



September 22, 2023

Dear Metro Officials,

We write on behalf of the members of the [Brookland Neighborhood Civic Association](#) (BNCA) to share feedback on the [proposed changes to the Brookland/CUA Metro station transit facilities](#). It reflects input gathered through two BNCA meetings and other conversations with members.

I. BNCA

The BNCA is an all-volunteer, non-profit association that exists to advocate for and improve the quality of life of the Brookland neighborhood. With roughly 200 members representing Brookland residents, local businesses, and property owners, we strive, in coordination with our local ANCs, to represent the views of the community on issues of common concern.

Since the BNCA's founding in the 1950s, the BNCA has supported transit-oriented development that respects the history, beauty and livability of Brookland. Notably, the BNCA:

- Successfully fought construction of the North-Central Freeway through the neighborhood, while promoting the establishment of the Brookland/CUA Metro station;
- Successfully worked to save the Brooks mansion from becoming a Metro parking lot; and
- Members of the BNCA and other community members contributed to important aspects of the Brookland/CUA Metro Small Area Plan.

II. Proposed Changes to Brookland/CUA Station Transit Facilities

In considering changes to the Brookland/CUA station transit facilities, we urge Metro to also respect the history, beauty and livability of Brookland. In so doing, we expect that Metro will **engage meaningfully with the community** at every stage. The BNCA would be happy to provide a forum for such engagement.

We also unequivocally expect Metro to **maintain the Brookland Green**. While the General Plan diagram indicates this will be retained as park land, page 28 of the Environmental Plan notes "Depending on final site plans, there may be a discrepancy with the FLUM in the parcel bound by Bunker Hill Rd. NE, 10th St. NE and Newton St. NE. FLUM indicates Parks, Recreation, and Open Space, and the current site plan indicates a multi-use structure with an interior green space." Any development should be consistent with the city's Comprehensive Plan and maintain

the entirety of the current Brookland Green, including along Bunker Hill Road and Newton Street, as park space.

Safety for pedestrians, cyclists and motorists is one of the BNCA's top concerns. As such, the BNCA broadly supports the proposed changes to the Brookland transit facilities as an opportunity to make the station more accessible to cyclists and pedestrians. At the same time, we urge Metro to design the transit changes to mitigate impact to the surrounding community. Specifically, Metro should:

- **Build in Road Safety from the Start:** Partner with the city to improve pedestrian and cyclist access and road safety along Michigan Avenue, 10th Street, and Fort Bunker Hill Road. The re-routing of buses will exacerbate existing safety concerns in this area. The proposed changes should be coupled with traffic safety improvements and dedicated pedestrian and cyclist access through the station.
- **Preserve Pedestrian Access from Station to Newton Street:** The current bus facility design provides for direct pedestrian access from the Metro station to Newton Street. This is an important route for residents walking east to 12th Street and beyond. The proposed changes should maintain safe crossing spaces for pedestrians.
- **Provide Bike Access from Bunker Hill to Monroe Street:** The redesigned bus facility should include a bike lane or shoulder for cyclists to connect from Bunker Hill Road to the Monroe Street bike lane and onward to the Metropolitan Branch Trail. The bus facility is a popular route for cyclists and building dedicated infrastructure will further Metro and the city's vision for creating a transit-oriented development.
- **Take Steps to Minimize Bus Traffic Impacts:** Minimize bus traffic impacts to the surrounding neighborhood by concentrating bus stops on 9th Street to minimize the impact to the homes on 10th Street. Routing Option #2 strikes the best balance between minimizing traffic congestion and impacts to area homes. We encourage Metro to consider positioning the H8/9 or G8/R4 bus bays to 9th street to minimize impact to homes and traffic on 10th Street.

We also endorse feedback submitted to WMATA by DCTV President and CEO Nantz Rickard.

III. Possible Future Joint Development on Brookland/CUA Station Property

The proposal for the transit facilities is but the first step to proposed development that would transform the Brookland neighborhood. Unfortunately, we have seen how such developments can exacerbate the affordable housing, safety, and environmental challenges Brookland residents experience acutely, and support among our membership for any future development on the site is currently mixed. To ensure that any decision about future development benefits current and future Brookland residents, we again urge Metro and the city officials to **engage meaningfully and transparently with the Brookland community** throughout the development

process, including in the development and release of a request for proposal; in related zoning cases; in the development of a good neighbor agreement between the selected contractor and the community; and through a collaborative approach to designing amenities to maximize community benefits. *Again, the BNCA would be happy to provide a forum for such engagement.*

As we evaluate possible **future joint development** at the Brookland/CUA station, the BNCA will be guided by the following **principles** and encourage Metro to adopt them to guide its development projects:

- **Adopt a Holistic Approach:** In partnership with Councilmember Parker and city officials, Metro must envision any development at the Brookland Metro in the context of proposed developments at the “Brookland Lanes” project at 10th Street and Michigan Avenue and 701 Michigan Avenue to maximize the residential, economic, and connectivity benefits for the community, while minimizing safety, traffic, and environmental impacts of all three proposed projects.
- **Support Affordable Housing:** Any development on the Brookland/CUA station property should go beyond the city’s minimum affordable housing requirements and set aside at least 20% of floor space for affordable units, including deeply affordable units for those with incomes below 30% of the area median.
- **Limit Additional Parking:** Keep the number of parking spaces in the new Brookland/CUA station development to the bare minimum required under zoning rules. Existing parking garages along Monroe Street are under-utilized and provide a space for resident and retail parking for the new developments.
- **Build Green:** Mitigate negative environmental effects by committing to using state-of-the-art green materials and installing green roofs on any future buildings.
- **Establish Brookland Green as Park Space:** We are encouraged to see that Metro’s development plan leaves untouched the Brookland Green, the green space immediately east of the current Kiss & Ride parking lot. The Comprehensive Plan recognizes this parcel as park space. To protect the parcel and to make it a true community resource, it should be established as a city park.
- **Include Road Safety Improvements:** Development should be paired with a DDOT-led effort to improve pedestrian and cyclist access and road safety along Michigan Avenue, 10th Street, and Fort Bunker Hill Road. Additional car and truck traffic to the Brookland station and Brookland Lane developments will worsen an already dangerous area for pedestrians and cyclists and which saw a cyclist hit and killed in 2022 by a shuttle bus coming from the Brookland/CUA station. Making the community transit-oriented requires investing in safe access routes to transit facilities.

- **Support Local Businesses:** Development and additional retail near the Metro should support local residents. WMATA, the city, and their contractors should actively seek to contract with local, Black and other minority and women-owned businesses in developing the Brookland/CUA station and when placing businesses in future retail space. At the same time, the Metro development should not come at the expense of Brookland's historic main street. The city should prioritize grants, loans, and other development assistance to revitalize 12th Street and preserve local business so they can take advantage of the influx of new residents with these developments.

Sincerely,

Kathy Jacquart, President and Steve Farole, Vice President