

MEMORANDUM

TO: Zoning Commission for the District of Columbia

FROM: Philip Y. A. Isaiah, Development Review Specialist
MBR Maxine Brown-Roberts, Associate Director, Development Review

DATE: July 10, 2026

SUBJECT: ZC No. 26-01 – Map Amendment Request at 801-811 R Street, NW (Square 395, Lot 55) from the RA-2 to the MU-10 Zone.

I. RECOMMENDATION

The Office of Planning (OP) recommends that the Zoning Commission (ZC) **approve** the proposed map amendment from the RA-2 Zone to the MU-10 Zone **with IZ Plus**. OP finds that the proposed map amendment is not inconsistent with the 2021 Comprehensive Plan, the Near Northwest Area Element, and the DUKE Development Framework, a small area plan.

II. BACKGROUND

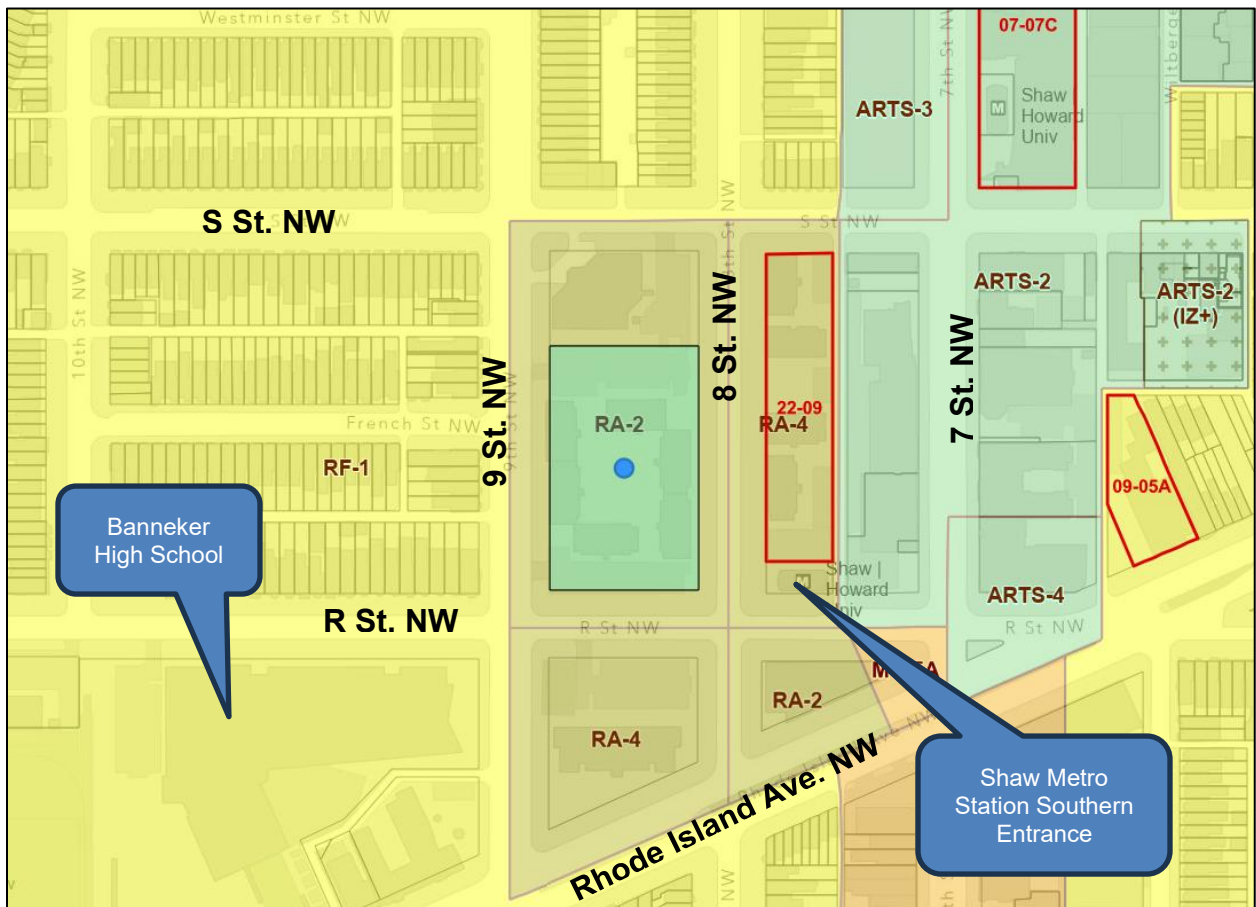
On March 11, 2026, the applicant, LWH 801 R LLC, filed a zoning map amendment application to rezone 801-811 R Street, NW (Square 395, Lot 55) from the RA-2 Zone to the MU-10 Zone. The OP Set down report dated May 4, 2026, [Exhibit 11](#), recommended that the Zoning Commission set down the subject application with additional information on tenant communications and the relocation and right-to-return process.

On May 14, 2026, the Zoning Commission set the subject application down for a public hearing. The Commission also requested additional information on the tenant relocation and right-to-return plan to minimize displacement, as well as any possible public realm activation.

III. APPLICATION-IN-BRIEF

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

IV. SITE AND AREA DESCRIPTION



The 65,568 square foot (199 feet x 325 feet), rectangular-shaped, property 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; 8th Street to the east; 9th Street to the west; and the New Bethel Baptist Church and S Street to the north. The subject parcel is located one block away from a Main Street Mixed Use Corridor, as designated in the Comprehensive Plan

To the east of the property and across 8th 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.

V. COMMENTS FROM SETDOWN MEETING

The following summarizes comments and requests for additional information relating to the request, from the application's set down meeting:

Comment	Applicant Response	OP Analysis
The Zoning Commission and the Office of Planning asked for additional information on tenant relocation and a right-to-return plan to minimize existing resident displacement	The Applicant, in Exhibit 13, provided a preliminary tenant relocation and return plan, timeline of communication with existing tenants, and an excerpt from TOPA development agreement.	The Applicant's supplemental submission indicates that they have begun to construct a tenant relocation plan, with ongoing tenant conversation. While all persons would be moved at the same time during the construction process, the applicant appears to have demonstrated a guaranteed right to return with full relocation cost coverage.
The Zoning Commission asked for the applicant's plan to activate the public realm.	No written response – applicant intends to respond to this comment at the hearing.	While OP acknowledges the importance of public realm designation to advance the goals of the Comprehensive Plan, the current application is limited to the change in zoning designation. All public space considerations will be reviewed in detail during the future construction phase.

VI. 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.*

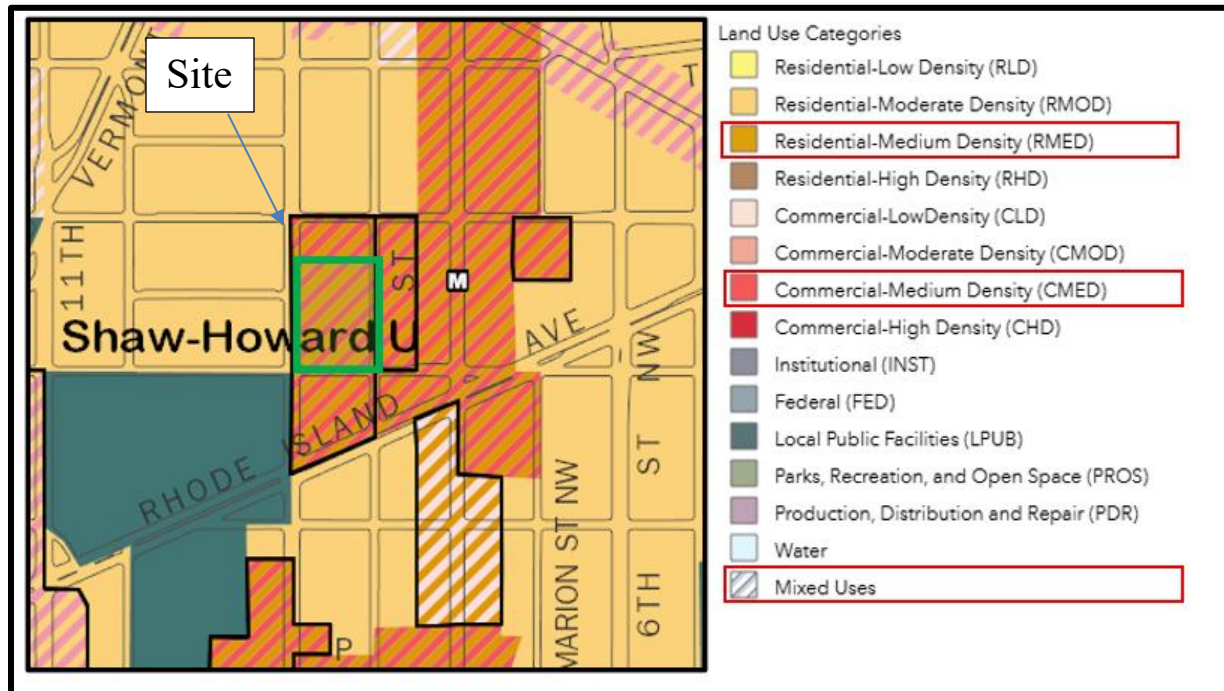
The following table summarizes the effect of the proposed MU-10 zone in comparison to the existing RA-2 zone:

Regulation	Existing Zone: RA-2	Proposed Zone: MU-10
Permitted Uses:	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
Height:	50 feet max. No story limit	90 feet max. 100 feet max. (IZ) No story limit
Floor Area Ratio (FAR):	1.8 max. 2.16 (IZ) max.	6.0 max. 7.2 max. (IZ) 3.0 max. (Nonresidential)
Penthouse Height:	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
Lot Occupancy:	60% max.	75% max. (residential) 80% (IZ) 100% (non-residential)
Rear Yard:	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
Side Yard:	0 feet min. 4 feet min. if provided	0 feet min. 2 in. per 1 ft. but no less than 5 ft. if provided
GAR:	0.4 min.	0.2 min.

VII. PLANNING CONTEXT

A. 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 the 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 following this map amendment, which further accomplished the vision for the mixed use categorization.

The table below outlines the development parameters for the existing RA-2 zone, the RA-3 the MU-8 zones which are designated for medium density development and the proposed MU-10 zone.

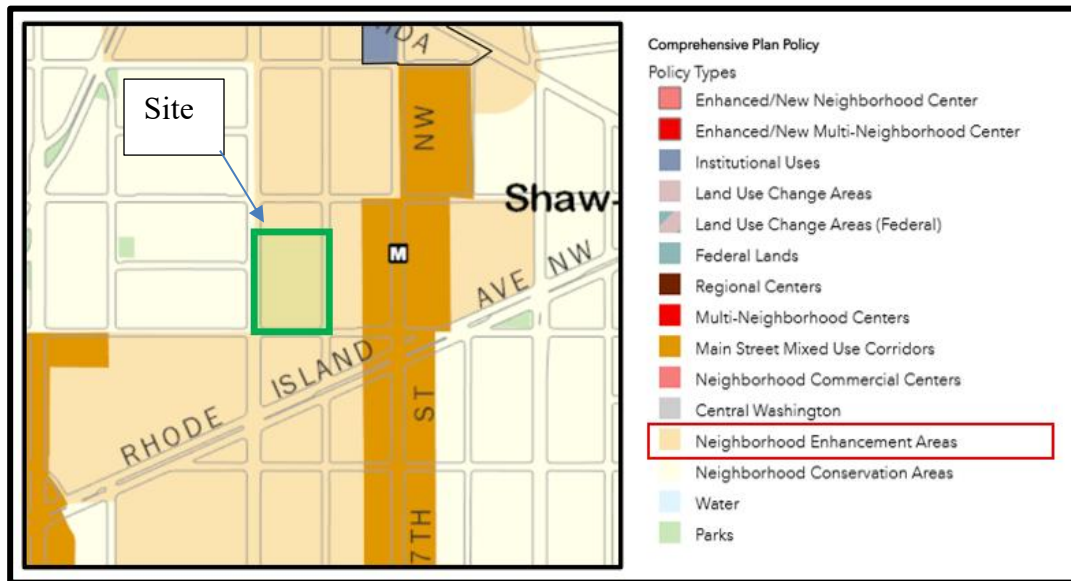
Standards	Existing RA-2 Zone	RA-3 Zone	MU-8 Zone	Proposed MU-10 Zone
FAR (max.)	2.0; 2.4 (IZ)	1.8 3.6 (IZ)	4.0 4.8 (IZ) 2.5 non-residential	6.0 max. 7.2 max. (IZ) 3.0 max. (Nonresidential)
Height (max.)	50 ft. No story limit	60 ft. No story limit	70 ft. No story limit	90 feet 100 feet max. (IZ) No story limit
Penthouse Height (max.)	12 feet max./15 feet mechanical max. 1 story max. (2-story permitted for mechanical space).	12 feet max./18 feet, 6 in. mechanical max. 1 story max. Second story permitted for penthouse mechanical space.	20 feet max./1 story. Second story permitted for penthouse mechanical space.	20 feet max./1 story plus mezzanine Second story permitted for penthouse mechanical space.

Standards	Existing RA-2 Zone	RA-3 Zone	MU-8 Zone	Proposed MU-10 Zone
Lot Occupancy (max.)	60%	75%	No limit.	75% (residential) 80% (IZ) 100% (non-residential)
GAR (min.)	0.4	0.3	0.25	0.2

The proposed MU-10 zone for this site is more appropriate than the RA-3 and MU-8 zones as the property is located close to a Metro station where the Comprehensive Plan recommends higher density developments. The development would accommodate a greater number of affordable residential uses with easy access to transportation and other facilities.

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.

B. 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. The Applicant’s Racial Equity Analysis is provided at Exhibit 2D. OP’s analysis is provided below.

Equity is conveyed through the Comprehensive Plan. The rezoning 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.

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.

For the full text of the Comp Plan policies cited, please refer to the 2021 Comprehensive Plan, available on the [Office of Planning website](#), or the OP Setdown Report at [Exhibit 11](#) of the record.

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 8th 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 redevelop the site with affordable units which further advances the Plan's call for accessibility to transit and various forms of transit-oriented developments in the District. Thus, the proposed 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*

The proposed 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 7th Street and Rhode Island Avenue, providing convenient transit access negating 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 (7th 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 7th and 9th 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.

DUKE Development Framework for Greater Shaw/U Street Small Area Plan:

Development Goals:

- *Goal 3: Take advantage of **transit-oriented development (TOD)** in this dual Metro station area by **maximizing density** and intensity of land development.*
- *Goal 6: Develop 20 to 30 percent **affordable housing** in residential development, particularly on publicly owned land*
- *Goal 27: Promote **dense, compact development through zoning** and historic preservation regulations*

While the subject property is located at the southwestern edge of this small area plan boundary and does not contain specific recommendations for this square, the site's adjacency to the Metro station entrance aligns with the plan's goal to maximize affordable transit-oriented potential specifically using the zoning regulations as a tool. Multiple zones are defined in the comprehensive plan are appropriate for the medium density development called for (as noted in the above table in the FLUM section), yet the DUKE plan offers further guidance calling for maximum density. The MU-

10 zone offers the greatest FAR and height permissible in comparison to the other recommended RA-3 and MU-8 zones; thus, the MU-10 zone appears most appropriate for meeting the intent of the plan's development goals.

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 it's in close proximity to a transit station and bus routes.

Policy H-2.1.4: Avoiding Displacement – At OP and the Zoning Commission's request, the applicant provided further information about the tenant relocation and right-to-return processes. Information notes that all existing building tenants would be relocated at the same time and invited to return once the redevelopment is completed. While it would be in better furtherance of the Comprehensive Plan to relocate tenants on-site and to construct the new housing in phases to avoid off-site relocation, the addition of new affordable housing for residents of the neighborhood and the City would outweigh and balance this policy.

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

The Applicant provided a summary detailing their community outreach and engagement efforts as part of their burden of proof and pre-hearing statement, and supplemental statement submitted as Exhibits 2D, 13, 19, 19A, and 19B, respectfully.

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

	Districtwide (2012-2016)	Near Northwest (2012-2016)	Districtwide (2019-2023)	Near Northwest (2019-2023)
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

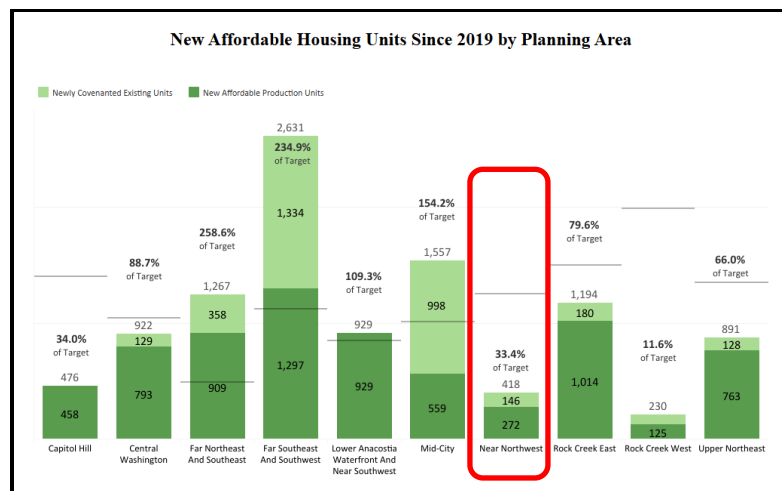
Characteristic	Districtwide (2012-2016)	Near Northwest (2012-2016)	Districtwide (2019-2023)	Near Northwest (2019-2023)
Unemployment Rate	8.7%	3.8%	6.5%	3.2%
Cost-Burdened Households	38.6%	36.6%	34.0%	31.5%
Poverty Rate	17.9%	14.3%	14.5%	11.0%

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. The tenants and the applicant have organized a return plan upon the delivery of the new units.
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: • Market Rate Housing • Affordable Housing • Replacement Housing	The map amendment, if granted, would result in more housing for the area, which would include a significant number of affordable units, which at a minimum consistent with the IZ Plus program.
Transportation	• Access to public transit • Transportation improvements	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: • Public Space Improvements • Streetscape Improvements	The map amendment, if granted, could likely result in improvements to adjacent streetscapes as part of any new development on the site.

Factor	Question	OP Response
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	• LEED Rating • Stormwater management • Etc.	While no plans are provided as part of the subject map amendment, the applicant commits 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 Maps and policies for the subject property. The proposed MU-10 Zone would provide additional opportunities for an expanded number and new housing consistent with the Comprehensive Plan and small area plan policy directions.

VIII. COMMENTS FROM OTHER DISTRICT AGENCIES

A report from the District Department of Transportation (DDOT) is provided at Exhibit 21. No other District agencies have supplied comments to the record at this report's publication.

IX. COMMENTS FROM ADVISORY NEIGHBORHOOD COMMISSION

The report from ANC 2G is supplied to the record as Exhibit 20, recommending approval and encouraging the applicant to install public art onsite.

X. COMMENTS FROM THE COMMUNITY

No public comments have been supplied to the record at this report's publication.