



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

EXECUTIVE SUMMARY

Overview

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

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

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

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

Small Area Plan Concepts

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

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

Land Use and Neighborhood Character

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

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

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

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

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

Monroe Street is the primary gate-

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

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

is strongly encouraged.

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

Economic Development and Neighborhood Amenities

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

The Metro Station area will include resi-

Brookland/CUA Metro Station Small Area Plan

Guiding Principles

Land Use and Neighborhood Character

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

Economic Development & Neighborhood Amenities

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

Transportation, Walkability and Connectivity

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

Open Space and Environment Guiding Principles

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

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

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

Transportation, Connectivity, Walkability

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

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

The draft plan supports connectivity between Monroe Street, Michigan Avenue, and 8th Street. That connectivity can take many forms. The conceptual plan shows an extended 8th Street that connects Monroe and Michigan Avenue; an extended 8th Street could accommodate vehicles or be limited

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

Open Space and Environment

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

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

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

Sub-Areas

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

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



Fig. 2 Small Area Plan

Small Area Plan Concepts Summary

Land Use and Neighborhood Character

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

Economic Development and Neighborhood Amenities

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

Transportation, Walkability and Connectivity

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

Open Space and Environment

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

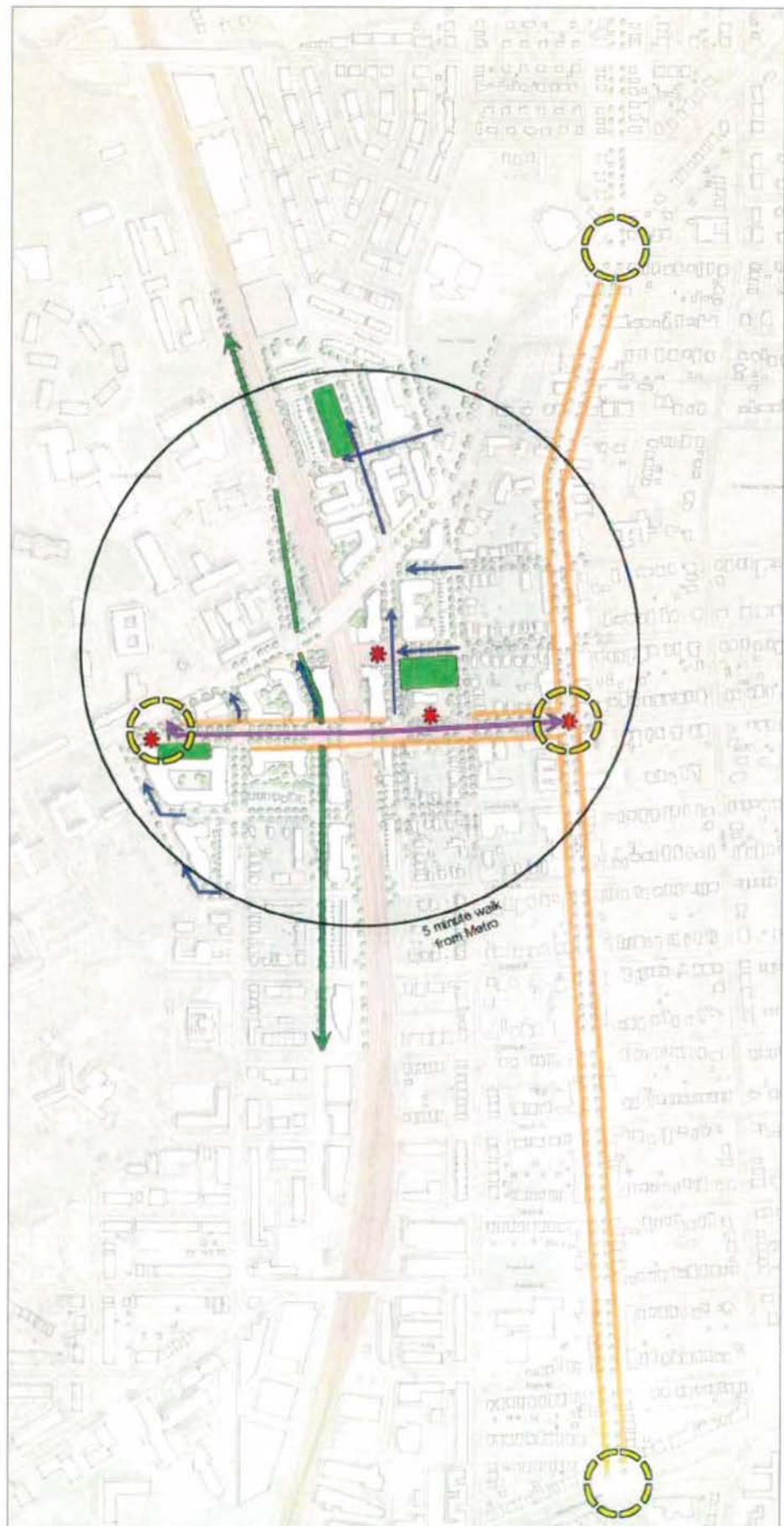


Fig. 3 - Concept diagram

Metro Station Sub-Area

Vision:

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

Framework Plan:

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

Recommendations:

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



Fig. 4 – Metro Station sub-area framework plan

8. Work with the Office of Property Management on the design and accessibility of the open space surrounding the Brooks Mansion creating a community civic and open space along Newton Street, integrated with Brooks Mansion and its grounds.
9. Develop a shuttle consolidation strategy to implement a more efficient shuttle pick-up and drop-off system.
10. Create a community civic and Open Space along Newton Street, integrated with Brooks Mansion and its grounds.
11. Relocate the Metro Station portals so that they align with Newton Street.
12. Develop low-density residential along the west side of 10th Street between Otis Street and Newton Street.
13. Work with residents, local business, cultural and civic associations to program activities, such as the weekly Farmers Market, and arts/cultural exhibits and performances at neighborhood public spaces.
14. Development up to 6 stories or a maximum 70 feet may be allowed through a Planned Unit Development, a discretionary approval by the District's Zoning Commission.
15. WMATA will resume its transportation access study for the Brookland Metro station to fully assess the recommendations in the draft plan and their impact on transit service delivery. WMATA 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.

Development Opportunity:

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



Fig. 5 – Monroe Street sub-area framework plan

Monroe Street Sub-Area

Vision:

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

Framework Plan:

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

Recommendations:

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

Street at Michigan Avenue with entrance to Catholic University.

3. Extend 8th Street for pedestrian and/or vehicular access north of Monroe Street to align with John McCormack Road at Michigan Avenue.
4. Develop a moderate-density mix of uses along Monroe Street west of the WMATA/CSX tracks with community-serving retail, residential, cultural uses and public spaces.
5. Provide adequate parking but at low transit-oriented development parking ratios.
6. Development along Monroe Street west of the WMATA/CSX tracks may be allowed up to 6 stories or a maximum 70 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.
7. Allow infill and redevelopment along Monroe Street east of the WMATA/CSX tracks.
8. Development along Monroe Street

east of the WMATA/CSX tracks may be allowed up a maximum 50 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission.

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

Development Opportunity:

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

12th Street Sub-Area

Vision:

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

Framework Plan:

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

and residential.

Recommendations:

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

blending with the design and scale of the street. Development along 12th Street may be allowed up to a maximum of 50 feet. Between Otis Street and Randolph Street and between Monroe and Rhode Island Avenue, additional height up to 50 feet may be allowed through a Planned Unit Development, a discretionary approval by the District's Zoning Commission.

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

5. Create distinct branding and merchandising strategies for 12th Street and Monroe Street. Monroe Street should be recognized for larger-format, mixed-use offerings, and 12th street as boutique/specialty goods and services.

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

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

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

9. Work with District government agencies, the business community and business organizations to establish storefront design guidelines for businesses along 12th Street. Focus on revitalizing bland building facades and inconsistent building frontage.

Development Opportunity

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

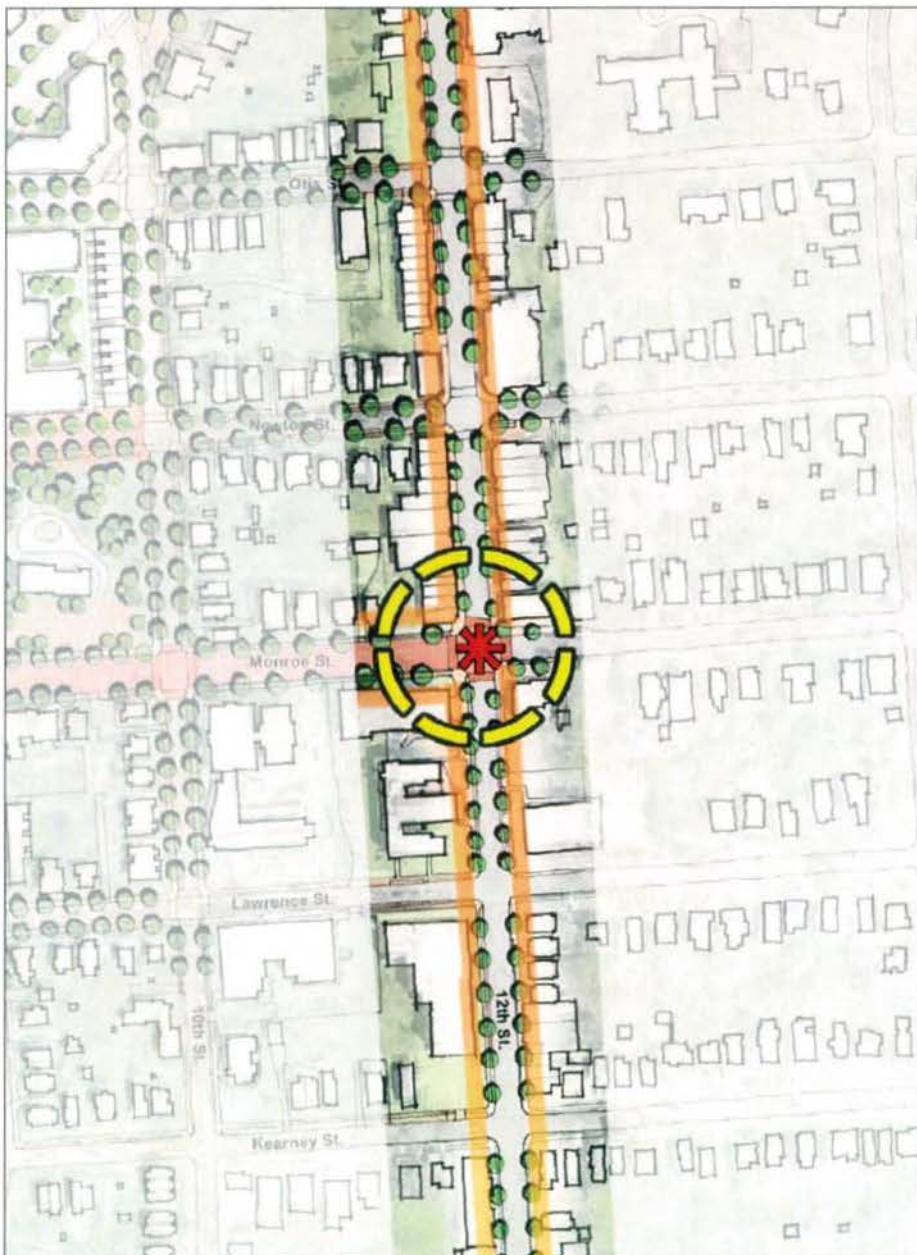


Fig. 6 – 12th Street sub-area framework plan



Fig. 7 – Commercial North sub-area framework plan

Commercial Area North of Metro Station Sub-Area

Vision:

New residential and small office area woven into neighborhood fabric.

Framework Plan:

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

Recommendations:

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

low transit-oriented development parking ratios.

6. Provide new streetscaping, landscaping and lighting.
7. Development between Michigan Avenue and an extended Perry Street may be allowed up to 6 stories or a maximum 70 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.
8. Building facades facing a public street in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet. For example, for every 10 feet in height above 50 feet, the building facade should step back 5 feet from the building edge.
9. Development should provide visual and noise buffers from train tracks and neighboring production, distribution, and repair (PDR) uses.

Development Opportunity

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

Commercial Area South of Metro Station Sub-Area

Vision:

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

Framework Plan:

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

Recommendations:

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



Fig. 8 – Commercial South sub-area framework plan

2. Development south of Kearny Street should consist of low to moderate density residential and limited commercial or cultural facilities.
3. Provide adequate parking but at low transit-oriented development parking ratios.
4. Development south of Monroe Street to Kearny Street may be allowed up to 5 stories or a maximum of 60 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.
5. Building facades facing a public street in the sub area should step back in height at a ratio of one half (1/2) to one above 50 feet. For example, for every 10 feet in height above 50 feet, the building facade should step back 5 feet from the building edge.
6. Integrate Metropolitan Branch Trail along 8th Street.

Development Opportunity:

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

3. GUIDING PRINCIPLES

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

Land Use and Neighborhood Character

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

Economic Development & Neighborhood Amenities

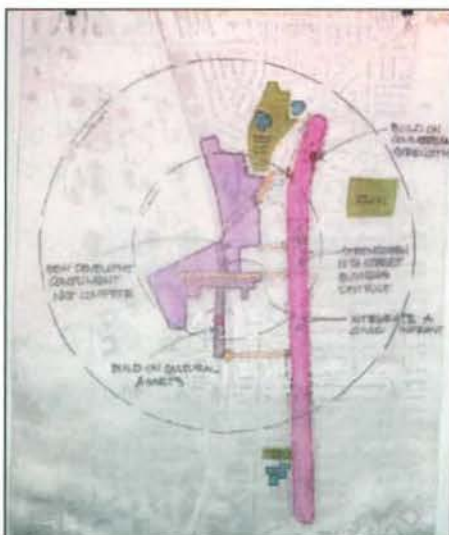
These Guiding Principles describe the types of economic development desired for the under utilized parcels in the study area, and the community and amenities that should accompany development.

Transportation, Walkability and Connectivity

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

Open Space and Environment

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



Visioning exercise examples

Community workshop photos

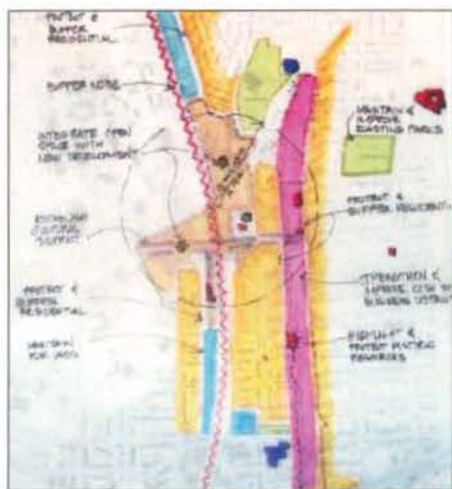


Fig. 3.1 – Land Use and Neighborhood Character concept diagram

Land Use and Neighborhood Character Guiding Principles

- 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.



Active pedestrian neighborhood examples

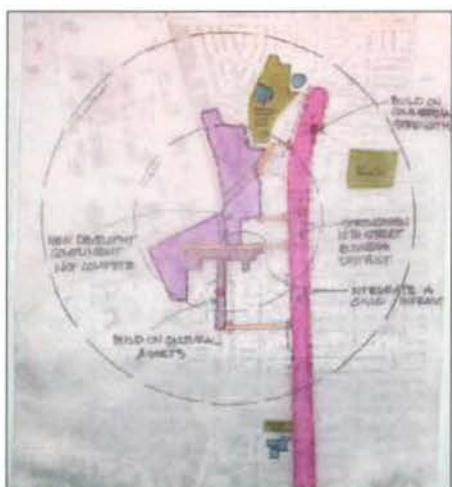


Fig. 3.2 – Economic Development & Neighborhood Amenities concept diagram

Economic Development & Neighborhood Amenities

Guiding Principles

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



Neighborhood retail examples





Fig. 3.3 – Transportation, Walkability and Connectivity concept diagram

Transportation, Walkability and Connectivity Guiding Principles

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



Fig. 3.4 – Open Space and Environment concept diagram

Open Space and Environment Guiding Principles

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



5. SUB-AREA PLANS

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



Brookland/CUA Metro Station



Monroe Street



12th Street NE



Commercial Area - North



Commercial Area - South

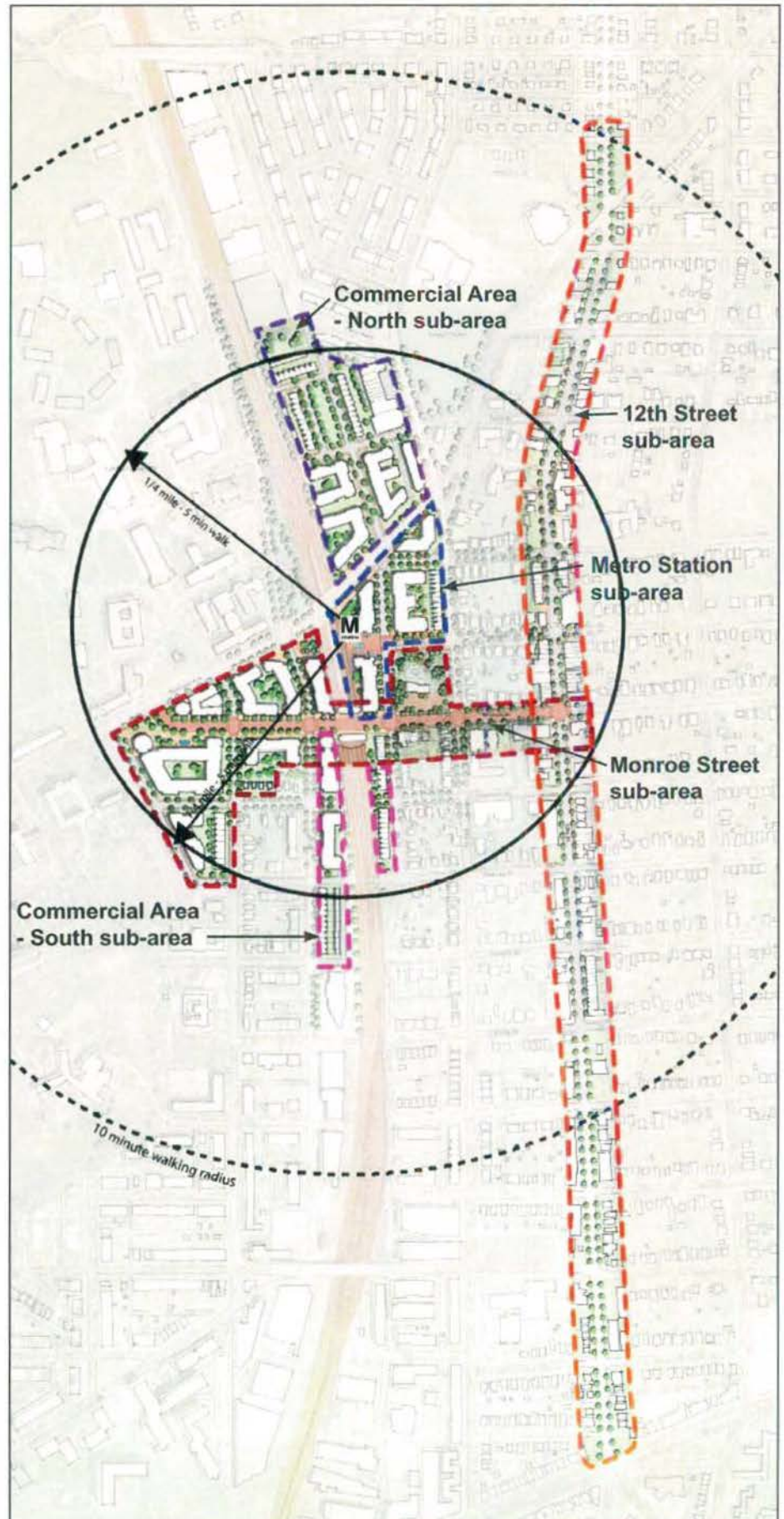


Fig. 5.1 – Sub-areas key plan

Metro Station Sub-Area

Vision:

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

Framework Plan:

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

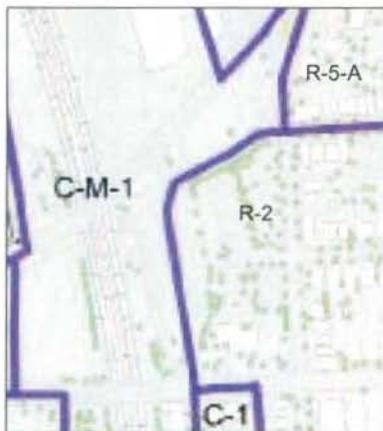


Fig. 5.2 Metro Station sub-area existing conditions plan



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

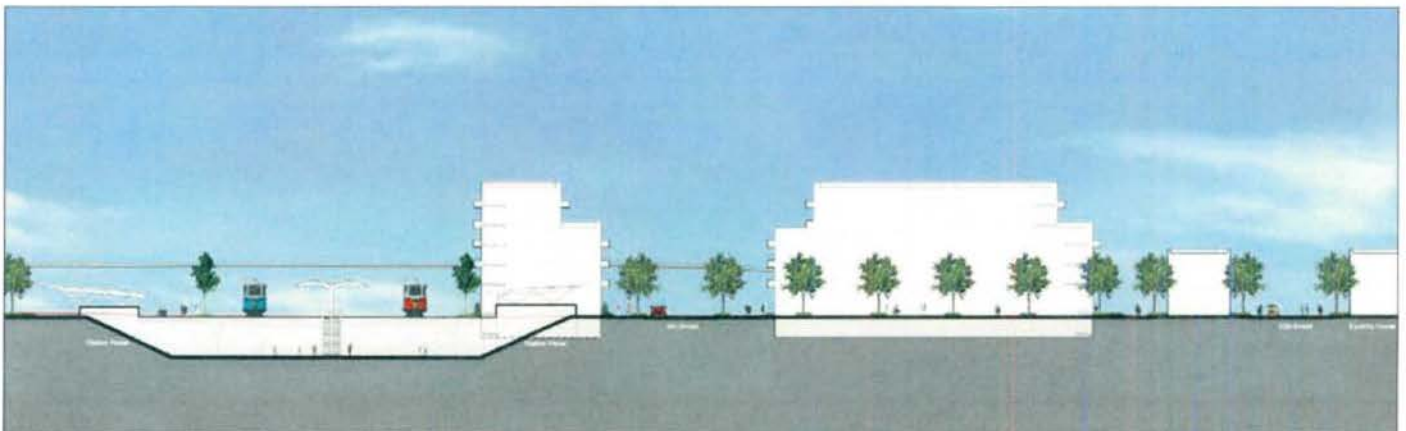


Fig. 5.4 Illustrative section 1

Recommendations:

1. Develop a moderate-density mix of uses including retail, office, residential and cultural uses at the Metro Station.
2. Provide adequate parking but at low transit-oriented development parking ratios.
3. Extend 9th Street, Otis Street and Newton Street into the Metro Station area.
4. Define Otis and Newton Streets between 12th Street and the Metro Station as a walkable and inviting connection between the station and the commercial area.
5. Use streetscape enhancements and signage to create more identifiable and inviting pedestrian (and vehicular) connections from the 12th Street commercial corridor to the Brookland/CUA Metro Station along Newton and Otis Streets.
6. Place bus routes on the street grid with bus stops along 9th Street.
7. Kiss 'n ride, short-term parking along 9th and Newton Streets.
8. Work with the Office of Property Management on the design and accessibility of the open space surrounding the Brooks Mansion creating a community civic and open space along Newton Street, integrated with Brooks Mansion and its grounds.
9. Develop a shuttle consolidation strategy to implement a more efficient shuttle pick-up and drop-off system.
10. Create a community civic and Open Space along Newton Street, integrated with Brooks Mansion and its grounds.
11. Relocate the Metro Station portals to align with Newton Street.
12. Develop low-density residential along the west side of 10th Street between Otis Street and Newton Street.
13. 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.
14. Development up to 6 stories or a maximum 70 feet may be allowed through a Planned Unit Development, a discretionary approval by the District's Zoning Commission.
15. WMATA will resume its transportation access study for the Brookland Metro station to fully assess the



Mixed-use development



Metro Portal

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.

Development Opportunity:

- Residential 200-250 units
- 30-35K Retail/Restaurant/Cultural
- 220-265 parking spaces (1-2 levels below grade)

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



Fig. 5.5 – Metro Station sub-area concept diagram



Fig. 5.6 – Metro Station sub-area framework plan



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

Monroe Street Sub-Area

Vision:

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

Framework Plan:

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

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

Recommendations:

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



Fig. 5.8 Monroe Street sub-area existing conditions plan



Fig. 5.9 - Illustrative section 2

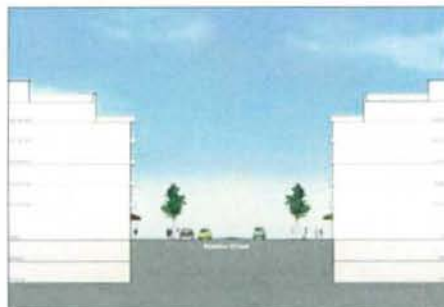


Fig. 5.10 - Illustrative section 3



Fig. 5.11 - Illustrative section 4



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



Fig. 5.13 – Monroe Street sub-area Framework plan

Connectivity can take many forms. The conceptual plan shows an extended 8th Street that connects Monroe and Michigan Avenue; an extended 8th Street could accommodate vehicles or be limited to pedestrians. The connection could also be made via the Metropolitan Branch Trail.

4. Develop a moderate-density mix of uses along Monroe Street west of the WMATA/CSX tracks with community-serving retail, residential, cultural uses and public spaces.
5. Provide adequate parking but at low transit-oriented development parking ratios.
6. Development along Monroe Street west of the WMATA/CSX tracks may be allowed up to 6 stories or a maximum 70 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission. Building heights should taper down to transition to adjacent lower scale residential structures.
7. Allow infill and redevelopment along Monroe Street east of the WMATA/CSX tracks.
8. Development along Monroe Street east of the WMATA/CSX tracks may be allowed up to a maximum 50 feet through a Planned Unit Development, a discretionary approval by the District's Zoning Commission.
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.
10. Coordinate a retail strategy to encourage complimentary retail and businesses for both 12th and Monroe Streets.
11. Create a large civic/Open Space as part of new development along Monroe Street west of the WMATA/CSX tracks.
12. Reposition Brooks Mansion as a community civic building and its



Public spaces



Places for performances and public art



Places for gathering and interaction

grounds as a civic Open Space. Consider removing the surface parking area to reclaim additional Open Space and integrate with the Newton Street public space.

Development Opportunity:

- Residential 750-900 units;
- 80-100K Retail/Restaurant/Cultural;
- 650-850 parking spaces (1-2 levels below grade).

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

12th Street Sub-Area

Vision:

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

Framework Plan:

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

Recommendations:

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

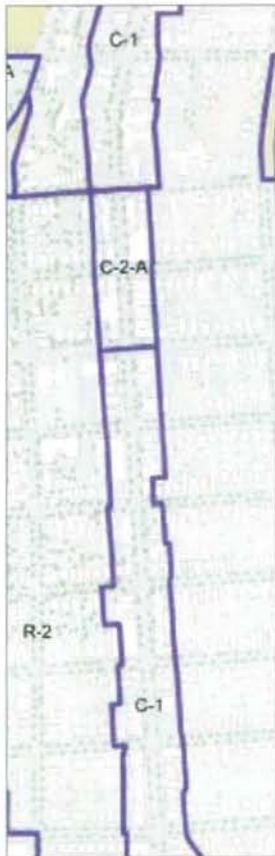


Fig. 5.14 - 12th Street sub-area existing Conditions plan

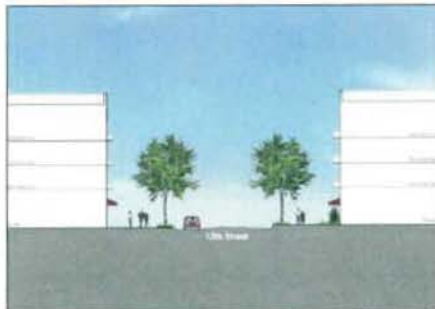


Fig. 5.15 - Illustrative section 5



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

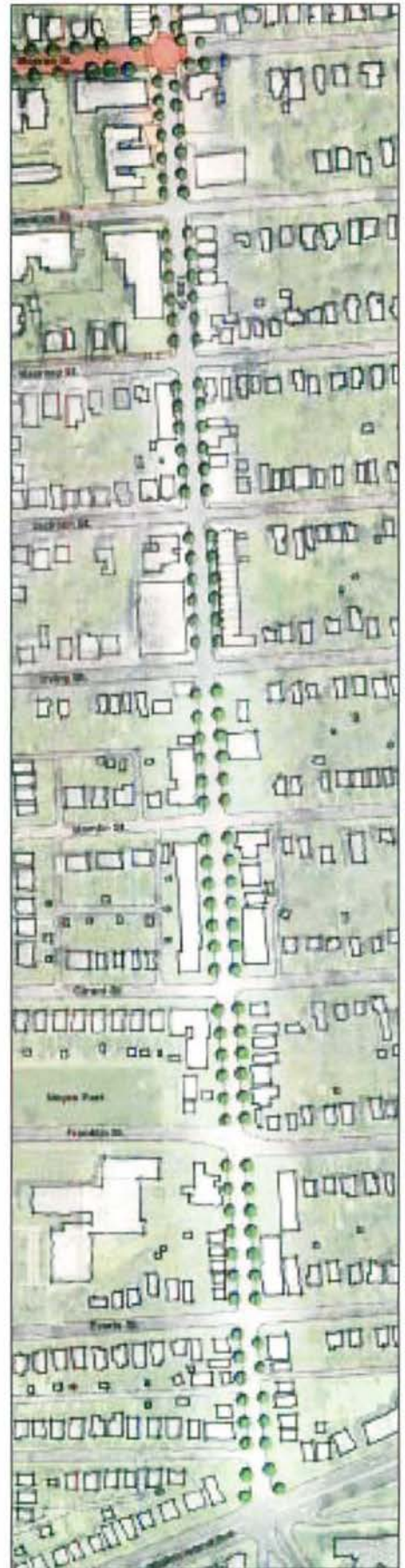


Fig. 5.17 – Illustrative plan of 12th Street sub-area south of Monroe St.

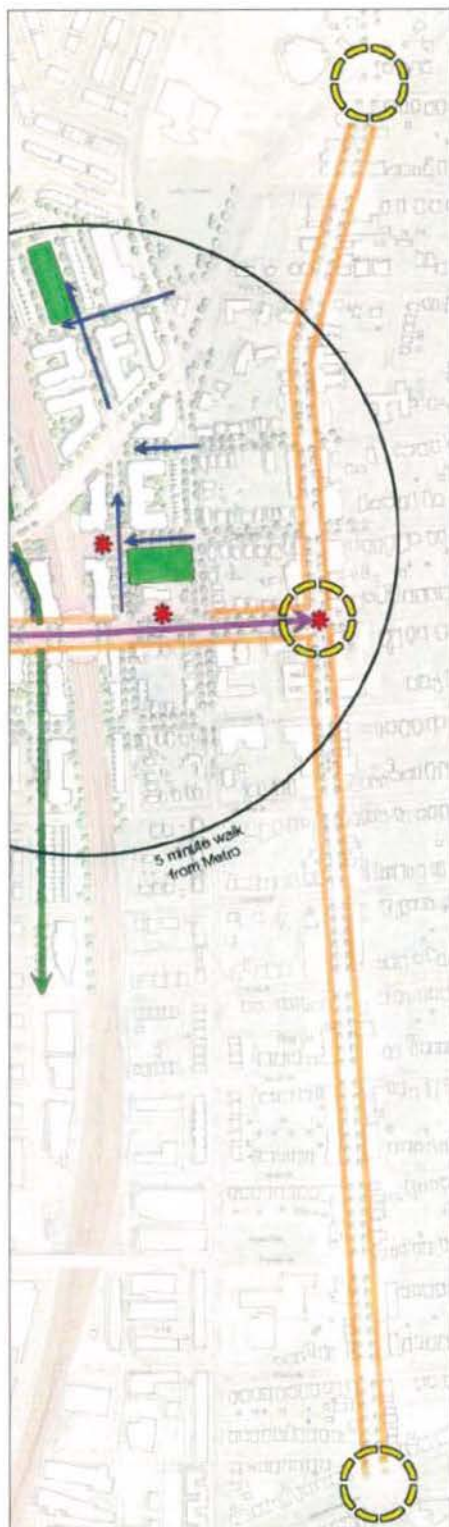


Fig. 5.18—12th Street sub-area framework plan



Revitalized street

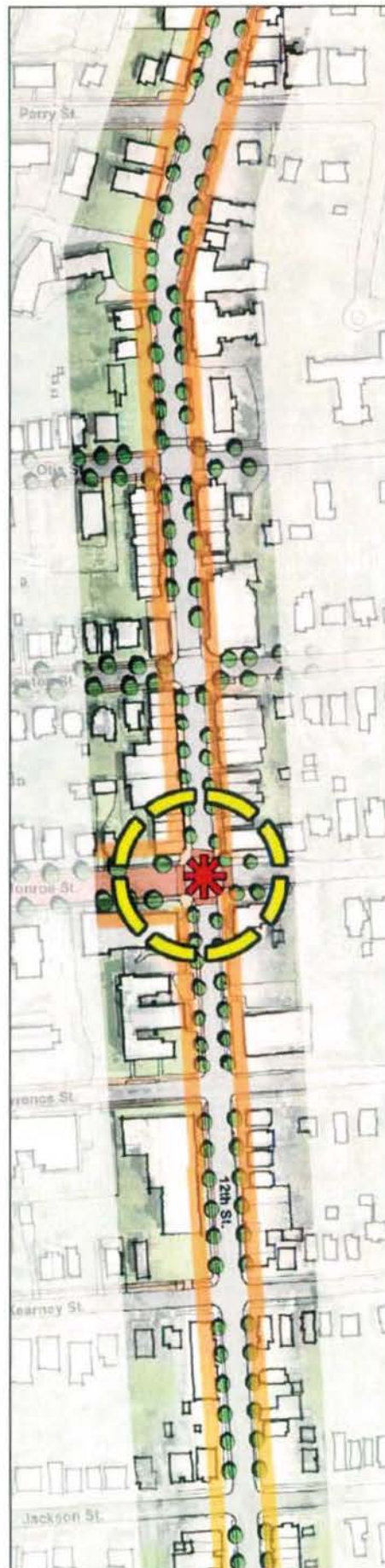


Fig. 5.19—12th Street sub-area concept diagram

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.

Development Opportunity:

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

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.

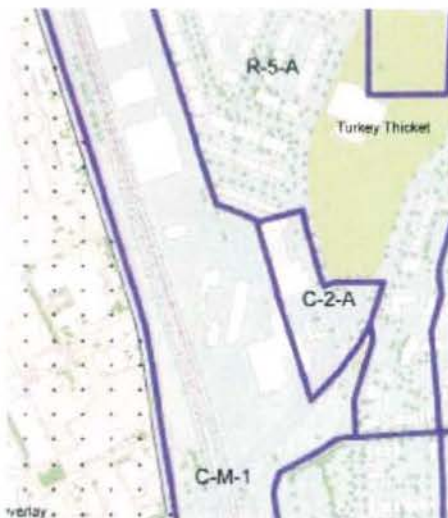


Fig. 5.20 Commercial North sub-area existing conditions plan



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



Residential in-fill example

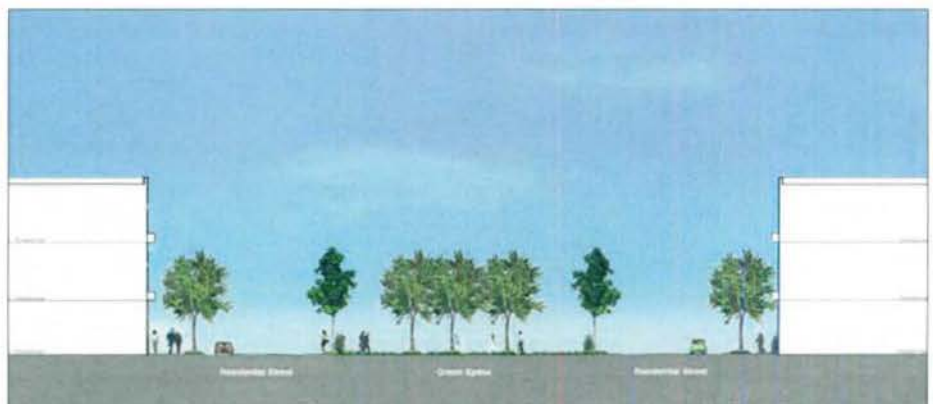


Fig. 5.22 - Illustrative Section 6



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

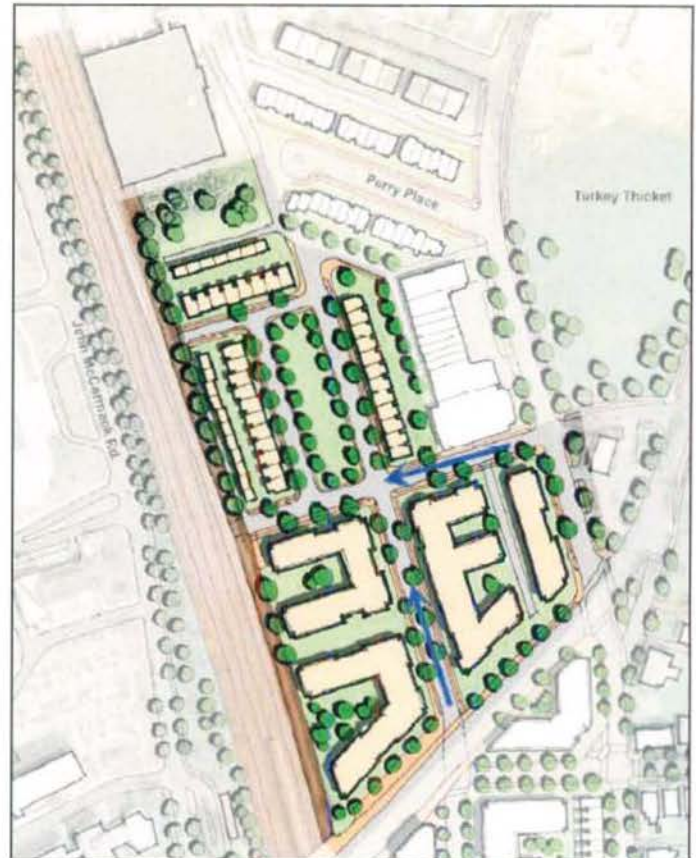


Fig. 5.24– Commercial North sub-area framework plan

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: 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: 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

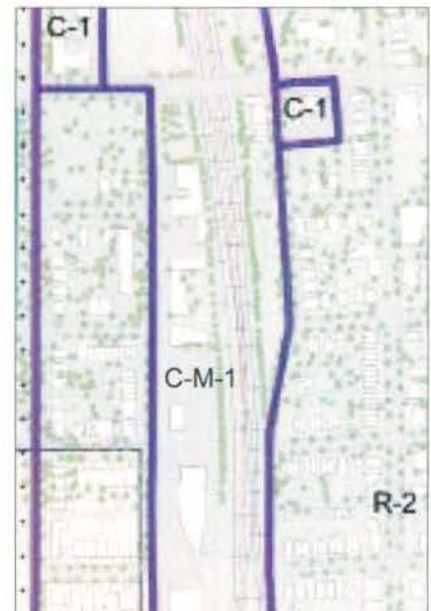


Fig. 5.25 Commercial South sub-area existing conditions plan



Infill residential

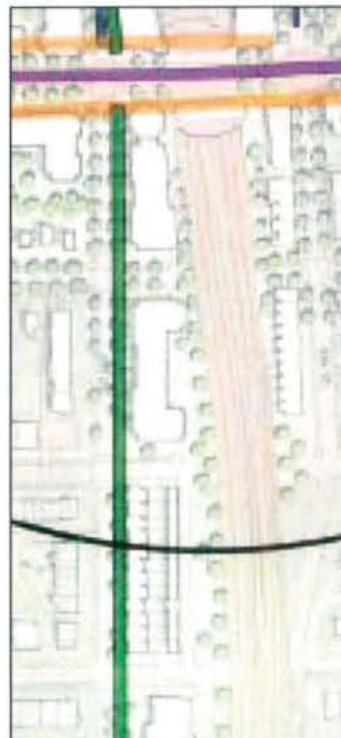


Fig 5.27 - Concept diagram of Commercial South sub-area



Fig 5.28 - Commercial South sub-area framework plan