

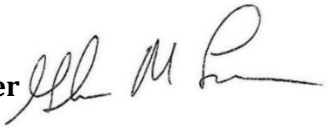
Government of the District of Columbia
Office of the Chief Financial Officer



Glen Lee
Chief Financial Officer

MEMORANDUM

TO: The Honorable Phil Mendelson
Chairman, Council of the District of Columbia

FROM: Glen Lee
Chief Financial Officer 

DATE: April 3, 2023

SUBJECT: Fiscal Impact Statement – Howard East Towers Alley Closing and Street Dedication Act of 2023

REFERENCE: Bill 25-146, Draft Committee Print as provided to the Office of Revenue Analysis on March 23, 2023

Conclusion

Funds are sufficient in the fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the bill.

Background

The bill closes a public alley and approves the dedication of privately-owned land for public purposes to support Howard University's development of approximately 500 multi-family residential units and 17,300 square feet of retail space near the university. The bill closes a 4,100 square foot portion of a public alley located within the block bounded by 8th Street, N.W., V Street, N.W., 9th Street, N.W., and Barry Street, N.W.¹ The bill establishes a 25-foot wide building restriction line across the alley and parallel to W Street, N.W. The bill also dedicates, for public purposes, approximately 6,800 square feet of 9th Street, N.W. extending the roadway north from the intersection of 9th Street, N.W. and the proposed portion of the public alley to be closed under the bill.

Financial Plan Impact

Funds are sufficient in the fiscal year 2023 through fiscal year 2026 budget and financial plan to implement the bill. The bill closes a publicly-owned alley and dedicates for public purposes an extended stretch of 9th Street, N.W. near Howard University. The change of control of these roadways

¹ The alley is located between properties recorded in Square 2873 as Lots 1106 and 1112.

The Honorable Phil Mendelson

FIS: Bill 25-146, "Howard East Towers Alley Closing and Street Dedication Act of 2023," Draft Committee
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will support the multifamily development project. The District's surveyor gave all relevant public entities, including District agencies and public utilities, an opportunity to comment on the planned roadway changes; the entities support the changes, had no objections, or supported the changes with certain conditions for which the developer agreed to comply. The District Department of Transportation manages the public right-of-way and can absorb any costs associated with maintaining newly dedicated public spaces within its existing budgeted authority.