

An aerial photograph of a city, likely Washington D.C., showing a dense urban landscape with numerous buildings and streets. The image is overlaid with a semi-transparent blue filter. A dark blue rectangular box is positioned in the lower half of the image, containing white text.

# **WASHINGTON NAVY YARD SOUTHEAST CORNER MASTER PLAN**

# BACKGROUND

The Navy is obtaining approximately 6 acres of land at the Southeast Federal Center E Parcels (E Parcels) to improve the antiterrorism (AT) posture of the Washington Navy Yard (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.



Site Location

# ABOUT THE E PARCELS

The developer in control of the E Parcels would construct planned mixed-use development on the land including approximately 328,000 square feet of office space, 538,000 square feet of residential space and approximately 581 parking spaces.

## The E Parcels:

- 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 by Section 2845 of the 2019 National Defense Authorization Act (NDAA), the Navy signed an agreement with a developer 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.



E Parcel Private Development Plan

# 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

- 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.

## Alternative 1: Land Acquisition through Land Exchange

- The Navy would exchange certain underutilized properties within the WNY Southeast Corner to obtain acquisition rights and ownership of E Parcels.
- The Navy would acquire development rights to the approximately 6-acre E Parcels. The General Services Administration (GSA) would then transfer ownership of the SEFC 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 a private developer.



Site Plan

# ENVIRONMENTAL IMPACT STATEMENT AND CONSULTATIONS continued

## Alternative 2: Direct Land Acquisition

- 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.



Site Plan

# 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.

# **SECTION 106 OF THE NATIONAL HISTORIC PRESERVATION ACT con't**

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 Preferred 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.
- Meet 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.
- 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.

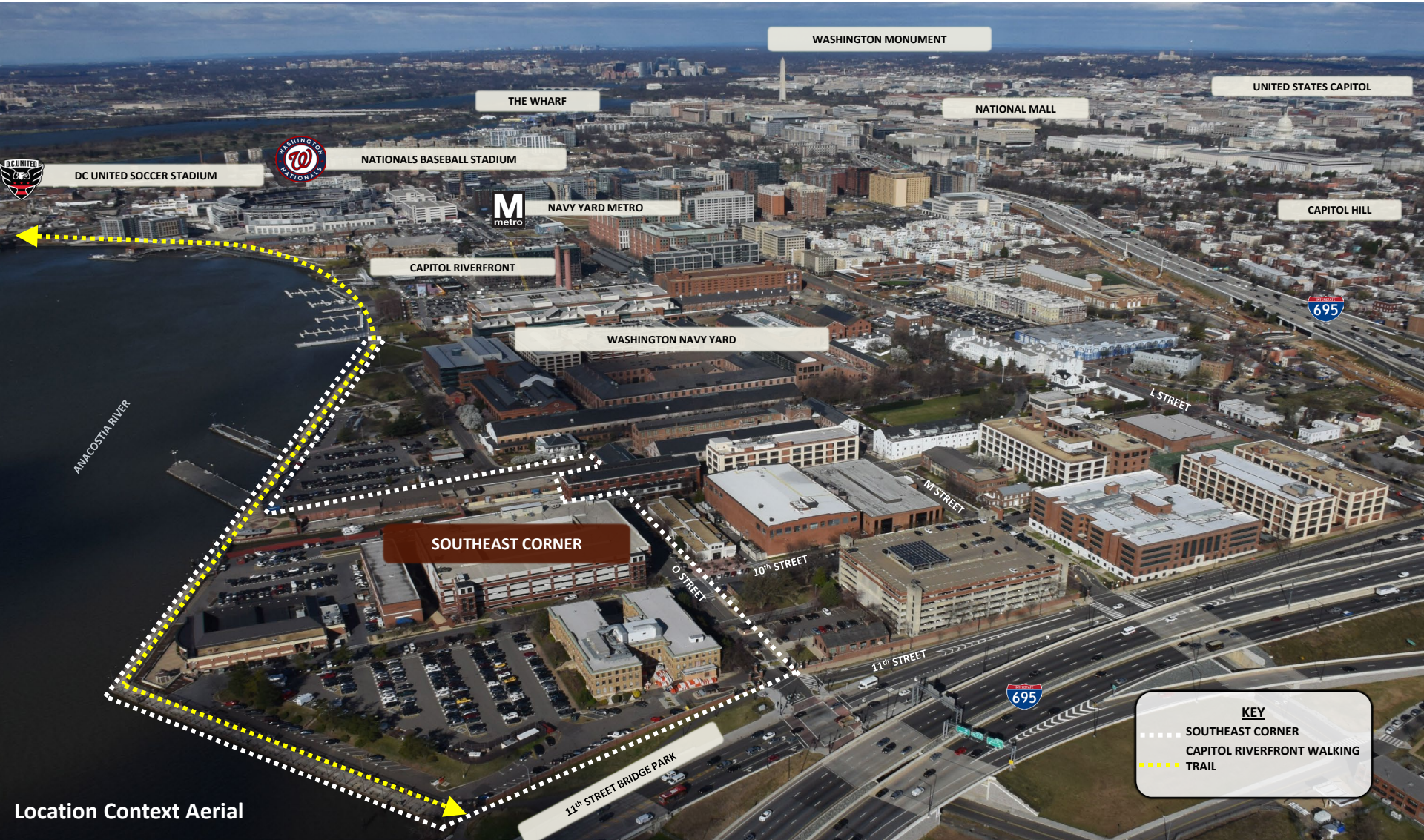
## **Sub-alternative A (Navy Museum) was preferred because:**

- 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.
- The new museum will address 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).
- Provides 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 NEPA process.**

# WASHINGTON NAVY YARD SOUTHEAST CORNER MASTER PLAN

The proposed development in the WNY Southeast Corner includes up to 2.05 million square feet of development with a mixture of uses including retail, residential, hospitality, cultural and recreational spaces.



**KEY**

- ..... SOUTHEAST CORNER
- ..... CAPITOL RIVERFRONT WALKING
- ..... TRAIL

Location Context Aerial



# LAND EXCHANGE BENEFITS

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.

**National Security:** Acquiring the E Parcels and constructing compatible facilities will improve the AT posture of adjacent facilities and protect mission-critical activities from visual surveillance and acoustic and electronic eavesdropping.

**New U.S. Navy Museum:** The creation of a new \$500M+ U.S. Navy Museum will attract over 1.1 million visitors annually and allow public access to an important cultural institution which currently is difficult to access within the secure WNY perimeter.

**Increased Access:** The transaction will provide the public with increased access to historical U.S. Navy sites and heritage.

**Housing:** The project will deliver up to 1,700 new multifamily rentals, and potentially for sale, housing units within the Lower Anacostia Waterfront. While the currently vacant land will not require any displacement of residents, 8% of the new housing will be set aside as subsidized, affordable, housing dedicated for use through the District's Inclusionary Zoning Program.

**Retail and Historic Resources:** The Land Exchange will introduce over 85k SF of community serving retail. This will include the rehabilitation of a National Historic Landmark building, currently inaccessible to the public, into a 35k SF market and food hall.

**Open Space:** Enable the creation of 5+ acres of open space and parks along a vibrant waterfront promenade.

**Waterfront Improvements:** Improvements to the Anacostia Riverwalk Trail will enhance the connection to the new 11th St. Bridge Park and create new opportunities for outdoor recreation along the riverfront.

**Taxes:** An infusion of \$48M+ in annual taxes from income, real estate, and sales taxes to The District will be achieved from a site that currently contributes \$0 to The District budget.

**Jobs:** The project will employ 6,000+ people during construction and 400+ new permanent full-time jobs upon completion.

**Investment:** The Land Exchange represents a combined \$1.5B - \$2B economic investment in Ward 8 over the next decade.

# SOUTHEAST CORNER: EXISTING CONDITIONS

A portion of the WNY Southeast Corner is within the Washington Navy Yard Central Yard NHL and a portion is with the Washington Navy Yard Eastern Extension Historic District.

The Washington Navy Yard Central Yard NHL portion of the WNY Southeast Corner includes contributing buildings and structures 70, 68, 123, 308, 303 and 304 and non-contributing structures 241 and 154. The remainder of the site includes hardscape and a portion of the Anacostia Riverwalk Trail.

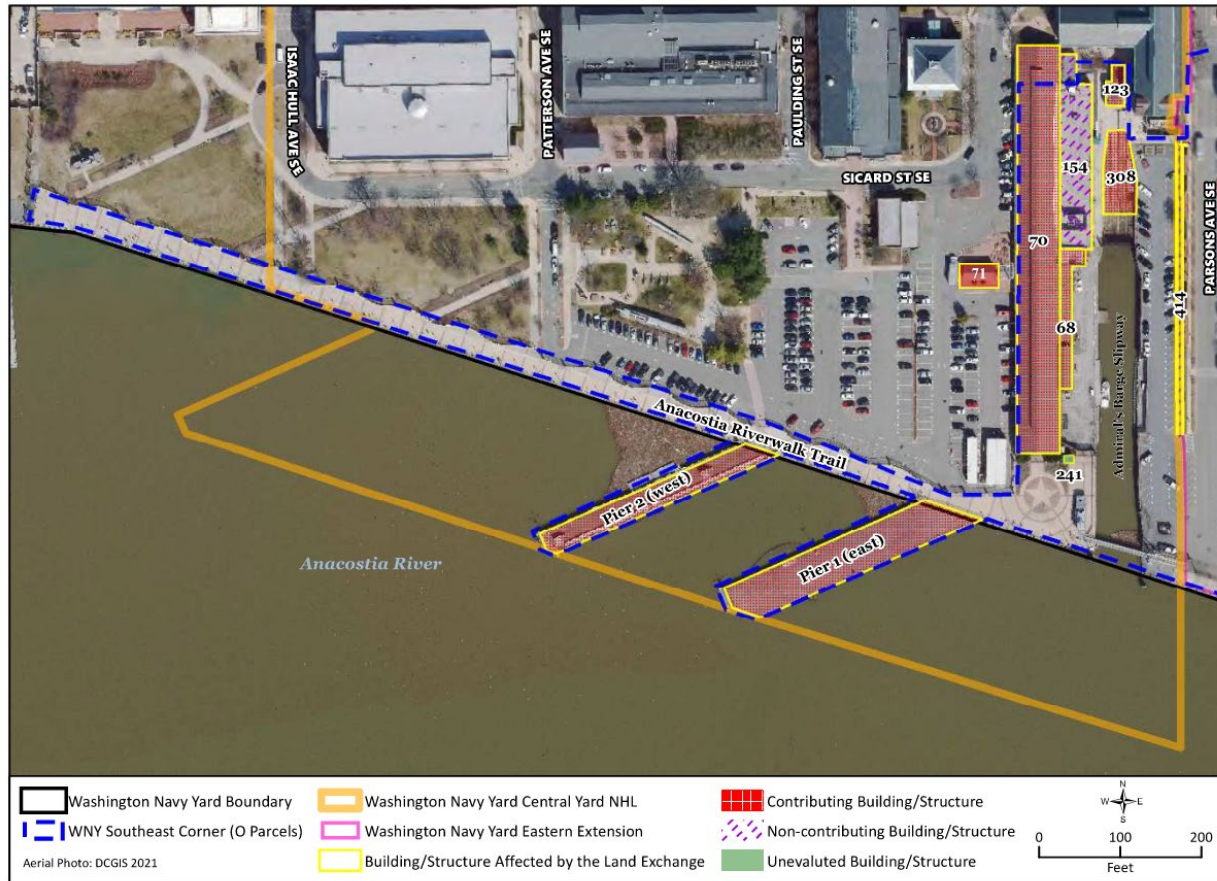
The Washington Navy Yard Eastern Extension Historic District contains existing parking structure 405 (non-contributing), two non-contributing buildings 218 and 211 and contributing building 166. The remainder of the site consists of surface parking lots, temporary storage sheds and a portion of the Anacostia Riverwalk Trail.

Southeast Corner Existing Aerial






# SOUTHEAST CORNER: EXISTING CONDITIONS

The following pages from the Programmatic Agreement include images of existing structures within the WNY Southeast Corner. Since the execution of the Programmatic Agreement, the District of Columbia Historic Preservation Office has made a determination that neither structure 241 or structure 414 are contributing.



Washington Navy Yard Central Yard NHL




# EXISTING STRUCTURES WNY CENTRAL YARD NHL

<i>O Parcels Lease Area within National Historic Landmark</i>	
<p>Building 68 1898 Contributing to National Historic Landmark</p> <p>Building 68 was constructed in 1898 as tool storage for Building 70. It has three blocks from different time periods. The south block, 68A, was constructed in 1898, The center block, 68B, was constructed from 1931-1935. The north block, 68C, was constructed between 1941 and 1947.</p>	
<p>Building 70 1897 Contributing to National Historic Landmark</p> <p>Constructed from 1897 to 1899, Building 70 is the original ship model testing facility in the United States and operated from 1899 until 1939. Building 70 is a large, single-story brick building that is 503 feet long and 52 feet wide and stands perpendicular to the Anacostia River.</p>	
<p>Building 71 1898 Contributing to National Historic Landmark</p> <p>Building 71 was constructed in 1898 as an oil storage facility for the Experimental Model Basin in Building 70. Building 71 is a 1-story brick building with metal gable roof. It is three bays wide and one bay deep.</p>	




**Structures within the WNY Southeast Corner (also referred to as the O Parcel Lease Area)**

# EXISTING STRUCTURES WNY CENTRAL YARD NHL con't

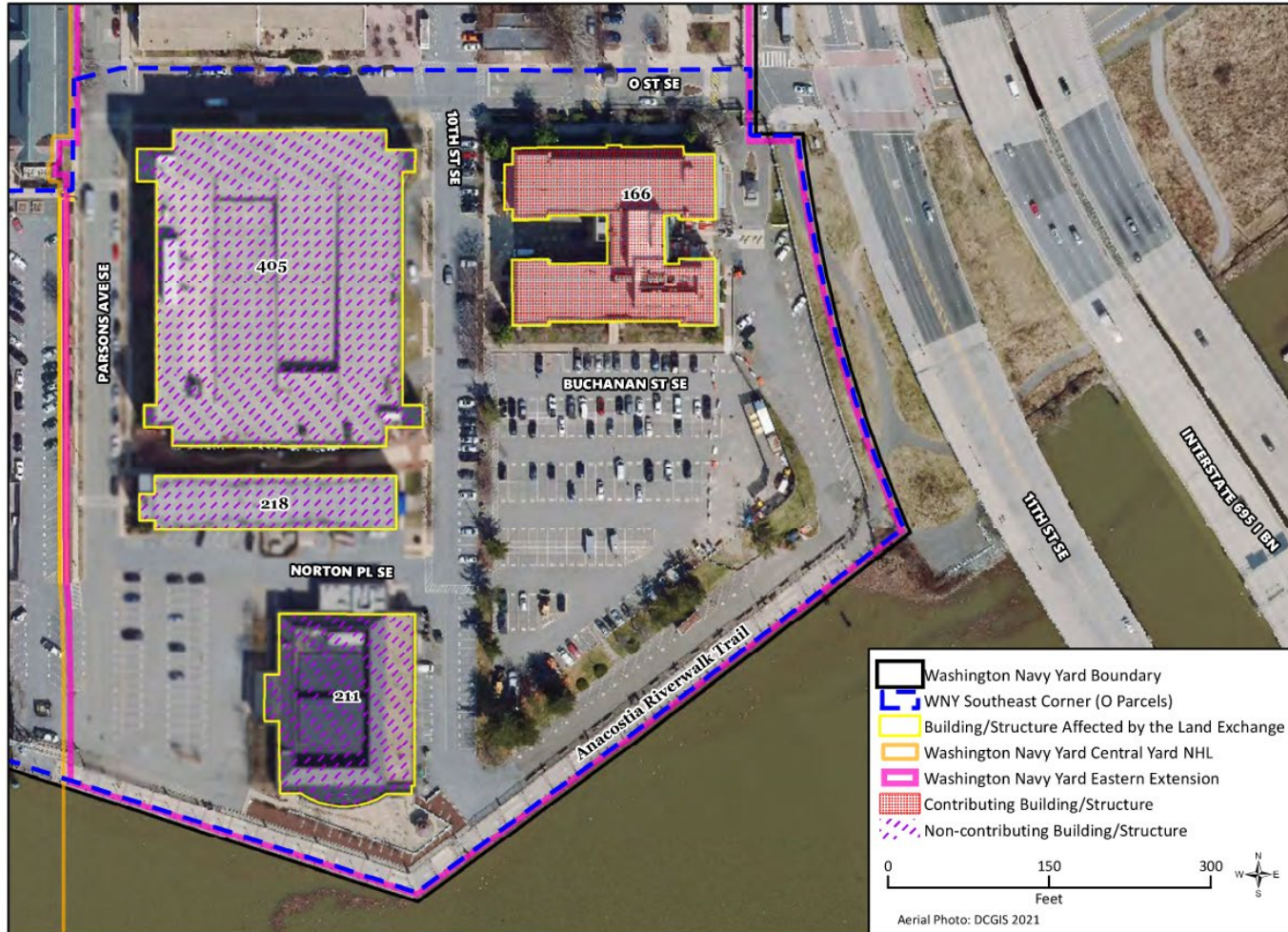
Structures within the WNY Southeast Corner (also referred to as the O Parcel Lease Area)

<p>Building 123 1904 Contributing to National Historic Landmark</p> <p>Building 123 was constructed in 1904 to contain the winch that hauled vessels up the Marine Railway for dry docking and maintenance. The building has an addition from 1922-1927.</p>	
<p>Building 154 1918 Non-Contributing to National Historic Landmark</p> <p>Building 154 was constructed in 1918 as a storage facility in support of the Experimental Model Basin (Building 70). Building 154 originally was three stories, but the top two were demolished in 1953.</p>	
<p>Building 241 1942 Unevaluated</p> <p>Building 241 was constructed in 1942 as a Sewage Pumping Station. The small brick building stands east of the south end of Building 70. The building has not been evaluated for its contributing or non-contributing status.</p>	





# EXISTING STRUCTURES WNY CENTRAL YARD NHL con't

<p>Structure 308 1855 Contributing to National Historic Landmark</p> <p>Structure 308 is the Marine Railway and associated quay walls. Some remaining features date to 1854-1855, 1904 and the 1920s, with additional layers from later years. The current Marine Railway channel is approximately 50 feet wide and 400 feet long.</p>	
<p>Structure 414 Ca. 1990s Non-Contributing to National Historic Landmark</p> <p>Structure 414 is a retaining wall that marks the grade change between Marine Railway and Parsons Avenue SE. Although the property record gives a construction date of 1950, Structure 414 was clearly rebuilt in the 1990s.</p>	
<p>Piers 1 and 2 1942 Contributing to National Historic Landmark</p> <p>Piers 1 and 2 were constructed for loading ordnance manufactured at the Washington Navy Yard onto vessels. The piers are constructed on wood pilings with concrete decks. They measure 50 feet wide by 300 feet long.</p>	

# WNY SOUTHEAST CORNER WITHIN THE WNY EASTERN EXTENSION HISTORIC DISTRICT



# EXISTING STRUCTURES WNY EASTERN EXTENSION HISTORIC DISTRICT

<i>O Parcels Lease-to-Transfer Area within Eastern Extension</i>	
<p>Building 166 1918 Contributing to Eastern Extension Historic District</p> <p>Building 166 was constructed in 1918 as the Seaman Gunners' School. It doubled in size in 1940-1941. Building 166 is three stories tall over a raised basement. It has an "H" shape and a flat roof.</p>	
<p>Building 211 1942 Non-contributing to Eastern Extension Historic District</p> <p>Building 211 was constructed in 1942 as a paint storage building. Its current appearance reflects a 2000s conversion to a conference center. It is non-contributing due to a loss of integrity.</p>	
<p>Building 218 1943 Non-contributing to Eastern Extension Historic District</p> <p>Building 218 was constructed in 1943 as the Gunners Mates School. Over the years, it housed other base support functions, such as a movie theater. It is heavily altered with the addition of a third story and is non-contributing.</p>	
<p>Building 405 1998 Non-contributing to Eastern Extension Historic District</p> <p>Building 404 is a Parking Garage that was constructed in 1998. It is non-contributing.</p>	

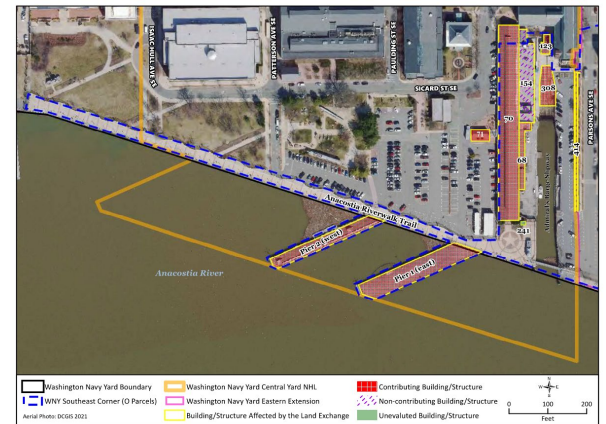


# CONSULTATION PROCESS OUTCOMES

Through a series of collaborative meetings with the Consulting Parties (DC SHPO, ACHP, NCP, CFA, NPS, National Capital Parks – East, and DC Preservation League), Navy was able to reach consensus on important historic design directives that informed the master plan.

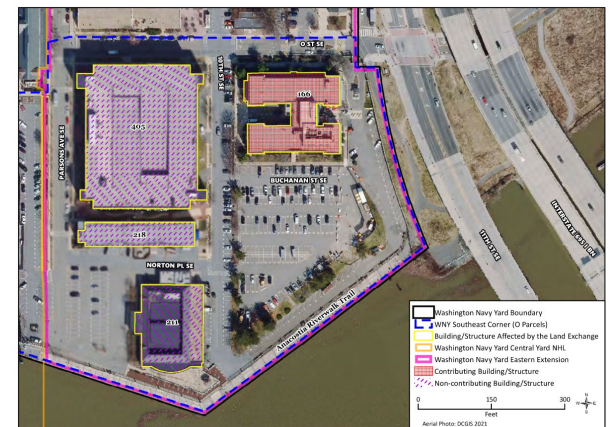
## Lease Area within the NHL:

- 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:

- 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



# CONSULTATION PROCESS OUTCOMES

Through a series of collaborative meetings with the Consulting Parties (DC SHPO, ACHP, NCP, CFA, NPS, National Capital Parks – East, and DC Preservation League), Navy was able to reach consensus on important historic design directives that informed the master plan.

## The Navy will:

### General:

- 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.

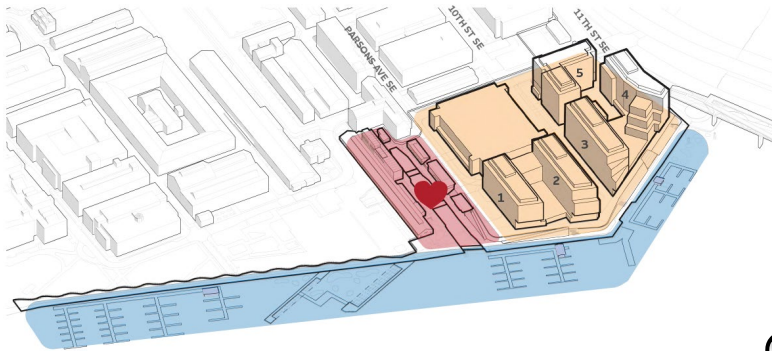
### E Parcels:

- 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



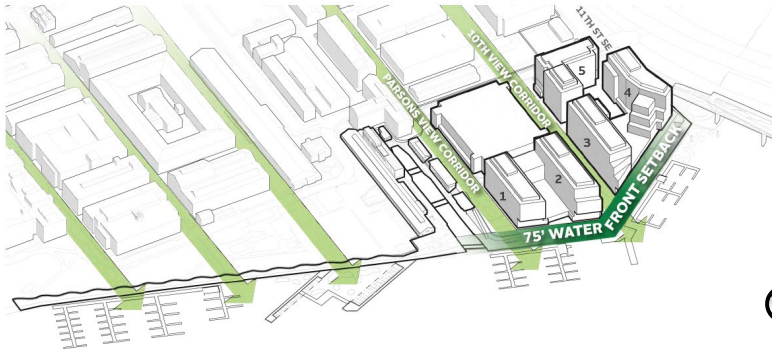
# PLANNING PRINCIPLES

Greatly informed by the Consulting Parties, four primary master planning principles emerged.

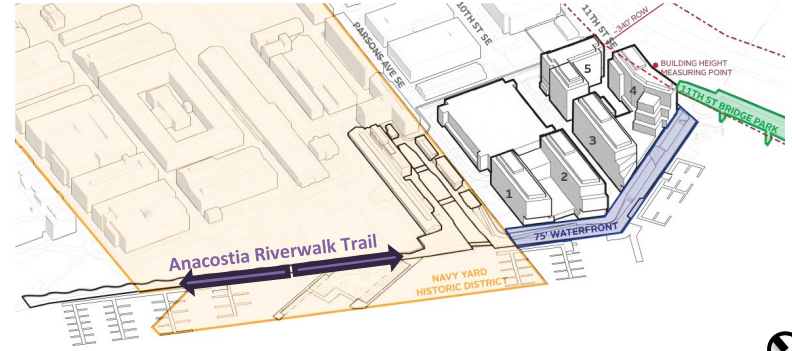


■ MARINE RAILWAY PRECINCT
 ■ NAVY YARD EAST MIXED USE NEIGHBORHOOD
 ■ WATERFRONT & IN WATER

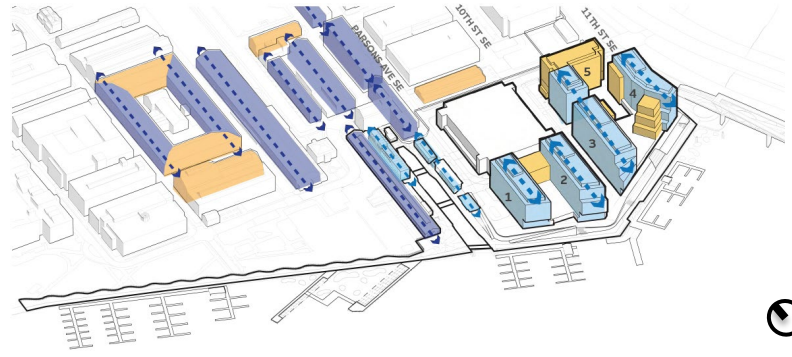
**PLANNING PRINCIPLE: INCREASE PUBLIC ACCESS TO HISTORIC ELEMENTS FOR THE FIRST TIME IN 100+ YEARS. MAKE THE HISTORIC ELEMENTS AND THEIR INTERPRETATION CENTRAL TO THE DESIGN**



**PLANNING PRINCIPLE: PRESERVE AND STRENGTHEN VIEW SHEDS ON PARSONS AND 10<sup>TH</sup> STREET**



**PLANNING PRINCIPLE: PROVIDE AN EXPANSIVE WATERFRONT EXPERIENCE THAT ENHANCES THE EXISTING NEIGHBORHOOD**

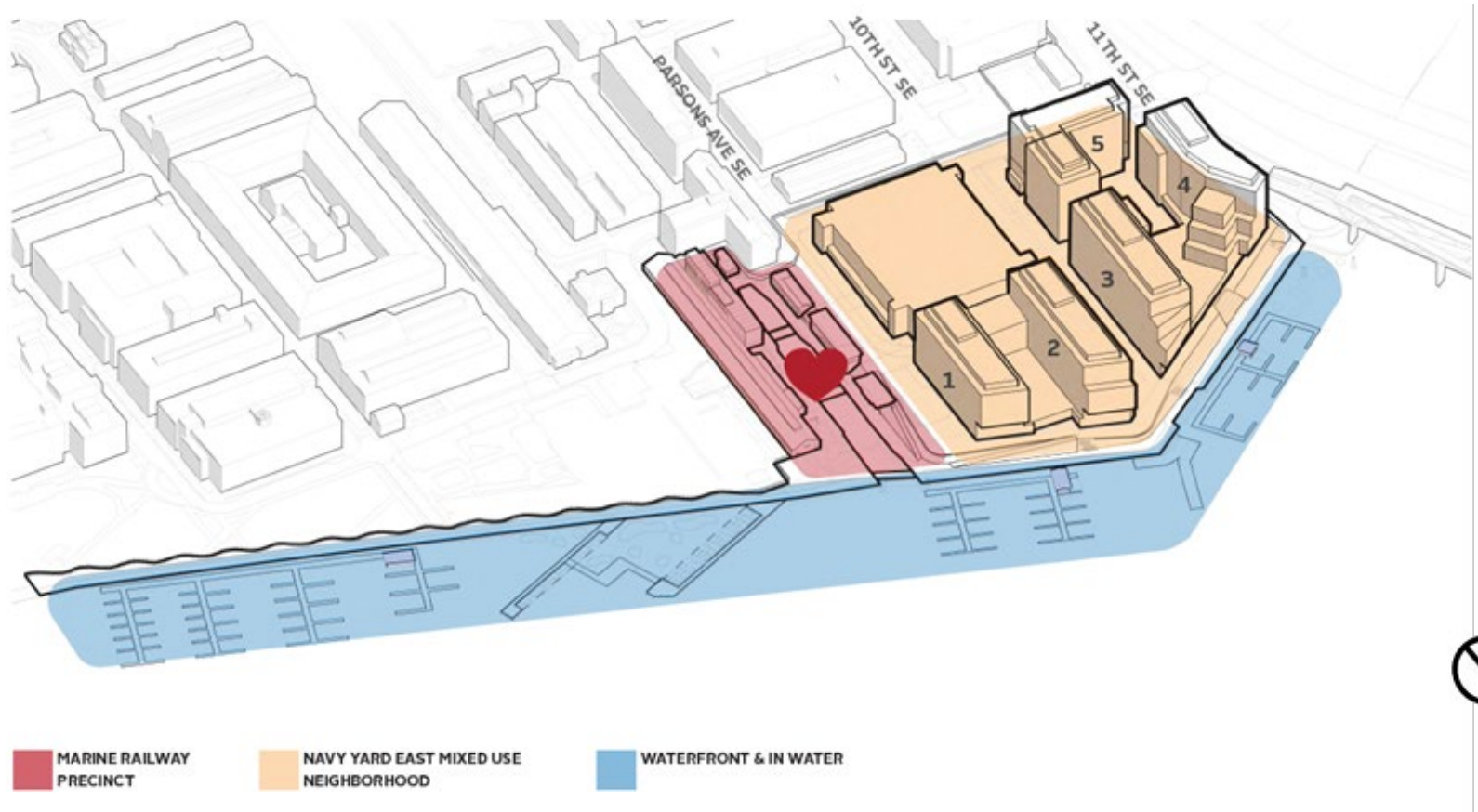


■ EXISTING N/S BUILDINGS
 ■ EXISTING E/W BUILDINGS
 ■ PROPOSED N/S BUILDINGS
 ■ PROPOSED E/W BUILDINGS

**PLANNING PRINCIPLE: EXTEND EXISTING HISTORIC NAVY YARD NORTH-SOUTH BUILDING ORIENTATIONS TO NEW CONSTRUCTION BUILDINGS**

# PLANNING PRINCIPLES

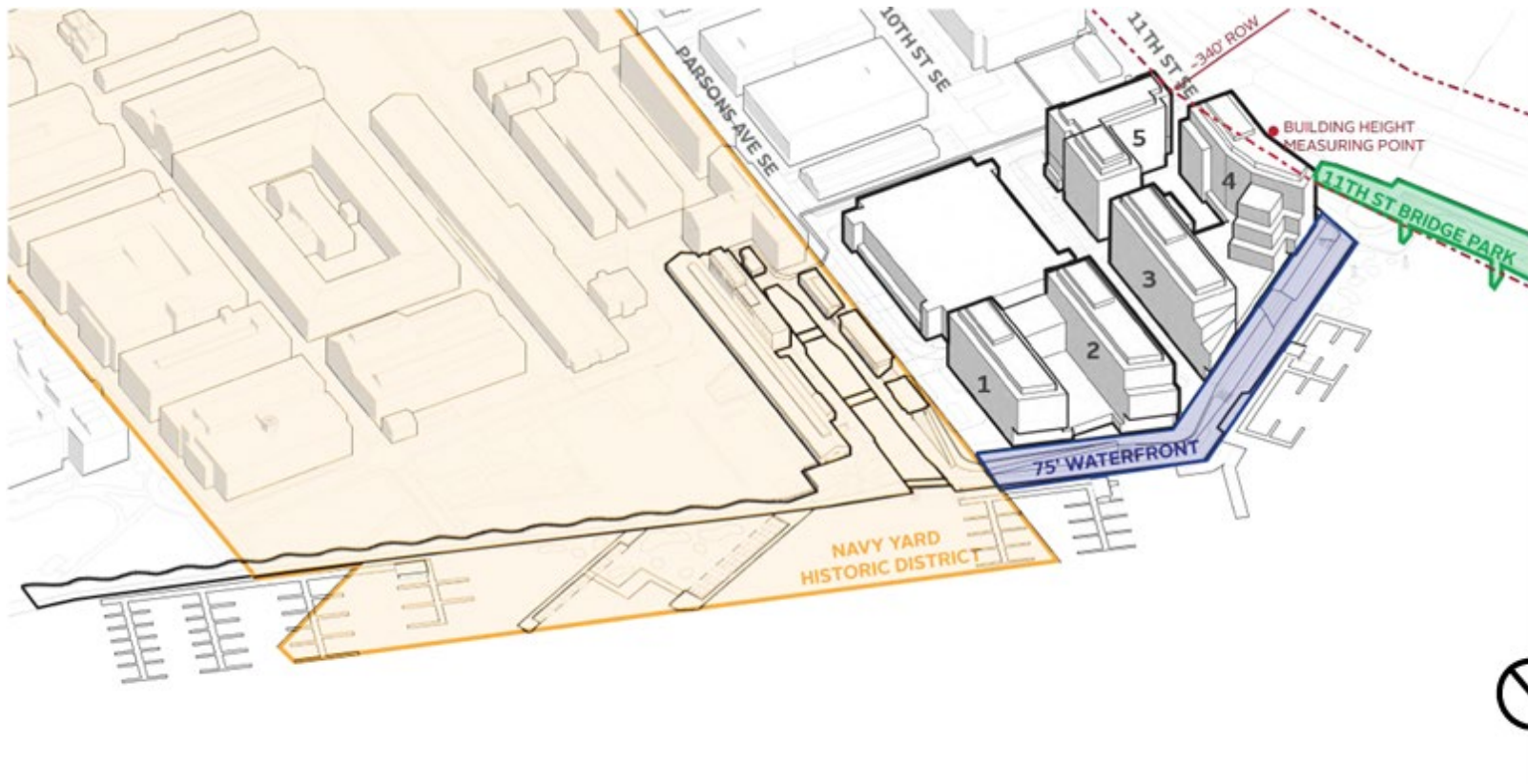
Increase public access to historic elements for the first time in 100+ years.  
Make the historic elements and their interpretation central to the design.



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

# PLANNING PRINCIPLES

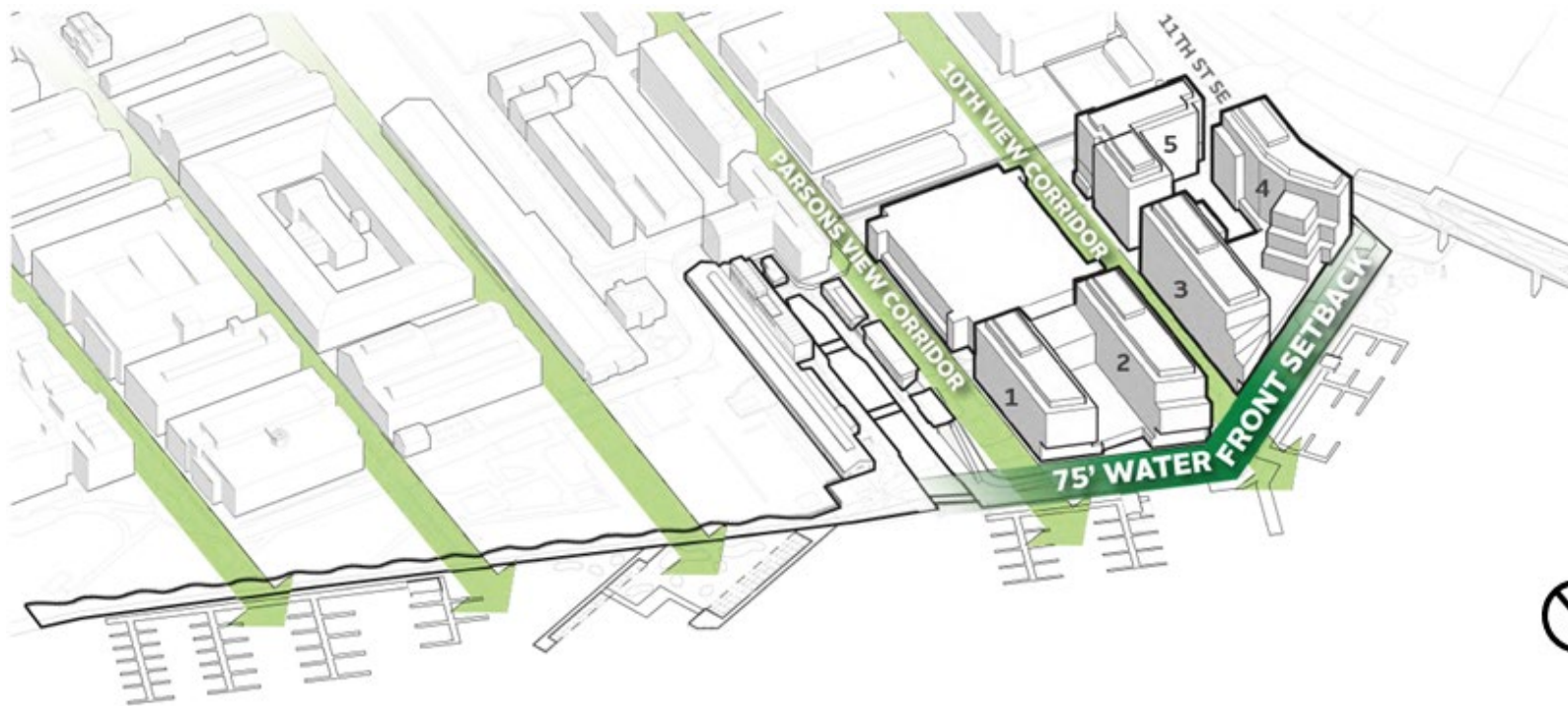
Provide an expansive waterfront experience that enhances the existing neighborhood.



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. 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.

# PLANNING PRINCIPLES

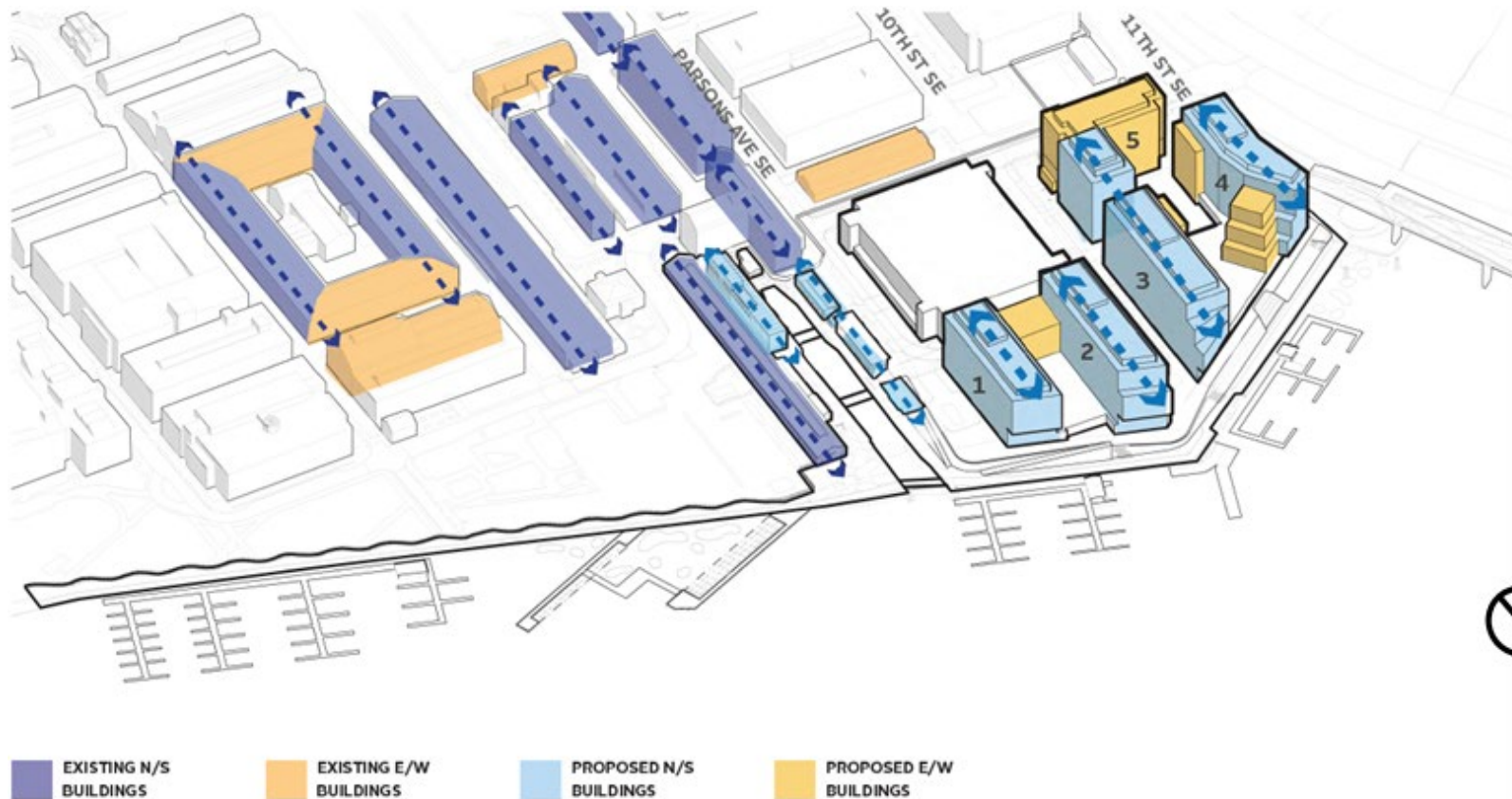
Preserve and strengthen view sheds on Parsons Ave and 10th Street



A central consideration to the consulting parties was the extension of L'Enfant Plan view corridors on Parsons Ave and 10<sup>th</sup> 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 10<sup>th</sup> Street and 11<sup>th</sup> Street.

# PLANNING PRINCIPLES

Extend existing historic WNY and 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.

# SITE USES PLAN

Up to 2.05M gross square feet of new mixed-use development. with a mixture of uses including retail, residential, hospitality, cultural and recreational spaces.

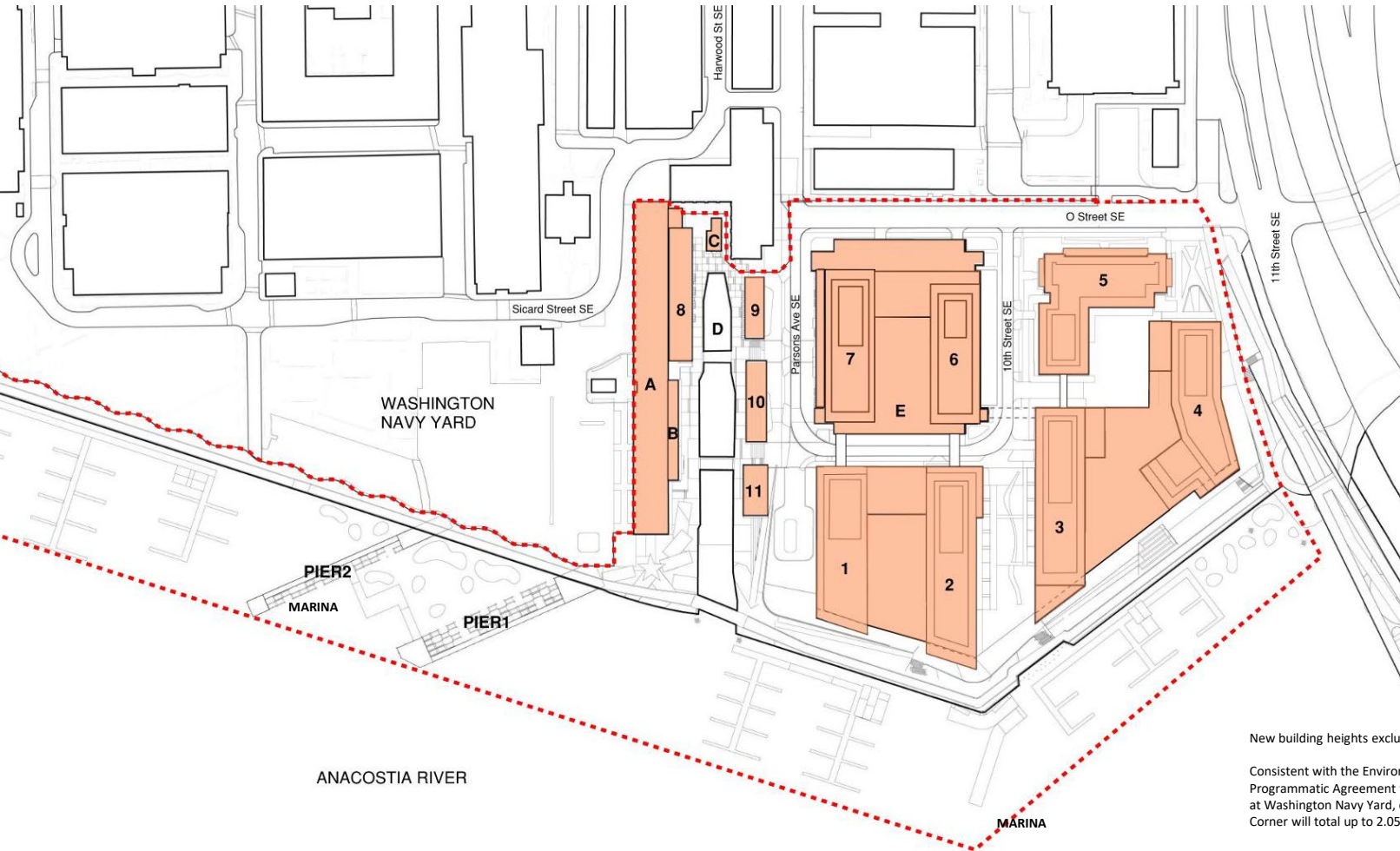


NEPA Record of Decision allows for up to 400,000 square feet of residential use to be replaced by up to 400,000 square feet of office use.

The development will include up to 1,700 new residential units are expected to be created along with more than 100,000 square feet of neighborhood serving retail. All parking will be provided on site and will represent a decrease to what is current available.



# BUILDING HEIGHT PLAN



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

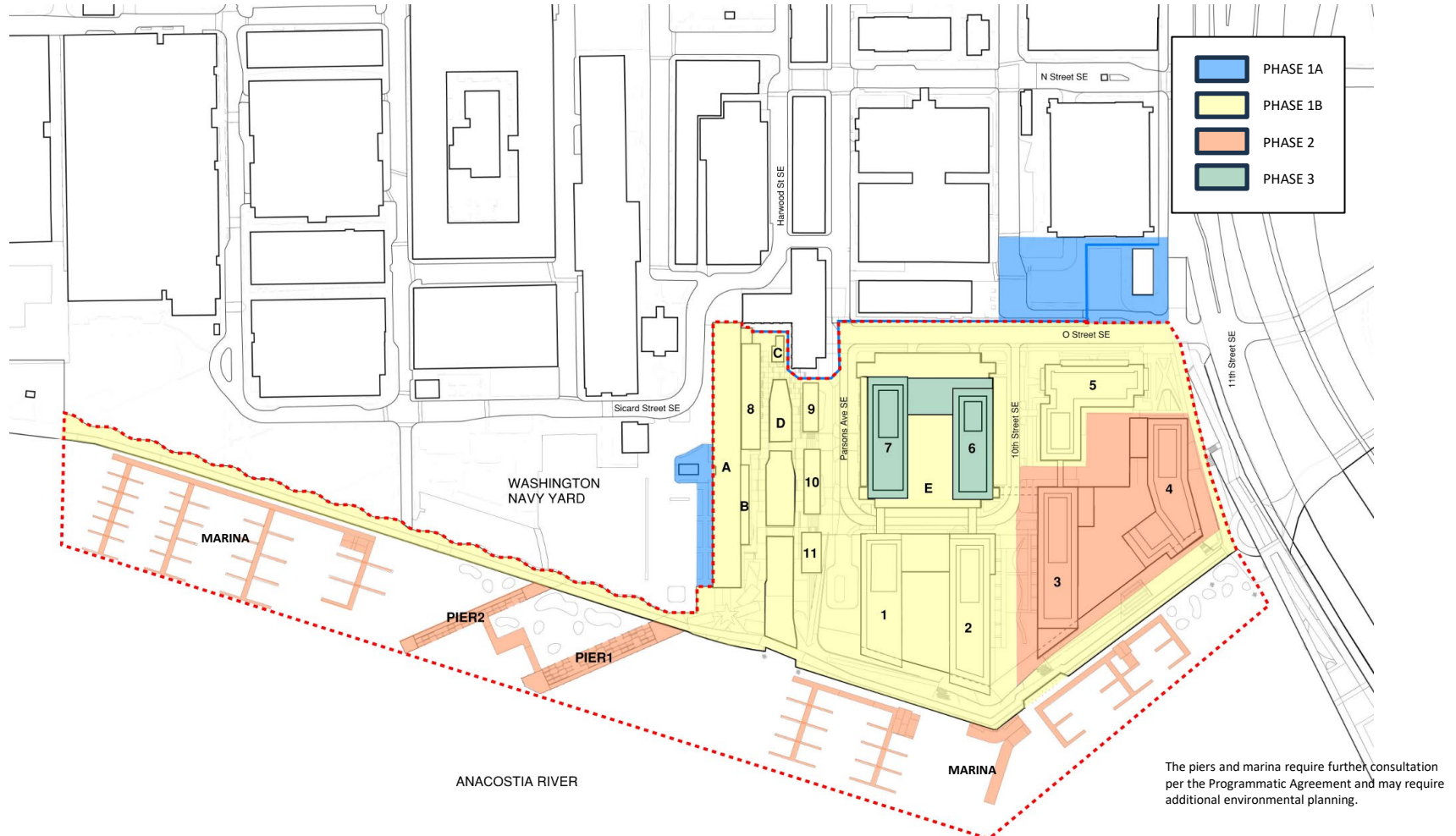
New building heights exclude Occupiable Penthouses.

Consistent with the Environmental Impact Statement and the Programmatic Agreement for the Proposed Land Acquisition at Washington Navy Yard, development within the Southeast Corner will total up to 2.05M gross square feet.

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.

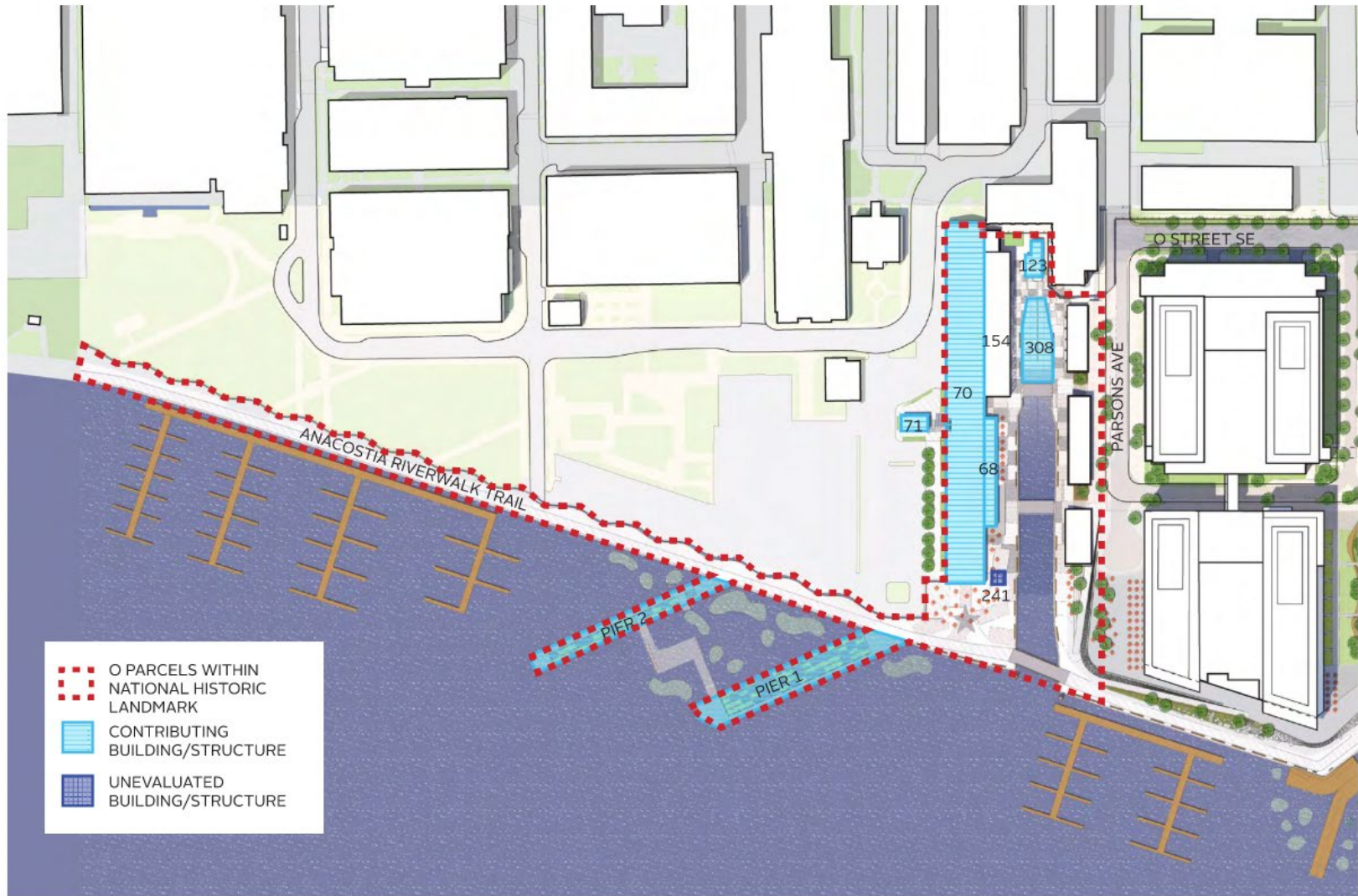
# PROJECT PHASING

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.



# ADDITIONAL INFORMATION

During the consultation process, the design for the NHL area, also known as the Marine Railway Precinct, was advanced to a 15% design review level and reviewed by the Consulting Parties.



# MARINE RAILWAY PRECINCT VIEW LOOKING NORTH

The following images were included in the Programmatic Agreement. The images represent the design intent for the reuse of contributing structures 70, 68, 123, and 308, and compatible new construction pavilions on either side of the Marine Railway.



Marine Railway Precinct View Looking North

# MARINE RAILWAY PRECINCT VIEW AERIAL LOOKING NORTH

The following images were included in the Programmatic Agreement. The images represent the design intent for the reuse of contributing structures 70, 68, 123, and 308, and compatible new construction pavilions on either side of the Marine Railway.



Marine Railway Precinct View Looking North

# MARINE RAILWAY SITE PLAN

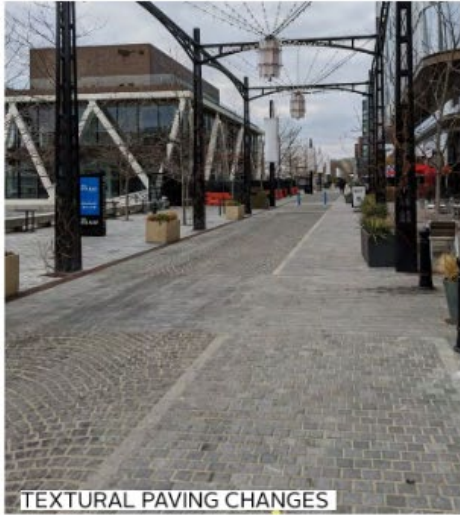
The below plan includes the location of the relocated secured Navy perimeter in the context of the Marina Railway.



Marine Railway Site Plan

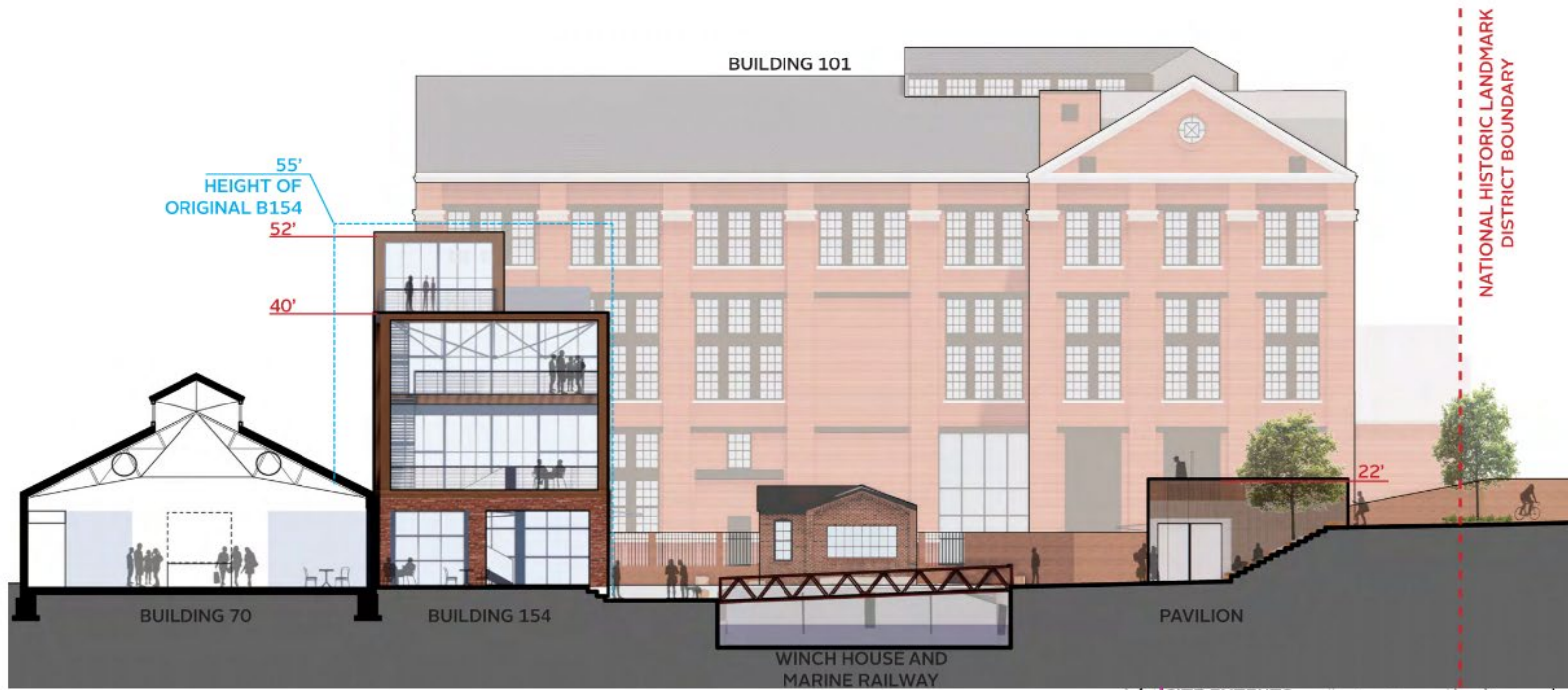
# MARINE RAILWAY SAMPLE MATERIAL PALETTE

The Marine Railway Precinct will have a material palette that is complementary to the historic materiality traditionally used on the site.

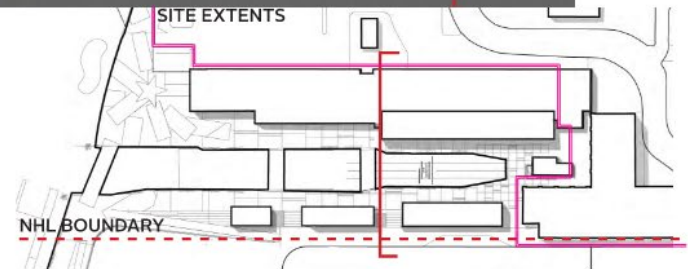


Marine Railway Sample Material Palette

# CONCEPTUAL SITE SECTION THROUGH THE MARINE RAILWAY PRECINCT (NORTH)

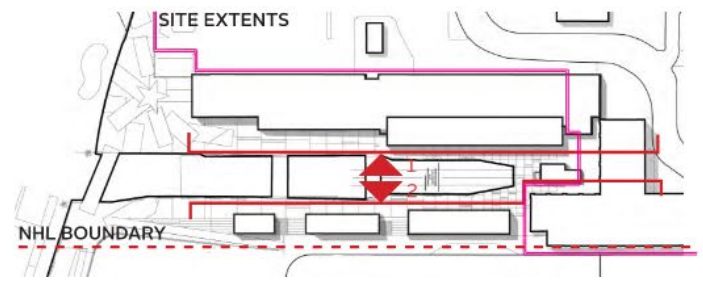
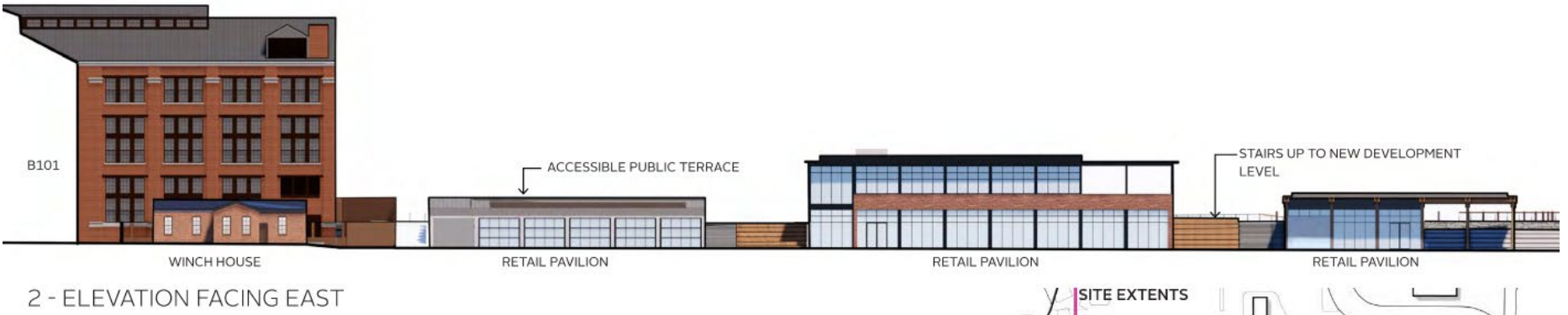


NOTE: Maximize the preservation of existing original or later historically significant fabric





# MARINE RAILWAY ELEVATIONS (WEST AND EAST)

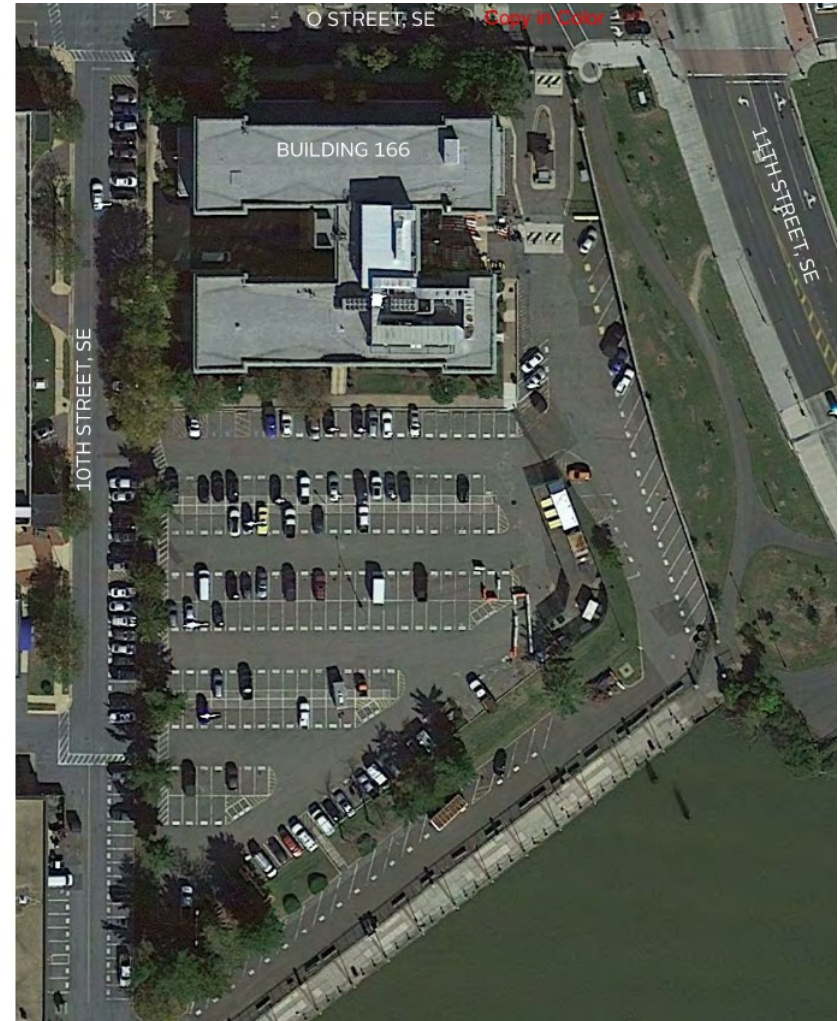


# BUILDING 166

Building 166 is a contributing element of the Washington Navy Yard Eastern Extension Historic District.

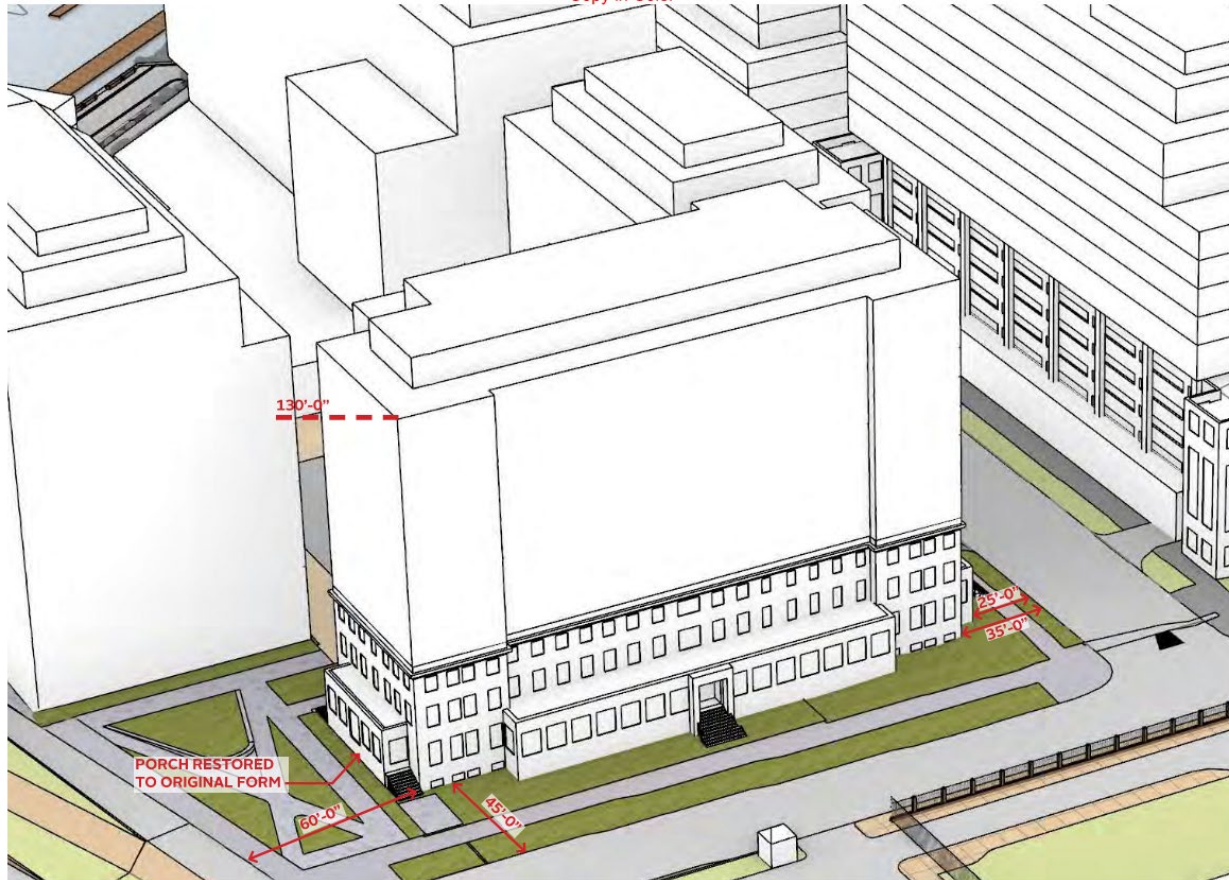


EXISTING SITE  
PLAN



# VOLUMETRIC STUDY OF BUILDING 166 (SOUTHEAST AERIAL VIEW)

It was determined during the consultation process that the northern portion of the façade on three sides will be retained for incorporation into a new construction building measuring 130' in height.

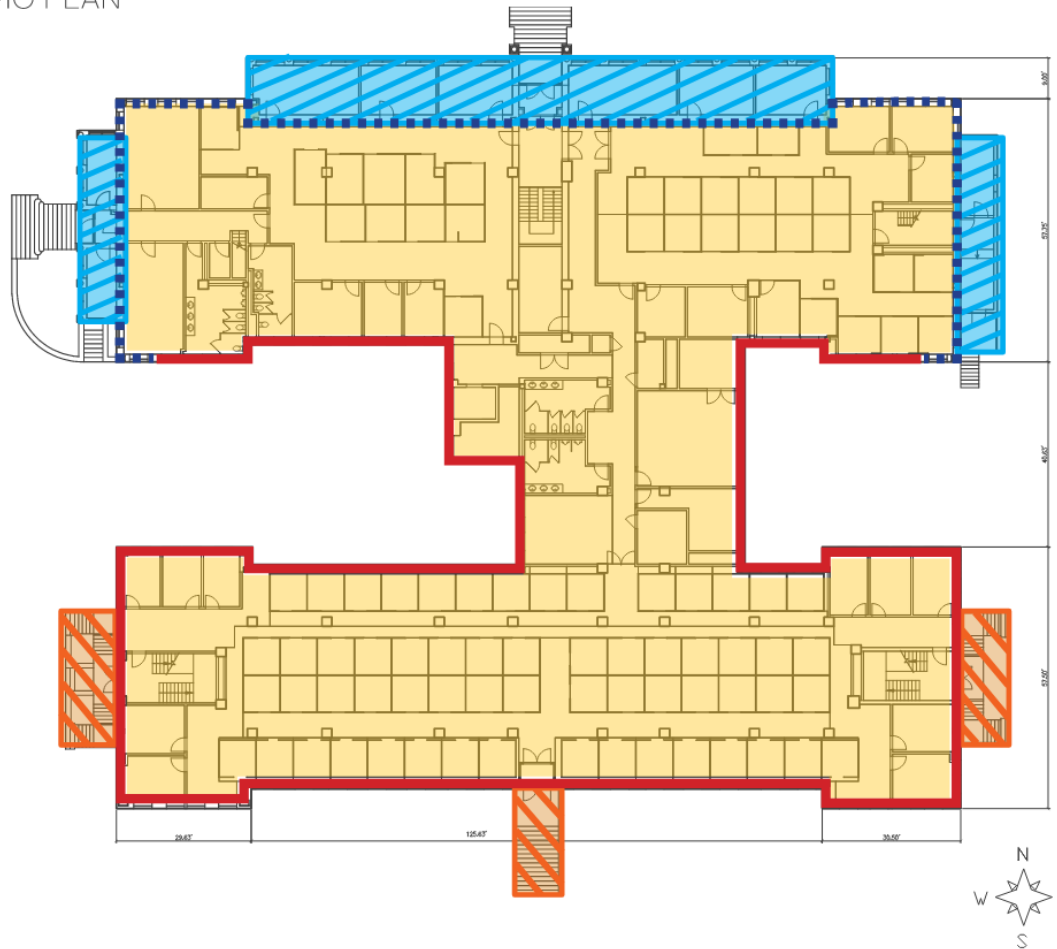


Volumetric studies presented to the Consulting Parties concluded that the new construction volume above the retained portion of the façade will have no setback to clearly delineate the historic structure from any new construction.

# BUILDING 166 DEMO PLAN

Portions of the existing H-shape design of Building 166 will be removed. The 1940's addition will be demolished. The three historic porches will be restored and a significant portion of the 1918 façade will be retained.

DEMO PLAN



## Demolition Approach

- remove all existing interior walls, structure, and roof
- retain and restore north, east, west and one bay on each side of the south facade of the northern wing
- retain and restore porches to original condition
- remove all of southern wing and connecting hyphen

■■■■ EXTERIOR WALLS TO BE RETAINED

■■■■ EXTERIOR WALLS TO BE DEMOLISHED

■■■■ INTERIOR AREA TO BE DEMOLISHED

■■■■ EXTERIOR AREA TO BE DEMOLISHED

■■■■ PORCHES TO BE RESTORED

# SITE PLAN

A new construction building measuring 130' will utilize the remaining portions of the northern façade of Building 166. The existing building setbacks from O Street and 11th Street will remain.

