

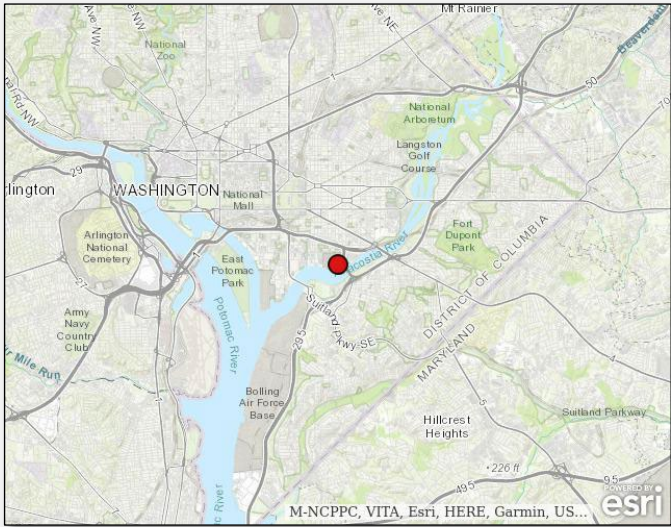
Washington Navy Yard Southeast Corner Master Plan

1000 O Street, SE, Washington DC

Final Master Plan

United States Department of Defense

Site Location



Location Map

WNY O Parcels/Southeast Corner Master Plan



March 2024

Executive Summary

EXECUTIVE SUMMARY

The Department of the Navy, Naval Facilities Engineering Systems Command Washington, and Redbrick LMD are pleased to submit the following Master Plan of the Washington Navy Yard Southeast Corner for Commission review. This comprehensive overview delves into the core elements of the master plan, unveiling its guiding principles, expected benefits, distinctive features, and the profound cultural and historical significance ingrained in its vision.

GUIDING PRINCIPLES: PRESERVING HERITAGE AND ENABLING PROGRESS

At the heart of the Southeast Corner Master Plan are four guiding principles that form the foundation of its development philosophy. Foremost among these is a commitment to the revitalization and activation of historic buildings and spaces, breathing new life into structures that bear witness to the Navy Yard's storied past and making them available for public use. The second principle underscores a deep dedication to honoring the history of the Washington Navy Yard and its engrained site characteristics. The third principle reinforces the urban context, aligning the plan with the broader architectural and social fabric of the surrounding neighborhoods. Lastly, the plan aspires to contribute to a vibrant Anacostia Waterfront, leveraging its position to enhance connectivity and activation along the waterfront.

ANTICIPATED BENEFITS: FOSTERING ECONOMIC GROWTH AND COMMUNITY ENRICHMENT

Beyond its architectural and aesthetic aspirations, the Southeast Corner Master Plan envisions a multitude of benefits across economic, communal, and cultural dimensions. The anticipated infusion of over \$45 million in annual taxes signifies a substantial contribution to The District's fiscal health. The project is poised to generate employment opportunities, with 6,000+ jobs expected during the construction phase and 400+ permanent full-time positions post-completion. Furthermore, the commitment to housing development, including up to 1,700 new residential units, contributes to the region's

residential landscape. The integration of community-serving retail areas, open spaces, and waterfront improvements promises to create a holistic urban experience that enhances the quality of life for residents and visitors alike.

As evaluated in the Final Environmental Impact Statement, the proposed development in the WNY Southeast Corner will include up to 2.05 million square feet of development with a mixture of uses, encompassing retail, residential, hospitality, cultural, and recreational spaces. Up to 1,700 new residences are expected, along with up to 100,000 square feet of neighborhood-serving retail.

COMMUNITY SERVING, SUSTAINABLE DESIGN AT THE CORE OF THE DEVELOPMENT

Central to the Southeast Corner Master Plan is a commitment to community-serving, sustainable design principles that underpin the entire development. From the conceptualization phase, emphasis has been placed on creating a space that not only revitalizes the Navy Yard but also enriches the lives of its community members. Sustainable design practices are woven into the fabric of the plan, ensuring responsible resource use, energy efficiency, and a reduced environmental footprint. Community-serving elements, including retail spaces and open areas, are meticulously integrated to foster a sense of belonging and enhance the overall quality of life for residents.

Executive Summary

EXECUTIVE SUMMARY

TRANSPORTATION: ENHANCING CONNECTIVITY AND ACCESSIBILITY

A key aspect of the Southeast Corner Master Plan is its commitment to enhancing transportation infrastructure, ensuring seamless connectivity and accessibility. The plan envisions a comprehensive approach to transportation, encompassing streets, parking, public transportation, and bicycle facilities. Streets will be thoughtfully designed to optimize traffic flow, with a focus on creating a pedestrian-friendly environment. Parking facilities, capped at approximately 1,550 spaces, are strategically planned to accommodate the needs of residents, visitors, and businesses while promoting sustainable practices.

Transportation upgrades to the existing parking garage will align with the broader vision of reducing reliance on individual vehicles and promoting eco-friendly commuting alternatives. Dedicated spaces for bicycle parking further support sustainable mobility options, contributing to a well-rounded and forward-thinking transportation strategy within the Southeast Corner Master Plan. Moreover, the plan acknowledges the importance of transitioning towards a greener future and includes provisions for ample electric charging stations for both bicycles and cars, encouraging the adoption of electric vehicles and fostering a sustainable urban environment. As the plan unfolds,

it seeks not only to transform the physical landscape but also to redefine how individuals navigate and experience the vibrant community taking shape in the historic Washington Navy Yard.

CULTURAL AND HISTORICAL SIGNIFICANCE: THE U.S. NAVY MUSEUM AND HERITAGE PRESERVATION

At the core of the Southeast Corner Master Plan lies a profound commitment to preserving and celebrating the rich cultural and historical tapestry of the Washington Navy Yard. The land transaction that facilitates the development of the Southeast Corner will also enable the Navy to begin solidifying plans for a new \$500M+ U.S. Navy Museum outside of the WNY secured perimeter. This new, state-of-the-art facility will become a beacon of naval history, attracting over 2 million visitors annually, serving as testament to the Navy's legacy while providing an educational and immersive experience for visitors.

CONCLUSION: CRAFTING A VISIONARY FUTURE

The Southeast Corner Master Plan is a testament to the collaborative efforts in crafting a future that respects the past while embracing innovation and progress. As this transformative vision unfolds, it promises not only to redefine the Washington Navy Yard but also to contribute significantly to the economic, cultural, and historical landscape of The District. This comprehensive master plan offers a detailed exploration into the development's multifaceted approach, inviting stakeholders to envision a publicly accessible Southeast Corner that stands as a beacon of resilience, heritage, sustainable urban development, and community enrichment.

Land Exchange Background

LAND EXCHANGE BACKGROUND

The development of the Southeast Corner is one part of a larger land exchange that also includes the SEFC E Parcels. Without both components, the Navy, the District and the community will not be able to realize the tremendous benefits the land exchange provides.



- Existing Washington Navy Yard Boundary
- Southeast Federal Center
- SEFC E Parcels

SOUTHEAST CORNER MASTER PLAN | MARCH 2024

The development of the Southeast Corner will be made possible through a land exchange as detailed in Section 2845 of the John S. McCain National Defense Authorization Act for Fiscal Year 2019, which authorized a potential land exchange for the WNY (NDAA 2019). It states that the Navy may convey right, title, and interest in one or more parcels of real estate which the Secretary considers appropriate to protect the interests of the U.S. In exchange, the Navy may accept parcels of the Southeast Federal Center E Parcels (E Parcels) in the vicinity of the WNY, provided replacement of facilities being conveyed are of equal value and similar utility.

The Navy is obtaining the approximately 6 acres of land, the E Parcels, to improve the antiterrorism (AT) posture of the WNY. Encroachment at the WNY is an immediate concern because of a proposed incompatible private development currently planned and approved for construction on the E Parcels, adjacent to the northwest perimeter of the WNY.

By obtaining the E Parcels, the Navy would:

- Improve the WNY AT posture by reducing the encroachment threat posed by planned, private development on the E Parcels;

- Protect adjacent mission-critical activities conducted at the WNY from visual surveillance, and acoustic and electronic eavesdropping; and
- Enhance the overall safety of personnel, facilities, and infrastructure at the WNY.

The E Parcels are owned by the General Services Administration (GSA) and a private developer has sole development rights to the land. Per the authority granted to the Navy in the NDAA, the Navy has signed an agreement with Redbrick to exchange property on the WNY for the development rights to the E Parcels. Once the development rights have been transferred, GSA will transfer ownership of the E Parcels to the Navy through a federal-to-federal transfer to facilitate the acquisition of the development rights for the E Parcels.

As stated in the Record of Decision (ROD), the Navy's Selected Alternative was Land Acquisition through Land Exchange, with construction of a relocated National Museum of the United States Navy on the E Parcels. The EIS analyzed the impacts of this alternative, including mixed-use development on the WNY Southeast Corner, upgrades to the WNY to be provided by the developer, and construction and operation of the relocated museum on the E Parcels.

Environmental Impact Statement and Consultations

ENVIRONMENTAL IMPACT STATEMENT AND CONSULTATIONS

The Navy completed an Environmental Impact Statement (EIS) to analyze the environmental impacts of the proposed land acquisition. The EIS analyzed impacts of three action alternatives, in addition to the No Action Alternative.

NO ACTION ALTERNATIVE: PRIVATE DEVELOPMENT ON THE E PARCELS

Under the No Action Alternative, the Navy would not acquire the E Parcels or redevelop the parcels. The developer in control of the E Parcels would construct planned mixed-use development on the land. The planned private development includes the potential renovation of two historic buildings (Buildings 74 and 202) and construction of two new buildings. Renovated Building 202 may provide approximately 328,000 square feet of office space. Renovated Building 74 and two new buildings constructed at a height of 110 feet would provide approximately 538,000 square feet of residential space. Approximately 581 parking spaces would be provided.

ALTERNATIVE 1: LAND ACQUISITION THROUGH LAND EXCHANGE

Under Alternative 1, the Navy would exchange certain underutilized properties within the WNY Southeast Corner to obtain acquisition rights and ownership

of E Parcels. Under this alternative, the Navy would acquire development rights to the approximately 6-acre E Parcels. The General Services Administration (GSA) would then transfer ownership of the E Parcels to the Navy via a federal-to-federal transfer. In exchange for acquisition rights, the Navy would transfer and/or lease underutilized assets (approximately 15 acres) at the WNY Southeast Corner to the developer.

Alternative 1 included the following elements:

- Land exchange of E Parcels for the WNY Southeast Corner
- Relocation of functions from the WNY Southeast Corner to other areas on the WNY
- Future development on the WNY Southeast Corner by Redbrick
- In-kind considerations at the WNY to be provided by Redbrick
- Exchange option for two Joint Base Anacostia-Bolling (JBAB) parcels

ALTERNATIVE 2: DIRECT LAND ACQUISITION

Under Alternative 2, the Navy would acquire the rights to the E Parcels from the developer through purchase or condemnation and receive the E Parcels from GSA through a federal-to-federal transfer. No WNY property would transfer to the developer, and no missions or tenants would need to be relocated under this alternative.

Sub-Alternatives

The Navy also analyzed three sub-alternatives for the future use of the E Parcels:

- A. Reuse of the E Parcels with relocated Navy Museum
- B. Reuse of the E Parcels with Navy Administrative Development
- C. No Development of the E Parcels

Sub-alternatives A, B and C, when combined with Alternative 1 and 2, were referred to as Alternatives 1A, 1B, 1C, 2A, 2B, and 2C.

As stated in the Final EIS, the Navy's Preferred Alternative was 1A, which includes all elements described under Alternative 1, as well as construction and operation of a relocated National Museum of the U.S. Navy on the E Parcels. Implementation of Alternative 1A will enable the Navy to improve the AT posture, protect adjacent mission-critical activities from encroachment, and otherwise meet the purpose and need of the action. Alternative 1 meets the requirements of Section 2845 of the 2019 NDAA, which specifically provides for the acquisition of the E Parcels via

exchange of real property that the Navy considers appropriate to protect the interests of the United States. This grants the Navy discretion to leverage the Navy's existing, underutilized property rather than seeking an appropriation to purchase the acquisition rights from the developer.

Additionally, the Navy will acquire 6 acres of land in exchange for lease of 15 acres of federal land to a developer, which will become developable and taxable. The increase in taxable development will be a benefit to the local community.

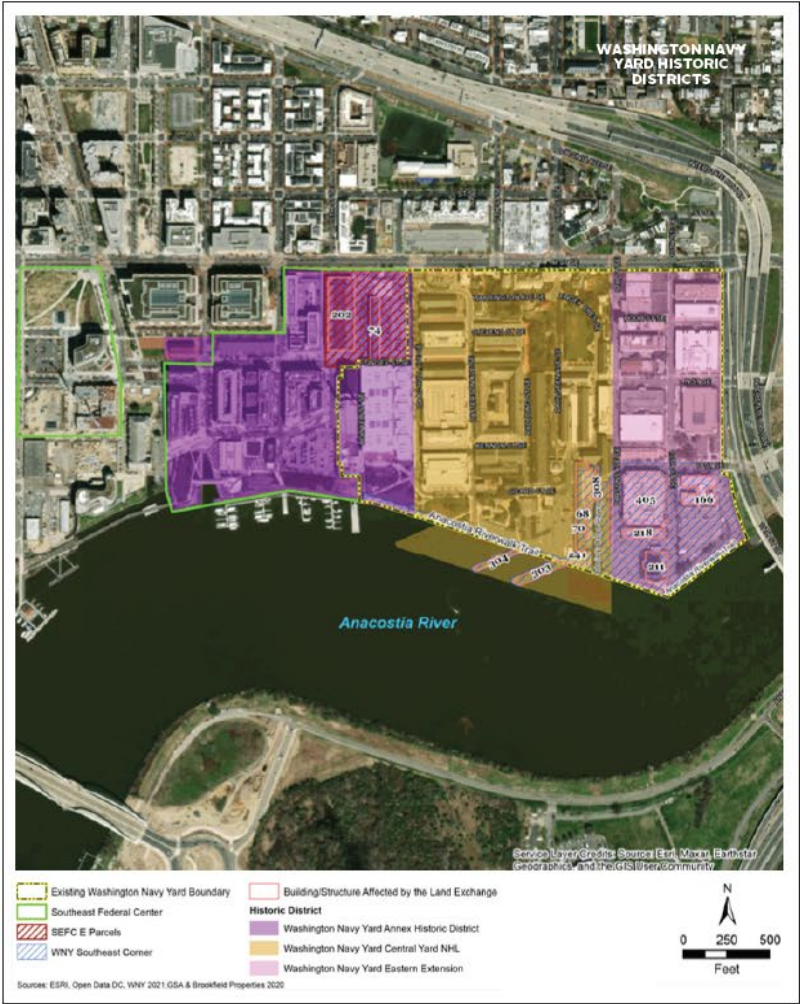
Sub-alternative A (Navy Museum) was preferred over the other sub-alternatives because it allows the Navy to meet a long-term need of relocating the existing museum. Construction and operation of the relocated museum will benefit both the Navy and the surrounding community by addressing the limitations of the existing museum (including accessibility for public viewing of artifacts and artwork of significance to the Navy, per 10 U.S.C. section 8617), providing a location for a new, world-class museum for public enjoyment and bringing potential retail and commercial amenities to the local area.

The Navy selected the Preferred Alternative in the Record of Decision (ROD) signed September 11, 2023, signaling completion of the 2 year NEPA process.

More information on the NEPA public engagement process can be found in Appendix C: Public and Agency Participation and Intergovernmental Coordination Material.

Historic Preservation

HISTORIC PRESERVATION



SOUTHEAST CORNER MASTER PLAN | MARCH 2024

SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT

Through extensive consultation with Consulting Parties under Section 106 of the NHPA, the Navy determined that Alternative 1A may have potential effects to archaeological resources and would have adverse effects to historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP). The full extent of the effects of Alternative 1A could not be determined until plans for future construction of the WNY Southeast Corner are developed. Potential adverse effects will be identified, assessed, and resolved through adherence to the processes and stipulations of the Programmatic Agreement (PA) among the Navy, Advisory Council on Historic Preservation (ACHP), DC State Historic Preservation Officer (DC SHPO), National Capital Planning Commission (NCPC), and Consulting Parties regarding WNY Land Exchange, E and O Parcels (PA). The executed PA, signed in July 2023, will be appended to the lease to the developer. The Navy acknowledges that there may be effects that have yet to be defined and that it will continue to develop and incorporate mitigation measures consistent with the PA and 36 CFR section 800.6.

Consultation Process Outcomes

CONSULTATION PROCESS OUTCOMES

Through a series of collaborative meetings with the Consulting Parties (DC SHPO, ACHP, NCPC, CFA, NPS, National Capital Parks – East, and DC Preservation League), the Navy was able to reach consensus on important historic design directives that informed the Master Plan. As a result of the Section 106 consultation process, and as documented in the executed PA the following will occur:

GENERAL

Navy will:

- Continue to consult and will follow design review process for built environment as specified in Programmatic Agreement (PA).
- Apply Historic Preservation Design Guidelines (Exhibit 8 to PA) to all future undertakings within the lease and lease-to-transfer areas.
- Continue to resolve unavoidable adverse effects and develop MOA(s) as appropriate.
- Includes a list of potential mitigation measures to use as needed once full scale of adverse effects is determined (through continued consultation).

LEASE AREA WITHIN THE NHL

Navy will:

- Retain ownership of all property in NHL and retain Section 106 responsibility for entire leased area.
- Conduct caretaker maintenance of Buildings.
- Prepare Historic Structure Reports for impacted historic buildings, piers and Marine Railway; Conduct a Cultural Landscape Survey focused on the WNY waterfront.
- Continue consultation on built environment and identification/evaluation/resolution of adverse effects.

EASTERN EXTENSION HISTORIC DISTRICT

Navy will:

- Maintain ownership of the land and responsibility for Section 106 consultation until lease converted to transfer.
- Update the NRHP and DC Inventory documentation for WNY historic districts and nominate the entirety to the modified NRHP.
- Navy and developer will:
 - Design Building 166 to include treatment of the character-defining elements.
- Design the built environment to reflect the density and height derived from the consultation process.

E PARCELS

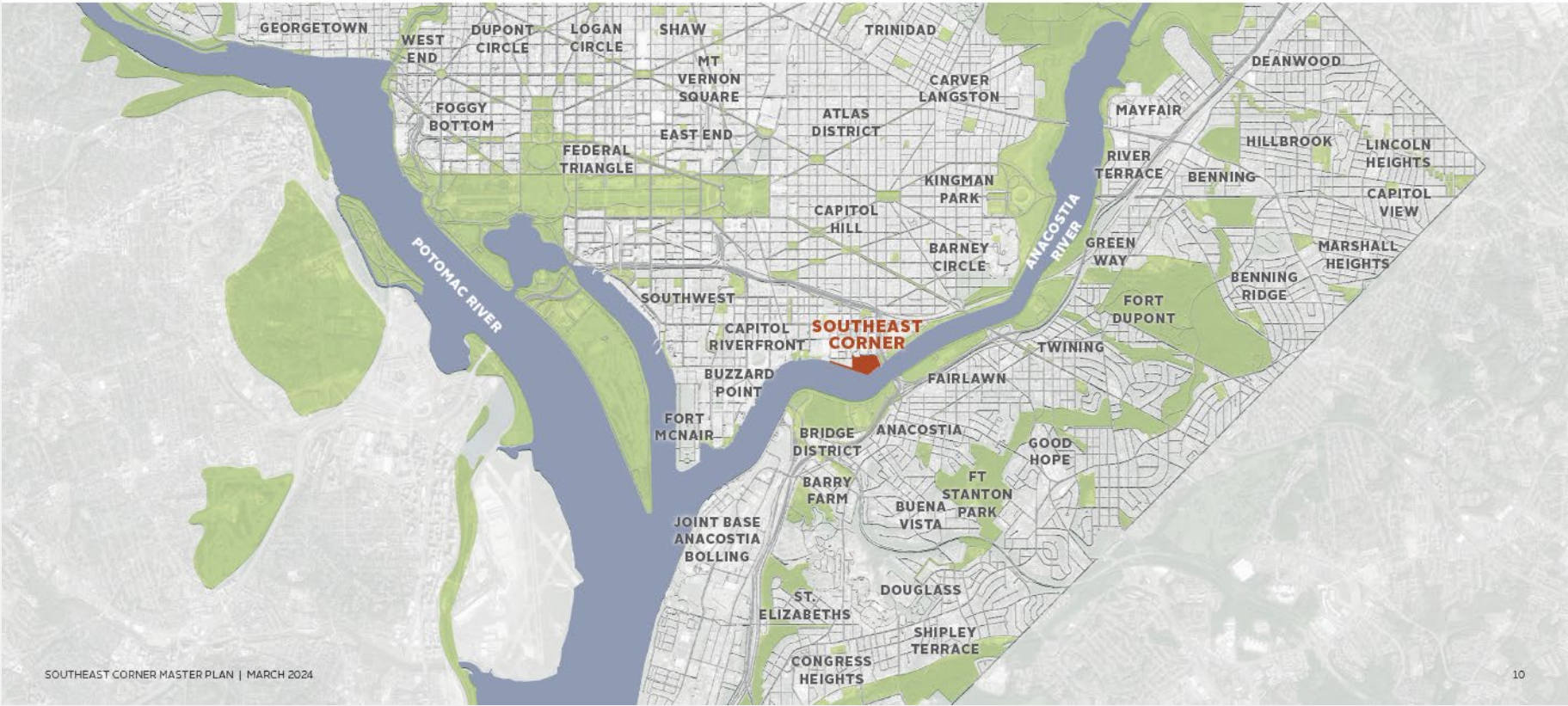
- Navy will conduct separate consultation under Section 106 for design and construction of the relocated Navy Museum or for implementation of another alternative on the E Parcels should the museum not proceed.
- Prior to implementation of Alternative 1A or other alternative, the Navy will:
 - Conduct additional investigations of buildings and wall and maintain in caretaker status.

The Programmatic Agreement can be found in Appendix A

Site Background Information

SITE BACKGROUND INFORMATION

The Southeast Corner site is located along the Southeast waterfront of the Anacostia River within the Capitol Riverfront. Currently located with the secured perimeter of the Washington Navy Yard (WNY), the site will be developed to create vibrant public amenities that celebrate the site's rich history and assets, while providing new amenities and community housing opportunities.



Anacostia Waterfront Context

ANACOSTIA WATERFRONT CONTEXT



Southeast Corner

SOUTHEAST CORNER

Surrounded by the historic Washington Navy Yard, the Southeast Corner is home to many new and planned developments.

Starting from the west, the new Frederick Douglass Bridge creates an iconic connection across the river. Two sports venues, Audi Field, and Nationals Park, are city-wide destinations. New residential and office developments within the Capitol Riverfront includes the Yards, a community developed from land once occupied by the Navy. These developments have enlivened the waterfront with new restaurants, parks, and marinas.

There are also many parks and recreation spaces along the river. The expansive Anacostia Park and Poplar Point will be connected with the planned 11th Street Bridge Park, an innovative reuse of old bridge piers to create a new elevated park. The planned development of the Southeast Corner will intensify and contribute to the public activation of this waterfront corridor.



Frederick Douglass Bridge



Nationals Park



Yards Park and Capitol Riverfront



Planned 11th Street Bridge Park (Source: OMA and Luxigon)

Southeast Corner Existing Conditions

SOUTHEAST CORNER EXISTING CONDITIONS

The 14.3 acre site currently consists of existing structures, some of which are historic, a non-historic parking garage and administrative office spaces, and surface parking lots

A majority of the Southeast Corner is located within the secured perimeter of the Washington Navy Yard but will be bifurcated from the secured perimeter upon construction commencement.

A narrow portion of the Anacostia Riverwalk, outside of the secured perimeter but on Federal property, is the only publicly accessible portion of the site.



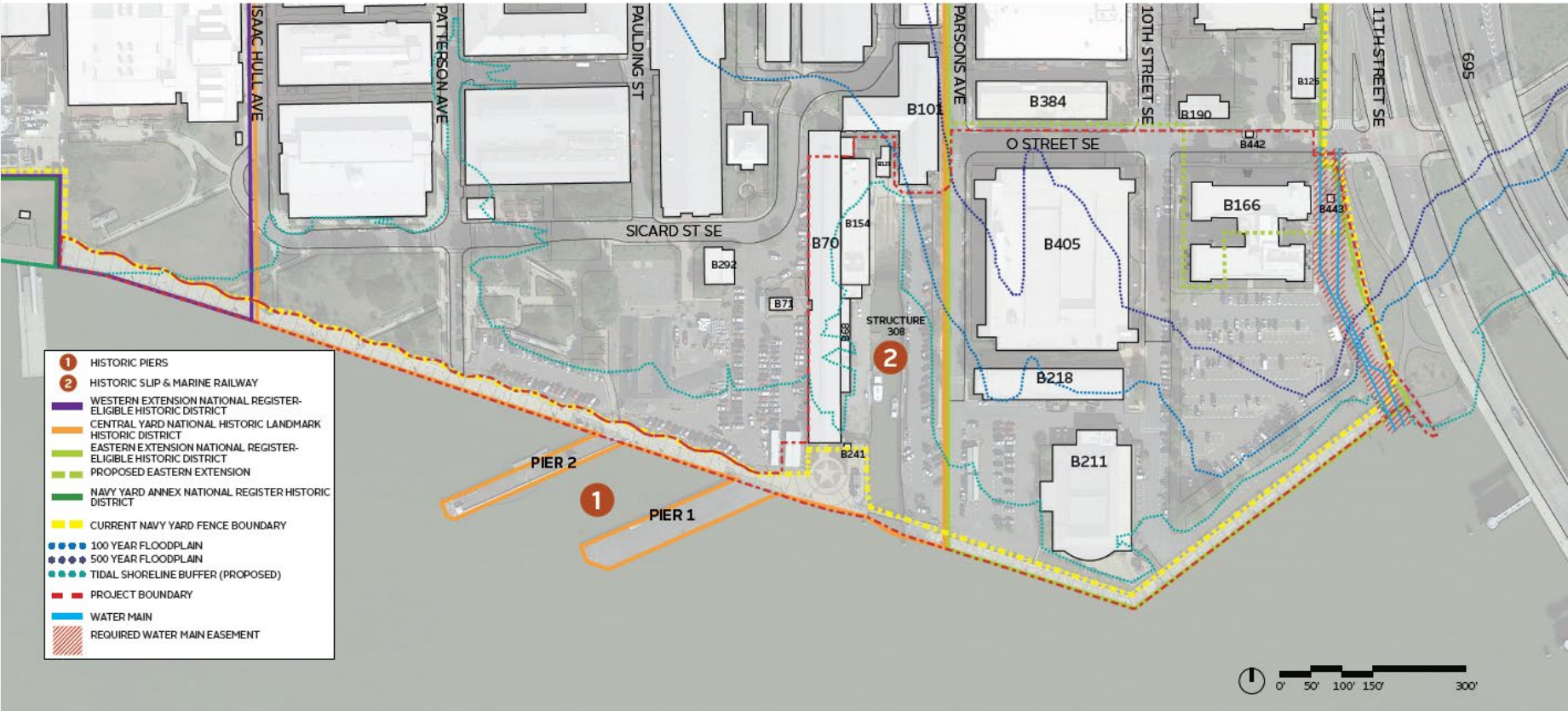
Southeast Corner Existing Conditions

SOUTHEAST CORNER EXISTING CONDITIONS

A location amidst historic districts and adjacent to the Anacostia River provides many opportunities and challenges.

The site contains multiple historic buildings and elements, including Building 70, that will be rehabilitated and incorporated into the project. Additionally, the site is adjacent to and spans into historic that will inform the new construction.

Next to the Anacostia River, the site is partially in the 500-year floodplain and the tidal shoreline buffer zone.



Southeast Corner Existing Conditions

SOUTHEAST CORNER EXISTING CONDITIONS

1 Existing waterfront trail



2 Existing historic slip and marine railway



3 Existing parking lot southeast side of site



4 Existing Building 166



NOTE: Additional existing site images can be found in Appendix B: Existing Site images and Site History

Proposed Demolition Plan

PROPOSED DEMOLITION PLAN

- 1

BRIDGE TO BE DEMOLISHED AND REPLACED WITH FIXED BRIDGE
- 2

GARAGE ENTRY/EXIT LOCATIONS TO REMAIN
- 3

RIVERWALK TO REMAIN AT SAME ELEVATION WITH EXISTING SURFACE TO BE REPLACED
- 4

PARKING LOTS TO BE DEMOLISHED
- 5

PORTIONS OF B166 NORTH WING FACADE TO REMAIN
- 6

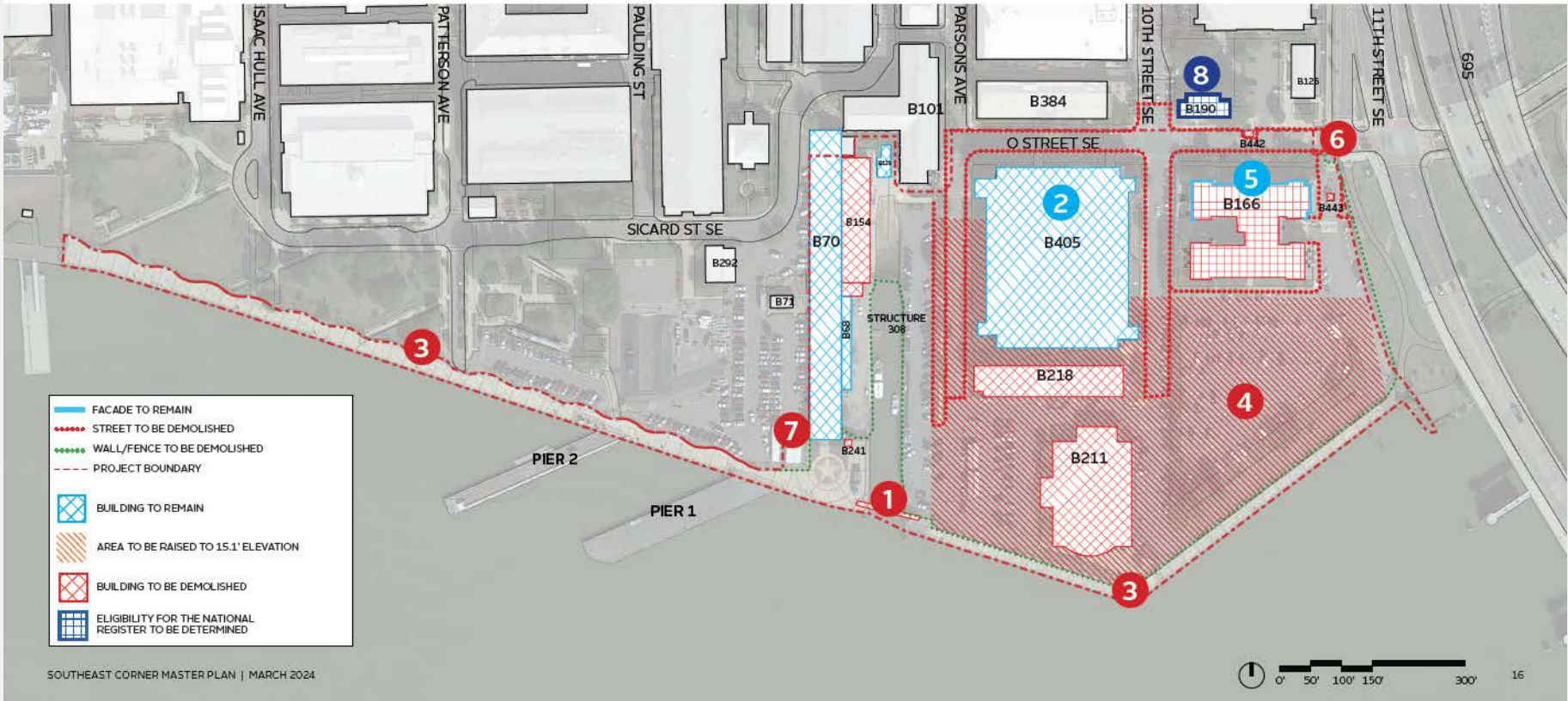
NEW ENTRY SEQUENCE INTO NAVY YARD, EXISTING STREET CURBS TO BE DEMOLISHED
- 7

FENCE TO BE RELOCATED FOR CNO ENTRANCE
- 8

ELIGIBILITY FOR THE NATIONAL REGISTER TO BE DETERMINED. SECTION 106 CONSULTATION REQUIRED

While some key buildings, including Building 70, the Winch House and the north facade of Building 166, will be preserved and renovated, the parking lots and non-historic buildings will be demolished to provide space for new development.

The secure Navy Yard fence will be demolished and relocated, allowing the public access to the Marine Railway and the rest of the site. Much of the site will also need to be elevated to be out of the 500-year floodplain, to ensure the resiliency of the new neighborhood.



WNY Southeast Corner Planning Principles

WNY SOUTHEAST CORNER PLANNING PRINCIPLES

Greatly informed by the Consulting Parties, four primary master planning principles were central to the development of the Master Plan.

SITE INTRODUCTION AND VISION

Navy Yard East is located at the Southeast waterfront of the Anacostia River, with the Capitol Riverfront and Yards Park to the west and the proposed 11th Street Bridge Park immediately to the east.

This unique site holds immense potential to connect lively waterfront trails, create vibrant public amenities, introduce the public to and celebrate historic assets, provide new cultural destinations, and ultimately contribute to a vibrant Anacostia waterfront.

GUIDING PRINCIPLES

- 1 Revitalize and Activate Historic Buildings and Spaces
- 2 Honor Navy Yard History and Site Character
- 3 Reinforce the Urban Context
- 4 Contribute to a Vibrant Anacostia Waterfront



Planning Principle

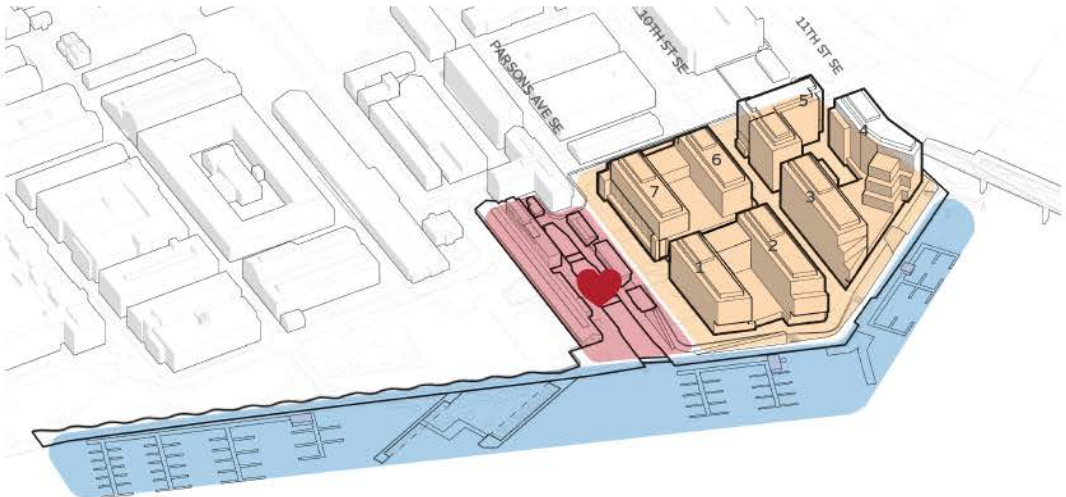
PLANNING PRINCIPLE

INCREASE PUBLIC ACCESS TO HISTORIC ELEMENTS FOR THE FIRST TIME IN 100+ YEARS. MAKE THE HISTORIC ELEMENTS AND THEIR INTERPRETATION CENTRAL TO THE DESIGN

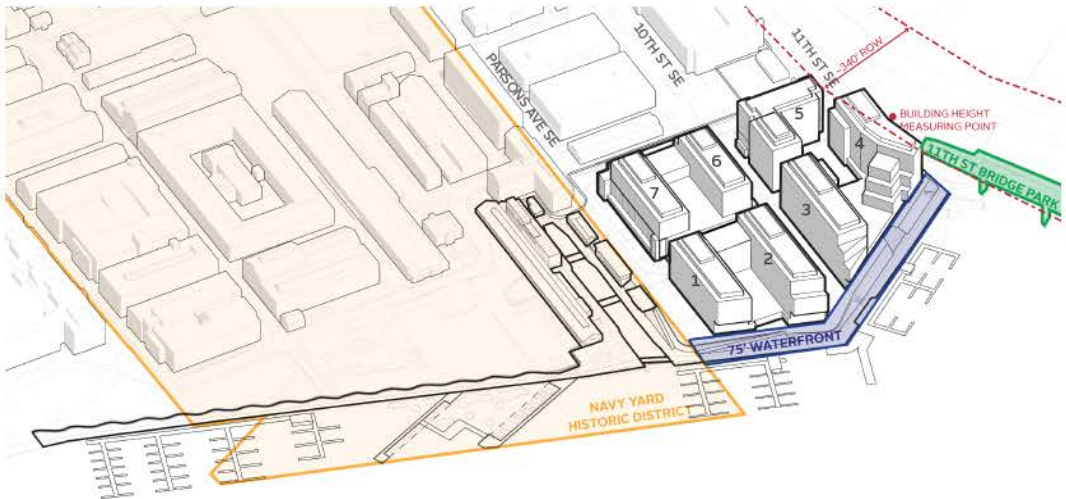
The existing WNY Southeast Corner site is not currently accessible to the public and is located within the secured perimeter of WNY. Bifurcating the southeast corner from the secured perimeter will open the site to the community for the first time in more than 100 years. Central to the master plan and future individual building designs will be the interpretation of historic elements, signage, materiality and naval artifacts that will describe the critical historic importance of the site to the public. The historic structures within the NHL will be renovated for commercial use, creating a public “heart” to the master plan.

PROVIDE AN EXPANSIVE WATERFRONT EXPERIENCE THAT ENHANCES THE EXISTING NEIGHBORHOOD

The master plan for the WNY Southeast Corner includes a 75' setback from the Anacostia River to allow for ample frontage for a variety of activities and architectural expressions.. Widening the space between the water and the built environment will provide space for the recreational users of the Anacostia Riverwalk Trail, landscape zones for reprieve, and activated terraces for dining and events - allowing all users space to engage. The generous depth of the setback will provide more opportunities for architectural articulations such as bay projections above ground floor retail or waterfront inlets to form a varying shoreline. Additionally, there is a tremendous opportunity for the WNY Southeast Corner to tie into the planned development of the 11th Street Bridge Park and to activate the ground plane adjacent to the Bridge Park. Currently, the landing point for the Bridge Park on the north side of the Anacostia is the secured perimeter wall of the WNY.



Axonometric diagram: master plan areas



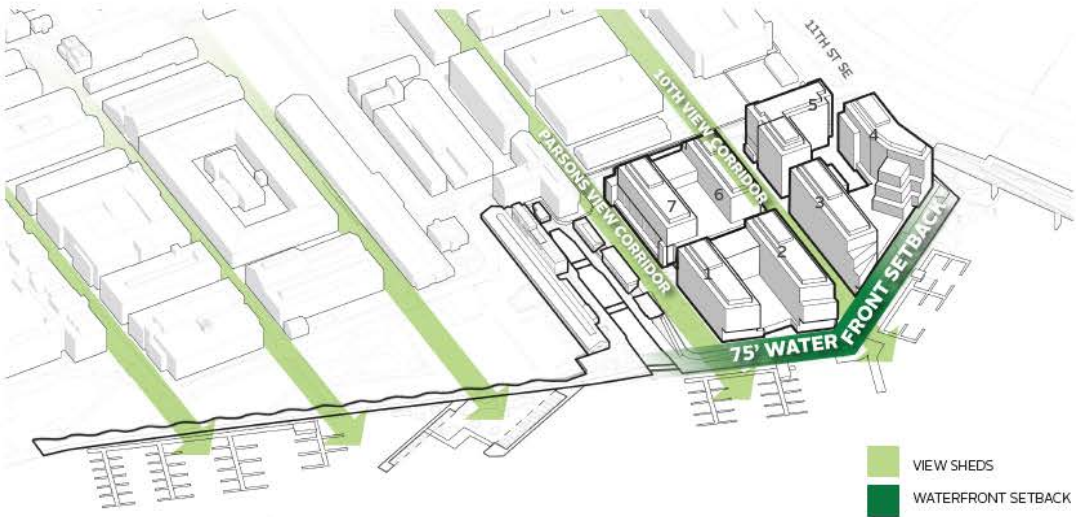
Axonometric diagram: context

Planning Principle

PLANNING PRINCIPLE

PRESERVE AND STRENGTHEN VIEW SHEDS ON PARSONS AND 10TH STREET

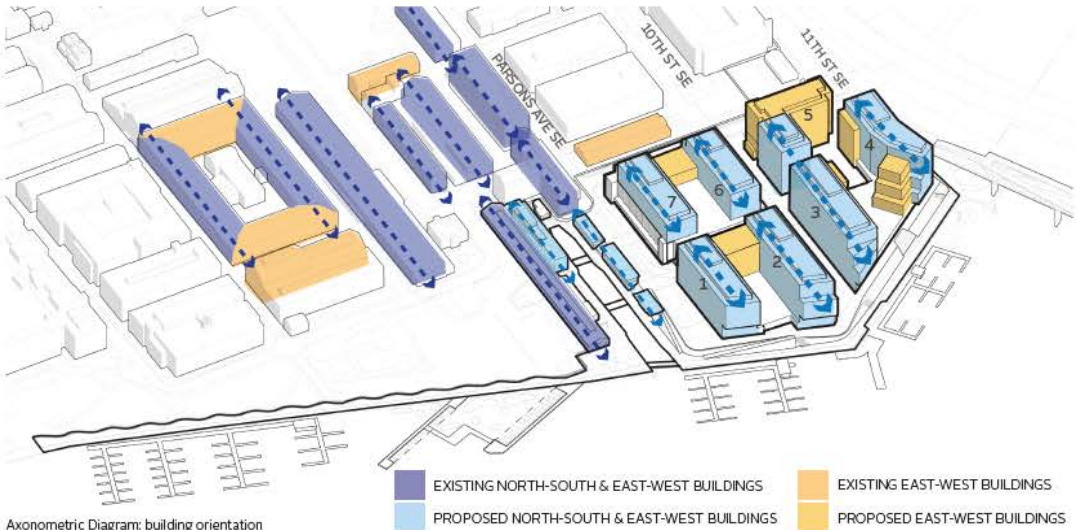
A central consideration to the consulting parties was the extension of L'Enfant Plan view corridors on Parsons Ave and 10th Street to the Anacostia River. This extension of the street grid informed the placement of new construction buildings on either side of Parsons and between 10th Street and 11th Street.



Axonometric diagram: view corridors and setbacks

EXTEND EXISTING HISTORIC WASHINGTON NAVY YARD NORTH-SOUTH BUILDING ORIENTATIONS TO NEW CONSTRUCTION BUILDINGS

The existing industrial architectural language of the WNY is aligned perpendicular to the Anacostia River. New construction buildings will predominantly maintain that strong north-south building orientation. Maintaining the linear orientation accentuates the existing industrial grid of the site while emphasizing the existing view corridors.



Axonometric Diagram: building orientation

Master Plan

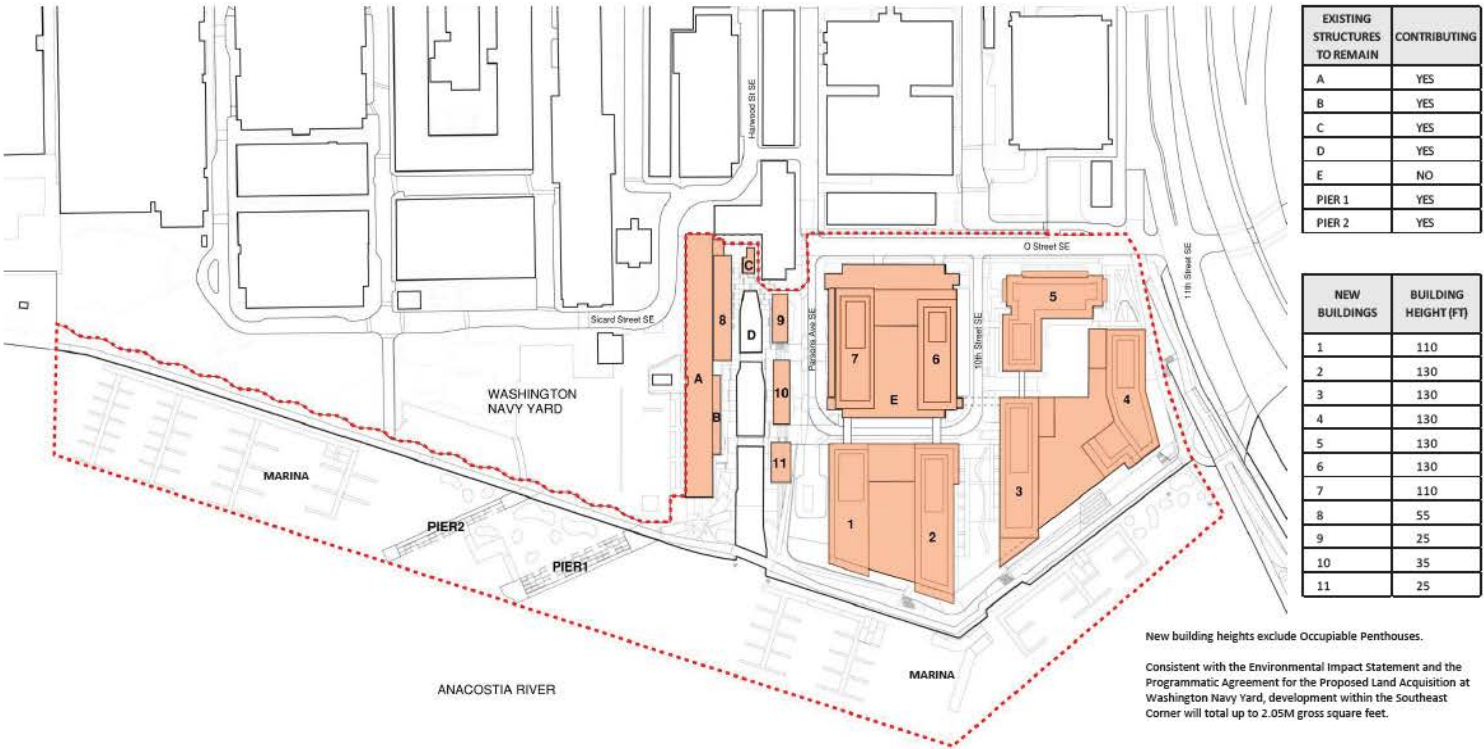
MASTER PLAN

The Southeast Corner Master Plan stands as a testament to meticulous design and strategic planning, demonstrating a fusion of architectural innovation and historical preservation. With its four guiding principles—revitalization of historic spaces, honoring Navy Yard history, reinforcing the urban context, and contributing to a vibrant Anacostia Waterfront—the master plan aims to create an

enduring legacy that respects the past while embracing a visionary future. The master plan envisions a dynamic, sustainable community that not only fits seamlessly into its surroundings but also enhances the overall urban experience.

Building heights for contributing structures within the NHL will remain as is. New construction buildings within the

zone will range from 25' – 55', maintaining the maximum height of the historic built environment. Building heights for projects facing the NHL will step down from the maximum allowable height of 130' to 110'. New construction buildings elsewhere in the Eastern Extension will measure 130' to allow the development program of up to 2.05 million square feet necessary to facilitate the Land Exchange.



Land Use

LAND USE

As evaluated in the Final Environmental Impact Statement, the proposed development in the WNY Southeast Corner will include up to 2.05 million square feet of development with a mixture of uses including retail, residential, hospitality, cultural and recreational spaces. Up to 1,700 new

residential units are expected to be created along with up to 100,000 square feet of neighborhood serving retail.

All parking will be provided on site. Parking will be capped at approximately 1,550 spaces, a reduction of approximately 150 spaces from the current number available.



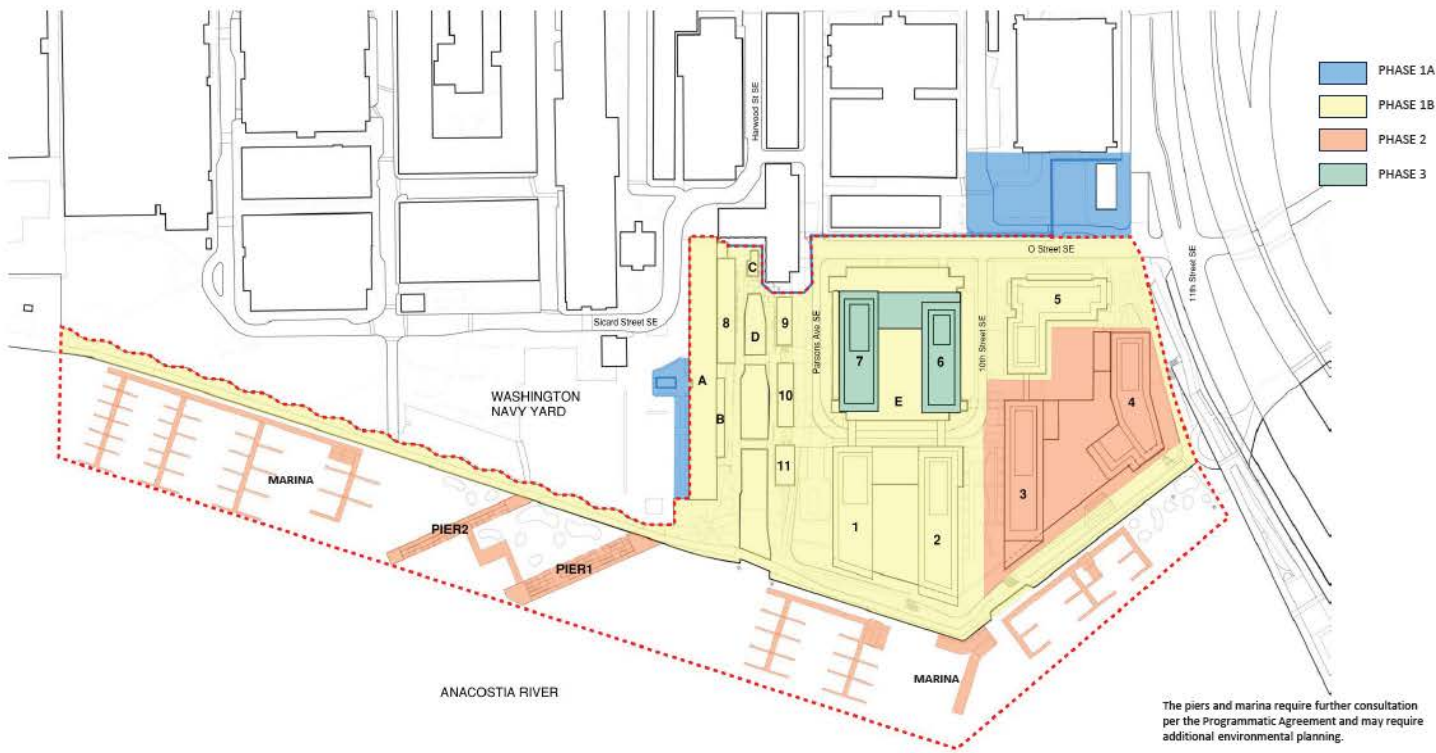
Project Phasing

PROJECT PHASING

It is expected that most of the site, including the renovation of all contributing structures within the WNY Southeast Corner, will be delivered in the first phase of construction. Also delivering in the first phase of construction are In-Kind considerations necessary to bifurcate the WNY Southeast Corner from the secured WNY perimeter. Subsequent phasing will include new construction buildings on remaining portions of the site.

The individual projects within the WNY Southeast Corner are subject to continued consultation.

Additional touchpoints with the Commission will occur at 15% and 35% for all building projects within the site. Projects within the NHL, facing the NHL and Building 166 will also have a 65% level project design review.



Floodplain and Tidal Shoreline Buffer Strategy

FLOODPLAIN AND TIDAL SHORELINE BUFFER REGULATIONS AND STRATEGY



Navy yard during the 1936 flood: Navy History and Heritage Command

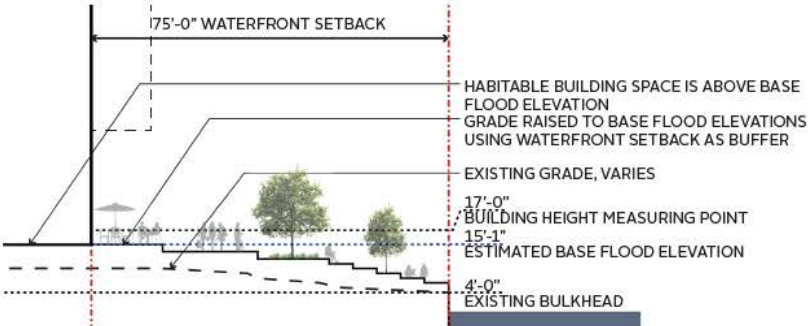
SOUTHEAST CORNER MASTER PLAN | MARCH 2024

Due to its proximity to the Anacostia River and the low elevation of much of the site, flooding is a concern.

The District has proposed updated Flood Hazard regulations that focus on the 500-year floodplain and take into account sea-level rise with the tidal shoreline buffer. See the table below for a synopsis of proposed changes.

Along the waterfront, the current site elevation sits approximately +4-6'. The proposed strategy is to raise all habitable space above the base flood elevation (+15.1'), excluding the renovated historic buildings and new retail construction immediately adjacent to the historic Marine Railway. The required 75'-0" waterfront setback along the Anacostia can be used to navigate this large elevation change.

Additional site sections can be found in the Transportation and Parking Section.



Section - floodplain strategy

STRUCTURE TYPE	REGULATIONS	DESIGN FLOOD ELEVATION	NOTES
GENERAL	CURRENT FLOOD HAZARD RULES	100-YEAR FLOOD ELEVATION +1.5 FEET	RESIDENTIAL STRUCTURES MUST BE ELEVATED, WHILE NONRESIDENTIAL STRUCTURES CAN BE ELEVATED OR DRY FLOODPROOFED.
GENERAL	CURRENT DC CONSTRUCTION CODES AND PROPOSED UPDATED FLOOD HAZARD RULES	WHICH EVER IS HIGHER OF: <ul style="list-style-type: none">100-YEAR FLOOD ELEVATION OR500-YEAR FLOOD ELEVATION	RESIDENTIAL STRUCTURES MUST BE ELEVATED, WHILE NONRESIDENTIAL STRUCTURES CAN BE ELEVATED OR DRY FLOODPROOFED.
STRUCTURE LOCATED WITHIN THE TIDAL SHORELINE BUFFER	PROPOSED UPDATED FLOOD HAZARD RULES	500-YEAR FLOOD ELEVATION + 6 FEET* * EXACT NUMBER TBD, BASED ON 80-YEAR SEA RISE LEVELS	RESIDENTIAL STRUCTURES MUST BE ELEVATED, WHILE NONRESIDENTIAL STRUCTURES CAN BE ELEVATED OR DRY FLOODPROOFED.

Source: DC Department of Energy & Environment

Waterfront Activation

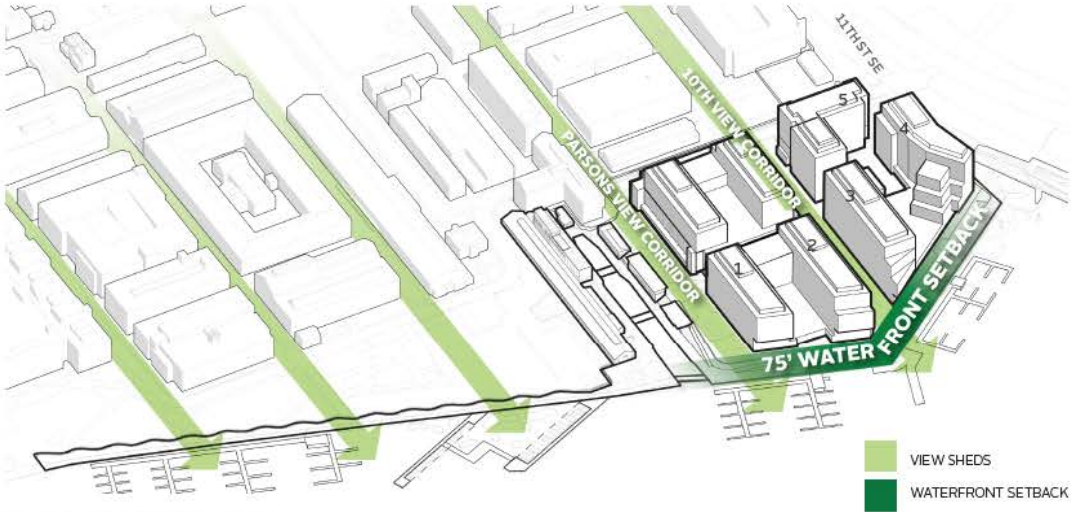
WATERFRONT ACTIVATION

A 75' waterfront setback fosters a significant sense of place at the promenade. Preserved street view corridors connect back to the urban fabric and retail and recreational activation creates a vibrant public realm.

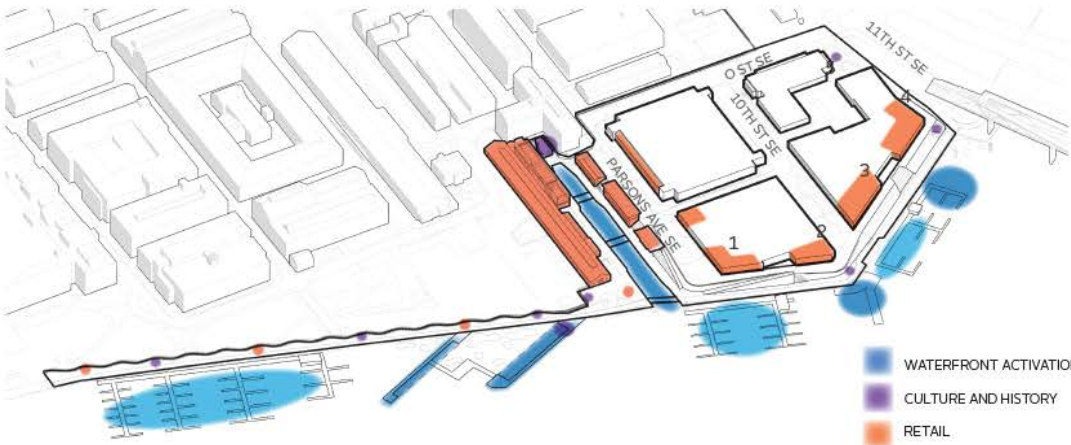
Access and visibility to the water is important throughout the site. The view corridors from the existing city grid are extended through the neighborhood to provide a visual connection to the Anacostia. The 75'-0" waterfront setback provides room for a continuation of the Anacostia Riverwalk Trail, areas for recreation, and outdoor dining along the edge of the Anacostia. The ample setback width also allows opportunities for architectural expression through bay projections above the retail and public experience.

The public space throughout the site is activated with strategically placed retail and cultural moments. The retail is focused along the waterfront and the historic slip. Cultural and historic elements will be interspersed to educate and call back to the rich history of the Navy Yard and its industrial character. Along the western portion of the riverwalk, small retail carts and pop-up art will enliven the walk from Yards Park to the marine railway at the center of the site.

Three marinas will activate the water-side of the riverwalk. Additionally, the re-envisioned historic piers and new 10th Street Pier that reach out to the river will allow the public to experience being out on the water. Kayak rentals and other water recreation add more opportunities for the public to interact with the Anacostia River and a new way to experience this site.



Axonometric diagram: view corridors and setbacks



Axonometric diagram: waterfront activation

Waterfront Views and Activation

WATERFRONT VIEWS & ACTIVATION

Connecting Yards Park and the proposed 11th Street Bridge Park, the waterfront promenade will provide an active and vibrant promenade experience with historic revitalization and new mixed use neighborhood buildings.

The existing riverwalk is a narrow and sparse path with the bulkhead to one side and the Navy Yard security fence on the other. While the path is an important connection in a larger bike and pedestrian route, it does not provide opportunities for increased activity. Additionally, the historic piers within the Anacostia are currently in disrepair and not accessible.

The Southeast Corner development will not only open and expand the activity on the Navy Yard side of the riverwalk with a new and vibrant promenade; it will also activate the waterfront with marinas, and a reimagining of the historic piers. Additional activation along with waterfront will include a new marina with recreational slips, opportunities for historic boat docking, and dedicated Navy slips to serve the Chief of Naval Operations.



Existing condition of historic pier



Existing riverwalk looking east towards the 11th street bridge

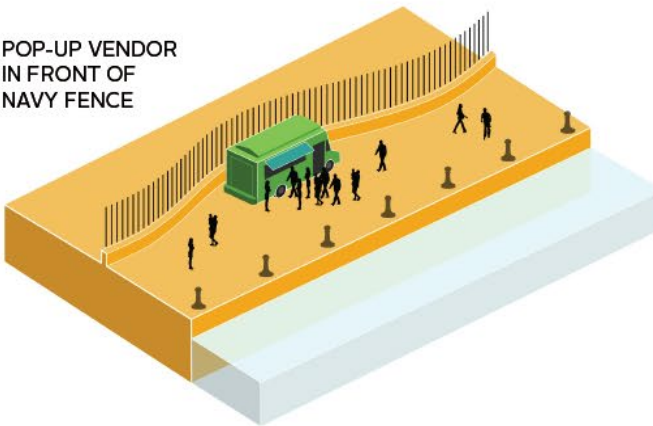
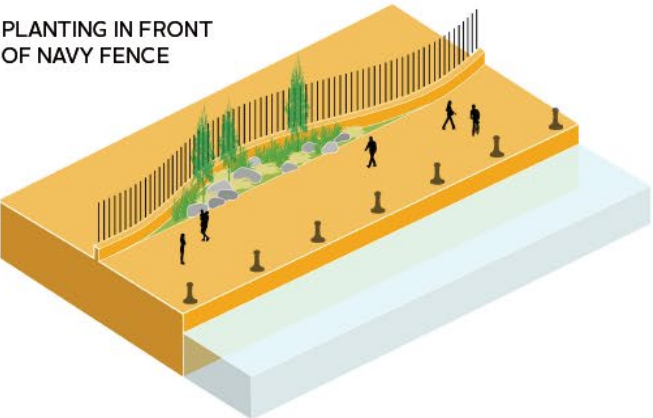
Promenade Walk in NHL

PROMENADE WALK IN NHL

Interventions along the Navy Yard fence to provide an experience every walking minute.

To enliven and activate the long, narrow portion of the western promenade, there will be interventions in the Navy Yard fence recesses. These elements will bring interest to the walk to ensure a stimulating experience with activation every walking minute.

These interventions could include plantings to soften the edge, pop-up vendors, navy artifacts, or historical markers.



PIERS

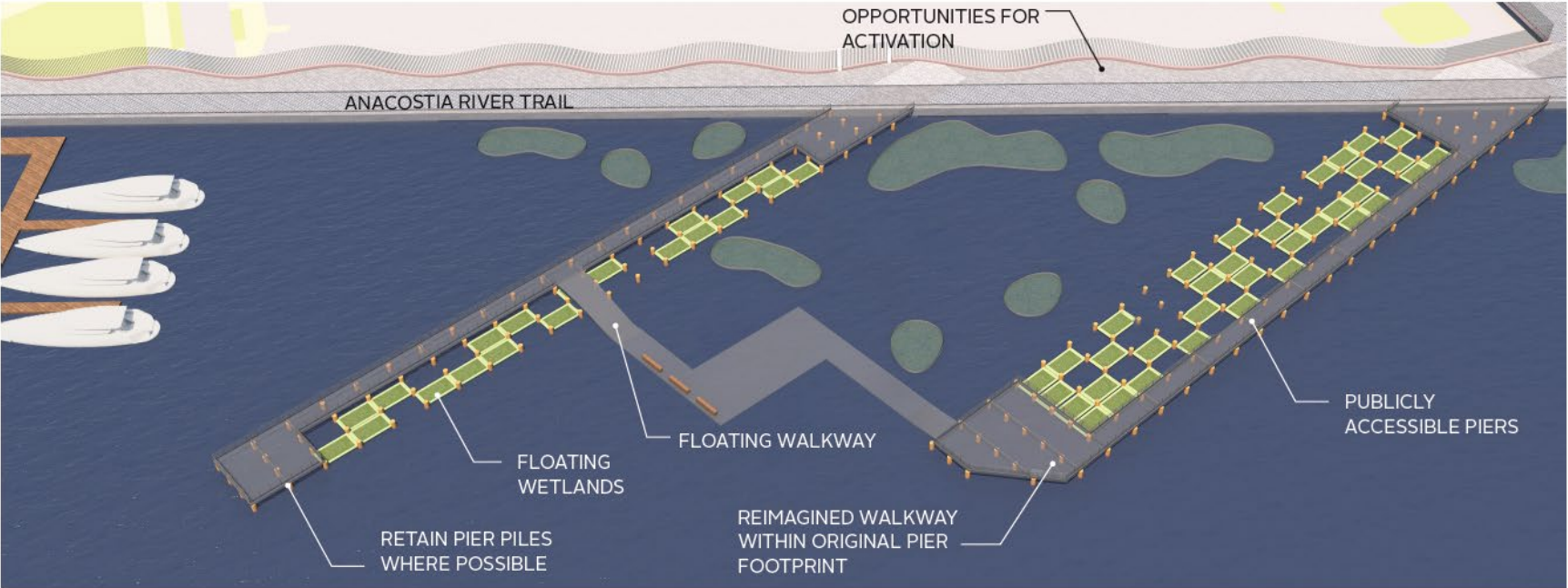
Per the National Environmental Policy Act (NEPA), the Navy will initiate an Environmental Assessment to analyze the environmental impacts of development of the piers and activation of the waterfront area. The Navy will consult with DOEE, the National Park Service, U.S. Army Corps of Engineers, the U.S. Coast Guard and others throughout this process. Upon completion of the NEPA process, Redbrick would continue coordinating with these agencies as designs for the piers are developed. Navy anticipates beginning the National Environmental Policy Act (NEPA) process for the piers in 2024.

Options for reuse of the Piers 1 and 2 were considered as part of the Section 106 process. The Programmatic Agreement included design goals and criteria as well as a process for continued consultation with Consulting Parties.

Among the design goals for the Waterfront Zone are the provisions to preserve as much of Piers 1 and 2 as possible, introduce new designs that provide recreational amenities while improving the historic character and connection to the Washington Navy Yard NHL, and to take advantage of the opportunity to reconnect the historic Navy Yard and the NHL zone to the Anacostia River.

Through additional consultation with the Consulting Parties, Navy and Redbrick will evaluate designs for the piers that meet the design goals using the design criteria as their basis for interpretation. Designs will aim to retain the size, shape, angle, and orientation of Piers 1 and 2, while exploring new amenities such as marinas and floating landscapes that may reactivate activity along with waterfront.

Navy and Redbrick anticipate engaging the Consulting Parties for additional consultation on Piers 1 and 2 following the advancement of the NEPA process in 2024.



SOUTHEAST CORNER MASTER PLAN | MARCH 2024

Building Orientation and Articulation

BUILDING ORIENTATION AND ARTICULATION

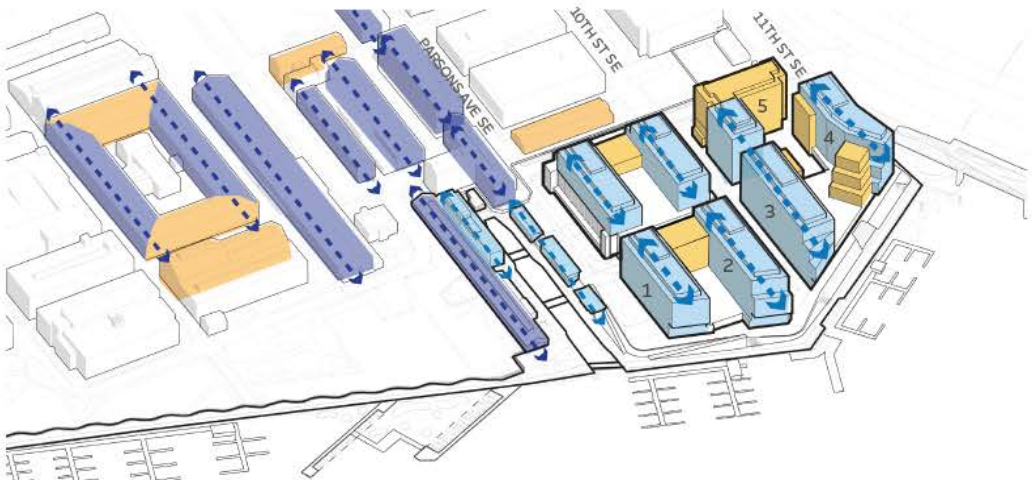
The new mixed-use buildings will be oriented in the north/south direction similar to many of the existing buildings within the Washington Navy Yard.

To further break down the massing, steps and carving will be added to each building design to reduce the scale and relate it to the historic districts and waterfront. Additional stepping will be added in the courtyards to increase light and air.

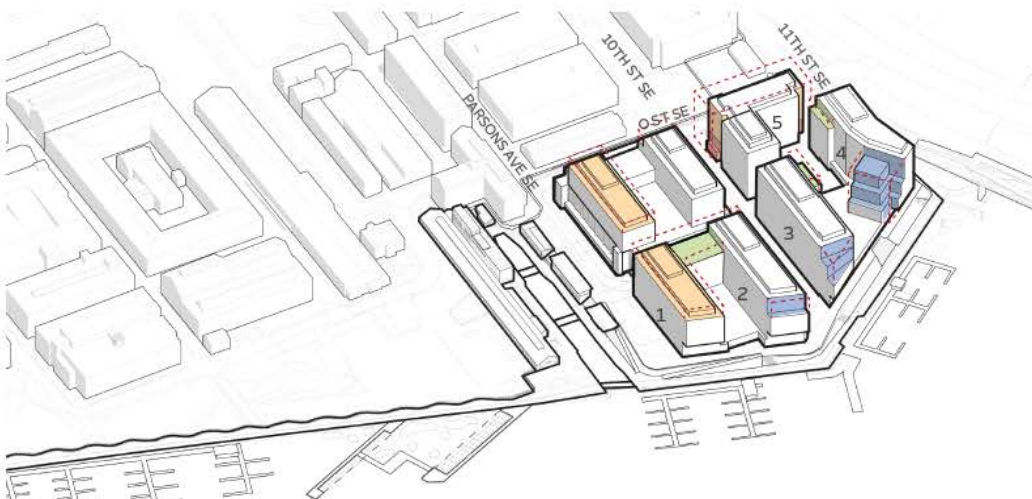
Each building will be evaluated by the Consulting Parties at the 15% and 35% design levels. Buildings within the Marina Railway Precinct, those facing the NHL and Building 166 will undergo an additional 65% design level review.

It is anticipated that the initial design reviews for buildings will begin in late 2024/early 2025.

- EXISTING NORTH-SOUTH BUILDINGS
- PROPOSED NORTH-SOUTH BUILDINGS
- EXISTING EAST-WEST BUILDINGS
- PROPOSED EAST-WEST BUILDINGS
- ADJACENT HISTORIC DISTRICT SETBACKS
- WATERFRONT STEPPING
- COURTYARD STEPPING
- EXISTING FACADE TO REMAIN
- MASSING BLOCKS



Axonometric Diagram: building orientation



Axonometric Diagram: articulated massing

Building Heights Along Waterfront

BUILDING HEIGHTS ALONG THE WATERFRONT

The building heights within the Southeast Corner are consistent with the building heights of adjacent waterfront properties along the Anacostia River.



Site Section: Marine Railway and Parsons Ave

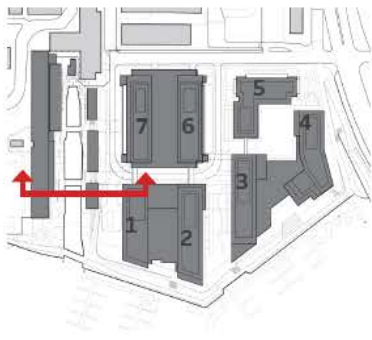
SITE SECTION: MARINE RAILWAY AND PARSONS AVENUE

Adjacent to the National Historic Landmark Historic District, Building 1 will have a height of 110'-0". This reduces the scale of the building as it approaches the historic district.

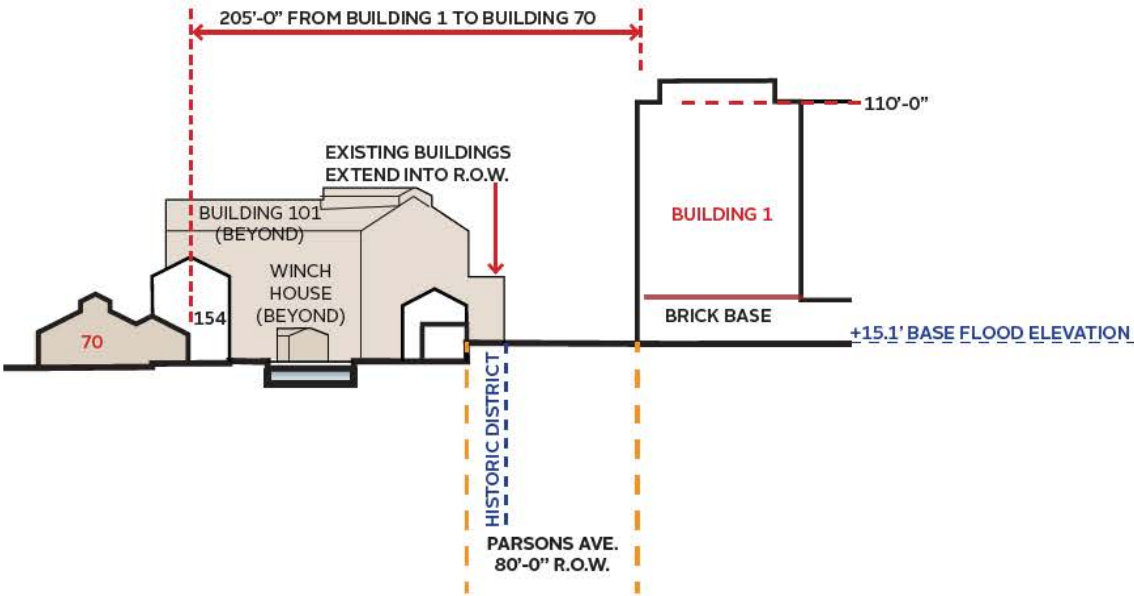


Historic slip, Building 101 & Winch House

EXISTING BUILDING



SOUTHEAST CORNER MASTER PLAN | MARCH 2024



Site Section: Waterfront

SITE SECTION: WATERFRONT

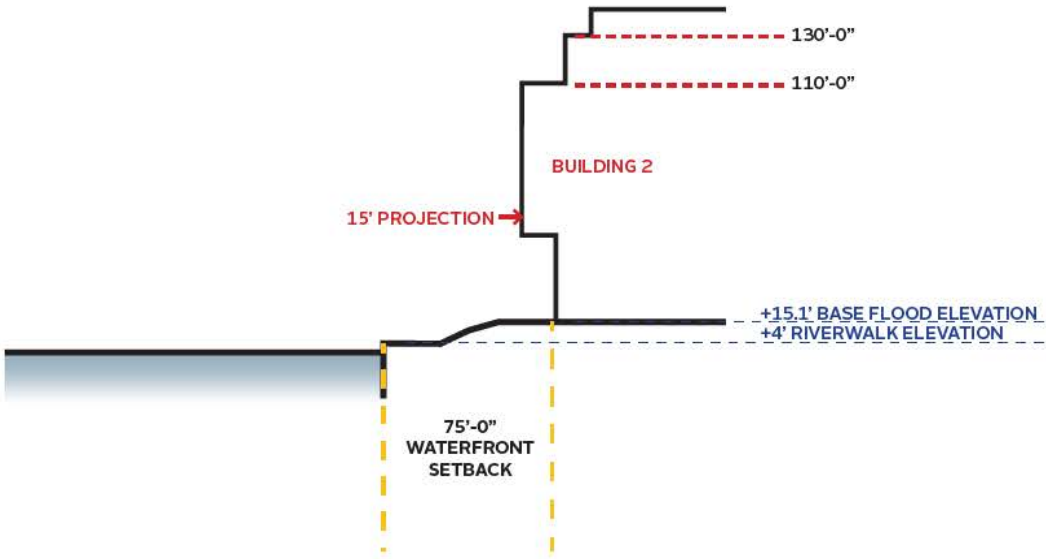


Existing waterfront



SOUTHEAST CORNER MASTER PLAN | MARCH 2024

Along the waterfront, the building massing steps down to create a more accessible scale at the promenade. Additionally the buildings will have a 15'-0" projection into the 75'-0" waterfront setback with a minimum of 20'-0" of clear space below.

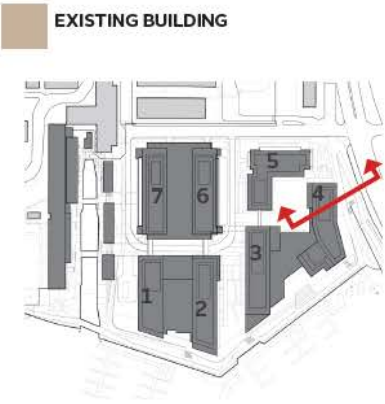


Site Section: 11th Street

SITE SECTION: 11TH STREET



Existing 11th St View From South

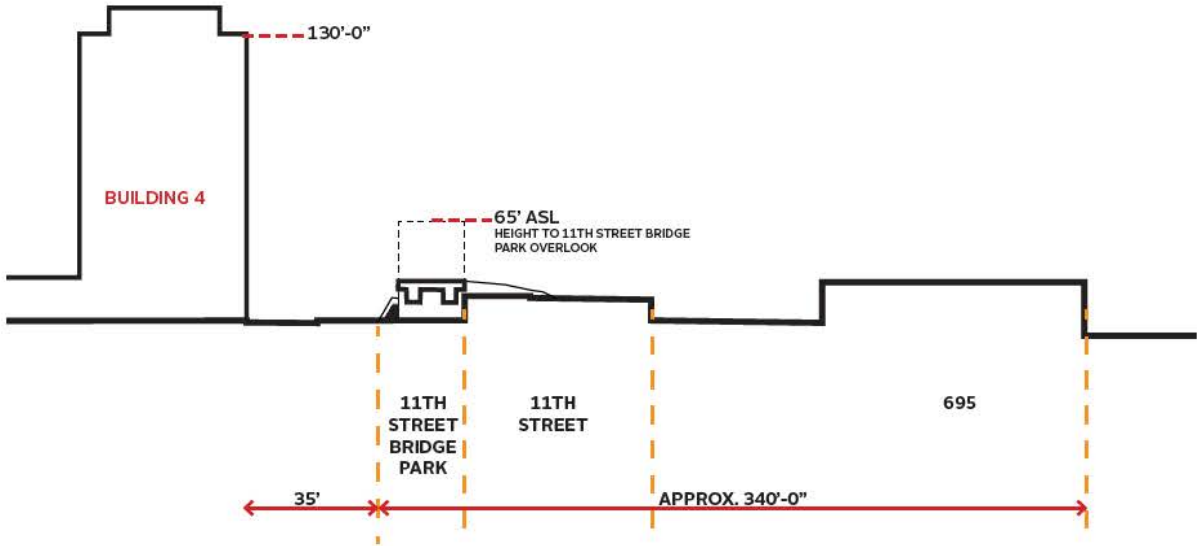


SOUTHEAST CORNER MASTER PLAN | MARCH 2024

To the east of the site, there is a large expanse of open space consisting of 11th Street and the interstate. At this location, the buildings will be at the maximum 130'-0" building height.

Navy and Redbrick would like to partner with the 11th Street Bridge Park to

advance the design of the public space between both projects as further described in Community Engagement. The distance between the property line of the Southeast Corner and the 11th Street Bridge Park is approximately 35 feet at the section cut and approximately 110 feet at the Capitol Hill Overlook.



Site Section: O Street

SITE SECTION: O STREET

Along the northern edge of the site, Building 5 incorporates the elements of the existing Building 166 while maintaining the maximum building height of 130'-0".

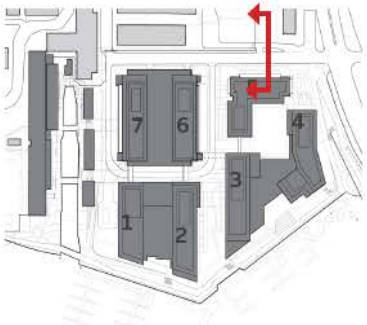


Building 166

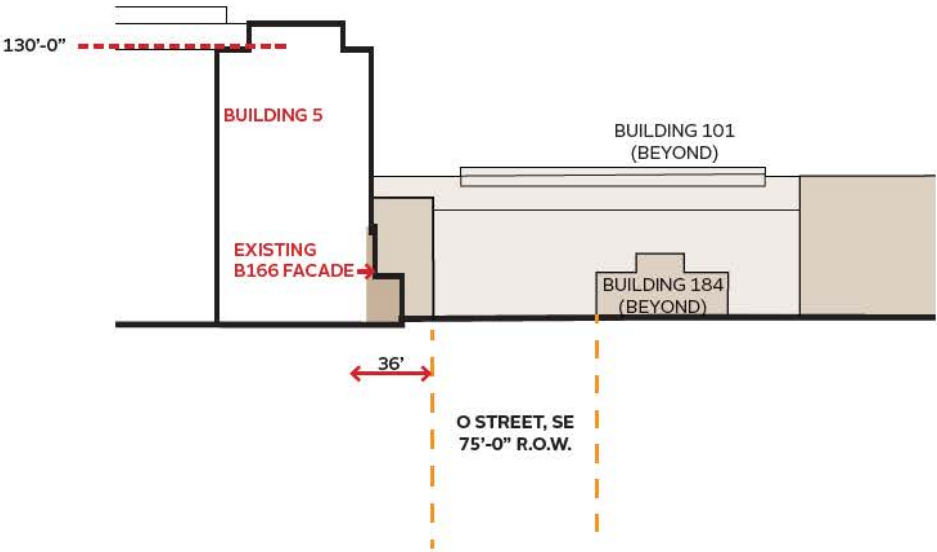


Building 184

EXISTING BUILDING



SOUTHEAST CORNER MASTER PLAN | MARCH 2024



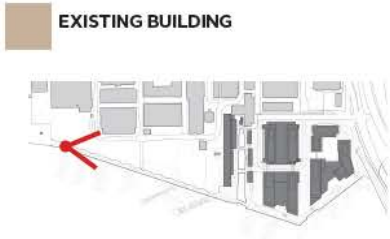
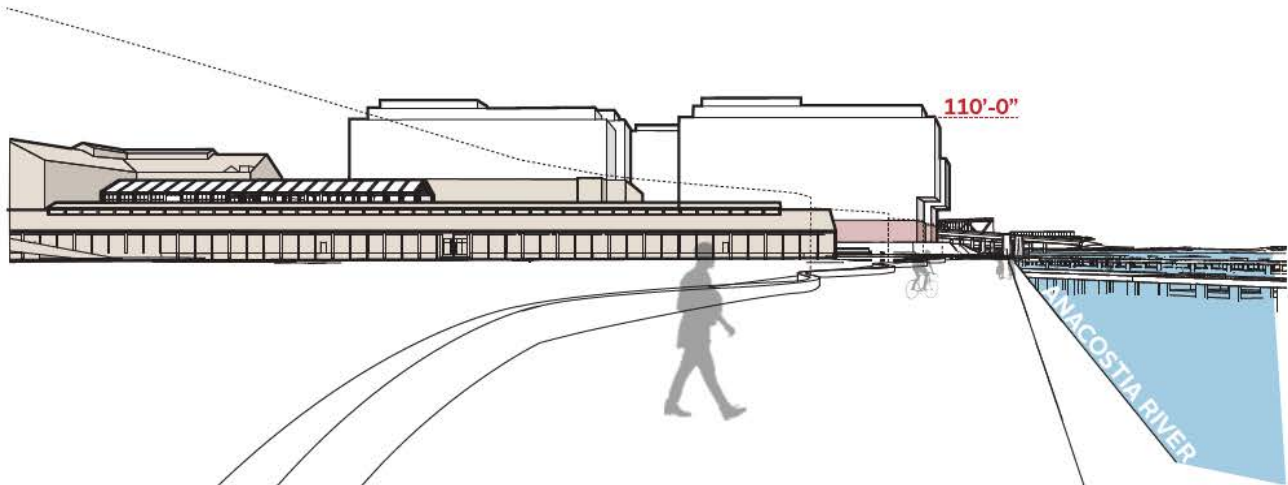
Massing Views: From the Eastern Riverwalk

MASSING VIEWS: FROM THE EASTERN RIVERWALK

Approaching from the historic district, the mixed used buildings are 110'-0" tall with a 1:1 setback for penthouses above the maximum building height of 130'-0".



Existing view looking East from the Anacostia Riverwalk



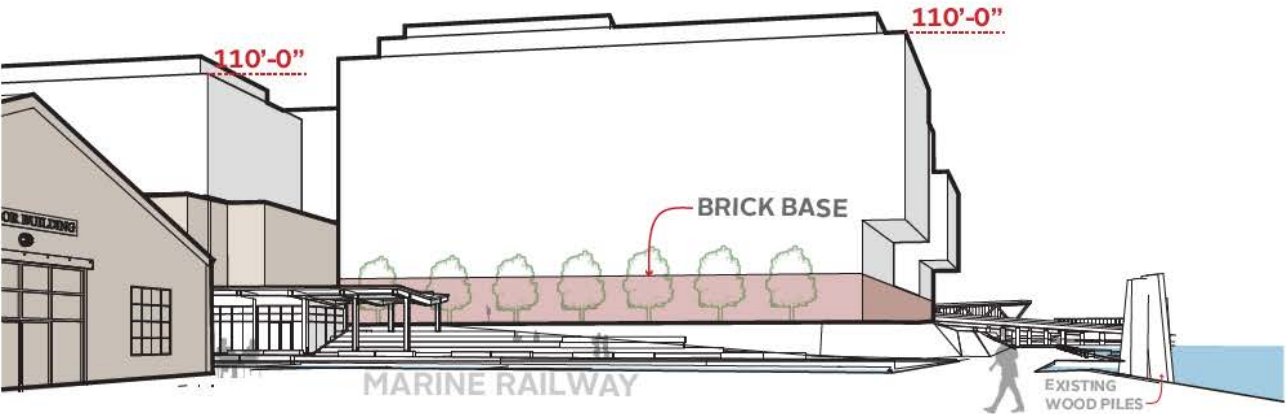
Massing Views: From the Building 70 Plaza

MASSING VIEWS: FROM THE BUILDING 70 PLAZA

The mixed use buildings will be setback from the waterfront 75'-0" at the ground plane. There will be an projection above that starts more than 20'-0" above the promenade. The maximum projection depth is 15".



Existing view looking East from the Building 70 plaza



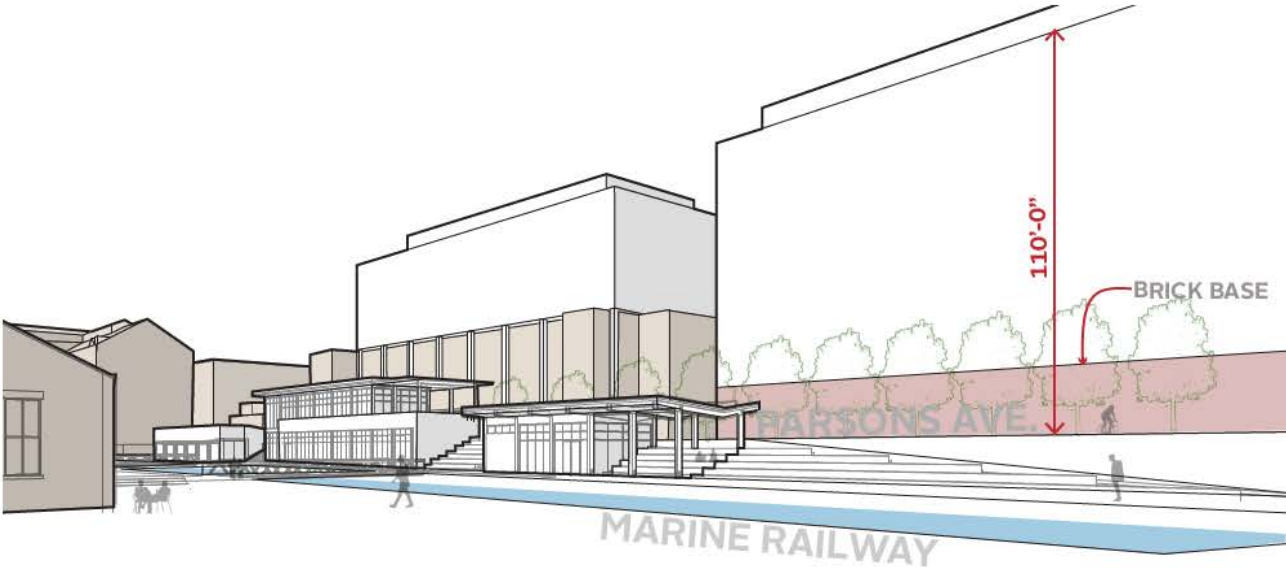
Massing Views: the Marine Railway Looking North

MASSING VIEWS: THE MARINE RAILWAY LOOKING NORTH

Building 1 will face the Marine Railway district and its building height is 110'-0" to reduce the massing volume adjacent to the historic district.



Existing view from the Marine Railway



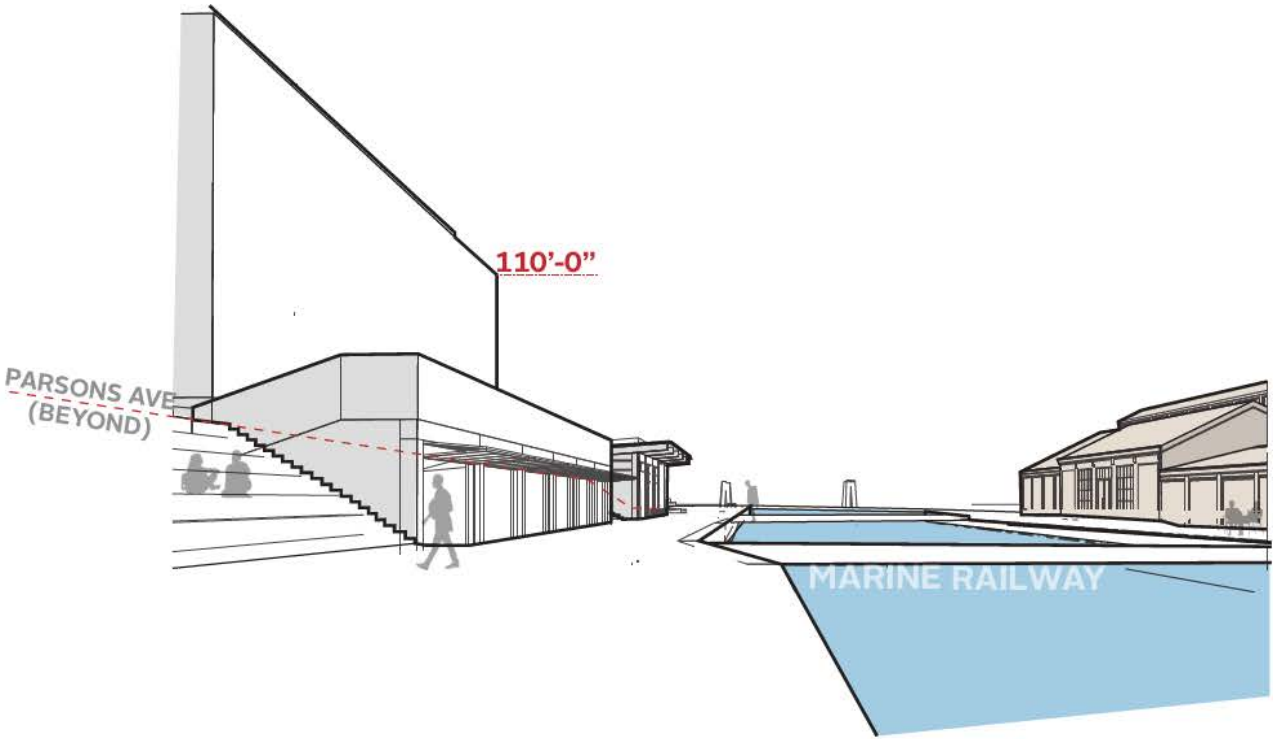
Massing Views: The Marine Railway Looking South

MASSING VIEWS: THE MARINE RAILWAY LOOKING SOUTH

The change in grade between the existing elevation and the raised elevation of the next mixed-use neighborhood will be apparent from the stepped terraces up to Parsons Avenue.



Existing view from the Marine Railway



EXISTING BUILDING



Massing Views: Looking South on Parsons Ave

MASSING VIEWS: LOOKING SOUTH ON PARSONS AVENUE

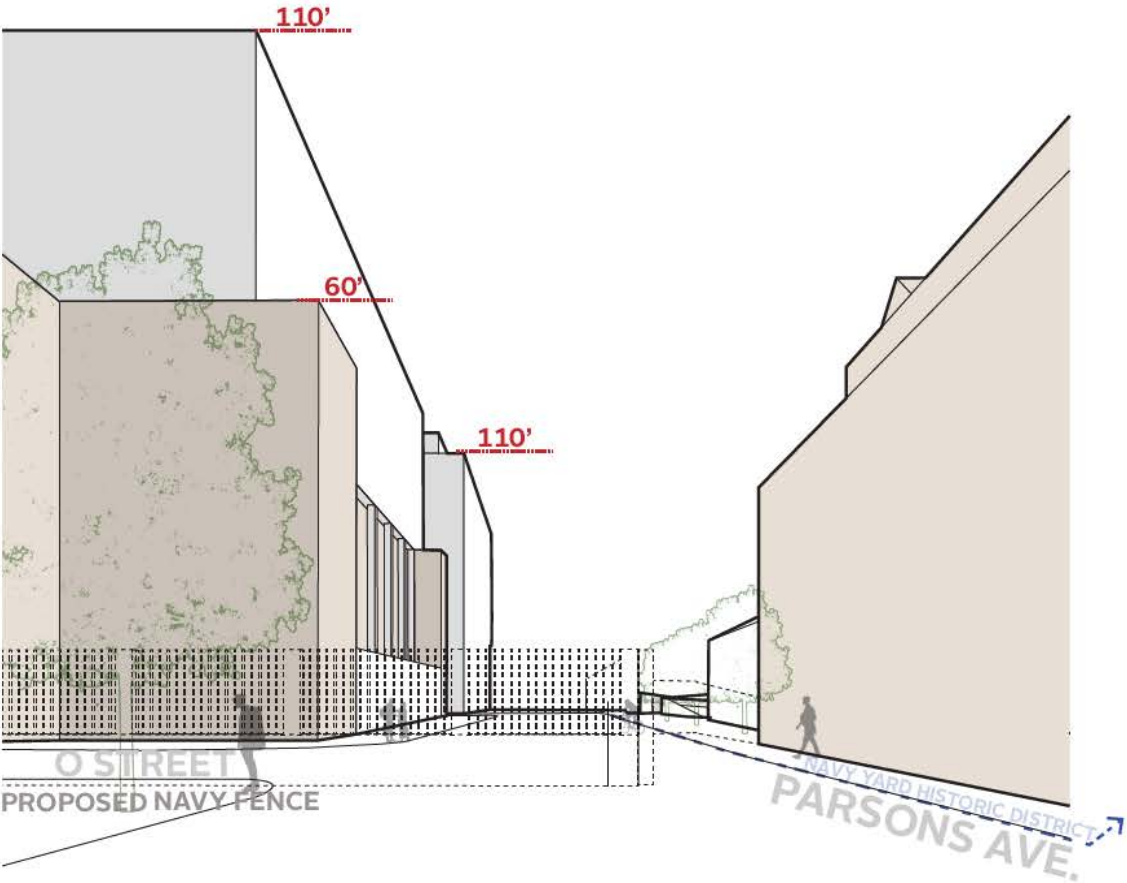
Within the Navy Yard, the view down Parsons Avenue to the Anacostia River will be maintained but will be subject to the required Navy security perimeter.



Existing view looking South on Parsons Avenue



SOUTHEAST CORNER MASTER PLAN | MARCH 2024



41

Massing Views: Looking South on Parsons Ave

MASSING VIEWS: LOOKING SOUTH ON PARSONS AVENUE

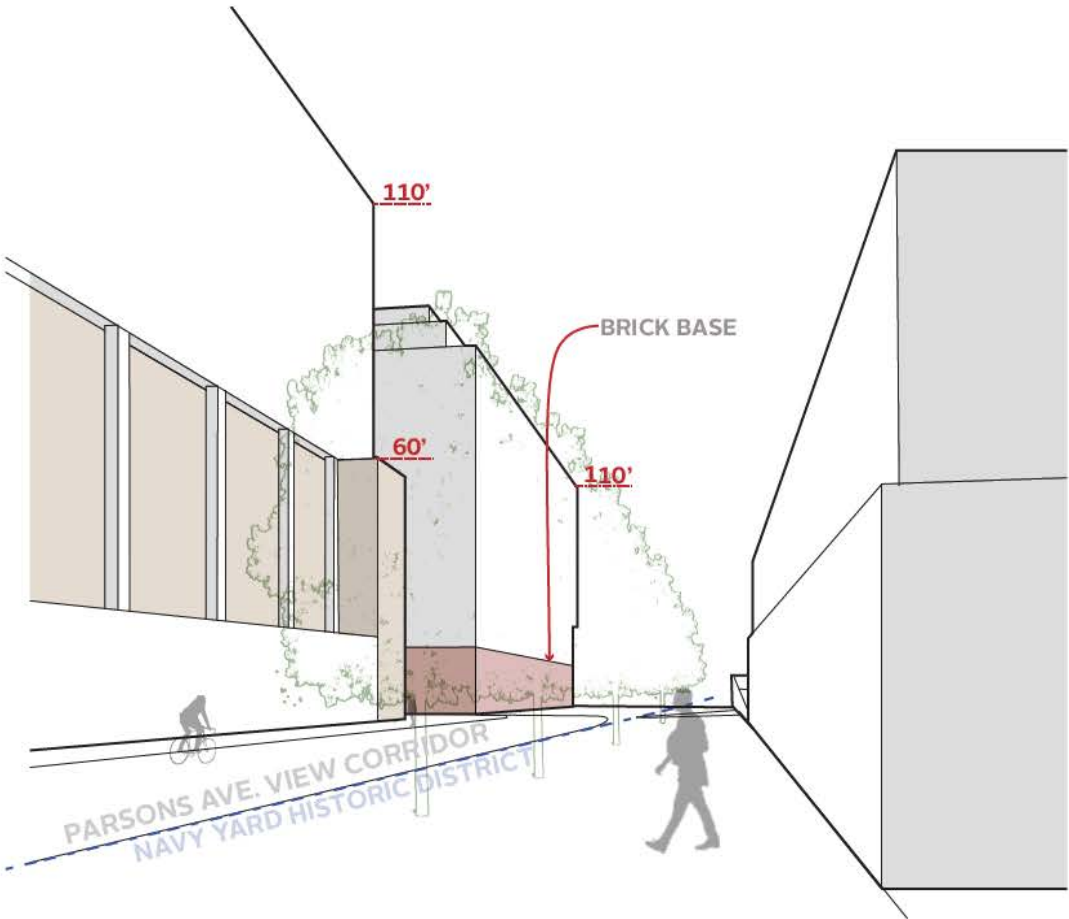
Further south on Parsons Avenue, the retail pavilions and retail lining the existing garage will help to activate the streetscape.



Existing view looking South on Parsons Avenue



EXISTING BUILDING



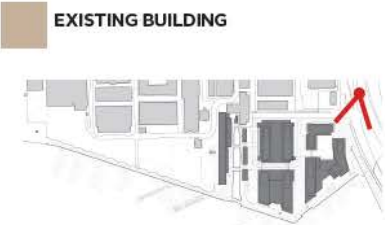
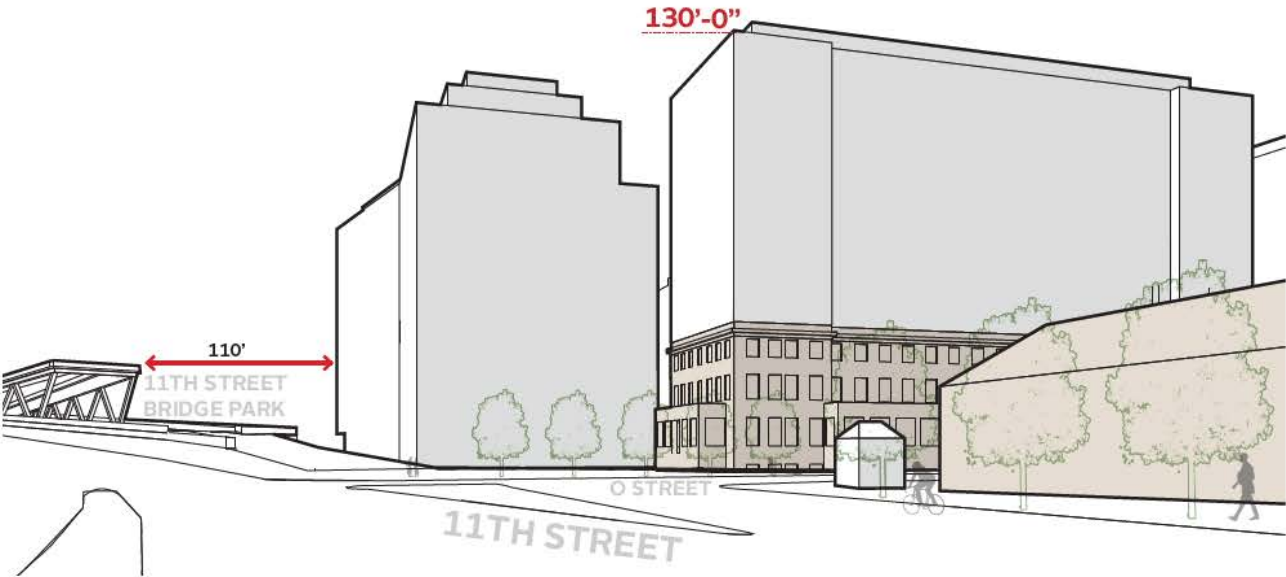
Massing Views: Looking South on 11th Street

MASSING VIEWS: LOOKING SOUTH ON 11TH STREET

The building heights and massing along 11th Street will be scaled to the adjacent large open spaces.



Existing view looking South on 11th Street



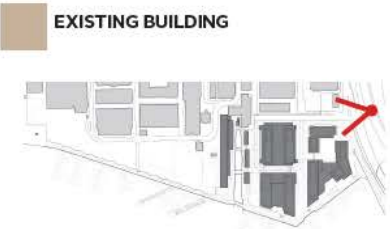
Massing Views: Looking East on O Street

MASSING VIEWS: LOOKING EAST ON O STREET

O Street separates the Navy Yard existing building and the Southeast Corner development. The incorporation of the Building 166 facade will help tie the new development to the site.



Existing view looking East on O Street



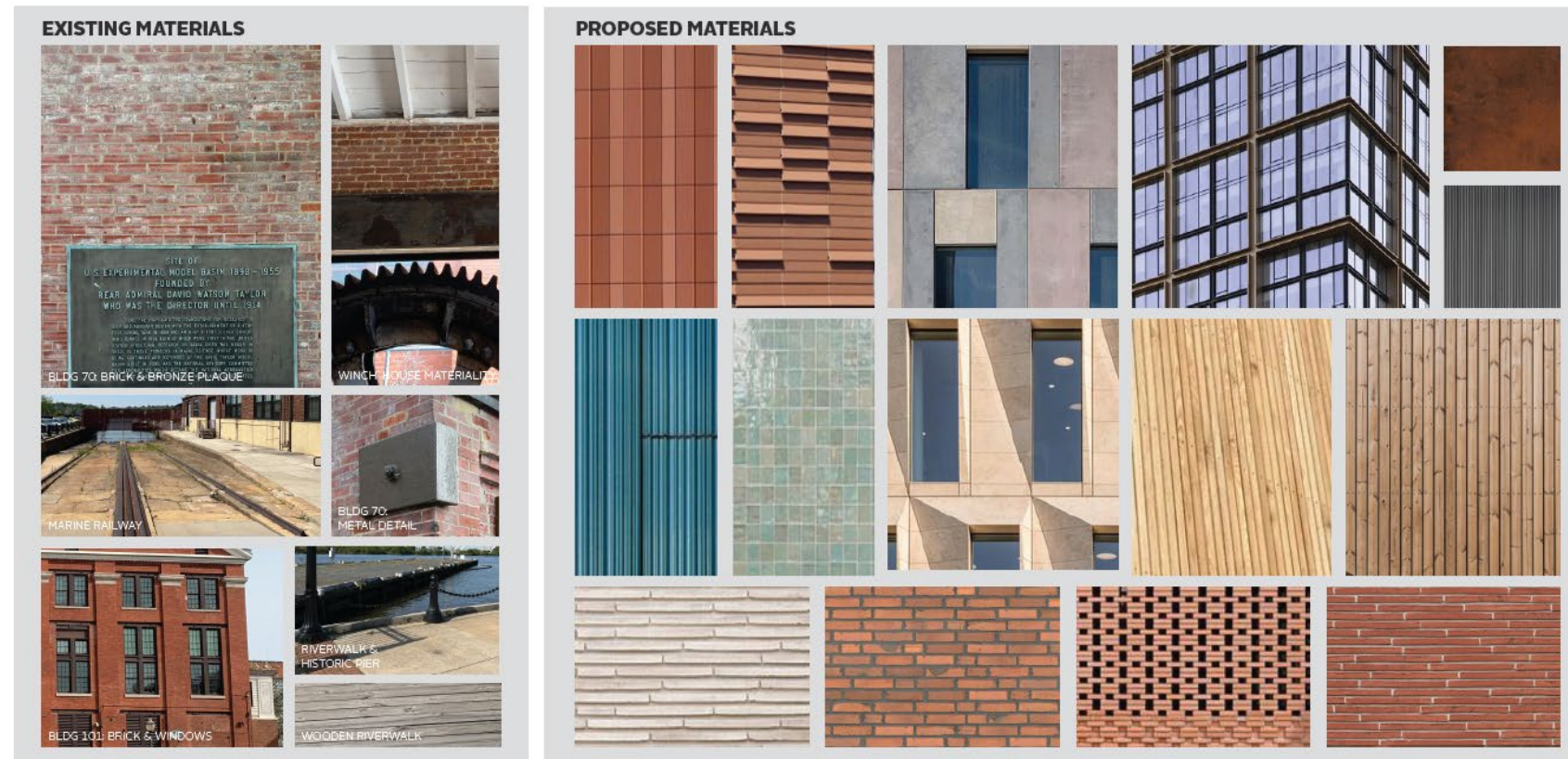
EXISTING BUILDING



Contextual Material Palette

A CONTEXTUAL MATERIAL PALETTE

Informed by the Navy Yard historic and industrial character, the new construction material palette includes brick, terra cotta, steel, wood, stone and concrete.

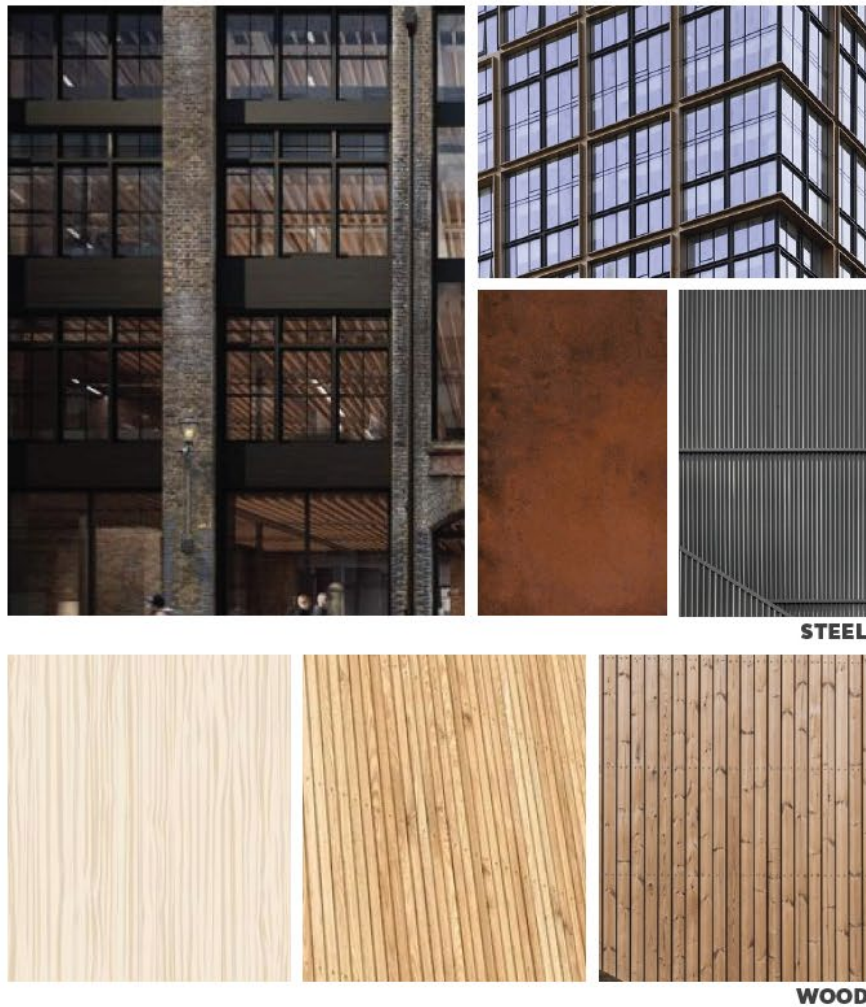


SOUTHEAST CORNER MASTER PLAN | MARCH 2024

45

Material Palette

MATERIAL PALETTE



Circulation Plan

CIRCULATION PLAN

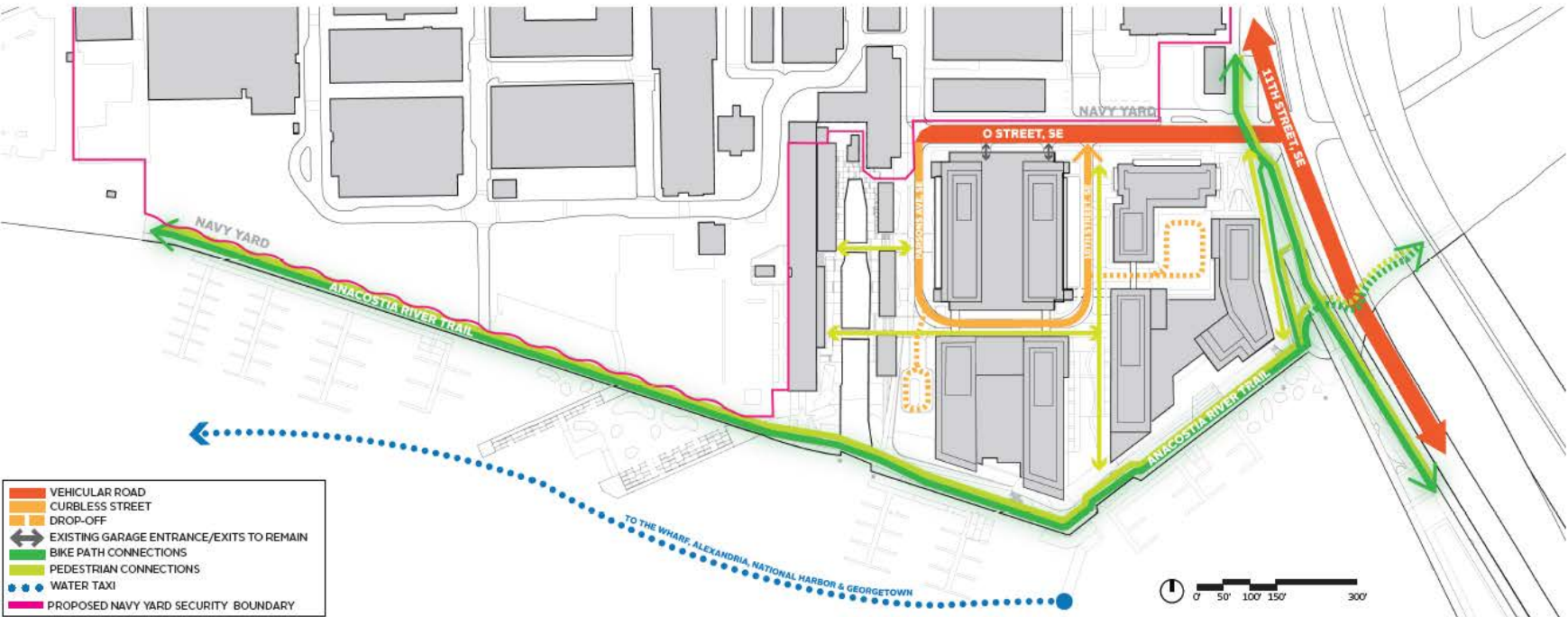
Concept designs for the public realm of the Southeast Corner will be further developed following the approval of the Master Plan.

As the schematic design continues for the streetscape network, Navy and Redbrick will continue to coordinate with the Consulting Parties to ensure the design and material palette are consistent with the Master Plan and the Programmatic Agreement.

The streets in the Southeast Corner that are currently inaccessible to those without security clearance will become publicly accessible private streets. There will be one vehicular entrance into the site at 11th Street. This entry will allow access for residents, visitors, drop-offs/

pick-ups and loading. The main vehicular road, O Street, will provide access to the existing parking garage. The curbless street loop road, consisting of Parsons Avenue and 10th Street will provide access to additional pick-up/drop-off loops and loading to all the buildings. The streets will be maintained by Redbrick and will contain integrated stormwater management techniques to retain and contain runoff and reduce runoff pollution. Navy and Redbrick will continue to work with DOEE, DDOT and other District agencies to design the streets, sidewalks, and public spaces within the public realm.

Pedestrian and bike access will be concentrated along the Anacostia Riverwalk Trail that connects many waterfront neighborhoods and amenities. This main pedestrian route will extend into the site with secondary circulation around the new construction buildings and the Marine Railway Precinct. Navy and Redbrick will continue to coordinate with DDOT, WMATA, WABA and other local agencies to ensure safe and convenient passage for those accessing the Southeast Corner and surrounding areas.



SOUTHEAST CORNER MASTER PLAN | MARCH 2024

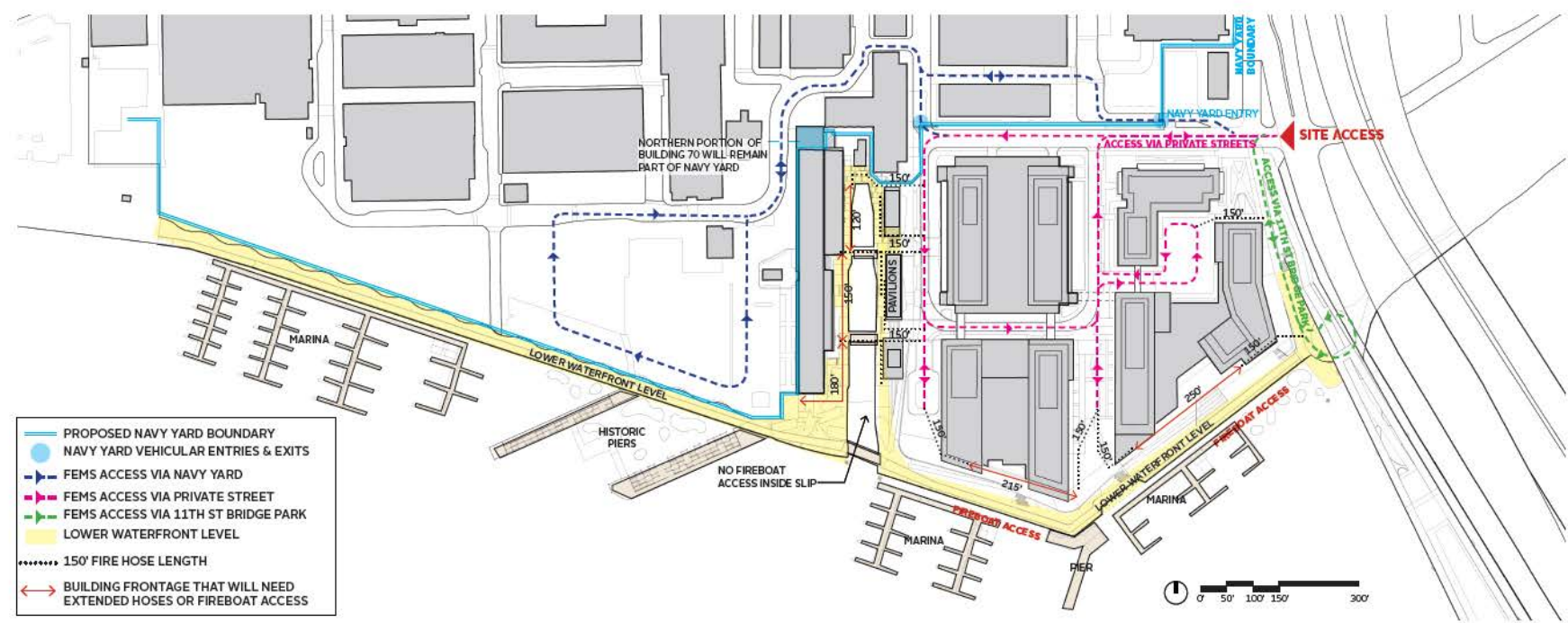
Fire and Emergency Vehicle Access

FIRE & EMERGENCY VEHICLE ACCESS

The entrance from 11th Street provides access to the private road loop around the existing parking garage to provide access to the majority of the building frontage. This route includes 150' extensions to the west of Building 1 and between Buildings 2 and 3. Additionally there is a drop-off loop to the south of Building 5.

Two gates, the main gate at 11th Street and the secondary gate at Parsons Avenue, provide access into the WNY and to the west side of Building 70.

Emergency access is provided at 11th Street and O Street to a turnaround loop at the base of the 11th St bridge. This route provides access to the east side of the development.



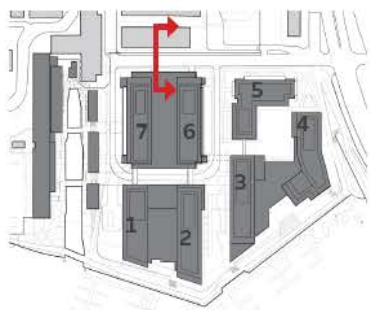
SOUTHEAST CORNER MASTER PLAN | MARCH 2024

Streetscape Character O Street

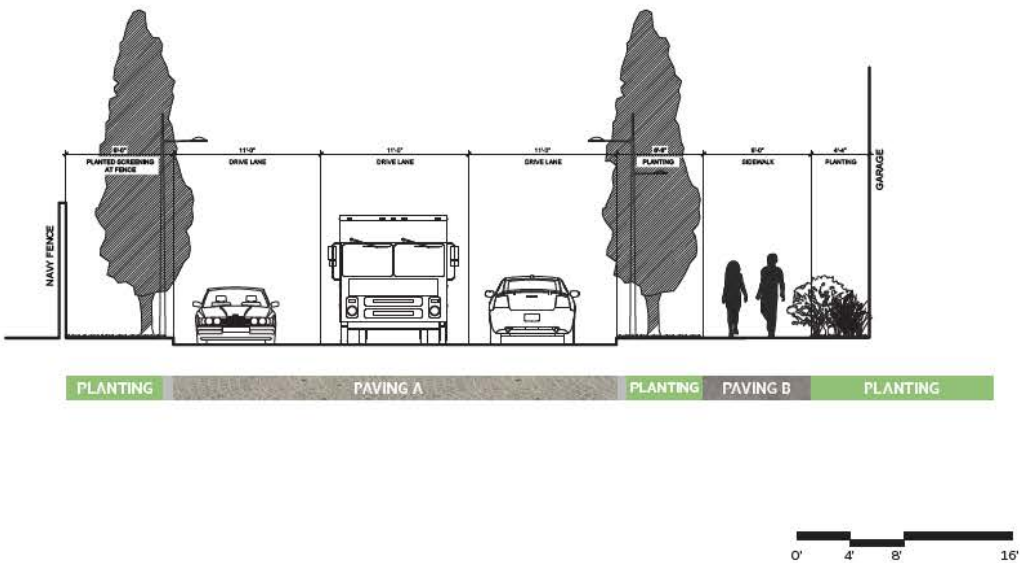
STREETSCAPE CHARACTER: O STREET

The following site sections have concept designs representative of the types of flexible streetscapes expected within the Southeast Corner. Through additional consultation, the plans for the streetscapes will continue to be refined.

From 11th Street, visitors enter the site with a formal streetscape flanked by sprawling trees. O Street will act as both the entrance into the Southeast Corner development as well as the entryway for approved Navy vehicles to enter the site. As the main entryway from the public ROW on the site, O Street will be designed as a traditional DDOT street with curbs and adjacent sidewalks that will create a circulation loop within the site.



SOUTHEAST CORNER MASTER PLAN | MARCH 2024

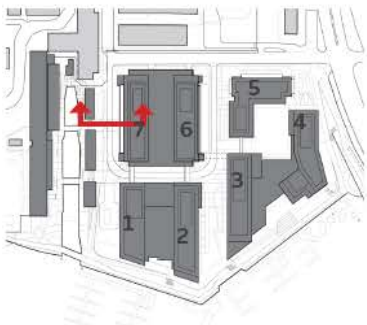
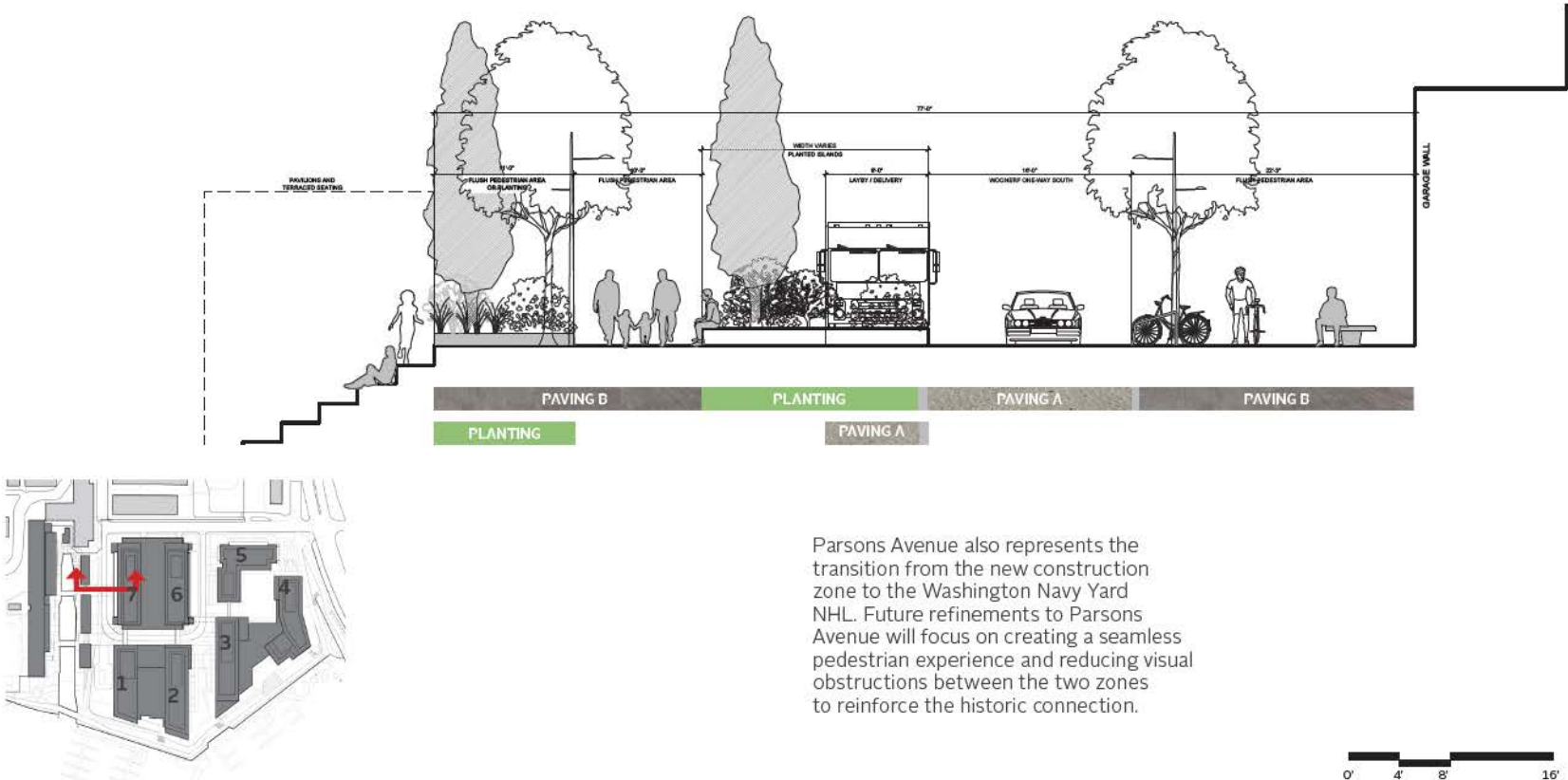


Streetscape Character Parsons Avenue

STREETSCAPE CHARACTER: PARSONS AVE

Parsons Avenue is the entrance threshold into the new development. Like other streets within the site, it is anticipated to be a curbless surface for driving, cycling, and walking with a single plane that will be marked by changes in surface materials and planters. The curbless nature of Parsons Avenue will allow for flexibility for the use of the public space, allowing the pedestrian portion

of the space to contract and expand as the needs of the development change. While a majority of the time the street is anticipated to function as a typical street would, portions or all of the street could be closed temporarily for public functions such as a farmers' market or event. A curbless design would reduce the physical impediments for pedestrians while those events occur.



SOUTHEAST CORNER MASTER PLAN | MARCH 2024

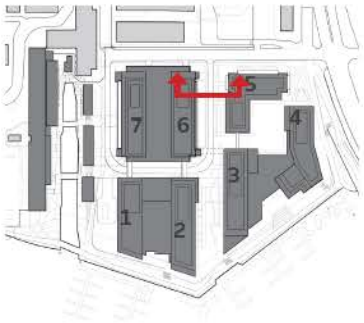
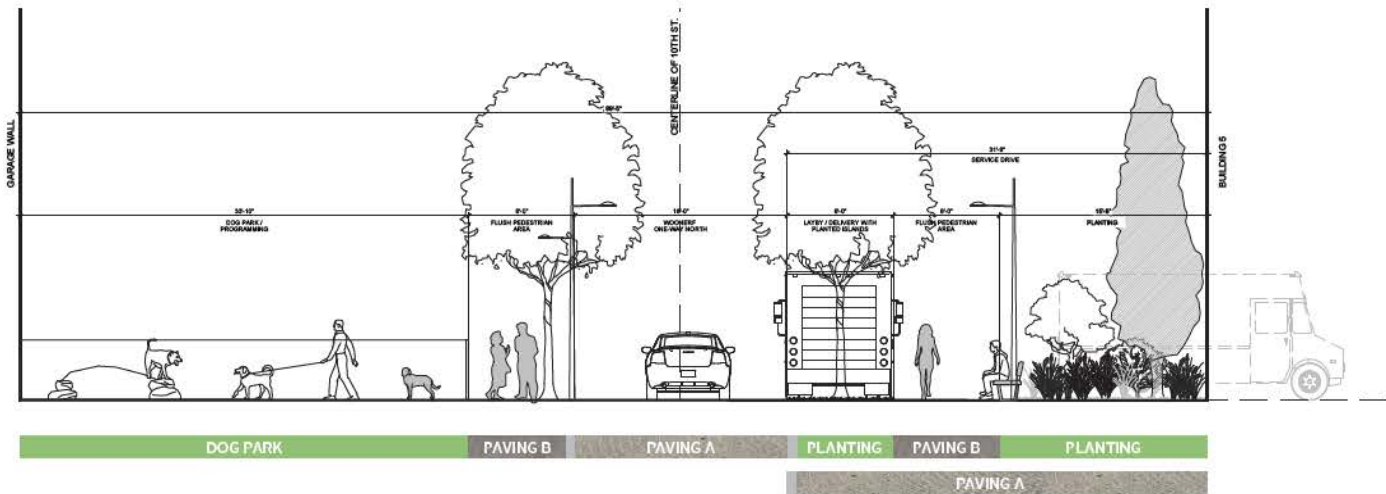
Parsons Avenue also represents the transition from the new construction zone to the Washington Navy Yard NHL. Future refinements to Parsons Avenue will focus on creating a seamless pedestrian experience and reducing visual obstructions between the two zones to reinforce the historic connection.



Streetscape Character 10th Street

STREETSCAPE CHARACTER: 10TH STREET

Continuing the curbless condition from the previous streets, 10th Street will respond to the adjacent residential uses with a greener character with a variety of street trees and landscape zones along with a public amenity space. The large, linear space along the east face of the parking garage is planned for a recreation area



SOUTHEAST CORNER MASTER PLAN | MARCH 2024

Riverwalk Character

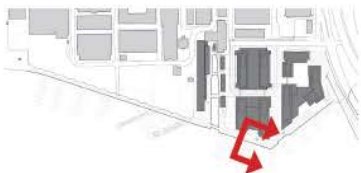
RIVERWALK CHARACTER

To fully demonstrate the character of the site it is important to examine both the cross sections of the vehicular passageways and the pedestrian access points including the character of the Waterfront Zone.

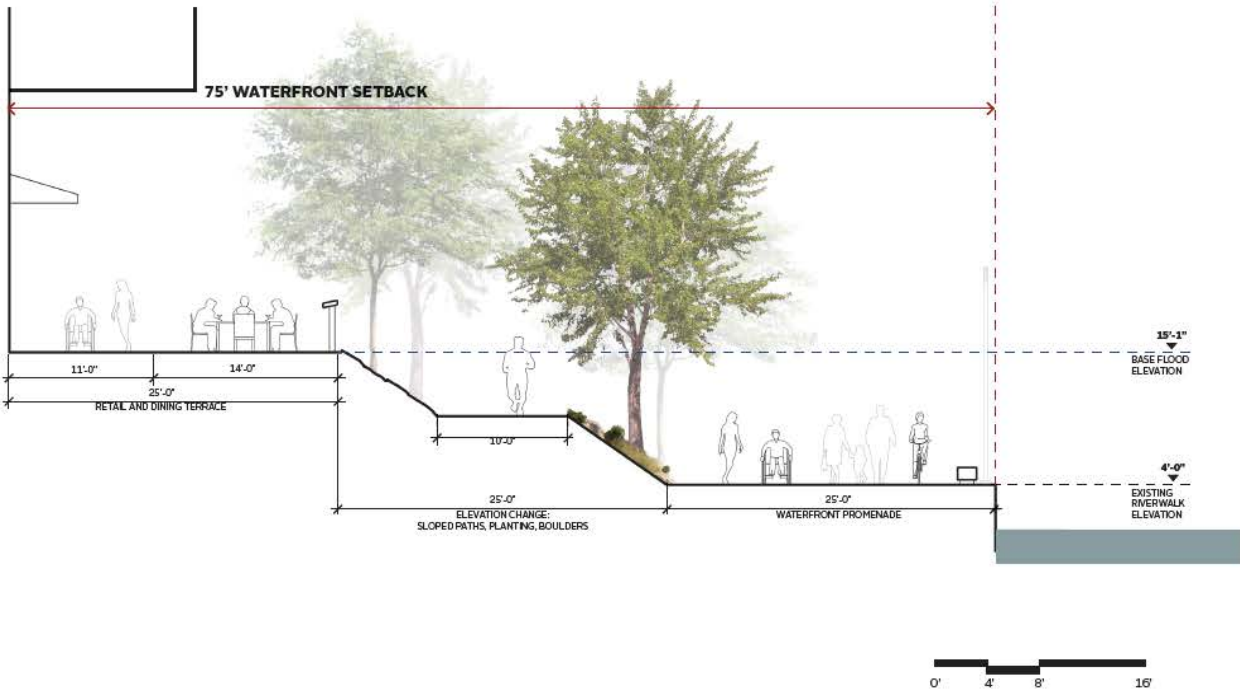
The design of the public realm, including the streets and waterfront, will be designed together to provide for a consistent and understandable character derived from the historic nature of the site balanced against the need for innovative environmental solutions.

Instead of elevating the entire site including the Riverwalk out of the floodplain, creating a physical disconnection and barrier to the Anacostia River, a graded waterfront promenade will be designed to navigate

the elevation change. Two of the goals from the Section 106 process were to “enhance public access to and enjoyment of the site while improving the sense of historic connection between the water and the historic Naval installation” and to “maintain and enhance public access wherever possible.” By incorporating a terraced approach along the promenade, distinct zones can be created that allow for improved connection to the water and opportunities for an enhanced pedestrian and bike experience through an expanded 25’ recreational zone along with riverfront.



SOUTHEAST CORNER MASTER PLAN | MARCH 2024



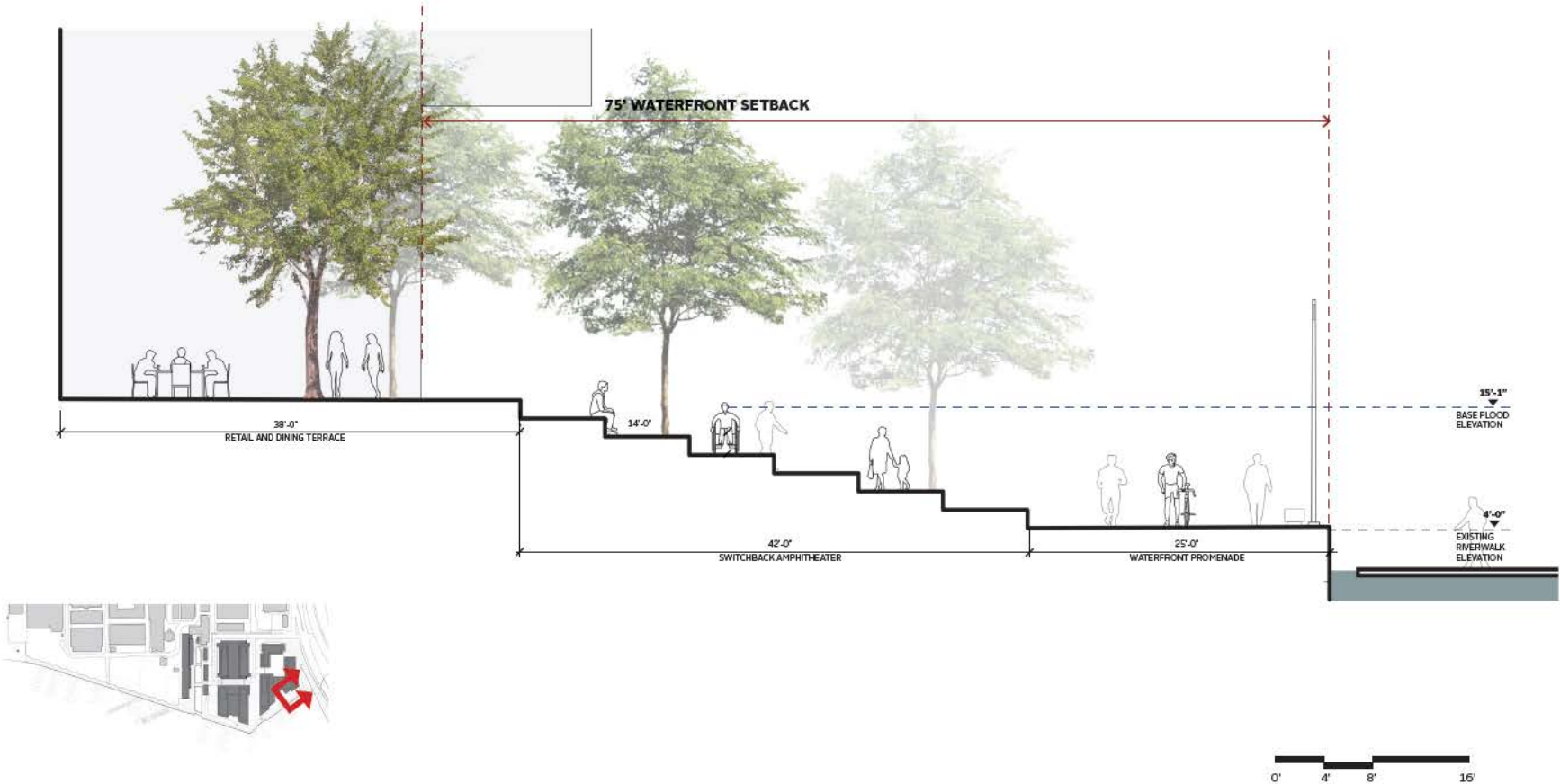
53

Riverwalk Character

RIVERWALK CHARACTER

In some locations, the buildings step back further than the 75' waterfront setback. These ebbs and flows allow for additional terrace space and opportunities for creative landscape elements such as a possible switchback amphitheater. As the design for the waterfront continues,

Navy and Redbrick will also examine opportunities for a more permeable river's edge, with potential incorporation of recreational facilities like a kayak launch, cut into the bulkhead, and the introduction of the natural riparian edge along portions of the waterfront.



SOUTHEAST CORNER MASTER PLAN | MARCH 2024

54

Multimodal Transportation

MULTIMODAL TRANSPORTATION

The multimodal transportation plans for the Southeast Corner were developed in collaboration with project stakeholders including DDOT and the 11th Street Bridge Park. Refinement to the plans will continue as the next phase of planning commences.

The existing structured parking garage, Building 405, will serve as the main location for all vehicle parking for the project. Upgrades to the building will include additional structural supports, lighting, wayfinding, and new vertical transportation elements. The utilization of the existing garage will result in a net decrease of 200 spaces from the existing conditions. In addition to the net reduction in parking spaces, transportation upgrades throughout the garage, site, and on 11th Street will provide residents and visitors with multimodal options that reduce dependency on vehicular travel.

VEHICLE PARKING:

- The project will forward the growth of EV charging infrastructure within the District. Significant amounts of level-2 charging stations will be implemented for residential and retail parking, and a level-3 rapid charging station is being considered.

- At least twenty percent (20%) of the total provided parking spaces, including those parking spaces in the existing parking garage, and excluding any parking spaces within the Southeast Corner dedicated to Federal use, shall have access to electric vehicle charging infrastructure. The infrastructure will include the dedicated electrical capacity to accommodate level-2 charging stations to make the spaces EV Ready as the number of electrical vehicles in use grows.
- At least five (5%) of the total provided parking spaces, including those spaces in the existing parking garage, and excluding any parking spaces within the Southeast Corner dedicated to Federal use, shall have access to electric vehicle charging stations.
- The cumulative total of all parking spaces built within the Southeast Corner, including below-grade, surface, on-street, and above-grade

structured parking, shall not exceed a total of 1,550 parking spaces, inclusive of any spaces dedicated to Federal use within the Southeast Corner (a net decrease of 150 spaces from existing conditions, as determined in coordination with DDOT.)

BICYCLE PARKING:

- Twenty percent (20%) of the long-term bicycle spaces shall have access to electrical sources for charging electrical bikes.
- A minimum of five percent (5%) of the long-term bicycle parking spaces shall be designed for larger sized or over-sized cargo/tandem bikes.
- The number of long-term bicycle parking spaces for residential use shall be one (1) for every 2.5 dwelling unit.

RIVERWALK TRAIL

- The existing Riverwalk will be repaired and upgraded to provide a flat surface for recreational uses.
- A minimum clear path along the waterfront of 14 feet will be maintained as requested by DDOT.
- Redbrick will maintain the Riverwalk for the duration of their lease term, assuring users a safe and comfortable pathway.

MARINA

- Water Taxi Access: The master plan envisions convenient water taxi access, establishing seamless connections between the Southeast Corner and other locations across the DMV.
- Outdoor Recreation Hub: The marina will serve as a vibrant hub for outdoor recreation, offering a variety of activities such as kayaking, paddleboarding, and other waterside leisure pursuits.
- Dockage Facilities: Boasting over 100 slips, the marina will provide extensive docking options for vessels, contributing to a dynamic and bustling waterfront community, and will be designed to accommodate transient dockage.
- Scenic Waterfront Promenade: A thoughtfully crafted waterfront promenade will create an inviting atmosphere, encouraging strolls along the marina's edge, fostering community engagement, and providing breathtaking views of the Anacostia River.

PUBLIC TRANSPORTATION

Public safety will remain a top priority for the development. Some of the potential safety measures include a re-designed bike lane, traffic light, and a new bus shelter on the corner of 11th Street and O St. Navy and Redbrick will continue to work with DDOT and community stakeholders as transportation plans are further developed.

Environmental and Sustainability

ENVIRONMENTAL AND SUSTAINABILITY

STORMWATER

Designing for Changing Climate

Following the guidance of NCPC, the District of Columbia, and related resiliency-focused planning agencies, it is crucial to design for more frequent and intense flooding events. Due to the site's proximity to the Anacostia River, the site is exposed to all three flood types commonly experienced in the District: riverine, coastal, and interior flooding. The proposed development plans for all three types on site, and designs for uninterrupted habitation.

Interior Flooding

Interior flooding is caused primarily by intense storm events that overstress the stormwater management infrastructure. The Southeast Corner development strategy would be designed to fully capture and retain 100% of the stormwater onsite from a rainfall event. The proposed strategy comprises a combination of designed green areas and stormwater cistern collection. The collected stormwater would be used for a combination of mechanical evaporative cooling, irrigation, and other non-potable water and stormwater infrastructure systems.

Streetscapes and areas along the waterfront may include Low Impact Development Approaches (LIDA) such as rain gardens, vegetated swales, porous pavement, and other facilities that can help maximize a site's potential to treat stormwater. These systems and approaches will be designed with additional coordination with DOEE. More detailed design information will be provided to the Commission during the future project design submissions.



Example of a Low Impact Design (LID) and rain garden



SUSTAINABILITY

The Southeast Corner development aims to deliver high-quality residential living seamlessly integrated with the Anacostia Riverwalk Trail system. Primary design goals include transforming the waterfront site for increased public access, regenerating activity along the Anacostia River, and honoring the site's rich Naval history.

Following the District's goals of achieving a 50% reduction of GHG emissions by 2032 and carbon neutrality by 2050, the Southeast Corner will place a heavy emphasis on decarbonization during all phases of its designed lifetime: embodied carbon through construction, occupancy and operation, and end-of-life decommissioning.

All new construction in Southeast Corner is expected to pursue LEED Platinum and ILFI Net Zero Carbon Certification.

DECARBONIZATION

To avoid anticipated climate change scenarios, emissions must be scrutinized in both scale and time. A full Lifecycle Analysis (LCA) model will be conducted for each development phase and used as a tool to help drive reductions in carbon emissions during all phases of the development, including construction, operation, and projected end-of-life decommissioning.

During construction, all emissions generated from the project from material sourcing, transportation, and energy required onsite will be tracked to ensure the project meets its designed reduction goals of embodied carbon. Meeting our designed embodied carbon reductions will be a deciding factor in selecting construction partners. The emissions that the development generates after all the reduction efforts will be offset through carbon offsetting projects.

Whole-building energy use, including all tenant usage, will be closely monitored in real-time to ensure the buildings operate efficiently as designed. The energy use will be verified by a third-party and reported to ILFI for certification purposes and to DOEE for meeting benchmarking requirements.

MASS TIMBER STRUCTURES

Several new construction buildings in the development are currently envisioned using a mass timber structural system, to replace traditional structural materials like steel and concrete with carbon-sequestering timber. The mass timber will drive major reductions in embodied carbon, as well as potentially receive credit for the biogenic carbon of the forested timber. All timber used for the project will be harvested from sustainably managed forest areas. Timber suppliers will be specifically selected for their ability to manage and document their entire carbon cycle emissions from raw timber extractions through delivery of the fabricated mass timber components onsite.

POTENTIAL SWEE SYSTEM

A potential Sewage Wastewater Energy Exchange (SWEE) system is being explored on a community scale. If implemented, the system would use the local wastewater as a heat sink for all thermal loads in the development. The system would work similarly to the SWEE systems installed at the headquarters buildings of both DC Water and the American Geophysical Union. Initial data suggests the SWEE could reduce the thermal energy use of the development by 33% or greater. Coordination with DC Water on the feasibility of this system is ongoing.

REDBRICK'S COMMITMENT TO DIFFERENTIATION THROUGH DECARBONIZATION: CASE STUDY

The Bridge District Phase 1 is the first phase of The Bridge District, a 2.5 million SF development in Ward 8 adjacent to the Anacostia Metro. The first building in the Bridge District, the Douglass is under construction and anticipated to be completed in 2025.

The Douglass is the largest multifamily building in the world to pursue ILFI Zero Carbon Certification and is also pursuing LEED Platinum (v4.0 BD+C). Once complete, the 757-unit multifamily residential building will be one of the most sustainable housing options for District residents. The project is currently tracking heavy reductions in both embodied and operational carbon emissions, which was a primary focus of the development.

Future phases of the Bridge District and the Southeast Corner project will seek even greater carbon reductions by combining the lessons learned at the Douglass with new systems and innovations such as mass timber. Each project in Redbrick's development pipeline contains a commitment to sustainability as a central ethos to the future of the site planning.

Community Engagement

COMMUNITY ENGAGEMENT

Throughout the NEPA EIS and Section 106 processes for the Land Exchange the Navy engaged with a wide range of community stakeholders and government agencies, gathering the data and input that was used to inform the Navy's decision and later used to create the Southeast Corner Master Plan.. The full scope of Navy's engagement process can be found in Appendix C: Public and Agency Participation and Intergovernmental Coordination Material.

Following the approval of the Southeast Corner Master Plan, Redbrick will take the lead on future stakeholder engagement and community involvement. Redbrick's involvement will continue through the lifecycle of the project from plan refinement to construction, to project opening and extending beyond to operations. Redbrick is committed to continuing to partner with and engage community members to share project plans and updates, as well as capture critical feedback that will inform the plans for the Southeast Corner through each project phase.

Through the firm's Director of Community Engagement, Redbrick will develop a comprehensive Strategic Engagement Model [with specific, measurable, actionable, and time-specific goals] designed to educate and inform stakeholders about the project as well as (and where appropriate) invite stakeholders to provide input on project designs, retailers, placemaking, and more. In addition, Redbrick will seek to learn more about

stakeholders' goals and priorities to create alignment with the project and deliver maximum community benefits.

Strategic Engagement Model will include:

- Outreach – to educate and inform; provide updates; define critical community stakeholders for the project; to receive communication.
- Listening – to capture feedback from stakeholders; noting concern and committing to consider ways/partners to solve.
- Engage – to leverage business and community partners to address community needs and aspirations.
- Partner – to provide outreach to local businesses regarding economic opportunities for participation and event programming.
- Co-create – to identify opportunities for community stakeholders to be part of the planning, programming, workforce, etc.
- Implement and Evaluate – to execute community-inspired/co-lead ideas and opportunities;

assess outcomes and measure impact on project and community.

- Feedback – to continuously update community stakeholders on plans and progress and to close the feedback loop(s) as needed.
- Redbrick will make modifications to its final Strategic Engagement Model to adjust in real-time following community input and insights.
- In general, the plan shall include hosting public forums/meetings, presenting at Advisory Neighborhood Commission (ANC) meetings and other key community meetings and events, conducting site tours with community stakeholders, and administering surveys.
- Redbrick will also explore creating a community-oriented landing page for the project to share project milestones and updates along with other news.



Community Engagement

COMMUNITY ENGAGEMENT

Redbrick believes there is a tremendous opportunity to partner with the 11th Street Bridge Park, with their consent, as the plans for the Southeast Corner advance. Redbrick has identified three key areas where that coordination can begin, although more opportunities are expected to be found.

11TH STREET BRIDGE PARK FUTURE ENGAGEMENT OPPORTUNITIES

- Design refinement of the ground plane – the roughly 1-acre space along the Anacostia River between both projects can be designed to fit the needs of the visitors to both projects. Redbrick plans on holding a design charrette with key

stakeholders to build consensus on a design and formalize a vision for the public space once a fence no longer acts as a barrier between the sites.

- Interpretive display and storytelling – A central component to the planning of the Southeast Corner is to honor the rich history of the Navy

through the display of interpretive art and artifacts. The project teams have the opportunity to create a comprehensive interpretive program that would allow for the continuation of storytelling as visitors navigate between the projects.

- Programming and community engagement – Collaboration on educational and community focused events will provide more opportunities for visitors and residents to engage with the neighborhood around them. Select events and programming can be planned together to

strengthen the community impact.

- Redbrick is committed to future public engagement with the community, the local government (DOEE, DDOT, DOB, etc.), the federal government (Navy, NCPD, CFA, NPS), the Capitol Riverfront BID, ANCs, the 11th Street Park Bridge, and other stakeholders who will contribute to making the shared vision of the Southeast Corner a reality.



SOUTHEAST CORNER MASTER PLAN | MARCH 2024



60

Proffers and Commitments

PROFFERS AND COMMITMENTS

The following Proffers and Commitments Appendix encapsulates the core commitments outlined in the Southeast Corner Master Plan. This comprehensive compilation covers various aspects of the project such as sustainability, public spaces, and ongoing collaborative partnerships.



SOUTHEAST CORNER MASTER PLAN | MARCH 2024

SUSTAINABILITY COMMITMENTS

A dual commitment to pursue Leadership in Energy and Environmental Design (LEED) certification and pursue Net Zero carbon emissions within the development. These commitments underscore a dedication to sustainable and eco-friendly building practices, as well as an emphasis on energy-efficient design and the integration of renewable energy sources.

ONGOING COORDINATION WITH STAKEHOLDERS AND AGENCIES

A commitment to engage proactively with various stakeholders and governmental agencies throughout the planning, development, and implementation stages, ensuring a collaborative and inclusive approach. This commitment emphasizes ongoing coordination with the Department of Energy and Environment (DOEE), District Department of Transportation (DDOT), DC Office of Planning (DC OP), and other relevant entities as the development plans is further refined. This commitment ensures alignment with city-wide policies, regulatory requirements, and collaborative urban development efforts.

AFFORDABLE HOUSING COMMITMENT

The development will participate in the District's Inclusionary Housing Program and set aside 8 percent of the rental units for affordable housing, based on 60 percent median family income. In support of Navy's goal of providing homeownership opportunities for service

members, 8 percent of the for-sale units will be made available for sale to disabled US veterans. Veterans with a Department of Veterans Affairs Disability Rating of 50% or greater who have been honorably discharged from the military will be eligible to participate in the program.

STREAMLINED PERMITTING

Navy, the Department of Buildings (DOB) and Redbrick have been working collaboratively together to create a streamlined process for the permitting of the Southeast Corner while the project is being developed under a ground lease and thus under federal control and jurisdiction. The process outlined by Navy and Redbrick, with the cooperation of DOB, will incorporate the approved Southeast Corner Master Plan as the guiding document that governs the land use within the site. Project submissions will also adhere, and be reviewed and approved against, the prevailing Building, Construction and Energy codes to assure the development meets District standards.

MAINTENANCE OF RIVERWALK TRAIL, PIERS, AND PUBLIC SPACES

A commitment to the ongoing maintenance and preservation of essential elements, including the Riverwalk Trail, piers, and publicly accessible spaces, contributing to the overall enhancement of the project's public realm.

Proffers and Commitments

PROFFERS AND COMMITMENTS

COORDINATION WITH 11TH STREET BRIDGE PARK

A commitment to work collaboratively with the 11th Street Bridge Park team to ensure seamless integration and cohesion between the two projects. This includes the development of a beautiful and well-designed ground plane, as well as the implementation of collaborative programming initiatives that enhance the overall experience for the community and visitors alike. This commitment underscores the importance of fostering synergy between the Southeast Corner Master Plan and the 11th Street Bridge Park for the benefit of both projects and the surrounding area.

TRANSPORTATION AND PARKING COMMITMENTS

Bicycle Infrastructure: The master plan includes commitments to robust bicycle infrastructure, promoting a sustainable and accessible mode of transportation. This involves the incorporation of designated bike lanes, secure parking facilities, and amenities that encourage cycling within the development.

Public Transportation: The project commits to fostering convenient access to public transportation. This includes coordination with local transit authorities to ensure that the site is well-connected to existing transit networks, promoting the use of public transport and reducing reliance on private vehicles.

Electric Charging Infrastructure:

Anticipating the growing need for electric vehicles (EVs), the master plan incorporates a commitment to provide ample electric charging stations for both bikes and cars. This aligns with sustainability goals and supports the transition to cleaner and greener transportation options.

Parking: In alignment with sustainable urban development principles, the Southeast Corner Master Plan is committed to a thoughtful and responsible approach to parking. The project will limit its total parking to approximately 1,550 spaces, a net reduction from the current number of parking spaces despite delivering up to 1,700 new residences, 100,000 square feet of retail and a hotel.

TRAFFIC MANAGEMENT COMMITMENT

Recognizing the importance of effective traffic management for the overall success of the Southeast Corner Master Plan, the project is committed to working closely with the District Department of Transportation (DDOT) to develop and implement comprehensive traffic solutions. Our commitment extends beyond mere compliance, as we understand the critical role traffic plays in the overall urban experience. This commitment ensures that the Southeast Corner not only adheres to regulatory requirements but strives to contribute positively to the broader transportation network and community well-being.

PUBLIC INFRASTRUCTURE ENHANCEMENT COMMITMENT

The Southeast Corner Master Plan places a strong emphasis on enhancing public infrastructure to contribute positively to the surrounding community. As part of this commitment, the project will coordinate with the District Department of Transportation (DDOT) to implement various public upgrades, including the installation of a new bus shelter on 11th Street. Beyond this specific improvement, the project team is dedicated to exploring and implementing additional enhancements that align with DDOT's goals for improved public spaces and transit accessibility. This commitment underscores our proactive approach to elevating the overall urban environment, with a focus on providing meaningful and sustainable upgrades for the community's benefit.

COMMUNITY ENGAGEMENT COMMITMENT

The commitment to community involvement goes beyond mere acknowledgment; it's about actively engaging with the local neighbors. As the project moves into the next phase, there's eagerness to work hand-in-hand with the community, fostering open communication through town halls, interactive workshops, and ongoing dialogues. These platforms won't just hear the community's insights—they'll play a crucial role in shaping the vibrant future of the Southeast Corner.



SOUTHEAST CORNER MASTER PLAN | MARCH 2024