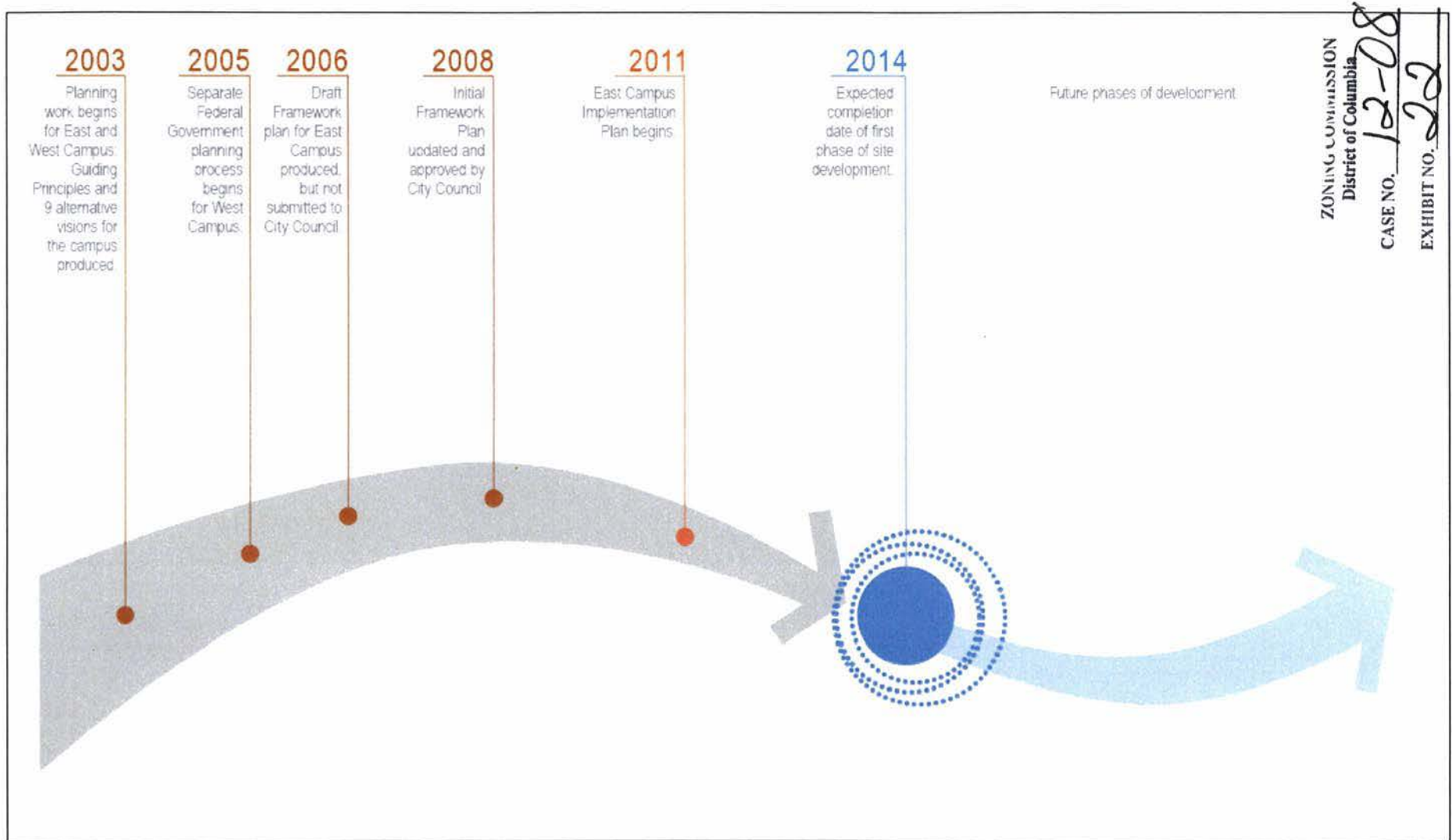
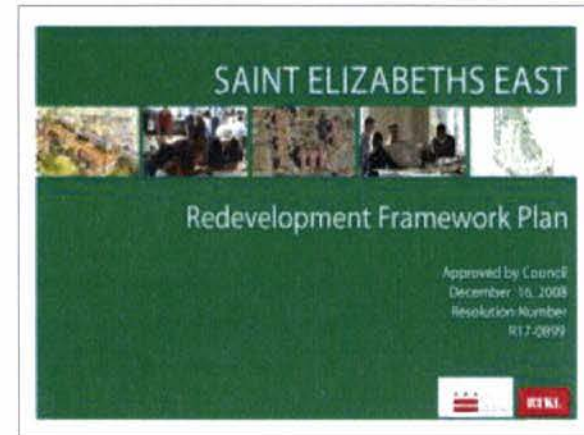


HISTORY



2008 FRAMEWORK PLAN OVERVIEW

1. Capture the Unique Identity to Create a **Sense of Place**
2. Reinvigorate the Campus as an Important **Neighborhood Center**
3. Preserve and Celebrate **Heritage Resources**
4. Embody the District's Urban Design & Sustainability Goals
5. Improve **Connectivity** and Open Up the Campus
6. Enhance **Multi-modal Transportation** Networks
7. Create a Strong Public Realm
8. Support Wider **Economic Development** Initiatives



MASTER PLAN PURPOSE

- Refines the mix of land uses, development densities and other land use tools needed for the District to establish zoning on the East Campus;
- Fulfills the requirements of the local historic preservation law (Section 9b of DC Law 2-144), the 1989 Memorandum of Agreement (MOA) and the Deed between the District and the federal government that govern the process for redeveloping the campus;
- Identifies an initial development phase and implementation strategy; and
- Ensures that the Environmental Assessment of the East Campus transportation improvements and infrastructure/utility planning are coordinated with land use planning.

COMMUNITY ENGAGEMENT



- 3 Public Meetings
- 4 Stakeholder Advisory Group Meetings
- 7 Consulting Parties Meetings
- 4 SERI Board Meetings
- 3 ANC 8C Briefings

DEVELOPMENT OF CONCEPTS

HOW DID WE GET HERE?

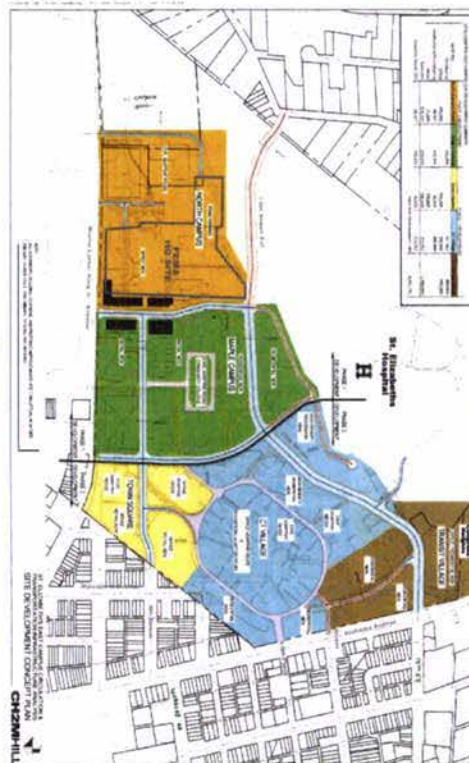
CONCEPT 1:
NODES



CONCEPT 2:
SPINE



Framework
Plan (2008)



Initial DDOT
Concept



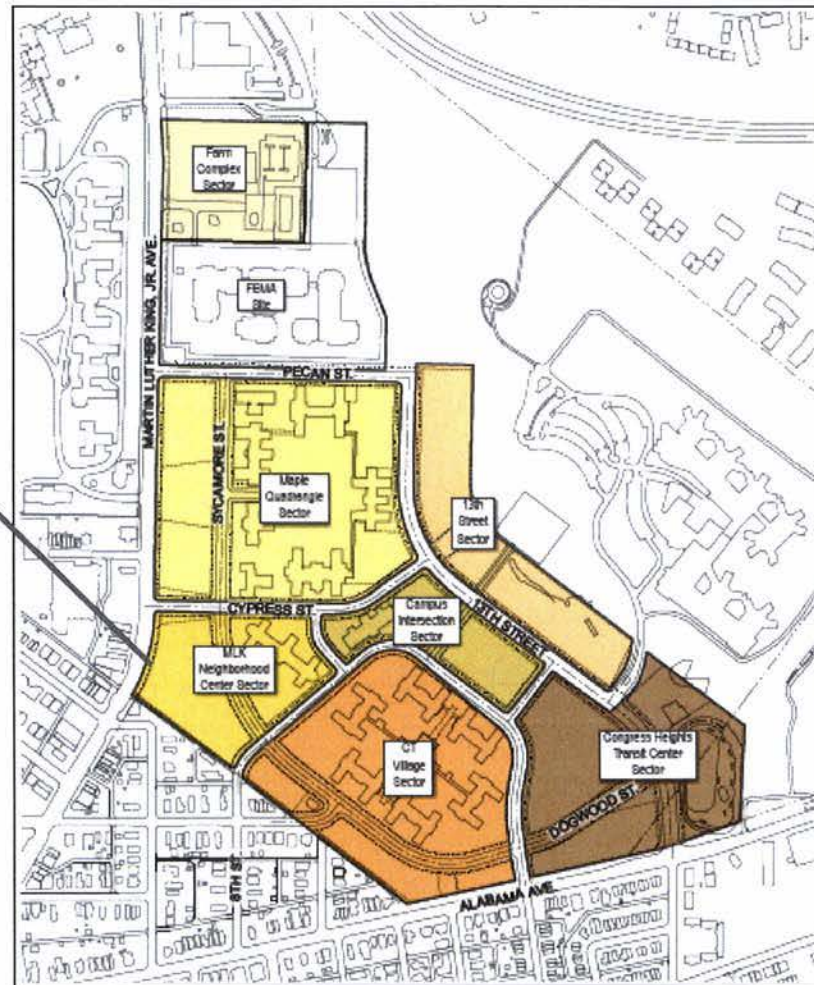
Final Master Plan
Illustrative

MASTER PLAN CONCEPTS

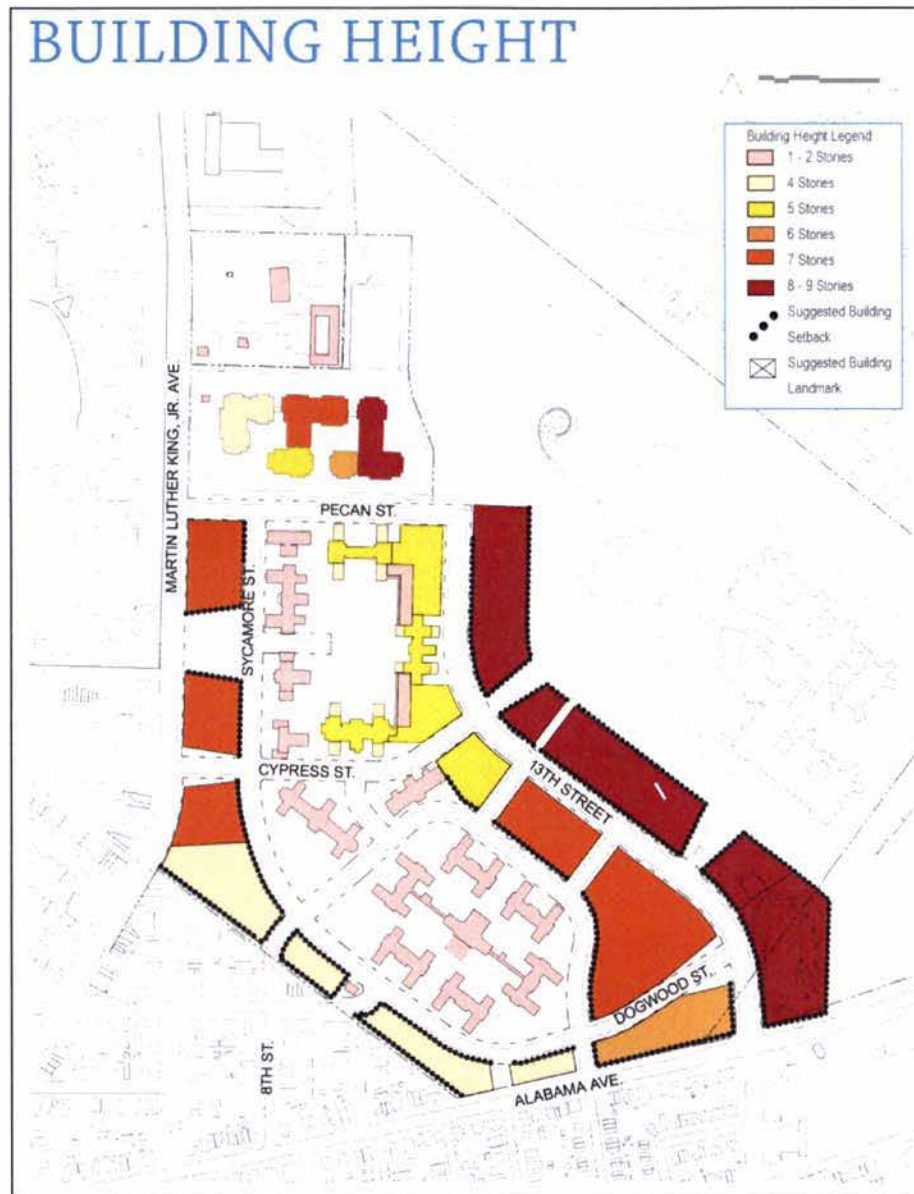
Phase 1 Development

Community Services & Amenities

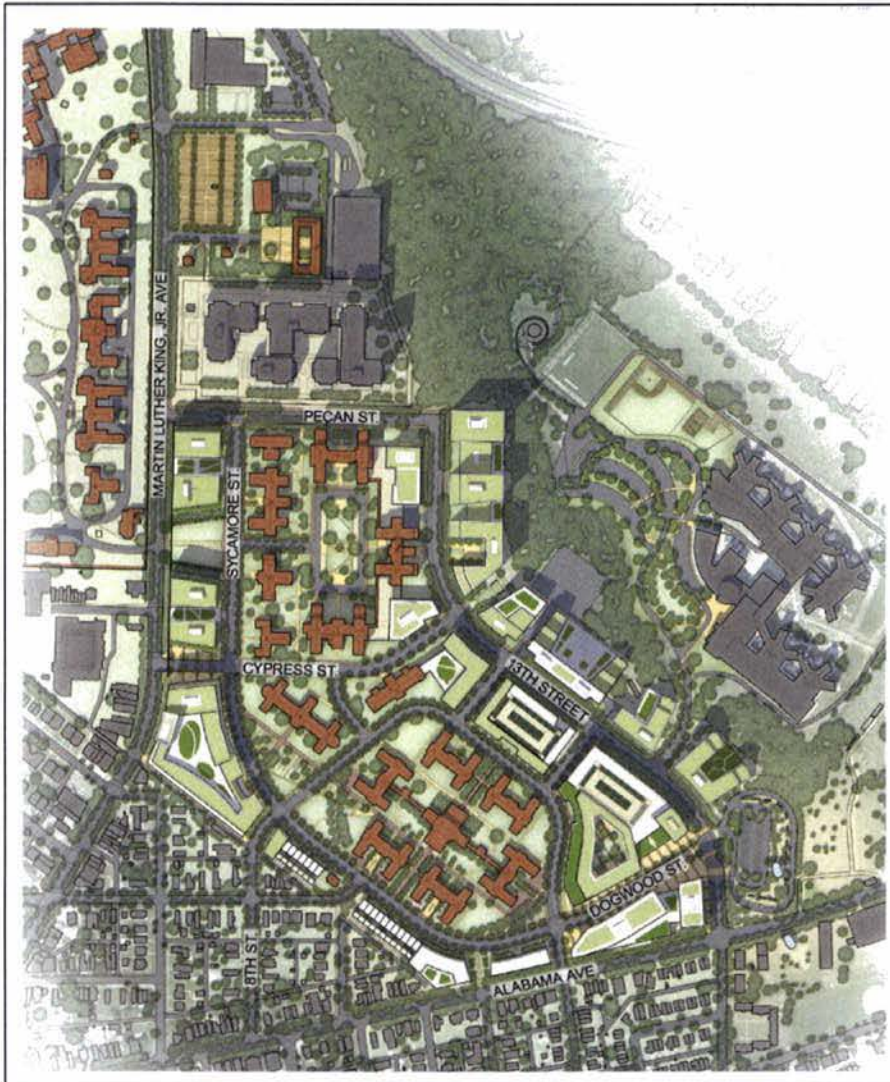
- Shops and restaurants
- Center for innovation and entrepreneurship
- Public plazas and open space
- Street activity



MASTER PLAN CONCEPTS



PREFERRED MASTER PLAN ALTERNATIVE AND ROAD NETWORK



Mixed Use Development Program: 4.2 M SF plus 750,000 SF FEMA Facility

- **Office:** 1.8 M SF GSF, including 500K GSF of “Innovation Hub” space
- **Federal Office:** 750,000 GSF for FEMA
- **Retail & Amenities:** 206k SF GLA
- **Housing:** 1,300 units, in a mixture of for-sale, for-rent, and workforce housing
- **Education/Institutional:** 560k across two campuses of existing historic structures
- **Hotel/Hospitality:** 330k GSF in two offerings, a limited service business-class format and conferencing hotel

Transportation & Infrastructure Investment

- New road network to support development
- New sustainability utility network

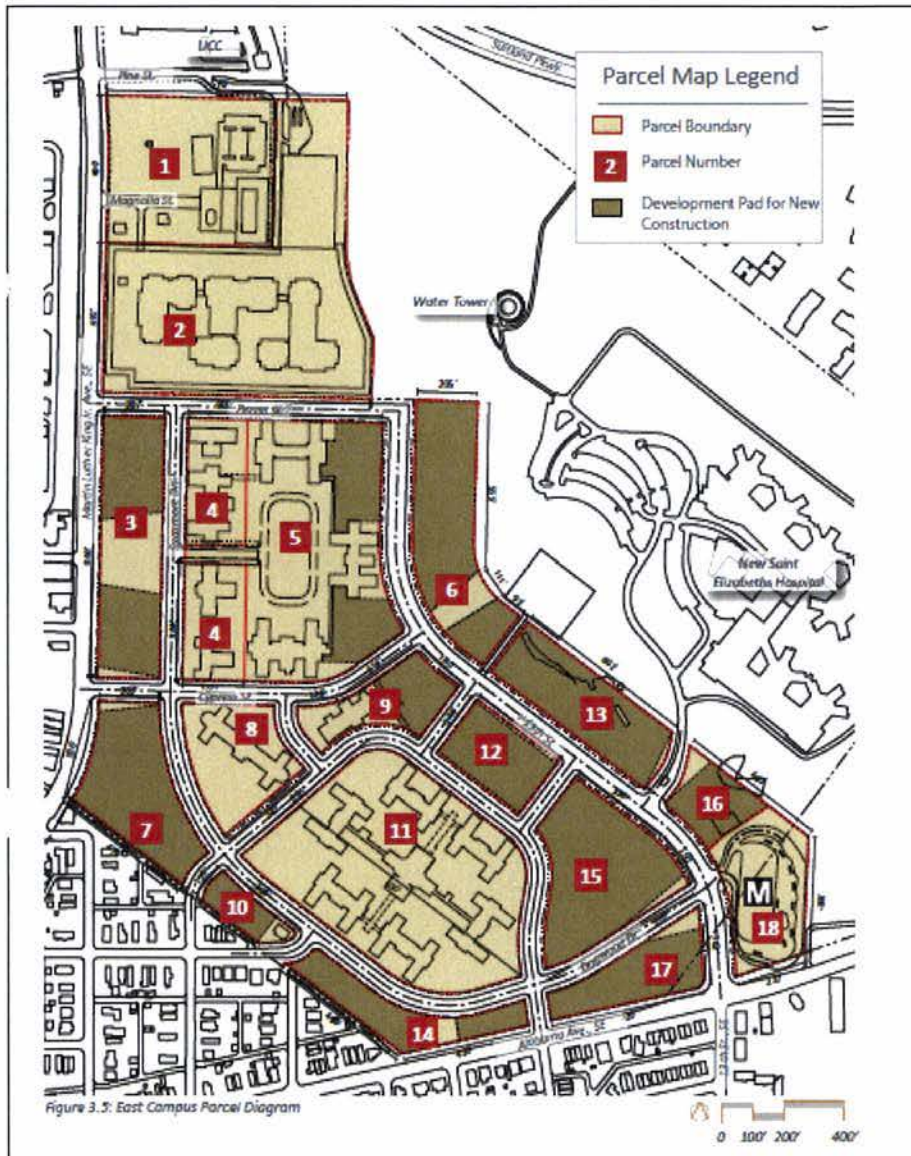
THE FUTURE OF SAINT ELIZABETHS



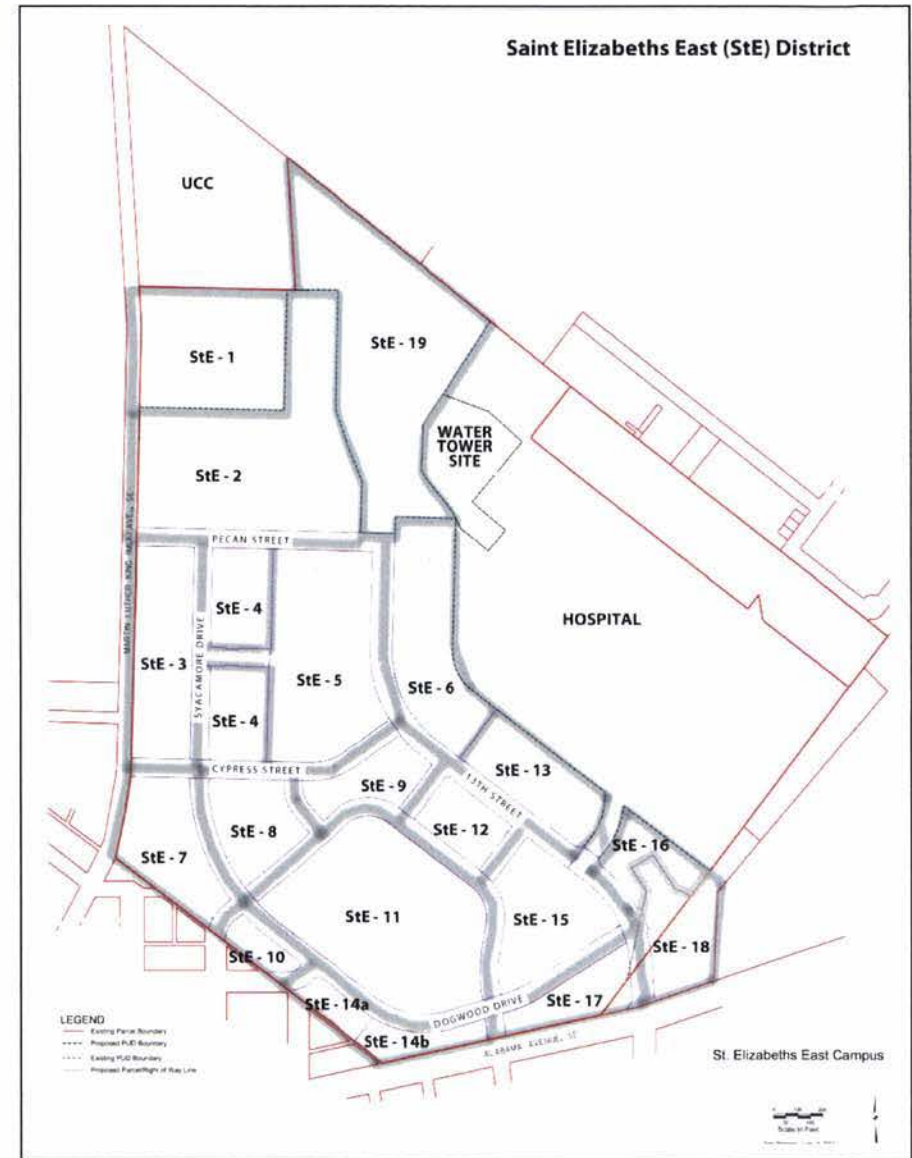
StE District

- Recommendations of the Comprehensive Plan
- Saint Elizabeths East Redevelopment Framework Plan
- Saint Elizabeths East Master Plan and Design Guidelines

Master Plan Parcels

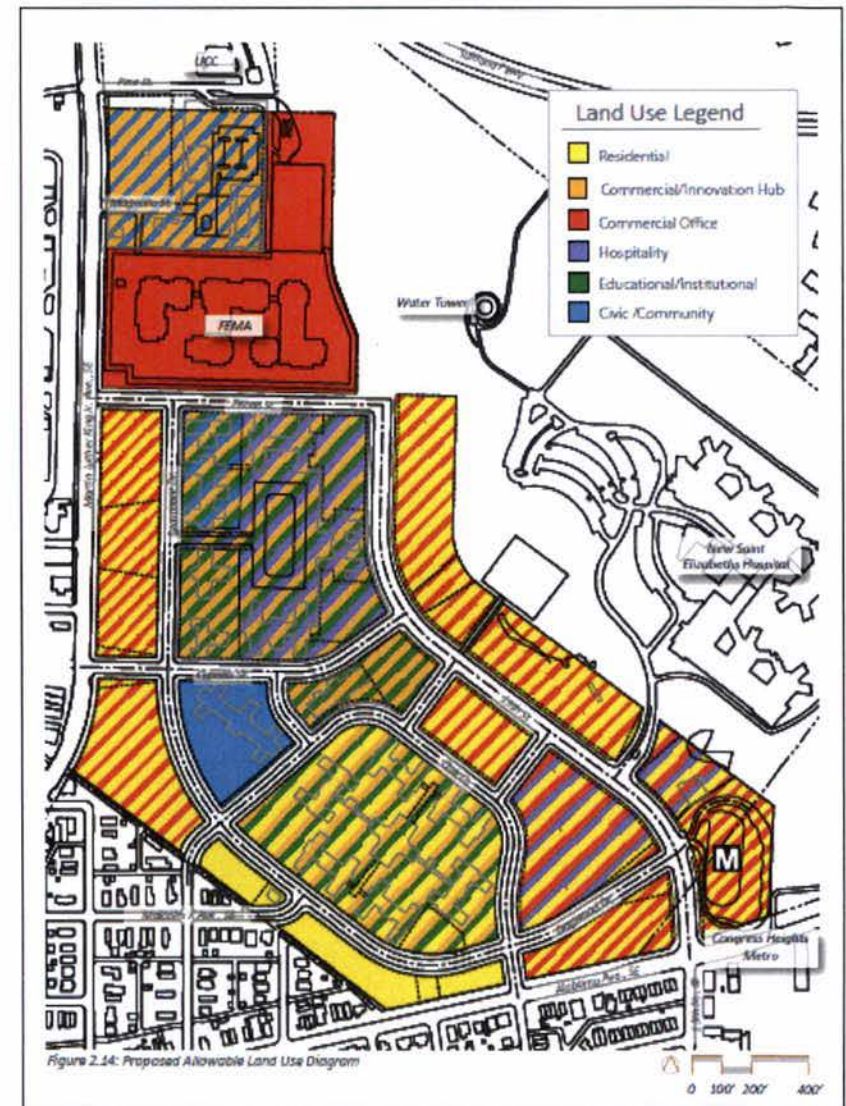


Sub Districts



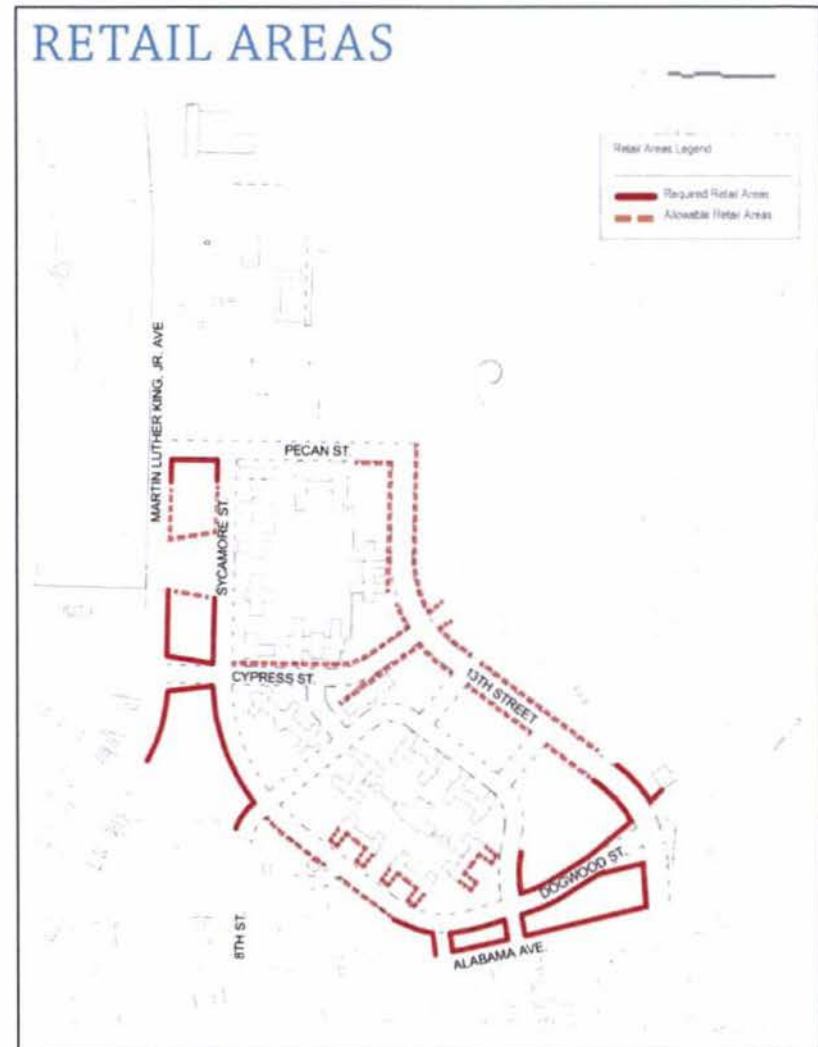
Use Mix (§3303)

- Flexibility in uses
- Organized in categories:
 - ± similar activities, functions, physical characteristics, impacts or operational behaviors



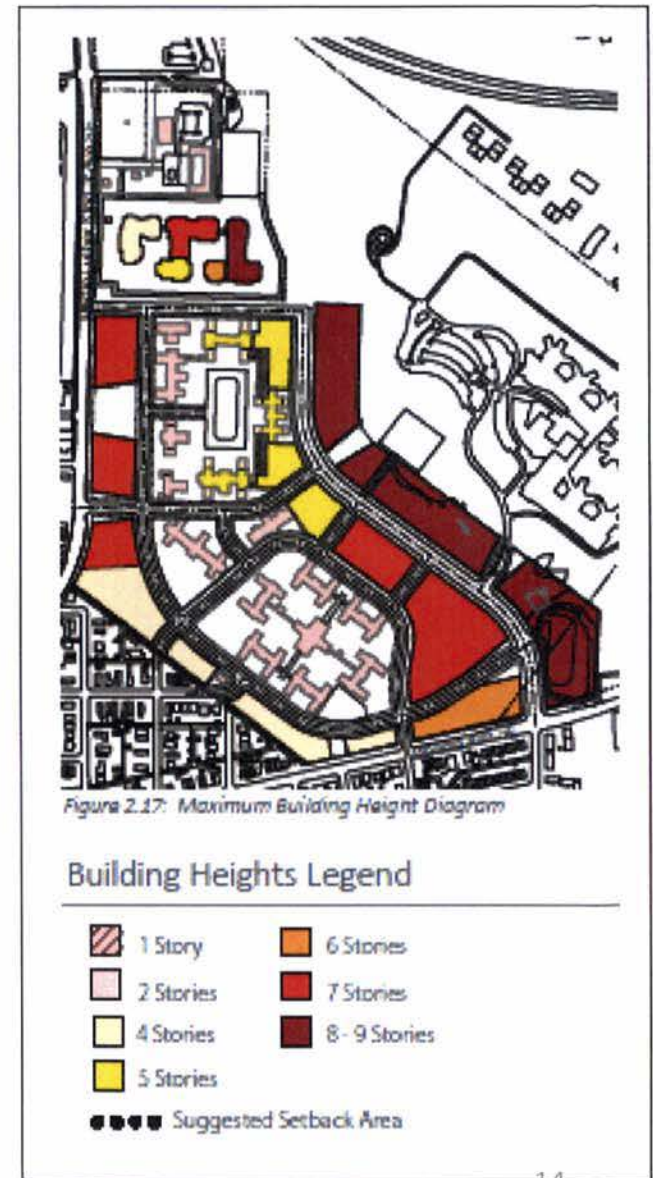
Preferred Uses (§3305)

- Preferred Retail Areas
- Vibrant, unique places
- Along major streets and intersections



Building Heights (§3306)

- Range from 0-9 stories (90 feet)
- Tallest buildings away from the historic buildings
- Address context of existing buildings
- Transition down to adjacent historic buildings



FAR, Lot Occupancy and Rear Yard (§3306)

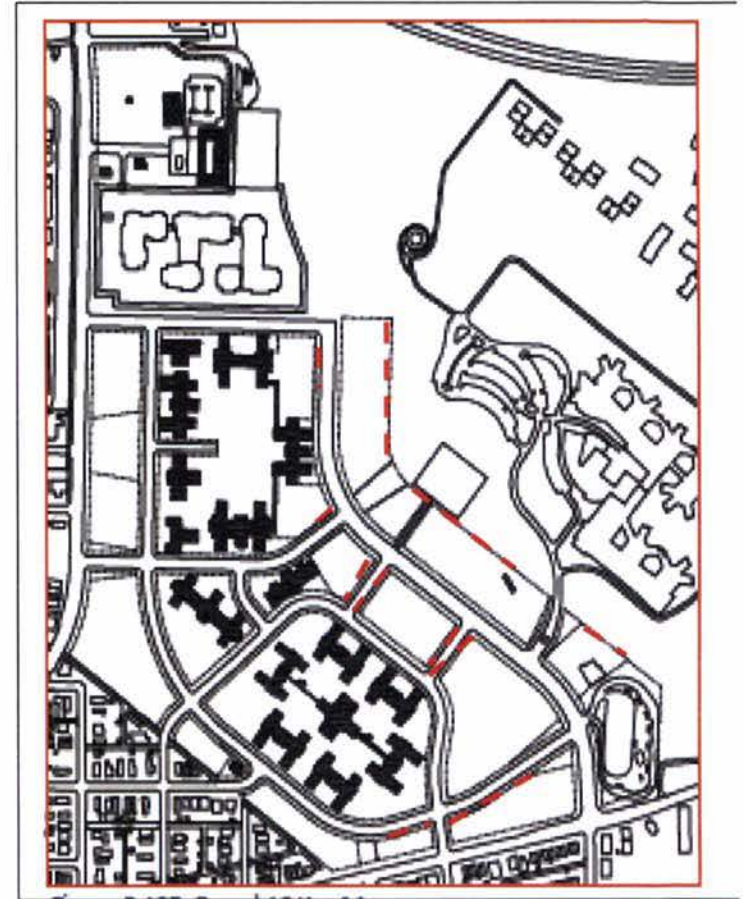
- Overall maximum FAR of 1.7 (excluding Parcels 2, 18 and 19)
- 1.84 FAR (including Parcels 2, 18 and 19)
- Established FAR, lot occupancy, building height, and rear yard requirements
- Residential use required in 7 sub districts
- Transfer of residential use through covenants

Inclusionary Zoning (§3308)

- All residential development subject to IZ as outlined in Chapter 26.
- Bonuses incorporated in the allowed FAR, lot occupancy and height

Parking and Loading (§3309 and (§3310)

- District-wide cap of 4,800 new parking spaces
- Flexibility for parking below grade, surface or in above grade structures
- Flexibility in location, timing, shared parking, and response to the market
- Monitoring through DDOT and Building Permits.
- Parking and loading entrances encouraged away from streets with preferred uses



Review

- Historic Preservation Review Board
 - ‡ All new construction, additions, alterations
 - ‡ Public Hearing with ANC Notice
- Board of Zoning Adjustment
 - ‡ Special Exceptions
- Zoning Commission
 - ‡ Planned Unit Development

Addendum

- 3310.3 Loading entrances shall not be located closer than sixty feet (60 ft.) from ~~the intersection of an alley~~ **and** a public street as measured from the nearest intersection as defined by the intersection of the curb lines extended.
- 3310.4 Loading entrances shall not be located closer than thirty-two feet (32 ft.) from an intersection of an alley or another driveway as measured from the intersection of the curb lines extended.

