

MEMORANDUM

TO: District of Columbia Zoning Commission

FROM: Joshua Mitchum, Development Review Specialist
MBR for Radhika Mohan, Deputy Director, Development, Design & Historic Preservation

DATE: May 4, 2026

SUBJECT: ZC 26-02 – OP Set down Report for a Map Amendment to rezone the properties located at 639, 641, 645, and 647 Florida Avenue, NW from the PDR-3 zone to the MU-10 zone.

I. PROPOSAL AND RECOMMENDATION

639 Florida Ave, LLC, 641 Florida Ave, LLC, 645 Florida Ave, LLC, and Homayoun Yeroushalmi (collectively, the Applicant) requests a Map Amendment to rezone 639, 641, 645, and 647 Florida Avenue, NW (Square 3078, Lots 0019, 0807, 0810, and 0033) from the PDR-3 zone to the MU-10 zone. The proposed map amendment would implement changes made to the Future Land Use Map in the 2021 Comprehensive Plan.

The Office of Planning (OP) recommends that the Zoning Commission **set down for public hearing** the petition to rezone 639, 641, 645, and 647 Florida Avenue NW (Square 3078; Lots 0019, 0807, 0810, and 0033) from the PDR-3 Zone to the MU-10 Zone. The proposal, on balance, **would not be inconsistent** with the Comprehensive Plan. OP recommends IZ Plus in this case.

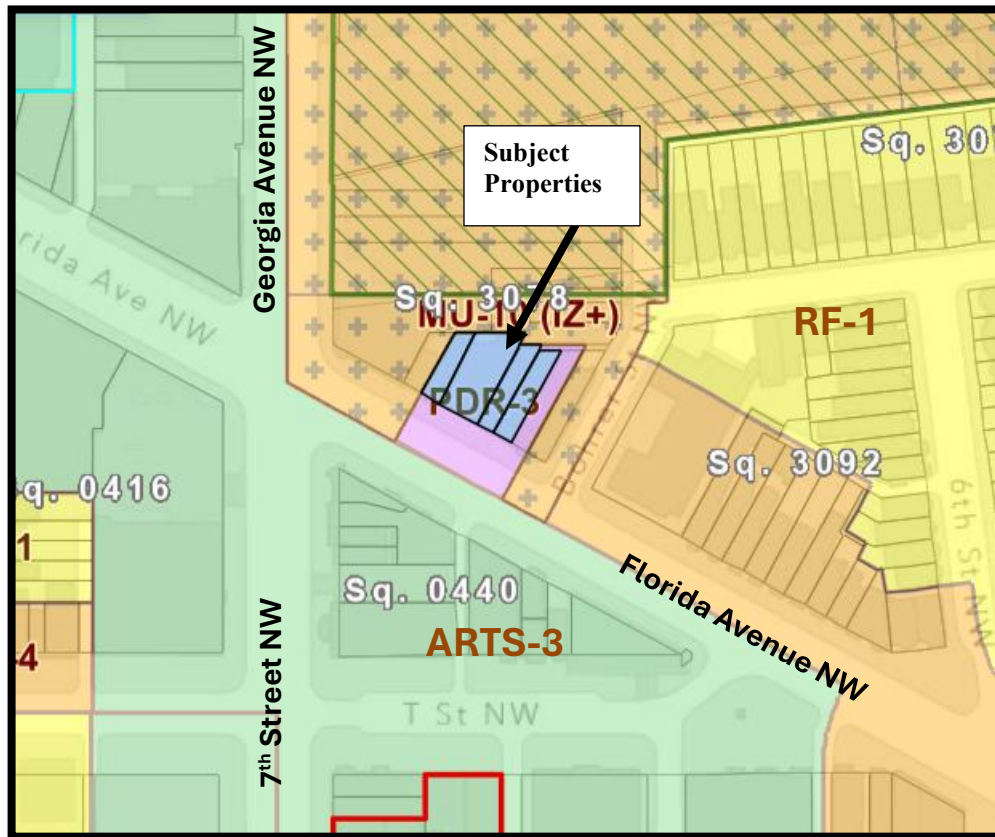
II. APPLICATION-IN-BRIEF

Applicant:	639 Florida Avenue, LLC, 641 Florida Avenue, LLC, 645 Florida Avenue, LLC, & Homayoun Yeroushalmi represented by Sullivan & Burros
Address:	639, 641, 645, 647 Florida Avenue NW
Legal Description:	Square 3078; Lot(s) 0019, 0807, 0810, 0033
Property Size:	5,401 square feet
Ward / ANC:	Ward 1 / ANC 1B
Future Land Use Map Designation:	Medium Density Residential (RMED) and Medium Density Commercial (CMED)
Generalized Policy Map Designation:	Main Street Mixed-Use Corridors
Proposed Map Amendment:	From PDR-3 to MU-10
Historic District:	N/A

III. SITE AND AREA DESCRIPTION

As shown below, the property is located east of Georgia Avenue NW and is comprised of four (4) lots with frontage on Florida Avenue NW. Lots 0033, 0810, 0807, and 0019 are currently improved with small-scale commercial uses. The approximately 5,401 square foot site is irregularly shaped and is bounded to the north and west by Howard University and Howard University Hospital properties in the MU-10 Zone, to the south by commercial uses in the ARTS-3 Zone, and to the east by commercial and institutional uses in the MU-4 Zone.

Location of Properties



IV. DEVELOPMENT CAPACITY OF EXISTING AND PROPOSED ZONES

The Applicant's petition would rezone the subject property from PDR-3 to MU-10. The purpose and intent of the existing PDR-3 zoning is as follows:

In general, the Production, Distribution, and Repair (PDR) zones provide for the following (Subtitle J § 101.1):

- (a) *Heavy commercial and light manufacturing activities employing large numbers of people and requiring some heavy machinery under controls that minimize any adverse effects on other nearby, more restrictive zones; and*
- (b) *Areas suitable for development as heavy industrial sites, but at the same time protect those industrial developments from the intrusion of non-industrial uses that impeded the full utilization of properly located industrial sites.*

Specifically for the PDR-3 zone, Subtitle J § 101.5 states:

The PDR-3 zone is intended to permit high-density commercial and PDR activities employing a large workforce and requiring some heavy machinery under controls that minimize any adverse impacts on adjacent, more restrictive zones.

In general, the Mixed-Use (MU) zones at Subtitle G § 101 states:

101.1 The Mixed-Use (MU) zones provide for mixed-use developments that permit a broad range of commercial, institutional, and multiple dwelling residential development at varying densities.

101.2 The MU zones are designed to provide facilities for housing, shopping, and business needs, including residential, office, service, and employment centers.

Specifically, Subtitle G § 101.15 states that 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 PDR-3 zone:

Standard	Existing Zone: PDR-3	Proposed Zone: MU-10
Permitted Uses:	Uses listed in Subtitle U, Chapter 8	Use Group G
Height:	90 ft. max.	90 ft. max. (100 ft. max for IZ) No story limit
Penthouse Height:	20 ft. max. 1 story + Mezzanine Second story permitted for mechanical space	20 ft. max. 1 story + Mezzanine Second story permitted for mechanical space
Lot Area:	N/A	N/A
Lot Width:	N/A	N/A
FAR:	6.0 max. (for Subtitle J § 201.2 Use Categories) 4.0 max. (for Subtitle J § 201.3 All Other Uses)	6.0 max. (7.2 max. for IZ) 3.0 max. (Non-residential)
Lot Occupancy:	N/A	75% max. (80% max. for IZ)
Rear Yard:	12 ft. min.	12 ft. min. (Residential uses)

<u>Standard</u>	<u>Existing Zone: PDR-3</u>	<u>Proposed Zone: MU-10</u>
Side Yard:	N/A	5 ft. min. if provided (Non-detached/semidetached dwellings) 8 ft. min. (Detached/Semi-detached dwelling)
GAR:	0.3 min.	N/A

As shown in the table above, the PDR-3 and MU-10 zones have similar development standards such as height, FAR, and rear yard. However, the proposed MU-10 Zone would permit increased density for residential uses and would allow for a broader range of uses that supports the current institutional, residential, and commercial character of the surrounding neighborhood.

V. IZ PLUS EVALUATION

Subtitle X § 502 presumes that IZ Plus will apply to map amendments except as provided for 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 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.*

IZ Plus has a greater affordable housing requirement than the standard provisions of Inclusionary Zoning (IZ) found in the Zoning Regulations. OP typically recommends that IZ Plus apply as part of any map amendment and only recommends that it not be applied if the subject area has a notably significant amount of dedicated affordable housing already, or if the Comprehensive Plan identifies the subject area for additional market-rate housing to provide a better balance.

In the case of the subject application, the Mid-City Planning Area currently exceeds the Mayor’s 2025 affordable housing goal. However, the housing equity goals are designed to achieve a minimum of 15% in a planning area, and they are minimums only. This proposed map amendment

would provide the opportunity for more market rate and affordable units in the planning area, which would contribute to meeting both housing and affordable housing goals for the District.

VI. PLANNING CONTEXT

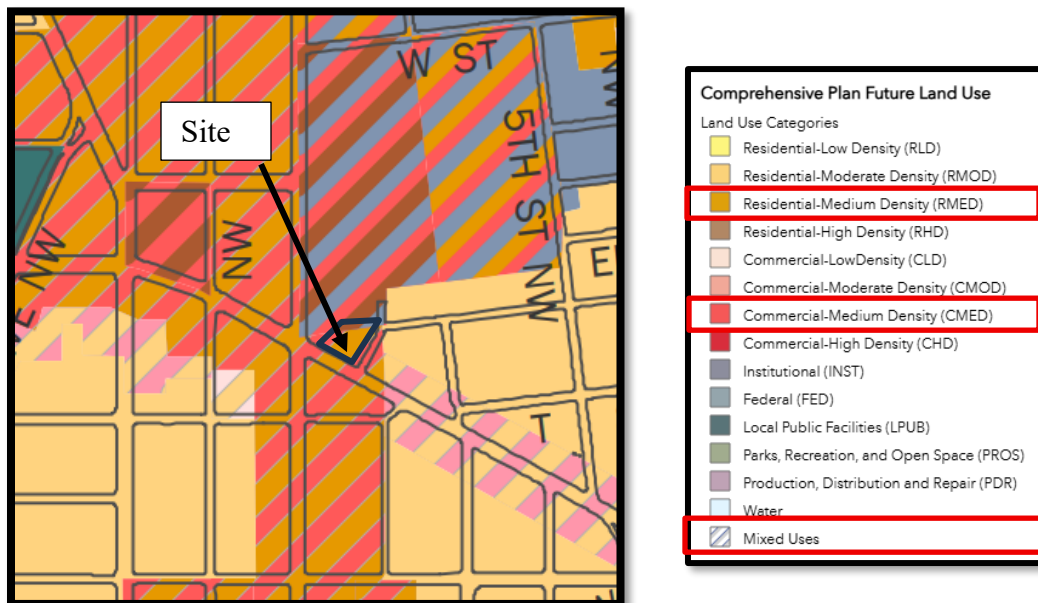
A. COMPREHENSIVE PLAN MAPS

The Generalized Policy Map and the Future Land Use Map are intended to provide generalized guidelines for development decisions. They are to be interpreted broadly and are not parcel-specific like zoning maps, i.e. the maps, in and of themselves, do not establish detailed requirements or permissions for a development's physical characteristics, including building massing or density; uses; or support systems such as parking and loading. They are to be interpreted in conjunction with relevant written goals, policies and action items in the Comprehensive Plan text, and further balanced against policies or objectives contained in relevant Small Area Plans and other citywide or area plans.

As described below, the proposed zoning map amendment would not be inconsistent with the map designations.

Generalized Future Land Use Map (FLUM)

The Future Land Use Map (FLUM) indicates that the site is appropriate for **Medium Density Residential (RMED)** and **Medium Density Commercial (CMED)**.



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

Medium-Density Commercial: *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 striped 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. 227.20

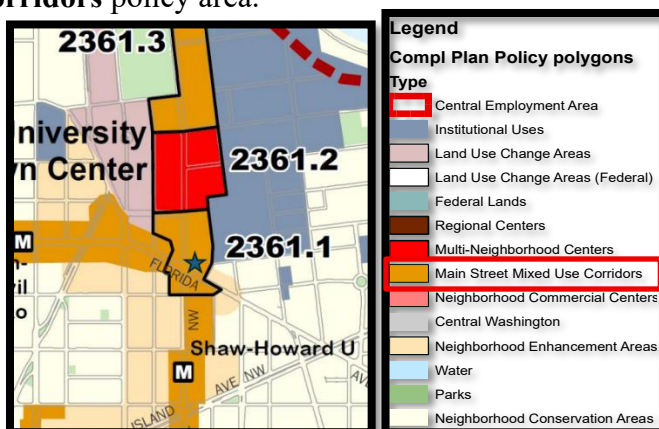
The general density and intensity of development within a given Mixed-Use area is determined by the specific mix of uses shown. If the desired outcome is to emphasize one use over the other (for example, ground floor retail with three stories of housing above), the Future Land Use Map may note the dominant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

A variety of zoning designations are used in Mixed Use areas, depending on the combination of uses, densities, and intensities. ... 227.23

The proposed map amendment would not be inconsistent with the FLUM designations for the subject property. The proposed MU-10 zoning is consistent with the above policies of allowing for mid-rise apartments and shopping/service areas that are somewhat greater in scale than Moderate Density Commercial areas. The MU-10 Zone in particular is noted as being consistent with Medium-Density Commercial designation.

Generalized Policy Map (GPM)

The Generalized Policy Map (GPM) places the subject site within a **Main Street Mixed-Use Corridors** policy area.



Main Street Mixed-Use Corridors:

These are traditional commercial business corridors with a concentration of older storefronts along the street. The area served can vary from one neighborhood (e.g., 14th Street Heights or Barracks Row) to multiple neighborhoods (e.g., Dupont Circle, H Street, or Adams Morgan). Their common feature is that they have a pedestrian-oriented environment with traditional storefronts. Many have upper-story residential or office uses. Some corridors are underutilized, with capacity for redevelopment. Conservation and enhancement of these corridors is desired to foster economic and housing opportunities and serve neighborhood needs. Any development or redevelopment that occurs should support transit use and enhance the pedestrian environment. 225.14

The proposed map amendment would not be inconsistent with the GPM designation for the subject property. The properties are currently developed with older storefronts fronting on Florida Avenue which is a major transit corridor. The properties are near a major intersection and are currently underutilized. The proposed MU-10 zoning is consistent with the policies of enhancement of properties along underutilized corridors as well as redevelopment that supports transit use and enhancement of the pedestrian environment. The MU-10 Zone would permit a mix of residential and commercial uses at a scale and intensity appropriate for a main street corridor and would better suit development proposals that allow for a mix of commercial uses on the ground floor and upper-story residential uses.

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 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 and OP’s analysis is provided below.

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. Refer to Attachment I of 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.

As noted above, this proposal would not be inconsistent with the Comprehensive Plan Generalized Policy Map and the Future Land Use Map. The proposed map amendment, on balance, would not be inconsistent with the Citywide Elements of the Comprehensive Plan as demonstrated below. Although it can be difficult to assess the exact impact of development in a map amendment petition, the proposed map amendment would provide additional opportunities to further the policies of the Land Use, Transportation and Housing Elements. Furthermore, it would also advance several policies for the Mid-City Planning Area 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-1.4.6: Development Along Corridors*
- *Policy LU-2.1.1: Variety of Neighborhood Types*
- *Policy LU-2.1.3: Conserving, Enhancing, and Revitalizing Neighborhoods*
- *Policy LU-2.1.4: Revitalization Before Demolition*
- *Policy LU-2.1.10: Multi-Family Neighborhoods*
- *Policy LU-3.2.6: Rezoning of Industrial Areas*

The proposed map amendment would not be inconsistent with the above policies of the Land Use Element. The subject properties have not been developed with industrial uses for decades and the proposed rezoning would allow redevelopment of the properties with uses that are compatible with the existing neighborhood. The MU-10 zone allows for a broader range of residential and commercial uses along a multimodal transit corridor. Through the amendment, the properties would be supporting the Land Use Element policies of transit-oriented development near Metrorail stations and enhancing pedestrian and neighborhood-serving commercial activity.

In particular, the proposed rezoning furthers the Land Use Element's policy of rezoning industrial land in cases where the land can no longer viably support industrial or PDR activities and can no longer realistically co-exist with adjacent uses. Land Use Element Policy LU-3.2.6 lists areas in the vicinity of Metrorail stations and small sites amongst established residential communities as an example – as is the case for the subject properties.

Transportation Element

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

The subject properties are transit-oriented due to their close proximity to the Shaw-Howard U Metrorail station and the C51, C53, and C57 Metrobus routes along Florida Avenue. Development under the proposed MU-10 zone would allow for a broader mix of residential and commercial uses that better synergize with the area's existing, multimodal transportation network.

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-1.2.2 Production Targets*
- *Policy H-1.2.3: Affordable and Mixed-Income Housing*
- *Policy H-1.2.5: Moderate-Income Housing*
- *Policy H-1.2.9: Advancing Diversity and Equity*

Through the amendment, the increased density permitted in the MU-10 Zone would allow for the production of more housing and affordable housing.

Environmental Protection Element

- *Policy E-1.1.2: Urban Heat Island Mitigation*
- *Policy E-2.1.2: Tree Requirements in New Development*
- *Policy E-2.1.3: Sustainable Landscaping Practices*
- *Policy E-3.2.3: Renewable Energy*
- *Policy E-3.2.7: Energy-Efficient Building and Site Planning*
- *Policy E-4.1.1: Maximizing Permeable Surfaces*
- *Policy E-4.1.2: Using Landscaping and green Roofs to Reduce Runoff*
- *Policy E-4.2.1: Support for Green Building*

Redevelopment of the subject properties would be subject to all current green building, site disturbance, and stormwater management requirements. Furthermore, redevelopment could also result in new and environmentally sustainable improvements to the abutting streetscape and neighborhood.

Area Element:

Mid-City Area Element

- *Policy MC-1.1.2: Directing Growth*
- *Policy MC-1.1.6: Mixed-Use Districts*
- *Policy MC-2.3.1: Uptown Destination District*
- *Policy MC-2.3.2: Uptown Subareas*

The subject properties are located within the Mid-City Area Element. The surrounding area of the subject properties can be characterized as moderate to medium-density, mixed-use residential, commercial, and institutional buildings. The proposed rezoning to the MU-10 Zone could increase the development potential of the site, furthering the Mid-City Area Element's policies of reinvestment along the Georgia Avenue, NW and adjacent corridors.

Furthermore, the proposed map amendment represents a unique cohesiveness with the rezoning of abutting Howard University properties from legacy PDR zones to MU-9/MU-10 through Zoning Commission Case No. ZC 24-04. Both the map amendment in Case No. 24-01 and the proposed map amendment intend to further the Mid City Area's policies of better facilitating mixed-use development and directing growth towards key corridors such as George Avenue and Florida Avenue, NW and the Uptown Subareas.

Potential Comprehensive Plan Inconsistencies:

OP has identified the following Comprehensive Plan policies with which the proposed map amendment may be inconsistent:

- *Policy LU-3.2.1: Retain Areas for Industrial Uses*

The above policies aim to retain an adequate supply of industrial land for PDR uses in order to meet the District's current and future demand for PDR needs, which include public works, warehousing, transportation storage and maintenance, and construction staging. However, the higher-intensity uses permitted in the PDR-3 zone are not currently active on any of the properties, has not been on the properties for decades and are no longer consistent with the mixed-use, transit-oriented activities that currently characterize the surrounding area.

Additionally, the 2021 FLUM and Comprehensive Plan seem to have evaluated these properties and identified that they are not appropriate for industrial uses and therefore identified them for a mix or residential and commercial uses. The FIUM and many other Comp Plan policies seem to override these policies that recommend retaining areas for industrial uses and discourages rezoning industrial land. Therefore, the proposed MU-10 zone on the properties would not be inconsistent with the Comp Plan.

Racial Equity Tool, Part 2 – Applicants/Petitioner Community Outreach and Engagement

The Applicant has provided details of their ongoing outreach efforts as part of Exhibit 2D. Their efforts include correspondence with ANC-1B and community groups such as the LeDroit Park Civic Association. Furthermore, the Applicant informed OP that they made a presentation regarding the map amendment at ANC-1B's April 20, 2026 meeting.

The filing notes that the Applicant's community outreach efforts are ongoing, and the Applicant is encouraged to continue these discussions and to provide updates as part of any additional filings prior to the public hearing if the application is set down.

Racial Equity Tool, Part 3 – Mid-City Planning Area Disaggregated 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 source is the 2012-2016 and 2019-2023 American Community Survey 5 Year Estimates by Planning Area available via the OP State Data Center ([ACS DATA](#)). Additionally, Part 3 asks if the Planning Area met its 2025 affordable housing goals.

Data Trends Over Time

Analysis of census data over time can yield insights into trends in the planning area. The following data compares the 2012-2016 American Community Survey data with data from the 2019-2023 American Community Survey (ACS), available from OP's State Data Center. Each table below covers both 5-year periods and compares the data for the Mid-City Planning Area, in which the subject site is located, with District-wide data. Additional demographic data is provided in the tables of Attachment II.

Population by Race or Ethnicity

Table 1 shows that while the population of the City increased between the two time periods, 2012-2016 and 2019-2023. The Mid-City Planning Area had a population reduction from 94,962 in the

2012-2016 to 92,368 in the 2019-2023 period. In the 2012-2016 time period, White residents formed the largest portion of the population at 52% of the area’s residents and they continued to make up the largest proportion of the planning area’s population in 2019-2023. However, the number of white residents decreased, with its share of the population falling to 49.86%. Most of the other groups also saw a decrease in their percentage of the population, except for the “Two or more races” group, which saw a significance increase from 3.1% to 12.03% and Asians which increased by 1.2%.

Table 1: Population/Race or Ethnicity Districtwide and in the Mid-City Planning Area (2012-2016 and 2019-2023)

Race or Ethnicity	Districtwide 2012-2016	Mid-City 2012-2016	Mid-City % 2012-2016	Districtwide 2019-2023	Mid-City 2019-2023	Mid-City % 2019-2023
Total Population	659,009	94,692	100.0%	672,079	92,368	100.0%
White alone	266,035	49,210	52.0%	262,549	46,053	49.86%
Black alone	318,598	30,921	32.7%	290,772	22,624	24.49%
American Indian and Alaskan Native alone	2,174	100	0.1%	2,044	290	0.31%
Asian alone	24,036	4,181	4.4%	27,465	5,257	5.69%
Native Hawaiian and Other Pacific Islander alone	271	116	0.1%	378	83	0.09%
Some other race alone	29,650	7,182	7.6%	32,338	6,953	3.73%
Two or more races	18,245	2,982	3.1%	56,533	11,108	12.03%
Hispanic or Latino	69,106	17,143	18.1%	77,760	16,703	18.08%

Median Household Income

The median household income of the Mid-City Planning Area was higher than that of the District in both the 2012-2016 and 2019-2023 time periods (Table 2). Between the time periods, the planning area saw a median household income increase of approximately \$44,194. This increase was greater than that of the Districtwide average between the time periods.

Although the average income for Black residents increased during this time period, it did not increase at the same pace as that of most other groups and had the lowest median income of all segments of the population in both time periods. White, Asian and Two or More Races groups had higher median household incomes over the same time period.

Table 2: Median Income Districtwide and in the Mid-City Planning Area (2012-2016 and 2019-2023)

Race or Ethnicity	Districtwide 2012-2016	Mid-City 2012-2016	Districtwide 2019-2023	Mid-City 2019-2023
Total Population	\$72,935	\$87,510	\$106,287	\$131,704
White alone	\$119,654	\$112,717	\$166,774	\$169,741
Black or African American alone	\$40,560	\$44,178	\$60,446	\$63,175
American Indian and Alaskan Native alone	\$51,306	Not available	\$63,617	\$37,782

Race or Ethnicity	Districtwide 2012-2016	Mid-City 2012-2016	Districtwide 2019-2023	Mid-City 2019-2023
Asian alone	\$91,453	\$100,983	\$121,619	\$120,032
Native Hawaiian and Other Pacific Islander alone	Not available	Not available	Not available	Not available
Some other races	\$41,927	\$42,529	\$74,754	\$63,396
Two or more races	\$83,243	\$91,857	\$116,869	\$143,213
Hispanic or Latino	\$60,848	\$48,661	\$106,435	\$95,249

Housing Tenure

The cost of housing in the District can limit the ability to provide housing for many household types, including family, senior housing, rental and ownership housing, and housing for all income levels. Only a small amount of the total land area (28.1 percent) is dedicated to residential use, and this scarcity of land limits the availability of housing and opportunities for new housing. This in turn can intensify housing cost burdens for lower- and moderate-income residents. The Comprehensive Plan further notes that “*residents of color are a majority 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 rose slightly, from 40.7% to 41.1%. In the Mid-City planning area, there was also a slight increase from 36.9% to 38.3%. Homeownership for most other races and ethnicities, including for Hispanic and Asian households rose by a higher percentage in the planning area. Black and Asian residents were the only groups that presented a decrease in homeownership in the planning area between the time periods (Black residents: 37% to 28%, Asian residents: 43.7% to 34.2%).

Table 3: Owner Occupied Households Districtwide and in the Mid-City Planning Area (2012-2016 and 2019-2023)

Race or Ethnicity	Districtwide 2012-2016	Mid-City 2012-2016	Districtwide 2019-2023	Mid-City 2019-2023
Total Owner Occupied	40.7%	36.9%	41.1%	38.3%
White alone	47.8%	39.3%	48.0%	42.7%
Black or African American alone	35.9%	37.0%	34.9%	28.0%
American Indian and Alaskan Native alone	32.9%	0.0%	19.6%	27.7%
Asian alone	39.4%	43.7%	41.4%	34.2%
Native Hawaiian and Other Pacific Islander alone	9.1%	0.0%	31.8%	100.0%
Some other races	17.5%	8.6%	28.7%	23.7%
Two or more races	32.7%	35.0%	41.3%	47.4%
Hispanic or Latino	30.9%	23.6%	36.4%	31.8%

Table 4: Renter Occupied Households Districtwide and in the Mid-City Planning Area (2012-2016 and 2019-2023)

Race or Ethnicity	Districtwide 2012-2016	Mid-City 2012-2016	Districtwide 2019-2023	Mid-City 2019-2023
Total Renter Occupied	59.3%	63.1%	58.9%	61.7%
White alone	52.2%	60.7%	52.0%	57.3%
Black or African American alone	64.1%	63.0%	65.1%	72.0%
American Indian and Alaskan Native Alone	67.2%	100.0%	80.3%	72.3%
Asian alone	60.6%	56.3%	58.6%	65.8%
Native Hawaiian and Other Pacific Islander alone	90.9%	0.0%	68.2%	0.0%
Some other races	82.5%	91.4%	71.3%	76.4%
Two or more races	67.3%	65.1%	58.7%	52.6%
Hispanic or Latino	69.1%	76.4%	63.6%	68.2%

Median Age

Relative to the District, the Planning Area had a lower percentage of children, and a lower percentage of seniors. However, the percentage of residents in both categories slightly rose between the time periods.

Table 5: Special Populations Districtwide and in the Mid-City Planning Area (2012-2016 and 2019-2023)

Age Group	Districtwide 2012-2016	Mid-City 2012-2016	Districtwide 2019-2023	Mid-City 2019-2023
Persons 65 or Older	11.4%	7.5%	12.72%	7.92%
Persons Under 18 Years	17.4%	12.3%	18.7%	14.05%

General Economic Characteristics

In summary, Table 6 (below) shows that the unemployment rate, the percentage of cost burdened households, and the poverty rate all improved, both Districtwide and in the Mid-City Planning Area between the time periods. In 2012-2016, the unemployment rate in the planning area was at 6%, which was lower than the Districtwide rate of 8.7%. The cost burden for housing in the Planning Area was approximately 3.4 percentage points lower than that of the District in both time periods and remained well under 50% of all households. Similarly, the poverty rate improved in both the District and the Planning Area.

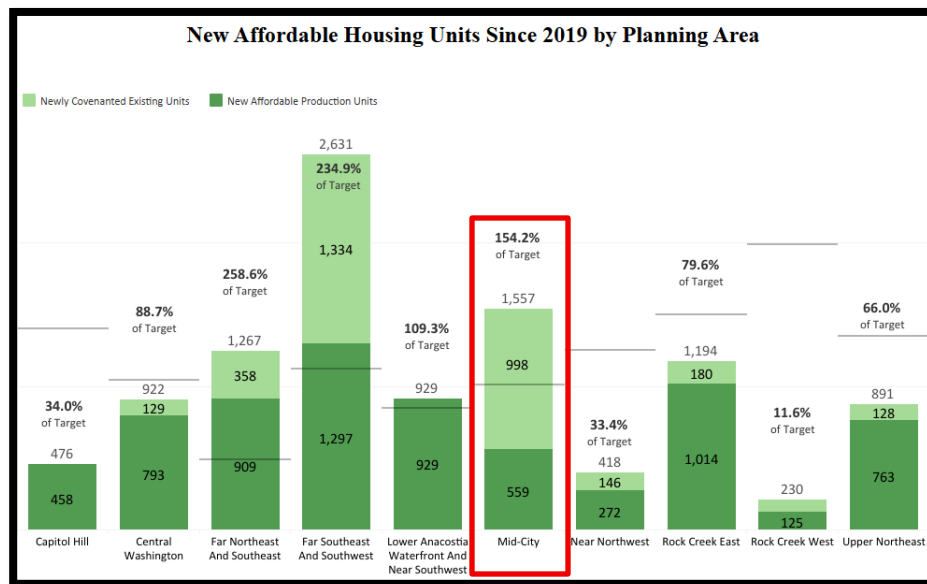
The Comp Plan notes that residents of color represent most lower-income households in the District and, therefore, face a disproportionate share of problems caused by housing insecurity and displacement (Framework Element § 206.4). Therefore, it could be inferred that Black households would make up a higher percentage of cost burdened households in this planning area, and correspondingly, would be more likely to benefit from the retention and replacement of existing affordable units, as well as the provision of new affordable housing units that the subject proposal would provide.

Table 6: General Economic Characteristics of the Planning Area and District

Characteristic	Districtwide 2012-2016	Mid-City 2012-2016	Districtwide 2019-2023	Mid-City 2019-2023
Unemployment Rate	8.7%	6.0%	6.5%	3.6%
Cost Burdened Households ¹	38.6%	35.8%	34.0%	30.0%
Poverty Rate	17.9%	13.5%	14.5%	11.2%

Progress Toward Meeting the Mayor’s 2025 Housing Equity Goals

As shown in Figure 1 (below), the Deputy Mayor for Planning and Economic Development’s (DMPED) [36,000 by 2025 Dashboard](#) highlights that the Mid-City Planning Area has exceeded the Mayor’s 2025 affordable housing goal (154.2% of the target goal). Through the proposed map amendment, the potential for more residential uses would further this goal, meeting both housing and affordable housing goals for the District as a whole. OP notes that the housing equity goals are designed to achieve a minimum of 15% in a planning area, and that they are minimums only.



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 subject properties, 645, 647, 641, and 639 Florida Avenue, are all currently operating as various commercial uses such as eating and drinking establishments, and a hair salon. There are no residential uses on the properties. The Applicant states that these uses are planned to remain as is, as there are currently no immediate plans to redevelop the properties. The zoning action would not result in direct displacement of tenants or residents.

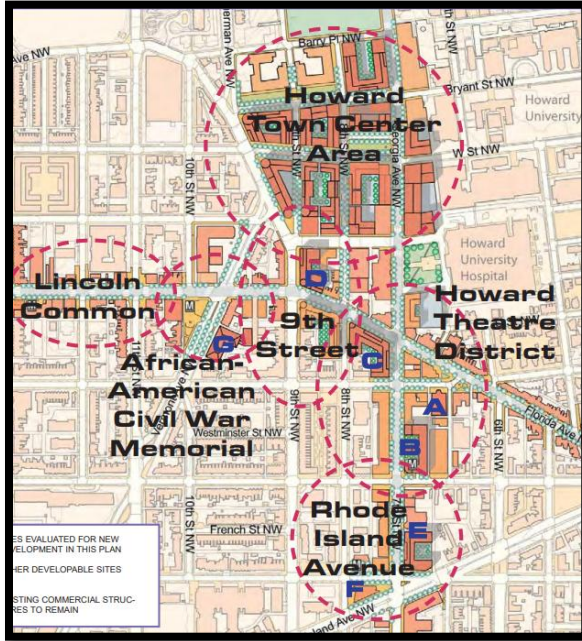
¹ “Cost-Burdened Households” denotes the percentage of households spending 30% or more of their income on housing

Factor	Question	OP Response
Indirect Displacement	What examples of indirect displacement might result from the zoning action?	There are currently no plans to redevelop the site and therefore there would be no displacement at this time.
Housing	Will the action result in changes to: <ul style="list-style-type: none"> • Market Rate Housing • Affordable Housing • Replacement Housing 	The map amendment, if granted, could result in more housing opportunities for the area, which would include affordable units, at a minimum consistent with the IZ program.
Transportation	Will the action result in: <ul style="list-style-type: none"> • Access to public transit • Transportation improvements 	The properties are accessible to a number of metrobus routes which travel along Florida Avenue as well as those which travel along 7 th Street/ Georgia Avenue which also has metrobus routes. In addition, the Shaw/Howard University Metro station is just south of the properties. These transportation elements will provide future residents or businesses easy access to other parts of the City for jobs, business or entertainment. 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"> • Public Space Improvements • Streetscape Improvements 	The map amendment could likely result in improvements to adjacent public space and streetscapes improvements as part of any new development on the site.
New Jobs/ Access to Jobs	Is there a change in access to job opportunities	While there are no immediate plans for the redevelopment of the site, a rezoning to a mixed-use designation could result in new businesses and services located in an area well-served by transit options, making them more accessible as job opportunities.
Community	How did community outreach and engagement inform/change the zoning action?	The Applicant’s filings indicate that outreach measures are underway but at this time there is no indication that of any particular changes to the proposal resulting from those discussions.

C. OTHER RELEVANT PLANNING DOCUMENTS

Small Area Plan

DUKE Plan



The DUKE Framework for a Cultural Destination for Greater Shaw-U Street (DUKE Plan) provides direction to revitalize the neighborhood to achieve “cohesive and memorable place with diverse subareas”. The DUKE Plan recommends “*land use adjustments that can be implemented through amendments to the zoning map, planned unit developments, and amendments to the zoning text. This Plan provides additional guidance to the Zoning Commission as they consider zoning actions for the area.*”

The DUKE Plan was approved and adopted by the D.C. Council in 2005, which is prior to the most recent 2021 Comprehensive Plan update, and many of its policies and recommendations were adopted in the Mid-City Area Element, or the Georgia Avenue Corridor and U Street/Uptown Policy

Focus Area.

The subject properties are located within the Howard Theatre Sub-District which is envisioned as a “vibrant center focused upon a revived Howard Theatre”. Furthermore, the DUKE Plan states that sub-district properties (such as the subject properties) “will be programmed to complement and support a “complete” destination with restaurants, outdoor cafes/dining, intimate music clubs, bars, bookstores, art galleries, modest priced retail and other destination uses”.

The proposed map amendment to MU-10 would further the goals of the DUKE Plan by allowing for a broader range of mixed uses that contribute to making the sub-district feel more like a “complete” destination as envisioned by the plan. The DUKE Plan also envisions the Shaw/Howard U and U Street Metrorail stations as anchors for transit-oriented development and encourages the maximizing of development potential near them. Overall, the proposed amendment would not be inconsistent with the policies and recommendations of the DUKE Plan.

VII. SUMMARY OF PLANNING CONTEXT ANALYSIS

As discussed in this report, the proposed map amendment would rezone the properties to a zone that is more consistent with the Comprehensive Plan’s land use recommendation. The proposed MU-10 zoning could potentially guide the site to further realize the Medium-Density Residential and Medium-Density Commercial development strategies as recommended by the Future Land Use Map, and the Main Street Mixed-Use Corridor policies as recommended by the Generalized Policy Map. OP therefore recommends approval of the proposed map amendment from the PDR-3 zone to the MU-10 zone with IZ Plus.

VIII. ATTACHMENTS

Attachment I – Comprehensive Plan Policies

Attachment II – Selected Demographic and Socioeconomic Data for District of Columbia by Area Elements: 2019-2023) ACS (5-Year Estimates) (Mid-City Planning Area)

ATTACHMENT I – COMPREHENSIVE PLAN POLICIES

Chapter 3 Land Use

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-1.4.6: Development Along Corridors

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

Policy LU-2.1.1: Variety of Neighborhood Types

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

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

Recognize the importance of balancing goals to increase the housing supply, including affordable units, and expand neighborhood commerce with parallel goals to preserve historic resources, advance environmental and sustainability goals, and further Fair Housing. The overarching goal to

create vibrant neighborhoods in all parts of the District requires an emphasis on conserving units and character in some neighborhoods and revitalization in others, including inclusive and integrated growth and meeting communities and public facility needs. All neighborhoods have a role to play in helping to meet broader District-wide needs, such as affordable housing, public facilities, and more. 310.10

Policy LU-2.1.4: Revitalization Before Demolition

In redeveloping areas characterized by vacant, abandoned, and underused older buildings, generally encourage rehabilitation and adaptive reuse of architecturally or historically significant existing buildings rather than demolition. 310.11

Policy LU-2.1.10: Multi-Family Neighborhoods

Maintain the multi-family residential character of the District's medium and high-density residential areas. Limit the encroachment of large-scale, incompatible commercial uses into these areas. Make these areas more attractive, pedestrian-friendly, and transit accessible, and explore opportunities for compatible commercial development which provides jobs for nearby residents. 310.17

Policy LU-3.2.6: Rezoning of Industrial Areas

Allow the rezoning of industrial land for non-industrial purposes only when the land can no longer viably support industrial or PDR activities is located such that industry cannot co-exist adequately with adjacent existing uses. Examples include land in the immediate vicinity of Metrorail stations and small sites in the midst of established residential neighborhoods. In the event such rezoning results in the displacement of active uses, assist these uses in relocating to designated PDR areas. 316.7

Chapter 4 Transportation

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

Chapter 5 Housing

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-1.2.2 Production Targets

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

Policy H-1.2.3: Affordable and Mixed-Income Housing

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

Policy H-1.2.5: Moderate-Income Housing

In addition to programs targeting persons of very low and extremely low incomes, develop and implement programs that meet the housing needs of those earning moderate incomes with wages insufficient to afford market rate housing in the District. 504.13

Policy H-1.2.9: Advancing Diversity and Equity

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

Policy E-1.1.2: Urban Heat Island Mitigation

Wherever possible, reduce the urban heat island effect with cool and green roofs, expanded green space, cool pavement, tree planting, and tree protection efforts, prioritizing hotspots and those

areas with the greatest number of heat-vulnerable residents. Incorporate heat island mitigation into planning for GI, tree canopy, parks, and public space initiatives. 603.6

Policy E-2.1.2: Tree Requirements in New Development

Use planning, zoning, and building regulations to promote tree retention and planting, as well as the removal and replacement of dying trees when new development occurs. Tree planting and landscaping required as a condition of permit approval should include provisions for ongoing maintenance. 605.6

Policy E-2.1.3: Sustainable Landscaping Practices

Encourage the use of sustainable landscaping practices to beautify the District, enhance streets and public spaces, reduce stormwater runoff, and create a stronger sense of character and identity. District government, private developers, and community institutions should coordinate to significantly increase the use of these practices, including planting and maintaining mostly native trees and other plants on District-owned land outside the rights-of-way in schools, parks, and housing authority lands. 605.7

Policy E-3.2.3: Renewable Energy

Promote the efficient use of energy, additional use of renewable energy, and a reduction of unnecessary energy expenses. The overarching objective should be to achieve reductions in per capita energy consumption. 612.5

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

Include provisions for energy efficiency and for the use of alternative energy sources in the District's planning, zoning, and building standards. Encourage new development to exceed minimum code requirements and contribute to energy efficiency and clean energy goals. 612.9

Policy E-4.1.1: Maximizing Permeable Surfaces

Encourage the use of permeable materials for parking lots, driveways, walkways, and other paved surfaces as a way to absorb stormwater and reduce runoff. 615.3

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

Promote an increase in tree planting and vegetated spaces to reduce stormwater runoff and mitigate the urban heat island, including the expanded use of green roofs in new construction and adaptive reuse, and the application of tree and landscaping standards for parking lots and other large, paved surfaces. 615.4

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

Mid-City Area Element

Policy MC-1.1.2: Directing Growth

Stimulate high-quality, transit-oriented development around the Columbia Heights, Shaw/Howard University, and U St./African American Civil War Memorial/Cardozo Metro station areas, as well as along

the Georgia Avenue NW corridor and North Capitol Street NW/Florida Avenue NW business district. Opportunities for new mixed-income housing developments that provide a greater mix of affordability as a result of a rezoning effort, neighborhood retail, local-serving offices, and community services should be supported in these areas, as shown in the Comprehensive Plan Policy Map and Future Land Use Map. 2008.3

Policy MC-1.1.6: Mixed-Use Districts

Encourage preservation of the housing located within Mid-City's commercially zoned areas. Within mixed-use areas, such as Mount Pleasant Street NW and Columbia Road NW, encourage commercial uses that do not adversely impact the established residential uses. 2008.7

Policy MC-2.3.1: Uptown Destination District

Encourage the growth and vibrancy of U Street NW between 6th Street NW and 12th Street NW and Georgia Avenue NW/7th Street NW between Rhode Island Avenue NW and Barry Place NW as a mixed-use center with restored theaters, arts and jazz establishments, restaurants, shops, and housing serving a range of incomes and household types. 2013.5

Policy MC-2.3.2: Uptown Subareas

Create a distinct and memorable identity for different subareas in the Uptown District based on existing assets such as the Lincoln Theater, Howard University, the African-American Civil War Memorial, and the Howard Theater. 2013.6

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

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	MID-CITY
	TOTAL POPULATION / SELECTED AGE GROUPS / MEDIAN AGE		
Total Population	Total	672,079	92,368
	Under 18 years	125,675	12,978
	Percent under 18 years	18.70	14.05
	65 years and over	85,501	7,318
	Percent 65 years and over	12.72	7.92
	Median age	34.9	33.5
White alone	Total	262,549	46,053
	Under 18 years	30,865	3,920
	Percent under 18 years	11.76	8.51
	65 years and over	31,115	2,337
	Percent 65 years and over	11.85	5.07
	Median age	35.3	33.6
Black or African American alone	Total	290,772	22,624
	Under 18 years	64,573	3,714
	Percent under 18 years	22.21	16.42
	65 years and over	46,472	3,564
	Percent 65 years and over	15.98	15.75
	Median age	37.3	37.5
American Indian and Alaska Native alone	Total	2,044	290
	Under 18 years	239	12
	Percent under 18 years	11.69	4.13
	65 years and over	483	71
	Percent 65 years and over	23.63	24.44
	Median age	34.9	37.6
Asian alone	Total	27,465	5,257
	Under 18 years	2,286	342
	Percent under 18 years	8.32	6.51
	65 years and over	2,228	237
	Percent 65 years and over	8.11	4.50
	Median age	35.2	33.4
Native Hawaiian and Other Pacific Islander alone	Total	378	83
	Under 18 years	34	0
	Percent under 18 years	8.99	0.00
	65 years and over	36	0
	Percent 65 years and over	9.52	0.00
	Median age	20.9	

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	MID-CITY
Some Other Race alone	Total	32,338	6,953
	Under 18 years	11,229	2,144
	Percent under 18 years	34.72	30.83
	65 years and over	1,384	470
	Percent 65 years and over	4.28	6.76
	Median age	28.7	30.5
Two or More Races	Total	56,533	11,108
	Under 18 years	16,449	2,846
	Percent under 18 years	29.10	25.62
	65 years and over	3,783	640
	Percent 65 years and over	6.69	5.76
	Median age	31	30.5
Hispanic or Latino (Hispanics can be of any race and are included in race categories above)	Total	77,760	16,703
	Under 18 years	21,685	4,325
	Percent under 18 years	27.89	25.89
	65 years and over	5,108	1,360
	Percent 65 years and over	6.57	8.14
	Median age	32.5	32.8
	EDUCATIONAL ATTAINMENT (Population 25 Years and Over)		
Total	Total	484,406	71,117
	Less than high school diploma	34,651	4,703
	Percent	7.2	6.6
	High school graduate (includes equivalency)	70,322	5,424
	Percent	14.5	7.6
	Some college or associate's degree	71,527	6,339
	Percent	14.8	8.9
	Bachelor's degree or higher	307,906	54,650
	Percent	63.6	76.9
	White alone	Total	205,865
Less than high school diploma		1,940	502
Percent		0.9	1.3
High school graduate (includes equivalency)		4,721	578
Percent		2.3	1.5
Some college or associate's degree		9,780	1,193
Percent		4.8	3.1
Bachelor's degree or higher		189,424	36,539
Percent	92.0	94.1	
Black or African American alone	Total	201,141	15,705
	Less than high school diploma	23,077	1,838
	Percent	11.5	11.7
	High school graduate (includes equivalency)	58,575	3,326
	Percent	29.1	21.2

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	MID-CITY
	Some college or associate's degree	52,487	3,340
	Percent	26.1	21.3
	Bachelor's degree or higher	67,002	7,201
	Percent	33.3	45.9
American Indian and Alaska Native alone	Total	1,608	272
	Less than high school diploma	134	0
	Percent	8.3	0.0
	High school graduate (includes equivalency)	224	77
	Percent	13.9	28.3
	Some college or associate's degree	586	0
	Percent	36.4	0.0
	Bachelor's degree or higher	664	195
	Percent	41.3	71.7
Asian alone	Total	21,690	4,571
	Less than high school diploma	908	297
	Percent	4.2	6.5
	High school graduate (includes equivalency)	1,016	211
	Percent	4.7	4.6
	Some college or associate's degree	1,396	341
	Percent	6.4	7.5
	Bachelor's degree or higher	18,370	3,723
	Percent	84.7	81.4
Native Hawaiian and Other Pacific Islander alone	Total	285	78
	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	14
	Percent	37.2	17.8
	Bachelor's degree or higher	179	64
	Percent	62.8	82.2
Some Other Race alone	Total	18,430	4,147
	Less than high school diploma	5,732	1,163
	Percent	31.1	28.0
	High school graduate (includes equivalency)	3,085	822
	Percent	16.7	19.8
	Some college or associate's degree	2,224	416
	Percent	12.1	10.0
	Bachelor's degree or higher	7,389	1,747
	Percent	40.1	42.1
Two or More Races	Total	35,387	7,531
	Less than high school diploma	2,860	904
	Percent	8.1	12.0
	High school graduate (includes equivalency)	2,701	409

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	MID-CITY
	Percent	7.6	5.4
	Some college or associate's degree	4,948	1,035
	Percent	14.0	13.8
	Bachelor's degree or higher	24,878	5,182
	Percent	70.3	68.8
Hispanic or Latino	Total	49,156	11,125
	Less than high school diploma	9,204	2,424
(Hispanics can be of any race and are included in race categories above)			
	Percent	18.7	21.8
	High school graduate (includes equivalency)	6,091	1,424
	Percent	12.4	12.8
	Some college or associate's degree	6,004	1,226
	Percent	12.2	11.0
	Bachelor's degree or higher	27,857	6,051
	Percent	56.7	54.4
	DISABILITY STATUS (Civilian noninstitutionalized population)		
Total	Total	663,014	91,984
	Total population with a disability	72,611	7,085
	Percent with a disability	11.0	7.7
	Under 18 years	125,405	12,929
	With a disability	5,680	280
	Percent with a disability	4.5	2.2
	18 to 64 years	454,382	71,861
	With a disability	40,038	4,546
	Percent with a disability	8.8	6.3
	65 years and over	83,227	7,195
	With a disability	26,893	2,259
	Percent with a disability	32.3	31.4
White alone	Total	259,358	45,869
	Total population with a disability	14,605	2,013
	Percent with a disability	5.6	4.4
	Under 18 years	30,703	3,887
	With a disability	392	14
	Percent with a disability	1.3	0.4
	18 to 64 years	197,801	39,646
	With a disability	7,834	1,560
	Percent with a disability	4.0	3.9
	65 years and over	30,854	2,335
	With a disability	6,379	439
	Percent with a disability	20.7	18.8
Black or African American alone	Total	285,982	22,491
	Total population with a disability	48,214	3,348
	Percent with a disability	16.9	14.9

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	MID-CITY
	Under 18 years	64,490	3,698
	With a disability	3,727	79
	Percent with a disability	5.8	2.1
	18 to 64 years	176,949	15,341
	With a disability	26,203	1,762
	Percent with a disability	14.8	11.5
	65 years and over	44,543	3,451
	With a disability	18,284	1,507
	Percent with a disability	41.1	43.7
American Indiana and Alaska Native alone	Total	2,044	291
	Total population with a disability	409	89
	Percent with a disability	20.0	30.6
	Under 18 years	239	12
	With a disability	11	0
	Percent with a disability	4.6	0.0
	18 to 64 years	1,322	208
	With a disability	317	87
	Percent with a disability	24.0	41.9
	65 years and over	483	71
	With a disability	81	2
	Percent with a disability	16.8	2.8
Asian alone	Total	27,167	5,256
	Total population with a disability	1,271	177
	Percent with a disability	4.7	3.4
	Under 18 years	2,286	342
	With a disability	65	0
	Percent with a disability	2.8	0.0
	18 to 64 years	22,653	4,678
	With a disability	814	124
	Percent with a disability	3.6	2.7
	65 years and over	2,228	236
	With a disability	392	53
	Percent with a disability	17.6	22.5
Native Hawaiian and Other Pacific Islander alone	Total	368	82
	Total population with a disability	28	28
	Percent with a disability	7.6	34.1
	Under 18 years	34	0
	With a disability	0	0
	Percent with a disability	0.0	n/a
	18 to 64 years	306	82
	With a disability	28	28
	Percent with a disability	9.2	34.1
	65 years and over	28	0
	With a disability	0	0

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	MID-CITY
	Percent with a disability	0.0	n/a
Some Other Race alone	Total	32,143	6,939
	Total population with a disability	2,507	613
	Percent with a disability	7.8	8.8
	Under 18 years	11,218	2,142
	With a disability	849	80
	Percent with a disability	7.6	3.7
	18 to 64 years	19,601	4,331
	With a disability	1,365	492
	Percent with a disability	7.0	11.4
	65 years and over	1,324	466
	With a disability	293	41
	Percent with a disability	22.1	8.8
Two or More Races	Total	55,952	11,056
	Total population with a disability	5,577	817
	Percent with a disability	10.0	7.4
	Under 18 years	16,435	2,847
	With a disability	636	107
	Percent with a disability	3.9	3.7
	18 to 64 years	35,750	7,574
	With a disability	3,477	493
	Percent with a disability	9.7	6.5
	65 years and over	3,767	635
	With a disability	1,464	217
	Percent with a disability	38.9	34.2
Hispanic or Latino	Total	77,177	16,664
(Hispanics can be of any race and are included in race categories above)			
	Total population with a disability	6,332	1,177
	Percent with a disability	8.2	7.1
	Under 18 years	21,660	4,318
	With a disability	1,203	123
	Percent with a disability	5.6	2.8
	18 to 64 years	50,458	10,990
	With a disability	3,174	766
	Percent with a disability	6.3	7.0
	65 years and over	5,059	1,357
	With a disability	1,955	289
	Percent with a disability	38.6	21.3
	UNEMPLOYMENT RATE (Population 16 years and over)		
Total	Unemployment rate	6.5	3.6
White alone	Unemployment rate	2.6	1.5
Black or African American alone	Unemployment rate	12.8	10.7

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	MID-CITY
American Indian and Alaska Native alone	Unemployment rate	0.0	0.0
Asian alone	Unemployment rate	2.4	0.4
Native Hawaiian and Other Pacific Islander alone	Unemployment rate	5.1	0.0
Some Other Race alone	Unemployment rate	6.2	6.1
Hs	Unemployment rate	4.4	4.2
Hispanic or Latino	Unemployment rate	4.5	4.1
	POVERTY STATUS		
Total population	Population for whom poverty status is determined	647,874	88,942
	Total Population Below Poverty	94,140	9,955
	Percent in poverty	14.5	11.2
White alone	Population for whom poverty status is determined	251,541	45,347
	Total Population Below Poverty	12,612	1,625
	Percent in poverty	5.0	3.6
Black or African American alone	Population for whom poverty status is determined	282,170	20,323
	Total Population Below Poverty	66,819	5,350
	Percent in poverty	23.7	26.3
American Indian and Alaska Native alone	Population for whom poverty status is determined	1,990	291
	Total Population Below Poverty	463	89
	Percent in poverty	23.3	30.6
Asian alone	Population for whom poverty status is determined	25,395	5,126
	Total Population Below Poverty	3,377	417
	Percent in poverty	13.3	8.1
Native Hawaiian and Other Pacific Islander alone	Population for whom poverty status is determined	349	78
	Total Population Below Poverty	56	28
	Percent in poverty	16.1	35.8
Some Other Race alone	Population for whom poverty status is determined	31,697	6,874
	Income in the past 12 months below poverty level	5,143	1,506
	Percent in poverty	16.2	21.9
Two or More Races	Population for whom poverty status is determined	54,732	10,902
	Total Population Below Poverty	5,670	940
	Percent in poverty	10.4	8.6
Hispanic or Latino	Population for whom poverty status is determined	75,448	16,505

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	MID-CITY
(Hispanics can be of any race and are included in race categories above)	Total Population Below Poverty	8,870	2,603
	Percent in poverty	11.8	15.8
	MEDIAN HOUSEHOLD INCOME		
Total households	Median household income (dollars)	106,287	131,704
White alone	Median household income (dollars)	166,774	169,741
Black or African American alone	Median household income (dollars)	60,446	63,175
American Indian and Alaska Native alone	Median household income (dollars)	63,617	37,782
Asian alone	Median household income (dollars)	121,619	120,032
Native Hawaiian and Other Pacific Islander alone	Median household income (dollars)		
Some Other Race alone	Median household income (dollars)	74,754	63,396
Two or More Races	Median household income (dollars)	116,869	143,213
Hispanic or Latino	Median household income (dollars)	106,435	95,249
	TENURE		
Total householder	Total	321,556	46,735
	Owner occupied	132,288	17,888
	% owner occupied	41.1	38.3
	Renter occupied	189,268	28,848
	% renter occupied	58.9	61.7
White alone	Total	141,114	25,952
	Owner occupied	67,735	11,086
	% owner occupied	48.0	42.7
	Renter occupied	73,379	14,867
	% renter occupied	52.0	57.3
Black or African American alone	Total	132,272	10,631
	Owner occupied	46,179	2,977
	% owner occupied	34.9	28.0
	Renter occupied	86,093	7,653
	% renter occupied	65.1	72.0
American Indian and Alaska Native alone	Total	1,199	213
	Owner occupied	235	59
	% owner occupied	19.6	27.7

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	MID-CITY
	Renter occupied	964	154
	% renter occupied	80.3	72.3
Asian alone householder	Total	14,121	3,092
	Owner occupied	5,843	1,057
	% owner occupied	41.4	34.2
	Renter occupied	8,278	2,035
	% renter occupied	58.6	65.8
Native Hawaiian and Other Pacific Islander alone	Total	129	28
	Owner occupied	41	28
	% owner occupied	31.8	100.0
	Renter occupied	88	0
	% renter occupied	68.2	0.0
Some Other Race alone	Total	10,020	2,321
	Owner occupied	2,878	550
	% owner occupied	28.7	23.7
	Renter occupied	7,142	1,772
	% renter occupied	71.3	76.4
Two or More Races	Total	22,702	4,498
	Owner occupied	9,377	2,131
	% owner occupied	41.3	47.4
	Renter occupied	13,323	2,367
	% renter occupied	58.7	52.6
Hispanic or Latino	Total	28,939	6,420
(Hispanics can be of any race and are included in race categories above)	Owner occupied	10,529	2,040
	% owner occupied	36.4	31.8
	Renter occupied	18,407	4,379
	% renter occupied	63.6	68.2
	HOUSING COST BURDEN		
Total	Total Households	321,556	46,735
	Cost Burdened Households	311,165	45,921
	Not Computed	105,775	13,796
	Percent of households spending 30% or more of their income on housing	34.0	30
White Alone	Total Households	141,113	25,952
	Cost Burdened Households	139,155	25,842
	Not Computed	33,545	5,798
	Percent of households spending 30% or more of their income on housing	24.1	22.4

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	MID-CITY
Black or African American alone	Total Households	132,272	10,631
	Cost Burdened Households	125,871	10,153
	Not Computed	55,784	4,536
	Percent of households spending 30% or more of their income on housing	44.3	44.7
American Indian and Alaska Native alone	Total Households	1,200	213
	Cost Burdened Households	1,171	207
	Not Computed	499	132
	Percent of households spending 30% or more of their income on housing	42.6	63.8
Asian Alone	Total Households	14,122	3,092
	Cost Burdened Households	13,466	3,028
	Not Computed	4,519	975
	Percent of households spending 30% or more of their income on housing	33.6	32.2
Native Hawaiian and other Pacific Islander alone	Total Households	129	28
	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
Some Other Races	Total Households	10,020	2,321
	Cost Burdened Households	9,350	2,197
	Not Computed	4,000	1,096
	Percent of households spending 30% or more of their income on housing	42.8	49.9
Two or More Races	Total Households	22,702	4,498
	Cost Burdened Households	22,051	4,494
	Not Computed	7,351	1,259
	Percent of households spending 30% or more of their income on housing	33.3	28
Hispanic or Latino	Total Households	28,939	6,420
	Cost Burdened Households	28,051	6,352
	Not Computed	9,849	2,482
	Percent of households spending 30% or more of their income on housing	35.1	39.1

RACE AND ETHNICITY	VARIABLE	DISTRICT TOTAL	MID-CITY
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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