

MEMORANDUM

DATE: August 3, 2021

TO: MRP Residential

FROM: Charlie Hewlett, Managing Director; RCLCO
Jacob Ross, Principal; RCLCO
Maury Winter, Associate; RCLCO

SUBJECT: Analysis of Potential Impact of the SIC Phase I, II, and III Developments at Half Street and S Street

RCLCO (Robert Charles Lesser & Co.) was retained by MRP Residential (the “Applicant”) to evaluate the extent to which the SIC Phase I, II, and III developments, located in its Buzzard Point Master Plan, will impact land values, invoke displacement in the surrounding neighborhood, and contribute to the District’s future development goals outlined in the Buzzard Point Vision Framework. RCLCO has extensive experience conducting fiscal and economic impact analyses for public and private sector clients, and it has worked on such projects as DC USA, developments in the NoMa area, and developments within the boundaries of ANC 6D.

Current plans for the SIC Phase I development include 350 to 475 rental apartment homes, with SIC Phases II and III including an additional 500 to 550 rental apartment homes. Of these rental apartment homes, RCLCO estimates that at least 28 units in SIC Phase I and 40 units in SIC Phases II and III would be designated as affordable, based on the District’s Inclusionary Zoning (“IZ”) Program that requires that 8% of the residential gross floor area be set-aside for affordable units. In addition to the rental apartment homes planned as part of the SIC Phase I, II, and III developments, the broader Buzzard Point Master Plan envisions a mixed-use, live-work-play environment, with a variety of public spaces and other amenities for residents of the development as well as those in surrounding neighborhoods.

OVERALL CONCLUSIONS

- 1. New housing in all price ranges helps to mitigate increasing prices and rents, and the new affordable housing units generated by the District’s IZ Program at the SIC Phase I, II, and III developments will create income-restricted, affordable housing opportunities.** Across the District, the amount of rental apartment construction has had a measurable impact on mitigating rent growth in recent years, with rent escalations being lowest in years with high supply of housing and highest in years when supply is low. The SIC Phase I development will add 350 to 475 rental apartment homes, and the SIC Phase II and III developments will add an additional 500 to 550 rental apartment homes. Together, these three phases represent an increase of at least 4.9% in neighborhood inventory, and they will therefore help to mitigate local supply and demand imbalances. Based on the District’s IZ Program, RCLCO also estimates that at least 28 units from Phase I and 40 units from Phases II and III would be reserved for households at or below 60% of Median Family Income (“MFI”), thereby creating affordable housing opportunities.
- 2. The Southwest/Waterfront/Navy Yard area has already experienced increases in property values and rents that will likely continue whether or not the development in the Buzzard Point Master Plan occurs.** The SIC Phases I, II, and III developments will not result in an increase of area home prices, rents, or land values. Rather, these trends have long been occurring, particularly since the development of the Nationals Park in 2008, and the proposed development will not exacerbate such trends. There is no reason to conclude that the SIC Phase I, II, and III developments will have an adverse impact on this established trend of home price and rent increases.
- 3. Neighborhoods across the District have already experienced shifting demographics, though the census tracts covered by the Buzzard Point Master Plan (Tracts 64 and 72) have shown no signs of racial and income displacement.** In contrast, minority and lower-income populations have grown in the site’s immediate surroundings over the past few years, even as additions to the rental apartment inventory have taken place. Furthermore, the SIC Phase I, II, and III developments will not displace any residents onsite, given that the current uses of the site include a concrete plant and a helipad.
- 4. The Buzzard Point Master Plan will support the goals laid out in the Buzzard Point Vision Framework.** As Buzzard Point transitions into a mixed-use neighborhood, the most recent draft of the updated DC Comprehensive Plan has called for the alignment of all new development in Buzzard Point with the goals in the Buzzard Point Vision Framework. The three goals in the Buzzard Point Vision Framework include a well-designed waterfront neighborhood; dynamic parks, public spaces, and waterfronts; and a well-connected transportation network. Not only does

the development proposed by the applicant align with the goals outlined in the framework, but it also addresses several explicitly outlined long-term projects that are deemed critical to the overall success of Buzzard Point.

1A. THE DEVELOPMENT OF NEW HOUSING, GENERALLY, IS IMPORTANT GIVEN THAT IMBALANCES BETWEEN SUPPLY AND DEMAND CAN LEAD TO INCREASES IN HOUSING PRICES AND RENTS.

Development of new housing is very important for the District. The SIC Phase I development will add 350 to 475 new rental housing units to the District, with the SIC Phase II and III developments adding another 500 to 550 rental housing units. Together, these units represent a multifamily housing inventory increase of at least 4.9% in the Southwest/Waterfront/Navy Yard area, as defined on Exhibit 1.

Academic studies and articles written from a wide range of political perspectives are increasingly finding that the addition of new housing of all types and price ranges is one of the key steps that can be taken to mitigate rising housing prices and rents.

The Legislative Analyst's Office ("LAO") of the California Legislature has conducted extensive research and analysis on this topic, and concluded:

As market-rate housing construction tends to slow the growth in prices and rents, it can make it easier for low-income households to afford their existing homes. This can help to lessen the displacement of low-income households. Our analysis of low-income neighborhoods in the Bay Area suggests a link between increased construction of market-rate housing and reduced displacement¹ (emphasis added).

The LAO explains the causes of this phenomenon as follows:

- ▶ *Lack of supply drives high housing costs.*
- ▶ *Building new housing indirectly adds to the supply of housing at the lower end of the market in multiple ways.*
- ▶ *Housing generally becomes less desirable, and therefore less expensive, over time, with some middle-income households typically moving out of older housing, thereby making it available for lower-income households.*
- ▶ *But lack of new construction can slow this process.*
- ▶ *New housing construction eases competition between middle- and low-income households.*
- ▶ *More supply places downward pressure on prices and rents.*

Richard Florida, a leading urban planner at the University of Toronto states that:

We've long known . . . that restrictive land use and building codes in cities limit housing construction (and therefore housing supply), leading to increased costs, worse affordability problems, and deepened inequality in urban centers.²

And Jason Furman, the chairman of President Obama's White House Council of Economic Advisors, stated:

Basic economic theory predicts—and many empirical studies confirm—that housing markets in which supply cannot keep up with demand will see housing prices rise.³

Other economists making the same point range from Edward Glaeser of Harvard University writing for the Cato Online Forum⁴ to liberal economist Paul Krugman. Krugman poses the question of why gentrification is happening so much in iconic U.S. cities, and one of his key answers is:

Rising demand for urban living by the elite could be met largely by increasing supply. There's still room to build, even in New York, especially upward. Yet while there is something of a building boom in the city, it's far smaller than the soaring prices warrant, mainly because land use restrictions are in the way.⁵

John Mangin, writing in the Stanford Law and Policy Review, summarizes what he describes as "uncontroversial among urban economists":

Underlying both of these phenomena—high housing costs in the suburbs and high housing costs in the cities—is a relatively straightforward problem of supply and demand. As demand to live in a particular suburb or city outstrips the existing housing stock, two things can happen: more housing gets built to meet the demand, or prices get bid up to ration the existing stock.⁶

¹ Legislative Analyst's Office (2016). Perspectives on Helping Low-Income Californians Afford Housing.

² Florida, R. (2016). How Zoning Restrictions Make Segregation Worse. *The Atlantic Citylab*.

³ Furman, J. (2015). Barriers to Shared Growth: The Case of Land Use Regulation and Economic Rents. Remarks to the Urban Institute.

⁴ Glaeser, E. (2014). Land Use Restrictions and Other Barriers to Growth. *Cato Online Forum*.

⁵ Krugman, P. (2015). Inequality and the City. *New York Times*.

⁶ Mangin, J. (2014). The New Exclusionary Zoning. *Stanford Law & Policy Review*.

As Matthew Yglesias explains in an article titled “Halting Construction Is a Terrible Way to Fight Gentrification”:

When you have enough construction, you get filtering rather than gentrification. Lower-income people move into dwellings that used to house rich people but that aren't shiny and new anymore and don't have the most up-to-date fashions. When you don't have enough construction, you get rich people moving into poor people's houses and installing granite countertops.⁷

In the District specifically, RCLCO also observes a beneficial relationship between new housing production and housing affordability. Over the last two decades, the amount of rental apartment construction in the District has had a measurable impact on limiting the ability of new properties to push rents, with rent growth generally being lower in years with substantial apartment deliveries. Looking at historical effective rents in Washington, D.C. between 2010 and 2017, RCLCO observes average annual rent growth of 3.8% in years during which fewer than 2,000 units were added to the market, compared to average annual rent growth of 0.2% in years during which more than 2,000 units were added. Moreover, effective rent growth was negative during 2016 and 2017, which were the two years that saw the most significant supply influxes during that same time frame. Between 2018 and 2019, the District added an average of 4,161 units per year and averaged 2.5% annual rent growth. Although slightly higher than previous years, this level of rent growth is still significantly lower than the 3.8% average rent growth experienced in years of fewer new additions (Exhibit 2). Data from 2020 was considered but not used in the analysis, due to irregularities from the COVID-19 pandemic.

RCLCO's findings are further supported by recent, District-specific academic literature that analyzes the impact of supply additions in the District from 2000 to 2018 in conjunction with the Mayor's 2019 Housing Initiative. As Bethel Cole-Smith and Daniel Muhammad posit in this analysis, “if the delivery of the markedly large number of new apartment units in recent years had not occurred, average city apartment rents may have been 5.84 percent higher in 2018.”⁸ Further, Cole-Smith and Muhammad emphasize the need for continued deliveries going forward, stating that “if the planned increase in new additions . . . does not occur, then average city apartment rents are estimated to be 5.53 percent higher in 2025.”⁹ The new supply of units in SIC Phases I, II, and III will help to mitigate this projected increase in rents.

1B. THE APPLICANT'S PROVISION OF AFFORDABLE HOUSING WILL BE PARTICULARLY VALUABLE IN HELPING TO CREATE INCOME-RESTRICTED, AFFORDABLE HOUSING OPPORTUNITIES

Over and above the benefits of creating new housing at all price levels, development of new affordable housing helps to directly mitigate increasing rents and property values, decreases in affordable housing, and potential displacement of existing neighborhood residents. Under the District's IZ Program, between 8% and 10% of residential floor area would be devoted to affordable housing units, priced at or below 60% MFI. Based on current development plans, this requirement would translate to at least 28 units in SIC Phase I and 40 units in SIC Phases II and III.

An Urban Institute study that involved case studies of six efforts to mitigate displacement in the face of gentrification found that production of affordable housing was “the key approach to addressing affordable housing needs in each of the six sites, regardless of the stage of the local housing market.” The Urban Institute study also found that land availability was a significant issue, particularly in neighborhoods that already had strengthening or strong housing markets. (As discussed below, the neighborhoods surrounding the area in the Buzzard Point Master Plan already have strong housing markets.) The report noted that one approach was for for-profit developers to include affordable units in their projects,¹⁰ as will occur in the case of SIC Phases I, II, and III of the Buzzard Point Master Plan.

2A. SURROUNDING PRICES AND RENTS HAVE ALREADY INCREASED SIGNIFICANTLY, AND THE DEVELOPMENT PROPOSED BY THE APPLICANT WILL NOT HAVE AN ADDITIVE IMPACT ON THIS ESTABLISHED TREND

RCLCO's analysis determined that the neighborhoods surrounding the geography covered by the Buzzard Point Master Plan have been experiencing home appreciation and rent increases for years, and these trends have long been occurring independent of this development. RCLCO has defined the relevant Southwest/Waterfront/Navy Yard area as the area of the District bounded by Independence Avenue (north), I-695 (north and east), Anacostia River (south and east) and the Washington Channel (west). This geography is also defined by Tract 64, which includes the development associated with SIC Phases I, II, and III; Tract 72, which borders this development to the east and will contain future phases associated with the Buzzard Point Master Plan; plus three additional census tracts (Exhibit 1). On some of the exhibits, RCLCO has shown separate data for each of the five census tracts that comprise the Southwest/Waterfront/Navy Yard area (Exhibits 4 and 6).

- ▶ **Home values in the Southwest/Waterfront/Navy Yard Area have been increasing faster than in other neighborhoods.** As shown on Exhibit 4, between 2010 and 2019, median owner-occupied home values increased (as estimated by residents to the Census Bureau) in Tract 64 (68%)

⁷ *Slate Moneybox*, April 4, 2013.

⁸ Cole -Smith, Bethel and Muhammad, Daniel. (2020). The Impact of an Increasing Housing Supply on Housing Prices. p. 2. Office of Revenue Analysis. District of Columbia Government.

⁹ Cole-Smith, Bethel, et al. (2020) p.2

¹⁰ Levy, D. et al. (2006). In the Face of Gentrification: Case Studies of Local Efforts to Mitigate Displacement, p. 77. Urban Institute: Washington, D.C.

and 72 (70%) at almost twice the rate of the District overall (36%). Furthermore, Exhibit 5 shows the substantial decrease in homes valued under \$300,000, and the rapid increase in homes valued \$500,000 and over, in the Southwest/Waterfront/Navy Yard area between 2011 and 2019.

- ▶ **Median rents in the surrounding neighborhoods are increasing.** Between 2010 and 2019, median rents increased in Tracts 64 (93%) and 72 (92%), more than twice the rate of increase experienced by the District as a whole (45%) (Exhibit 6). Moreover, it is possible that these changes would have been even more substantial without significant rental apartment development during this period, which likely limited the ability of new properties to push rents even further for the reasons discussed above. Exhibit 7 shows the striking change in the distribution of rents in the Southwest/Waterfront/Navy Yard area between 2011 and 2019.

These findings regarding home price and rent increases in the neighborhoods surrounding SIC Phases I, II, and III make it clear that the development will not be the source of increases of home prices, rents, or land values; rather, market pressures have long been evident in the housing stock of this community without any influence from the development.

This conclusion is consistent with a study that examined changes in the District's relative incomes, home values, and educational attainment by census tract that came to the same conclusion: That gentrification has already occurred in the area surrounding the subject site. This study by *Governing* magazine, released in 2015, found that three census tracts in the Southwest/Waterfront/Navy Yard area had already experienced gentrification between 2000 and 2013 (Exhibit 8).¹¹ The study's methodology, as described in the footnote, was adapted from a widely cited gentrification paper by Columbia University professor Lance Freeman.¹²

With gentrification so far underway in the surrounding neighborhoods because of continuing growth, change, and housing demand relative to supply, independent of the SIC Phase I, II, and III developments, there is no reason to conclude that this development will have an adverse impact on this established trend of home price and rent increases. A recent study by Jeremy Jackson did not observe a relationship between large-scale neighborhood investment projects and changes in nearby rents, instead focusing on the role of individual consumer decisions in driving these changes.¹³

2B. A RECENT STUDY REGARDING THE IMPACTS OF NEW CONSTRUCTION HAS MANY FLAWS, AND ITS AUTHORS WARN AGAINST TRANSLATING THE FINDINGS TO OTHER MARKETS, OR EVEN SUBMARKETS

New research undertaken by Anthony Damiano and Chris Frenier at the University of Minnesota examines the impact of new market rate construction on nearby apartment units of various rent levels.¹⁴ The authors conclude that there are disproportionate impacts on existing apartments that serve lowest third of renters in an area, and rent increases for those buildings are most pronounced closest to new construction (within 300 meters). However, the findings of this analysis do not apply to the SIC Phase I, II, or III developments for three distinct reasons.

- ▶ **There are limitations of the study methods, with strong potential for reverse causality and omitted variable bias, given the Southwest/Waterfront/Navy Yard area's rich mix of amenities.** As shown in Exhibit 9, key, existing neighborhood assets such as Metro access, over 400,000 square feet of destination retail space at "The Wharf" mixed-use district (opened in 2017), Nationals Park (opened in 2008), Audi Field (opened in 2018), and the National Mall, are likely significant contributors to strong demand for apartments in the neighborhood, thus driving up rent prices. While Damiano et al. argues that new construction alone contributes to increases in lower-tier rents across several Minneapolis submarkets, there is strong potential for reverse causality and omitted variable bias in applying these findings to the Southwest/Waterfront/Navy Yard area. Specifically, the authors note that "without data on neighborhood amenities like restaurants, shopping, or transit, we are unable to identify whether the new buildings precede amenities or visa versa."¹⁵ This calls into question whether it is the existence of the amenities, or new construction that contributed to the increase in rents in this Minneapolis submarket.

Given that the Southwest/Waterfront/Navy Yard area is particularly amenity-rich, other factors aside from new construction may be able to explain increases in rents (omitted variable bias). For example, academic research by Jackson Kaplan across 10 major U.S. cities concludes that the introduction of a professional sports stadium (such as Nationals Park or Audi Field) increases median gross rents, with the impact being "higher in block groups near the facilities, and the impact lessens as distance from the facility increases."¹⁶ Sports stadiums are just one example of the myriad of attractive amenities present in the Southwest/Waterfront/Navy Yard area that may have an impact on increasing rents. Furthermore,

¹¹ Study available here: <http://www.governing.com/gov-data/washington-dc-gentrification-maps-demographic-data.html>

¹² A census tract was determined to have gentrified according to three criteria: first, only the census tracts with a median household income and median home value in the bottom 40th percentile of the metro area at the beginning of the decade were "eligible" to gentrify. Gentrification was determined to have occurred if an eligible census tract's percentage increase in the inflation-adjusted median home value over the course of the decade was in the top third percentile for the metro area, and if the share of residents over age 25 holding a bachelor's degree at the end of the decade was also in the top third percentile.

¹³ Jackson, Jeremy (2008). Agent-Based Simulation of Urban Residential Dynamics: A Case Study of Gentrifying Areas in Boston. Thesis submitted to McGill University.

¹⁴ Damiano, Anthony and Freiner, Chris. (2020). Build Baby Build?: Housing Submarkets and the Effects of New Construction on Existing Rents. *University of Minnesota Center for Urban and Regional Affairs*.

¹⁵ Damiano, et al. (2020), p. 29.

¹⁶ Kaplan, Jackson. (2018). A Professional Sports Stadium's Impact on Rental Values. Abstract. *Colorado College*.

increases in rents could in turn be spurring new construction, as a way to alleviate demand pressure, given the desirability of the neighborhood and its strong amenity assets (reverse causality).

- ▶ **In addition to dataset and statistical method limitations, there are significant limitations with this research relating to geographic scope and its longitudinal study period.** The authors themselves point out:

In addition to ambiguity around the proper way to operationalize submarkets, there are several other important limitations to our study. First, it is of only one city, and the dynamics of housing markets in Minneapolis may differ significantly from other cities. Additionally, the sample of buildings available to use means that we are unable to accurately measure the effects of new construction past five years.¹⁷

- ▶ **The scope of the study does not include projects with a share of subsidized and/or affordable units, such as the SIC Phase I, II, and III developments, which could yield different results.** In their description of the sample dataset, the authors point out that they “purposely remove buildings containing subsidized units from [their] sample to better capture rental prices that are truly market-rate and not affected by public subsidies.”¹⁸ While studying a mix of projects with a mix of market-rate and affordable units could yield similar results, it could also translate to different conclusions, leaving outstanding questions about the validity of translating claims to the SIC Phase I, II, and III developments, in particular.

Given these significant methodological flaws and author warnings, it is impossible to draw conclusions about any impact that the SIC Phase I, II, and III developments would have on rents in adjacent housing.

3. RACIAL AND ECONOMIC EQUALITY NEAR THE DEVELOPMENT HAVE ACTUALLY BEEN IMPROVING, WHICH SUPPORTS THE THESIS THAT NEW HOUSING SUPPLY ACTUALLY STABILIZES RENTS AND HOME VALUES AND DECREASES DISPLACEMENT

While changes in the relative proportions of minority populations is commonly used as an indicator of racial inequity, it is important to note that, given the rapid growth of Tracts 64 and 72, these changes do not necessarily imply displacement of minority populations. Indeed, the share of the population that non-white residents represent in the combined Tracts 64 and 72 decreased from 85% in 2010 to 43% in 2019. However, an analysis of overall population growth over this same period reveals that the total non-white population in Tracts 64 and 72 actually increased during this time, from 2,650 residents in 2010 to more than 4,050 residents in 2019, representing growth of 53% (Exhibit 10). Despite significant new development over this time period (e.g., Camden South Capitol, which delivered in 2013), there is no evidence of minority household displacement.

Furthermore, an economic analysis of Tracts 64 and 72 between 2010 and 2019 reveals no evidence of economic displacement either. Overall, total households grew by 72%, with strong growth across all various economic and demographic groups. Contrary to trends experienced elsewhere in the District, the most at-risk income segment, households earning less than \$50,000, grew by 32% in Tracts 64 and 72, combined, over this period. Similarly, the \$50,000 to \$100,000 income band, representing roughly 50% to 100% MFI (for the average household size District-wide), grew by more than 200% in Tracts 64 and 72, combined (Exhibit 11).

These local demographic trends are consistent with the academic research on this matter. New research released from the Upjohn Institute for Employment Research in 2019, which studied rents in 11 major U.S. cities, found that “new buildings lower nearby rents . . . and increase in-migration from low-income areas.”¹⁹

In addition to the lack of minority and low-income resident displacement in Tracts 64 and 72 in the face of new development, diversity has been on the rise in the census tract. The SIC Phases I, II, and III developments will allow for the continuation of those trends, and they will cause no direct displacement, as the site is currently occupied by a concrete plant and a helicopter pad.

4. THE DEVELOPMENT PROPOSED BY THE APPLICANT ADHERES TO THE GOALS OF THE BUZZARD POINT VISION FRAMEWORK, BY WHICH ALL NEW BUZZARD POINT DEVELOPMENTS WILL BE EVALUATED ACCORDING TO THE DC COMPREHENSIVE PLAN

Located at the confluence of the Potomac River and the Anacostia River, Buzzard Point is undergoing a transition from a primarily industrial zone to a mixed-use neighborhood. According to the Engrossed Version of the DC Comprehensive Plan, published on April 10th and amended on May 18th, all

¹⁷ Damiano, et al. (2020), p. 30.

¹⁸ Damiano, et al. (2020), p. 9.

¹⁹ Asquith, Brian J., Mast, Evan, and Reed, David. (2019). Supply Shock Versus Demand Shock: The Local Effects of New Housing in Low-Income Areas. p. 1. *W.E. Upjohn Institute for Employment Research*.

new developments in Buzzard Point must “implement the policies and recommendations of the Buzzard Point Vision Framework and Design Guidance [and] use the framework to guide public and private investment and evaluate new development.”²⁰

An analysis of the Buzzard Point Vision Framework reveals three goals, supported by design concepts, recommendations, and implementation guidelines:

- ▶ **A Well-Designed Waterfront Neighborhood:** Outlined in the Buzzard Point Vision Framework is the agenda to develop Buzzard Point into a well-programmed, mixed-use waterfront neighborhood, joining the likes of the Capitol Riverfront, the Wharf, and Georgetown. This goal includes a concerted effort to add housing units; retail services; parks, plazas, and walkable streets; and events programming.
 - » Current plans include 350 to 475 rental apartment units at the SIC Phase I development and 500 to 550 rental apartment units at the SIC Phase II and III developments. These additional residential units support the goal of creating new housing opportunities in Buzzard Point.
 - » Beyond the SIC Phase I, II, and III developments, the broader Buzzard Point Master Plan envisions an environment that adheres to these principles, integrating inland and waterfront parcels to create a live-work-play atmosphere, enhanced by the waterfront.
- ▶ **Dynamic Parks, Public Spaces, Waterfront:** Also addressed in the Buzzard Point Vision Framework is the notion that parks and public spaces are “essential to transform Buzzard Point into a successful residential and commercial area”²¹. The strategies identified to create dynamic parks and public spaces include investing in Anacostia Riverwalk, Plazas, Oval Park, and turning streets into connected public space.
 - » The Buzzard Point Master Plan addresses these components, particularly through its interactions with Waterfront Plaza and Oval Park, two long-term Buzzard Point projects explicitly outlined in the Buzzard Point Vision Framework.
 - » The Buzzard Point Master Plan envisions Waterfront Plaza as a new primary gathering space for Buzzard Point, by connecting it to the Anacostia River with a significant pier terminating S Street.
- ▶ **Well-Connected Transportation Network:** The final goal outlined in the Buzzard Point Vision Framework is the desire to establish a variety of modes of transportation, and to improve mobility, by car, bicycle, and foot within the compact space of Buzzard Point.
 - » The development associated with the Buzzard Point Master Plan is expected to greatly improve pedestrian walkability and bicycle access, by creating a grid network that connects the neighborhoods to its north and west to the waterfront to its southeast.
 - » In addition, the mixed-use development associated with the Buzzard Point Master Plan will attract a greater number of residents, employees, and visitors to the area, helping to generate foot and bicycle traffic in Buzzard Point.
 - » Finally, the replacement of the Frederick Douglass Memorial Bridge into a “beautiful scenic boulevard that . . . increases community accessibility”²² is an important project to Buzzard Point overall, as the first impression of the neighborhood coming from the other side of the Anacostia River. The Buzzard Point Master Plan envisions buildings framing this bridge on either side, creating a visual effect that enhances the bridge.

²⁰ DC Comprehensive Plan (2021), p. 1014

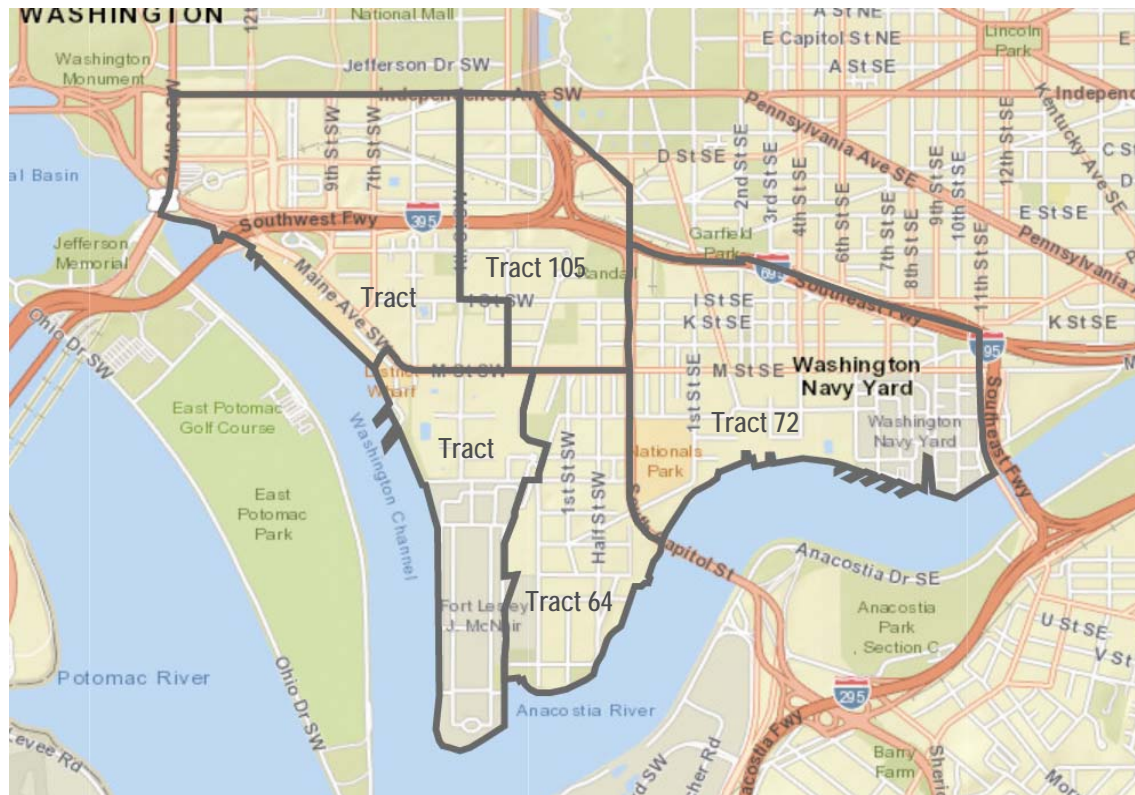
²¹ Buzzard Point Vision Framework (2017), p. 49

²² Buzzard Point Vision Framework (2017), p. 73

EXHIBITS

Exhibit 1

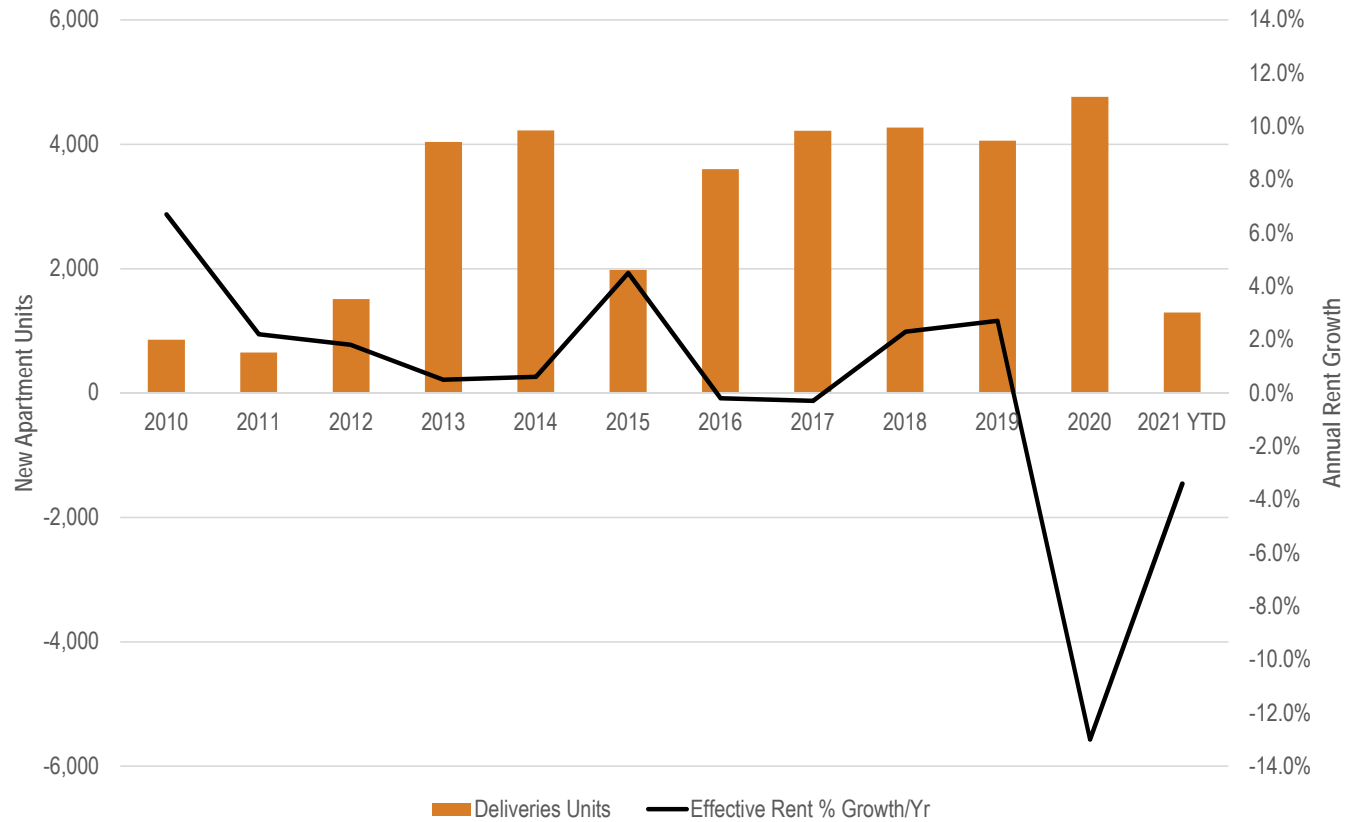
Southwest / Waterfront / Navy Yard Census Tracts
Washington, D.C.
June 2021



Source: Esri

Exhibit 2

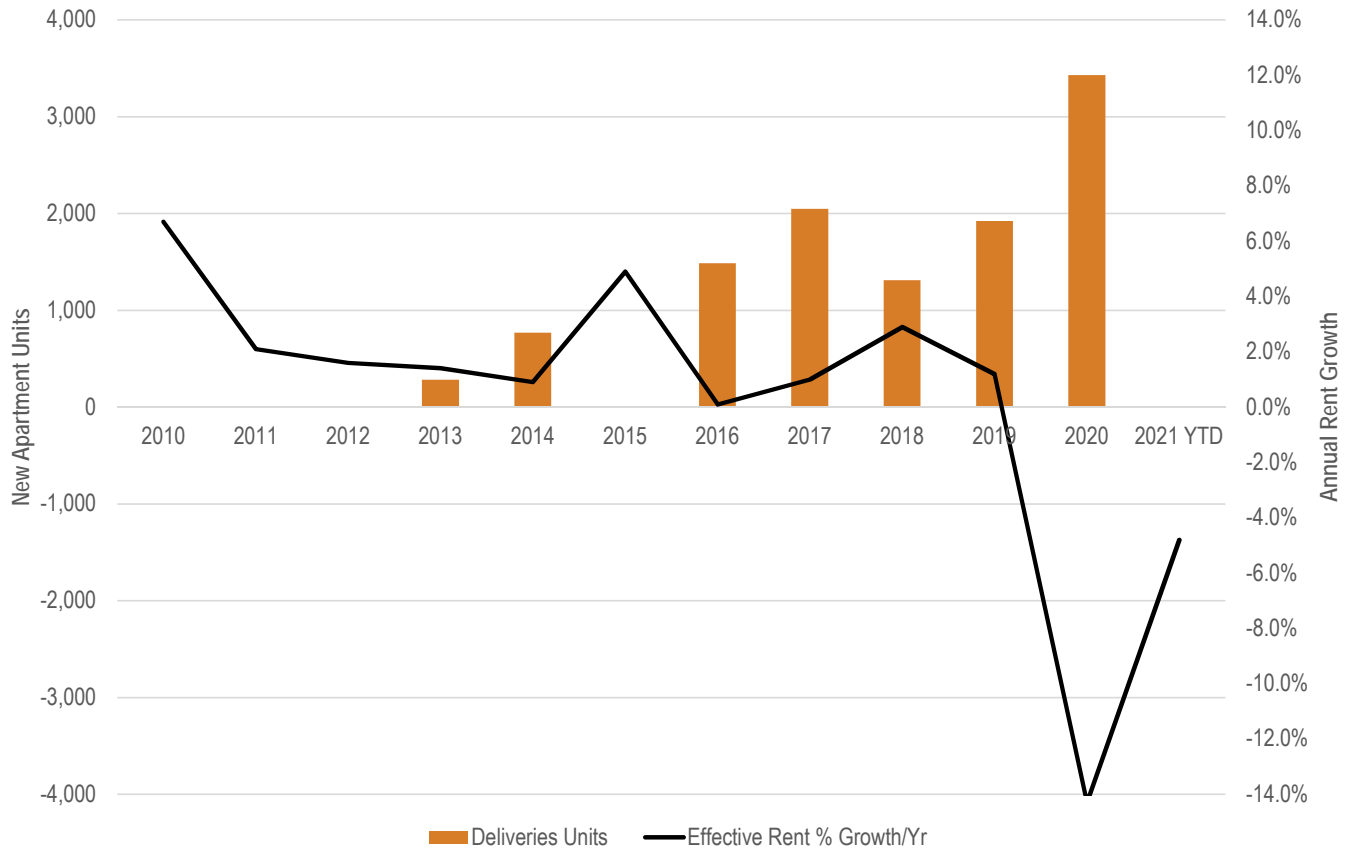
Post-recession Class A Apartment Deliveries and Rent Growth
Washington, D.C.
2010-2021 YTD



*Note: Rent growth is calculated net of any rent concessions.
Source: CoStar; RCLCO*

Exhibit 3

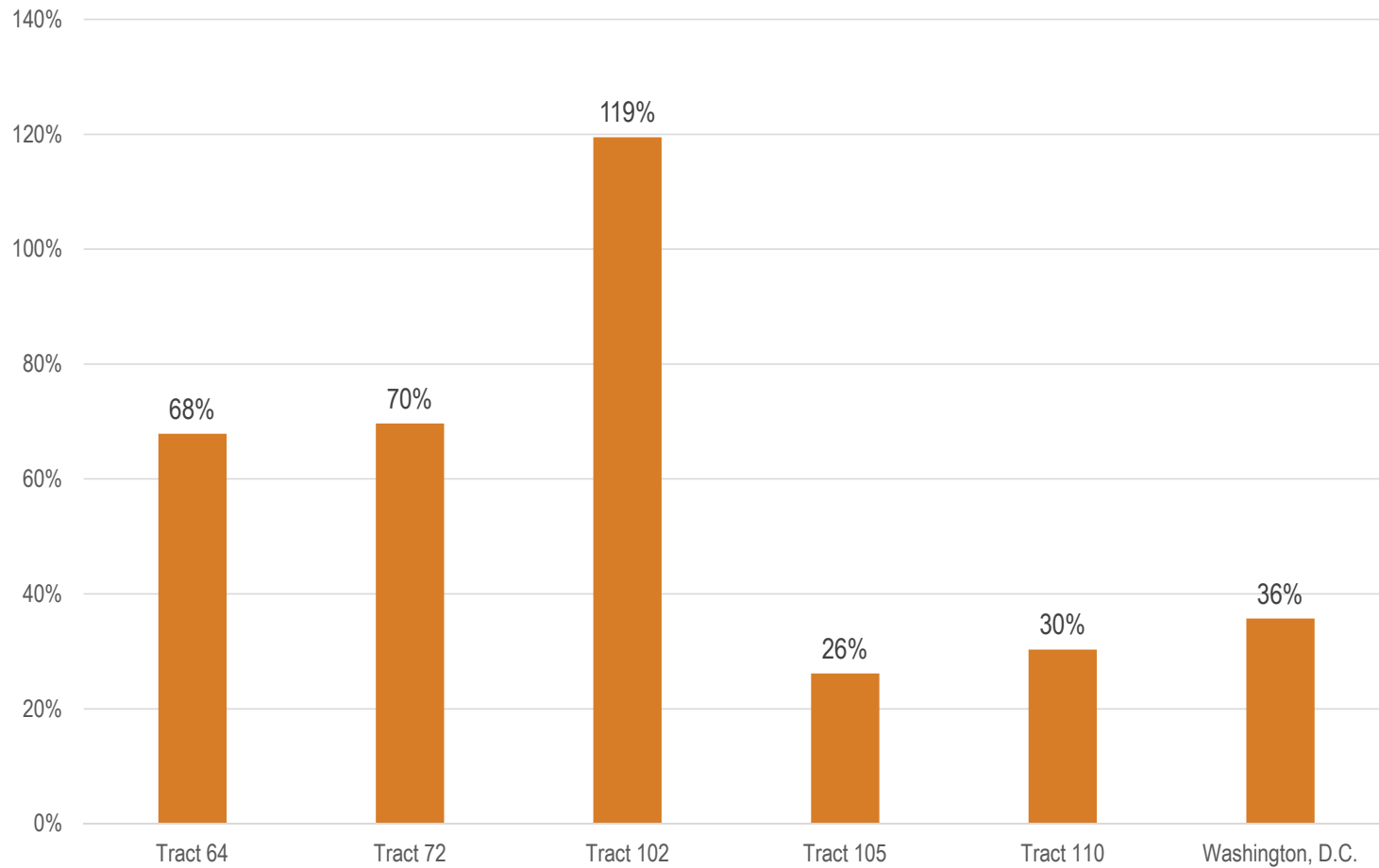
Post-recession Class A Apartment Deliveries and Rent Growth
Southwest / Waterfront / Navy Yard Census Tracts
2010-2021 YTD



*Note: Rent growth is calculated net of any rent concessions.
Source CoStar; RCLCO*

Exhibit 4

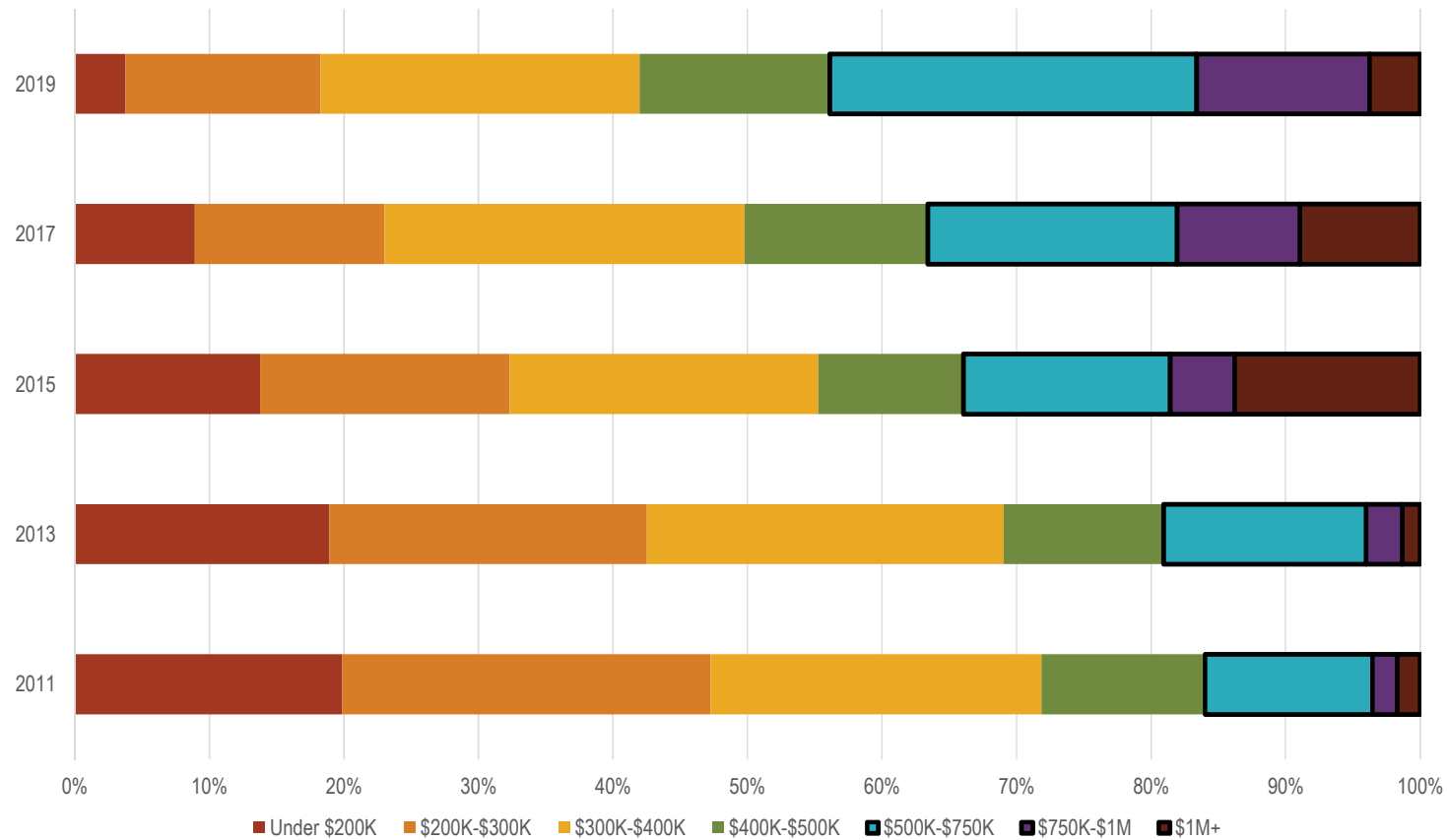
Change In Median Owner-Occupied Home Value
Southwest / Waterfront / Navy Yard Census Tracts and Washington, D.C.
2010 to 2019



Source: American Community Survey 2010 and 2019 5-Year Estimates; RCLCO

Exhibit 5

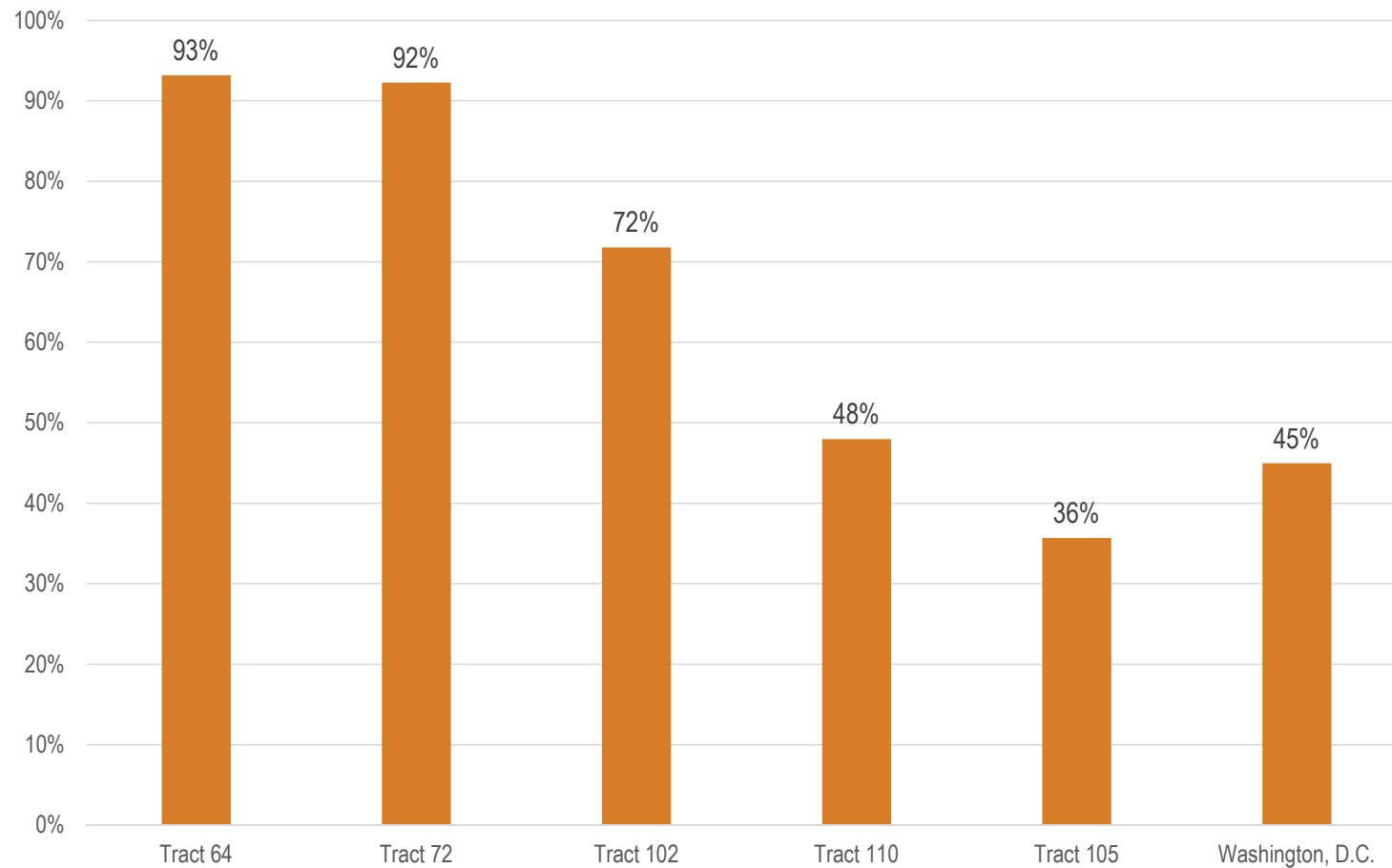
Owner-Occupied Home Value by Price Band
Southwest / Waterfront / Navy Yard Census Tracts
2011, 2013, 2015, 2017 and 2019 American Community Survey 5-year Estimates



Source: American Community Survey 2011, 2013, 2015, 2017 and 2019 5-Year Estimates

Exhibit 6

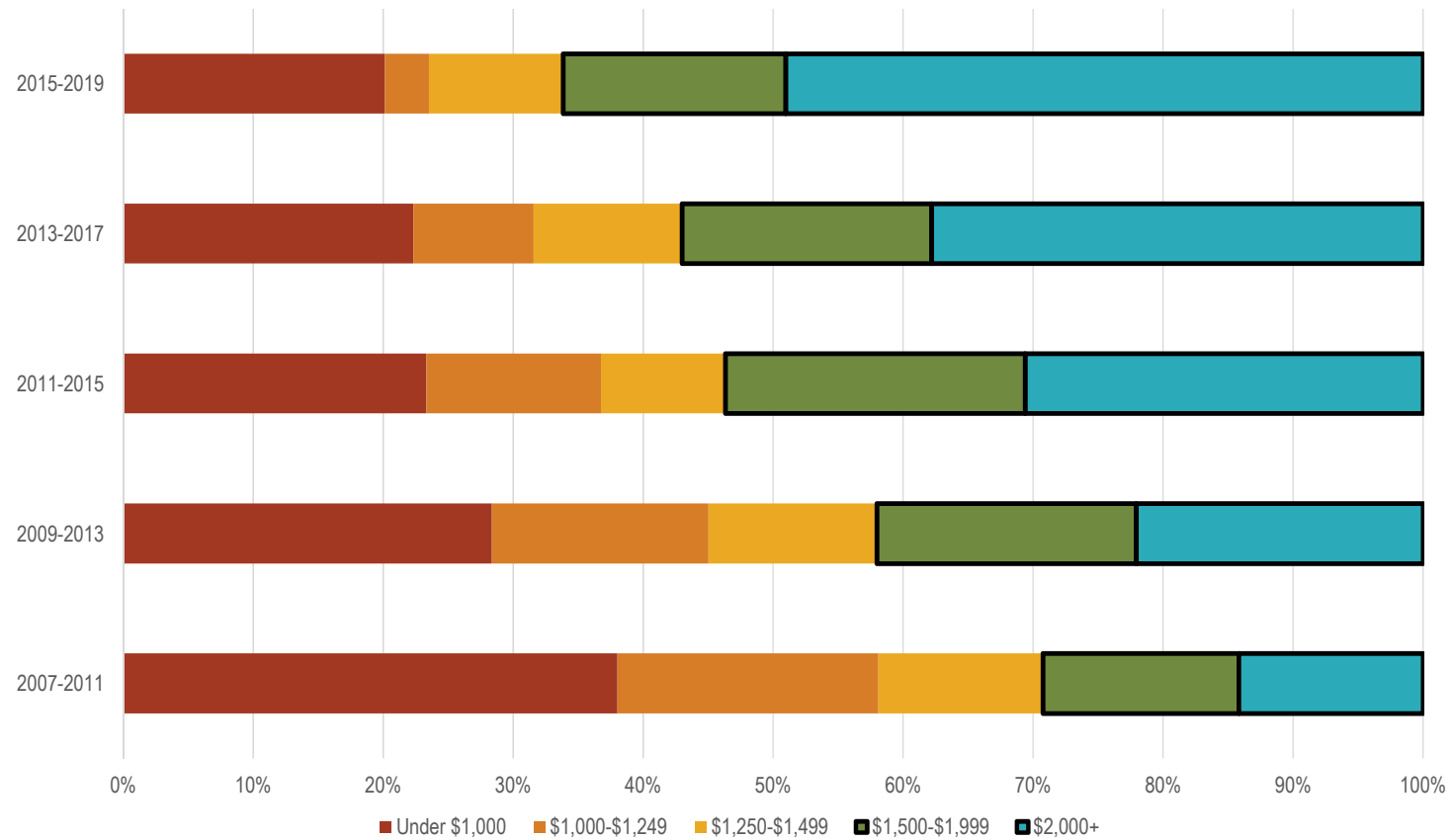
Increase In Median Monthly Gross Rent
Southwest / Waterfront / Navy Yard Census Tracts and Washington, D.C.
2010 to 2019



Source: American Community Survey 2010 and 2019 5-Year Estimates

Exhibit 7

Monthly Gross Rent by Price Band
Southwest / Waterfront / Navy Yard Census Tracts
2011, 2013, 2015, 2017 and 2019 American Community Survey 5-year Estimates

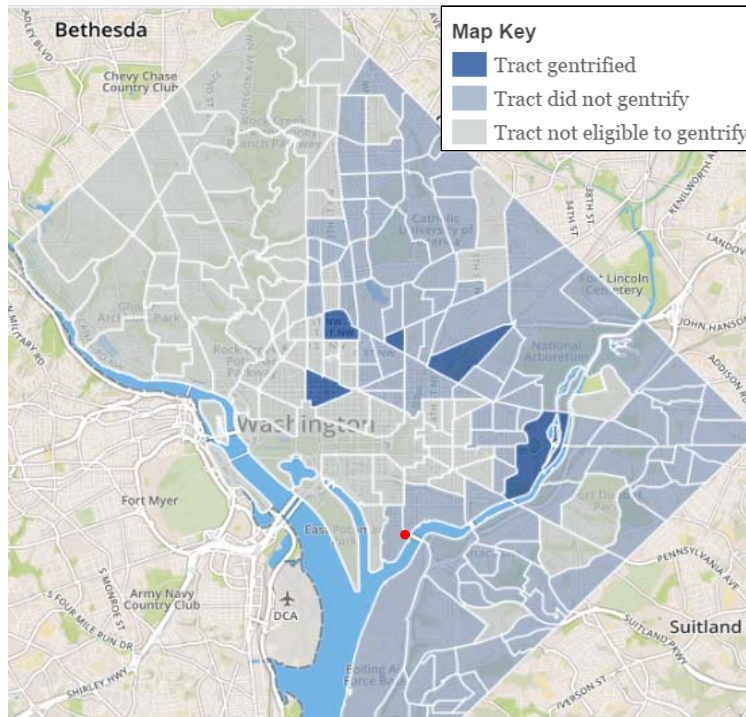


Source: American Community Survey 2011, 2013, 2015, 2017 and 2019 5-Year Estimates

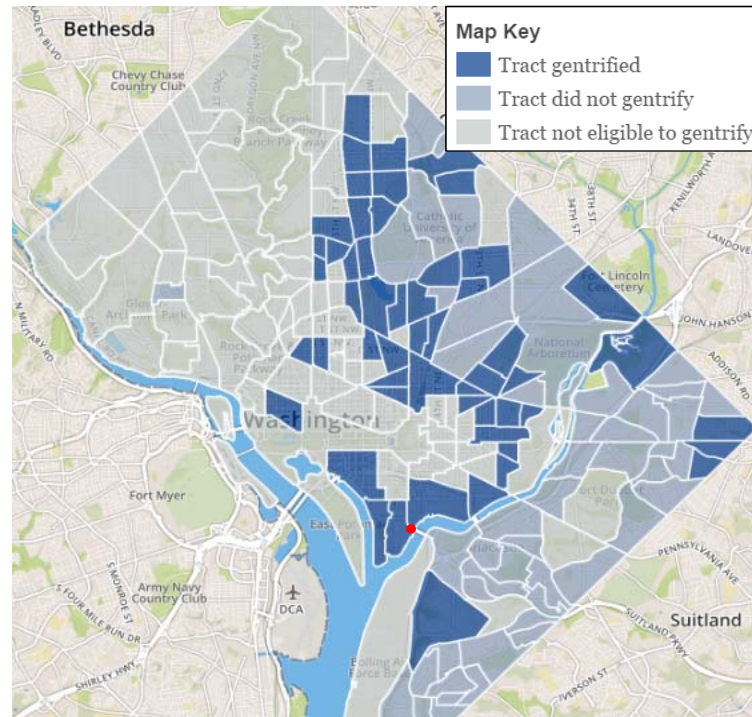
Exhibit 8

Census Tracts That Gentrified Governing Gentrification Study; Washington, D.C. 1990-2000 and 2000-2013

GENTRIFICATION MAP: 1990-2000



GENTRIFICATION MAP: 2000 - 2013

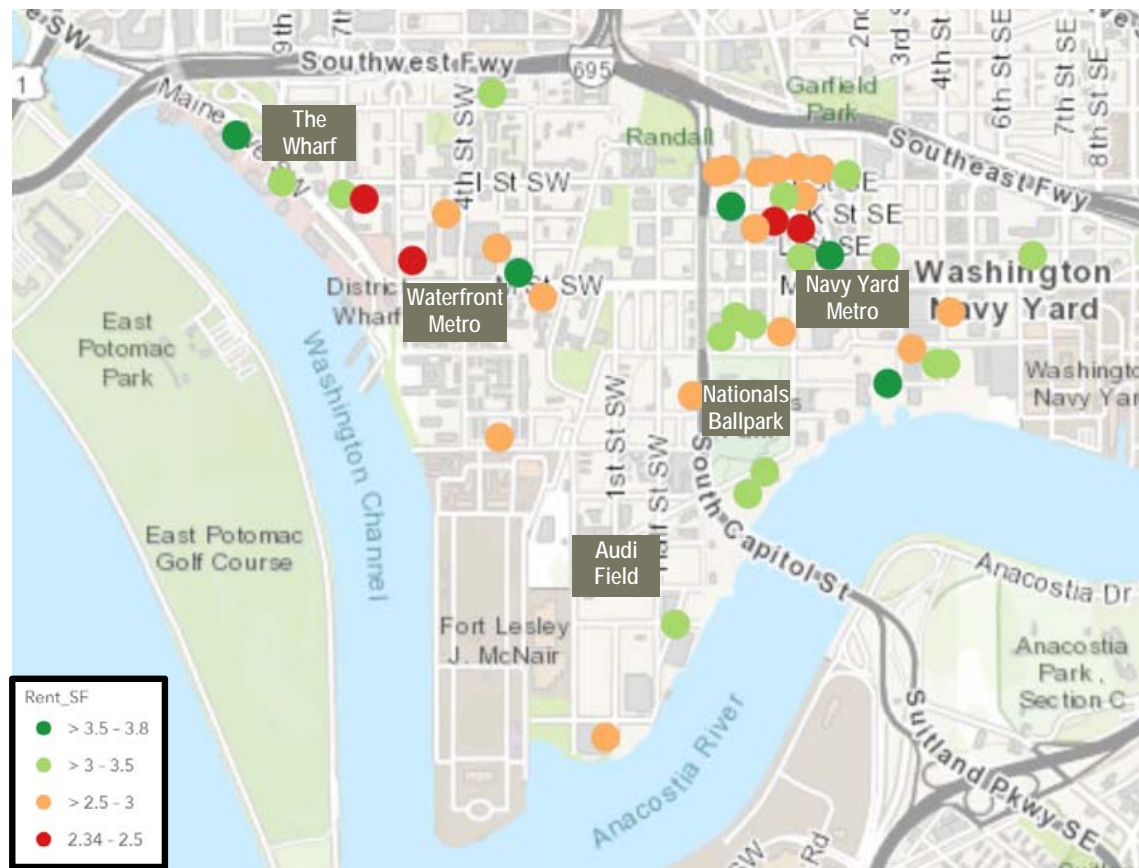


● = SIC Phases I, II, and III

Source: Governing; Data Sourced from 2009-2013 American Community Survey and 1990 and 2000 U.S. Census

Exhibit 9

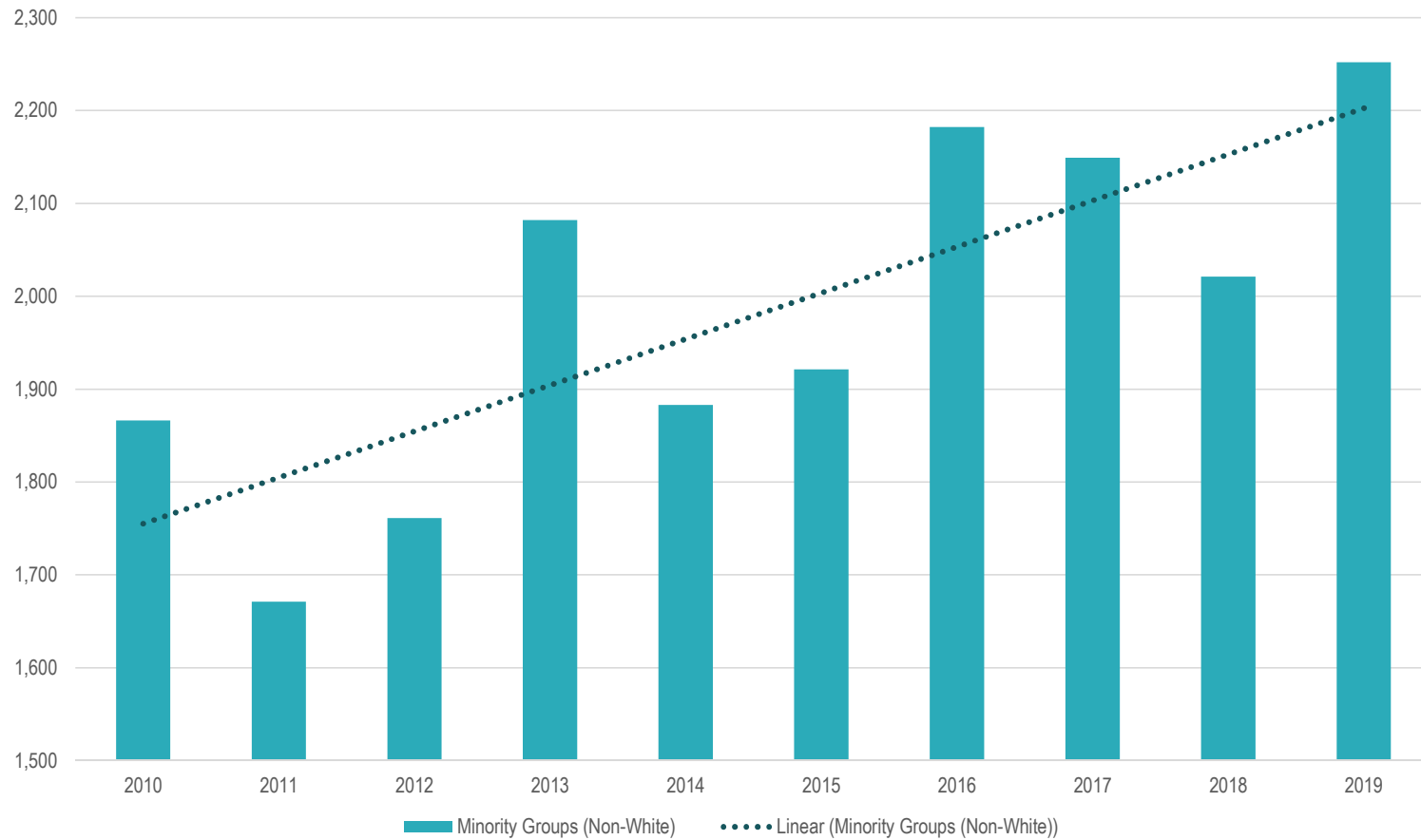
Map of Apartments and Neighborhood Assets
Southwest / Waterfront / Navy Yard Census Tracts
June 2021



Source: Axiometrics, ESRI

Exhibit 10-A

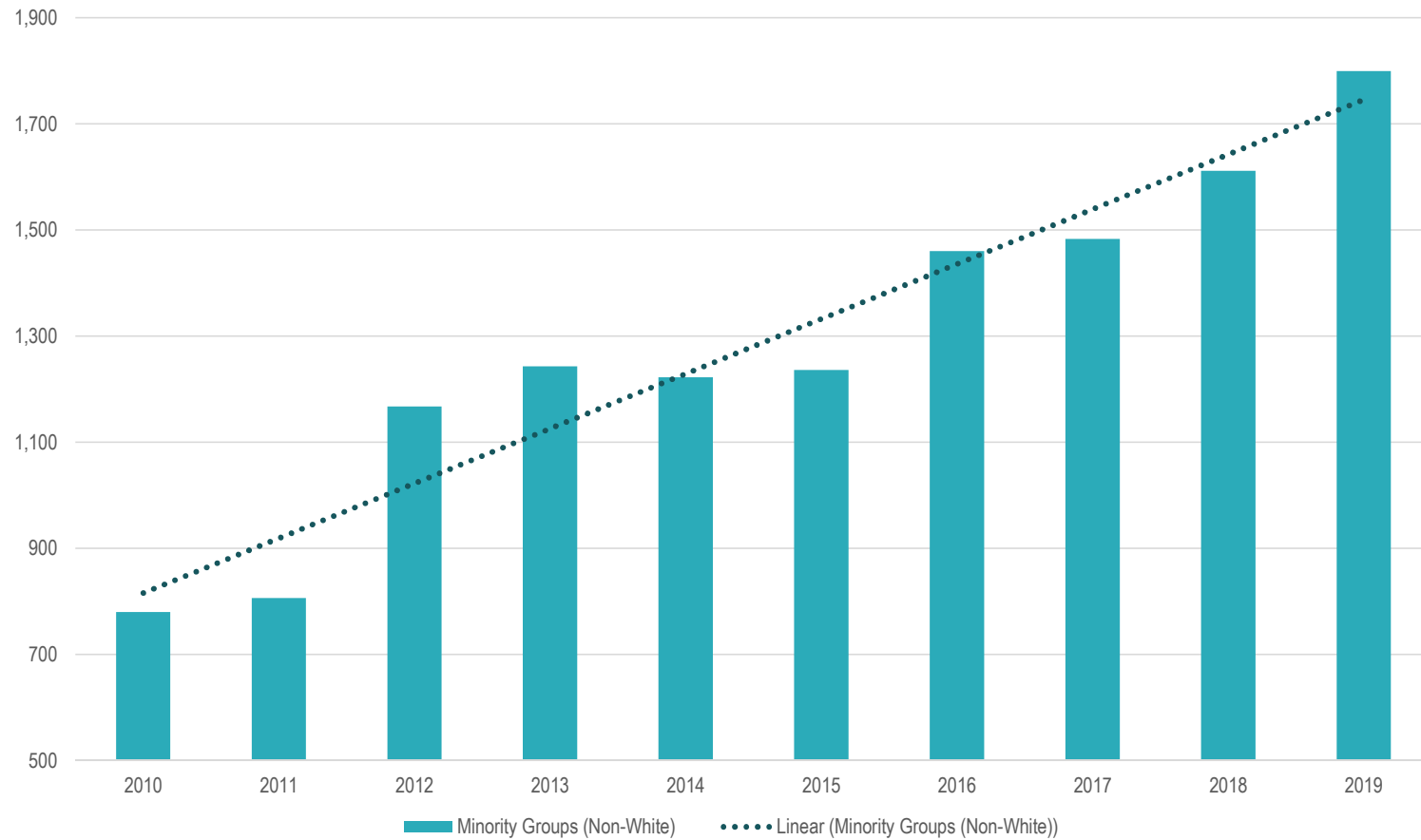
Annual Population of Minority Races (non-white)
Census Tract 64
2010-2019



Source: US Census American Community Survey 5-Year Estimates; CoStar; RCLCO

Exhibit 10-B

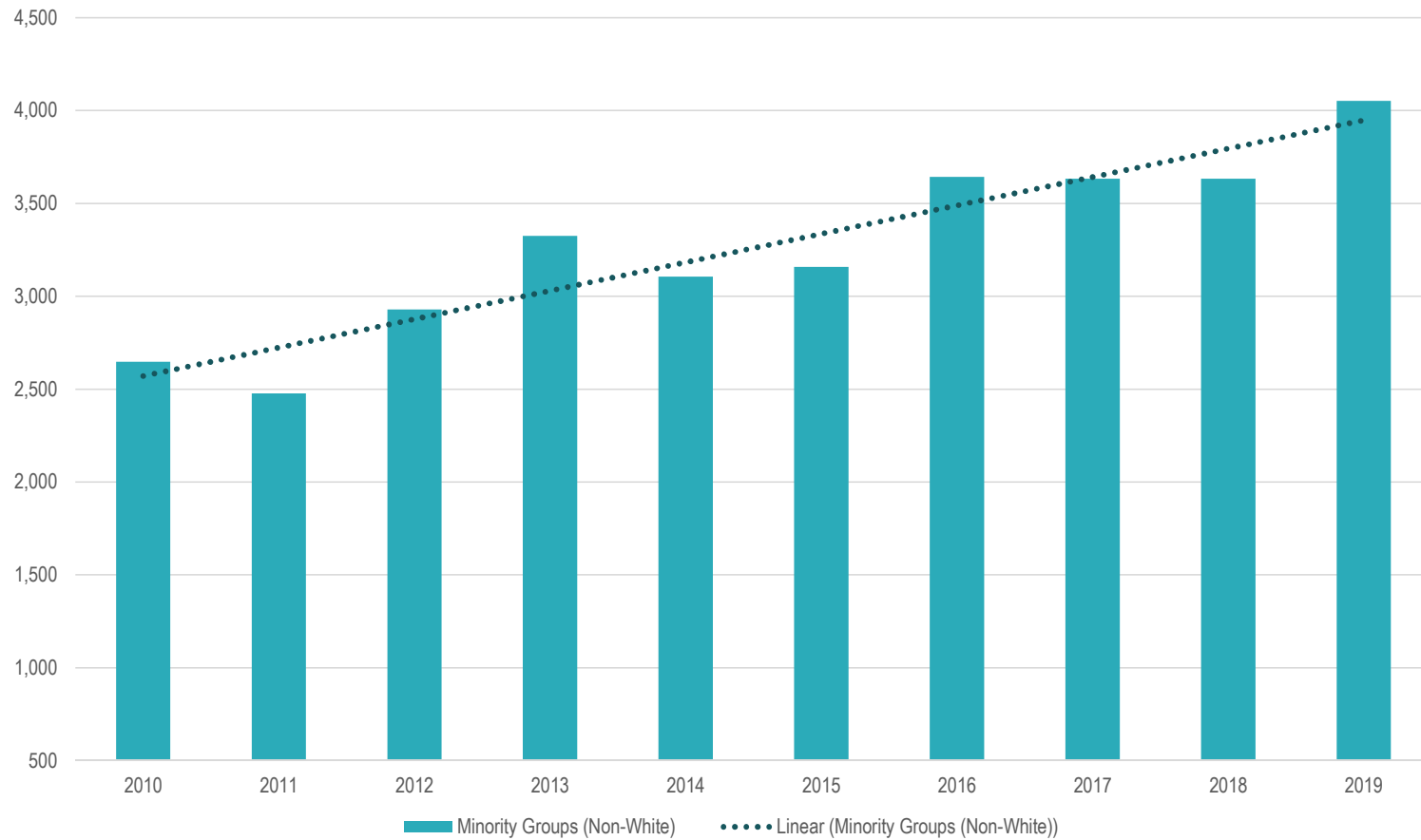
Annual Population of Minority Races (non-white)
Census Tract 72
2010-2019



Source: US Census American Community Survey 5-Year Estimates; CoStar; RCLCO

Exhibit 10-C

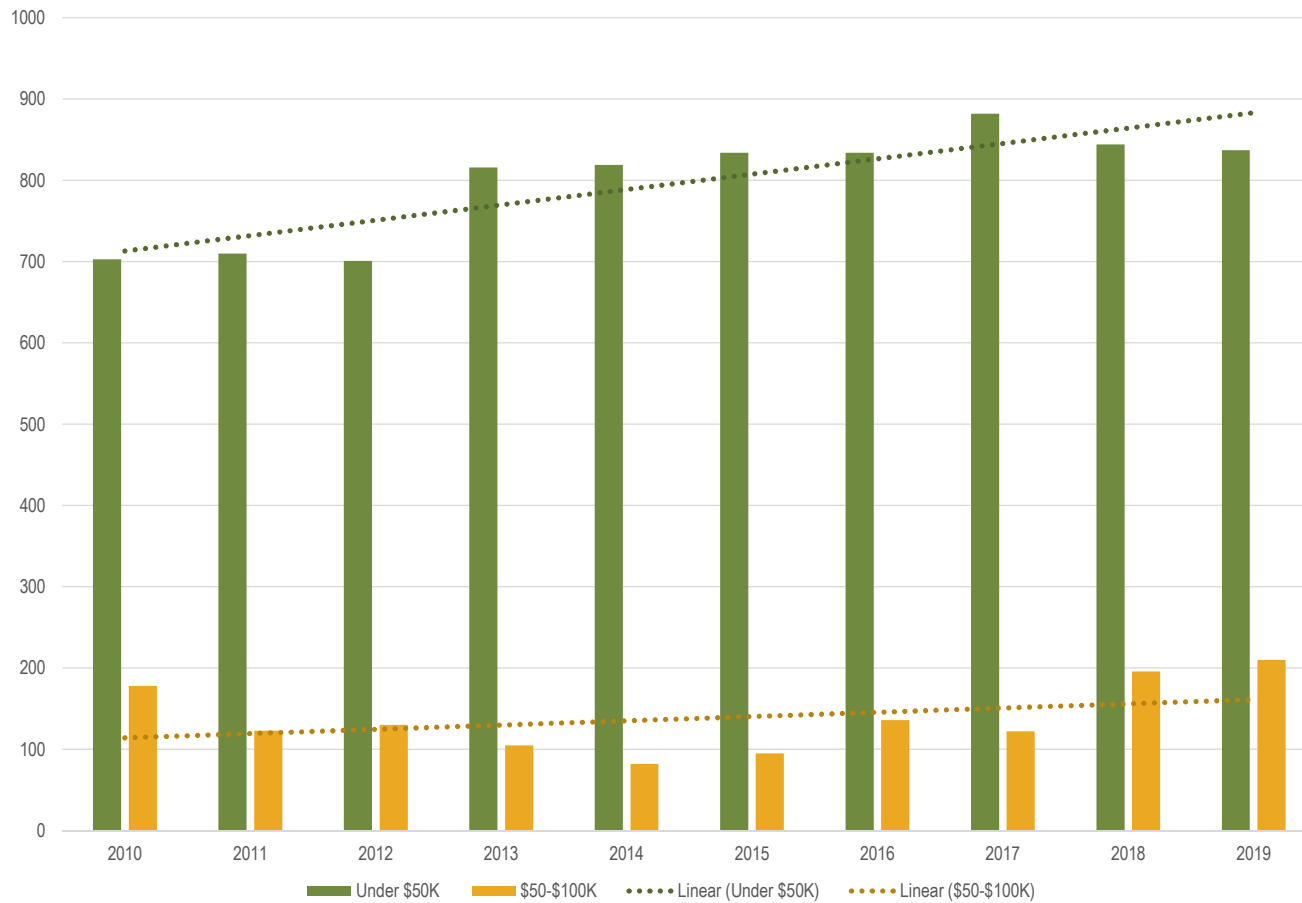
Annual Population of Minority Races (non-white)
Census Tract 64 & Census Tract 72
2010-2019



Source: US Census American Community Survey 5-Year Estimates; CoStar; RCLCO

Exhibit 11-A

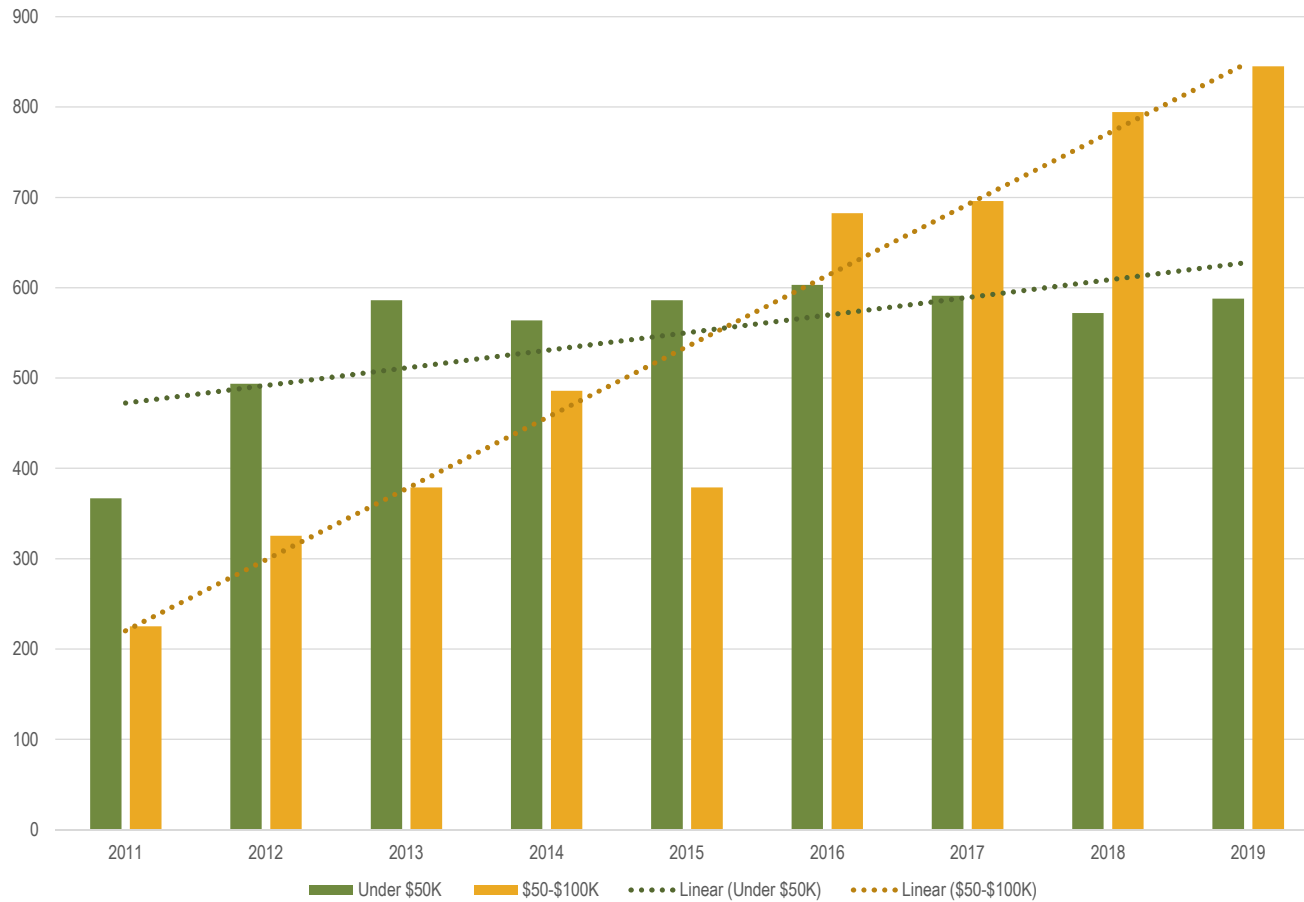
Year Over Year Population by Income Band
Census Tract 64
2010-2019



*Note: Based on two-person household size (District average)
Source: US Census American Community Survey 5-Year Estimates; RCLCO*

Exhibit 11-B

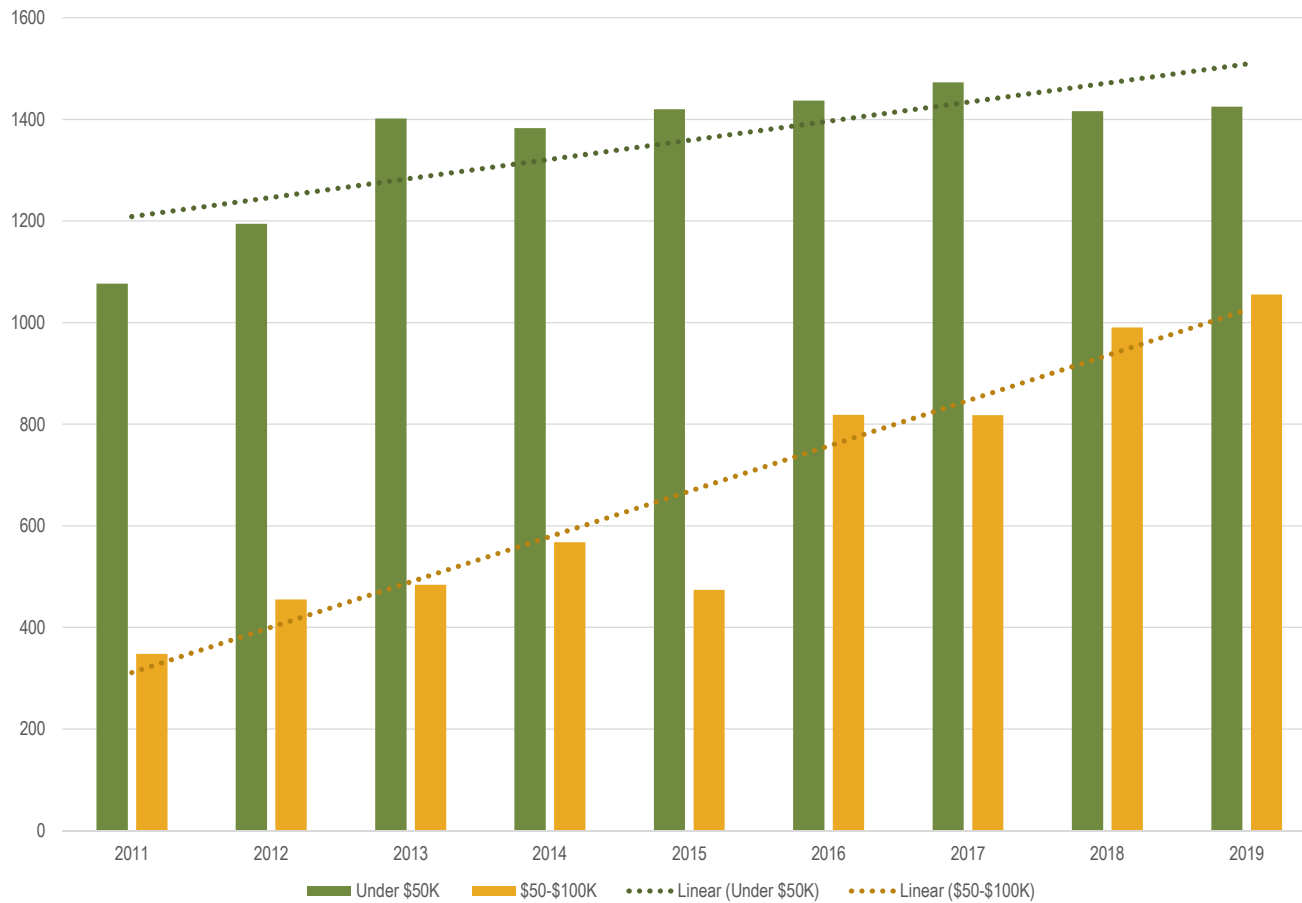
Year Over Year Population by Income Band
Census Tract 72
2010-2019



*Note: Based on two-person household size (District average)
Source: US Census American Community Survey 5-Year Estimates; RCLCO*

Exhibit 11-C

Year Over Year Population by Income Band
Census Tract 64 & Census Tract 72
2010-2019



*Note: Based on two-person household size (District average)
Source: US Census American Community Survey 5-Year Estimates; RCLCO*