

**MEMORANDUM**

**TO:** Zoning Commission for the District of Columbia

**FROM:** Philip Y. A. Isaiah, Development Review Specialist  
*MBR for* Radhika Mohan AICP, Deputy Director, Development, Design & Historic Preservation

**DATE:** May 4, 2026

**SUBJECT:** ZC No. 26-01 – Set Down Report for a Request Map Amendment to Rezone 801-811 R Street, NW (Square 395, Lot 55) from the RA-2 to the MU-10 zone.

**I. PROPOSAL AND RECOMMENDATION**

On March 11, 2026, the applicant, LWH 801 R LLC, filed a zoning map amendment application to rezone 801-811 R Street, NW (Square 395, Lot 55) from the RA-2 Zone to the MU-10 Zone. This proposed map amendment would not be inconsistent with the 2021 Comprehensive Plan, including the Future Land Use Map (FLUM) and the recommendations of the Near Northwest Planning Area.

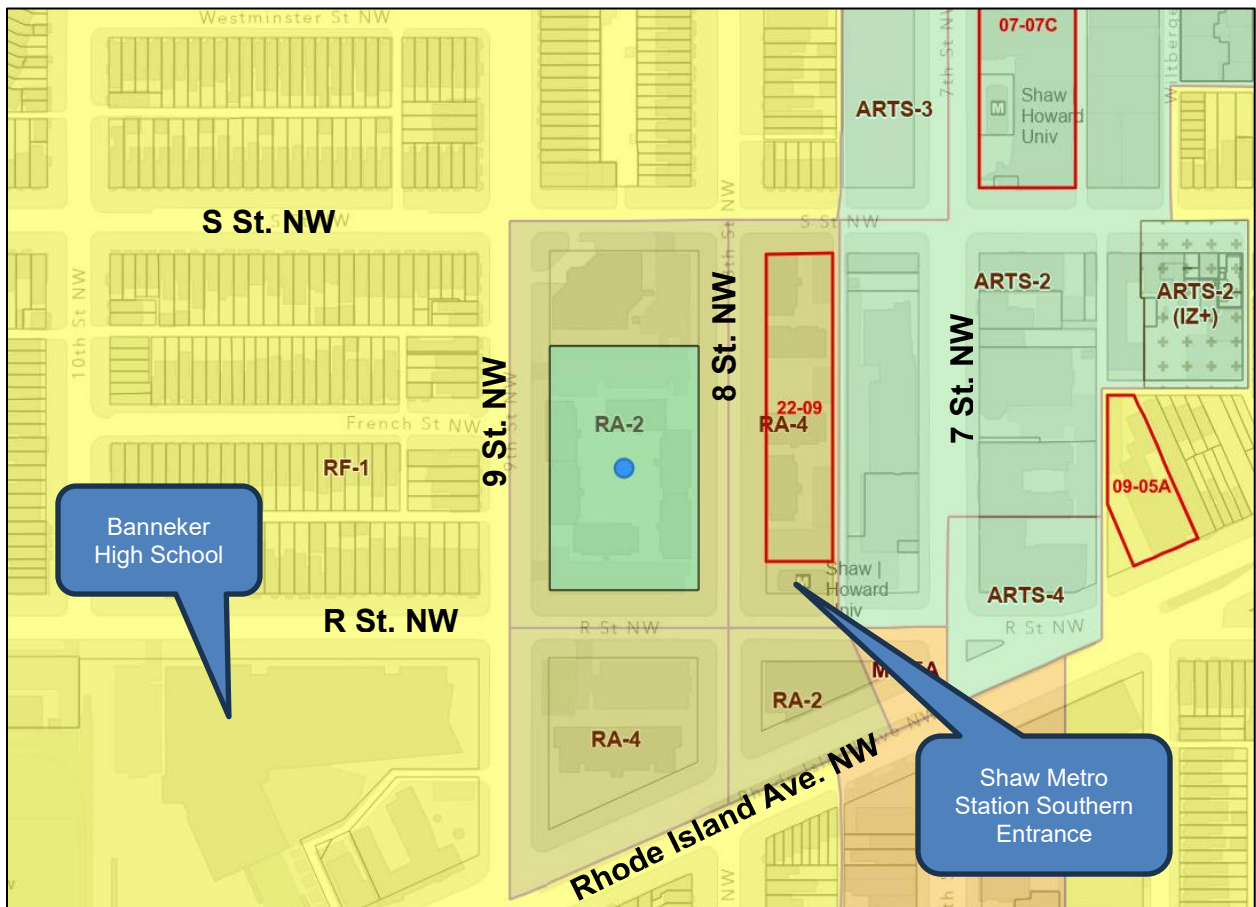
The Office of Planning (OP) **recommends that the Zoning Commission set down** this application for a public hearing with IZ Plus as the Near Northwest Planning Area lags in its affordable housing production goals.

OP also **recommends** that the applicant provide additional information regarding tenant communications, and the relocation and return process.

**II. APPLICATION-IN-BRIEF**

<b>Applicant:</b>	LWH 801 R LLC
<b>Proposed Map Amendment:</b>	From the RA-2 zone to the MU-10 zone
<b>Address:</b>	801-811 R Street, NW
<b>Ward / ANC:</b>	Ward 2 / ANC 2G
<b>Legal Description:</b>	Square 395, Lot 55
<b>Property Size:</b>	65,568 square feet
<b>Existing Development:</b>	The subject property is currently developed with 6 three-story brick-sided multi-unit apartment buildings built in 1963.
<b>Future Land Use Map:</b>	Mixed Medium Density Commercial/Medium Density Residential (CMED/RMED)
<b>Generalized Policy Map:</b>	Neighborhood Enhancement Area
<b>Historic District:</b>	N/A

## SITE AND AREA DESCRIPTION



The 65,568 square foot rectangular-shaped subject property (199 feet x 325 feet) is located in Square 395 and occupies approximately two-thirds of the square. The property is in the Shaw neighborhood and is bounded by R Street to the south; 8<sup>th</sup> Street to the east; 9<sup>th</sup> Street to the west; and the New Bethel Baptist Church and S Street to the north. The subject parcel is located 1 block away from a Main Street Mixed Use Corridor, as designated in the Comprehensive Plan

To the east of the property and across 8<sup>th</sup> Street is Lot 34 which has an approved Map amendment from the RA-4 zone to the MU-8A zone and an associated PUD for 317 residential units (ZC Order 22-09 and 22-09A). The southern entrance to the Shaw/Howard University Metro station is located at the northeast corner of R and 8th Streets, NW, directly across from the subject property.

Rowhomes and the campus of the Benjamin Banneker Academic High School, operated by DCPS, are located to the west and southwest of the lot and are zoned RF-1.

### III. BACKGROUND

The Applicant is pursuing the proposed Zoning Map amendment in anticipation of redeveloping the site with a new all-affordable residential project.

The property is currently developed with low rise apartment buildings and surface parking. The property was up for sale by the prior owner, and the existing tenants' association exercised their right to purchase the property under the Tenant Opportunity to Purchase Act (TOPA). The applicant later became a contract purchaser, and the tenants' association transferred its rights to the

Applicant to redevelop the site with an all-affordable building, including replacement units and right of return for current tenants.

**IV. DEVELOPMENT CAPACITY OF EXISTING AND PROPOSED ZONES**

The Applicant requests a map amendment to rezone the subject property from RA-2 to MU-10. The purpose and intent of the existing RA-2 Zone (Subtitle F § 101.5) is as follows:

*The RA-2 zone provides for areas developed with predominantly moderate-density residential.*

The purpose and intent of the proposed MU-4 Zone (Subtitle G § 101.15) is as follows:

*The MU-10 zone is intended to:*

- (a) *Permit medium- to high-density mixed-use development with a balance of uses conducive to a higher quality of life and environment for residents, businesses, employees, and institutions;*
- (b) *Be applied to areas where a mixture of uses and building densities is intended to carry out elements of the Comprehensive Plan, small area plans, or framework plans, including goals in employment, population, transportation, housing, public facilities, and environmental quality;*
- (c) *Require a level of public space at the ground level; and*
- (d) *Allow residential and non-residential bulk to be apportioned between two (2) or more lots in the same square.*

The following table summarizes the effect of the proposed MU-10 zone in comparison to the existing RA-2 zone:

<b>Regulation</b>	<b>Existing Zone: RA-2</b>	<b>Proposed Zone: MU-10</b>
<b>Permitted Uses:</b>	Residential apartment, as well as any use permitted in the RF Zones under Subtitle U § 301	Uses permitted as a matter of right in any R, RF, and RA zones, and MU-Use Groups F and G
<b>Height:</b>	50 feet max. No story limit	90 feet max. 100 feet max. (IZ) No story limit
<b>Floor Area Ratio (FAR):</b>	1.8 max. 2.16 (IZ) max.	6.0 max. 7.2 max. (IZ) 3.0 max. (Nonresidential)
<b>Penthouse Height:</b>	12 feet max./15 feet mechanical max. 1 story max. (2-story permitted for mechanical space).	20 feet max./1 story plus mezzanine Second story permitted for penthouse mechanical space
<b>Lot Occupancy:</b>	60% max.	75% max. (residential) 80% (IZ) 100% (non-residential)

<b>Regulation</b>	<b>Existing Zone: RA-2</b>	<b>Proposed Zone: MU-10</b>
<b>Rear Yard:</b>	15 feet min.	2.5 inches/ft. of vertical distance from mean finished grade at the middle of the rear of the structure to the highest point of the main roof or parapet wall, but not less than 12 feet
<b>Side Yard:</b>	0 feet min. 4 feet min. if provided	0 feet min. 2 in. per 1 ft. but no less than 5 ft. if provided
<b>GAR:</b>	0.4 min.	0.2 min.

**V. IZ PLUS EVALUATION**

Subtitle X § 502 presumes that IZ Plus will apply to map amendments except as provided in Subtitle X § 502.2:

*502.1 Except as provided in Subtitle X § 502.2, the requirements of this section shall apply to:*

*(a) A map amendment that rezones a property:*

- (1) From a PDR zone to an ARTS, CG, D, MU, R, RA, or RF zone;*
- (2) From any zone other than a PDR zone to a D zone without a prescribed residential FAR; or*
- (3) From unzoned to an ARTS, CG, D, MU, R, RA or RF zone; or*

***(b) A map amendment not described on paragraph (a) of this subsection 502.1, which rezones a property from any zone to a zone that allows a higher maximum FAR, both exclusive of the twenty percent (20%) IZ bonus density, if applicable.***

*502.2 The requirements of this section shall not apply to a map amendment that:*

- (a) Is related to a PUD application;*
- (b) Is to [rezone to] a BF, HE, NHR, SEFC, StE, USN, or WR zone;*
- (c) The Zoning Commission determines is not appropriate for IZ Plus due to the mitigating circumstances identified by the Office of Planning in its report recommending that the map amendment not be subject to IZ Plus; or*
- (d) Was filed as an application that was accepted by the Office of Zoning prior to November 16, 2020.*

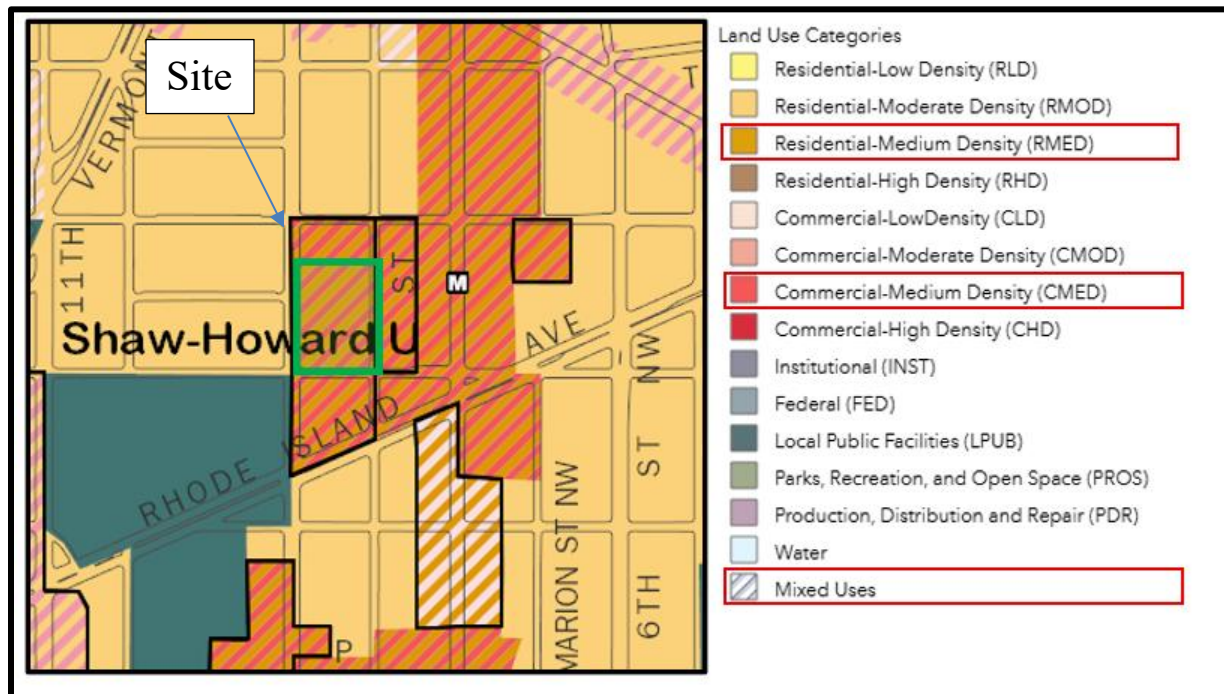
The required maximum FAR for the current RA-2 Zone is 1.8 FAR with 2.16 for IZ, whereas the maximum FAR for the proposed MU-10 Zone is 6.0 FAR with 7.2 FAR with IZ. This is an increase of Maximum FAR of 4.2 or 5.04 with IZ. Therefore Subtitle X § 502.1 (b) of the Zoning Regulations requiring IZ plus is applicable.

The Near Northwest Planning Area in which this property is located lags in affordable housing production as defined in the Mayor’s 2025 Housing Equity Goals, as further discussed in the Racial Equity Analysis below.

Therefore, OP recommends IZ Plus for the proposed map amendment be required. Yet, it should be noted that the applicant's intent to build a project in which all units will contain affordable units should exceed the minimum affordability requirements mandated by IZ Plus.

## COMPREHENSIVE PLAN ANALYSIS COMPREHENSIVE PLAN MAPS

### Generalized Future Land Use Map (FLUM)



The subject property, outlined in green on the accompanying map above, was reclassified during the 2021 update to the Future Land Use Map (FLUM). Previously designated as Moderate Density Residential (RMOD), the FLUM now identifies the property for a mix of Medium Density Residential and Medium Density Commercial uses.

#### **Residential-Medium Density:**

*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 Low Density Residential 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*

#### **Commercial-Medium Density:**

*This designation is used to define shopping and service areas that are somewhat greater in scale and intensity than the Moderate Density Commercial areas. Retail, office, and service businesses are the predominant uses, although residential uses are common. Areas with this designation generally draw from a citywide market area. Buildings are larger and/or taller than those in Moderate Density Commercial areas. Density typically ranges between a **FAR of 4.0 and 6.0, with greater density possible when complying with Inclusionary Zoning** or when approved through a*

*Planned Unit Development. The MU-8 and MU-10 Zone Districts are consistent with the Medium Density category, and other zones may also apply. 227.12*

### **Mixed Use Categories:**

*The Future Land Use Map indicates areas where the mixing of two or more land uses is encouraged. The particular combination of uses desired in a given area is depicted in striped patterns, with stripe colors corresponding to the categories defined on the previous pages. The Mixed-Use category generally applies in the following three circumstances:*

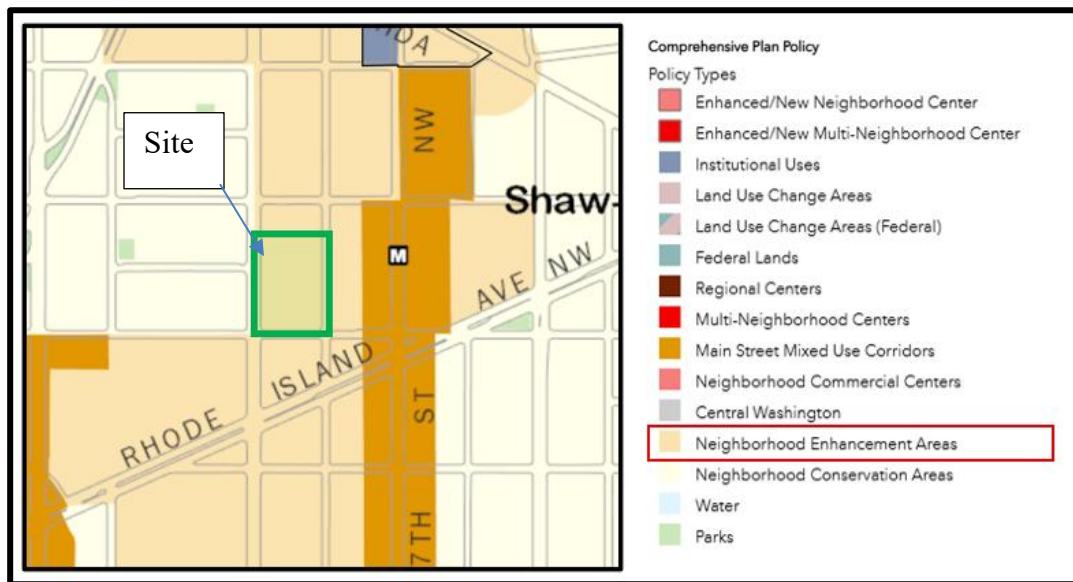
- a. Established, **pedestrian-oriented** commercial areas which also include substantial amounts of housing, typically on the upper stories of buildings with ground floor retail or office uses;*
- b. Commercial corridors or districts which may not contain substantial amounts of housing today, but where **more housing is desired in the future**. The pattern envisioned for such areas is typically one of pedestrian-oriented streets, **with ground floor retail or office uses and upper story housing**; and*
- c. Large sites (generally greater than 10 acres in size), where opportunities for multiple uses exist but a plan dictating the precise location of these uses has yet to be prepared. 225.18*
- d. Development that includes residential uses, **particularly affordable housing**, and residentially compatible industrial uses, typically achieved through a Planned Unit Development or in a **zone district that allows such a mix of uses**. 227.20*

*The general density and intensity of development within a given Mixed-Use area is determined by the specific mix of uses shown. If the desired outcome is to emphasize one use over the other (for example, ground floor retail with three stories of housing above), the Future Land Use Map may note the dominant use by showing it at a slightly higher density than the other use in the mix ... 227.21*

The MU-10 zone is explicitly enumerated as an appropriate zone for subject property's FLUM designation. The MU-10 Zone permits a maximum FAR of 6.0 with 7.2 FAR with IZ. The current RA-2 zone was instead consistent with the former moderate density residential FLUM designation. The dual FLUM designation on this site calls a mix of uses containing ground floor non-residential uses with residential uses above, which can be achieved with the MU-10 zone. The applicant intends to provide affordable housing to all units provided on site as part of the project that would be constructed pursuant to this map amendment, which further accomplished the vision for the mixed use categorization.

### **Generalized Policy Map**

The Generalized Policy Map (GPM) places the site within a Neighborhood Enhancement area.



### Neighborhood Enhancement Areas:

*Neighborhood Enhancement Areas are neighborhoods with substantial amounts of vacant and underutilized land. They include areas that are primarily residential in character, as well as mixed-use and industrial areas. Many of these areas are characterized by a patchwork of existing homes and individual vacant lots, some privately owned and others owned by the public sector or non-profit developers. These areas present opportunities for compatible **infill development**, including new single-family homes, townhomes, other density housing types, **mixed-use buildings**, and, where appropriate, light industrial facilities. Land uses that reflect the historical mixture and diversity of each community and **promote inclusivity** should be encouraged. 225.6*

The proposed map amendment would not be inconsistent with the GPM designations for the subject property. The proposed MU-10 zoning is consistent with the policy of promoting infill development with mixed-use buildings. It should be noted that the intent of the applicant in perusing the subject map amendment is to construct housing with all-affordable units, thereby promoting income inclusivity, in conformance with this GPM designation.

### A. ANALYSIS THROUGH A RACIAL EQUITY LENS USING THE ZONING COMMISSION'S RACIAL EQUITY TOOL

The Comprehensive Plan requires an examination of zoning actions through a racial equity lens. The direction to consider equity "as part of its Comprehensive Plan consistency analysis" indicates that the equity analysis is intended to be based on the policies of the Comprehensive Plan and part of the Commission's consideration of whether a proposed zoning action is "not inconsistent" with the Comprehensive Plan. The Comprehensive Plan recognizes that advancing equity requires a multifaceted policy approach and that many areas of policy must be brought to bear on the challenge:

*Equitable development is a participatory approach for meeting the needs of underserved communities through policies, programs, and/or practices that reduce and ultimately eliminate disparities while fostering places that are healthy and vibrant. Equitable development holistically considers land use, transportation, housing, environmental, and cultural conditions, and creates access to education, services, healthcare, technology,*

*workforce development, and employment opportunities. As the District grows and changes, it must do so in a way that encourages choice, not displacement, and builds the capacity of vulnerable, marginalized, and low-income communities to fully and substantively participate in decision-making processes and share in the benefit of the growth, while not unduly bearing its negative impacts. 213.7.*

The Commission's four-part Racial Equity Tool outlines information to be provided to assist in the evaluation of zoning actions through a racial equity lens. OP's analysis is provided below.

Equity is conveyed through the Comprehensive Plan. The map amendment could allow for the subject property to provide more housing for the surrounding community.

### **RACIAL EQUITY TOOL PART 1 – COMPREHENSIVE PLAN GUIDANCE**

In the context of zoning, certain priorities of equity are explicit throughout the Comprehensive Plan, including affordable housing, displacement, and access to opportunity. Below is an outline of Comprehensive Plan policies related to this proposal which, when viewed through a racial equity lens, provides the Commission with a framework for evaluating a proposed map amendment. Please refer to Attachment I to this report for the full text of each policy statement or refer to the Comprehensive Plan that is available on the Office of Planning website at [planning.dc.gov](http://planning.dc.gov).

As noted above, this proposal would not be inconsistent with the Comprehensive Plan Generalized Policy Map and the Future Land Use Map. As demonstrated below, the proposed map amendment, on balance, would not be inconsistent with the Citywide Elements of the Comprehensive Plan. Although it can be difficult to assess the exact impact of development in a map amendment case, as demonstrated below, the proposed map amendment would provide additional opportunities to further the policies of the Land Use, Transportation, Housing and Environmental Elements. Furthermore, it would also advance several policies for the Near Northwest Element.

#### ***Citywide Elements:***

##### ***Land Use Element***

- *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-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods*
- *Policy LU-1.4.5: Design to Encourage Transit Use*

The subject property is located across 8<sup>th</sup> Street from the Shaw Metro station. The increase in density associated with the MU-10 zone advances the Comprehensive Plan's goal to permit more housing in proximity of the transit station and bus corridor and thus facilitating car-free or car-light living. The applicant's intent to build affordable units on site further advances the Plan's call for accessibility to transit and various forms of transit-oriented developments in the District. Thus, the subject map amendment would not be inconsistent with the Land Use Element of the Comprehensive plan.

### ***Transportation Element***

- *Policy T-1.1.4: Transit-Oriented Development*
- *Policy T-1.1.7: Equitable Transportation Access*
- *Policy T-1.3.1: Transit-Accessible Employment*

This map amendment would not be inconsistent with the Transportation Element of the Comprehensive Plan. The subject property is located across from the Shaw Metrorail Station and is also served by bus routes along nearby 7<sup>th</sup> Street and Rhode Island Avenue, providing convenient transit access without the need for a car. The residents of the new development could opt to live car-free, reducing household transportation costs.

Redevelopment of the property could also improve the pedestrian environment by strengthening pedestrian connections and creating safer crossings. Overall, the proposed map amendment would support redevelopment that advances equitable access to transportation options.

### ***Housing Element***

- *Policy H-1.1.1: Private Sector Support*
- *Policy H-1.1.3: Balanced Growth*
- *Policy H-1.1.4: Mixed-Use Development*
- *Policy H-1.2.1: Low- and Moderate-Income Housing Production as a Civic Priority*
- *Policy H-1.2.2: Production Targets*
- *Policy H-1.2.3: Affordable and Mixed-Income Housing*
- *Policy H-1.2.9 Advancing Diversity and Equity of Planning Areas*
- *Policy H-1.2.10 Redevelopment of Existing Subsidized and Naturally Occurring Affordable Housing*
- *Policy H-2.1.1 Redeveloping Existing Dedicated Affordable Housing*
- *Policy H-2.1.2: Preserving Affordable Rental Housing*
- *Policy H-2.1.4: Avoiding Displacement*
- *Policy H-2.1.9: Redevelopment of Affordable Housing*

The proposed MU-10 Zone would permit moderate mixed-use development near a high-capacity bus transit corridor (7<sup>th</sup> Street, NW) and around a Metro Station (Shaw). The applicant states that all existing affordable units would be preserved through 1:1 replacement and guaranteeing current tenants the right to return, consistent with Tenant Opportunity to Purchase Act (TOPA) agreements. The redevelopment would be an all-affordable project, exceeding IZ Plus requirements and expanding the supply of income-restricted housing. Therefore, the subject map amendment would not be inconsistent with the Housing Element.

### ***Environmental Protection Element***

- *Policy E-4.2.1: Support for Green Building*
- *Policy E-4.4.1: Mitigating Development Impacts*

The proposed map amendment would not be inconsistent with the Environmental Protection Element of the Comprehensive Plan and any new development on this site would be subject to current environmental protection, green building and stormwater management requirements.

### **Near Northeast Area Element:**

#### ***Near Northwest Area Element***

- *Policy NNW-1.1.1: Residential Neighborhoods*
- *Policy NNW-1.1.3: Neighborhood Commercial Vibrancy*
- *Policy NNW-1.1.8: Affordable Housing*

***Shaw/Convention Center Policy Focus Area***

- *Policy NNW-2.1.1: Affordable Housing*
- *Policy NNW-2.1.3: Shaw/Howard University and Mount Vernon Square/7th Street NW-Convention Center Metro Stations*

The property is within the Near Northwest Area Element and specifically within the Shaw/Convention Center Policy Focus Area. The increase in density permitted under the MU-10 zone would advance supporting the neighborhood shopping areas located along 7<sup>th</sup> and 9<sup>th</sup> Streets, NW with increased local customers within walking distance, while supporting increased residential development adjacent to the Shaw/Howard University metro station. The property could also support some local neighborhood shopping on the ground floor of a building along R Street. The applicant's stated intent is to provide only affordable residences with 1:1 replacement and a right-to-return for existing residences further advances the affordable housing policies as called for in this Area Element. Therefore, the map amendment would not be inconsistent with the Near Northwest Area Element or the Shaw/Convention Center Policy Focus Area.

**Comprehensive Plan policies related to racial equity will potentially not be advanced by approval of the zoning action?**

OP has identified the following policies with which the proposal may be inconsistent:

*LU-2.1.4: Rehabilitation Before Demolition* –Although there is no development proposal being reviewed as part of this zoning map consistency case, the application notes that the existing apartment buildings would be razed and residents temporally relocated according to a tenant relocation plan. They believe the age of the existing building is unlikely to support a vertical addition and the cost of doing rehabilitation may negatively impact the financial viability of a project. The land is also being inefficiently used, as a large portion of the property is utilized for surface parking even though its in close proximity to a transit station and bus routes.

*Policy H-2.1.4: Avoiding Displacement* – The application notes that the existing building tenants would be relocated and invited to return once the redevelopment is completed. The applicant also notes that existing tenants would be temporarily displaced through the reconstruction process, that they would be allowed to return. Although this is a map amendment case, not one for which a project is being reviewed, **the applicant should provide additional information regarding tenant communications, and the relocation and return process.**

The addition of new affordable housing for residents of the neighborhood and the City would outweigh and balance the policies with which the proposal may not directly further, provided the questions regarding relocation and return are addressed.

**RACIAL EQUITY TOOL PART 2 – APPLICANT/PETITIONER COMMUNITY OUTREACH AND ENGAGEMENT**

The Applicant has provided a summary detailing their community outreach and engagement efforts as part of their burden of proof, contained as Exhibit 3 of the record. Notable events from the provided summary include a meeting with and presentation to ANC 2G at a monthly meeting that took place on February 12, 2026. The applicant stated that they have corresponded with several neighboring residents regarding the rezoning and planned redevelopment and indicates that outreach will continue as the application proceeds.

**RACIAL EQUITY TOOL PART 3 – NEAR NORTHWEST PLANNING AREA DATA**

Part 3 of the Racial Equity Tool asks for disaggregated data to assist the Commission in its evaluation of zoning actions through a racial equity lens for the planning area. The data used in this report is sourced from the 2012-2016 and 2019-2023 American Community Survey 5-Year Estimates by Planning Area via the OP State Data Center ([ACS DATA](#)). Part 3 also asks if the planning area is on track to meet affordable housing goals. While it can be difficult to assess the possible demographic impacts of a proposed map amendment for which there is not a project attached, the following disaggregated data is provided to indicate citywide and planning area trends.

The subject property is located within the Near Northwest Planning Area (“the Planning Area”). Each table below compares data for this Planning Area with Districtwide data.

**Population by Race or Ethnicity**

Between 2012-2016, in the Near Northwest Planning Area, the largest portion of the population were White residents at 69.54% of the area residents. The next highest group was Black residents at 13.98%. In the 2019-2023 period, White residents continued to make up the largest portion of the population but fell slightly to 64.74%. The Black percentage of the population also fell within this period, with increases in Asian, Two or More Races, and Hispanic groups within the planning area. The largest increase was Two or More Race segment of the population increasing from 3.96% to 9.78%. This seems to indicate that the area is becoming more diversified.

***Table 1: Population/Race or Ethnicity Districtwide and in the Planning Area***

Race or Ethnicity	Districtwide (2012-2016)	Near Northwest (2012-2016)	Near Northwest %	Districtwide (2019-2023)	Near Northwest (2019-2023)	Near Northwest %
Total Population	659,009	78,533	100%	672,079	73,068	100%
White	266,035	54,618	69.54%	262,549	47,305	64.74%
Black	318,596	10,984	13.98%	290,772	8,584	11.75%
Asian	24,036	6,400	8.14%	27,465	6,771	9.27%
American Indian and Alaskan Native	2,174	179	0.22%	2,044	408	0.56%
Native Hawaiian and Other Pacific Islander	271	27	0.03%	378	127	0.17%
Some other race	29,650	3,214	4.09%	32,338	2,729	3.73%
Two or more races	18,245	3,111	3.96%	56,533	7,144	9.78%
Hispanic or Latino	69,106	9,000	11.46%	77,760	9,862	13.5%

**Median Income**

The median income of the Near Northwest Planning area was higher than that of the District in both the 2012-2016 and 2019-2023 time periods (Table 2). The median income for the planning area saw an approximately \$30,000 increase between the time periods. Although there was an increase over both time periods, the increase of approximately \$30,000 was lower than the approximately \$33,000 increase District wide.

The Black or African American population had the lowest median income of all segments of the population with available income information during both time periods, (\$29,645 and \$50,536), and the lowest increase (\$20,891). White and Asian had the higher incomes for the planning area with whites having an approximately \$33,000 increase in income over the same period. The relatively high incomes are also reflected in the lower poverty rate in the Near Northwest which is 11% compared to a District wide total of 14.5% (Table 4).

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

	<b>Districtwide (2012-2016)</b>	<b>Near Northwest (2012-2016)</b>	<b>Districtwide (2019-2023)</b>	<b>Near Northwest (2019-2023)</b>
Median Household Income	\$72,935	\$98,400	\$106,287	\$128,443
White	\$119,564	\$114,423	\$166,774	\$147,649
Black or African American	\$40,560	\$29,645	\$60,446	\$50,536
American Indian and Alaskan Native	\$51,306	N/A	\$63,617	\$66,653
Asian	\$91,453	\$84,378	\$121,619	\$116,791
Some other races	\$41,927	\$51,049	\$74,754	\$72,332
Two or more races	\$83,243	\$99,448	\$116,869	\$120,484

**Housing Tenure**

The rising cost of housing in the District limits the ability to provide housing for a variety of household types, including family, senior housing, rental and ownership housing, and housing for all income levels. Given the characteristics of the District, only a small amount of the total land area (28.1 percent) is dedicated to residential use (205.3). Scarcity of land increases the cost of new housing, limits the availability of housing, and intensifies housing cost burdens, particularly for lower- and middle-income households. The Comprehensive Plan states that *“residents of lower-income households in the District and, therefore, face a disproportionate share of the problems caused by housing insecurity and displacement”* (206.4).

Between 2012-2016 and 2019-2023, the percentage of owner occupancy in the District did not change significantly, rising from 40.7% to 41.1%, while in the Near Northwest Planning Area there was an increase from 35.4% to 37.6%. In the 2019-2023 period the District had an owner occupancy of 41.1% while Near Northwest had an owner occupancy of 38.6%.

In the Near Northwest Planning Area, the highest White, Asian, and Two or More Race households had the highest percentage of owner-occupied housing at 42.9%, 40.7% and 34.7% in the 2019-

2023 period. Black and African American and Other race households had the lowest owner occupancy with 20.5% and 23.8%, respectively.

**Table 3: Owner Occupied Households Districtwide and in the Planning Area**

	Districtwide (2012-2016)	Near Northwest (2012-2016)	Districtwide (2019-2023)	Near Northwest (2019-2023)
Total Owner Occupied	40.7%	35.4%	41.1%	38.6%
White	47.8%	39.9%	48.0%	42.9%
Black or African American	35.9%	17.3%	34.9%	20.5%
American Indian and Alaskan Native	32.9%	34.0%	19.6%	N/A
Asian	39.4%	39.7%	41.4%	40.7%
Some other races	17.5%	12.9%	28.7%	23.8%
Two or more races	32.7	23.7%	41.3%	34.7%

**Unemployment Poverty and Cost Burden**

From 2012-2016, the unemployment rate in the Near Northwest Planning Area was 3.8%, which was less than half the rate of the District at 8.7%. The rate for both the Near Northwest Planning Area and the District as a whole fell during the period between 2019-2023, the unemployment rate in the Planning Area (3.2%) remained well below the District Average of 6.5%.

The cost burden for housing in Near Northwest is slightly lower than the District during both time periods. The unemployment rate and cost burden is likely reflected by a lower poverty rate within the Planning Area compared to that of the District.

**Table 4: General Characteristics of the District and the Planning Area**

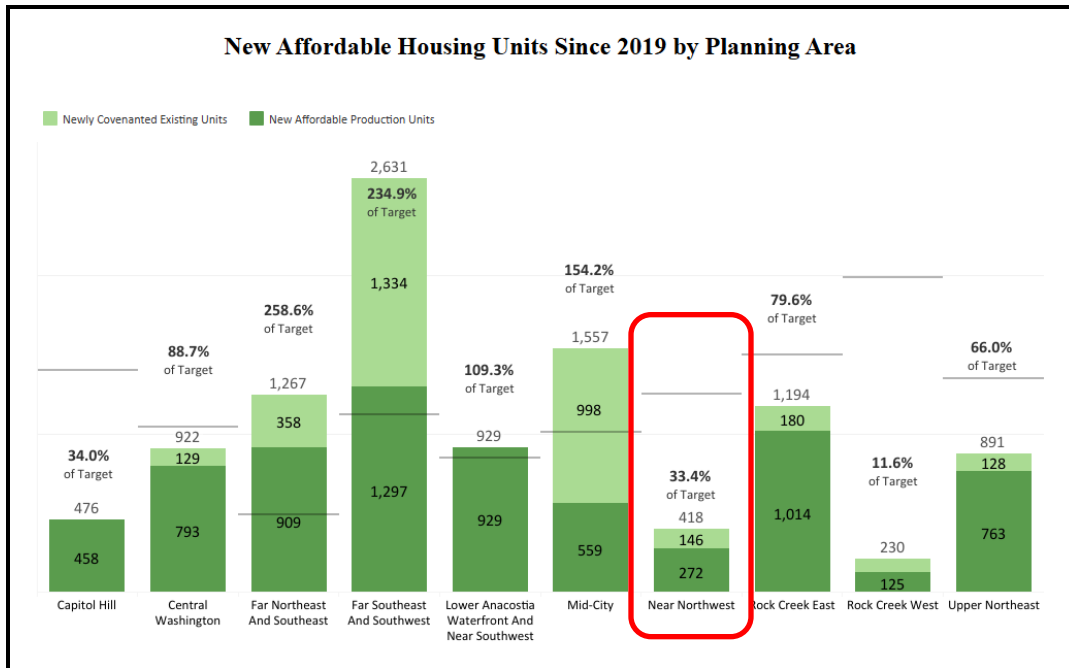
Characteristic	Districtwide (2012-2016)	Near Northwest (2012-2016)	Districtwide (2019-2023)	Near Northwest (2019-2023)
Unemployment Rate	8.7%	3.8%	6.5%	3.2%
Cost-Burdened Households	38.6%	36.6%	34.0%	31.5%
Poverty Rate	17.9%	14.3%	14.5%	11.0%

**Progress Toward Housing Equity Goals**

The Mayor’s housing goals include the production of 12,000 new affordable units citywide for households earning below 80% of Median Family Income (MFI). As of December 11, 2024, the District has produced 10,383 affordable units which is 87% of this goal.

In 2024 the Deputy Mayor for Planning and Economic Development (DMPED) provided information on how each planning area was progressing in meeting their portion of the affordable housing target. The December 2024 update indicates that the planning area has not met its target by providing 1,850 affordable units, or 33.4% of the target amount ([DMPED 36,000 by 2025 Dashboard](#)).

**Progress Towards Meeting the Mayor’s 2025 Housing Equity Goals**



The Mayor’s housing goals included the production of 12,000 new affordable units citywide for households earning below 80% of Median Family Income (MFI). As of December 2024, the District has met its overall goal but not in all Planning Areas.

The December 2024 update indicates that the planning area has not met its target by providing 1,850 affordable units, or 33.4% of the target amount ([DMPED 36,000 by 2025 Dashboard](#)).

The 2019 Housing Equity Report prepared by the Office of Planning and the Department of Community development set a goal for the Near Northwest Planning Area to produce 1,250 affordable housing units by 2025 (see table above); The Near Northeast Planning area currently contains 7.7% of the District’s total number of affordable housing units as of 2018 and According to DC’s Comeback Plan (January 2023), the Near Northwest Planning Area has only achieved 10.7% of its 2025 affordable housing production goal, with 37.2% projected in 2025. As such, OP recommends that IZ plus be implemented in this map amendment.

**RACIAL EQUITY TOOL PART 4 – ZONING COMMISSION EVALUATION FACTORS**

Factor	Question	OP Response
Direct Displacement	Will the zoning action result in displacement of tenants or residents?	The zoning action would result in the temporary displacement of tenants of the apartment buildings on the site. However, based on the applicant statement, the displacement would be temporary, and the tenants would be permitted to return upon the delivery of the new units. <b>The applicant is advised to provide additional detail of the relocation and return program at the public hearing.</b>

<b>Factor</b>	<b>Question</b>	<b>OP Response</b>
Indirect Displacement	What examples of indirect displacement might result from the zoning action?	OP does not anticipate any indirect residential displacement. The proposed rezoning is for a single property in an area currently zoned for moderate containing small apartment buildings. The subject map amendment would facilitate the creation of new affordable housing units for the neighborhood.
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 map amendment, if granted, would result in more housing for the area, which would include affordable units, at a minimum consistent with the IZ Plus program, if not fully affordable in accordance with the applicant’s intent.
Transportation	<ul style="list-style-type: none"> <li>• Access to public transit</li> <li>• Transportation improvements</li> </ul>	The subject property is located across the street from the Shaw/Howard University Metro Station. The Applicant does not anticipate any transportation-related improvements as a result of the map amendment. Any new development would be required to meet parking and bicycle parking requirements.
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>• Streetscape Improvements</li> </ul>	The map amendment, if granted, could likely result in improvements to adjacent streetscapes as part of any new development on the site.
New Jobs/ Access to Jobs	Is there a change in access to job opportunities	The MU-10 Zone permits non-residential development at a maximum of 3.0 FAR, which would create opportunity for additional job creation as a result on the site where none exists today. The transit-oriented nature of the site further allows additional access to jobs accessible via Metrorail and metrobus.
Environmental	<ul style="list-style-type: none"> <li>• LEED Rating</li> <li>• Stormwater management</li> <li>• Etc.</li> </ul>	While no plans are provided as part of the subject map amendment, the applicant commits in the to abiding by District stormwater regulations, the DC Green Building Act, and other relevant DOEE environmental standards at the time of development.
Community	How did community outreach and engagement inform/change the zoning action?	The Applicant’s filings indicate the community discussions and outreach measures that have taken place.

### **C. SUMMARY OF PLANNING CONTEXT ANALYSIS**

As discussed above, the proposed map amendment would rezone the site to a zone that would be more consistent with the Comprehensive Plan's land use recommendation for the subject property. The proposed MU-10 Zone would provide additional opportunities for new infill housing opportunities consistent with the Comp Plan policy direction.

### **ATTACHMENTS**

Attachment I – Comprehensive Plan Policies

Attachment II – American Community Survey 2019-2023 Disaggregated Data Table

## **Attachment I**

### **Comprehensive Plan Citywide Elements**

#### **Chapter 3 – Land Use Element**

##### ***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. 307.9*

##### ***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. 307.10*

##### ***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*

#### **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-1.3.1: Transit-Accessible Employment***

*Support more efficient use of the region's transit infrastructure with land use strategies that encourage employment locations near underused transit stations. Work closely with the federal government and suburban jurisdictions to support transit-oriented and transit-accessible employment throughout the region. This would expand the use of major transit investments such as Metrorail. Encourage approaches that improve transit access to jobs for low-income residents. 405.7*

**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-1.1.3: 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-1.1.4: Mixed-Use Development***

*Promote moderate to high-density, mixed-use development that includes affordable housing on commercially zoned land, particularly in neighborhood commercial centers, along Main Street mixed-use corridors and high-capacity surface transit corridors, and around Metrorail stations. 503.6*

***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. 504.8*

***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-1.2.9 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-1.2.10 Redevelopment of Existing Subsidized and Naturally Occurring Affordable Housing***

*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. 504.18*

***Policy H-2.1.1 Redeveloping Existing Dedicated Affordable Housing***

*Redevelopment of public housing must make every effort to achieve all strategies in 510.4a. Redevelopment of income-restricted affordable housing by other parties should implement as many of the strategies in 510.4a as possible. The availability and certainty of land use and financial and regulatory incentives to make the projects feasible are critical to achieve these strategies. 510.5*

***Policy H-2.1.2: Preserving Affordable Rental Housing***

*Recognize the importance of preserving rental housing affordability to the well-being of the District and the diversity of its neighborhoods. Undertake programs to preserve the supply of subsidized rental units and low-cost market rate units, with an emphasis on preserving affordable units in highcost or rapidly changing neighborhoods, where the opportunity for new affordable units is limited. 510.6*

***Policy H-2.1.4: Avoiding Displacement***

*Maintain programs to prevent long-term displacement resulting from the loss of rental housing units due to demolition or conversion, and minimize short-term displacement during major rehabilitation efforts, and the financial hardships created by rising rents on tenants and other shocks or stresses. Employ TOPA, DOPA, and other financial tools, such as the HPTF and the Preservation Fund. In addition, provide technical and counseling assistance to lower-income households and strengthen the rights of existing tenants to purchase rental units if they are being converted to ownership units. 510.8*

***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*

**Chapter 6 – Environmental Protection Element**

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

*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. 616.3*

***Policy E-4.4.1: Mitigating Development Impacts***

*Future development should mitigate impacts on the natural environment and anticipate the impacts of climate change, resulting in environmental improvements wherever feasible. Construction practices that would permanently degrade natural resources without mitigation should not be allowed. 618.3*

**Comprehensive Plan Area Element**

***Near Northwest Area Element***

***Policy NNW-1.1.1: Residential Neighborhoods***

*Maintain and enhance the historic, architecturally distinctive mixed-density character of Near Northwest residential neighborhoods, including Burleith, Georgetown, Foggy Bottom, Dupont Circle, Sheridan-Kalorama, Logan Circle, Mount Vernon Square, and Shaw. Ensure that infill development within these areas is architecturally compatible with its surroundings and positively contributes to the identity and quality of each neighborhood, while providing new housing opportunities, especially affordable housing options. 2108.2*

***Policy NNW-1.1.3: Neighborhood Commercial Vibrancy***

*Support the vibrancy of neighborhood shopping areas along 7th, 9th, 11th, 23rd, and North Capitol Streets NW. The vibrancy of the established businesses on these streets should be strongly encouraged, and new businesses that provide needed goods and services to District residents should be attracted. 2108.4*

***Policy NNW-1.1.8: Affordable Housing***

*Preserve the existing stock of affordable housing in the Near Northwest Planning Area, by bringing to bear new measures to preserve and produce affordable housing in a way that advances fair housing goals and minimizes displacement. 2108.8*

***Policy NNW-2.1.1: Affordable Housing***

*Preserve existing affordable housing within the Shaw/Convention Center area and produce new affordable housing and market rate housing on underutilized and future development sites. Use a range of tools to retain and develop affordable housing in the Planning Area, including tenant organization and public education, inclusionary zoning, renewing projectbased public housing contracts, tax abatements, public-private partnerships, and affordable housing when development on publicly- owned land includes a residential component. 2111.5*

***Policy NNW-2.1.3: Shaw/Howard University and Mount Vernon Square/7th Street NW-Convention Center Metro Stations***

*Encourage mixed-income residential development with underground parking adjacent to the Shaw/Howard and Mount Vernon Square Metro stations, particularly on existing surface parking lots and Metro station entrances. 2111.7*

**ATTACHMENT II – SELECTED DEMOGRAPHIC AND SOCIOECONOMIC DATA FOR DISTRICT OF COLUMBIA BY AREA ELEMENTS: 2019-2023 ACS (5-YEAR ESTIMATES)**

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	FAR NORTHEAST AND SOUTHEAST
	<b>TOTAL POPULATION / SELECTED AGE GROUPS / MEDIAN AGE</b>		
<b>Total Population</b>	<b>Total</b>	672,079	85,694
	Under 18 years	125,675	22,258
	Percent under 18 years	18.70	25.97
	65 years and over	85,501	12,092
	Percent 65 years and over	12.72	14.11
	Median age	34.9	35.4
<b>White alone</b>	<b>Total</b>	262,549	2,514
	Under 18 years	30,865	368
	Percent under 18 years	11.76	14.62
	65 years and over	31,115	249
	Percent 65 years and over	11.85	9.90
	Median age	35.3	36.6
<b>Black or African American alone</b>	<b>Total</b>	290,772	75,715
	Under 18 years	64,573	19,256
	Percent under 18 years	22.21	25.43
	65 years and over	46,472	11,355
	Percent 65 years and over	15.98	15.00
	Median age	37.3	35.4
<b>American Indian and Alaska Native alone</b>	<b>Total</b>	2,044	144
	Under 18 years	239	0
	Percent under 18 years	11.69	0.00
	65 years and over	483	9
	Percent 65 years and over	23.63	6.25
	Median age	34.9	
<b>Asian alone</b>	<b>Total</b>	27,465	409
	Under 18 years	2,286	18
	Percent under 18 years	8.32	4.40
	65 years and over	2,228	23
	Percent 65 years and over	8.11	5.63
	Median age	35.2	38.6
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	378	31
	Under 18 years	34	0
	Percent under 18 years	8.99	0.00
	65 years and over	36	19
	Percent 65 years and over	9.52	61.29

	Median age	20.9	
<b>Some Other Race alone</b>	<b>Total</b>	32,338	3,293
	Under 18 years	11,229	1,466
	Percent under 18 years	34.72	44.52
	65 years and over	1,384	31
	Percent 65 years and over	4.28	0.94
	Median age	28.7	20.6
<b>Two or More Races</b>	<b>Total</b>	56,533	3,588
	Under 18 years	16,449	1,151
	Percent under 18 years	29.10	32.06
	65 years and over	3,783	406
	Percent 65 years and over	6.69	11.31
	Median age	31	20.4
<b>Hispanic or Latino</b>	<b>Total</b>	77,760	5,261
<b>(Hispanics can be of any race and are included in race categories above)</b>	Under 18 years	21,685	2,364
	Percent under 18 years	27.89	44.93
	65 years and over	5,108	287
	Percent 65 years and over	6.57	5.46
	Median age	32.5	33.6
	<b>EDUCATIONAL ATTAINMENT (Population 25 Years and Over)</b>		
<b>Total</b>	<b>Total</b>	484,406	57,491
	Less than high school diploma	34,651	7,242
	Percent	7.2	12.6
	High school graduate (includes equivalency)	70,322	18,080
	Percent	14.5	31.5
	Some college or associate's degree	71,527	15,862
	Percent	14.8	27.6
	Bachelor's degree or higher	307,906	16,308
	Percent	63.6	28.4
<b>White alone</b>	<b>Total</b>	205,865	2,041
	Less than high school diploma	1,940	108
	Percent	0.9	5.3
	High school graduate (includes equivalency)	4,721	149
	Percent	2.3	7.3
	Some college or associate's degree	9,780	182
	Percent	4.8	8.9
	Bachelor's degree or higher	189,424	1,602
	Percent	92.0	78.5
<b>Black or African American alone</b>	<b>Total</b>	201,141	51,071

	Less than high school diploma	23,077	6,579
	Percent	11.5	12.9
	High school graduate (includes equivalency)	58,575	17,104
	Percent	29.1	33.5
	Some college or associate's degree	52,487	14,642
	Percent	26.1	28.7
	Bachelor's degree or higher	67,002	12,746
	Percent	33.3	25.0
<b>American Indian and Alaska Native alone</b>	<b>Total</b>	1,608	110
	Less than high school diploma	134	36
	Percent	8.3	32.7
	High school graduate (includes equivalency)	224	3
	Percent	13.9	2.7
	Some college or associate's degree	586	64
	Percent	36.4	58.2
	Bachelor's degree or higher	664	7
	Percent	41.3	6.4
<b>Asian alone</b>	<b>Total</b>	21,690	368
	Less than high school diploma	908	19
	Percent	4.2	5.2
	High school graduate (includes equivalency)	1,016	56
	Percent	4.7	15.3
	Some college or associate's degree	1,396	123
	Percent	6.4	33.3
	Bachelor's degree or higher	18,370	170
	Percent	84.7	46.2
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	285	19
	Less than high school diploma	0	0
	Percent	0.0	0.0
	High school graduate (includes equivalency)	0	0
	Percent	0.0	0.0
	Some college or associate's degree	106	19
	Percent	37.2	100.0
	Bachelor's degree or higher	179	0
	Percent	62.8	0.0
<b>Some Other Race alone</b>	<b>Total</b>	18,430	1,661
	Less than high school diploma	5,732	280
	Percent	31.1	16.9
	High school graduate (includes equivalency)	3,085	290
	Percent	16.7	17.5
	Some college or associate's degree	2,224	345

	Percent	12.1	20.8
	Bachelor's degree or higher	7,389	746
	Percent	40.1	44.9
<b>Two or More Races</b>	<b>Total</b>	35,387	2,222
	Less than high school diploma	2,860	220
	Percent	8.1	9.9
	High school graduate (includes equivalency)	2,701	478
	Percent	7.6	21.5
	Some college or associate's degree	4,948	487
	Percent	14.0	21.9
	Bachelor's degree or higher	24,878	1,037
	Percent	70.3	46.7
<b>Hispanic or Latino</b>	<b>Total</b>	49,156	2,739
	Less than high school diploma	9,204	380
<b>(Hispanics can be of any race and are included in race categories above)</b>			
	Percent	18.7	13.9
	High school graduate (includes equivalency)	6,091	624
	Percent	12.4	22.8
	Some college or associate's degree	6,004	499
	Percent	12.2	18.2
	Bachelor's degree or higher	27,857	1,236
	Percent	56.7	45.1
	<b>DISABILITY STATUS (Civilian noninstitutionalized population)</b>		
<b>Total</b>	<b>Total</b>	663,014	85,161
	Total population with a disability	72,611	14,595
	Percent with a disability	11.0	17.1
	Under 18 years	125,405	22,177
	With a disability	5,680	1,603
	Percent with a disability	4.5	7.2
	18 to 64 years	454,382	51,150
	With a disability	40,038	8,119
	Percent with a disability	8.8	15.9
	65 years and over	83,227	11,833
	With a disability	26,893	4,874
	Percent with a disability	32.3	41.2
<b>White alone</b>	<b>Total</b>	259,358	2,418
	Total population with a disability	14,605	294
	Percent with a disability	5.6	12.2
	Under 18 years	30,703	323
	With a disability	392	0
	Percent with a disability	1.3	0.0

	18 to 64 years	197,801	1,867
	With a disability	7,834	170
	Percent with a disability	4.0	9.1
	65 years and over	30,854	228
	With a disability	6,379	124
	Percent with a disability	20.7	54.4
<b>Black or African American alone</b>	<b>Total</b>	<b>285,982</b>	<b>75,290</b>
	Total population with a disability	48,214	13,003
	Percent with a disability	16.9	17.3
	Under 18 years	64,490	19,230
	With a disability	3,727	1,142
	Percent with a disability	5.8	5.9
	18 to 64 years	176,949	44,943
	With a disability	26,203	7,357
	Percent with a disability	14.8	16.4
	65 years and over	44,543	11,118
	With a disability	18,284	4,504
	Percent with a disability	41.1	40.5
<b>American Indiana and Alaska Native alone</b>	<b>Total</b>	<b>2,044</b>	<b>144</b>
	Total population with a disability	409	128
	Percent with a disability	20.0	88.9
	Under 18 years	239	0
	With a disability	11	0
	Percent with a disability	4.6	n/a
	18 to 64 years	1,322	135
	With a disability	317	128
	Percent with a disability	24.0	94.8
	65 years and over	483	9
	With a disability	81	0
	Percent with a disability	16.8	0.0
<b>Asian alone</b>	<b>Total</b>	<b>27,167</b>	<b>408</b>
	Total population with a disability	1,271	35
	Percent with a disability	4.7	8.6
	Under 18 years	2,286	18
	With a disability	65	0
	Percent with a disability	2.8	0.0
	18 to 64 years	22,653	367
	With a disability	814	35
	Percent with a disability	3.6	9.5
	65 years and over	2,228	23
	With a disability	392	0
	Percent with a disability	17.6	0.0

<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	368	31
	Total population with a disability	28	0
	Percent with a disability	7.6	0.0
	Under 18 years	34	0
	With a disability	0	0
	Percent with a disability	0.0	n/a
	18 to 64 years	306	12
	With a disability	28	0
	Percent with a disability	9.2	0.0
	65 years and over	28	19
	With a disability	0	0
	Percent with a disability	0.0	0.0
<b>Some Other Race alone</b>	<b>Total</b>	32,143	3,290
	Total population with a disability	2,507	396
	Percent with a disability	7.8	12.0
	Under 18 years	11,218	1,463
	With a disability	849	308
	Percent with a disability	7.6	21.1
	18 to 64 years	19,601	1,796
	With a disability	1,365	88
	Percent with a disability	7.0	4.9
	65 years and over	1,324	31
	With a disability	293	0
	Percent with a disability	22.1	0.0
<b>Two or More Races</b>	<b>Total</b>	55,952	3,580
	Total population with a disability	5,577	740
	Percent with a disability	10.0	20.7
	Under 18 years	16,435	1,143
	With a disability	636	153
	Percent with a disability	3.9	13.4
	18 to 64 years	35,750	2,031
	With a disability	3,477	341
	Percent with a disability	9.7	16.8
	65 years and over	3,767	406
	With a disability	1,464	246
	Percent with a disability	38.9	60.6
<b>Hispanic or Latino (Hispanics can be of any race and are included in race categories above)</b>	<b>Total</b>	77,177	5,252
	Total population with a disability	6,332	769
	Percent with a disability	8.2	14.6
	Under 18 years	21,660	2,355

	With a disability	1,203	423
	Percent with a disability	5.6	18.0
	18 to 64 years	50,458	2,610
	With a disability	3,174	117
	Percent with a disability	6.3	4.5
	65 years and over	5,059	287
	With a disability	1,955	229
	Percent with a disability	38.6	79.8
	<b>UNEMPLOYMENT RATE (Population 16 years and over)</b>		
<b>Total</b>	Unemployment rate	6.5	13.5
<b>White alone</b>	Unemployment rate	2.6	6.6
<b>Black or African American alone</b>	Unemployment rate	12.8	14.7
<b>American Indian and Alaska Native alone</b>	Unemployment rate	0.0	0.0
<b>Asian alone</b>	Unemployment rate	2.4	0.0
<b>Native Hawaiian and Other Pacific Islander alone</b>	Unemployment rate	5.1	38.7
<b>Some Other Race alone</b>	Unemployment rate	6.2	0.0
<b>Hs</b>	Unemployment rate	4.4	10.5
<b>Hispanic or Latino</b>	Unemployment rate	4.5	0.5
	<b>POVERTY STATUS</b>		
<b>Total population</b>	Population for whom poverty status is determined	647,874	85,106
	Total Population Below Poverty	94,140	19,044
	Percent in poverty	14.5	22.4
<b>White alone</b>	Population for whom poverty status is determined	251,541	2,423
	Total Population Below Poverty	12,612	256
	Percent in poverty	5.0	10.6
<b>Black or African American alone</b>	Population for whom poverty status is determined	282,170	75,261
	Total Population Below Poverty	66,819	17,407
	Percent in poverty	23.7	23.1
<b>American Indian and Alaska Native alone</b>	Population for whom poverty status is determined	1,990	144
	Total Population Below Poverty	463	36
	Percent in poverty	23.3	25.0
<b>Asian alone</b>	Population for whom poverty status is determined	25,395	408
	Total Population Below Poverty	3,377	97
	Percent in poverty	13.3	23.8
<b>Native Hawaiian and Other Pacific Islander alone</b>	Population for whom poverty status is determined	349	31
	Total Population Below Poverty	56	12

	Percent in poverty	16.1	38.7
<b>Some Other Race alone</b>	Population for whom poverty status is determined	31,697	3,259
	Income in the past 12 months below poverty level	5,143	185
	Percent in poverty	16.2	5.7
<b>Two or More Races</b>	Population for whom poverty status is determined	54,732	3,580
	Total Population Below Poverty	5,670	1,052
	Percent in poverty	10.4	29.4
<b>Hispanic or Latino</b>	Population for whom poverty status is determined	75,448	5,252
<b>(Hispanics can be of any race and are included in race categories above)</b>	Total Population Below Poverty	8,870	620
	Percent in poverty	11.8	11.8
	<b>MEDIAN HOUSEHOLD INCOME</b>		
<b>Total households</b>	Median household income (dollars)	106,287	62,075
<b>White alone</b>	Median household income (dollars)	166,774	153,121
<b>Black or African American alone</b>	Median household income (dollars)	60,446	58,784
<b>American Indian and Alaska Native alone</b>	Median household income (dollars)	63,617	N/A
<b>Asian alone</b>	Median household income (dollars)	121,619	73,637
<b>Native Hawaiian and Other Pacific Islander alone</b>	Median household income (dollars)		
<b>Some Other Race alone</b>	Median household income (dollars)	74,754	114,598
<b>Two or More Races</b>	Median household income (dollars)	116,869	84,662
<b>Hispanic or Latino</b>	Median household income (dollars)	106,435	103,347
	<b>TENURE</b>		
<b>Total householder</b>	<b>Total</b>	321,556	36,749
	Owner occupied	132,288	15,128
	% owner occupied	189,268	21,623
	Renter occupied	41.1	41.2
	% renter occupied	58.9	58.8
<b>White alone</b>	<b>Total</b>	141,114	1,120
	Owner occupied	67,735	913
	% owner occupied	73,379	208
	Renter occupied	48.0	81.5
	% renter occupied	52.0	18.6
<b>Black or African American alone</b>	<b>Total</b>	132,272	33,104
	Owner occupied	46,179	13,150
	% owner occupied	86,093	19,954
	Renter occupied	34.9	39.7
	% renter occupied	65.1	60.3

<b>American Indian and Alaska Native alone</b>	<b>Total</b>	1,199	49
	Owner occupied	235	6
	% owner occupied	964	43
	Renter occupied	19.6	12.2
	% renter occupied	80.3	87.8
<b>Asian alone householder</b>	<b>Total</b>	14,121	221
	Owner occupied	5,843	93
	% owner occupied	8,278	128
	Renter occupied	41.4	42.1
	% renter occupied	58.6	57.9
<b>Native Hawaiian and Other Pacific Islander alone</b>	<b>Total</b>	129	0
	Owner occupied	41	0
	% owner occupied	88	0
	Renter occupied	31.8	n/a
	% renter occupied	68.2	n/a
<b>Some Other Race alone</b>	<b>Total</b>	10,020	729
	Owner occupied	2,878	390
	% owner occupied	7,142	339
	Renter occupied	28.7	53.5
	% renter occupied	71.3	46.5
<b>Two or More Races</b>	<b>Total</b>	22,702	1,526
	Owner occupied	9,377	576
	% owner occupied	13,323	951
	Renter occupied	41.3	37.8
	% renter occupied	58.7	62.3
<b>Hispanic or Latino</b>	<b>Total</b>	28,939	1,319
<b>(Hispanics can be of any race and are included in race categories above)</b>	Owner occupied	10,529	720
	% owner occupied	18,407	599
	Renter occupied	36.4	54.6
	% renter occupied	63.6	45.4
	<b>HOUSING COST BURDEN</b>		
<b>Total</b>	Total Households	321,556	36,749
	Cost Burdened Households	311,165	35,108
	Not Computed	105,775	14,645
	Percent of households spending 30% or more of their income on housing	34.0	41.7
<b>White Alone</b>	Total Households	141,113	1,120
	Cost Burdened Households	139,155	1,120
	Not Computed	33,545	312

	Percent of households spending 30% or more of their income on housing	24.1	27.9
<b>Black or African American alone</b>	Total Households	132,272	33,104
	Cost Burdened Households	125,871	31,627
	Not Computed	55,784	13,461
	Percent of households spending 30% or more of their income on housing	44.3	42.6
<b>American Indian and Alaska Native alone</b>	Total Households	1,200	49
	Cost Burdened Households	1,171	49
	Not Computed	499	6
	Percent of households spending 30% or more of their income on housing	42.6	12.2
<b>Asian Alone</b>	Total Households	14,122	221
	Cost Burdened Households	13,466	216
	Not Computed	4,519	36
	Percent of households spending 30% or more of their income on housing	33.6	16.7
<b>Native Hawaiian and other Pacific Islander alone</b>	Total Households	129	0
	Cost Burdened Households	101	0
	Not Computed	77	0
	Percent of households spending 30% or more of their income on housing	76.2	n/a
<b>Some Other Races</b>	Total Households	10,020	729
	Cost Burdened Households	9,350	604
	Not Computed	4,000	138
	Percent of households spending 30% or more of their income on housing	42.8	22.8
<b>Two or More Races</b>	Total Households	22,702	1,526
	Cost Burdened Households	22,051	1,492
	Not Computed	7,351	692
	Percent of households spending 30% or more of their income on housing	33.3	46.4
<b>Hispanic or Latino</b>	Total Households	28,939	1,319
	Cost Burdened Households	28,051	1,229
	Not Computed	9,849	391
	Percent of households spending 30% or more of their income on housing	35.1	31.8

Notes: Housing cost burden by race is not available; Hispanics can be of any race and are included in race categories above;

*Source: U.S. Census Bureau,  
2019-2023 American Community  
Survey 5-Year Estimates*