























## Brookland/Catholic University of America Metro Station Area Plan Implementation Actions







Fiscal Year 2012






Agency	Estimated Starting Year	Action - Description	Status*
<b>Commission of Fine Arts: 1</b>			
	2010	BC-UNE-2.6-ZZA:-Land Use and Neighborhood Character Recommendations : Establish a Brookland Arts/Cultural District by providing incentives and encouraging arts uses with the creation of new development and public spaces. OP will work with Catholic University, Dance Place and other known arts organizations to facilitate opportunity for collaboration.	 In Process
<b>Department of Parks and Recreation: 4</b>			
	2010	BC-UNE-2.6-ZI:-Open Space and Environmental Recommendations : Improve existing park spaces at Noyes Park and Ft. Bunker Hill Park	 In Process
		BC-UNE-2.6-ZZW:-Green Space, Open Space and Environment Recommendations : Improve existing park spaces at Noyes Park and Ft. Bunker Hill Park.	 In Process
	2012	BC-UNE-2.6-ZZV:-Green Space, Open Space and Environment Recommendations : Improve linkages to open space and recreational amenities in the community including Turkey Thicket Recreation Center, Noyes Park, Fort Bunker Hill Park and the Metropolitan Branch Trail.	 In Process
	2014	BC-UNE-2.6-ZH:-Open Space and Environment Recommendations : Improve linkages to open space and recreational amenities in the community including	 In Process

Agency	Estimated Starting Year	Action - Description	Status*
<b>Department of Real Estate Services: 3</b>			
2015			
		BC-UNE-2.6-Z12:-Monroe Street : Reposition Brooks Mansion as a community civic building and its grounds as a civic/green space. Consider removing the surface parking area to reclaim additional green space and integrate with the Newton Street public space.	 Future
<b>Department of Small and Local Business Development: 4</b>			
2010			
		BC-UNE-2.6-ZZI:-Economic Development & Neighborhood Amenities : Maintain a competitive local business framework by encouraging aesthetic property enhancements and building upgrades by property owners as well as enforcing property upkeep and compatibility with existing building code.	 Future
		BC-UNE-2.6-ZZN:-Economic Development & Neighborhood Amenities : Encourage property and business owners in the Brookland commercial area to participate in coordinated branding and marketing initiatives.	 Future
2012			
		BC-UNE-2.6-Z08:-12th Street Corridor : Retain existing retailers and seek new financial support to help small, local businesses manage rent pressures.	 Future
2015			
		BC-UNE-2.6-Z05:-12th Street Corridor : Create distinct branding and merchandising strategies for 12th Street and Monroe Street. Monroe Street should be recognized for larger format, mixed use offerings and 12th Street as boutique/specialty goods and services.	 In Process
<b>Deputy Mayor for Planning &amp; Economic Development: 1</b>			

Agency	Estimated Starting Year	Action - Description	Status*
<b>District Department of Transportation: 47</b>			
2009			
		<p>BC-UNE-2.6-H:-Traffic Recommendations : A-8 Traffic calming improvements (bump-outs, bicycle lanes, on-street parking, etc.) To address existing operating issues and projected increase in vehicular-pedestrian conflicts due to regional and local area land use changes. Location: 1. Monroe Street (Michigan Avenue to 12th Street); 2. 12th Street Retail Corridor (Monroe to Randolph); 3. Other street-7th, 8th, 9th, 10th, Perry, Otis and newton within a quarter mile of the metro station.</p>	 In Process
		<p>BC-UNE-2.6-P:-Pedestrian Recommendations : C-2 Pedestrian Count Down Signal: The pedestrian countdown signals indicate the amount of time available to safely cross in a cross walk. Location: All signalized pedestrian crossings.</p>	 In Process
		<p>BC-UNE-2.6-Q:-Pedestrian Recommendations : C-3 ADA Ramps: Curb ramps provide access between the sidewalk and roadway for people using wheelchairs, strollers, walkers, crutches, handcarts, bicycles, and also pedestrians with mobility impairments who have trouble stepping up and down high curbs. Where feasible, separate curb ramps for each crosswalk at an intersection should be provided rather than having a single ramp at a corner bor both crosswalks. This provides improved orientation for visually impaired pedestrians. Similarly, tactile warnings will alert pedestrians to the sidewalk/street edge. Location: All sidewalk curbs facing crosswalks.</p>	 Complete
		<p>BC-UNE-2.6-U:-Pedestrian Recommendations : C-7 Medians: Medians are raised barriers in the cener portion of the street or roadway that can serve as a place of refuge for pedestrians who cross a street midblock or at an intersection location. They may provide space for trees and other landscaping that, in turn help change the character of a street and reduce speeds. They also have benefits for motorist safety when they replace turn lanes. Location: Monroe Street between Michigan Avenue and 12th Street; 12th Street between Perry Street and Michigan Avenue, Michigan Avenue between Monroe Street and 12th Street. Painted medians instead of raised medians have been installed on 12th Street between Randolph Street and Michigan Avenue, NE.</p>	 Cancelled

Agency	Estimated Starting Year	Action - Description	Status*
<b>District Department of Transportation: 47</b>			
2009			
		BC-UNE-2.6-ZZP:-Transportation, Walkability and Connectivity : Integrate the implementation of the DDOT Brookland Streetscape and Transportation Study with the implementation of the Brookland/CUA Metro Station Small Area Plan.	 In Process
2010			
		BC-UNE-2.6-O:-Pedestrian Recommendations : C-1 Walk signals: Pedestrian signal indications should be used at traffic signals where warranted, according to the MUTCD. Location:All signalized pedestrian crossings within a quarter mile of the Metro Station.	 Future
		BC-UNE-2.6-W:-Pedestrian Recommendations : C-9 Advanced stop Lines: At signalized intersections the vehicle stop line can be moved farther back from the pedestrian crosswalk for an improved factor of safety and for improved visibility of pedestrians. In some places the stop line has been moved back by 15-to-30 feet relative to the marked crosswalk with considerable safety benefits for pedestrians. Location: Monroe at 7th and 10th Streets, 12th Street at Otis Street.	 Future
		BC-UNE-2.6-ZZB:-Land Use and Neighborhood Character Recommendations : Develop a neighborhood branding and wayfinding strategy for Brookland	 In Process
		BC-UNE-2.6-ZZT:-Transportation, Walkability and Connectivity : Develop a shuttle consolidation strategy to improve and minimize the impact of shuttle transportation between major nearby destinations and the Brookland/CUA Metro station. Shuttle drop off and pick up should be relocated to John McCormack Road.	 Future
2011			
		BC-UNE-2.6-Z1:-Monroe Street : Realign Monroe Street with Michigan Avenue at western end.	 Future

Agency	Estimated Starting Year	Action - Description	Status*
<b>District Department of Transportation: 47</b>			
2012			
		BC-UNE-2.6-ZB:-Parking Recommendations : E-1 Additional on street parking: Limited on-street parking currently exists along 12th Street to suport businesses. Allow for on-street parking during peak shopping times at loading zones or current no-parking zones where feasible.	 No Action
		BC-UNE-2.6-ZC:-Parking Recommendations : E-2 Extension of 2 hour RPP to Night and Weekends. Extending 2 hour RPP along 12th Street and key locations. Location: 12th Street between Monroe Street and Randolph Street.	 Future
		BC-UNE-2.6-ZD:-Parking Recommendations : E-3 Create off-street parking: Limited on-street parking currently exists along 12th Street to support businesses. Look for empty or under utilized lots to be used for retail parking. Location: lot behind CVS on Newton Street.	 Future
		BC-UNE-2.6-ZF:-Parking Recommendations : E-5 Extensions of Parking Meter Times: Extension of parking meter times would enable customers to spend more time in an individual shop or visit multiple shops without having to worry about receiving a ticket or having to feed the meter. Location: 12th Street between Onroe and Otis Streets.	 Future
		BC-UNE-2.6-ZZQ:-Transportation, Walkability and Connectivity : Improve connectivity and reestablish the grid of streets and blocks where new development occurs.	 Future
2013			
		BC-UNE-2.6-ZG:-Parking Recommendations : E-6 Create a parking district to better study, implement and manage parking in the Brookland Study area, in keeping with stipulations of the City's Muncipal Regulations and neighborhood preservation policies, as well as the practical needs of the affected communities and new	 Future

Agency	Estimated Starting Year	Action - Description	Status*
<b>District Department of Transportation: 47</b>			
2014			
		BC-UNE-2.6-T:-Pedestrian Recommendations : C-6 Wider Sidewalks: Both FHWA and the Institute of Transportation Engineers (ITE) recommend a minimum width of 5 feet for a sidewalk of walkway, which allows two people to pass comfortably or to walk side-by-side. Location: 12th Street between Lawrence and Randolph Streets.	 In Process
		BC-UNE-2.6-Y:-Bicycle Recommendations : D-1 On Street Bicycle Lanes: bike lanes indicate a preferential or exclusive space for bicycle travel along an arterial street. Bike lanes have been found to provide more consistent separation between bicyclists and passing motorists. Marking bicycle lanes can also benefit pedestrians- as turning motorist slow and yield more to bicyclists, they will also be doing so for pedestrians. Locations: 12th Street north of Randolph Street; Monroe Street between Michigan Avenue and 12th Street.	 Complete
		BC-UNE-2.6-Z:-Bicycle Recommendations : D-2 Bicycle Trails: Grade-separated bicycle trails can provide safe, comfortable and convenient bicycle connections between Brookland"s Metro Station area and key destinations, such as nearby universities and hospitals as well as Union Station and Silver Spring. Ssidewalks along Michigan Avenue and Irving Street can be widened with improved curb-ramps to create a more bicycle ffriendly environment. Locations: Metropolitan Branch Trail adjacent to the Red Line/CSX corridor; Michigan Avenue and Irving Street east of Monroe Street.	 In Process
		BC-UNE-2.6-Z06:-12th Street Corridor : Include way finding techniques to indicate the character of the 12th Street and Monroe Street corridors, help ensure free movement of shoppers and pedestrians between these streets and facilitate access from the Metro.	 Future
		BC-UNE-2.6-Z3:-Monroe Street : Extend 8th Street north of Monroe Street to align with John McCormack Road at Michigan Avenue.	 Future

Agency	Estimated Starting Year	Action - Description	Status*
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**District Department of Transportation: 47**

2015

BC-UNE-2.6-Z2:-Monroe Street : Realign 7th Street north of Monroe Street at Michigan Avenue with entrance to Catholic University.



Future

BC-UNE-2.6-ZU:-Metro Station : Add streetscape improvements to Otis and Monroe Streets emphasizing the connections to the station and the commercial area.



Future

BC-UNE-2.6-ZZS:-Transportation, Walkability and Connectivity : Implement future pedestrian bridges across CSX/WMATA tracks. Suggested locations are at Kearny and Hamlin Streets.



Future

2016

BC-UNE-2.6-Z001:-Commercial Area North of Metro Station : Extend Perry Street west and 9th Street north to create a new fabric of streets and blocks.



Future

BC-UNE-2.6-Z006:-Commercial Area North of Metro Station : Provide new streetscaping, landscaping and lighting.



Future

BC-UNE-2.6-ZT:-Metro Station : Extend 9th Street, Otis Street and Newton Street into the Metro Station area.

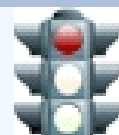


Future








**Metropolitan Police Department: 1**

2010








BC-UNE-2.6-ZZL:-Economic Development & Neighborhood Amenities : Encourage area businesses to collaborate in public safety initiatives and techniques, including Crime Prevention Through Environmental Design.
















Future

Agency	Estimated Starting Year	Action - Description	Status*
<b>Office of Planning: 33</b>			
	2010		
	2011	BC-UNE-2.6-ZZY:-Green Space, Open Space and Environment Recommendations : Integrate Open Space with new development, and engage residents and local community groups in their planning and design.	 Future
	2013	BC-UNE-2.6-Z01:-12th Street Corridor : Develop mix of uses including retail, office, residential and cultural uses as redevelopment and infill development along 12th Street.	 Future
		BC-UNE-2.6-Z04:-12th Street Corridor : Coordinate a retail strategy to encourage complimentary retail and businesses for both 12th and Monroe Streets.	 In Process
		BC-UNE-2.6-Z07:-12th Street Corridor : Investigate the viability of a creative economy cluster on the 12th Street and Monroe Street, building on current assets, specialty retailers or cultural assets.	 Future
		BC-UNE-2.6-ZZM:-Economic Development & Neighborhood Amenities : Provide smaller, alternative office products (office condos, second-story office spaces) for new neighborhood-serving businesses and small professional firms.	 Future
		BC-UNE-2.6-ZZU:-Transportation, Walkability and Connectivity : Eliminate bus bays/loops and place bus stops on the street grid	 Future
	2014	BC-UNE-2.6-Z[A]:-Metro Station : Building facades along Newton Street and the Metro Plaza building that include height restrictions for new buildings to 50 feet	 Future



Agency	Estimated Starting Year	Action - Description	Status*
<b>Office of Planning: 33</b>			
2014			
		BC-UNE-2.6-ZN:-Commercial South of the Metro Station : Provide adequate parking but at low transit-oriented development parking ratios.	 Future
		BC-UNE-2.6-ZO:-Commercial Area South of the Metro Station : Development south of Monroe to Kearny Street may be allowed up to a 5 stories or a maximum of 60 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.	 Future
		BC-UNE-2.6-ZP:-Commercial Area South of the Metro Station : Building facades facing a public street in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet. For example, for every 10 feet in height above 50 feet, the building façade should step back 5 feet from the building edge.	 Future
		BC-UNE-2.6ZZ:-Metro Station : Building facades facing a public street in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet.	 Future
2015			
		BC-UNE-2.6-Z002:-Commercial Area North of Metro Station : Development north of an extended Perry Street should consist of low to moderate density residential development.	 Future
		BC-UNE-2.6-Z003:-Commercial Area North of Metro Station : Develop new residential and small office uses, created along a fabric of streets and blocks, extending and integrating with the existing neighborhood character.	 Future
		BC-UNE-2.6-Z09:-12th Street Corridor : Work with District government agencies, the	 Future

Agency	Estimated Starting Year	Action - Description	Status*
<b>Office of Planning: 33</b>			
2015			
2016			
		BC-UNE-2.6-Z004:-Commercial Area North of Metro Station : Create a community green space as part of development in this sub-area.	 Future
		BC-UNE-2.6-Z005:-Commercial Area North of Metro Station : Provide adequate parking but at low transit-oriented development parking ratios.	 Future
		BC-UNE-2.6-Z007:-Commercial Area North of Metro Station : Development between Michigan Avenue and an extended Perry Street may be allowed up to 6 stories or a maximum 70 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.	 Future
		BC-UNE-2.6-Z008:-Commercial Area North of Metro Station : Building facades facing a public street in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet. For example, for every 10 feet in height above 50 feet, the building facade should step back 5 feet from the building edge.	 Future
		BC-UNE-2.6-Z009:-Commercial Area North of Metro Station : Development should provide visual and noise buffers from train tracks and neighboring Production, Distribution and Repair (PDR) uses.	 Future
<b>Washington Metropolitan Area Transit Authority: 13</b>			
2009			
		BC-UNE-2.6-I:-Transit Recommendations : B-1 Installation of Bus shelters and seating: Shelters and seating at high ridership Metrobus stoops make for a more comfortable passenger waiting experience. Location: Brookland Metro Station.	 Future

Agency	Estimated Starting Year	Action - Description	Status*
<b>Washington Metropolitan Area Transit Authority: 13</b>			
2010			
		BC-UNE-2.6-J:-Transit Recommendations : B-2 Installation of Bus Route information: Make bus use more convenient with route timetables and maps. Location: 12th Street; Monroe Street.	 In Process
2011			
		BC-UNE-2.6-ZS:-Metro Station : Provide adequate parking but at low transit-oriented development parking ratios.	 Future
2014			
		BC-UNE-2.6-L:-Transit Recommendations : B-4 Elimination or modification of bus stops: Decrease travel times through eliminating bus stops that either have low boarding/alightings or are close to another stop. Also look at possibilities of relocating particular bus stops to more conveniently serve key destinations.	 In Process
		BC-UNE-2.6-M:-Transit Recommendations : B-5 Increased Bus Service; Increased frequency of buses planned to be implemented by WMATA along key routes to address anticipated ridership demand due to regional and local area land use changes. Location: Brookland-CUA Metro Station area.	 Future
		BC-UNE-2.6-Z[:]-Metro Station : Relocate the Metro Station portals to align with Newton Street.	 In Process
		BC-UNE-2.6-ZR:-Metro Station : Develop a moderate-density mix of uses including retail, office, residential and cultural uses at the Metro Station.	 Future
		BC-UNE-2.6-ZX:-Metro Station : Relocate shuttle bus operations to 8th Street and/or John McCormack Road	 Future