

## **SUPPLEMENTAL REPORT**

**TO:** District of Columbia Zoning Commission

**FROM:** Ron Barron, Development Review Division  
*JL for* Jennifer Steingasser, Deputy Director, Development Design & Preservation

**DATE:** November 4, 2024

**SUBJECT:** ZC Case 24-12: Setdown Report for Consolidated PUD and Related Map Amendment at 4201 Garrison St. NW

### **I. RECOMMENDATION**

The Office of Planning (OP) recommends that the Zoning Commission **set down** this application by Harrison Wisconsin Owner, LLC to rezone Square 1666, Lot 810 & portion of Lot 809, located at 4201 Garrison St. NW from R-2 for the eastern portion to RA-3. On balance, when viewed through a racial equity lens, the proposal would not be inconsistent with the Comprehensive Plan and the Wisconsin Avenue Development Framework Plan, and the filing generally meets the requirements of 11 DCMR Subtitle X, Chapter 3.

### **II. APPLICATION-IN-BRIEF**

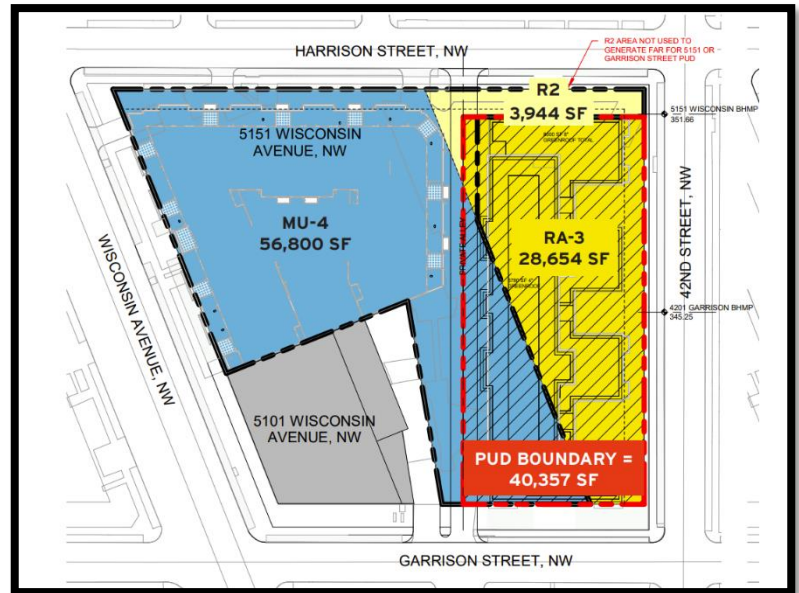
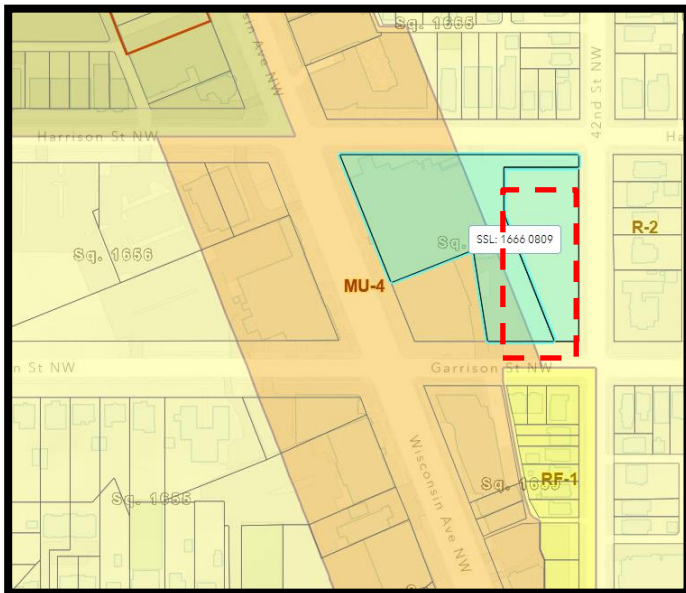
The Applicant proposes a redevelopment of the PUD Site, currently improved by surface parking and a decommissioned 705-foot television tower. The proposed development comprises a new residential building with a gross floor area of approximately 123,444 square feet and a maximum height of 50 feet. This development is anticipated to yield 127 residential units, of which 33% will be designated as affordable housing. The affordable housing units will be allocated to households with incomes at 50%, 60%, and 80% of the Median Family Income (MFI). Underground parking for 82 vehicles and bicycle parking will also be provided. Additionally, the Project aims to enhance the surrounding streetscape with new trees and green features. The Applicant plans to provide further details on sustainable measures in a future filing.

<b>Applicant</b>	Harrison Wisconsin Owner, LLC
<b>Proposed Map Amendment</b>	Consolidated PUD & Related Map Amendment from R-2 for the eastern portion to RA-3
<b>Address</b>	4201 Garrison St. NW
<b>Ward and ANC</b>	Ward 3 / ANC 3E
<b>Legal Description</b>	Square 1666, Lot 810 & portion of Lot 809
<b>Property Size</b>	Portion to be rezoned is 3,944 sq. ft.
<b>Future Land Use Map Designation</b>	Principally Residential-Moderated Density with the southeast portion designated as Mixed-Use Medium Residential / Moderate density Commercial.

<b>Generalized Policy Map Designation</b>	Principally Neighborhood Conservation Area with the southeast portion designated as Main Street Mixed Use Corridors Commercial.
<b>Small Area Plan</b>	The Wisconsin Ave. Development Framework, which recommends this area as a transition zone between higher density mixed use along Wisconsin Ave. NW and the low density residential to the north and east.
<b>Historic District</b>	None

### III. SITE AND AREA

The subject property located in Square 1666, covers approximately 40,357 square feet and is bordered by Wisconsin Avenue, Harrison Street, 42nd Street, and Garrison Street. A private alley separates it from a commercial office building. To the west, the site adjoins the former WTTG/Fox 5 DC headquarters, which is also owned by the Applicant and is zoned for a new multifamily building with ground floor retail and 210 residential units. The PUD Site sits east of Wisconsin Avenue in Upper Northwest, surrounded by a mix of commercial and lower-density residential uses. Institutional buildings and moderate- and low-density housing are also located throughout the area. Public transportation is available with the Friendship Heights Metro station just north and Tenleytown Metro further south.



### IV. ZONING ANALYSIS

The PUD Site is divided into two zoning areas: the western portion is in the MU-4 zone, which allows for moderate-density mixed-use development, including shopping, business, housing, and mixed uses. The eastern portion is in the low density Residential R-2 zone, which is predominantly detached and semi-detached houses on moderately sized lots.

The applicant proposes to change the zoning of a portion of the PUD Site from R-2 to RA-3. The RA-3 zone is a medium density residential zone, which allows multi-family dwellings. The MU-4 portion of the site would remain zoned MU-4.

The following table summarizes the effect of the proposed RA-3 zone in comparison to the existing R-2 zone.

	<b>Existing R-2 Zone</b>	<b>Existing MU-4 Zone</b>	<b>Proposed Zone: RA-3 w/PUD</b>	<b>PUD Proposal</b>
<b>Permitted Uses</b>	Low-density residential uses	Low to moderate density mixed use	Predominantly medium-density residential uses	Multiple-dwelling bldg. with 127 units
<b>Height</b>	40 ft. 3 stories	50 ft. max.	75 ft.	50 ft. 3 in.
<b>Floor Area Ratio</b>	N/A	2.5 FAR max. 3.0 IZ	3.0 FAR, 3.6 IZ FAR 4.31 FAR (20% PUD Bonus)	3.06 for the site; 4.308 for the portion to be zoned RA-3
<b>Penthouse Height</b>	n/a	12 ft. habitable, 15 ft. mechanical	12 ft. habitable, 18.5 ft. mechanical	12 ft. habitable, 18 ft. mechanical
<b>Lot Occupancy</b>	40% max.	60% max.; 75% with IZ	75%	69.2%
<b>Rear Yard</b>	20 ft. min.	15 ft. min.	17 ft.	10.8 ft.
<b>Side Yard</b>	8 ft. min.	None required, 5 ft. min if provided	None, 4 ft. min. if provided	None proposed.
<b>Vehicle Parking (&amp; 50% metro reduction)</b>	1 space per single family dwelling min.	1 space / 3 dwelling units over 4 units	1 space / 3 dwelling units over 4 units = 41 spaces	82 spaces
<b>Bicycle Parking</b>	N/A	Long term, 1 / 3 DU; Short term, 1 / 20 DU	6 short-term spaces 42 long-term spaces	Complies
<b>Loading</b>	N/A	1 Loading Berth 1 Service / Delivery space	1 Loading Berth 1 Service / Delivery space	Complies
<b>GAR</b>	N/A	0.3	0.3	Complies

## Requested Flexibility

### a. Zoning Flexibility

The Applicant is seeking the following zoning flexibility for two areas of noncompliance:

#### Penthouse Side Setback – West Elevation

Pursuant to Subtitle C § 1504.1(c)(2), a penthouse must be set back from all roof edges a distance at least equal to the height of the penthouse itself, or in this instance 12 ft. minimum. The applicant would provide this setback from the east, north and south building facades but is proposing to not provide it on the west side, which faces a public alley and the rear of the existing structures at 5101 and 5151 Wisconsin Ave. NW. This is intended to maximize the setback on the sides facing the residential neighborhoods, to lessen visibility of the proposed penthouse.

#### Rear Yard – PUD Site Boundary

Pursuant to Subtitle D § 318.8, on a “corner lot abutting three (3) or more streets, the depth of rear yard may be measured from the center line of the street abutting the lot at the rear of the structure.”

Based on this measurement, the applicant is able to provide 10.75 ft. of rear yard. The RA-3 zone requires 17 ft. based on the standard of 4 in. per 1 ft. in principal height.

### **b. Design Flexibility**

**Interior Components:** To vary the location and design of all interior components, including partitions, structural slabs, doors, hallways, columns, stairways, atria, and mechanical rooms, provided that the variations do not change the exterior configuration of the building as shown on the plans approved by the order.

**Exterior Materials – Color:** To vary the final selection of the colors of the exterior materials based on availability at the time of construction, provided such colors are within the color ranges shown on the plans approved by the order.

**Exterior Details – Location and Dimension:** To make minor refinements to the locations and dimensions of exterior details that do not substantially alter the exterior configuration of the building or design shown on the plans approved by the order. Examples of exterior details would include, but are not limited to, doorways, canopies, railings, and skylights.

**Number of Units:** To provide a range in the approved number of residential dwelling units of plus or minus ten percent (10%), except that (1) the total square footage of the residential dwelling units shall not be reduced, and (2) the number of units and the square footage reserved for affordable housing shall not be reduced.

**Parking Layout:** To make refinements to the approved parking configuration, including layout and number of parking space plus or minus ten percent (10%), so long as the number of parking spaces is at least the minimum number of spaces required by the Zoning Regulations.

**Streetscape Design:** To vary the location, attributes, and general design of the approved streetscape to comply with the requirements of, and the approval by, the DDOT Public Space Division.

**Signage:** To vary the font, message, logo, and color of the approved signage, provided that the maximum overall dimensions and signage materials are consistent with the signage on the plans approved by the order and are compliant with the DC signage regulations.

**Sustainable Features:** To vary the approved sustainable features of the project.

OP will provide detailed analyses of the requested zoning flexibility prior to the public hearing, should the Commission set the application down. OP will also ensure that the design related flexibility is consistent with recent Zoning Commission approvals for PUDs.

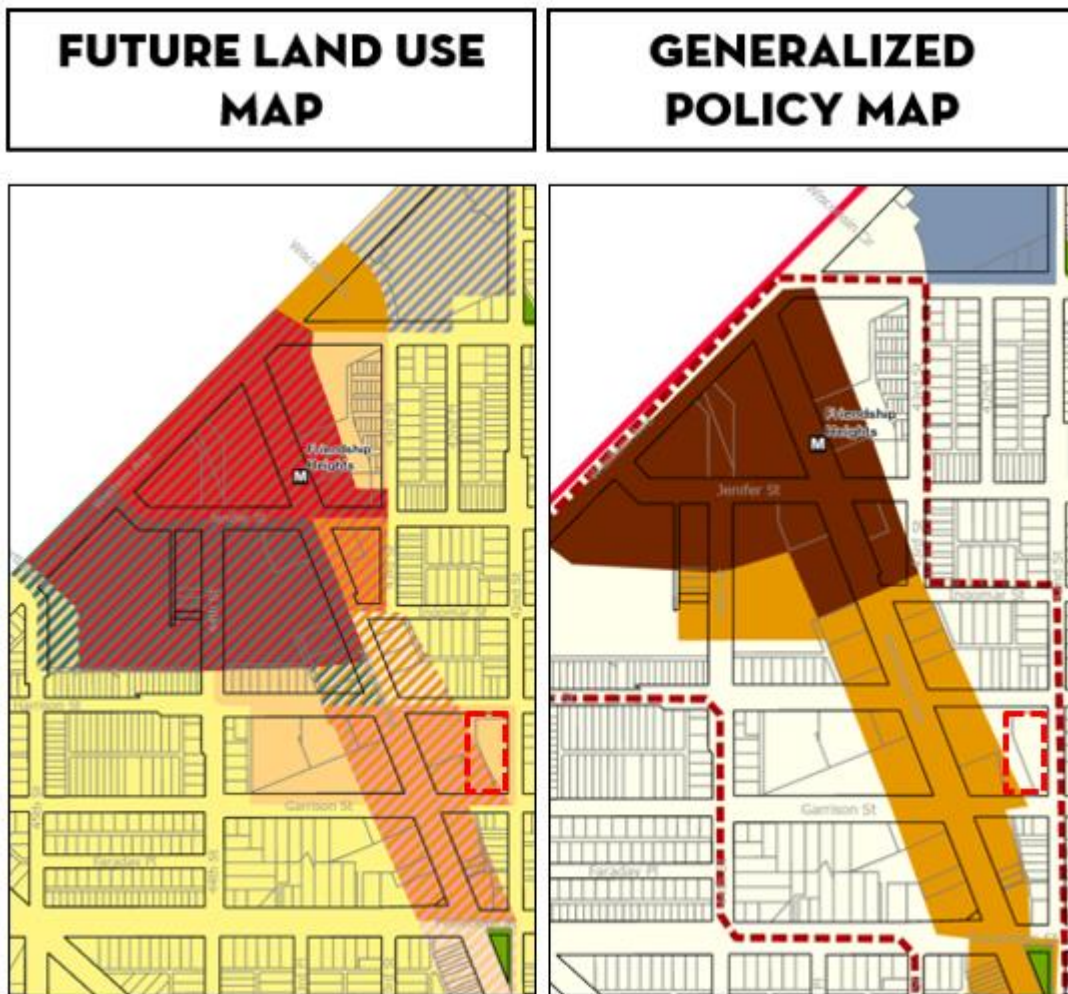
## **V. PLANNING CONTEXT**

### **Brief History of the Site**

Friendship Heights was named for the 3,123-acre “Friendship” tract patented in 1711. The first subdivision of the name was platted by Henry W. Offutt by 1902, nearby in Maryland. In 1909, the Capital Realty Company undertook its own subdivision of the former Heider farm on Wisconsin, naming it Wisconsin Avenue Park. The following year, much of the Voigt farm was carved into the National Highlands neighborhood, and in 1924, Offutt subdivided portions of two small farms on River Road in the District. The piecemeal development of these subdivisions gives the residential streets a variety not unlike Tenleytown. This stretch of Wisconsin, home to transit terminals and the Tolman laundry, was still sparsely developed, defined as much by convenience shops and gas stations when Lord & Taylor became the first major store, erected on the Mazza family parcel in 1959.

The applicant provides an interesting history of discriminatory land use and financing tools used for the exclusion of Black residents and other minorities at [Exhibit 3F](#) p.33, as well as current efforts by the District and the area to address this history. The 1937 Federal Housing Administration map, which used race to determine loan eligibility, designated many areas in Rock Creek West as high-risk. Racially restrictive covenants and zoning policies, often enforced by real estate developers and White citizens associations, were used to create and maintain racial barriers. In this manner, federal and local zoning policies concentrated investment in predominantly White areas. Today, Rock Creek West remains predominantly White, with 74% of the population."

### **Comprehensive Plan Maps**



### ***Future Land Use Map (FLUM)***

The Future Land Use Map (FLUM) indicates the most of the site is appropriate for Moderate Density Residential. A smaller portion near Garrison St. NW is designated as appropriate for Mixed Medium-density Residential and Moderate-density Commercial.

*Moderate Density Residential: This designation is used to define neighborhoods generally, but not exclusively, suited for row houses as well as low-rise garden apartment complexes. The designation also applies to areas characterized by a mix of single-family homes, two- to four-unit buildings, row houses, and low-rise apartment buildings. In some neighborhoods with this designation, there may also be existing multi-story apartments, many built decades ago when the areas were zoned for*



*more dense uses (or were not zoned at all). Density in Moderate Density Residential areas is typically calculated either as the number of dwelling units per minimum lot area, or as a FAR up to 1.8, although **greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development.** The R-3, RF, and RA-2 Zone Districts are consistent with the Moderate Density Residential category, and other zones may also apply. 227.6*

*Medium Density Residential: This designation is used to define neighborhoods or areas generally, but not exclusively, suited for mid-rise apartment buildings. The Medium Density Residential designation also may apply to taller residential buildings surrounded by large areas of permanent open space. Pockets of low and moderate density housing may exist within these areas. Density typically ranges from 1.8 to 4.0 FAR, although greater density may be possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The RA-3 Zone District is consistent with the Medium Density Residential category, and other zones may also apply. 227.7*

*Moderate Density Commercial:*

*This designation is used to define shopping and service areas that are somewhat greater in scale and intensity than the Low-Density Commercial areas. Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts that draw from a broader market area. Buildings are larger and/or taller than those in Low Density Commercial areas. Density typically ranges between a FAR of 2.5 and 4.0, with greater density possible when complying with Inclusionary Zoning or when approved through a Planned Unit Development. The MU-5 and MU-7 Zone Districts are representative of zone districts consistent with the Moderate Density Commercial category, and other zones may also apply. 227.11*

The proposal would be, on balance, not inconsistent with the intent of the FLUM designations. The Plan envisions additional density as being consistent with the designation's guidance through a PUD or for the provision of Inclusionary Zoning. In this case, as part of this PUD application, the applicant would exceed IZ requirements. In addition, the FAR for the site as a whole, including the portions zoned MU-4 and R-2 for which the applicant is not utilizing density, would be an FAR of 3.06. This is consistent with the density permitted for a moderate density residential designation.

***Generalized Policy Map***

*The guiding philosophy in Neighborhood Conservation Areas is to conserve and enhance established neighborhoods, but not preclude development, particularly to address city-wide housing needs. Limited development and redevelopment opportunities do exist within these areas. The diversity of land uses and building types in these areas should be maintained and new development, redevelopment, and alterations should be compatible with the existing scale, natural features, and character of each area. Densities in Neighborhood Conservation Areas are guided by the Future Land Use Map and Comprehensive Plan policies. Approaches to managing context-sensitive growth in Neighborhood Conservation Areas may vary based on neighborhood socio-economic and development characteristics. In areas with access to opportunities, services, and amenities, more levels of housing affordability should be accommodated. Areas facing housing insecurity (see Section 206.4) and displacement should emphasize preserving affordable housing and enhancing neighborhood services, amenities, and access to opportunities. 225.5*

The proposed PUD and map amendment would not be inconsistent with the Generalized Policy Map. The map identifies the property as within a Neighborhood Conservation Area. This designation does not preclude development that addresses critical citywide housing needs. The

proposed project aligns with this objective by introducing new housing units, including affordable options, on the site.

### **COMPREHENSIVE PLAN POLICES THROUGH A RACIAL EQUITY LENS**

The Commission's Racial Equity Tool asks what community is impacted by the zoning action. The subject property is in the Rock Creek West (RCW) planning area. In general, the proposal would be consistent with the racial equity goals of the Comprehensive Plan. The proposal would add much needed housing stock to the planning area, including dedicated affordable units, with no direct displacement and little risk of indirect displacement.

The Zoning Commission has developed a four-part Racial Equity Toolkit for Applicants and OP to utilize in evaluation of actions brought before the Commission.

#### ***Part 1 – Guidance regarding the Comprehensive Plan***

##### **Citywide Elements of the Comprehensive Plan**

As noted above, the proposal would be not inconsistent with both Comp Plan Generalized Policy Map and Future Land Use Map. The proposed development is also, on balance, not inconsistent with the Citywide and Area Elements of the Comprehensive Plan. For the full text of each policy statement referenced, please refer to Appendix I.

#### **Chapter 3 - Land Use Element**

The applicant proposes to replace an existing surface parking lot and defunct radio tower with 127 units of new housing, 33% of which would be dedicated affordable. The development is intended to act as a transition between the lower density residential development to the east and the higher mixed-use density development along Wisconsin Ave. NW, while further the Comprehensive Plan direction to provide new infill development along a major corridor. The proposal is expected to enhance the diversity of both housing types and future residents, creating new housing opportunities for area and DC residents.

##### ***Policy LU-1.1 Supporting Growth***

##### ***Policy LU-1.1.1: Future Planning Analysis and Resilience Focus Areas***

##### ***Policy LU-1.4.1: Station Areas as Neighborhood Centers***

##### ***Policy LU-1.4.2: Development Around Metrorail Stations***

##### ***Policy LU-1.4.3: Housing Around Metrorail Stations***

##### ***Policy LU-1.4.4: Affordable Rental and For-Sale Multi-family Housing Near Metrorail Stations***

##### ***Policy LU-1.4.6: Development Along Corridors***

##### ***Policy LU-1.5.1: Infill Development***

##### ***Policy LU-2.1.1: Variety of Neighborhood Types***

##### ***Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods***

##### ***Policy LU-2.1.5: Support Low-Density Neighborhoods***

##### ***Policy LU-2.1.8 Explore Approaches to Additional Density in Low and Moderate-Density Neighborhoods***

##### ***Policy LU-2.1.13: Planned Unit Developments in Neighborhood Commercial Corridors***

##### ***Policy LU-2.2.4: Neighborhood Beautification***

#### **Chapter 4 - Transportation Element**

The applicant proposes a new multifamily development that would be within a short walking distance of the Friendship Heights Metrorail Station and served by Metrobus routes, providing good

access to the site, and from the site to employment areas and services. The proposal would enhance pedestrian safety by replacing an underutilized surface parking lot. The applicant has also committed to working with DDOT to develop and implement a Transportation Demand Management (TDM) Plan for the life of the project.

***Policy T-1.1.4: Transit-Oriented Development***

***Policy T-1.1.7: Equitable Transportation Access***

***Policy T-2.4.1: Pedestrian Network***

***Policy T-2.4.2: Pedestrian Safety***

***Policy T-3.1.1: TDM Programs***

## **Chapter 5 - Housing Element**

The applicant proposes a new multifamily development that would add 127 units of new housing, 33% of which would be dedicated affordable. These would be a mix of market rate and dedicated affordable units in a planning area that has traditionally seen higher than average housing costs. The proposal would further the production goals of District plans and foster greater economic and potentially ethnic diversity. It would provide new potential housing options and opportunities for residents of the area wishing to remain the neighborhood, and for DC residents wishing to locate in Rock Creek West.

***Policy H-1.1.1: Private Sector Support***

***Policy H-1.1.2: Production Incentives***

***Policy H-1.1.3: Balanced Growth***

***Policy H-1.1.5: Housing Quality***

***Policy H-1.1.8: Production of Housing in High-Cost Areas***

***Policy H-1.1.9: Housing for Families***

***Policy H-1.2.2: Production Targets***

***Policy H-1.2.5: Moderate-Income Housing***

***Policy H-1.2.7: Density Bonuses for Affordable Housing***

***Policy H-1.2.9 Advancing Diversity and Equity of Planning Areas***

## **Chapter 6 Environmental Protection**

The applicant proposes a new multifamily development that would leverage energy-efficient building techniques and site planning, though would not, as yet, achieve LEED certification (see Potential Inconsistencies, below). The Applicant is also committed to providing green roof systems and maximizing solar panels on the roof and is evaluating additional sustainable measures to integrate into the Project. The site is under-utilized as surface parking at present, and would be replaced with a mixed income infill housing development on a site that is proximate to a major corridor and public transit.

***Policy E-1.1.1: Resilience to Climate Change as a Civic Priority***

***Policy E-1.1.2: Urban Heat Island Mitigation***

***Policy E-3.2.7: Energy-Efficient Building and Site Planning***

***Policy E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff***

***Policy E-4.2.1: Support for Green Buildings***

## **Chapter 9 Urban Design**

The applicant proposes a new multifamily development that would provide a mixed income housing infill development, replacing an underutilized surface parking lot. The design features are also



consistent with the neighborhood character, scale and massing provisions of this Element. The building would incorporate a façade of varied depth and materials to break down the massing for an appearance of multiple smaller buildings instead of one larger one.

***Policy UD-2.2.1: Neighborhood Character and Identity***

***Policy UD-2.2.5: Infill Development***

***Policy UD-4.2.1: Scale and Massing of Large Buildings***

***Policy UD-4.2.4: Creating Engaging Facades***

### **Rock Creek West Area Element**

The applicant proposes a new multifamily development that would create new housing opportunities while addressing the character of the surrounding neighborhood. The development would also act as a transition between the surrounding lower density residential neighborhoods and higher density mixed-use district along Wisconsin Ave. NW.

***Policy RCW-1.1.1: Neighborhood Conservation***

***Policy RCW-2.2.1: Housing Opportunities***

***Policy RCW-2.2.5: Land Use Compatibility Along Wisconsin Avenue NW***

***Action RCW-2.2.A: Zoning and Design Measures***

### **Potential Inconsistencies**

The following potential inconsistencies with the Comprehensive Plan we also identified in the application materials:

***Policy LU-1.4.7: Parking Near Metro Stations - Encourage the creative management of parking around transit stations, ensuring that multimodal needs are balanced. New parking should generally be set behind or underneath buildings. Parking should be managed and priced to focus on availability and turnover rather than serving the needs of all-day commuters, while considering the commuting characteristics of District residents, such as access to transit stations and mode use, to provide equitable outcomes. As existing parking assets are redeveloped, one-for-one replacement of parking spaces should be discouraged, as more transit riders will be generated by people living, working, and shopping within walking distance of the transit station. (§ 307.15)***

***Policy LU-2.1.11: Residential Parking Requirements - Parking requirements for residential buildings should respond to the varying levels of demand associated with different unit types, unit sizes, unit locations (including proximity to transit), and emerging transportation trends and new technology (such as the sharing economy and autonomous vehicles (AVs)). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow. Reductions in parking may be considered where transportation-demand management measures are implemented and a reduction in demand can be demonstrated. (§ 310.18)***

***Policy T-1.1.8: Minimize Off-Street - Parking An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged. (§ 403.14)***

The application is proposing to provide 82 parking spaces where only 41 are required; the application notes that this is in response to requests for additional parking from neighborhood residents. As stated elsewhere, the applicant has committed to working with DDOT to study and mitigate the potential impacts of such a large increase in off-street parking.

***Policy H-1.6.5: Net-Zero, Energy Efficient Housing - Encourage new housing units in the District to be net-zero energy and water efficient. (§ 508.9)***

While the applicants cite many sustainability design features, the Project does not yet fully meet the Comprehensive Plan goals for net-zero energy and water efficiency. The Applicant has committed to collaborating with DOEE and DOB to optimize green infrastructure implementation.

***Part 2 – Applicant/Petitioner Community Outreach and Engagement***

The applicant has provided details of their ongoing outreach efforts at [Exhibit #3F](#), page 31. This includes adjacent neighbors and area residents and businesses, the Harrison Condominium Homeowners Association, and ANC 3E. These discussions were initiated in 2018 regarding the re-development of this block and have continued since. The applicant notes the inclusion of more two and two-bedroom + dens units resulting from a demand for more family sized units, improved environmental design, removal of the television tower, and the provision of dedicated affordable housing units as responsive to community input. The filing also notes that parking was a major concern, with fears of over-flow parking onto neighborhood streets. The filing notes that community outreach continues; the applicant is encouraged to continue these discussions and to provide an update as part of any additional filings prior to a hearing for this case.

***Part 3 – Disaggregated Data by Planning Area***

The data below compares the demographic information for the Rock Creek West (RCW) Planning Area with District-wide information, disaggregated by race and ethnicity retrieved from the DC Demographic Data Hub at <https://opdatahub.dc.gov/>. The data is from the last two 5-year American Community Surveys (ACS DATA) conducted by the US Census to demonstrate the trajectory of demographic change over time. Each table below covers both 5-year periods and compares the data for the Rock Creek West (RCW) Planning Area, in which the subject site is located, with District-wide data. Additional demographic data is provided in the tables of Attachment II.

**Population by Race/Ethnicity**

The population data of RCW showed a decrease between 2016 to 2022, compared with the growth in population of the District as a whole. RCW has the highest percentage of white residents and lowest percentage of Black or African American residents of all ten planning areas, although the number and percentage of white residents decreased, and the number and percentage of Black residents rose slightly from 2016 to 2022, as was the case for Hispanic residents.

**Table 1: Population/Race or Ethnicity Districtwide and in the RCW Planning Area (2012-2016 and 2018-2028)**

Race or Ethnicity	District 2012-16	District% 2012-16	District 2018-22	District% 2018-22	RCW 2012-16	RCW% 2012-16	RCW 2018-22	RCW% 2018-22
Total Population	659,009	100%	670,587	100%	91,389	13.9%	87,946	100%
White	266,035	40%	265,633	40%	73,607	80.5%	64,979	74%
Black	318,598	48%	297,101	44%	6,745	7.4%	7,660	9%
American Indian and Alaskan Native	2,174	0%	2,209	0%	293	0.3%	157	0%
Asian	24,036	4%	27,067	4%	5,479	6%	5,213	6%

Race or Ethnicity	District 2012-16	District% 2012-16	District 2018-22	District% 2018-22	RCW 2012-16	RCW% 2012-16	RCW 2018-22	RCW% 2018-22
Native Hawaiian and Other Pacific Islander	271	0%	420	0%	0	0%	50	0%
Some other race	29,650	4%	30,879	5%	1,552	1.7%	1,981	2%
Two or more races	18,245	3%	47,278	7%	3,622	4%	7,906	9%
Hispanic	69,106	10%	77,168	12%	9,250	10.1%	9,884	11%

### **Median Household Income**

RCW residents had a significantly higher median income than the District as a whole between the two time periods, and it rose at a rate higher than that of the planning area as a whole. The income of Hispanic residents or those of two or more races also increased significantly more in the RCW area than for the District as a whole.

The median income of the Black population in RCW, however, *decreased* between the two time periods, while the income for Black residents in the District as a whole increased. RCW was one of only two planning areas (along with Central Washington) where the median income of Black or African Americans did not increase during this time period. The median income of RCW's Asian population increased but remains slightly below the median of the District-wide Asian population.

**Table 2: Median Income Districtwide and in the RCW Planning Area**

Median Household Income	District 2012-2016	District 2018-2022	RCW 2012-2016	RCW 2018-2022
Total Median	\$72,935	\$101,722	\$118,411	\$151,015
White	\$119,564	\$160,745	\$128,941	\$170,781
Black	\$40,560	\$57,076	\$ 76,527	\$71,397
American Indian and Alaskan Native	\$51,306	\$60,390	\$ 47,168	NA
Asian	\$91,453	\$123,660	\$ 91,732	\$137,974
Native Hawaiian and Other Pacific Islander	NA	-	NA	-
Some other race	\$48,047	\$61,851	\$100,817	\$91,139
Two or more	\$83,243	\$108,455	\$ 82,692	\$142,188
Hispanic	\$60,848	\$94,203	\$ 89,063	\$141,191

### **Age & Vulnerable Residents of Rock Creek West**

The median age of the RCW Planning Area for the 2018-2022 time period is slightly lower than that of the District as a whole, and lower than it was in the 2012-2016 time period. The highest median age was for white and Asian residents. Non-white and Hispanic residents are estimated to have a median age lower than that of White residents. The estimate of the median age of White, Asian, Two or More Races and Hispanic residents all increased between the two periods, while the median age for others was lower.

**Table 3: Median Age Districtwide and in the RCW Planning Area**

<b>Median Age (Years)</b>	<b>District 2012-2016</b>	<b>District 2018-2022</b>	<b>RCW 2012-2016</b>	<b>RCW 2018-2022</b>
Total Population	37.7	35.45	38.2	35
White	40.4	35.3	39.6	45
Black	33.4	38.1	39.1	36
American Indian and Alaskan Native	32.2	41.1	35.4	34
Asian alone	36.5	35.6	37.8	42
Native Hawaiian and Other Pacific Islander	30.8		NA	
Some other race	28	28.8	31.9	25
Two or more races	19.8	30.8	20.1	27
Hispanic	28.4	32.2	33.7	34

The percentage of persons 65 years or older in the planning area is about 8% higher than the Districtwide percentage. The estimated percentage of residents under 18 years of age in the planning area is slightly less than the Districtwide percentage, but also rose between the two time periods. It is possible that in a planning area with a significantly above average percentage of over-65 residents, the number and desirability of the public and private schools in the area and the presence of universities may contribute to the percentage of younger population remaining generally the same as the District-wide average. The estimate of the disability rate Districtwide has remained fairly constant while that of the Planning Area rose between the two time periods but continues to be lower than the Districtwide rate.

**Table 4: Special Populations in the RCW Planning Area and District**

<b>Vulnerable Population</b>	<b>District 2012-2016</b>	<b>District 2018-2022</b>	<b>RCW 2012-2016</b>	<b>RCW 2018-2022</b>
Persons 65 and Older	11.4%	12.6%	16.9%	20.4%
Persons Under 18	17.4%	18.5%	16.7%	17.8%
Percent Disable	11.3%	10.98%	5.7%	7.35%

### **Homeownership**

RCW has the second highest percentage of owner-occupied housing of the District's 10 planning areas at 54%, much higher than the Districtwide average of 41.4%, although the percentage decreased between the two time periods, while that of the District as a whole increased slightly. This may reflect an increasing supply of multi-family options in the RCW area.

In RCW, 58.4%, of white households owned their home, compared with 26.9% by Black and African American households, the lowest of all race groups. The rate of homeownership between the two time periods decreased for both white and Black residents, although the percentage decreased for Black residents was larger. Some Other Race and Hispanics or Latino showed a decrease while there was an increase for Asian, and Two or More Races.

**Table 5 - Owner Occupied Households Districtwide and in the RCW Planning Area (**

<b>Owner Occupancy</b>	<b>Districtwide 2012-2016</b>	<b>Districtwide 2018-2022</b>	<b>Planning Area 2012-2016</b>	<b>Planning Area 2018-2022</b>
<b>Total Owner Occupied</b>	40.7%	41.4%	55.1%	54.0%
<b>White alone</b>	47.8%	47.4%	59.8%	58.4%
<b>Black or African American alone</b>	35.9%	35.9%	29.3%	26.9%
<b>American Indian and Alaskan Native alone</b>	32.8%	25.8%	50.8%	49.1%
<b>Asian alone</b>	39.4%	42.4%	33.0%	34.0%
<b>Native Hawaiian and Other Pacific Islander alone</b>	9.1%	64.2%	0.0%	100.0%
<b>Some other races</b>	17.5%	26.6%	37.3%	28.1%
<b>Two or more races</b>	32.7%	43.9%	33.8%	51.3%
<b>Hispanic or Latino</b>	30.9%	35.35	51.8%	48.6%

Conversely, renter occupancy in the RCW planning area continues to be lower than in the District as a whole, but rose between the two time periods. However, Black and other races continue to have higher rates of rental occupancy than White alone.

**Table 6 - Owner Occupied Households Districtwide and in the RCW Area**

<b>Renter Occupancy</b>	<b>Districtwide 2012-2016</b>	<b>Districtwide (2018-2022)</b>	<b>Planning Area 2012-2016</b>	<b>Planning Area (2018-2022))</b>
<b>Total Renter Occupancy</b>	59.3%	58.6%	44.9%	46.0%
<b>White alone</b>	52.2%	52.6%	40.2%	41.6%
<b>Black or African American alone</b>	64.1%	64.1%	70.7%	73.1%
<b>American Indian and Alaskan Native alone</b>	67.2%	74.2%	49.2%	50.9%
<b>Asian alone</b>	60.6%	57.6%	67.0%	66.0%
<b>Native Hawaiian and Other Pacific Islander alone</b>	90.9%	35.8%	0.0%	0.0%
<b>Some other races</b>	82.5%	73.4%	62.7%	71.9%
<b>Two or more races</b>	67.3%	56.2%	66.2%	48.7%
<b>Hispanic or Latino</b>	69.1%	64.7%	48.2%	51.4%

### **Unemployment Rate**

The unemployment rate in Rock Creek West (RCW) is significantly lower than the District-wide average, at 3.7% compared to 7.1%. However, there are disparities within the neighborhood. Black residents experienced higher unemployment, with a rate of 8.6% compared to 3.5% for White residents, although this is lower than the District-wide estimate of 14%. Other groups also experienced unemployment rates below the District-wide median

**Table 7 – Unemployment Rates Districtwide and in the RCW Area, 2012-2022 Period**

<b>Unemployment Rate</b>	<b>Percent Districtwide (2018-2022)</b>	<b>Percent Planning Area (2018-2022)</b>
<b>Total</b>	7.1	3.7
<b>White alone</b>	2.6	3.5
<b>Black or African American alone</b>	14.0	8.6
<b>American Indian and Alaskan Native alone</b>	2.8	-
<b>Asian alone</b>	2.7	0.9
<b>Native Hawaiian and Other Pacific Islander alone</b>	2.8	-
<b>Some other races</b>	8.0	0.4
<b>Two or more races</b>	4.7	2.4
<b>Hispanic or Latino</b>	5.3	2.7

### **Poverty Rate**

The poverty rate in Rock Creek West (RCW) is substantially lower than the District-wide average, at 7% compared to 15%. However, there are significant disparities within the neighborhood. Black residents experience poverty at a rate of 25%, much higher than the 5% rate for white residents, and slightly higher than the District-wide percentage. Residents identifying as Hispanic or of Two or More Races had poverty rates similar to White residents. All other groups experienced poverty rates closer to the District average.

**Table 8 – Poverty Rates Districtwide and in the RCW Area, 2012-2022 Period**

<b>Poverty Rate</b>	<b>Percent Districtwide (2018-2022)</b>	<b>Percent Planning Area (2018-2022)</b>
<b>Total</b>	15%	7%
<b>White alone</b>	6%	5%
<b>Black or African American alone</b>	24%	25%
<b>American Indian and Alaskan Native alone</b>	24%	13%
<b>Asian alone</b>	13%	13%
<b>Native Hawaiian and Other Pacific Islander alone</b>	14%	-
<b>Some other races</b>	18%	13%
<b>Two or more races</b>	11%	5%
<b>Hispanic or Latino</b>	13%	6%

### **Cost Burden Households**

The percentage of households that are housing cost burdened (spending more than 30% of their income on housing) continues to be lower in the planning area than the District as a whole, and slightly decreased between the two time periods, although nearly a third of all households in the RCW area are housing cost burdened.



**Table 9 – General Economic Characteristics District-wide and of the RCW Planning Area**

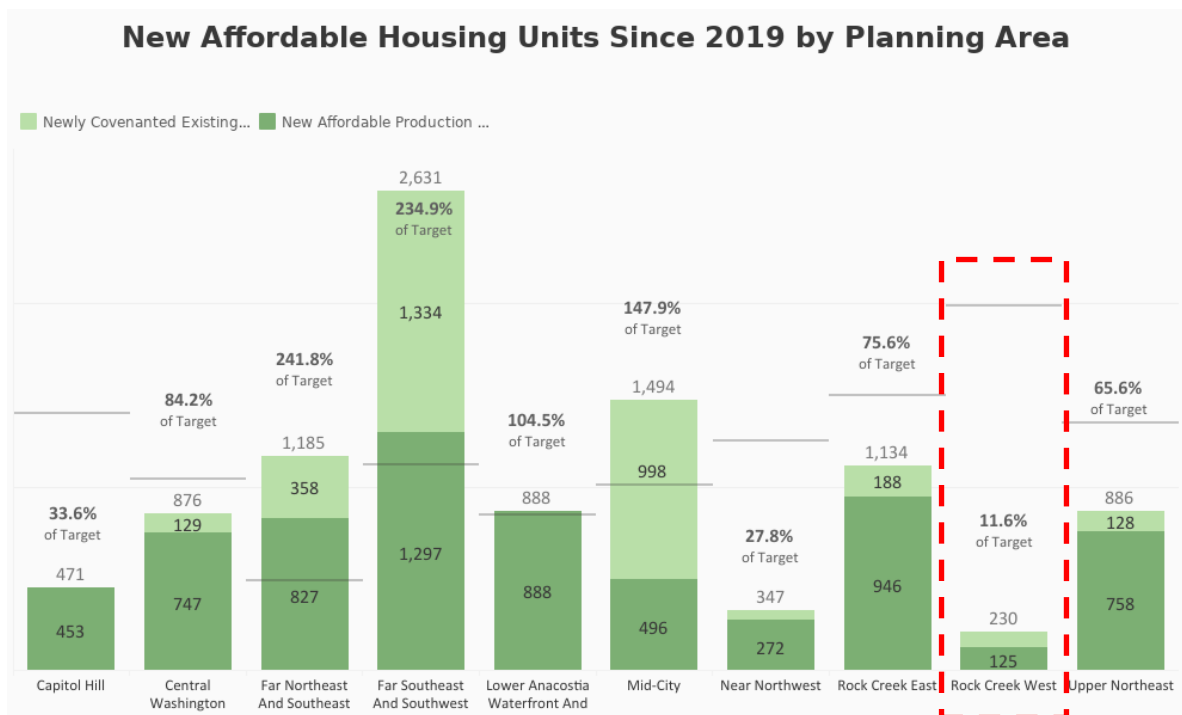
Cost Burdened Households	District 2012-2016	District 2018-2022	RCW 2012-2016	RCW 2018-2022
Cost Burdened Households	38.6%	36.1%	31.1%	29.8%

The potential impacts of the proposed PUD are generally favorable and consistent with the Comprehensive Plan. The project would introduce much-needed residential units, including affordable housing options on a currently under-utilized surface parking lot, consistent with the housing development goals of the District and particularly the goals for the Rock Creek West Planning area. The site is in close proximity to two Metro stations, providing access to services and employment. The applicant is proposing far more parking spaces than are required under the regulations, and this could unnecessarily increase the cost construction, which would be passed on to residents, and then the cost of the dwelling units. The applicant proposes to work with DDOT to conduct a traffic study and implement a transportation demand management plan to mitigate the potential impacts.

### **Affordable Housing Goal**

The District set a goal in its 2019 Housing Equity Report of producing 36,000 new housing units and 12,000 affordable units by 2025. Although the RCW area does have rent controlled units, these are not dedicated affordable units, and there is relatively little availability of dedicated affordable units in the area at present.

The table below summarizes the progress made toward that goal by Planning Area as of September, 2024. The Rock Creek West planning area has produced the fewest dedicated affordable units at 355, or only 11.6% of the target. The proposed PUD would allow for development of 127 new units, 33% of which would be dedicated affordable,, which would help to improve housing opportunities and options for residents.



*As of September 2024*

#### ***Part 4 – Zoning Commission Evaluation Factors***

Please refer to OP’s analysis above under Part 1 of the Racial Equity Tool discussion for policies which potentially be advanced by the requested PUD and map amendment. The proposal is not inconsistent with the Citywide Elements of the Comprehensive Plan and should further the policies of the Land Use, Transportation, Housing, Environmental Protection, and Urban Design Citywide Elements, and the RCW Area Elements.

<b>Factor</b>	<b>Question</b>	<b>OP Response</b>
Direct Displacement	Will the zoning action result in displacement of tenants or residents?	The zoning action would not result in any direct displacement of residents or business. The subject property is currently improved with a surface parking lot and defunct radio transmission tower.
Indirect Displacement	What examples of indirect displacement might result from the zoning action?	No indirect displacement of residents or businesses is expected. Rather, the new housing units could provide more opportunities for existing residents to remain in the area by providing additional alternatives to single family homes, and the residents would support local businesses, improving their viability.
Housing	Will the action result in changes to: <ul style="list-style-type: none"> <li>▪ Market Rate Housing</li> <li>▪ Affordable Housing</li> <li>▪ Replacement Housing</li> </ul>	The project would provide positive changes to the housing options in this area, with approximately 127 units, of which 85 would be market rate units and 42 would be dedicated affordable units. <ul style="list-style-type: none"> <li>• 75% bonus density (12,894 sq. ft.) reserved for households at 60% MFI</li> <li>• 10% of the penthouse GFA (1,096 sq. ft.) reserved for households at 50% MFI</li> <li>• Remainder of affordable units reserved for households at 80% MFI</li> </ul>
Physical	Will the action result in changes to the physical environment such as: <ul style="list-style-type: none"> <li>▪ Public Space Improvements</li> <li>▪ Infrastructure Improvements</li> <li>▪ Arts and Culture</li> <li>▪ Environmental Changes</li> <li>▪ Streetscape Improvements</li> </ul>	Overall, the project would result in improvements to the public space and neighborhood character. The PUD would replace a surface parking lot and defunct radio tower with new market rate and affordable housing units. The radio tower would be removed at no cost to the District. The existing curb cuts providing access to the surface parking lot would be converted into a private alleyway for loading and vehicle access.
Access to Opportunity	Is there a change in access to opportunity? <ul style="list-style-type: none"> <li>▪ Job Training/Creation</li> <li>▪ Healthcare</li> <li>▪ Addition of Retail/Access to New Services</li> </ul>	The proposed PUD would be an all-residential development. As such it would not directly provide new opportunities or services to the area. However, the new residents of the building would support existing retail and services in the area, while the 42 affordable units would

Factor	Question	OP Response
		provide access to existing opportunities in the Friendship Heights areas to new residents.
Community	How did community outreach and engagement inform/change the zoning action? (e.g., did the architectural plans change, or were other substantive changes made to the zoning action in response to community input/priorities etc.?)	The applicant filings at <a href="#">Exhibit 3F</a> page 39 indicate the following elements of the proposal were added or amended in response to community input: <ul style="list-style-type: none"> <li>• Removal of the television tower</li> <li>• The total number of affordable housing units</li> <li>• The amount of parking proposed, with the neighborhood concerned about too little parking</li> </ul>

#### **A. Wisconsin Avenue Development Framework Plan**

The proposal would not be inconsistent with the Wisconsin Avenue Development Framework Plan (WADFP) completed in February, 2024. The WADFP was completed by the Office of Planning in response to direction in the 2021 Comprehensive Plan, including the placement of the corridor in a Future Planning Analysis Area on the Generalized Policy Map. The WADFP envisions a zoning action for the corridor, from Friendship Heights to Tenleytown. OP is actively working on this rezoning proposal, and has had preliminary discussions with the ANC and some community groups. Until that is brought forward to the Zoning Commission for consideration, a change in zoning for a site within the study area is envisioned as happening through a PUD, as is the case for this application.

The WADFP envisions the subject property as suitable for moderate-density residential development that would serve as a transitional area between the higher density along Wisconsin Avenue NW and the lower-density residential to the east. Additionally, the proposed development would be generally consistent with the following recommendations of the WADFP:

- Develop housing as the principal use along the corridor.
- Transition building scale, massing, and height along Comp Plan Future Land Use Map (FLUM) boundaries from higher density areas to abutting low-density residential areas.
- Design and orient the shape and massing of buildings to maximize energy efficiency, increase access to light and air, and capture interesting views or vistas.
- Include balconies, terraces, and other private outdoor spaces for residents.
- Design buildings to be attractive to a range of household types and sizes, including families with children and older adults.
- Prioritize upper level building rooftops for housing, residential amenity space, green roofs, and solar panels.
- Minimize parking associated with redevelopment; design it to be located below grade while prioritizing comfortable pedestrian movements. Although the applicant is proposing considerably more parking than required under zoning, the parking would be located underground and the applicant states that the additional parking is proposed at the request of the neighborhood. The proposal would include streetscape improvements and the closing of curb cuts to improve comfortable pedestrian movement.

## VI. PUD EVALUATION STANDARDS

The Zoning Regulations define a Planned Unit Development (PUD) as “*a plan for the development of residential, institutional, and commercial developments, industrial parks, urban renewal projects, or a combination of these, on land of a minimum area in one (1) or more zones irrespective of restrictions imposed by the general provisions of the Zoning Regulations, as more specifically set forth in Subtitle X, Chapter 3.*” (Subtitle B-28). The purpose and general standards for a Planned Unit Development are established in Subtitle X§ 300:

- 300.1 The purpose of the planned unit development (PUD) process is to provide for higher quality development through flexibility in building controls, including building height and density, provided that the PUD:*
- (a) Results in a project superior to what would result from the matter-of-right standards;*
  - (b) Offers a commendable number or quality of meaningful public benefits; and*
  - (c) Protects and advances the public health, safety, welfare, and convenience, and is not inconsistent with the Comprehensive Plan.*
- 300.2 While providing for greater flexibility in planning and design than may be possible under conventional zoning procedures, the PUD process shall not be used to circumvent the intent and purposes of the Zoning Regulations, or to result in action that is inconsistent with the Comprehensive Plan.*

## VII. PUBLIC BENEFITS AND AMENITIES:

Chapter X Section 305.2 states that “*public benefits are superior features of a proposed PUD that benefit the surrounding neighborhood or the public in general to a significantly greater extent than would likely result from development of the site under the matter-of-right provisions of this title.*”

Subtitle X § 305.5 provides a summary of categories for PUD benefits and amenities. While the final benefits amenities proffer is typically refined and resolved later in the PUD process, at this point, the applicant has proffered the following for the proposed PUD:

### **Superior urban design and architecture (Subtitle X § 305.5(a))**

The proposal offers the design and architecture of the building as a public benefit. The proposed design would integrate into the existing neighborhood character, acting as a transition from the higher-density Wisconsin Avenue corridor. The design varies the façade along 42<sup>nd</sup> St. NW to appear as four distinct structures. This would help maintain the scale and character of the adjoining neighborhood. The building would include architectural features such as bays, balconies, private entry stoops, varied composition of pitched roofs, cornices, and three- and four-story bays that would reinforce the project's compatibility with the lower-density residential uses adjacent to the site.

### **Site Planning and Efficient and Economical Land Utilization (Subtitle X § 305.5(c))**

The proposal offers site planning and efficient and economical land utilization as a public benefit. The proposed development would improve a currently underutilized site, transforming it from largely a surface parking lot into a mixed-use residential community. The project would generate new housing, including affordable units, in a highly desirable location that is currently vacant. The configuration of the PUD Site boundary also allows

the multifamily building to occupy a larger area, even though only the RA3 zoned portion will contribute to the overall density. This approach reflects effective site planning and efficient utilization of land resources.

**Housing that exceeds the amount required through matter-of-right (Subtitle X § 305.5(f))**

The proposal offers 127 units of new housing as a public benefit. This exceeds what could be developed as a matter of right under the R-2 zone, which would allow approximately 12 semi-detached residential units or 8 detached based on existing regulations. The applicant is also proposing family sized two-bedroom and two-bedroom + den units, as desired by the community.

**Affordable housing that exceeds the requirement (Subtitle X § 305.5(g))**

The proposal offers affordable housing units as a public benefit. The applicant's proposed affordable housing provision, representing 33% of the residential units, exceeds the affordable housing requirements applicable to a matter-of-right development under both the PUD Site's existing zoning and the proposed RA-3 zone. The applicant is proposing 42 affordable units (based on 33% of projected 127 total units), 10% of which would be set aside for households at 50% Median Family Income (MFI), 75% would be set aside for households at 60% MFI and the remainder for households at 80% MFI.

**Environmental and sustainable benefits (Subtitle X § 305.5(j))**

The proposal offers its environmental and sustainable design as a public benefit. The Project would incorporate sustainable features like maximizing solar panel use on the roof and exploring green roofs and EV-ready parking. Residential appliances would run on electricity instead of natural gas.

**Streetscape Plans (Subtitle X § 305.5(l))**

The proposal offers its streetscape plan as a public benefit. The Project proposes various streetscape improvements designed to enhance accessibility, safety, and capitalize on the PUD Site's proximity to the Wisconsin Avenue corridor. The proposed enhancements are intended to reinforce the residential character of the Project and its relationship to the lower-density residential uses adjacent to the PUD Site.

**Uses of Special Value to the Neighborhood or the District of Columbia as a Whole (Subtitle X § 305.5(q))**

The proposal offers the removal of the tower as being of special value as a public benefit. The project would remove a 705-foot television tower which the applicant contends constitutes a substantial benefit to both the neighborhood and the District of Columbia, and which the applicant notes is a particularly desired outcome by the neighborhood. The tower, an outdated technology rendered obsolete by WTTG/Fox 5 DC's relocation, is visually incongruous with the surrounding neighborhood.

**Other Public Benefits and Project Amenities (Subtitle X § 305.5(r))**

The proposal offers the "ways in which the proposed PUD substantially advances the major themes and other policies and objectives of any of the elements of the Comprehensive Plan," as a public benefit. Increasing the production of affordable and moderate-income units in Rock Creek West is a priority of the Comprehensive Plan. The Project also substantially

advances the RCW Area Element's objectives related to compatible infill development and land use compatibility along Wisconsin Avenue, NW.

OP will provide further analysis regarding the benefits and amenities package of the project when provided by the applicant filing prior to the public hearing.

## **VIII. AGENCY REFERRALS**

If this application is set down for a public hearing, the Office of Planning will consult with the following District agencies for review and comment:

- Department of Energy and the Environment (DOEE)
- Department of Housing & Community Development (DHCD)
- District Department of Transportation (DDOT)
- Fire and Emergency Medical Services Department (FEMS)
- Metropolitan Police Department (MPD)
- DC Water

### **Attachments:**

Attachment I - COMPREHENSIVE PLAN POLICY STATEMENTS

Attachment II - DISAGGREGATED DATA



## **ATTACHMENT I - COMPREHENSIVE PLAN POLICY STATEMENTS**

### **Chapter 3 -Land Use Element**

#### ***Policy LU-1.1 Supporting Growth***

##### ***Policy LU-1.1.1: Future Planning Analysis and Resilience Focus Areas***

The Generalized Policy Map shows areas of large tracts and corridors where analysis is anticipated to plan for *inclusive, equitable growth and climate resilience*. The property is located in the Upper Wisconsin Avenue NW corridor,

##### ***Policy LU-1.4.1: Station Areas as Neighborhood Centers***

*Encourage the development of Metro stations as anchors for residential, economic, and civic development and to accommodate population growth with new nodes of residential development, especially affordable housing, in all areas of the District in order to create great new walkable places and enhance access and opportunities for all District residents. The establishment and growth of mixed-use centers at Metrorail stations should be supported as a way to provide access to housing opportunities at all income levels and emphasizing affordable housing, improve air quality, increase jobs, provide a range of retail goods and services, reduce reliance on the automobile, enhance neighborhood stability, create a stronger sense of place, provide civic gathering places, and capitalize on the development and public transportation opportunities that the stations provide. Station area development should have population and employment densities guided, but not dictated, by desired levels of transit service. This policy should be balanced with other land use policies, which include conserving neighborhoods. The Future Land Use Map expresses the desired intensity and mix of uses around each station, and the Area Elements (and in some cases Small Area Plans) provide more detailed direction for each station area.*

##### ***Policy LU-1.4.2: Development Around Metrorail Stations***

*In developments above and around Metrorail stations emphasize land uses and building forms that minimize the need for automobile use and maximize transit ridership while reflecting the design capacity of each station and respecting the character and needs of the surrounding areas*

##### ***Policy LU-1.4.3: Housing Around Metrorail Stations***

*Build housing adjacent to Metrorail stations that serves a mix of incomes and household types, including families, older adults, and persons with disabilities, and prioritize affordable and deeply affordable housing production. Leverage the lowered transportation costs offered by proximity to transit to increase affordability for moderate and low-income households. (§ 307.11)*

##### ***Policy LU-1.4.4: Affordable Rental and For-Sale Multi-family Housing Near Metrorail Stations***

*Explore and implement as appropriate mechanisms, which could include community land trusts, public housing, and shared appreciation models, to encourage permanent affordable rental and for-sale multi-family housing, adjacent to Metrorail stations, given the need for accessible affordable housing and the opportunity for car-free and car-light living in such locations. (§ 307.12)*

##### ***Policy LU-1.4.6: Development Along Corridors***

*Encourage growth and development along major corridors, particularly priority transit and multimodal corridors. Plan and design development adjacent to Metrorail stations and corridors to respect the character, scale, and integrity of adjacent neighborhoods, using approaches such as building design, transitions, or buffers, while balancing against the District's broader need for housing. (§ 307.14)*

##### ***Policy LU-1.5.1: Infill Development***

*Encourage infill development on vacant land within Washington, DC, particularly in areas where there are vacant lots that create gaps in the urban fabric and detract from the character of a commercial or residential street. Such development should reflect high-quality design, complement the established character of the area and should not create sharp changes in the physical development pattern. (§308.6)*

**Policy LU-2.1.1: Variety of Neighborhood Types**

*Maintain a variety of neighborhoods, ranging from low-density to high-density. The positive elements that create the identity and design character of each neighborhood should be preserved and enhanced while encouraging the identification of appropriate sites for new development and/or adaptive reuse to help accommodate population growth and advance affordability, racial equity, and opportunity. 310.7*

**Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods**

*Recognize the importance of balancing goals to increase the housing supply, including affordable units, and expand neighborhood commerce with parallel goals to preserve historic resources, advance environmental and sustainability goals, and further Fair Housing. The overarching goal to create vibrant neighborhoods in all parts of the District requires an emphasis on conserving units and character in some neighborhoods and revitalization in others, including inclusive and integrated growth and meeting communities and public facility needs. All neighborhoods have a role to play in helping to meet broader District-wide needs, such as affordable housing, public facilities, and more. (§ 310.10)*

**Policy LU-2.1.5: Support Low-Density Neighborhoods**

*Support and maintain the District's established low-density neighborhoods and related low-density zoning. Carefully manage the development of vacant land and alterations to existing structures to be compatible with the general design character and scale of the existing neighborhood and preserve civic and open space. (§ 310.12)*

**Policy LU-2.1.8 Explore Approaches to Additional Density in Low and Moderate-Density Neighborhoods**

*Notwithstanding Policy LU-2.1.5, explore approaches, including rezoning, to accommodate a modest increase in density and more diverse housing types in low-density and moderate-density neighborhoods where it would result in the appropriate production of additional housing and particularly affordable housing. Build upon the guidance of the April 2020 Single Family Housing Report to diversify the cost of housing available in high-opportunity, high cost low- and moderate-density neighborhoods, especially near transit. However, neighborhood planning and engagement is a condition predicate to any proposals. Infill and new development shall be compatible with the design character of existing neighborhoods. Minimize demolition of housing in good condition. (§ 310.15)*

**Policy LU-2.1.13: Planned Unit Developments in Neighborhood Commercial Corridors**

*Planned unit developments (PUDs) in neighborhood commercial areas shall provide high-quality developments with active ground floor designs that provide for neighborhood commercial uses, vibrant pedestrian spaces and public benefits, such as housing, affordable housing, and affordable commercial space. (§ 310.20)*

**Policy LU-2.2.4: Neighborhood Beautification**

*Encourage projects that improve the visual quality of neighborhoods, including landscaping and tree planting, facade improvement, anti-litter campaigns, graffiti removal, murals, improvement or removal of abandoned buildings, street and sidewalk repair, park improvements, and public realm enhancements and activations. (§ 311.5)*

## **Chapter 4 - Transportation Element**

**Policy T-1.1.4: Transit-Oriented Development**

*Support transit-oriented development by investing in pedestrian-oriented transportation improvements at or around transit stations, major bus corridors, and transfer points. Encourage development projects to build or upgrade the pedestrian and bicycle infrastructure leading to the nearest transit stop to create last-mile connections. Pedestrian movements and safety should be prioritized around transit stations. (§ 403.10)*

**Policy T-1.1.7: Equitable Transportation Access**

*Transportation within the District shall be accessible and serve all users. Residents, workers, and visitors should have access to safe, affordable and reliable transportation options regardless of age, race, income, geography or physical ability. Transportation should not be a barrier to economic, educational, or health opportunity for District residents. Transportation planning and development should be framed by a racial*

*equity lens, to identify and address historic and current barriers and additional transportation burdens experienced by communities of color. (§ 403.13)*

***Policy T-2.4.1: Pedestrian Network***

*Develop, maintain, and improve pedestrian facilities. Improve the District's sidewalk system to form a safe and accessible network that links residents across Washington, DC. (§ 411.5)*

***Policy T-2.4.2: Pedestrian Safety***

*Improve safety and security at key pedestrian nodes throughout the District. Use a variety of techniques to improve pedestrian safety, including textured or clearly marked and raised pedestrian crossings, pedestrian-actuated signal push buttons, high-intensity activated crosswalk pedestrian signals, rectangular rapid flashing beacons, accessible pedestrian signal hardware, leading pedestrian interval timing, and pedestrian countdown signals. (§ 411.6)*

***Policy T-3.1.1: TDM Programs***

*Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes), to increase the efficiency of the transportation system. (§ 415.10)*

## **Chapter 5 - Housing Element**

***Policy H-1.1.1: Private Sector Support***

*Encourage or require the private sector to provide both new market rate and affordable housing to meet the needs of present and future District residents at locations consistent with District land use policies and objectives. (§ 503.3)*

***Policy H-1.1.2: Production Incentives***

*Provide suitable regulatory, tax, and financing incentives to meet housing production goals, prioritizing affordable housing production in support of the targets in Policy H-1.2.2. These incentives should continue to include zoning regulations that permit greater building area for commercial projects that include housing than for those that do not, and relaxation of height and density limits near transit. Strongly encourage incentives and strategies that result in the production of more deeply affordable housing, such as the use of income averaging across a range of affordable housing income levels. (§ 503.4)*

***Policy H-1.1.3: Balanced Growth***

*Strongly encourage the development of new housing, including affordable housing, on surplus, vacant, and underused land in all parts of Washington, DC. Ensure that a sufficient supply of land is planned and zoned to enable the District to meet its long-term housing needs, including the need for low- and moderate density single family homes, as well as the need for higher-density housing. (§ 503.5)*

***Policy H-1.1.5: Housing Quality***

*Require the design of affordable and accessible housing to meet or exceed the high-quality architectural standards achieved by market-rate housing. Such housing should be built with high-quality materials and systems that minimize long-term operation, repair, and capital replacement costs. Regardless of its affordability level, new or renovated housing should be indistinguishable from market rate housing in its exterior appearance, should be generally compatible with the design character of the surrounding neighborhood, and should address the need for open space and recreational amenities. (§ 503.7)*

***Policy H-1.1.8: Production of Housing in High-Cost Areas***

*Encourage development of both market rate and affordable housing in high-cost areas of the District, making these areas more inclusive. Develop new, innovative tools and techniques that support affordable housing in these areas. Doing so increases costs per unit but provides greater benefits in terms of access to opportunity and outcomes. (§ 503.10)*

***Policy H-1.1.9: Housing for Families***

*Encourage and prioritize the development of family-sized units and/or family-sized housing options which generally have three or more bedrooms, in areas proximate to transit, employment centers, schools, public*

*facilities, and recreation to ensure that the District's most well-resourced locations remain accessible to families, particularly in areas that received increased residential density as a result of underlying changes to the Future Land Use Map. Family-sized units and/or family-sized housing options include housing typologies that can accommodate households of three or more persons and may include a variety of housing types including townhomes, fourplexes and multi-family buildings. To address the mismatch between meeting the needs of larger households and the financial feasibility of developing family-sized housing, support family-sized housing options through production incentives and requirements that address market rate challenges for private development that may include zoning, subsidies or tax strategies, or direct subsidy and regulatory requirements for publicly owned sites. (§ 503.11)*

***Policy H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority***

*The production and preservation of affordable housing for low- and moderate-income households is a major civic priority, to be supported through public programs that stimulate affordable housing production and rehabilitation throughout all District neighborhoods.*

***Policy H-1.2.2: Production Targets***

*Consistent with the Comprehensive Housing Strategy, work toward a goal that one-third of the new housing built in Washington, DC from 2018 to 2030, or approximately 20,000 units, should be affordable to persons earning 80 percent or less of the area-wide MFI. In aggregate, the supply of affordable units shall serve low-income households in proportions roughly equivalent to the proportions shown in Figure 5.8: 30 percent at 60 to 80 percent MFI, 30 percent at 30 to 60 percent MFI, and 40 percent at below 30 percent MFI. Set future housing production targets for market rate and affordable housing based on where gaps in supply by income occur and to reflect District goals. These targets shall acknowledge and address racial income disparities, including racially adjusted MFIs, in the District, use racially disaggregated data, and evaluate actual production of market rate and affordable housing at moderate, low, very-low, and extremely-low income levels. (§ 504.9)*

***Policy H-1.2.3: Affordable and Mixed-Income Housing***

*Focus investment strategies and affordable housing programs to distribute mixed-income housing more equitably across the entire District by developing goals and tools for affordable housing and establishing a minimum percent affordable by Planning Area to create housing options in high-cost areas, avoid further concentrations of affordable housing, and meet fair housing requirements. (§ 504.10)*

***Policy H-1.2.5: Moderate-Income Housing***

*In addition to programs targeting persons of very low and extremely low incomes, develop and implement programs that meet the housing needs of those earning moderate incomes with wages insufficient to afford market rate housing in the District.*

***Policy H-1.2.7: Density Bonuses for Affordable Housing***

*Provide zoning incentives, such as through the PUD process, to developers proposing to build affordable housing substantially beyond any underlying requirement. Exceeding targets for affordable housing can refer to exceeding the quantity or depth of affordability otherwise required. The affordable housing proffered shall be considered a high priority public benefit for the purposes of granting density bonuses, especially when the proposal expands the inclusiveness of high-cost areas by adding affordable housing. When density bonuses are granted, flexibility in development standards should be considered to minimize impacts on contributing features and the design character of the neighborhood. (§ 504.15)*

***Policy H-1.2.9 Advancing Diversity and Equity of Planning Areas***

*Proactively plan and facilitate affordable housing opportunities and make targeted investments that increase demographic diversity and equity across Washington, DC. Achieve a minimum of 15 percent affordable units within each Planning Area by 2050. Provide protected classes (see H-3.2 Housing Access) with a fair opportunity to live in a choice of homes and neighborhoods, including their current homes and neighborhoods. (§ 504.17)*

**Policy H-1.2.11: Inclusive Mixed-Income Neighborhoods**

*Prioritize, encourage, and incentivize build-first, one-for-one, on-site, and in-kind replacement of affordable units, including larger family-sized units. In addition, encourage and incentivize relocation and right of return plans when projects redeveloping affordable housing seek additional density beyond that permitted by existing zoning. Work to identify and coordinate financial assistance to ensure long-term affordability, preferably permanent or for the life of the project, when projects meet these criteria.*

**Chapter 6 Environmental Protection**

**Policy E-1.1.1: Resilience to Climate Change as a Civic Priority**

*Advance the District's resilience to climate change as a major civic priority, to be supported through improved mitigation, adaptation, and human preparedness.*

**Policy E-1.1.2: Urban Heat Island Mitigation**

*Wherever possible, reduce the urban heat island effect with cool and green roofs, expanded green space, cool pavement, tree planting, and tree protection efforts, prioritizing hotspots and those areas with the greatest number of heat-vulnerable residents. Incorporate heat island mitigation into planning for GI, tree canopy, parks, and public space initiatives.*

**Policy E-3.2.7: Energy-Efficient Building and Site Planning**

*Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. Encourage new development to exceed minimum code requirements and contribute to energy efficiency and clean energy goals.*

**Policy E-4.1.2: Using Landscaping and Green Roofs to Reduce Runoff**

*Promote an increase in tree planting and vegetated spaces to reduce stormwater runoff and mitigate the urban heat island, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large paved surfaces.*

**Policy E-4.2.1: Support for Green Buildings**

*Broaden the requirements for the use of green building methods in new construction and rehabilitation projects to include all building typologies, and develop green building standards for minimum performance or continued improvement of energy use through improved operation and maintenance activities.*

**Chapter 9 Urban Design**

**Policy UD-2.1.6: Minimize Mid-Block Vehicular Curb Cuts**

*Curb cuts should be avoided on streets with heavy pedestrian usage and minimized on all other streets. Where feasible, alleys should be used in lieu of curb cuts for parking and loading access to buildings. Curb cuts for individual residences should only be allowed if there is a predominant pattern of curb cuts and driveways on the block face.*

**Policy UD-2.2.1: Neighborhood Character and Identity**

*Strengthen the visual qualities of Washington, DC's neighborhoods as infill development and building renovations occur by encouraging the use of high-quality and high-performance architectural designs and materials. In neighborhoods with diverse housing types, or when introducing more diverse infill housing types, use design measures to create visual and spatial compatibility.*

**Policy UD-2.2.5: Infill Development**

*New construction, infill development, redevelopment, and renovations to existing buildings should respond to and complement the defining visual and spatial qualities of the surrounding neighborhood, particularly regarding building roof lines, setbacks, and landscaping. Avoid overpowering contrasts of scale and height as infill development occurs.*

**Policy UD-4.2.1: Scale and Massing of Large Buildings**

*Design the scale, height, volume, and massing of large buildings to avoid monotony and enhance the human scale. Varied roof heights, facade widths, and more expressive massing can provide variety and visual*

*interest. Massing should be articulated with a special emphasis placed on corners, especially along important view corridors or intersections. Patterns of architectural elements, expressive structure, or other design tactics can provide variety and visual interest.*

***Policy UD-4.2.4: Creating Engaging Facades***

*Design new buildings to respond to the surrounding neighborhood fabric by modulating façade rhythms and using complementary materials, textures, and color, as well as well-designed lighting. Varying design tactics may be used to engage a building with its surroundings. In contexts with smaller lot sizes and multiple closely spaced building entrances, breaking up a building façade in the vertical direction is encouraged, along with strongly defined and differentiated bases, centers, and tops of buildings. ...*

**Rock Creek West Area Element**

***Policy RCW-1.1.1: Neighborhood Conservation***

*Preserve the low-density residential neighborhoods west of Rock Creek Park. Future development in both residential and commercial areas should be carefully managed to address the existing scale, function, and character of these neighborhoods. Updates to zoning regulations offer the opportunity to create more accessory dwelling units for this area to help absorb a share of the District's growth and provide a more proportional portion of affordable and moderate- income housing sensitive to existing neighborhood context. (§ 2308.2)*

***Policy RCW-1.1.4: Infill Development***

*Recognize the opportunity for infill development within the areas designated for commercial land use on the Future Land Use Map. When such development is proposed, work with ANC's, residents, and community organizations to encourage mixed-use projects that combine housing, including affordable housing, neighborhood-serving retail, and commercial uses. s. Design transitions between large- and small-scale development to ameliorate the appearance of overwhelming scale and to relate to context of lower-scale surrounding neighborhoods. (§ 2308.5)*

***Policy RCW-2.2.1: Housing Opportunities***

*Pursue the opportunity for additional housing, including affordable and moderate- income housing, with some retail and limited office space on Wisconsin Avenue and underdeveloped sites west of the Friendship Heights Metro station. (§ 2312.7)*

***Policy RCW-2.2.5: Land Use Compatibility Along Wisconsin Avenue NW***

*Future development along Wisconsin Avenue NW should be architecturally sensitive to adjoining residential neighborhoods. Use a variety of means to improve the interface between mixed-use districts and lower-scale residential uses, such as architectural design, the stepping down of building heights away from the avenue, landscaping and screening, and additional green space improvements. (§ 2312.11)*

***Action RCW-2.2.A: Zoning and Design Measures***

*Continue to work with the community, the ANC's, and local property owners to address concerns regarding building density and height, PUDs and related density bonuses, and architectural design in the Planning Area. Zoning techniques should be considered to break up the auto-oriented commercial appearance of much of Wisconsin Avenue NW and instead create a more pedestrian-oriented street, distinct in function and visual character from adjacent residential areas. (§ 2312.13)*

**Potential Inconsistencies**

The following potential inconsistencies with the Comprehensive Plan we also identified in the application materials:

***Policy LU-1.4.7: Parking Near Metro Stations***

*Encourage the creative management of parking around transit stations, ensuring that multimodal needs are balanced. New parking should generally be set behind or underneath buildings. Parking should be managed and priced to focus on availability and turnover rather than serving the needs of all-day commuters, while considering the commuting characteristics of District residents, such as access to transit stations and mode*



*use, to provide equitable outcomes. As existing parking assets are redeveloped, one-for-one replacement of parking spaces should be discouraged, as more transit riders will be generated by people living, working, and shopping within walking distance of the transit station. (§ 307.15)*

***Policy LU-2.1.11: Residential Parking Requirements***

*Parking requirements for residential buildings should respond to the varying levels of demand associated with different unit types, unit sizes, unit locations (including proximity to transit), and emerging transportation trends and new technology (such as the sharing economy and autonomous vehicles (AVs)). Parking should be accommodated in a manner that maintains an attractive environment at the street level and minimizes interference with traffic flow. Reductions in parking may be considered where transportation-demand management measures are implemented and a reduction in demand can be demonstrated. (§ 310.18)*

***Policy T-1.1.8: Minimize Off-Street***

*Parking An increase in vehicle parking has been shown to add vehicle trips to the transportation network. In light of this, excessive off-street vehicle parking should be discouraged. (§ 403.14)*

The application is proposing to provide 82 parking spaces where only 41 are required. As stated elsewhere, the applicant has committed to working with DDOT to study and mitigate the potential impacts of such a large increase in off-street parking.

***Policy H-1.6.5: Net-Zero, Energy Efficient Housing***

*Encourage new housing units in the District to be net-zero energy and water efficient. (§ 508.9)*

## ATTACHMENT II – DISAGGREGATED DATA – DISTRICT AND ROCK CREEK WEST PLANNING AREA

### SELECTED DEMOGRAPHIC AND SOCIOECONOMIC DATA FOR DISTRICT OF COLUMBIA BY AREA ELEMENTS: 2018-2022 ACS 5-YEAR ESTIMATES

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	ROCK CREEK WEST
	<b>TOTAL POPULATION / SELECTED AGE GROUPS / MEDIAN AGE</b>		
<b>Total Population</b>	<b>Total</b>	670,587	87,946
	Under 18 years	124,056	15,686
	Percent under 18 years	18.5	17.8
	65 years and over	84,451	17,980
	Percent 65 years and over	12.6	20.4
	Median age	35.5	35.2
<b>White alone</b>	<b>Total</b>	265,633	64,979
	Under 18 years	31,383	10,931
	Percent under 18 years	11.8	16.8
	65 years and over	31,132	14,962
	Percent 65 years and over	11.7	23.0
	Median age	35.3	45.3
<b>Black or African American alone</b>	<b>Total</b>	297,101	7,660
	Under 18 years	65,759	703
	Percent under 18 years	22.1	9.2
	65 years and over	46,467	1,276
	Percent 65 years and over	15.6	16.7
	Median age	38.1	36.1
<b>American Indian and Alaska Native alone</b>	<b>Total</b>	2,209	157
	Under 18 years	310	34
	Percent under 18 years	14.0	21.7
	65 years and over	498	14
	Percent 65 years and over	22.5	8.9
	Median age	41.1	34.3
<b>Asian alone</b>	<b>Total</b>	27,067	5,213
	Under 18 years	2,208	705
	Percent under 18 years	8.2	13.5
	65 years and over	2,234	836
	Percent 65 years and over	8.3	16.0
	Median age	35.6	41.9
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	420	50
	Under 18 years	16	0
	Percent under 18 years	3.8	0.0
	65 years and over	47	22
	Percent 65 years and over	11.2	44.0
	Median age		
<b>Some Other Race alone</b>	<b>Total</b>	30,879	1,981
	Under 18 years	10,450	508
	Percent under 18 years	33.8	25.6

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	ROCK CREEK WEST
	65 years and over	1,098	152
	Percent 65 years and over	3.6	7.7
	Median age	28.8	24.6
<b>Two or More Races</b>	<b>Total</b>	47,278	7,906
	Under 18 years	13,930	2,805
	Percent under 18 years	29.5	35.5
	65 years and over	2,975	718
	Percent 65 years and over	6.3	9.1
	Median age	30.8	26.6
<b>Hispanic or Latino</b>	<b>Total</b>	77,168	9,884
<b>(Hispanics can be of any race and are included in race categories above)</b>	Under 18 years	21,334	2,714
	Percent under 18 years	27.6	27.5
	65 years and over	4,868	867
	Percent 65 years and over	6.3	8.8
	Median age	32.2	34.0
	<b>EDUCATIONAL ATTAINMENT (Population 25 Years and Over)</b>		
<b>Total</b>	<b>Total</b>	484,596	64,290
	Less than high school diploma	35,377	1,329
	Percent	7.3	2.1
	High school graduate (includes equivalency)	72,816	1,976
	Percent	15.0	3.1
	Some college or associate's degree	72,871	4,380
	Percent	15.0	6.8
	Bachelor's degree or higher	303,532	56,605
	Percent	62.6	88.1
<b>White alone</b>	<b>Total</b>	209,259	48,727
	Less than high school diploma	2,908	383
	Percent	1.4	0.8
	High school graduate (includes equivalency)	5,078	969
	Percent	2.4	2.0
	Some college or associate's degree	10,379	2,626
	Percent	5.0	5.4
	Bachelor's degree or higher	190,894	44,750
	Percent	91.2	91.8
<b>Black or African American alone</b>	<b>Total</b>	204,800	5,631
	Less than high school diploma	23,792	346
	Percent	11.6	6.1
	High school graduate (includes equivalency)	60,827	538
	Percent	29.7	9.6
	Some college or associate's degree	54,090	1,210
	Percent	26.4	21.5
	Bachelor's degree or higher	66,091	3,537

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	ROCK CREEK WEST
	Percent	32.3	62.8
<b>American Indian and Alaska Native alone</b>	<b>Total</b>	1,694	96
	Less than high school diploma	243	28
	Percent	14.3	29.2
	High school graduate (includes equivalency)	271	0
	Percent	16.0	0.0
	Some college or associate's degree	537	14
	Percent	31.7	14.6
	Bachelor's degree or higher	643	54
	Percent	38.0	56.3
<b>Asian alone</b>	<b>Total</b>	21,541	4,005
	Less than high school diploma	989	99
	Percent	4.6	2.5
	High school graduate (includes equivalency)	981	126
	Percent	4.6	3.2
	Some college or associate's degree	1,193	216
	Percent	5.5	5.4
	Bachelor's degree or higher	18,378	3,564
	Percent	85.3	89.0
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	361	50
	Less than high school diploma	0	0
	Percent	0.0	0.0
	High school graduate (includes equivalency)	43	0
	Percent	11.9	0.0
	Some college or associate's degree	63	0
	Percent	17.5	0.0
	Bachelor's degree or higher	255	50
	Percent	70.6	100.0
<b>Some Other Race alone</b>	<b>Total</b>	17,520	1,233
	Less than high school diploma	5,549	258
	Percent	31.7	20.9
	High school graduate (includes equivalency)	3,121	77
	Percent	17.8	6.2
	Some college or associate's degree	2,273	31
	Percent	13.0	2.5
	Bachelor's degree or higher	6,577	868
	Percent	37.5	70.4
<b>Two or More Races</b>	<b>Total</b>	29,421	4,548
	Less than high school diploma	1,896	215
	Percent	6.4	4.7
	High school graduate (includes equivalency)	2,495	266

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	ROCK CREEK WEST
	Percent	8.5	5.9
	Some college or associate's degree	4,336	284
	Percent	14.7	6.3
	Bachelor's degree or higher	20,694	3,783
	Percent	70.3	83.2
<b>Hispanic or Latino</b>	<b>Total</b>	48,773	6,228
	Less than high school diploma	9,200	543
<b>(Hispanics can be of any race and are included in race categories above)</b>	Percent	18.9	8.7
	High school graduate (includes equivalency)	6,467	379
	Percent	13.3	6.1
	Some college or associate's degree	5,962	497
	Percent	12.2	8.0
	Bachelor's degree or higher	27,144	4,809
	Percent	55.7	77.2
	<b>DISABILITY STATUS (Civilian noninstitutionalized population)</b>		
<b>Total</b>	<b>Total</b>	661,596	87,348
	Total population with a disability	72,659	6,419
	Percent with a disability	10.98	7.35
	Under 18 years	123,804	15,686
	With a disability	5,302	180
	Percent with a disability	4.28	1.15
	18 to 64 years	455,562	54,089
	With a disability	40,513	2,250
	Percent with a disability	8.89	4.16
	65 years and over	82,230	17,573
	With a disability	26,844	3,989
	Percent with a disability	32.65	22.7
<b>White alone</b>	<b>Total</b>	262,457	64,781
	Total population with a disability	14,048	4,296
	Percent with a disability	5.35	6.63
	Under 18 years	31,244	10,931
	With a disability	477	74
	Percent with a disability	1.53	0.68
	18 to 64 years	200,445	39,014
	With a disability	7,140	1,218
	Percent with a disability	3.56	3.12
	65 years and over	30,768	14,837
	With a disability	6,431	3,004
	Percent with a disability	20.9	20.25
<b>Black or African American alone</b>	<b>Total</b>	292,222	7,291
	Total population with a disability	49,642	1,094
	Percent with a disability	16.99	15
	Under 18 years	65,675	703

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	ROCK CREEK WEST
	With a disability	3,590	0
	Percent with a disability	5.47	0
	18 to 64 years	181,881	5,593
	With a disability	27,625	591
	Percent with a disability	15.19	10.56
	65 years and over	44,666	994
	With a disability	18,427	503
	Percent with a disability	41.26	50.6
<b>American Indiana and Alaska Native alone</b>	<b>Total</b>	2,209	157
	Total population with a disability	365	13
	Percent with a disability	16.52	8.28
	Under 18 years	310	34
	With a disability	13	13
	Percent with a disability	4.19	38.24
	18 to 64 years	1,401	109
	With a disability	297	0
	Percent with a disability	21.2	0
	65 years and over	498	14
	With a disability	55	0
	Percent with a disability	11.04	0
<b>Asian alone</b>	<b>Total</b>	26,752	5,213
	Total population with a disability	1,450	294
	Percent with a disability	5.42	5.64
	Under 18 years	2,208	705
	With a disability	58	0
	Percent with a disability	2.63	0
	18 to 64 years	22,317	3,672
	With a disability	819	83
	Percent with a disability	3.67	2.26
	65 years and over	2,227	836
	With a disability	573	211
	Percent with a disability	25.73	25.24
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	410	50
	Total population with a disability	30	0
	Percent with a disability	7.32	0
	Under 18 years	16	0
	With a disability	0	0
	Percent with a disability	0	#NUM!
	18 to 64 years	355	28
	With a disability	30	0
	Percent with a disability	8.45	0
	65 years and over	39	22
	With a disability	0	0
	Percent with a disability	0	0
<b>Some Other Race alone</b>	<b>Total</b>	30,703	1,981
	Total population with a disability	2,435	112



RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	ROCK CREEK WEST
	Percent with a disability	7.93	5.65
	Under 18 years	10,435	508
	With a disability	745	0
	Percent with a disability	7.14	0
	18 to 64 years	19,195	1,321
	With a disability	1,521	101
	Percent with a disability	7.92	7.64
	65 years and over	1,073	152
	With a disability	169	11
	Percent with a disability	15.75	7.22
<b>Two or More Races</b>	<b>Total</b>	46,843	7,875
	Total population with a disability	4,689	610
	Percent with a disability	10.01	7.75
	Under 18 years	13,916	2,805
	With a disability	419	93
	Percent with a disability	3.01	3.32
	18 to 64 years	29,968	4,352
	With a disability	3,081	257
	Percent with a disability	10.28	5.91
	65 years and over	2,959	718
	With a disability	1,189	260
	Percent with a disability	40.18	36.21
<b>Hispanic or Latino</b>	<b>Total</b>	76,587	9,866
<b>(Hispanics can be of any race and are included in race categories above)</b>	Total population with a disability	5,891	605
	Percent with a disability	7.69	6.13
	Under 18 years	21,309	2,714
	With a disability	1,022	106
	Percent with a disability	4.8	3.91
	18 to 64 years	50,457	6,288
	With a disability	3,175	145
	Percent with a disability	6.29	2.31
	65 years and over	4,821	864
	With a disability	1,694	354
	Percent with a disability	35.14	40.97
	<b>UNEMPLOYMENT RATE (Population 16 years and over)</b>		
<b>Total</b>	Unemployment rate	7.1	3.7
<b>White alone</b>	Unemployment rate	2.6	3.5
<b>Black or African American alone</b>	Unemployment rate	14.0	8.6
<b>American Indian and Alaska Native alone</b>	Unemployment rate	2.8	0.0
<b>Asian alone</b>	Unemployment rate	2.7	0.9
<b>Native Hawaiian and Other Pacific Islander alone</b>	Unemployment rate	2.8	0.0
<b>Some Other Race alone</b>	Unemployment rate	8.0	0.4
<b>Two or More Races</b>	Unemployment rate	4.7	2.4
<b>Hispanic or Latino</b>	Unemployment rate	5.3	2.7

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	ROCK CREEK WEST
	<b>POVERTY STATUS</b>		
<b>Total population</b>	Population for whom poverty status is determined	649,184	85,028
	Total Population Below Poverty	98,039	6,148
	Percent in poverty	15.1	7.23
<b>White alone</b>	Population for whom poverty status is determined	256,129	63,025
	Total Population Below Poverty	14,374	3,035
	Percent in poverty	5.61	4.82
<b>Black or African American alone</b>	Population for whom poverty status is determined	288,885	7,066
	Total Population Below Poverty	68,985	1,794
	Percent in poverty	23.88	25.39
<b>American Indian and Alaska Native alone</b>	Population for whom poverty status is determined	2,159	142
	Total Population Below Poverty	512	18
	Percent in poverty	23.71	12.68
<b>Asian alone</b>	Population for whom poverty status is determined	25,320	5,043
	Total Population Below Poverty	3,379	665
	Percent in poverty	13.35	13.18
<b>Native Hawaiian and Other Pacific Islander alone</b>	Population for whom poverty status is determined	390	50
	Total Population Below Poverty	53	0
	Percent in poverty	13.59	0
<b>Some Other Race alone</b>	Population for whom poverty status is determined	30,340	1,943
	Income in the past 12 months below poverty level	5,472	252
	Percent in poverty	18.04	12.97
<b>Two or More Races</b>	Population for whom poverty status is determined	45,961	7,759
	Total Population Below Poverty	5,264	385
	Percent in poverty	11.45	4.96
<b>Hispanic or Latino</b>	Population for whom poverty status is determined	75,004	9,671
<b>(Hispanics can be of any race and are included in race categories above)</b>	Total Population Below Poverty	9,600	543
	Percent in poverty	12.8	5.61
	<b>MEDIAN HOUSEHOLD INCOME</b>		
<b>Total households</b>	Median household income (dollars)	101,722	151,015
<b>White alone</b>	Median household income (dollars)	160,745	170,781
<b>Black or African American alone</b>	Median household income (dollars)	75,942	69,018
<b>American Indian and Alaska Native alone</b>	Median household income (dollars)	60,390	
<b>Asian alone</b>	Median household income (dollars)	123,660	137,974
<b>Native Hawaiian and Other Pacific Islander alone</b>	Median household income (dollars)		

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	ROCK CREEK WEST
<b>Some Other Race alone</b>	Median household income (dollars)	61,851	91,139
<b>Two or More Races</b>	Median household income (dollars)	108,455	142,188
<b>Hispanic or Latino</b>	Median household income (dollars)	94,203	141,191
	<b>TENURE</b>		
<b>Total householder</b>	<b>Total</b>	315,785	42,040
	Owner occupied	130,865	22,694
	% owner occupied	41.4	54.0
	Renter occupied	184,920	19,347
	% renter occupied	58.6	46.0
<b>White alone</b>	<b>Total</b>	140,029	32,329
	Owner occupied	66,420	18,887
	% owner occupied	47.4	58.4
	Renter occupied	73,609	13,442
	% renter occupied	52.6	41.6
<b>Black or African American alone</b>	<b>Total</b>	131,600	3,989
	Owner occupied	47,195	1,075
	% owner occupied	35.9	26.9
	Renter occupied	84,405	2,914
	% renter occupied	64.1	73.1
<b>American Indian and Alaska Native alone</b>	<b>Total</b>	1,269	53
	Owner occupied	327	18
	% owner occupied	25.8	34.0
	Renter occupied	942	35
	% renter occupied	74.2	66.0
<b>Asian alone householder</b>	<b>Total</b>	13,886	2,262
	Owner occupied	5,884	1,110
	% owner occupied	42.4	49.1
	Renter occupied	8,002	1,152
	% renter occupied	57.6	50.9
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	81	14
	Owner occupied	52	14
	% owner occupied	64.2	100.0
	Renter occupied	29	0
	% renter occupied	35.8	0.0
<b>Some Other Race alone</b>	<b>Total</b>	9,836	652
	Owner occupied	2,618	183
	% owner occupied	26.6	28.1
	Renter occupied	7,218	468
	% renter occupied	73.4	71.9
<b>Two or More Races householder</b>	<b>Total</b>	19,084	2,741
	Owner occupied	8,369	1,406
	% owner occupied	43.9	51.3
	Renter occupied	10,715	1,336
	% renter occupied	56.2	48.7
<b>Hispanic or Latino</b>	<b>Total</b>	29,336	3,633

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	ROCK CREEK WEST
(Hispanics can be of any race and are included in race categories above)	Owner occupied	10,358	1,766
	% owner occupied	35.3	48.6
	Renter occupied	18,978	1,868
	% renter occupied	64.7	51.4
	<b>HOUSING COST BURDEN</b>		
<b>Total</b>	Total Households	315,785	42,040
	Cost Burdened Households	110,215	12,145
	Not Computed	10,634	1,296
	Percent of households spending 30% or more of their income on housing	36.1	29.8
<b>Notes: Housing cost burden by race is not available; Hispanics can be of any race and are included in race categories above;</b> <i>Source: U.S. Census Bureau, 2018-2022 American Community Survey 5-Year Estimates</i>			