



# NAVY YARD EAST PROJECT

Project update

1/17/2025

# AGENDA

## I. Introductions

## II. Property Information and Background

- A. Property is the at southeast corner of the Navy Yard, owned by the Navy; ground leased by Redbrick LMD
- B. Federal Section 106 Programmatic Agreement
- C. NEPA Record of Decision
- D. MOU between DC, NCPC and Navy
- E. Z.C. Case No. 23-27
  - a. Proposed Action – December 12, 2024
  - b. Notice of Proposed Rulemaking – January 24, 2025 Register

## III. New Zone and Development Plans

- A. New “Navy Yard East” Zone
  - a. 130’ Height; 7.0 FAR (8.0 FAR with ZC review + residential)
  - b. Requires Zoning Commission Design Review
- B. New Construction – Multiple mixed use riverfront buildings
- C. Renovation of historic resources
- D. Project will progress in phases
- E. Met with Z.A. on 2/22/24; received determinations on 3/22/22 and 5/20/22

## IV. Record Lot and Approach

- A. Single record lot – Square 955, Lot 6 (628,795 SF)
- B. Property has limited public street frontage; east side with frontage on 11<sup>th</sup> Street/I-695
- C. Use of C-302.4 – multiple buildings on one record lot

## V. Reconfirm Maximum Allowable Building Height and Configuration

- A. Frontage on 11<sup>th</sup> Street where joined with I-695 (>110’ collectively) – Reconfirm this allows a height of 130’ under the Height Act on record lot
- B. Building connections not required on record lot

## VI. Reconfirm Location of BHMP

- A. Confirm location at midpoint along 11<sup>th</sup> Street frontage for entirety of record lot
- B. Section B-307.7 – location at edge of record lot along 11<sup>th</sup> Street/I-695

## VII. Conclusion

# EXISTING CONDITIONS

Since the last ZA update in February 2022, the following milestones have been achieved: 1) Execution of a Programmatic Agreement completing the Federal Section 106 process, 2) A Record of Decision completing the NEPA process, 3) Execution of a MOU on Land Use between the District, NCPC and the Navy, 4) Formal approval of the Master Plan by NCPC, 5) Zoning Commission unanimously approved Proposed Action to advance the Zoning Text and Map Amendment at the December 2024 public hearing



NAVY YARD EAST MASTER PLAN | AUGUST 2023

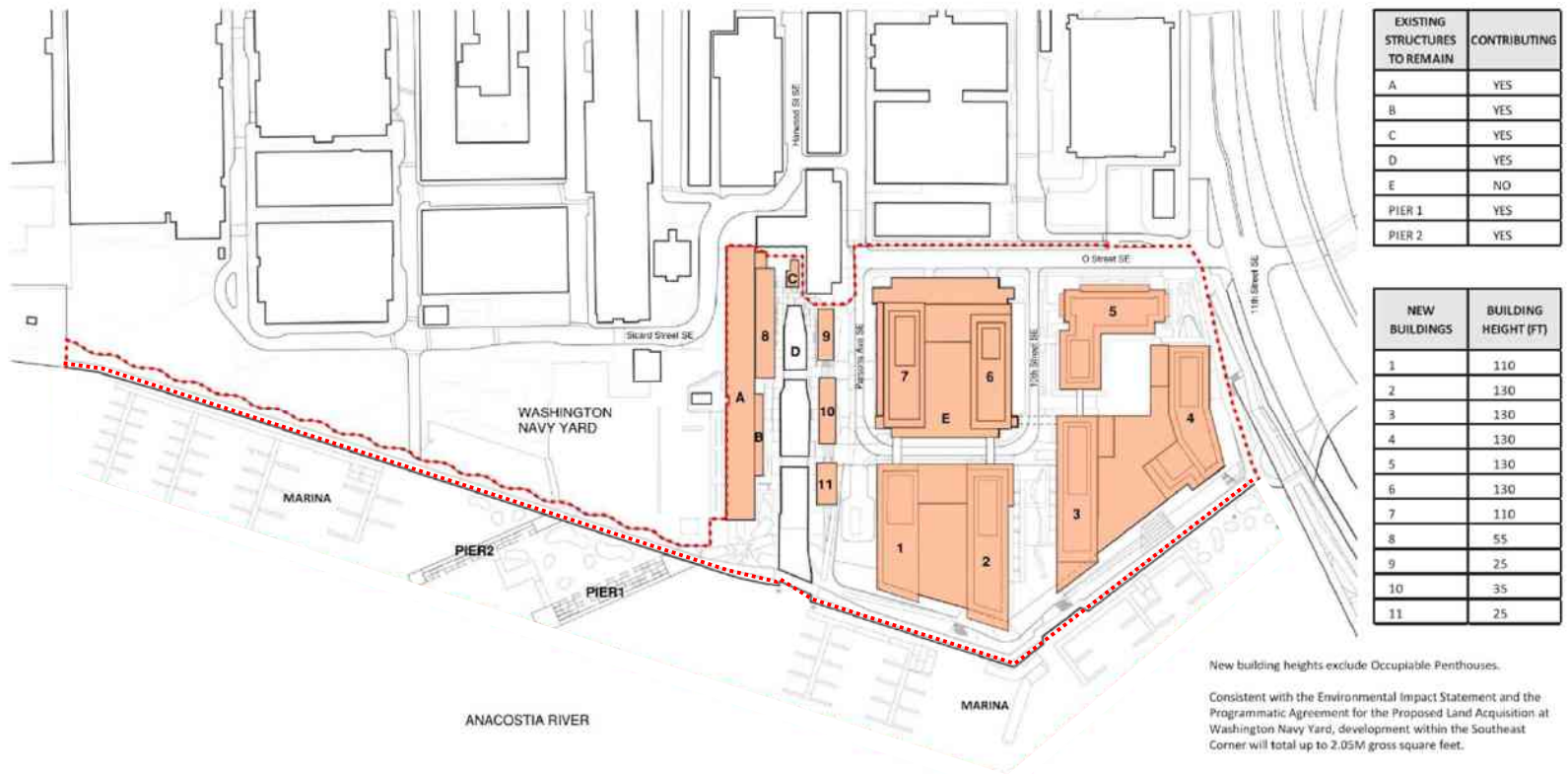
# MASTER PLAN

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.



# BUILDING HEIGHTS ALONG THE WATERFRONT

Highlighted buildings are within a 1-mile radius of Navy Yard East. The heights of buildings in Navy Yard East are consistent with development patterns along the southeast waterfront.



# LAND USE

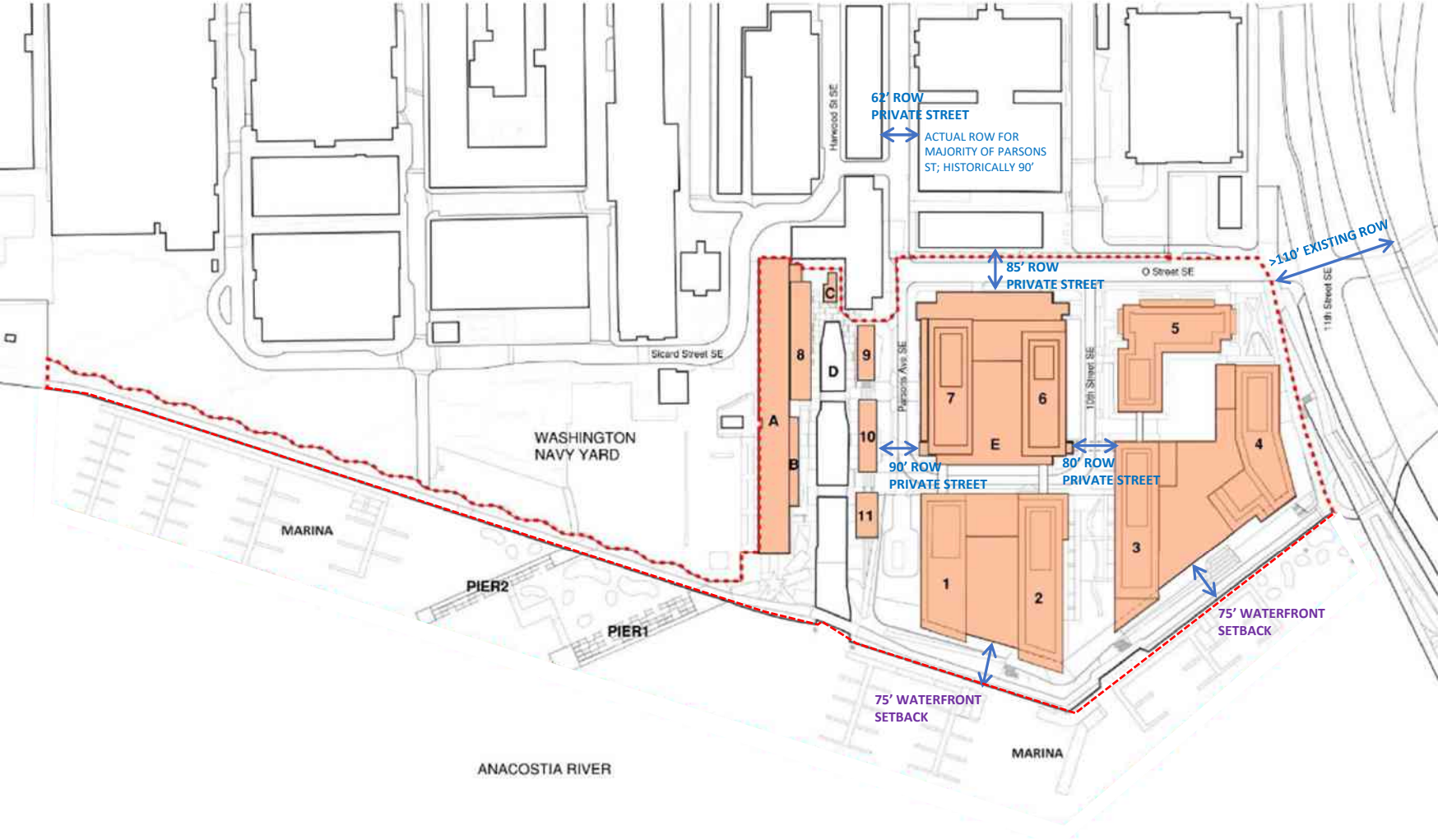
As evaluated in the Final Environmental Impact Statement, the proposed development in the WNY Southeast Corner will include up to 2.05 million square feet of development with a mixture of uses including retail, residential, hospitality, cultural and recreational spaces. Up to 1,700 new

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.



# SITE PLAN WITH ROW WIDTHS



EXISTING STRUCTURES TO REMAIN	CONTRIBUTING
A	YES
B	YES
C	YES
D	YES
E	NO
PIER 1	YES
PIER 2	YES

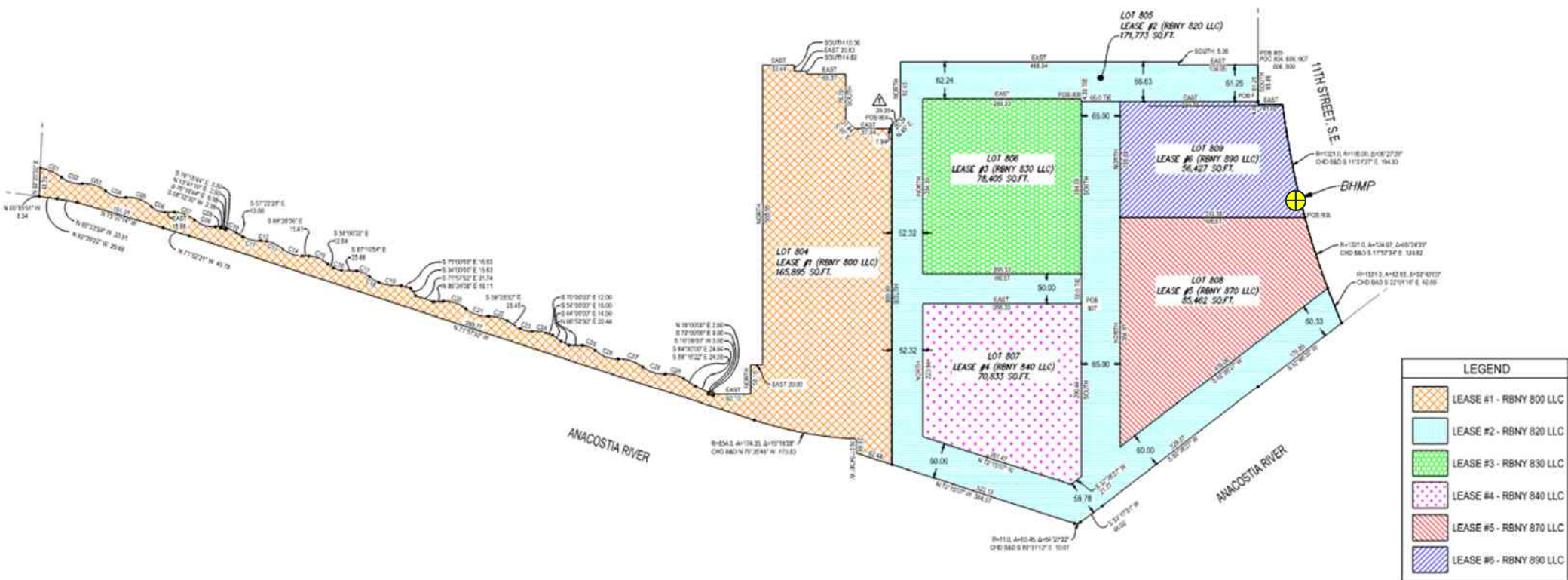
NEW BUILDINGS	BUILDING HEIGHT (FT)
1	110
2	130
3	130
4	130
5	130
6	130
7	110
8	55
9	25
10	35
11	25

# RECORD LOT & BHMP

The record lot largely follows the boundary of the lease premises.



# RECORD LOT & BHMP



# PREVIOUS DETERMINATION

05/20/2022

Matt Le Grant confirmed the following :

- As shown on the site plan, it would be possible to develop the Navy Yard East site with a single record lot, as outlined in blue, with multiple buildings on the single lot, without a physical above grade connection between those buildings, each of which could be built to 130 feet in height under the Height Act utilizing the 11<sup>th</sup> Street frontage and the building height measuring point approximately shown on the attached, assuming the zoning established for the site allows such height.

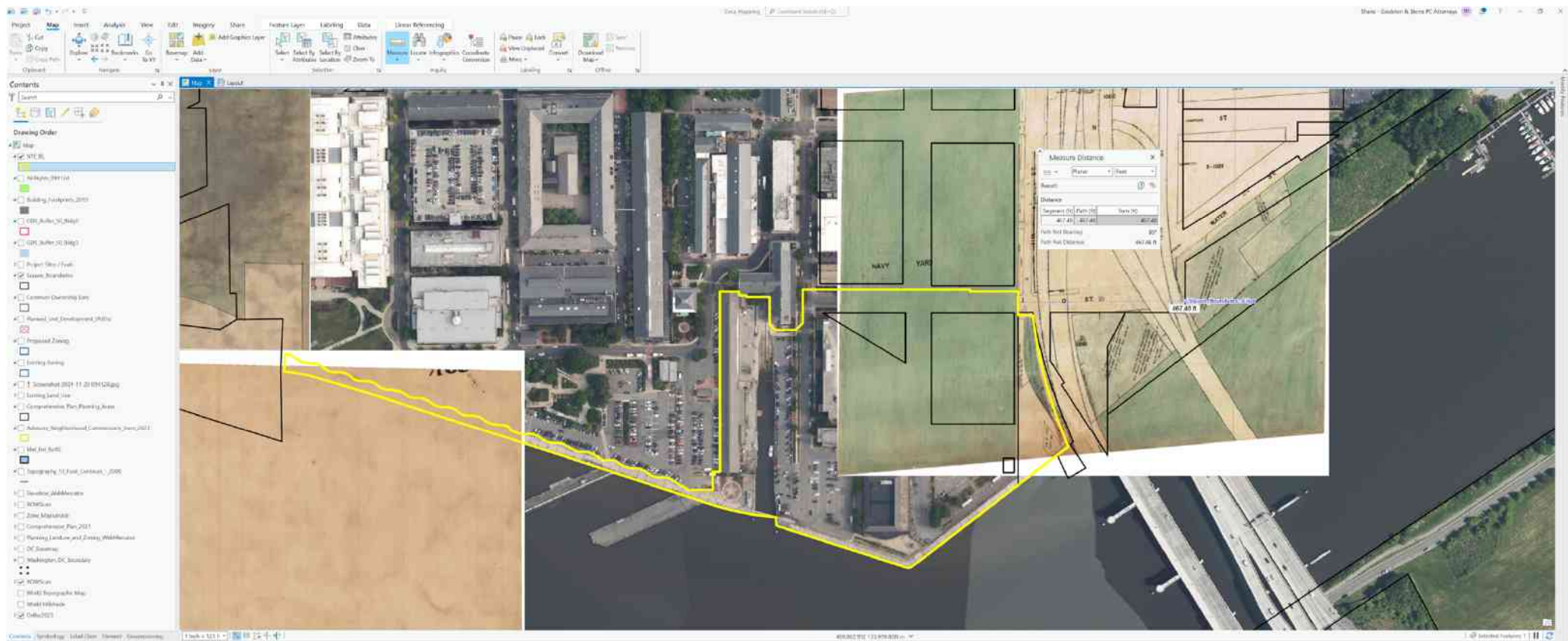
The Text and Map Amendment for Navy Yard East Zone established that the maximum permitted building height, not including a penthouse or rooftop structure, shall be the allowable height under the Height Act (130') except for Buildings 68, 70, and 123 where no additional height is permitted, and along Parsons Avenue, where structures are not permitted in excess of 110'. The height restrictions in the NHL and on Parsons Ave were derived from the Section 106 process and documented in the Programmatic Agreement



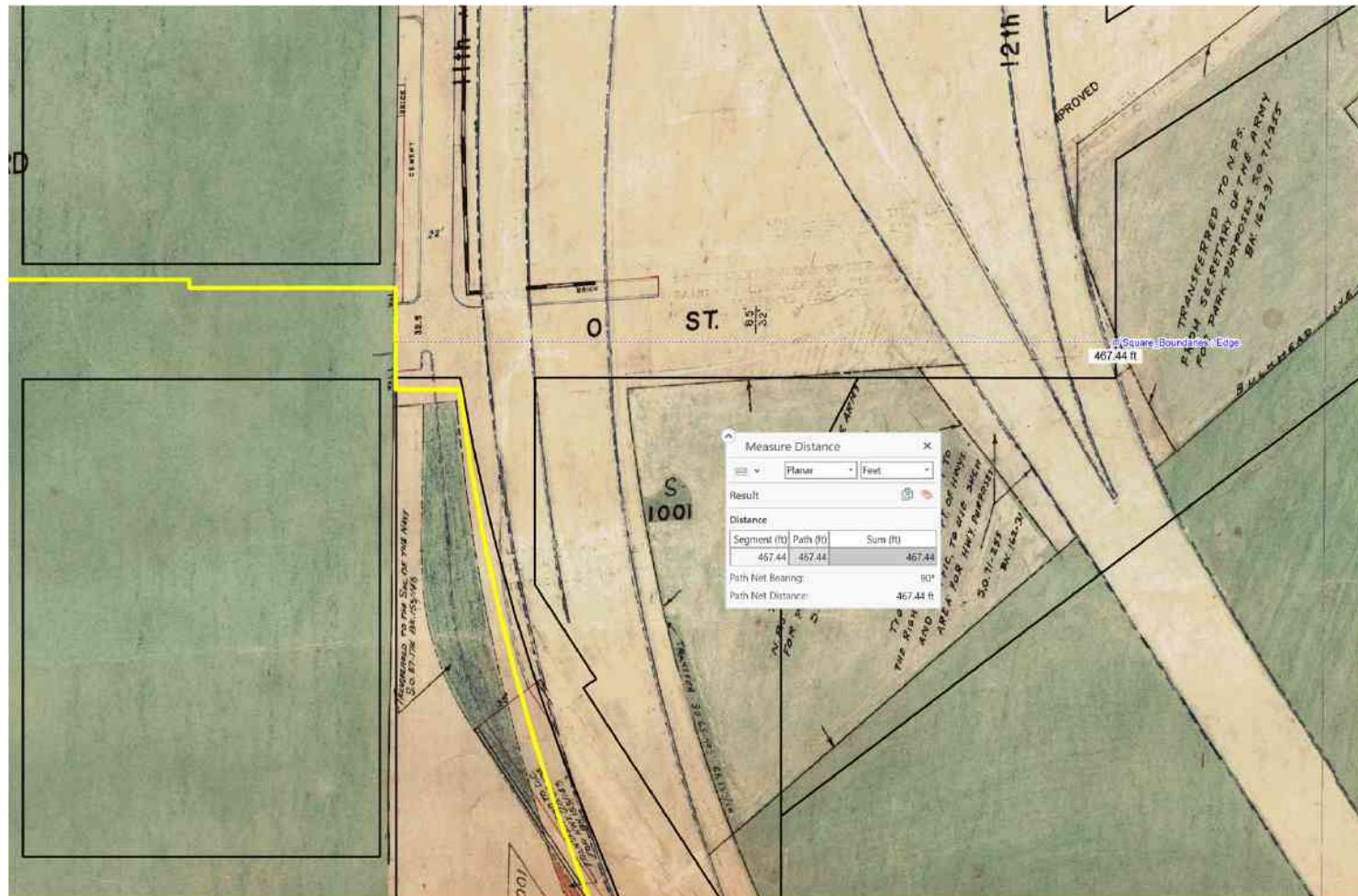
● Existing structures in the NHL

— Parson Ave frontage

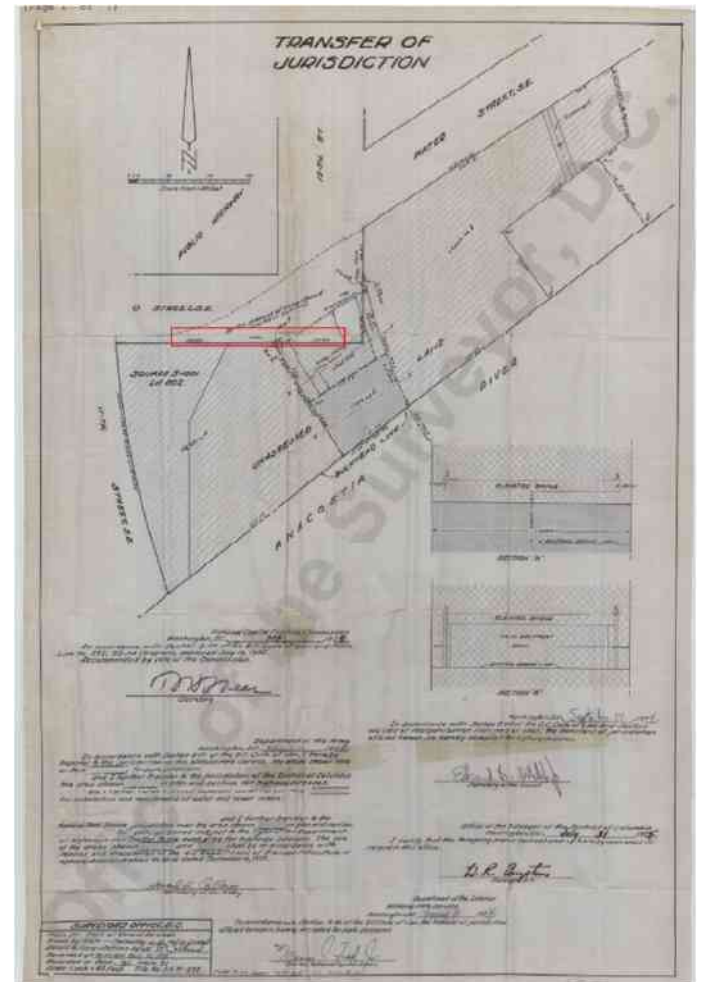
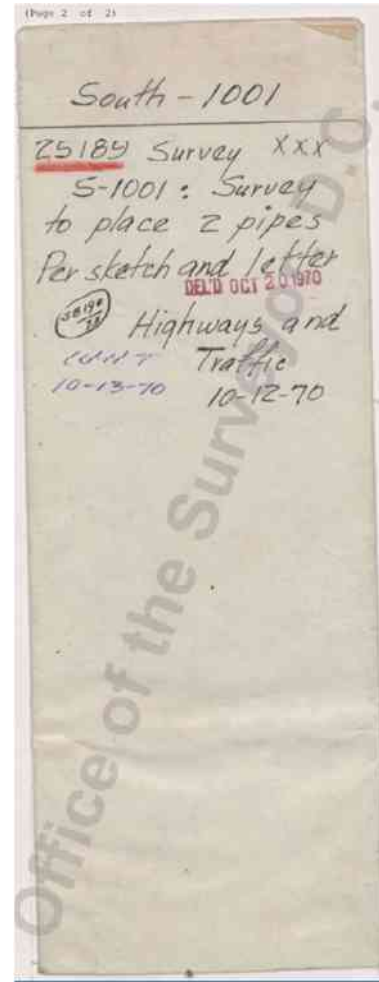
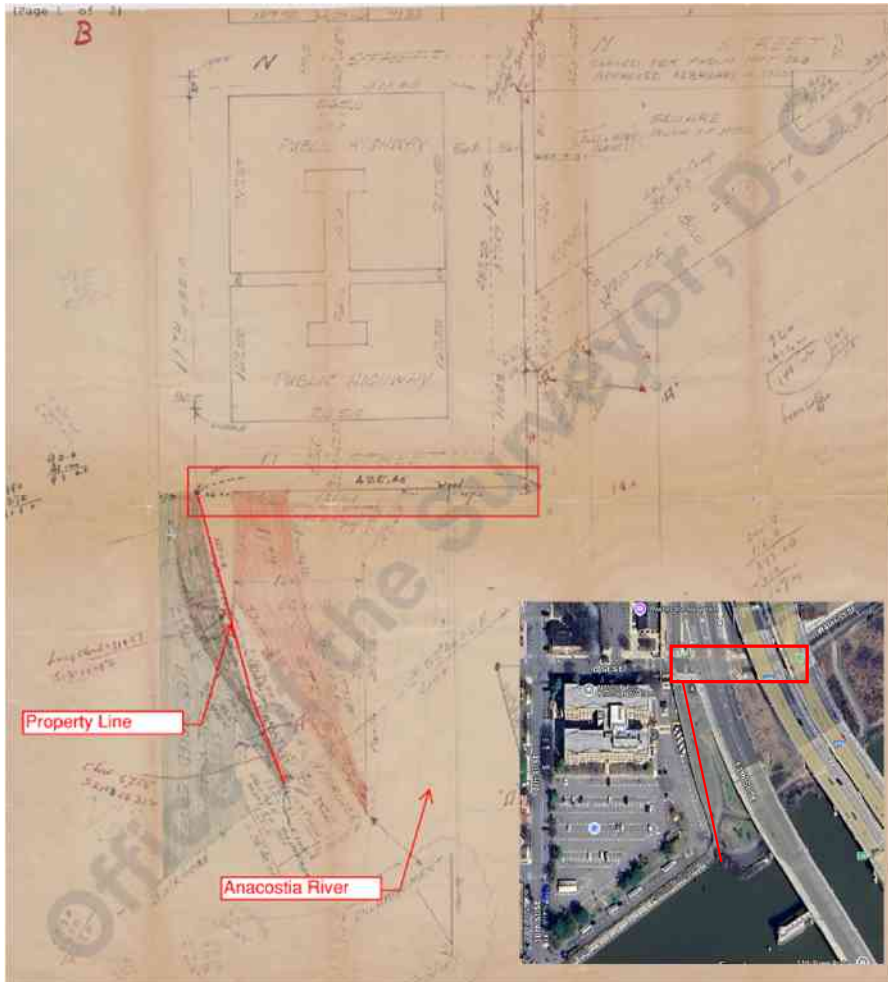
# EXISTING RIGHT-OF-WAY INFORMATION



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# HISTORIC INFORMATION



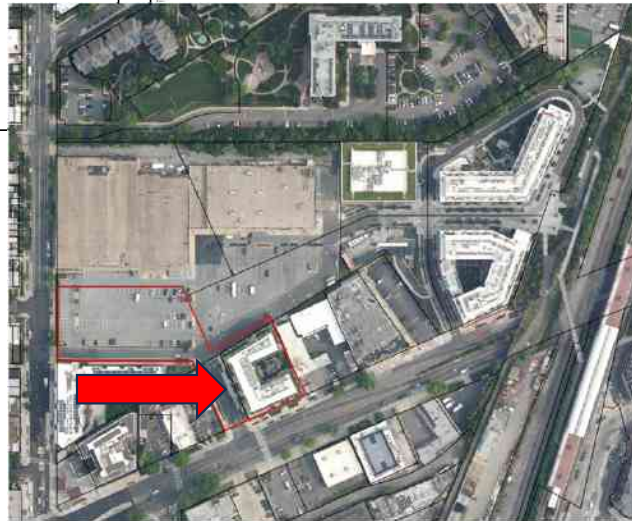
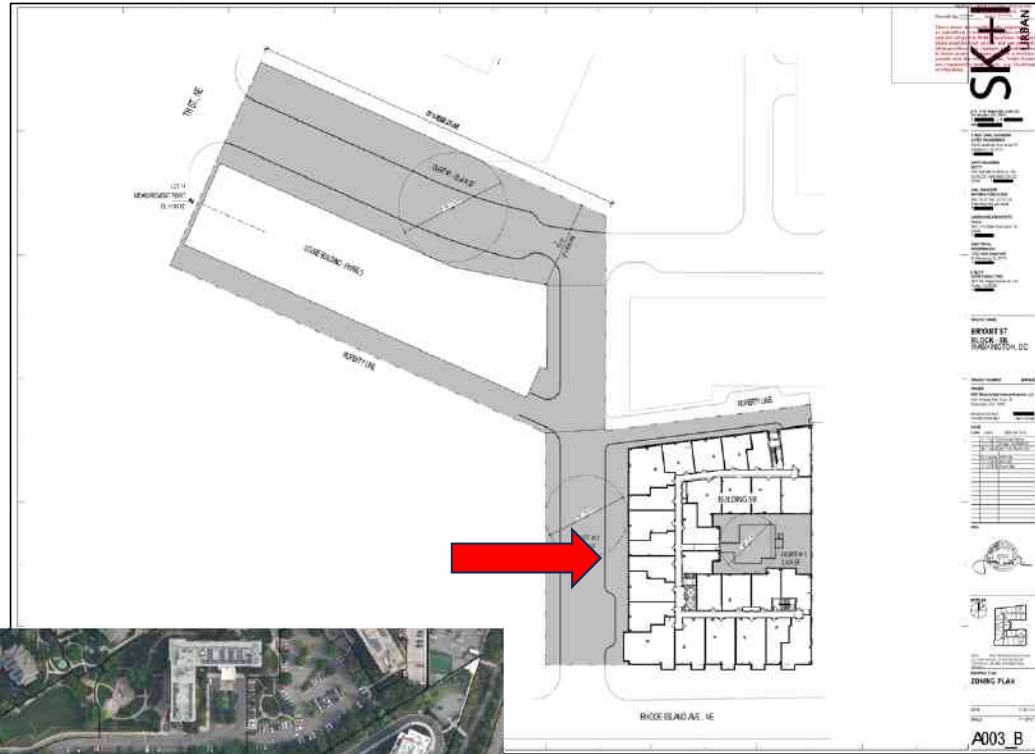
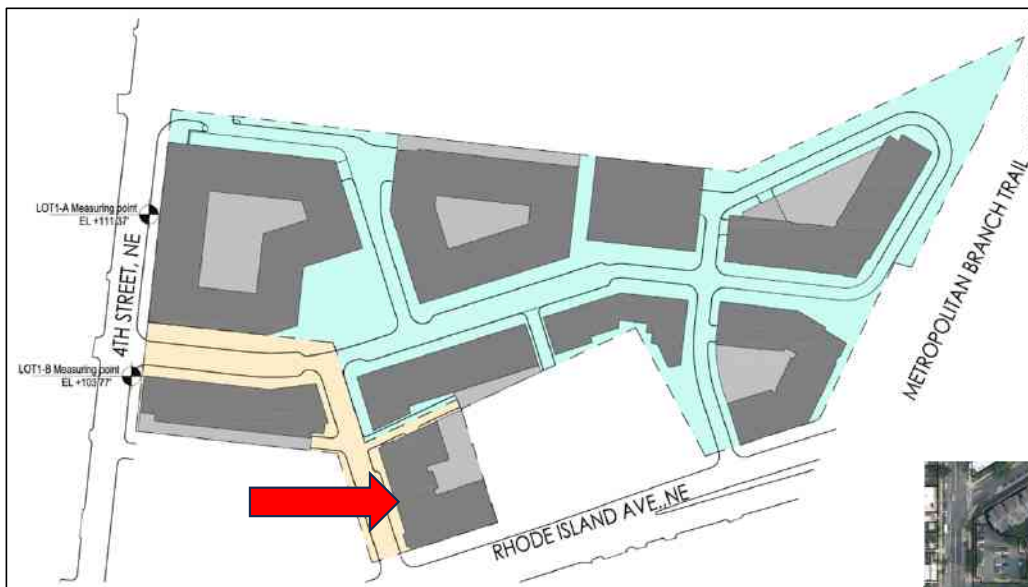
# CONSTRUCTED PRECEDENT

City Ridge



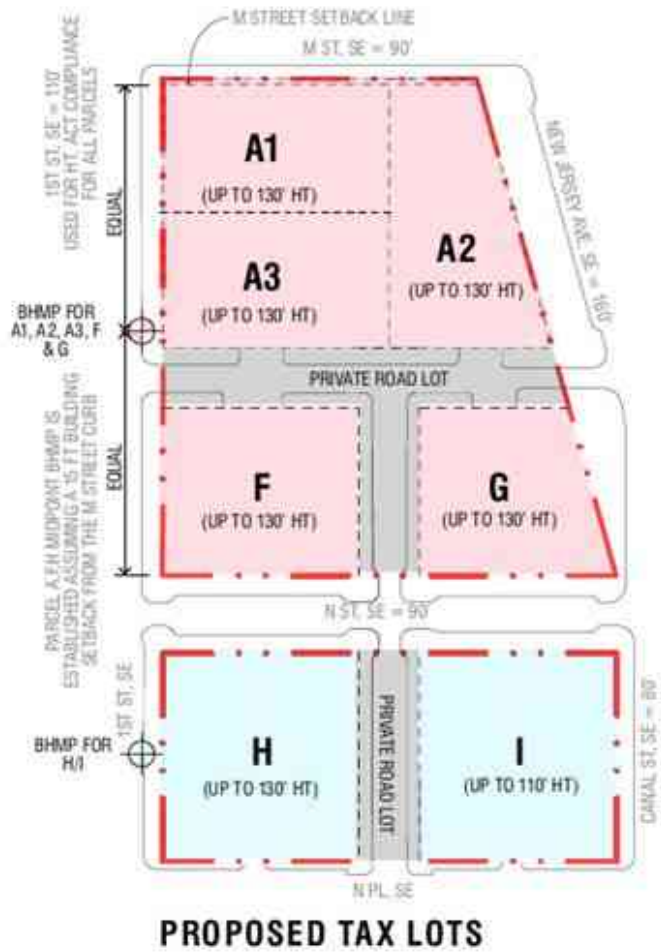
# CONSTRUCTED PRECEDENT

Bryant Street



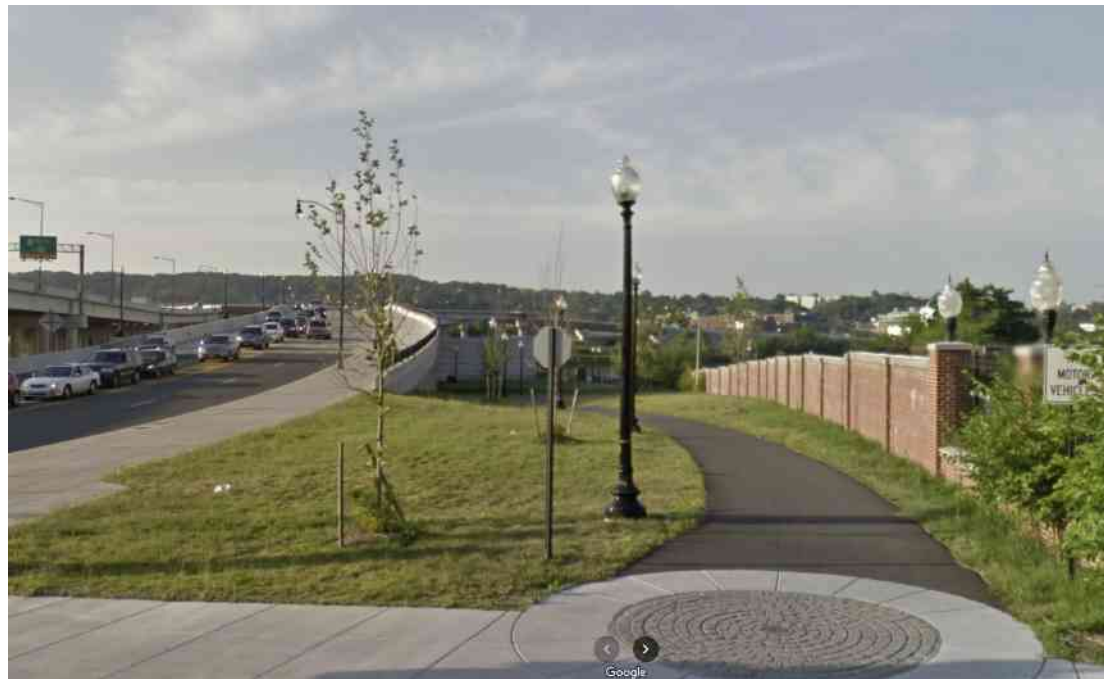
# CONSTRUCTED PRECEDENT

The Yards (1300 Yards Place SE and 1275 NJ Ave SE)



Edge of the public street right-of-way along the east side of the O  
Parcels area

Existing Condition

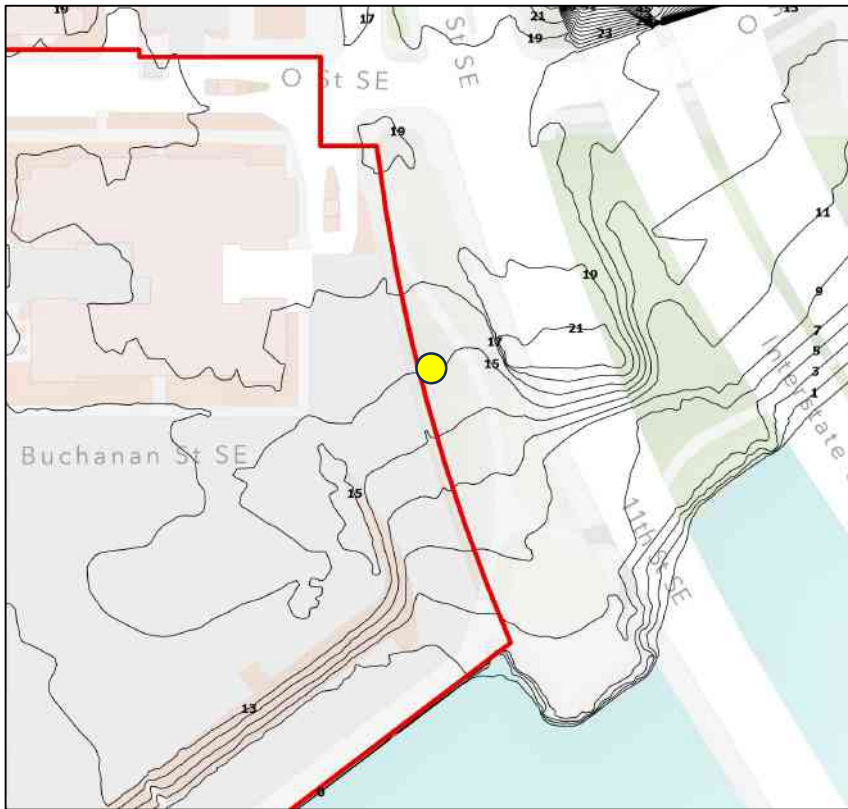


2011



# Logical continuation of 11<sup>th</sup> Street as it extends toward the Anacostia River





Existing Topography (2024)

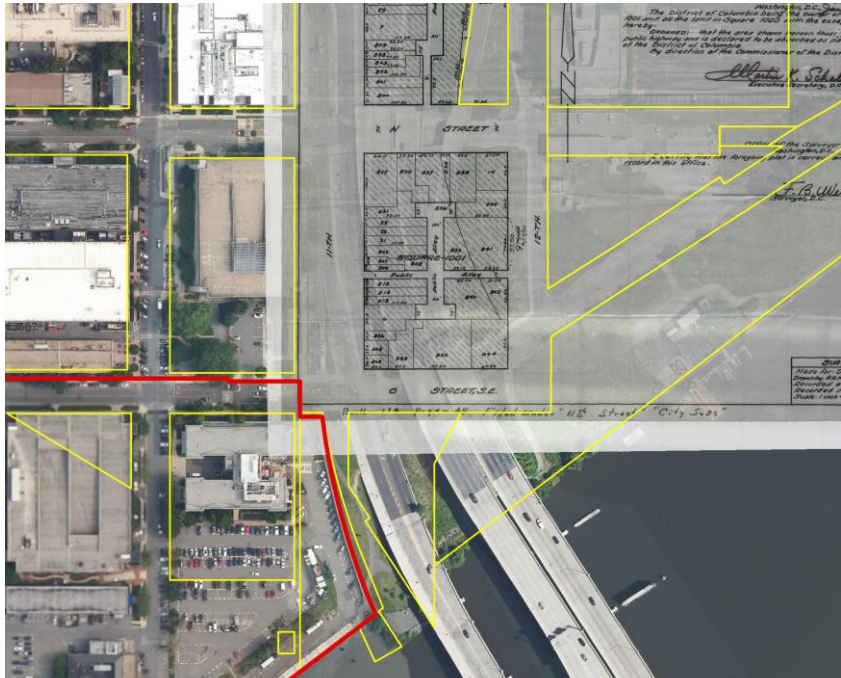
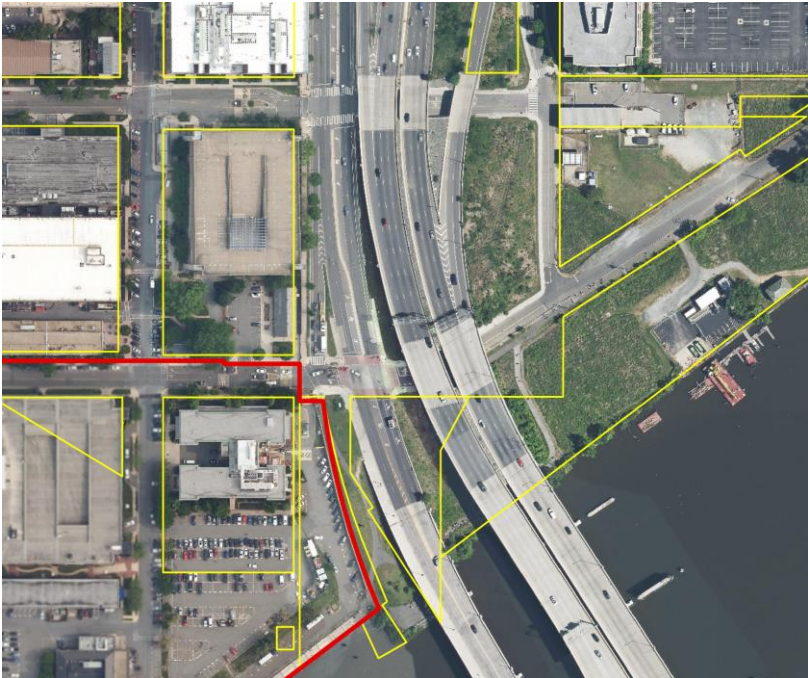
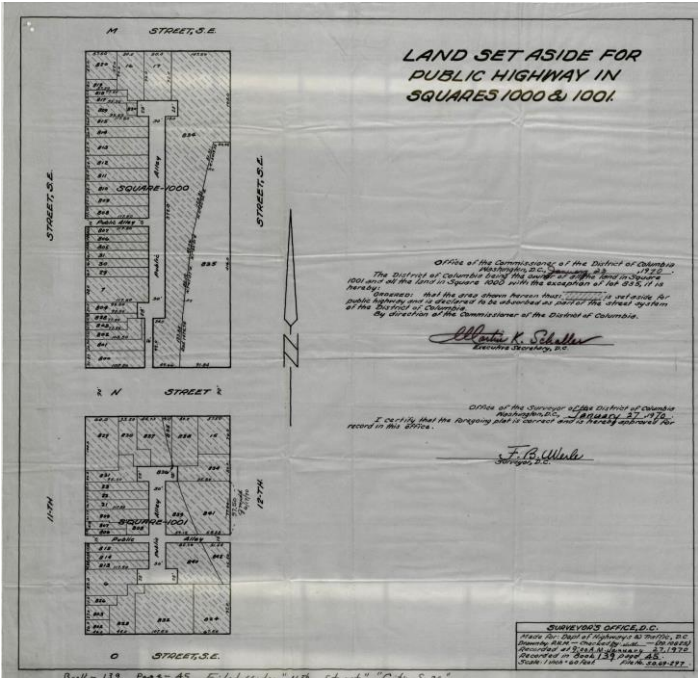
Approx. elevation at BHMP: 15 feet

Source: DC GIS

[https://opendata.dc.gov/datasets/a9a645b3e946495aaca6a73851012651\\_23/explore](https://opendata.dc.gov/datasets/a9a645b3e946495aaca6a73851012651_23/explore)

# Street Width

- The HBA states “(a) No building shall be erected, altered, or raised in the District of Columbia in any manner so as to exceed in height above the sidewalk the width of the street, avenue, or highway in its front, increased by 20 feet;”
- The HBA does not define “street,” “avenue” or “highway”
- The Zoning Regulations define street as “A public highway designated as a street, avenue, or road on the records of the Surveyor of the District of Columbia. “
- The “street” along the east side of the O Parcels varies in width. In such instances, prior ZA determinations has allowed the widest part of the street right of way to be used for purposes of HBA compliance.
- Public right-of-way of the freeway was created in 1970 per highway dedication plat. The majority of land in Squares 1000 and 1001 between 11<sup>th</sup> and 12<sup>th</sup> Streets was dedicated for highway purposes. At that time, the width of the right-of-way adjacent to the O Parcels was established at approx. 468 feet
- Public data shows a singular right of way that contains multiple roadways and other improvements.



# Street Width

- This is similar to:
  - K Street NW - which contains a main roadway, two service lanes, and two medians within a singular right-of-way that is approx. 150 feet wide
  - Pennsylvania Avenue SE – which contains two main roadways and a center median within a singular right-of-way that is approx. 160 feet wide.
  - 9<sup>th</sup> Street SW – which contains a highway ramp, two surface roadways, and a park within a singular right-of-way that is approx. 140 feet wide.

