 Improved Shuttle Service Waiting Area: Shuttles provide a critical connection between Metro and the number of medical and academic institutions within the greater Brookland area and help reduce traffic. Providing an adequate and comfortable shuttle passenger waiting area adjacent to the Brookland-CUA Metro is necessary to provide for existing and anticipated ridership needs. 	<ul style="list-style-type: none"> ○ Bunker Hill Road adjacent to Brookland 	WMATA and multiple independent shuttle service providers	Medium-term
Recommended Transportation Improvements	Location	Partner Agency/ Implementation	Time frame/ Projected Completion
C. Pedestrian Recommendations (Figure 5.3):			
<ul style="list-style-type: none"> ○ C-1 Walk Signals: Pedestrian signal indications should be used at traffic signals where warranted, according to the MUTCD. 	<ul style="list-style-type: none"> ○ All signalized pedestrian crossings within a quarter mile of the Metro Station 	DDOT TSA	Short-term
<ul style="list-style-type: none"> ○ C-2 Pedestrian Count Down Signal: The pedestrian countdown signals indicate 	<ul style="list-style-type: none"> ○ All signalized pedestrian crossings 	DDOT TSA	Short-term
<ul style="list-style-type: none"> ○ C-3 ADA Ramps Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, crutches, handcars, bicycles, and also for pedestrians with mobility impairments who have trouble stepping up and down high curbs. Where feasible, separate curb ramps for each crosswalk at an intersection should be provided rather than having a single ramp at a corner for both crosswalks. This provides improved orientation for visually impaired pedestrians. Similarly, tactile warnings will alert pedestrians to the sidewalk/street edge. 	<ul style="list-style-type: none"> ○ All sidewalk curbs facing crosswalks 	DDOT IPMA	Short-term

Table 6.3 - Transportation recommendations and implementation matrix (cont'd.)



Fig. 6.3 - Recommended pedestrian improvements

<ul style="list-style-type: none"> ○ C-4 Enhance crosswalks: Marked crosswalks indicate optimal or preferred locations for pedestrians to cross and help designate right-of-way for motorists to yield to pedestrians. Crosswalks are often installed at signalized intersections and other selected locations. Preferred crosswalk markings include “zebra” or “ladder” patterns. Marked crosswalks are desirable at some high pedestrian volume locations (often in conjunction with other measures) to guide pedestrians along a preferred walking path. In some cases, they can be raised and should often be installed in conjunction with other enhancements, such as curb-extensions, that physically reinforce crosswalks and reduce vehicular speeds. It is also sometimes useful to supplement crosswalk markings with warning signs for motorists. 	<ul style="list-style-type: none"> ○ 12th Street at Monroe Street ○ 12th Street at Newton Street ○ 12th Street at Otis Street ○ 12th Street at Perry Street ○ 12th Street at Quincy Street ○ 12th Street at Randolph Street ○ Monroe Street at 9th Street ○ Monroe Street at 10th Street ○ Monroe Street at Michigan Avenue ○ Michigan Avenue at 10th Street ○ Michigan Avenue at 7th Street 	DDOT IPMA	Medium-term
<ul style="list-style-type: none"> ○ C-5 Raised Pedestrian Crossings/Speed Tables: A raised pedestrian crossing is also essentially a speed table, with a flat portion the width of a crosswalk, usually 10-15 feet. Raised intersections and crosswalks encourage motorists to yield. 	<ul style="list-style-type: none"> ○ 10th Street at Newton Street ○ 9th Street at Newton Street ○ 9th Street at Monroe Street 	DDOT IPMA	Medium-term
<ul style="list-style-type: none"> ○ C-6 Wider Sidewalks: Both FHWA and the Institute of Transportation Engineers (ITE) recommend a minimum width of 5 feet for a sidewalk or walkway, which allows two people to pass comfortably or to walk side-by-side. Wider sidewalks should be installed near schools, at transit stops, on commercial corridors, or anywhere high concentrations of pedestrians exist. A buffer zone of 4-to-6 feet is desirable and should be provided to separate pedestrians from the street. The buffer zone will vary according to the street type. In downtown or commercial districts, a street furniture zone is usually appropriate. 	<ul style="list-style-type: none"> ○ 12th Street between Lawrence and Randolph Streets 	DDOT IPMA	Medium-term

Table 6.3 - Transportation recommendations and implementation matrix (cont'd.)

<ul style="list-style-type: none"> ○ C-7 Medians: Medians are raised barriers in the center portion of the street or roadway that can serve as a place of refuge for pedestrians who cross a street midblock or at an intersection location. They may provide space for trees and other landscaping that, in turn can help change the character of a street and reduce speeds. They also have benefits for motorist safety when they replace center turn lanes. 	<ul style="list-style-type: none"> ○ Monroe Street Between Michigan Avenue and 12th Street ○ 12th Street between Perry Street and Michigan Avenue ○ Michigan Avenue between Monroe Street and 12th Street 	DDOT IPMA	Medium-term
<ul style="list-style-type: none"> ○ C-8 Sidewalk Curb-Extensions or Bulb-Outs: Curb extensions-also known as bulb-outs or neckdowns- extend the sidewalk or curb line out into the parking lane, which reduces the effective street width. Curb extensions significantly improve pedestrian crossings by reducing the pedestrian crossing distance, visually and physically narrowing the roadway, improving the ability of pedestrians and motorists to see each other, and reducing the time that pedestrians are in the street. 	<ul style="list-style-type: none"> ○ 12th Street at Monroe Street ○ 12th Street at Newton Street ○ 12th Street at Quincy Street ○ Monroe Street at 10th Street ○ Monroe Street at Michigan Avenue 	DDOT IPMA	Medium-term
<ul style="list-style-type: none"> ○ C-9 Advanced Stop Lines: At signalized intersections, the vehicle stop line can be moved farther back from the pedestrian crosswalk for an improved factor of safety and for improved visibility of pedestrians. In some places, the stop line has been moved back by 15-to-30 feet relative to the marked crosswalk with considerable safety benefits for pedestrians. 	<ul style="list-style-type: none"> ○ Monroe Street at 7th Street ○ Monroe Street at 10th Street ○ 12th Street at Otis Street 	DDOT TSA	Short-term
<ul style="list-style-type: none"> ○ C-10 Roadway Lighting Improvements: In commercial areas with night time pedestrian activity, streetlights and building lights can enhance the ambiance of the area and the visibility of pedestrians by motorists. It is best to place streetlights along both sides of arterial streets and to provide a consistent level of lighting along a road way. Nighttime pedestrian crossing areas may be supplemented with brighter or additional lighting. This includes lighting pedestrian crosswalks and approaches to the crosswalks. 	<ul style="list-style-type: none"> ○ 12th Street between Rhode Island Avenue and Michigan Avenue ○ Monroe Street between Michigan Avenue and 12th Street ○ Michigan Avenue between Monroe Street and 12th Street 	DDOT IPMA	Medium-term

Table 6.3 - Transportation recommendations and implementation matrix (cont'd.)



Fig. 6.4 - Recommended bicycle improvements

Recommended Transportation Improvements	Location	Partner Agency/ Implementation	Time frame/ Projected Completion
D. Bicycle Recommendations (Figure 5.4)			
<ul style="list-style-type: none"> D-1 On Street Bicycle Lanes: Bike lanes indicate a preferential or exclusive space for bicycle travel along an arterial street. Bike lanes have been found to provide more consistent separation between bicyclists and passing motorists. Marking bicycle lanes can also benefit pedestrians-as turning motorist slow and yield more to bicyclists, they will also be doing so for pedestrians. 	<ul style="list-style-type: none"> 12th Street north of Randolph Street Monroe Street between Michigan Avenue and 12th Street 	DDOT IPMA	Medium-Term
<ul style="list-style-type: none"> D-2 Bicycle Trails: Grade-separated bicycle trains can provide safe, comfortable, and convenient bicycle connections between Brookland's Metro Station area and key destinations, such as nearby universities and hospitals as well as Union Station and Silver Spring. Sidewalks along Michigan Avenue and Irving Street can be widened with improved curb-ramps to create a more bicycle friendly environment. 	<ul style="list-style-type: none"> Metropolitan Branch Trail adjacent to the Red Line/CSX corridor Michigan Avenue and Irving Street east of Monroe Street 	DDOT IPMA	Medium-to-long-term
<ul style="list-style-type: none"> D-3 On-Street Bicycle Parking: On-street bicycle racks should be provided adjacent to key employment, educational, and retail destinations. 	<ul style="list-style-type: none"> Various points on 12th Street sidewalks between Lawrence Street and Randolph Street Monroe Street at Michigan Avenue Monroe Street at 10th Street East Metro portal McCormack Road adjacent to Metro portal 10th Street adjacent to Turkey Thicket Recreation Center 	DDOT IPMA	Short-term

Table 6.3 - Transportation recommendations and implementation matrix (cont'd.)

Recommended Transportation Improvements	Location	Partner Agency/ Implementation	Time frame/ Projected Completion
E. Parking Recommendations (Figure 5.5)			
<ul style="list-style-type: none"> ○ E-1 Additional On-Street Parking: Limited on-street parking currently exists along 12th Street to support businesses. Allow for on-street parking during peak shopping times at loading zones or current no-parking zones where feasible. 	<ul style="list-style-type: none"> ○ 12th Street between Monroe Street and Randolph Street 	DDOT TSA	Short-term
<ul style="list-style-type: none"> ○ E-2 Extension of 2 Hour RPP to Night and Weekends. Extending 2 hour RPP along 12th Street and key locations. 	<ul style="list-style-type: none"> ○ 12th Street between Monroe Street and Randolph Street 		
<ul style="list-style-type: none"> ○ E-3 Create Off-Street Parking: Limited on-street parking currently exists along 12th Street to support businesses. Look for empty or under utilized lots to be used for retail-parking. 	<ul style="list-style-type: none"> ○ Lot behind CVS on Newton Street 	DDOT TSA	Short-term
<ul style="list-style-type: none"> ○ E-4 Parking Meter and RPP Enforcement: Better enforcement of parking meters and RPP 2 hour limits would ensure greater turnover of spaces. 	<ul style="list-style-type: none"> ○ 12th Street between Monroe Street and Randolph Street as well as portions of side streets close to 12th Street 	DPW	Short-term
<ul style="list-style-type: none"> ○ E-5 Extensions of Parking Meter Times: Extension of parking meter times would enable customers to spend more time in a individual shop or visit multiple shops without having to worry about receiving a ticket or having to feed the meter. 	<ul style="list-style-type: none"> ○ 12th Street between Monroe and Otis Streets 	DDOT TSA	Short-term
<ul style="list-style-type: none"> ○ E-6 Create a Parking district to better study, implement, and manage parking in the Brookland Study area, in keeping with stipulations of the City's Municipal Regulations and neighborhood preservation policies, as well as the practical needs of the affected communities and new development. This can take the form of an ANC committee, a Transportation Management Organization, or a Business Improvement District. 	<ul style="list-style-type: none"> ○ 12th Street Between Monroe and Otis Streets 	DDOT TSA	Short-term

Table 6.3 - Transportation recommendations and implementation matrix (cont'd.)



Fig. 6.5 - Recommended area on- and off-street parking improvements

ACKNOWLEDGEMENTS

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Appendix A: Notes on the Final Plan

Brookland / CUA Metro Station Area Plan

Washington D.C.



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APPENDIX A:

NOTES ON THE FINAL PLAN

The following notes on the final plan are in response to additional guidance offered by the Council of the District of Columbia, Committee of the Whole. The Council approved R18-0032, the “Brookland/CUA Metro Station Small Area Plan Approval Resolution of 2009”, on March 3, 2009.

1. The Office of Planning (“OP”) clarifies that the District 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, in order to complement and broaden the Brookland Multimodal Transportation and Streetscape Study completed by DDOT in 2007 and the Transportation Assessment performed by OP in 2008 which expanded the DDOT study area beyond the small area planning area and analyzed planned and proposed developments along North Capitol Street, Rhode Island Avenue and Eastern Avenue; OP and DDOT should report back to the community on the results of the model’s application to the Northeast quadrant prior to the end of FY 2010.
2. The Office of Planning emphasizes the option of open space along 10th Street at the Metro Station by including this opportunity as an example under the Small Area Plan Urban Design Concepts Summary on page 41 of the plan, and OP should review and report on the possibility of acquiring spaced specifically to be utilized as open and passive green space, known within the community as “Brookland Common,” which is currently under the jurisdiction of the Washington Metropolitan Area Transit Authority.
3. The Office of Planning will continue to emphasize, in dialogue with the community, the plan’s provision that, in order to achieve land use and zoning changes in the Brookland/CUA Metro Station area, property owners or developers will be required to apply to the Zoning Commission for discretionary approval of Planned Unit Developments or zoning map amendments, where public review and comment is an essential part of the process, and where great weight must be provided to the views of affected Advisory Neighborhood Commissions (“ANCs”); OP should emphasize its intent to work with community residents and ANCs to address design and scale issues of new development through the PUD process; Establishing an ANC design review process would be an important step in accomplishing this goal as recommended in the plan.
4. The Office of Planning clarifies how the neighborhood character of Brookland is protected through the vision, framework plan, and recommendations that are contained in the plan. Protecting the character of Brookland is a prevailing theme repeated through out the small area plan. The guiding principles on pages 2, 11, and 36 identify this as the first bullet. The Urban Design Concepts discussed on page 38 show how future growth can be guided to protect the character of the neighborhood.
5. The Office of Planning will use an errata sheet to correct the unintentional deletion, in the listing of recommendations for the Metro Station sub-area on page 44 of the plan, of the location for the recommended consolidation of shuttle buses that serve the Metro Station and local institutions such as the Washington Hospital Center. Recommendation #9 in the listing on page 44 should have read the same as recommendation # 8 in the implementation matrix on page 53 of the plan, where the plan recommends that a shuttle consolidation strategy be developed and that the pickup/drop off location be relocated to the west side of the Metrorail tracks either along 8th Street or John McCormack Road.
6. The Office of Planning clarifies that the diagrams provided in each sub-area are for illustrative purposes, and only demonstrate one way of achieving the sub-area vision, framework plan and recommendations that are contained in the plan; the final site plans for development opportunity sites would be determined by the property owner in a public review process involving consultation with stakeholders including the affected ANC, residents, businesses, the Office of Planning, and other District government agencies.

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Appendix A1: Concept Alternatives

Brookland / CUA Metro Station Area Plan

Washington D.C.



APPENDIX A1: CONCEPT ALTERNATIVES

Through the community-based process for the Small Area Plan, several alternatives were developed and presented to the community in workshops. The following pages document the alternatives that were developed.

The three concepts on this page represent the first illustrative Small Area Plan concepts presented to the community.

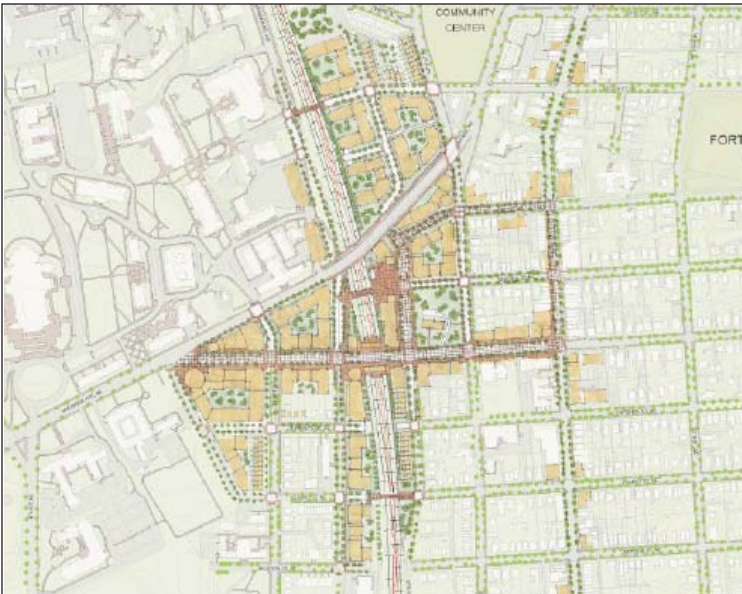


Fig. A.1 – Illustrative Plan - Brookland Crossing concept

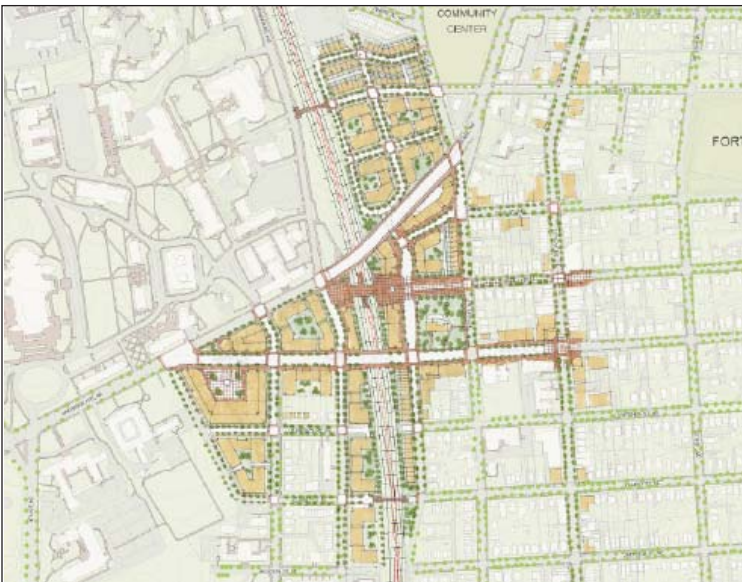


Fig.A.2 – Illustrative Plan - Brookland Plaza concept

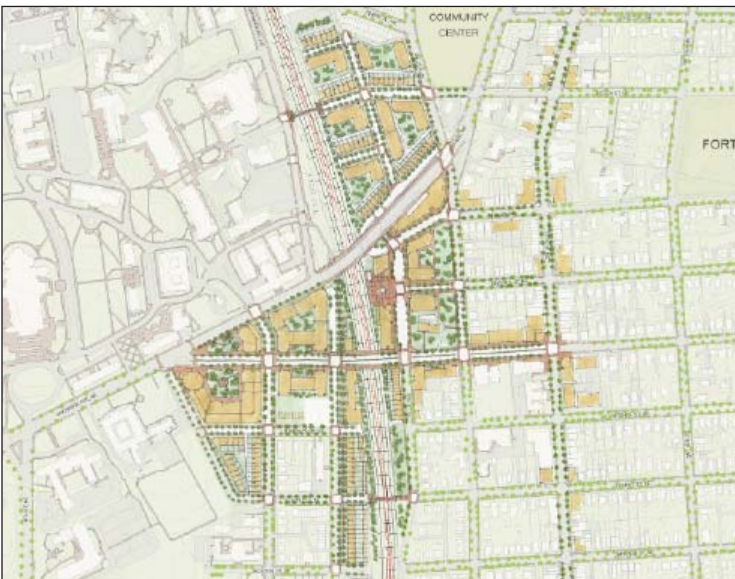


Fig. A.3 – Illustrative Plan - Brookland Green concept



Model - Brookland Crossing concept



Model - Brookland Plaza concept



Model - Brookland Green concept

Concept Plan A

Based on feedback and comments from the community and stakeholders on the initial three alternatives, a Concept Plan A was developed.

Concept Plan A creates new residential and mixed-use neighborhoods focused at the Metro station and on Monroe Street.

Newton Street is extended from 10th Street to the Metro Station as a primarily pedestrian street fronted by retail and overlooked by residential units. This new public space could be the location for a Farmer's Market and other community activities. The Metro entrances would be relocated to align with Newton Street, creating a continuous open space with the views of the Shrine from the east.

The other primary mixed-use area is Monroe Street. Monroe Street would be a tree-lined pedestrian street with residential buildings above retail.



Fig. A.4 – Illustrative Concept Plan A - Metro Station Area



Fig. A.5 – Illustrative Concept Plan A

Concept Plan B

Members of the community also asked the Office of Planning and consultant team to examine another, bolder option.

Concept B proposes the creation of a new deck across the WMATA/CSX tracks between Monroe Street and Michigan Avenue to connect the east and west sides of Brookland. A new station entrance and plaza surrounded by mixed-use development is located on this deck. The concept is made possible in one of three ways. In the first case, both sets of tracks could be undercut and lowered so they could tunnel under the plaza. In another option, a raised deck could be created over the tracks, accessed by stairs and elevators. Alternatively, the grades east and west of the tracks could be sloped up from 8th Street and 10th Street to create a land bridge over the existing track elevation.

This idea resulted in the second phase of the Small Area Plan: the Decking Feasibility Study.



Fig. A.6 – Illustrative Concept Plan B - Metro Station Area

Fig. A.7 – Illustrative Concept Plan B



Fig. A.8 – Alternative Metro Station entrance option

Optional Entrances, Buses and Shuttles Concepts

Several options for relocation of the entrances to the Metro station for improved pedestrian access were studied, for Concept Plan A. In addition, alternative locations for the buses and potential configurations of bus bays were considered. Options for locations of short-term parking spaces, a taxi stand, and the “kiss ‘n ride” drop-off function were also explored.

Alternative Metro Station Entry Option

Two Metro entrance locations were considered for Concept Plan A:

- Keep CUA station entry- or:
- New station entries at both sides of the plaza and in line with Newton Street.



Fig. A.9 – Alternative Bus Option 1

Bus Option 1

- Bus bays in new location at Bunker Hill Road near Michigan Avenue (Drew) bridge;
- New shuttles facilities under Michigan Avenue (Drew) bridge;
- Additional shuttles facilities along John McCormack Road;
- Kiss ‘n Ride, taxis, parking spaces along 9th Street and Monroe Street.

Bus Option 2:

- Parking under bridge;
- New shuttles facilities under Michigan Avenue (Drew) bridge;
- Taxis, Kiss 'n Ride along Bunker Hill Rd. ;
- Buses in pull-off areas along 9th Street.



Fig. A.10 – Alternative Bus Option 2

Bus Option 3:

- New shuttles facilities under Michigan Avenue (Drew) bridge;
- Taxis, Kiss 'n Ride along Ft. Bunker Hill Rd.;
- Parking under bridge;
- Buses in pull-off areas along 9th Street with turn-around along 9th Street;
- Kiss 'n ride on the 9th Street.



Fig. A.11 – Alternative Bus Option 3

Decking Feasibility Study

The idea of decking over the tracks was one that came from members of the community who had a vision for the future of their community. Among the many goals the community has for the Small Area Plan is the goal of creating improved connectivity throughout the neighborhood by restoring the city grid by extending streets and placing busses on the street grid instead of in bus bays and loop configurations.

At the Metro Station, the decking idea

creates improved connectivity between the east and west sides of Brookland while providing additional land for transit-oriented mixed-use development, a public plaza which becomes a civic and cultural heart for the community, and a new portal to the Metro Station.

The elevation of the existing WMATA/CSX tracks is currently very close to the elevation of the adjacent lands. As a result, a deck over the tracks must be raised in order to allow the required clearance for the trains to pass below. The two decking options which were

explored are further described below. Concept 1 (the raised deck option) and Concept 2 (the fill and deck option). The option of undercutting the tracks was discarded due to the insurmountable operational and engineering issues that would arise for the trains.

Concept 1 - Raised Deck

The design for Concept 1 proposes a raised deck which would be the location for a large civic plaza, which could hold the weekly Farmers Market as well as other civic and cultural amenities and events, and is the location of a new Metro Station portal. The plaza is surrounded by residential buildings with retail and restaurants at the ground level. It is accessed by terraced stairs, an elevator from the east, and at grade from the west and south. This concept requires a small amount of fill on the west side of the tracks.

Concept 2 - Fill and Deck

Concept 2 proposes filling in a large area of land in and around the Metro station so that the surrounding areas slope up toward the Metro station, deck over the tracks, and meet the Michigan Avenue bridge and the Monroe Street bridge at their existing grades. The sloped areas would not only be filled, but would also contain structured parking. The slope creates the plaza which is also the location for the new Metro



Fig. A.12 – Concept 1 - Raised Deck



Fig. A.13 – Enlarged plan of plaza at deck



Fig. A.14 – Section AA - Concept 1

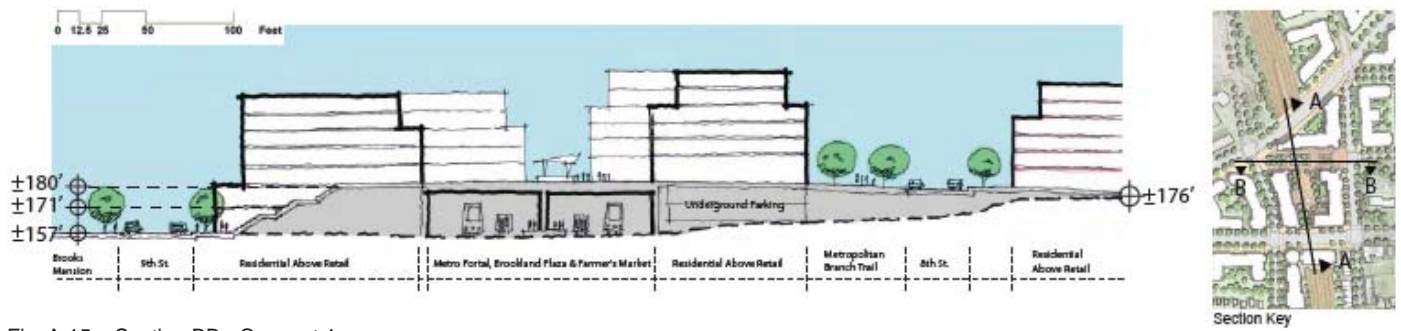


Fig. A.15 – Section BB - Concept 1

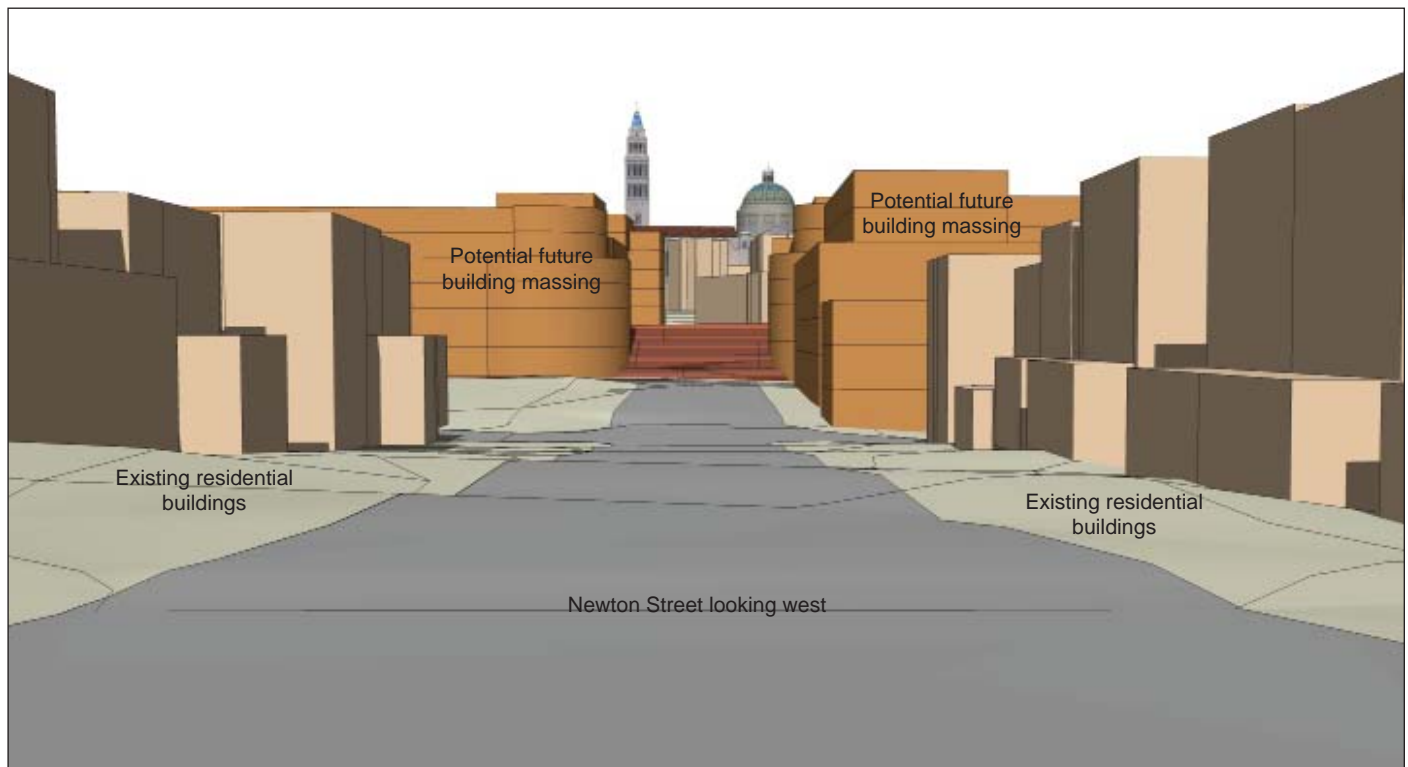


Fig. A.16 – Massing study view of plaza looking west along Newton Street - Concept 1

portal, with development and amenities similar to Concept 1. The plaza is accessed from the east along the sloping portion of the extension of Newton Street, which crosses the site east to west, and at grade from the west and south.

Impacts and Feasibility of the Decking Study

Gorove/Slade Associates examined the Transportation impacts of the Decking Study, while BAE conducted an order-of-magnitude financial feasibility analysis to understand the new development value added by two alternative decking proposals and the potential tax-increment revenues available to

assist in funding the infrastructure. A total development cost for each of the alternatives was developed using the engineers' hard cost estimates, values for the necessary land acquisition and other soft costs associated with each alternative. The estimated costs totaled \$65.2 million for Concept 1 and \$115.3 million for Concept 2. These costs represent only a conservative estimate and does not account for all of the unique development and construction considerations associated with decking over railroad tracks

BAE calculated the tax increment available due to the redevelopment of the surrounding neighborhood. The

incremental value created by decking alternatives and area redevelopment, estimated to take 10 years or more, is roughly \$383 to \$393 million by the year 2019. This new tax base could generate an estimated \$3.7 to \$3.8 million per year in tax revenues and could support an estimated \$35 to \$37 million in bonds to assist in funding the decking and fill alternatives.

Unfortunately, investors typically do not seek out investments that carry as high a risk as those suggested for the Brookland decking project. These TIF bonds would rely on real estate investment five or more years into the future. Most bond investors require more reliable streams of income with limited risk, with projects under construction and the retail space leased before investing in TIF bonds. Bonds issued for decking that depend on TIF revenues are unlikely to be saleable before the private investment is well underway. The resulting delay in TIF bonds, estimated at six or more years after completion of construction in 2019, would require the District to directly fund the improvements or guarantee payment of the TIF bonds.

For full details of the study, please consult the *Brookland/CUA Metro Station Decking Feasibility Study Report*.



Fig. A.17 – Concept 2 - Fill and Deck



Fig. A.18 – Enlarged plan of plaza at deck

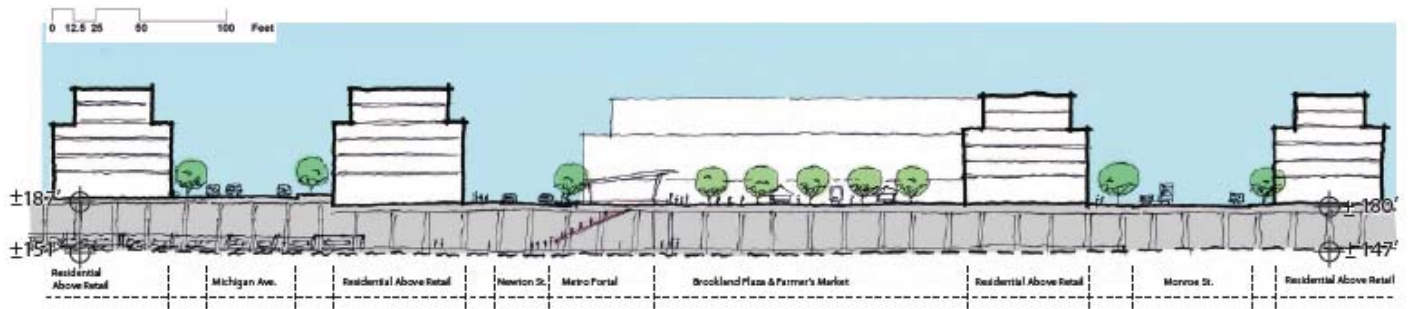


Fig. A.19 – Section AA - Concept 2



Fig. A.20 – Section BB - Concept 2



Fig. A.21 – Massing study view of plaza looking west along Newton Street - Concept 2

Appendix B: Existing Conditions Report

Brookland / CUA Metro Station Area Plan

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Appendix B: Existing Conditions Report

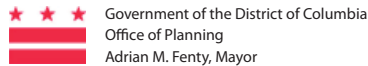
Brookland / CUA Metro Station Area Plan

Washington D.C.

Final DRAFT - February 1, 2007

Project Team

Office of Planning



Urban Design & Planning

SmithGroup



Market Analysis

Bay Area Economics



Transportation Analysis

Gorove/Slade Associates



Community Outreach

Justice & Sustainability Associates



Historic Cultural Resources

Robinson & Associates

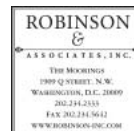


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1: Introduction

1. INTRODUCTION

Brookland is one of the most charming neighborhoods in Washington, DC. Dating back to the mid 1800's, the neighborhood grew gradually as a result of the subdivision and sale of Colonel Jehiel Brooks's farm, the establishment of the trolley car system for commuting, and the development of a variety of religious institutions in the area. Located on Metro's Red Line within the bustling cosmopolitan city of Washington, Brookland stands out as an extremely pleasant transit-oriented urban village that consists of an established, active, diverse, mostly middle-class, working residential population. It includes a pedestrian-scaled neighborhood main street with shops, cafes, and neighborhood retail. It also features several major educational and religious institutions and a number of green open spaces and campus landscapes.

The Study

The Washington DC Office of Planning engaged SmithGroup's Urban Design and Planning Studio, together with their consultants Bay Area Economics, Gorove/Slade Associates, Justice & Sustainability Associates, and Robinson and Associates, to develop an Area Plan for the Brookland/CUA Metro Station neighborhood. Specifically, this planning study analyses and makes urban design, land use and market, and transportation recommendations regarding development in Brookland in three main areas including the 12th Street corridor, sites along the Metro and CSX rail lines, and WMATA's Brookland/CUA Metro Station. This document serves as the Existing Conditions Report for the Area Plan.

Methodology

The project team visited Brookland and conducted several community walking tours, made field observations and listened to the comments of residents and stakeholders. We surveyed the area, spoke to local residents, employees, students and visitors. Buildings, streetscape and open spaces were photographed.

The team collected data on the area from a number of sources including the DC Office of Planning, the DC Office of Zoning, and the District Department of Transportation, WMATA, the Brookland CDC, and Brookland residents. The base maps that were developed are derived from GIS data provided by the D.C. Office of Technology.

We reviewed current studies pertinent to the area, including the *DC Comprehensive Plan*, the industrial land use study, *Industrial Land in a Post Industrial City*, a report on housing, retail and office by the Washington DC Economic Partnership, and DDOT's *Brookland Multi-Modal Transportation and Streetscape Study*. An Advisory Committee consisting of residents and stakeholders from the neighborhood was formed to begin a dialogue about the issues facing Brookland.



Retail storefronts along corner of 12th Street



Retail along Monroe Street across Metro Station



Commercial area north of Metro along tracks.



Metro east entrance from Newton Street

Location and Surroundings

The Brookland neighborhood is part of Ward 5, and is located in the northeast quadrant of Washington DC, as shown in Figure 1, approximately 3.5 miles from the Capital's National Mall. Primary roadways that provide access to the area include Michigan Avenue, Rhode Island Avenue, Georgia Avenue, and North Capitol Street. The Washington Metropolitan Area Transit Authority (WMATA) Red Line Metro Station known as Brookland/ CUA serves the neighborhood. Several major educational and religious institutions are proximate to the study area. These include the Catholic University of America and the National Shrine of the Immaculate Conception, the Pope John Paul II Cultural Center, Trinity College, and the Franciscan Monastery. Figure 2 locates the major institutions, landmarks, community amenities, and other neighborhood amenities and places in and around Brookland.

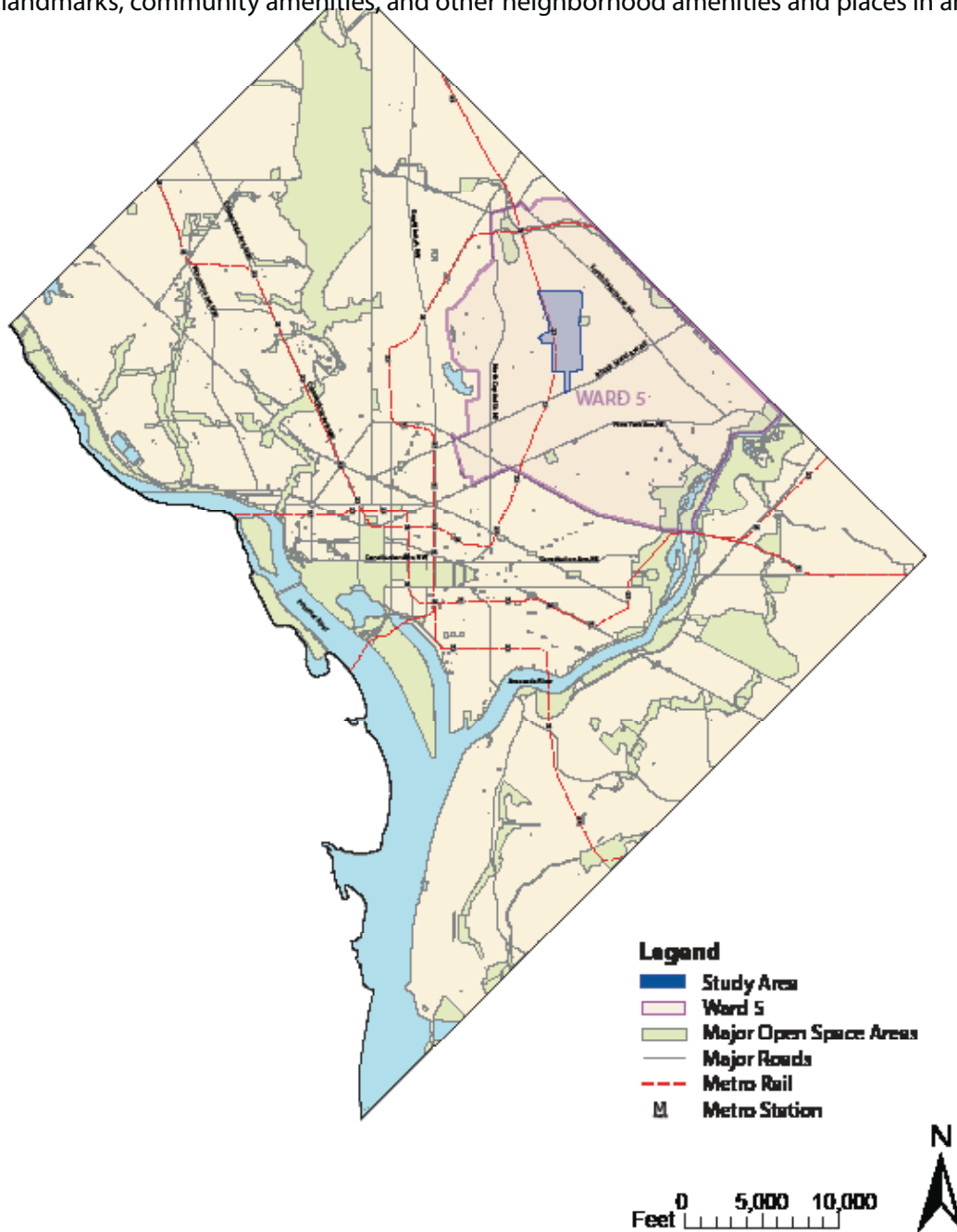


Fig. 1 Location Map

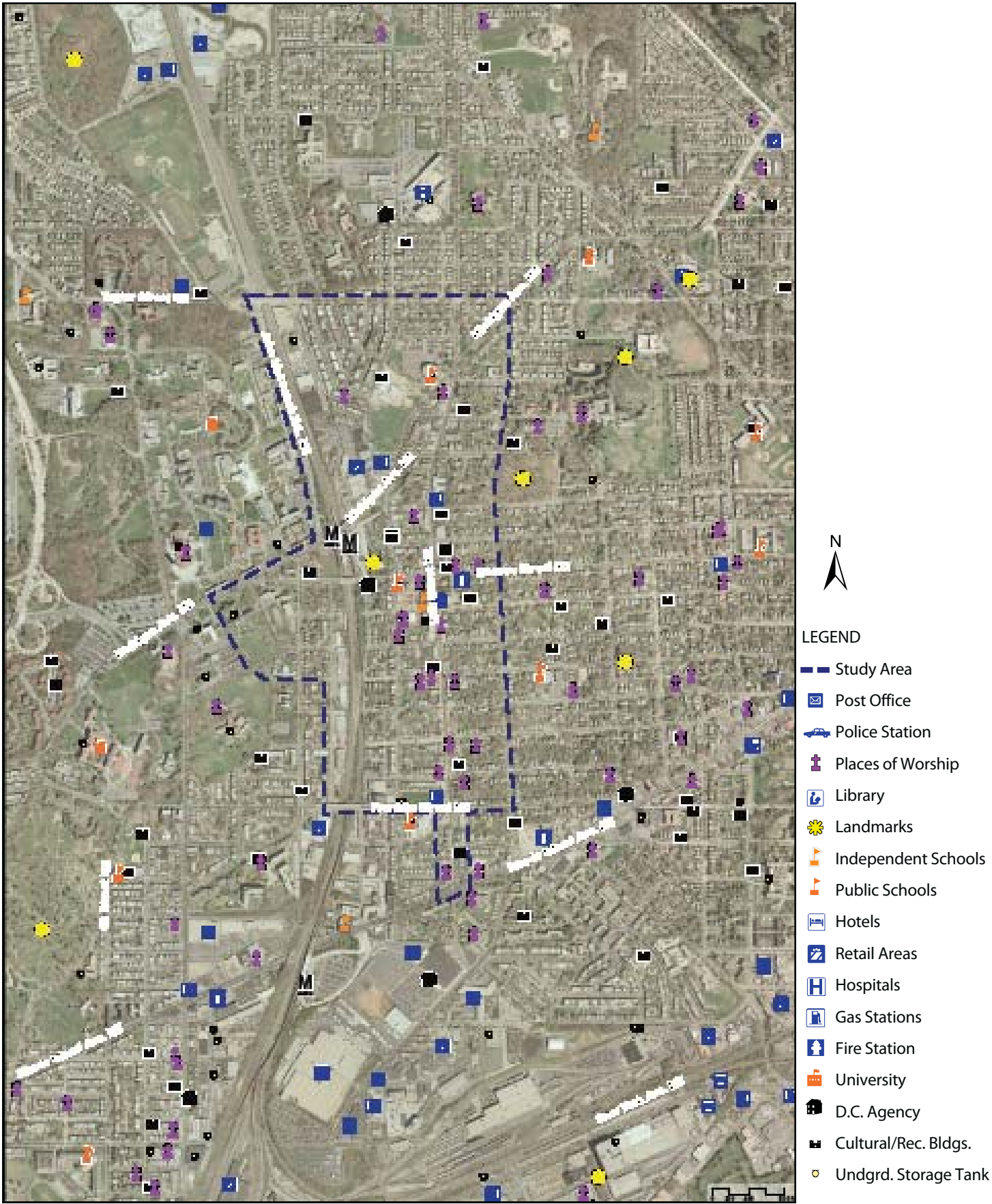


Fig. 2 Study Area and Context

Study Area Description

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 apartment buildings are found along tree-lined streets. The neighborhood has several large and small park spaces. Major open spaces include Turkey Thicket, its recently completed Community Center, 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 pattern of streets and blocks. Numbered streets extend north-south, while named streets extend east-west. These named streets run alphabetically from south to north. 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 a barriers to neighborhood connectivity.

While the Brookland/CUA Metro Station Area Plan study addresses three 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 areas include the 12th Street corridor from Rhode Island Avenue to Taylor Street; the Brookland/CUA Metro station and immediate surrounding blocks; and commercial areas north and south of the Metro Station along the tracks. These areas are home to businesses, warehouses, light industrial, educational and cultural uses.



Shuttle drop-off and pick up area, under Michigan Avenue bridge.



Industrial/commercial businesses along 8th Street



View of 12th Street looking north toward the Brookland Hardware Store

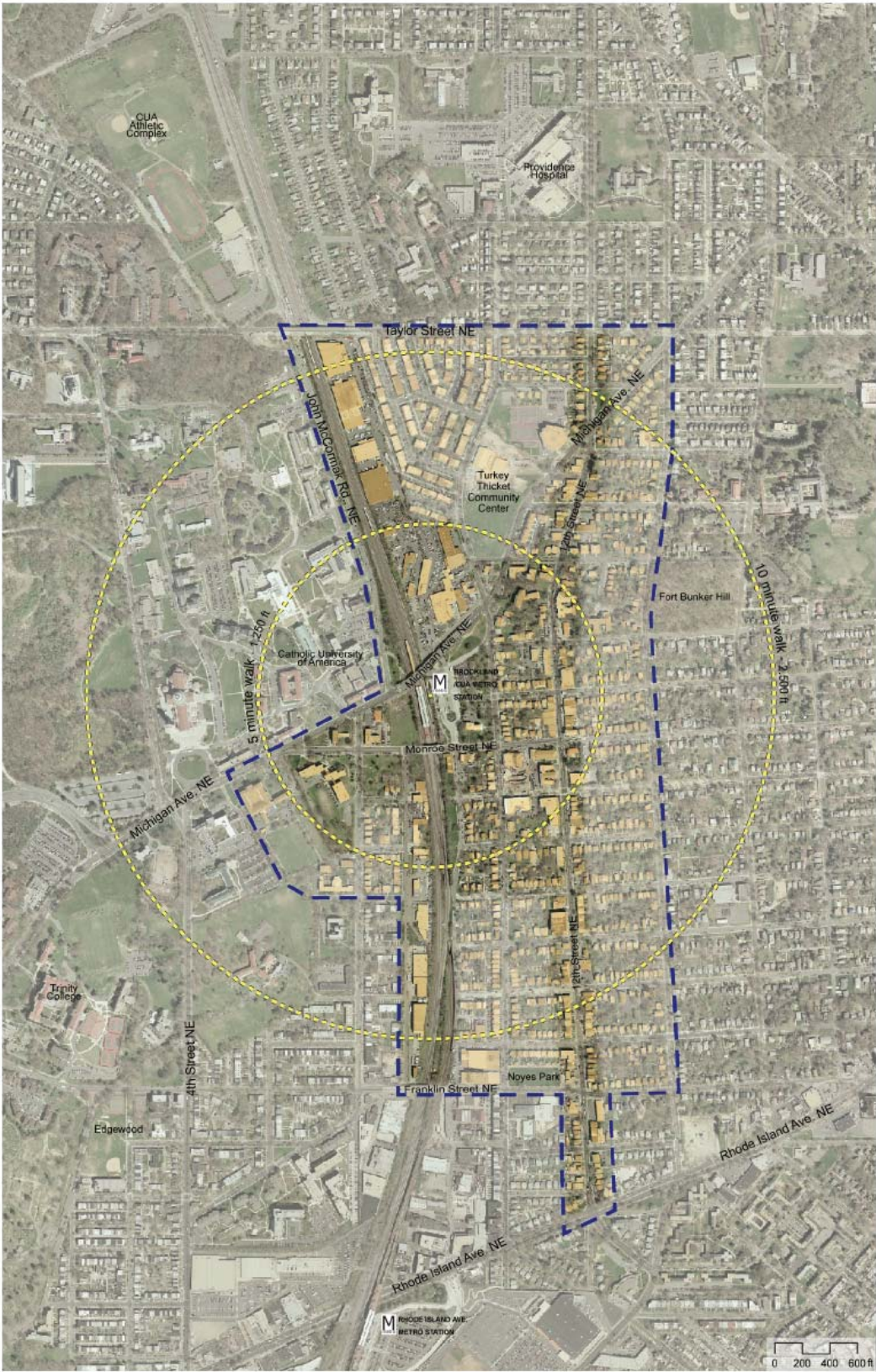


Fig. 3 General Study Area



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



CVS retail store



Brookland Hardware store



Streetscape along 12th Street

12th Street Corridor Study Area

12th Street is Brookland's Main Street. It was built in the early 1900's along a streetcar line, and contained, as it does today, small establishments serving the local community. A concentration of businesses is located between Monroe and Otis Streets, with others dotted throughout the length of 12th street.

12th Street is the neighborhood commercial corridor, serving and supported by community residents, local employees, workers, visitors, students and staff from Catholic University, Trinity College and other local institutions. 12th Street has one lane traveling in each direction with on-street metered parking on either side. The sidewalk is relatively narrow in most places, and is lined with trees. The pedestrian-scale 1-3 story buildings and converted row houses are home to small shops, cafes/restaurants/delis, service retail, such as the CVS drug store, Brookland Hardware, a Post Office, and bank, as well as cultural amenities. Some buildings continue to serve as residences.

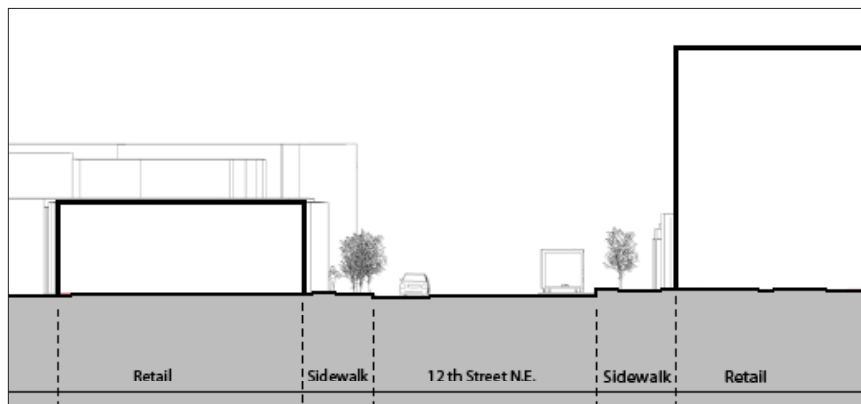


Fig. 4 A-A Typical Section through 12th Street Corridor looking north



Storefronts along 12th Street



Storefronts along west side of 12th Street

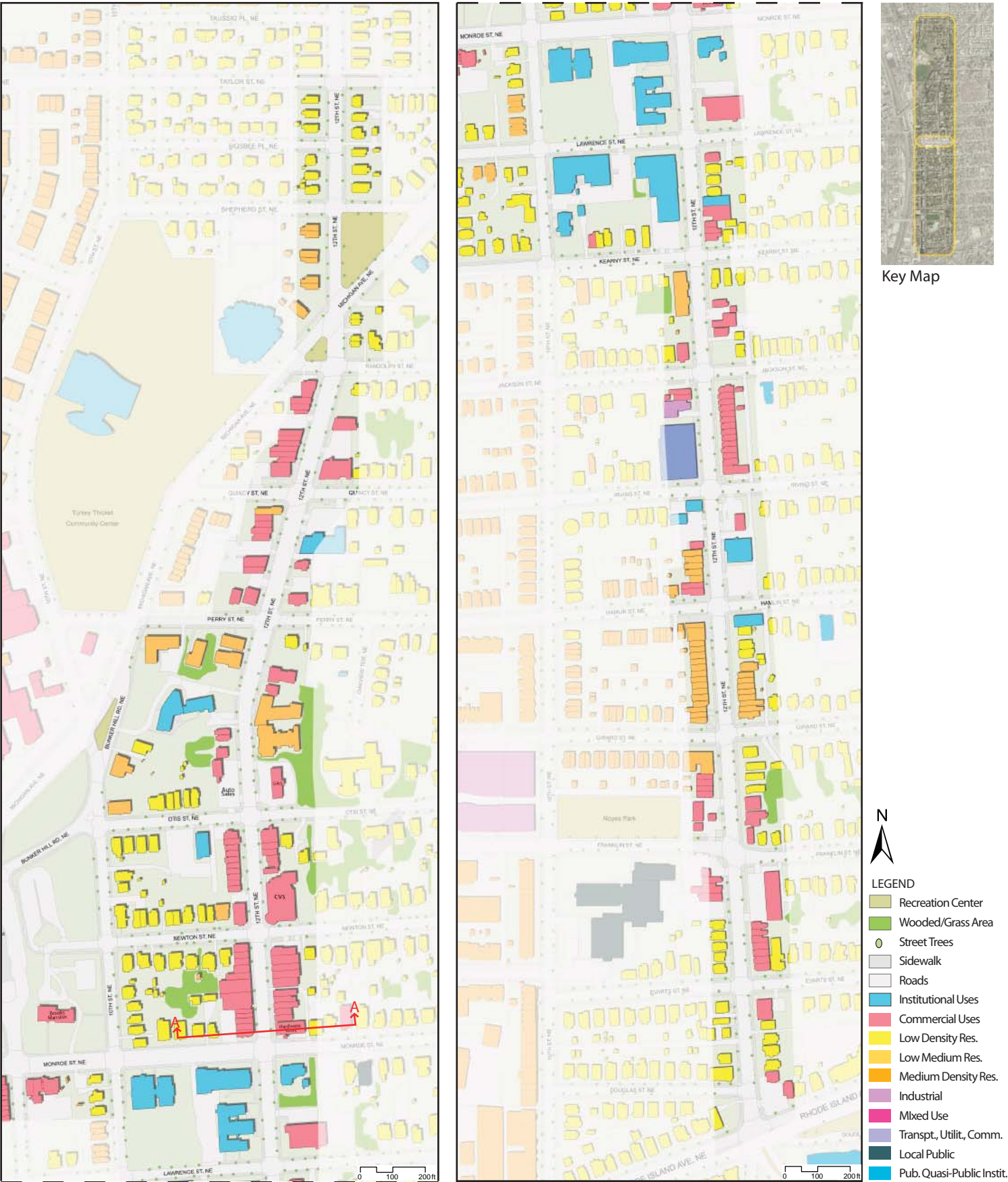


Fig. 5 Plan of the 12th Street Corridor



North view from under Michigan Ave. bridge



Brookland / CUA Metro platform and tracks



Shuttle drop-off and pick up area

The Brookland/CUA Metro Station Study Area

The Brookland/CUA Metro Station, on the Red Line, is a busy, active transit center. It serves the local Brookland neighborhood as well as students attending Catholic University, nearby institutions and businesses. In addition to Metrorail, the station serves as a Metrobus transit center, and is the location for shuttle bus services to and from nearby hospitals and medical centers in the area.

The station is a two-block walk from 12th Street, but has no clear connection to 12th Street. There is only minimal signage, and no clear sense of arrival to Brookland as a neighborhood. The “Kiss ‘n Ride” and a limited number of short term parking spaces are accessed from Newton Street to the east, and surrounded by a treed, green area. A series of bus stops/bays surround a bus transfer area. Metrobuses access the station from Monroe Avenue to the south. The Metrorail station has entrances from Catholic University on the west, and from the neighborhood on the east. These entrances take riders down and under the tracks and back up to the station platform. The entrance on the Catholic University side has a canopy, while the entrance Brookland side does not. Shuttle buses from large local employment centers, such as the Washington Hospital Center, drop off and pick up passengers under the Michigan Avenue overpass.

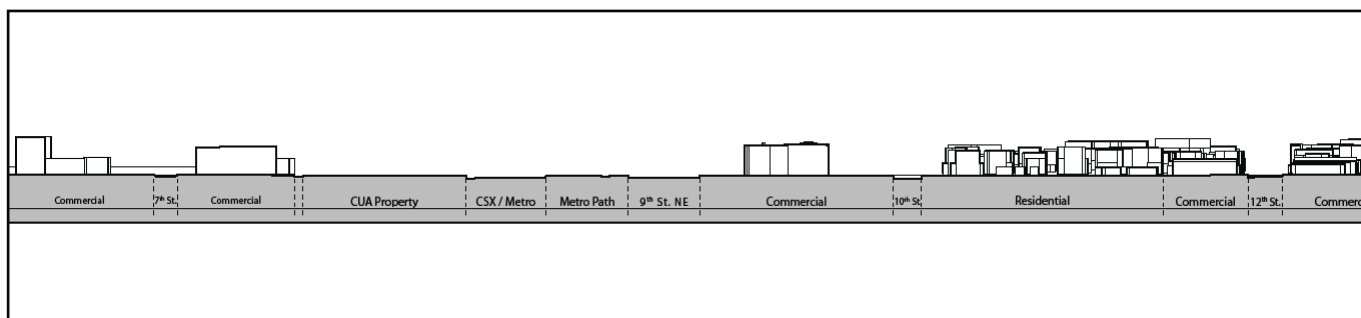


Fig. 6 B-B Typical Section through Brookland / CUA Metro Station


















Panoramic view of area under Michigan Avenue bridge looking south



Fig. 7 Plan of the Brookland / CUA Metro Station and surroundings



Key Map

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



Panoramic view of Metrobus transit center Metro east entrance



View of alley along north commercial area



General view of north commercial area



General view of commercial area south of Metro Station



Commercial businesses south of Metro Station

Commercial Study Areas

Two areas with commercial businesses, warehouses, light industrial PDR (Production, Distribution, and Repair), and cultural uses are also part of the study. These areas, which lie north and south of the Metro station, include land and buildings housing municipal and social services, food services, storage, communication, automotive, as well as cultural organizations.

Commercial Area North of Metro Station

This area is located north of Michigan Avenue, east of the Metro/CSX tracks, along the alley behind 7th Street, and between Michigan Avenue and Taylor Street. This area has buildings with large footprints and surface parking. It is accessed from a driveway off Taylor Street, as well as from alleys along 10th near Perry and Quincy Streets, as shown on Figure 9. This area includes storage for the DC Housing Authority, the Shakespeare Theater, a bakery, food bank, and the Comcast Cable Company. It also contains a small strip shopping center with a few tenants and vacant space. This area is immediately adjacent to a residential area and separated only by an alley and chain link fence.

Commercial Area South of Metro Station

This area is located south of Michigan Avenue, west of the Metro/CSX tracks along 8th Street between Monroe and Girard Streets. This part of 8th Street, also known as Dance Place, is home to cultural amenities including the Brookland Studios (art studios), and Dance Place, a community performing arts venue. Both provide an important source of cultural activity for the neighborhood, classes, and after-school programs. Other businesses in this area include local institutions, light industrial and commercial or PDR tenants. The uses located here are directly across the street from single family homes, row houses and some institutional uses.

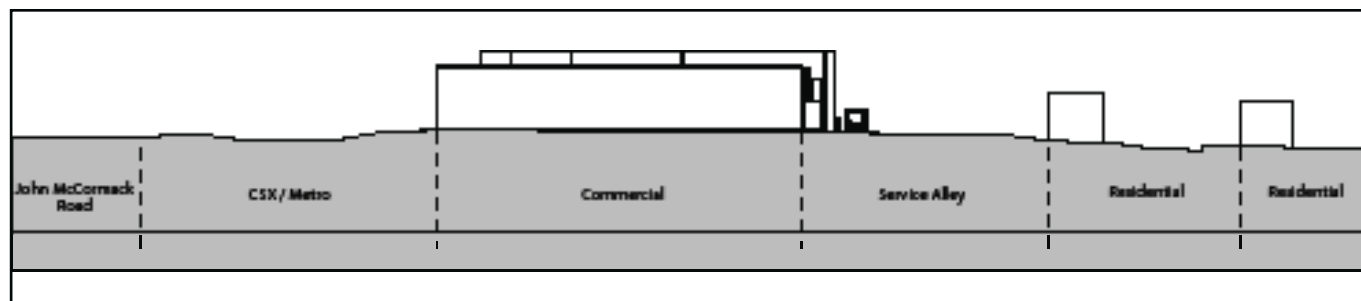


Fig. 8 C-C Typical Section through commercial area north of Metro Station



Commercial area north of Metro Station



Commercial area south of Metro Station

Fig. 9 Enlarged plan of commercial study areas

LEGEND

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

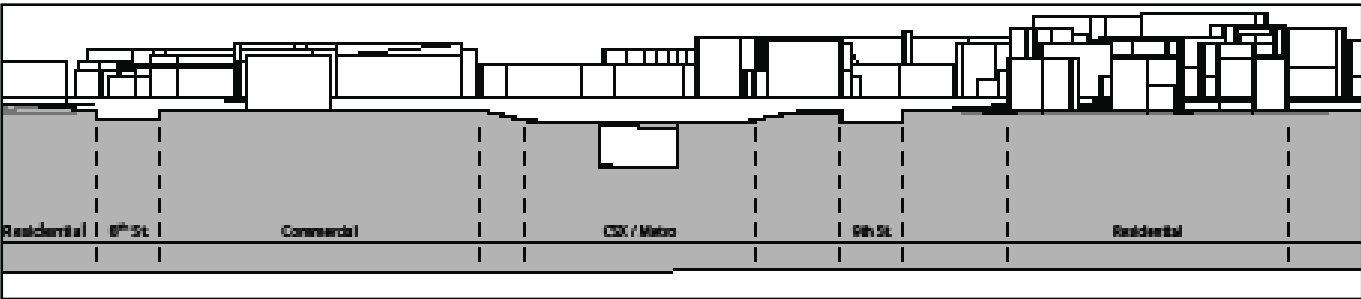


Fig. 10 D-D Section through commercial area south of Metro Station

