

DC OFFICE OF PLANNING

BROOKLAND/CUA METRO STATION SMALL AREA PLAN

COUNCIL APPROVES SMALL AREA PLAN

On March 3, 2009, the DC City Council unanimously approved the Brookland/CUA Metro Station Small Area Plan. 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 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 study began with an analysis of the existing conditions around the study area, including field work by the consultant team, Smith Group, 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 along with an Historic and Cultural Resources Study. A Market Analysis was conducted to assess the current market conditions in Brookland, and guide the consultant team in developing illustrative plans addressing the future market conditions of the neighborhood. 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.



Franciscan Monastery

VISION AND GUIDING PRINCIPLES

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 frame-work plan. These Guiding Principles are grouped into four categories and described as follows:

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 and 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 (continued on page two)



Adaptive reuse of an historic building

GUIDING PRINCIPLES CONT.

- 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
- Employ sustainable building and site design strategies



Brookland /CUA Metro Station

“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 DC Comprehensive Plan

For More Information
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Open Space and Environmental Guiding Principles

- Improve and maintain existing park spaces
- Increase Open Space throughout the neighborhood
- Improve and maintain street trees and plantings

The Brookland/CUA Small Area Plan conveys a shared vision for the neighborhood as articulated in these Guiding Principles. As areas of the city grow, underutilized land, especially at and near Metro Stations, is under pressure for redevelopment. This Plan serves as a framework for guiding that future growth.

SUB-AREA VISION AND POTENTIAL

The assessment of the existing neighborhood fabric and conditions 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.

Metro Station Sub-Area

The vision for this sub-area would be for a new mixed-use transit-oriented civic core for Brookland. Development could potential include 200 plus residential units, 30-35k square feet of retail/residential/cultural with up to 265 garaged parking spaces.

Monroe Street Sub-Area

Monroe Street is seen as a revitalized, tree-lined urban street, connecting Brookland from west to east with retail, residential and cultural and arts uses. Development potential here could include up to 900 residential units. Up to 100k square feet for

retail, residential and cultural with up to 850 garaged parking spaces.

12th Street Sub-Area

A vision for 12th Street would see it become Brookland’s revitalized and strengthen Historic Main Street. As for its development potential, the commercial core or 12th Street between Monroe and Randolph Streets should be targeted for enhancement and redevelopment. Residential and some commercial infill is envisioned north of Randolph Street and south of Monroe Street.

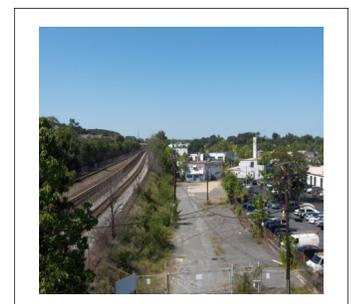
Commercial Area North of Metro Station Sub-Area

This area could support new residential and small office area woven into the neighborhood fabric. Development potential for this sub-area could include up to 500 residential condominiums/ apartments and townhouses, up to 20,000 square feet of office space with up to 330 garaged parking spaces.

Commercial Area South of

Metro Station Sub-Area

New residential and cultural uses woven into an improved neighborhood street fabric is the vision for this sub-area. Potential development could include 200 residential units, arts and cultural uses with 100 garaged parking spaces. Proposed zoning changes or planned unit developments that are consistent with this 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



Commercial Area North