

symmetra design

MEMORANDUM

TO: Anna Chamberlin DDOT
Jamie Henson DDOT

FROM: Samantha Williams Symmetra Design
Nicole White, P.E., PTOE Symmetra Design

DATE: December 19, 2014

RE: 23 46th Street, SE Residential Development –Transportation Assessment

INTRODUCTION

The following memorandum is a transportation assessment for the proposed 23 46th Street, SE (“Site” or “subject Site”) Residential Development. Habitat for Humanity provides affordable housing to low income residents and plans to build five high quality affordable townhomes.

The applicant is seeking relief from the Board of Zoning Adjustment (“BZA”) to provide no parking on-site. The requirement is one parking space for every townhome or five parking spaces. This memorandum includes an on-street parking assessment as well as subsections on pedestrian and bicycle facilities and transportation demand management.

The subject site is located within close proximity to the Benning Road Metrorail Station and is well served by Metrorail and Metrobus. The project is planned for occupancy by mid-2016¹.

The applicant has completed the scoping process with the District Department of Transportation (DDOT). The contents of this Assessment were confirmed within the scoping memo and approved by DDOT on July 31, 2014. A revised scoping form was submitted to DDOT on Friday, December 12, 2014. The final scoping form is attached in the appendix.

¹ This is best case scenario estimation.

BACKGROUND

The subject Site is 8,936 square feet located in Square 5346 Lot 4. The Site is currently vacant and is zoned R-5-A. Square 5346 is bounded by East Capitol Street to the north, 46th Street to the east, B Street to the south and Benning Road to the west. The Square is split-zoned: the northwestern corner of the square along East Capitol Street and Benning Road is zoned C-3-A; the remainder of the square is zoned R-5-A. In addition to the Site, the square is occupied by several multi-family residential buildings in the R-5-A portion of the square and a low-density commercial shopping center with surface parking in the C-3-A portion of the square.

The Site is bounded by four-story, ten-unit, multiple dwelling residential buildings to the north and south, 46th Street to the east and private property to the west. See **Figure 1** for a Site location map and **Figure 2** for an aerial.

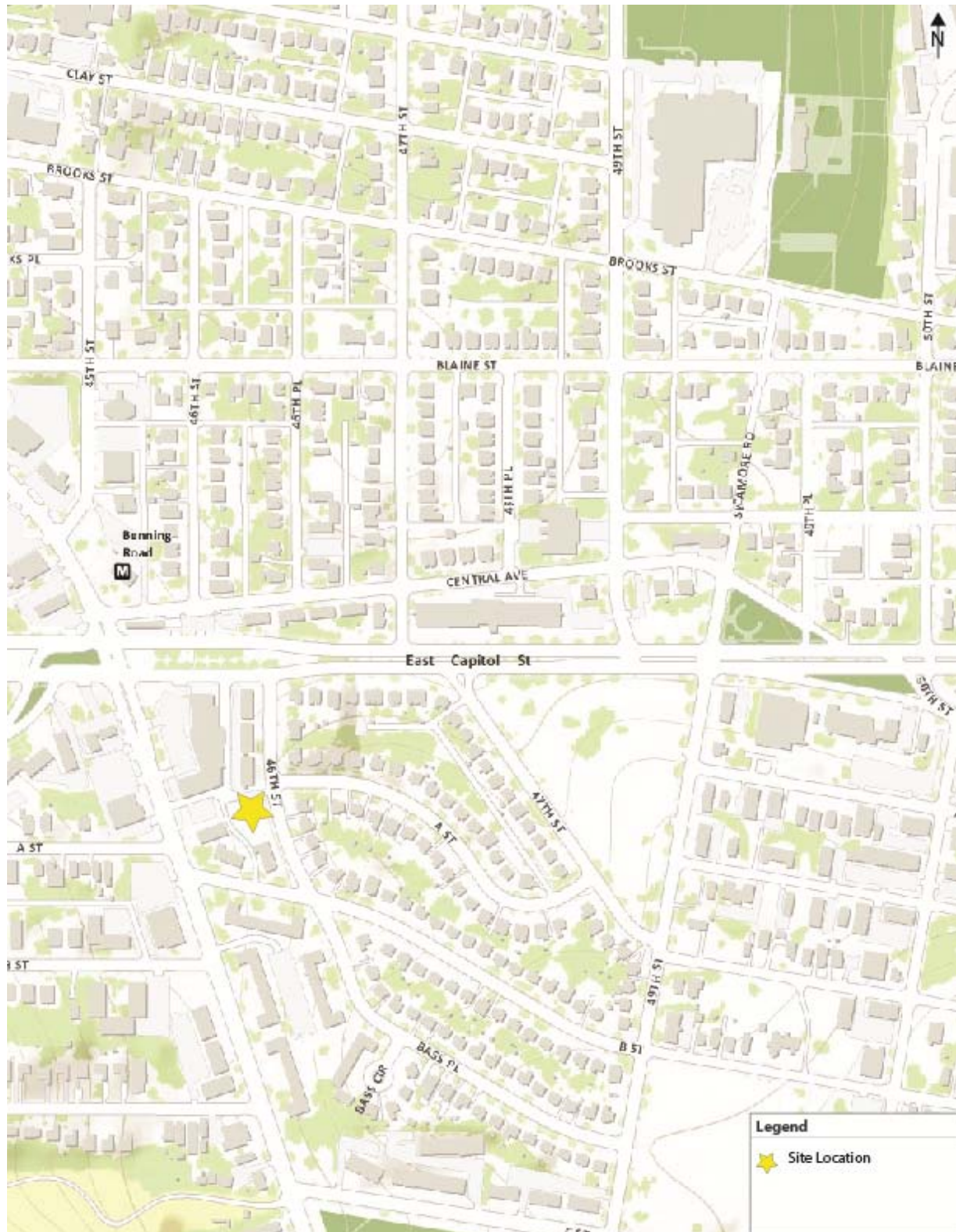


Figure 1: Site Location Map

727 15th Street, NW
Suite 1000
Washington, DC 20005

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F 202.370.6001

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Transportation Planning. Traffic Engineering.

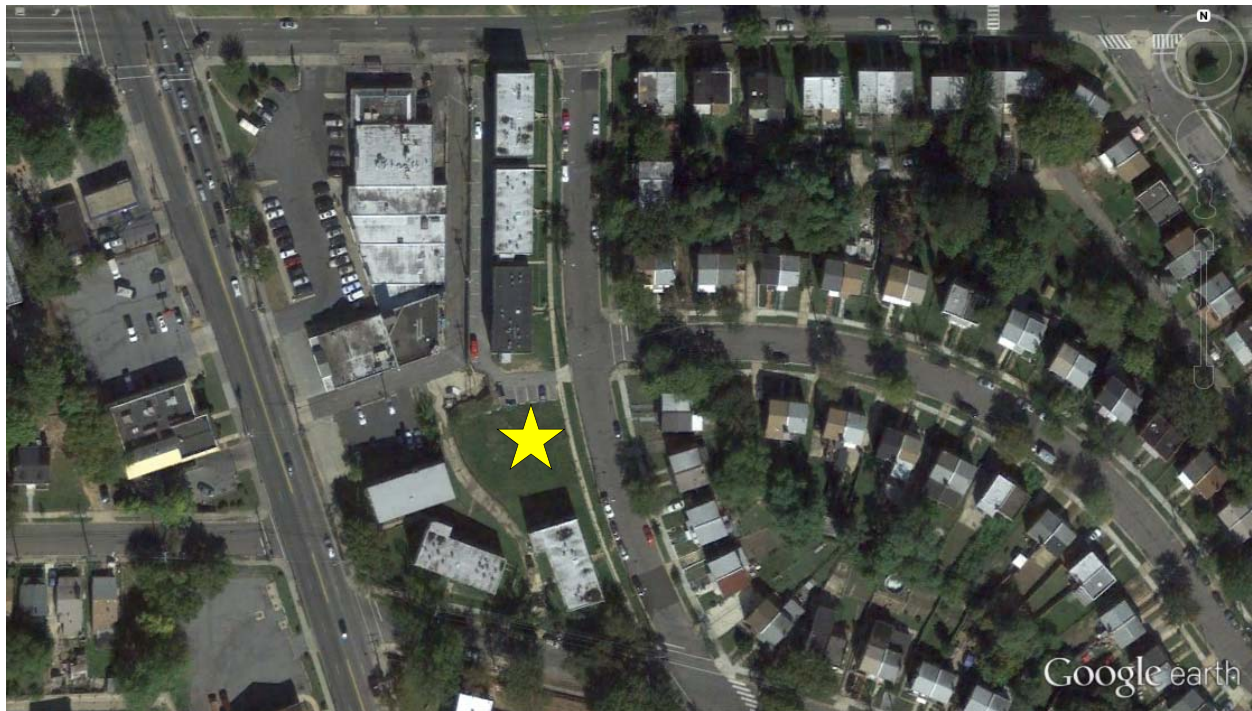


Figure 2: Aerial of Site

Transit Facilities

The Benning Road Metrorail Station is within a 0.19 mile (or 1,040 feet) walking distance² from the Site. Assuming a four feet/second walking rate, the station is about a 4 minute walk from 23 46th Street, SE. There are also a number of bus stops within walking distance of the site along the north and south sides of East Capitol Street (between Benning Road and 47th Street, NE) and along Benning Road. These stops are serviced by Metrobus routes 96/97 and U5/U6 lines along East Capitol Street and the U8 and W4 Metrobus lines along Benning Road.

Car Share

The Site is located within 0.2 miles of five permanent car share locations operated by ZipCar. Car-2-go, a one-way car sharing service, operates throughout the District and is also available in the area surrounding the subject Site.

² Assuming pedestrians would be routed along 46th Street to the intersection with East Capitol Street, head east and then continue north along Benning Road to the station.

ON-STREET PARKING ASSESSMENT

An inventory of on-street parking spaces (by type), parking control/restrictions and occupancy was conducted for the parking study area generally bounded by East Capitol Street to the north, Benning Road, SE to the west, 47th Street, SE to the east and B Street, SE to the south. The study area, shown in **Figure 3**, includes the following specific roadway sections:

- 46th Street, SE (between East Capitol Street and B Street)
- A Street, SE (between 46th Street and 47th Street)
- B Street, SE (between Benning Road and 49th Street)
- Benning Road, SE (between East Capitol Street and B Street west side)
- East Capitol Street, SE (between Benning Road and 47th Street)

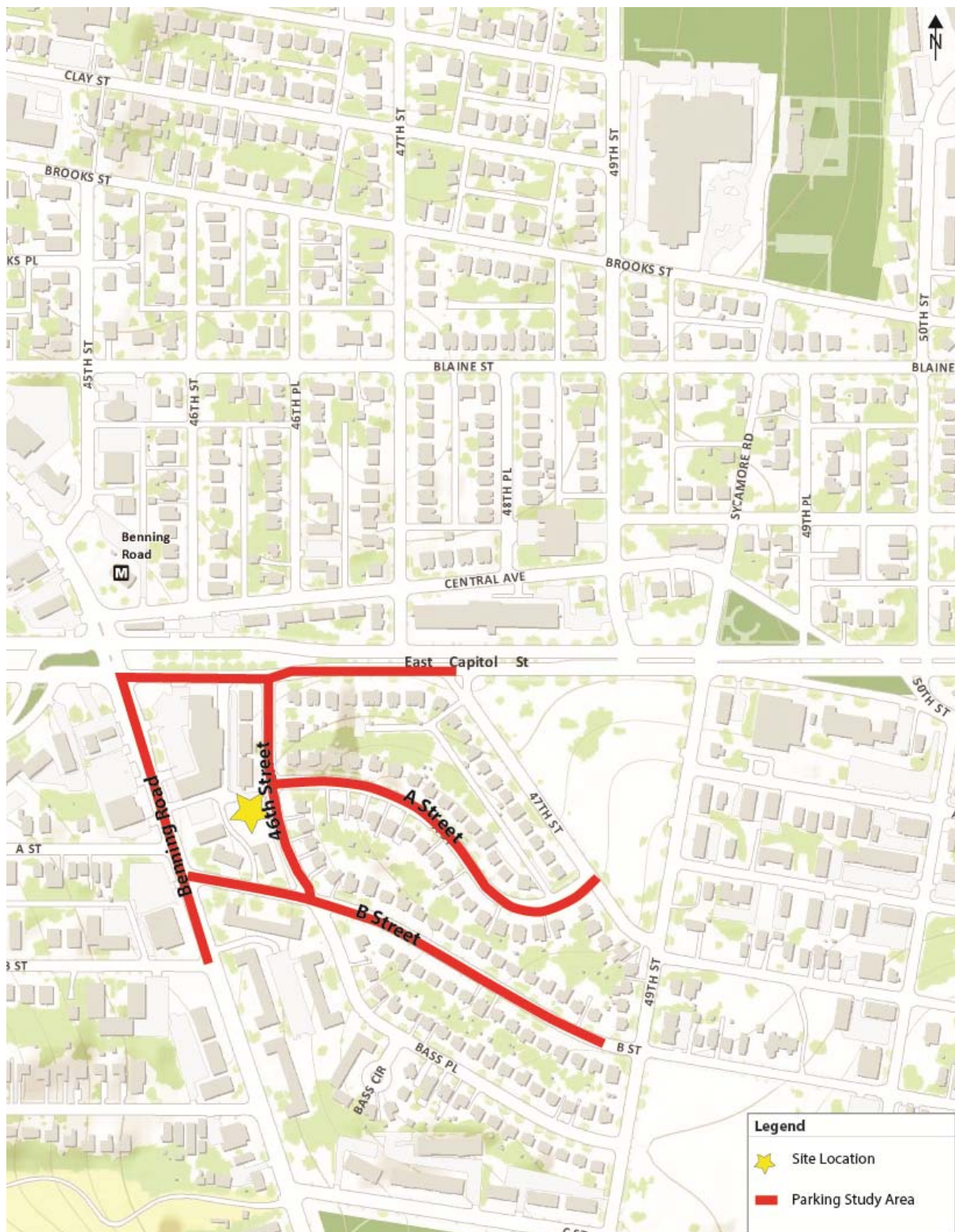


Figure 3: On-Street Parking Survey Study Area

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On-Street parking supply by type and control is shown in **Table 1**.

Table 1: On-Street Parking Control, Restriction and Supply

Street	Parking Control/Restrictions	Approximate Supply ³
46 th Street (East Capitol Street to B Street)	Two Hour Limit in Zone 7 (7AM – 8:30 PM M-F)	30
A Street (46 th Street to 47 th Street)	Two Hour Limit in Zone 7 (7AM – 8:30 PM M-F)	61
B Street (Benning Road to 46 th Street)	Two Hour Limit in Zone 7 (7AM – 8:30 PM M-F)	18
B Street (46 th Street to 49 th Street)	Two Hour Limit in Zone 7 (7AM – 8:30 PM M-F)	55
Benning Road (East Capitol Street to B Street west side)	No Standing or Parking Anytime	N/A
East Capitol Street (Benning Road to 46 th Street)	No Standing or Parking Anytime	N/A
East Capitol Street (46 th Street to 47 th Street south side)	Two Hour Limit in Zone 7 (7AM – 8:30 PM M-F)	14
East Capitol Street (46 th Street to 47 th Street north side)	No Parking Anytime No Standing or Parking (7 AM -9:30 AM)	N/A
Total		178

As shown in **Table 1**, on-street parking surrounding the proposed development is primarily Residential Permit Parking (RPP) in Zone 7. There are a total of 178 spaces within the identified study limits.

Occupancy surveys were conducted on Wednesday September 3, 2014 at 6:30 PM and 9:30 PM. **Table 2** provides a summary of parking utilization during each survey period.

³ Parking supply was determined by measuring the length of available space to park with a measuring wheel. Interruptions such as driveways, fire hydrants and no-parking zones were not included in the allowable space to park. The total segment measured was then divided by 25 feet, to account for an average size car and additional buffer space. This number provided an approximate parking supply for each street section.

Table 2: On-Street Parking Occupancy

Street	Supply	(6:30 PM)			(9:30 PM)		
		Occupied Spaces	% Occupied	Vacant	Occupied Spaces	% Occupied	Vacant
46 th Street (East Capitol Street to B Street)	30	21	70%	9	31	103%	N/A
A Street (46 th Street to 47 th Street)	61	29	48%	32	37	61%	24
B Street (Benning Road to 46 th Street)	18	14	78%	4	17	94%	1
B Street (46 th Street to 49 th Street)	55	29	53%	26	33	60%	22
Benning Road (East Capitol Street to B Street west side)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
East Capitol Street (46 th Street to 47 th Street north side)	14	15*	107%	N/A	9	64%	5
Total Study Area	178	108	61%	71	127	71%	52

*Includes one illegally parked vehicle

Occupancy levels (shown in Table 2) indicate on-street spaces were parked at 61% during the evening (6:30 PM) and 71% during the night (9:30 PM) survey. Parking along 46th Street exceeded the available capacity and was near capacity along B Street, SE between Benning Road and 46th Street. During the peak survey period, approximately 52 curb spaces were available.

PEDESTRIAN/BICYCLE ASSESSMENT

Pedestrian Assessment

The Pedestrian Assessment summarizes the inventory of existing facilities and conditions for pedestrians traversing streets surrounding the subject site and to/from neighboring destinations. Key destinations include the commercial area at the East Capitol Street/Benning Road intersection and the Benning Road Metrorail Station.

An inventory of pedestrian facilities and locations that fail to meet guidelines set forth in DDOT's Public Realm Design Manual are notated and have been identified in the following sections. The facilities inventory was conducted along the following Street sections:

- 46th Street (between East Capitol Street and B Street)
- A Street (between 46th Street and 47th Street)
- B Street (between Benning Road and 49th Street)
- Benning Road (between East Capitol Street and B Street west side)
- East Capitol Street (between Benning Road and 47th Street)

Sidewalks

There are sidewalks along the inventoried roadways. While the network is continuous, some sidewalks are in fair to poor condition and there are a number of interruptions in the sidewalk adjacent to the East Capitol Street/Benning Road intersection. The interruptions in the sidewalk are due to curb cuts that support the commercial area and access to the public alley. In addition, there is no buffer area between the edge of the sidewalk and the roadway along East Capitol Street (south side) at the East Capitol Street/ Benning Road intersection.

Fronting the subject Site, there is a four-foot sidewalk with a three-foot buffer between the sidewalk and the roadway. The sidewalk is in good condition. Sidewalk widths requirements vary for each roadway within the study area based on the classification and type of uses along the roadway. The surveyed roadways are local streets (per DDOT's Functional Classification Map 2011) with the exception of East Capitol Street and Benning Road. East Capitol Street is a principal arterial and Benning Road is a minor arterial. Sidewalk requirements, by functional classification, according to the *Public Realm Design Manual* (2011) are shown below in **Table 6**.

Table 6 Sidewalk Width Requirements

Street Type	Tree Box Area	Sidewalk Area (does not include tree box)		Pedestrian Clear Zone
Local/Collector	4 ft. min/ 6 ft. pref.	(Residential) 6 ft. min	(Commercial) 10 ft. min	4 ft. min
Principal and Minor Arterials	6 ft. min	(Residential) 8 ft. min	(Commercial) 10 ft. min	4 ft. min

Table 7 outlines the sidewalk and the tree box area widths for the surveyed street segments.

Table 7 Sidewalk and Buffer Zone for Study Roadways

Street Type		Tree Box Area	Sidewalk	Total	Meets Standards
Principal /Minor Arterial	East Capitol Street (south side adjacent to Benning Road)	0 ft.	8 ft.	8 ft.	No
	East Capitol Street (south side at 46 th Street)	3 ft.	6 ft.	9 ft.	No
	Benning Road (east side)	3 ft.	6 ft.	9 ft.	No
Local Roadway	46 th Street (west side adjacent to Site)	3 ft.	4 ft.	7 ft.	No
	47 th Street	3 ft.	3 ft.	6 ft.	No
	A Street	5 ft.	6 ft.	11 ft.	Yes
	B Street	5 ft.	6 ft.	11 ft.	Yes

As shown in **Table 7**, sidewalk widths along A and B Streets meet design standards while sidewalks along the remaining roadways within proximity to the subject Site are less than the minimum width requirements.

Crosswalks

Crosswalks are provided at all approaches along the surveyed intersections. The crosswalks are primarily standard traverse parallel markings. There are diagonal high visibility crosswalk markings in place to support crossing East Capitol Street at 47th Street and crossing the east leg of the 46th Street/ B Street intersection. Crosswalk markings are generally in fair condition.

Field observations indicate pedestrians also cross at locations other than designated crosswalks as indicated by the informal paths within the raised median along East Capitol Street between Benning Road and 46th Street.

ADA ramps

ADA standards require all curb ramps be provided wherever an accessible route crosses a curb. The curb ramp should also meet a number of criteria in terms of slope, width, landing, sides of the curb ramp and detectable warning strip.

Many of the curb ramps within the study area are not fitted with detectable rumble strips and therefore are not ADA compliant. Some locations include intersections with East Capitol Street at Benning, 46th Street and 47th Street. Existing curb ramps and locations that are non-compliant within the study limits are illustrated in **Figure 4**.

Bicycle Facilities

There are two trails, the Fort Circle Trail located west of Benning Road and the Marvin Gaye Trail, located north of the Site, within proximity of the Site. There are no on-street bike lanes within the vicinity of the Site.

A Capital Bikeshare station is located at the Benning Road Metrorail Station which supports 13 bays.



Figure 4: Pedestrian Facilities Review

23 46th STREET RESIDENTIAL DEVELOPMENT

The applicant proposes to construct five new residential row dwellings. A parking variance is being requested to forego the parking requirement for five parking spaces.⁴

Pedestrian Improvements

Development of the subject Site will allow for pedestrian facility improvements as the applicant will ensure the Site maintains DDOT compliant sidewalks and appropriate landscaping in the public spaces in front of the Site.

Future Parking Demand

The applicant will be seeking relief from the Board of Zoning Adjustment (BZA) to provide no parking on-site. The zoning regulations note one space for every townhome, thus a total of five total spaces are required.

Vehicle ownership for households in Census Tract 99.06 (which includes the subject site) was obtained from the American Commuter Survey 5-Year Estimate Census Data. **Table 3** outlines the number of vehicles owned by occupied housing units in Census Tract 99.06 and provides an estimation of parking demand for the proposed residential development based on the Census data.

Table 3: Household Vehicle Ownership per American Commuter Survey 5-Year Estimate Data Census Tract 99.06 versus estimation for 23 46th Street, SE

American Commuter Survey 5-Year Estimate Data Census Tract 99.06			Expected Vehicle Demand at 23 46 th Street, SE		
Occupied Housing Units-598			Proposed Number of Units -5		
Vehicle Availability	No. of Households	%	Vehicle Availability	No. of Households	Parking Demand
NO vehicles available	202	33.8%	NO vehicles available	2	0
1 vehicle available	297	49.7%	1 vehicle available	2	2
2 vehicles available	78	13.0%	2 vehicles available	1	2
3 or more vehicles available	21	3.5%	3 or more vehicles available	0	0
Total	598	100%	Total	5	4

⁴ Parking spaces cannot be located in front yards, between the building restriction line and a lot line abutting a street, due to Section 2116.4(a) of the Zoning Regulations and parking spaces also cannot be located in either side yards provided for the northern-most and southern-most row dwellings due to the Site's steep slope. Lastly, parking cannot be located in the rear yard also due to the Site's steep slope.

As shown in **Table 3**, assuming vehicle ownership trends for Census tract 99.06, the 23 46th Street, SE residential development would generate a demand for approximately 4 spaces⁵. On-street parking survey results indicate there is available supply along A Street, B Street (between 46th Street and 49th Street) and East Capitol Street to accommodate this additional demand.

An existing curb cut that supports access to parking spaces (along the side and in the rear) for the multi-family residential building situated immediately north of the subject Site will be eliminated when the 23 46th Street, SE row dwellings are developed. The curb cut and the parking spaces are located on the premises of the subject Site however should not be there. The displaced demand generated by the cars that currently park on the subject Site can be accommodated using unoccupied on-street spaces along A, B and East Capitol Streets.

⁵ Including visitor demand

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The Transportation Demand Management (TDM) Plan is an active program used to foster alternative transportation choices that are more environmentally friendly than driving alone. *DDOT's TDM in the Development Process Report*⁶ was used as a reference to guide development of this TDM plan. The applicant has committed to the following TDM measure:

- Offer each household the option of either a Capital Bikeshare membership for one year or a \$100 prepaid SmarTrip card

⁶ Reference Table 2: TDM Recommendation Matrix; Incorporation of Transportation Demand Management into the Development Review Process Final Report and Recommendations (October 2010).

CONCLUSION

The requested parking variance for the 23 46th Street, SE project will not adversely impact transportation or parking conditions.

1. The subject site is located within close proximity to the Benning Road Metrorail station and is within walking distance of a number of bus stops. There is also a Capital Bikeshare station located at the Metrorail station.
2. Vehicle ownership rates obtained from Census Tract data indicate the site would generate a parking demand for approximately 4 parking spaces.
3. There is an adequate supply of on-street parking spaces available within the site vicinity to accommodate parking demand (4 spaces) associated with the project. Parking along 46th Street exceeded capacity and was near capacity along B Street, SE between Benning Road and 46th Street. However, within the study area, during the peak survey period, approximately 52 curb spaces were unoccupied (along A Street, B Street and East Capitol Street).
4. The applicant has committed to a Transportation Demand Management plan to encourage use of non-automotive transportation travel to/from the proposed site.



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23 46th Street Residential Development

Technical Appendix

Appendix A. CTR Transportation Assessment Scoping Form

Appendix B. 2008-2012 American Community Survey 5-Year Estimates District of Columbia
Census Tract 99.06



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TRAFFIC ASSESSMENT SCOPING FORM

Project Name: 23 46th Street, Southeast Washington DC

Applicant Team: Habitat for Humanity

Case Type & No. (PUD, LTR, etc.): BZA

Project Location: Ward 7; Generally bounded by Benning Road to the west, B Street to the south and 46th Street to the east.

Current Zoning and/or Overlay District: R-5-A

Date of Filing: TBD

Estimated Date of Hearing: February 10, 2015

Habitat for Humanity provides affordable housing to low income residents and plans to build 5 high quality affordable townhomes at the subject site.

The project will require is 1 space for every townhome. A memorandum will be submitted inclusive of an existing parking conditions assessment and as well as subsection on pedestrian and bicycle access and proposed transportation demand management.

Preliminary Program/trip generation assumptions:

Vehicular

Trip

Generation:

- Trips generated using ITE Trip Generation Manual, 8th Edition, Land Use Code 230 (5 units)¹

TRIPS GENERATED BY MODE	AM Peak Hour			PM Peak Hour			Daily		
	In	Out	Total	In	Out	Total	In	Out	Total
Cars (Alone, Carpool)	0	1	1	1	1	2	9	8	17

Strategic Planning Elements (Planning Documents)

DDOT Comments/Action Items

Proposed Documents:

The study will address how the proposed development considers the primary planning documents of the District, as well as localized studies. We propose that the study include a section addressing the following documents:

- DC Comprehensive Plan
- DC Bicycle Master Plan

¹ Based on average rates for this land use

TRAFFIC ASSESSMENT SCOPING FORM

• DC Pedestrian Master Plan • DC Circulator Transit Development Plan	
<u>Roadway Network, Capacity & Operations</u>	DDOT Comments/Action Items
Proposed Scope: The transportation memorandum will exclude traffic analysis for study area intersections since the project is not expected to generate 25 vehicle trips in the peak hour.	Not sure where these guidelines are from. In the future, please refer to the DDOT CTR Guidelines. The project does not require a full CTR because it is not expected to generate over 25 vehicles trips in the peak hour.
<u>Vehicle Site Access</u> Access Location(s): No on-site vehicular access proposed. Access Control: N/A Existing curb cuts utilized: N/A Existing curb cuts abandoned: N/A Proposed curb cuts: None Curb cut width and radii:	
<u>Development Scenarios</u> Typically, all studies should include the following scenarios: • Existing conditions • Future conditions, at the anticipated build-out year of the development, <u>without</u> the construction of the development (Background Conditions) • Future conditions, at the anticipated build-out year of the development, <u>with</u> the construction of the development (Total Future Conditions) • Forecast year If the proposed development will be in stages, with significant trip generation for each stage, individual phases will need to be examined individually. Proposed Development Scenario:	

TRAFFIC ASSESSMENT SCOPING FORM

The transportation memorandum will exclude traffic analysis for the existing, future background and future conditions development scenarios since the project does not meet any of the threshold criterion (See Roadway Capacity and Operations for the list of criteria)	
<u>Vehicle Study Area</u> No vehicle study area will be analyzed for this project.	
<u>Data Collection and Hours of Analysis</u> Proposed turning movement count intersections: No turning movement vehicular, pedestrian or bicycle counts will be conducted for this project.	
<u>Roadway Improvements</u> Proposed roadway improvements: N/A	
<u>Background Developments</u> N/A	
<u>Background Growth</u> N/A	
<u>Site Trip Distribution & Assignment</u> N/A	
<u>Analysis Methodology</u> Proposed analysis methodology: N/A	
<u>Bicycle & Pedestrian Facilities</u>	DDOT Comments/Action Items
<u>CTR Bike and Pedestrian Study area</u>	Agreed.

TRAFFIC ASSESSMENT SCOPING FORM

Proposed bike and pedestrian study areas: The study will identify existing and proposed pedestrian & bicycle services within the site. The proposed study area consists of: • 46th Street (between East Capitol Street and B Street) • A Street (between 46th Street and 47th Street) • B Street (between Benning Road and 49th Street) • Benning Road (between East Capitol Street and B Street west side) • East Capitol Street (between Benning Road and 47th Street) The bike and pedestrian assessment will include the following : • Map of existing pedestrian facilities such as sidewalks (or missing portions), crosswalks and marking types and ADA compliance at curb ramps, within a quarter-mile radius • Map of existing and proposed bicycle facilities including trails, bike lanes and bikeshare • Description of pedestrian and bicycle access routes to/from the site and transit stops, Metrorail stations, the Fort Circle and Marvin Gaye Trail, and other major generators • Identification of existing and proposed sidewalk widths • Identification of existing Capital Bikeshare locations and demand • Description of future on-site bicycle parking in private and public space including short term and long term number and location (indoor and outdoor) of bicycle parking spaces, storage and proposed bike rack standards • Comparison of proposed on-site bike parking to zoning requirements	
<u>Data Collection and Analysis of Bike Network and Facilities</u> Proposed Bike network and facilities analysis: • N/A	
<u>Transit Service</u>	DDOT Comments/Action Items
<u>CTR Transit study area</u>	Not needed.

TRAFFIC ASSESSMENT SCOPING FORM

Proposed transit study area: This scope items has been eliminated. •	
<u>Analysis of Transit Network</u> Proposed transit analysis: • N/A	
Site Access and Loading	DDOT Comments/Action Items
The Site access and loading report sections will include the following : • Description of site access for pedestrians and bicyclists. No vehicular site access is proposed. Freight\Delivery The assessment will identify the applicant's plan to accommodate service delivery and loading. Proposed Loading Analysis: • N/A. There are no loading requirements for the project per zoning regulations. • The memorandum will include a statement on proposed trash pick-up and operations.	Please identify how trash will be picked up.
Parking	DDOT Comments/Action Items
Proposed Parking Analysis: Inventory and occupancy data will be collected for on-street parking along the following roadways segments: • 46th Street (between East Capitol Street and B Street) • A Street (between 46th Street and 47th Street) • B Street (between Benning Road and 49th Street) • Benning Road (between East Capitol Street and B Street west side)	Agreed.

TRAFFIC ASSESSMENT SCOPING FORM

East Capitol Street (between Benning Road and 47th Street) Occupancy data will be collected during a weekday evening at 6:30 pm and night survey at 9:00 PM. Future parking demand projections will be calculated. Zoning (R-5-A) requires 1 parking space for every townhome thus the applicant will request a variance for 5 parking spaces.	
Transportation Demand Management	DDOT Comments/Action Items
Proposed TDM Plan: The study will include a description of the recommended TDM plan for the development and a list of proposed commitments proffered by the applicant. The TDM plan components will be compared to those recommended for projects of its size within DDOT's TDM guidelines.	
Safety	DDOT Comments/Action Items
Proposed Safety Analysis: N/A	
Streetscape/Public Realm	DDOT Comments/Action Items
N/A	

Proposed Schedule:

- DDOT comments on Scoping Document:
- Transportation Consultant/Applicant responses to comments:
- Submission of Assessment to DDOT:
- BZA Hearing Date: February 10, 2015

List of Figures, Tables, and Appendices:



DP04

SELECTED HOUSING CHARACTERISTICS

2008-2012 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	District of Columbia, District of Columbia				Census Tract 99.06, District of Columbia, District of Columbia
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
HOUSING OCCUPANCY					
Total housing units	296,671	+/-117	296,671	(X)	737
Occupied housing units	261,192	+/-1,566	88.0%	+/-0.5	598
Vacant housing units	35,479	+/-1,564	12.0%	+/-0.5	139
Homeowner vacancy rate	3.0	+/-0.4	(X)	(X)	0.0
Rental vacancy rate	6.4	+/-0.5	(X)	(X)	7.3
UNITS IN STRUCTURE					
Total housing units	296,671	+/-117	296,671	(X)	737
1-unit, detached	35,992	+/-784	12.1%	+/-0.3	80
1-unit, attached	75,976	+/-1,127	25.6%	+/-0.4	244
2 units	8,518	+/-558	2.9%	+/-0.2	39
3 or 4 units	22,667	+/-927	7.6%	+/-0.3	32
5 to 9 units	18,821	+/-810	6.3%	+/-0.3	90
10 to 19 units	31,865	+/-1,030	10.7%	+/-0.3	246
20 or more units	102,492	+/-1,426	34.5%	+/-0.5	6
Mobile home	118	+/-69	0.0%	+/-0.1	0
Boat, RV, van, etc.	222	+/-112	0.1%	+/-0.1	0
YEAR STRUCTURE BUILT					
Total housing units	296,671	+/-117	296,671	(X)	737
Built 2010 or later	590	+/-146	0.2%	+/-0.1	0
Built 2000 to 2009	22,470	+/-949	7.6%	+/-0.3	33
Built 1990 to 1999	8,412	+/-712	2.8%	+/-0.2	38
Built 1980 to 1989	12,149	+/-828	4.1%	+/-0.3	6
Built 1970 to 1979	22,258	+/-944	7.5%	+/-0.3	89
Built 1960 to 1969	38,083	+/-1,204	12.8%	+/-0.4	257
Built 1950 to 1959	44,628	+/-1,411	15.0%	+/-0.5	91
Built 1940 to 1949	45,311	+/-1,261	15.3%	+/-0.4	208
Built 1939 or earlier	102,770	+/-1,616	34.6%	+/-0.5	15
ROOMS					

Subject	District of Columbia, District of Columbia				Census Tract 99.06, District of Columbia, District of Columbia
	Estimate	Margin of Error	Percent	Percent Margin of Error	Estimate
Total housing units	296,671	+/-117	296,671	(X)	737
1 room	21,020	+/-1,225	7.1%	+/-0.4	36
2 rooms	19,318	+/-900	6.5%	+/-0.3	0
3 rooms	65,316	+/-1,423	22.0%	+/-0.5	217
4 rooms	57,625	+/-1,450	19.4%	+/-0.5	179
5 rooms	35,764	+/-1,252	12.1%	+/-0.4	141
6 rooms	30,796	+/-947	10.4%	+/-0.3	80
7 rooms	21,766	+/-856	7.3%	+/-0.3	49
8 rooms	17,812	+/-815	6.0%	+/-0.3	15
9 rooms or more	27,254	+/-805	9.2%	+/-0.3	20
Median rooms	4.2	+/-0.1	(X)	(X)	4.1
BEDROOMS					
Total housing units	296,671	+/-117	296,671	(X)	737
No bedroom	25,966	+/-1,210	8.8%	+/-0.4	36
1 bedroom	93,430	+/-1,593	31.5%	+/-0.5	217
2 bedrooms	80,822	+/-1,761	27.2%	+/-0.6	353
3 bedrooms	62,031	+/-1,270	20.9%	+/-0.4	131
4 bedrooms	23,328	+/-860	7.9%	+/-0.3	0
5 or more bedrooms	11,094	+/-590	3.7%	+/-0.2	0
HOUSING TENURE					
Occupied housing units	261,192	+/-1,566	261,192	(X)	598
Owner-occupied	110,853	+/-1,505	42.4%	+/-0.6	331
Renter-occupied	150,339	+/-1,834	57.6%	+/-0.6	267
Average household size of owner-occupied unit	2.28	+/-0.02	(X)	(X)	2.44
Average household size of renter-occupied unit	2.08	+/-0.02	(X)	(X)	2.37
YEAR HOUSEHOLDER MOVED INTO UNIT					
Occupied housing units	261,192	+/-1,566	261,192	(X)	598
Moved in 2010 or later	39,691	+/-1,303	15.2%	+/-0.5	41
Moved in 2000 to 2009	141,317	+/-1,838	54.1%	+/-0.6	380
Moved in 1990 to 1999	35,419	+/-1,109	13.6%	+/-0.4	37
Moved in 1980 to 1989	17,980	+/-866	6.9%	+/-0.3	54
Moved in 1970 to 1979	13,468	+/-633	5.2%	+/-0.2	29
Moved in 1969 or earlier	13,317	+/-591	5.1%	+/-0.2	57
VEHICLES AVAILABLE					
Occupied housing units	261,192	+/-1,566	261,192	(X)	598
No vehicles available	95,206	+/-1,817	36.5%	+/-0.6	202
1 vehicle available	116,302	+/-1,775	44.5%	+/-0.6	297
2 vehicles available	39,654	+/-1,162	15.2%	+/-0.4	78
3 or more vehicles available	10,030	+/-488	3.8%	+/-0.2	21
HOUSE HEATING FUEL					
Occupied housing units	261,192	+/-1,566	261,192	(X)	598
Utility gas	161,857	+/-1,580	62.0%	+/-0.5	405
Bottled, tank, or LP gas	2,443	+/-291	0.9%	+/-0.1	6
Electricity	85,799	+/-1,552	32.8%	+/-0.5	187
Fuel oil, kerosene, etc.	7,765	+/-557	3.0%	+/-0.2	0
Coal or coke	58	+/-36	0.0%	+/-0.1	0
Wood	55	+/-49	0.0%	+/-0.1	0
Solar energy	17	+/-20	0.0%	+/-0.1	0
Other fuel	1,364	+/-240	0.5%	+/-0.1	0
No fuel used	1,834	+/-244	0.7%	+/-0.1	0