



Brianne K. Nadeau

Councilmember, Ward 1



Council of the District of Columbia
John A. Wilson Building
1350 Pennsylvania Avenue, NW
Washington, DC 20004

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Transmitted electronically

Dear Mayor Bowser,

I am writing to share some of my budget priorities as you and your staff prepare the Fiscal Year 2024 budget. I would appreciate an opportunity to meet with your team in order to discuss them in detail.

The structure of this letter represents a departure from prior years. In the spirit of the renewed collaboration between Mayor and Council we are both bringing into our third terms in office, the items below are focused on my recommendations for how Ward 1 can rise to meet the Comeback Plan's goals of *Thriving People, Opportunity Rich Neighborhoods, and Successful Businesses*. I will be submitting a second letter shortly outlining my support for various city-wide investments.

The recommendations within this letter would cost an estimated \$13M in operating funds and \$220M in new or enhanced capital spending. They are organized by geographic area and include the most accurate costs my team was able to estimate.

TABLE OF CONTENTS & SUMMARY OF FUNDING RECOMMENDATIONS

U Street & Shaw

U Street Safety Initiative-related Recommendations

Uptown Arts District Place Management - [\\$500,000](#)

T Street NW Targeted Substance Abuse Outreach Pilot - [\\$180,000](#)

U Street Streetscape Enhancement - [\\$9,300,000 \(capital\)](#)

New "99" Metrobus Limited Stop Route - [\\$1,500,000](#)

STAY @ Garnet-Patterson Modernization - [\\$55,000,000 \(capital\)](#)

Columbia Heights & Mount Pleasant

Continuation of Targeted Outreach for Columbia Heights Civic Plaza - [\\$180,000](#)

Public Realm Study and Design Guidelines for Columbia Heights and Mount Pleasant - [\\$400,000](#)

Mount Pleasant Street Streetscape - [\\$8,000,000 \(capital\)](#)

Columbia Heights Streetscape and Plazas - [\\$15,000,000 \(capital\)](#)

Adams Morgan

18th Street Pedestrian Zone and Streateries - [\\$1,000,000 \(capital\)](#)

Library to Fill Adams Morgan/Dupont Service Gap - [\\$20,000,000 \(capital\)](#)

Adams Morgan “Microhub” - [\\$1,000,000](#)

Lower Georgia Avenue

Georgia Avenue/7th Street Transitway - [\\$75,000,000 \(capital\)](#)

Park View Recreation Center - Enhancement - [\\$8,000,000 \(capital\)](#)

“Green Slow Streets” Pilot Blocks - [\\$1,400,000 \(capital\)](#)

Legislation Subject to Appropriations

Street Vendor Advancement Amendment Act of 2023 (projected)

Preserving Our Kids' Equity Through Trusts Amendment Act of 2022

Local Resident Voting Rights Amendment Act of 2022

Domestic Worker Employment Rights Amendment Act of 2022

Equal Access to Changing Tables Amendment Act of 2022

U Street & Shaw

U Street Safety Initiative-related Recommendations

Thank you for agreeing to partner on efforts to improve the safety and vitality of the Greater U Street area. The launch of your Nightlife Task Force in summer 2022 noticeably improved livability and public safety through coordination of enforcement agencies. As you know, I sought to back up those efforts through the U Street Safety Initiative – taking lessons from the task force and incorporating them into planning for medium and long-term solutions. The following budget requests are recommendations pulled directly from that planning effort.

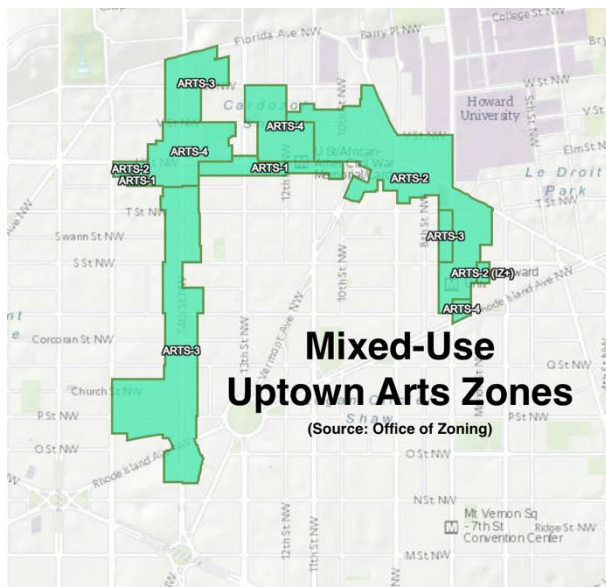
Uptown Arts District Place Management

\$500,000

DMPED grant; BSA subtitle

The core recommendation of the U Street Safety Initiative upon which the others rest is the establishment of an ongoing place management organization. After connecting with Councilmember Pinto on this initiative, my recommended service area for such an organization would be the existing “Mixed-Use Uptown Arts” zoning districts – special-purpose zones that only exist in Wards 1 and 2, encompassing not only the U Street corridor but also 14th Street between Thomas Circle and Florida Avenue as well as abutting commercial blocks on 9th and 7th Streets.¹

There are significant events on the horizon for the Greater U Street area: redevelopment of the Reeves Center, 1617 U Street, and the Housing Finance Agency headquarters, the return of NAACP’s headquarters to DC, as well as development of Howard University’s considerable land portfolio. This presents us with incredible opportunities to honor and build upon U Street’s cultural assets and legacy -- supporting those residents and establishments who continue the legacy of Black Broadway. But that opportunity requires coordination.



While a BID is the typical structure selected for place-based management, our outreach and analysis from the U Street Safety Initiative showed that a BID for this area would be both a challenge to implement and ill-suited to the area’s unique needs.² This investment, which I recommend come with a required private-sector match, would provide seed funding for an alternative model of place management for our Uptown Arts District. A similar investment has recently [proven successful in Friendship Heights](#).

I also recommend this investment come with a corresponding Budget Support Act subtitle – a draft of which I am happy to provide.

T Street NW Targeted Substance Abuse Outreach Pilot

\$180,000

DBH grant

¹ I would also recommend including in this service area areas not zoned as ARTS: the Howard Town Center area and Howard Hospital site, U Street between 15th and 17th Streets.

² There have been a number of attempts to form a BID in this area over many years, none of which have been successful. A BID – being structured around property owners – would also not be inclusive of residents, business operators, and institutional partners.

I want to thank you for working with me and Councilmember Pinto to address public safety issues around T Street and 7th Street NW. The Office of Nightlife and Culture, MPD, and others have been regular partners on walks and site visits.

Along with Councilmember Pinto, I am requesting funding to pilot intensive and place-specific substance abuse outreach and services on and adjacent to the 600 block of T Street, N.W., with a focus on opioid abuse treatment and prevention.

This funding builds upon the success we've seen in intensive outreach for Columbia Heights Civic Plaza; however, the populations and the substance abuse problems are different in both places, necessitating a different approach.

U Street Streetscape Enhancement

\$9,300,000

DDOT, Project KA0-LMB11C

Enhancement and shift of funds from FY27 to FY25, for a total of \$21M

I remain concerned about the timeline and scope of the U Street streetscape project. While funded in the budget, it is currently in FY2027, and only covers the area between 14th Street and 18th Street. I was very glad to see your *Vision Zero 2022 Update* take a renewed focus on addressing arterials and high-injury corridors. In it, U Street/Florida Ave is designated as a "Tier 1 High Injury Segment," the "highest priority segments citywide."

I ask for that prioritization to be reflected in the scope, timeline, and investment in U Street as part of our focus on high-injury corridors. The engagement and recommendations from the U Street Safety Initiative indicate that changes in the built environment can go a long way towards improving public safety, cleanliness, and nightlife management. Right now, U Street is not built out for its intensity of use, especially *east* of 14th Street. With all the growth coming to U Street, it is a prime candidate for a safer and distinctive street that better serves businesses, residents, and visitors to this historic corridor.

New "99" Metrobus Limited Stop Route

\$1,500,000 approx.

WMATA subsidy

While WMATA is moving towards a network redesign, it looks highly probable that a route like the 90s buses -- which provide a critical crosstown link -- will persist. These routes serve a significant swath of the District, including 7 out of 8 Wards, and are a prime candidate for a "99" Limited Stop route to better serve riders. Your previous support in funding a 59 route on 14th Street has made

significant improvements on that corridor, and riders on this essential crosstown connection deserves the same. A new MetroExtra line would also support DDOT's upcoming Bus Priority projects on 8th Street SE/NE, Florida Avenue, and U Street NW.

STAY @ Garnet-Patterson Modernization

\$55,000,000

DCPS, capital

I'm very glad to welcome Roosevelt STAY school to what looks to be a permanent home on U Street, at the Garnet-Patterson building. However, the building itself is in poor condition, and significant time and advocacy has gone into securing minor repairs.

There is an existing \$17 million fund for the building, but those funds were intended for smaller-scale renovation when the building was intended as DCPS swing space rather than a permanent home for the STAY school.

This funding request would put the budget for STAY @ Garnet-Paterson in line with other full modernizations, in recognition of the facility's need, including but not limited to:

1. Repaving the school parking lot (currently, standing water contributes to a mosquito problem in the building);
2. Onsite childcare;
3. Fully equipped science labs; and
4. Fully equipped gymnasium and workout equipment.

Columbia Heights & Mount Pleasant

The central area of Ward 1 is also one of the most active centers of the District, with pedestrian and retail volumes on 14th Street in Columbia Heights rivaling or exceeding many parts of Downtown.

As a result of this steadily increasing density and diversity of residents and activity since the Green Line opened in the 2000s, there are persistent problems related to public spaces: their management, maintenance, and design. Simply put, 14th Street and the civic core of Columbia Heights, as well as the commercial stretch of Mount Pleasant Street, have public spaces that are stressed to their maximum capacity and need significant coordination and re-investment.

The budget recommendations in the following section all stem from the need to address the problems of safety and vitality stemming from public spaces in

Mount Pleasant Street and Columbia Heights. I believe this represents a clear path forward: service provision and improved management followed by planning, design, and construction of public spaces that meet the demands of the densest part of the District.

Dedicated Traffic Control Officers (TCOs)

\$320,000

DDOT, four Grade 9 FTEs

While automated enforcement for the District's car-free lanes will be implemented soon, it is clear that the friction and congestion at 14th and Irving and 14th and Columbia will not be abated by bus lane cameras alone.

Thank you for providing additional TCO resources in the FY23 budget – I understand that some of those positions will be used on bus lane enforcement. But central Columbia Heights is in need of traffic control and enforcement nearly round-the-clock. I am re-upping my request from last year for dedicated TCOs for these locations, before congestion and traffic safety worsen.

Continuation of Targeted Outreach for Columbia Heights Civic Plaza

\$180,000

DSLBD grant, recurring funding to support Title II, Subtitle F, Sec. 2052 of the FY2023 Budget Support Act.

By all accounts, the pilot funded for targeted outreach on Columbia Heights Civic Plaza for residents experiencing substance abuse and mental health crises has proven successful, with many having gotten sober and now assisting their peers. I ask for your support to continue this work, which I believe will provide an effective on-ramp towards the establishment of a new Sobering Center.

Sobering and Stabilization Center

\$2,000,000

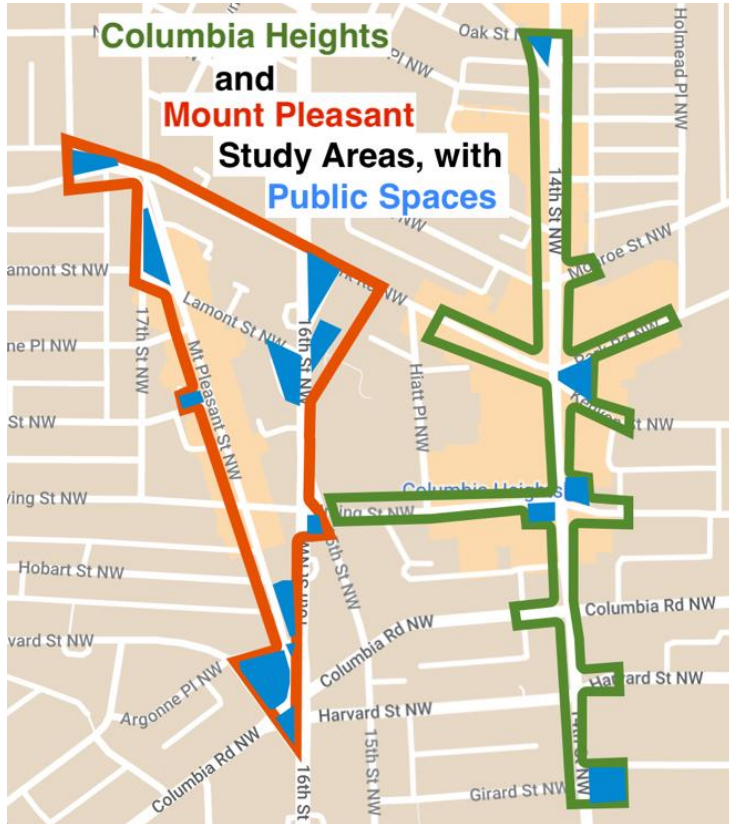
DMHHS

Thank you for your commitment in prior years to funding and locating a Sobering and Stabilization Center in Ward 1. It appears we are ready to move forward on build-out of a publicly-owned site in Columbia Heights; I ask that the necessary investment is maintained to see this project delivered.

Public Realm Study and Design Guidelines for Columbia Heights and Mount Pleasant

\$400,000

Office of Planning, one-time, program 3010



Both Mount Pleasant Street and the Columbia Heights public realm were the subject of studies under previous administrations. The [Columbia Heights Public Realm Framework Plan](#) was published in 2004 and largely built out, but the streets and public spaces under that design are, or already have, reached the end of their useful life and no longer accommodate the type and intensity of use. The [Mount Pleasant Revitalization Plan](#) was approved in 2010 but many components were never executed, including a recommendation to “Improve the Mt. Pleasant Street streetscape and physical appearance by transforming it into a “Green” Street”.

The opportunities for improvement in these sister neighborhoods are too numerous to list. However, I believe the best course of action would be to initiate planning efforts to evaluate the use of public spaces in these corridors and establish design guidelines – the [neighborhood design guidelines for Union Market](#) are a perfect example.

The map above indicates proposed study areas (approximately the size of similar study areas from the Office of Planning). This map also shows the constellation of small plazas and parks – over a dozen – within each area. Right now, these spaces are poorly maintained or ill-suited to neighborhood use.

A comprehensive public life study with a focus on recommended streetscape and public space improvements can lay the necessary groundwork for revitalized public spaces. See below for capital funding requests broken out by area.

Southern Entrance Feasibility Study for Columbia Heights Metro
 \$150,000
 DDOT/WMATA, one-time

In addition to a requested study from OP, I have been engaging with GM Clarke at WMATA about the possibility of a southern entrance to the Columbia Heights Metro – approximately at Harvard or Girard Street.

There appears to be feasible space for a new entrance, either as part of a forthcoming development or in existing public right-of-way. This would bring upwards of *10,000* residents into walking distance of Metrorail.

Mount Pleasant Street Streetscape

\$8,000,000

DDOT, new capital project

There is an active community-led effort to advocate for a new streetscape design for Mount Pleasant, one that can string together several public spaces from Lamont Plaza and the future Amigos Park to Rabaut Park at 16th and Harvard, all of which are in need of safety and beautification improvements.

Columbia Heights Streetscape and Plazas

\$15,000,000

DDOT and DPR, new capital projects

As explained in more detail above, the public realm infrastructure of central Columbia Heights has reached the end of its functional life. My office has likely devoted hundreds of staff hours to try and ensure proper maintenance of Columbia Heights Civic Plaza and surrounding areas. From the finite and limited supply of pavers to the solar panels damaged in the 2011 earthquake to the fountain in need of full replacement, much of the physical infrastructure of the neighborhood is simply beyond repair.

This funding request roughly matches the investment in Eastern Market Metro Plaza, which I believe is the most comparable project in scope.

Adams Morgan

18th Street Pedestrian Zone and Streateries

\$1,000,000

Thank you for your continued funding of the Streets for People program – I hope to see that investment continued into FY24 and beyond.

18th Street in Adams Morgan has benefited greatly from the DDOT Streatery program, as well as grant funds to help establish the Adams Morgan Pedestrian Zone. Thanks to those programs, we were able to make 18th Street car-free for a few

days in 2020 and 2022, and since then one of the most frequent requests I get from constituents is asking when it's coming back.

I've connected with colleagues across the country who govern pedestrian zones similar to what could be in Adams Morgan. All of them have said that we have a prime opportunity on our hands to create a thriving commercial area and help bring visitors back to this area.

Library to Fill Adams Morgan/Dupont Service Gap

\$20,000,000

DCPL, capital

I am looking forward to the forthcoming redevelopment of 1617 U Street, which will deliver a substantial amount of new housing and affordable housing to a part of the District which has few such opportunities. This site, on the border of Wards 1 and 2, is also prime location for a new library. Councilmember Pinto and I [recently sent a letter](#) to ensure that a DCPL facility was incorporated into envisioned uses for the redevelopment.

In fact, there is no location more perfectly suited to closing a significant gap in library service, as identified in the [Library Facilities Master Plan for 2021-2030](#). That plan identified the area between Adams Morgan and Dupont Circle as one of six main service gaps:

“The area is situated between three libraries: Mt. Pleasant, West End and Shaw. These libraries have some of the highest usage in the library system and have the most populated service areas. The majority of the District’s library customers come from this center city area...Expanding library services to this area may relieve pressure on the services of libraries in the center-city area where full-size libraries have low square feet per capita due to high population density.”

We are very fortunate to have a site that is already publicly owned and sits right at the center of this gap in library service.

A library on U Street would establish a permanent space to reinforce the past, present, and future of U Street – Black Broadway – as an artistic and cultural destination, furthering the vision of the DUKE Small Area Plan. It would also add a new anchor for daytime traffic on the corridor, a long-held desire of the community.

Adams Morgan “Microhub”

\$1,000,000

Grant fund with required match, BSA subtitle

The rise of e-commerce and delivery services, on top of existing freight needs for DC's small businesses, is putting significant stress on our streets and curbsides. Many neighborhoods in the District are simply too constrained to accommodate all of this demand, even if we significantly expand pick-up/drop-off zones.

One way of addressing this problem is by shifting freight and delivery to smaller and more sustainable vehicles like e-assist cargo bikes. This could relieve congestion, improve service, and advance our emissions and road safety goals. Other cities have started to establish "microhubs" to serve as neighborhood-level consolidation center for deliveries, enabling this "downsizing" of freight vehicles for last-mile delivery. There exists in Adams Morgan a viable space for a pilot microhub facility. Funding from District government would catalyze the establishment of the District's first microhub and compliment the establishment of the Adams Morgan Pedestrian Zone.

Lower Georgia Avenue

Georgia Avenue/7th Street Transitway

\$75,000,000

DDOT, new capital project

Your investment in DDOT's bus priority program has been transformative, and there is now an abundance of projects to look forward to.

There is significant desire to expand the project scope of the existing bus priority project on Georgia Avenue (between Barry Place and Kansas Ave). The highest-ridership corridor in the region is deserving of more than more than marginal improvement. The K Street Transitway is receiving over \$200,000,000 in capital funds to establish center-running transit and protected bike lanes. Georgia Avenue – a corridor serving three wards and just as essential to our transit network – has a budget about 1% of K Street's.

ANCs along the entirety of Georgia Avenue have all passed resolutions or indicated support for center-running transit on Georgia Avenue over DDOT's current recommended concept. CM Lewis George and I also worked together to ensure that recommendations in the comprehensive plan specified *Bus Rapid Transit* for Georgia Avenue, not just bus priority.

I agree with the position of those ANCs and many residents who want the proposed concept to go further, but also understand that a center transitway on Georgia Avenue is outside the budget and scope of the Bus Priority Team's project. However, it will be very hard for me to support DDOT's recommended concept with the same enthusiasm as I have for Columbia Road (see my letter

attached) unless it comes with a material investment and commitment to a “Phase II” transitway for the length of Georgia Avenue.

Based on research into comparable projects, a center-running transit facility on Georgia Avenue – about 4.5 miles – would cost \$70-80M. It’s worth noting that the section of Georgia in Ward 1, south of Otis, [was meant to get a streetscape overhaul in the early 2000’s](#) but never received it, so sidewalk, lighting, and street furniture in that segment are also overdue for repair and capital improvement.

Park View Recreation Center - Enhancement

\$8,000,000 enhancement

DPR capital, project AM0-RE017

A modernization of the Park View Recreation Center is in the FY23 capital budget; however, that money was placed there at least four budget cycles ago.

DPR has indicated that the budget for Park View is no longer sufficient for what’s envisioned, given increases in construction costs and the need to completely replace and potentially relocate the building. I believe this \$8M enhancement would put the project in line with peer recreation center projects of similar scope, such as Harry Thomas, Upshur, and Rita Bright.

“Green Slow Streets” Pilot Blocks

\$1,400,000

DDOT capital – new project

During the height of the pandemic, the District experimented with a Slow Streets program to limit through traffic on certain neighborhood streets and encourage active transportation.

I recommend building on the Slow Streets program with more permanent installations; this would likely take the form of something like a neighborhood greenways network that compliments redesigned arterials.

There are a number of blocks in the neighborhoods along Lower Georgia Avenue (Park View, Pleasant Plains, LeDroit Park) that are not ADA-accessible and have no street trees or urban canopy. Using DDOT’s existing toolkit, it’s possible to pilot what a new “Green Slow Street” network would look like – multipurpose projects can simultaneously address sidewalk improvements, green infrastructure, and traffic calming.

This investment would likely allow for at least three street segments to receive such treatment.



Recent DDOT project in Ivy City



Example of a future “Green Slow Street”

Legislation Subject to Appropriations

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Domestic Worker Employment Rights Amendment Act of 2022

Equal Access to Changing Tables Amendment Act of 2022

Sincerely,

Brianne K. Nadeau

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Councilmember, Ward 1

Cc: Mayor's Office on Policy & Legislative Affairs
Jenny Reed, budget director
John Falchicchio, chief of staff