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Introduction

The site of the former Naval Station Roosevelt Roads presents a one of a kind opportunity to carry out a strategic, broad economic development

The LRA presents this Development Zones Master Plan to serve as an update of the area's redevelopment efforts that better reflect current market changes and on-going economic development initiatives.

This Development Zones Master Plan should be read and understood as part of a group of prior studies and efforts that include prior reuse plans (2004 and 2010), environmental assessments, an Infrastructure Master Plan, among others. This document describes the distribution of uses among Roosevelt Roads' more than 3,400 acres of developable land.

Among the main objectives that the Roosevelt Roads' Local Redevelopment Authority has set forth for this ambitious undertaking are the following:

- Create new public spaces for residents, workers and visitors alike that foster the enjoyment of the area's natural and built amenities;
- Promote new economic development opportunities by creating new places of work within the site's boundaries;
- Create quality jobs in construction and maintenance of the proposed facilities;

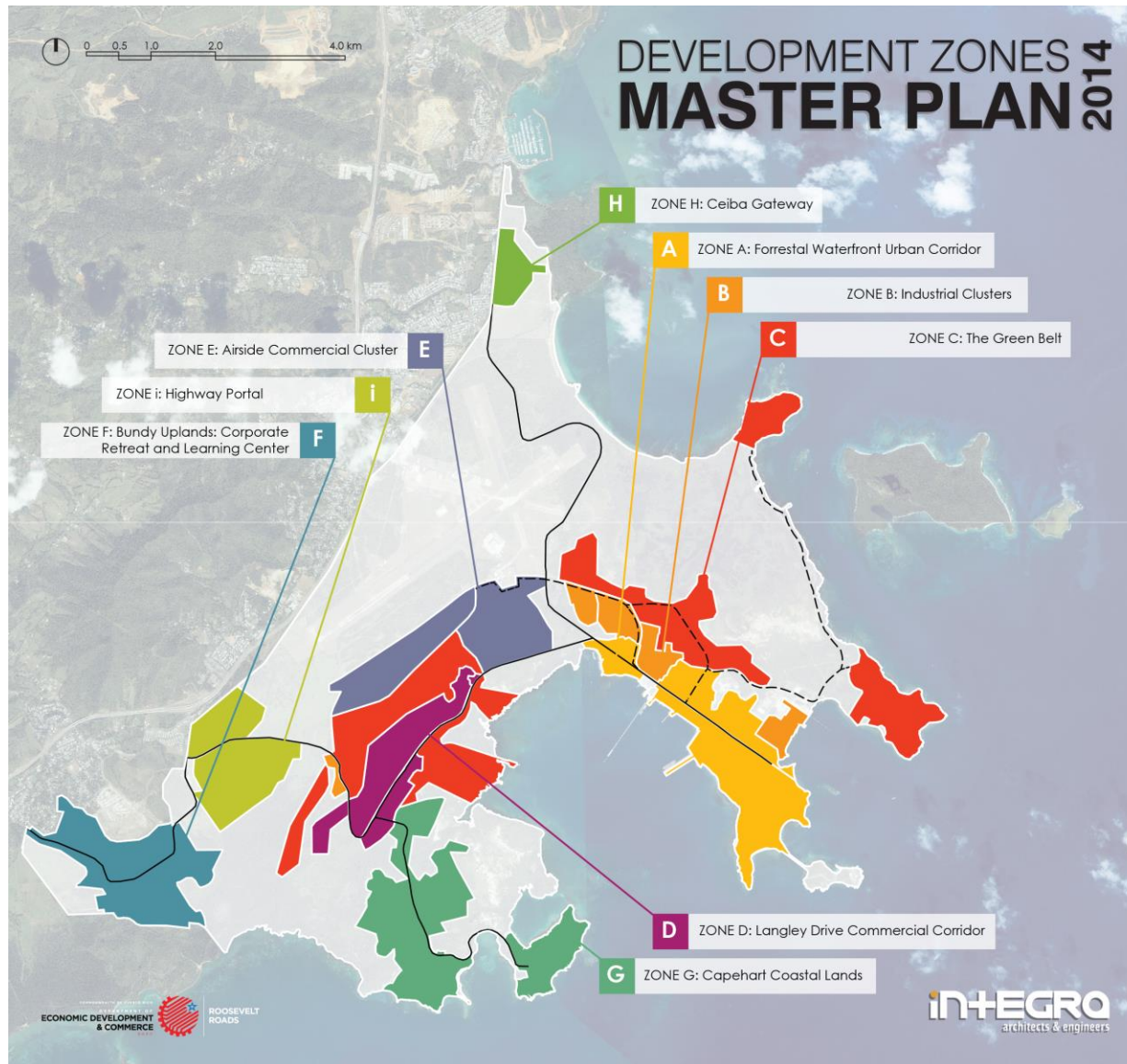
- Attract private investment to Puerto Rico's Eastern region by presenting a master planned development;
- Protect the area's delicate conservation zones and providing development buffers between dense, urban zones and natural areas;
- Promote the redevelopment of Roosevelt Roads in a sustainable manner by promoting a mix of uses and densities and not over-concentrating the redevelopment effort in any one category;
- Create new recreation areas for the benefit of Eastern Puerto Rico residents and visitors;
- Promote environmental sustainability by developing urban scale projects that discourage the use of cars and favor walking and biking;
- Promote environmental sustainability by promoting green construction and green infrastructure.

Among the primary attractions that the site provides are:

- Waterfront public spaces;
- Airport-side industrial development sites;
- Lush, natural settings for world-class eco-lodges;
- Large industrial and commercial facilities in good reuse conditions;
- Deep-draft ports in fair conditions;
- Lush, suburban sites appropriate for residential, commercial, recreational, institutional and educational uses;
- Waterfront development sites appropriate for residential or corporate uses.

The following strategic vision is a starting point, a guiding framework from which different, unique ideas can take shape.

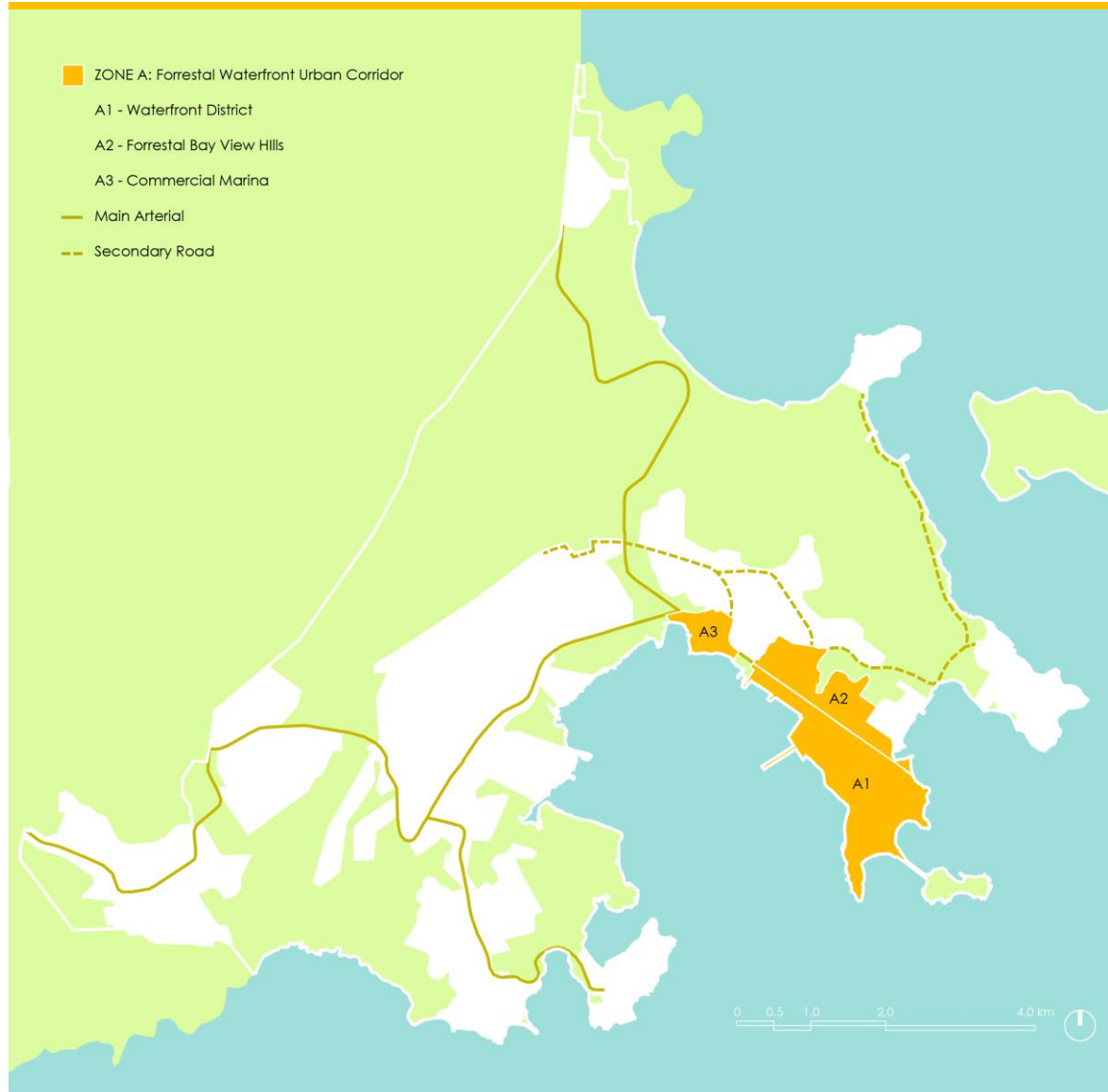
Development Zones General Plan



Updated Development Areas

Zone A: Forrestal Water Front Urban Corridor

Zone A Location, Program Summary



“Forrester Water Front Urban Corridor” has an overall extension of 466 acres and is formed by two waterfront and one ocean view subzones that share their common high-density / mixed-use development zoning.

Sub-zones

A1

281 acres

Waterfront District

- Signature Mixed-use Development
- Ferry terminal
- Mega yacht / cruise ships
- Golf / public parks

A2

136 acres

Forrester Bayview Hills

- Urban ocean-view hotels, health tourism lodging
- Mix of retail, services, food and entertainment
- Medical offices, other health related services
- Lowrise multifamily, retirement housing

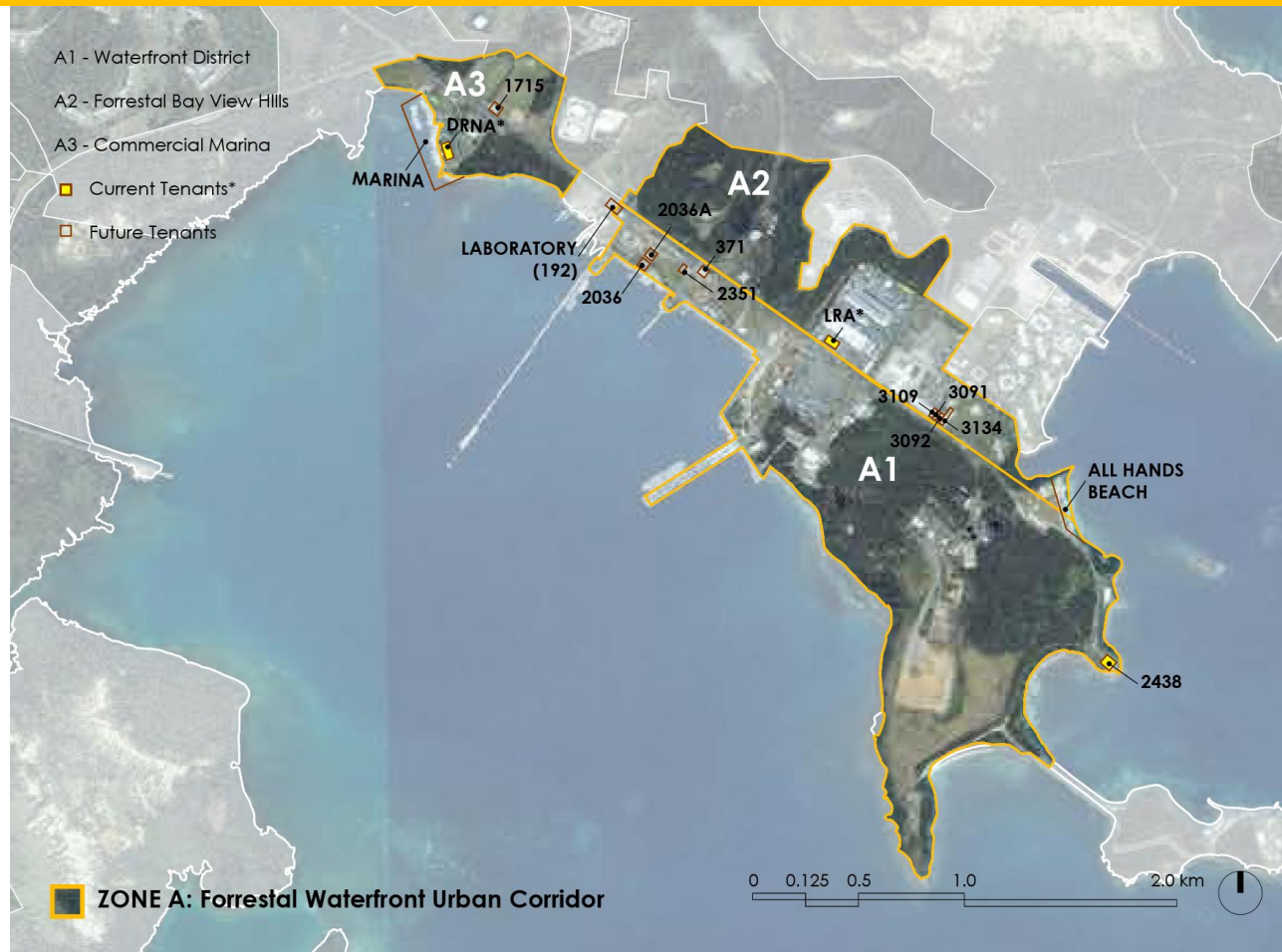
A3

50 acres

Commercial Marina

- Small vessel marina with dry stack storage
- Nautical tourism-oriented lodging
- Nautical tourism-oriented commercial and services

Zone A Salient Features, Costs and Jobs Estimates



Salient Features

This zone offers a prime waterfront location with a mixed-use, high density development framework. Forrestal Dr. –Roosevelt Roads’ most important arterial- dissects the zone from northwest to southeast. Among the specific features of this zone are:

- Premier waterfront location (approx. 5,800 linear feet of piers and 15,600 of water frontage)
- Mostly flat terrain
- “All-Hands” public beach
- Portions located in south-facing hills with excellent views of Ensenada Honda bay
- The RR Hospital (not part of this plan) is adjacent to this zone
- Subzone 1 includes a rural parcel (the former, capped landfill) that could be dedicated to golf and/or civic gardens
- The Commercial Marina, with more than 70 slips is located in this zone.

Construction Area Envisioned (SF)

4,555,000

Cost of Construction (US\$)

1,216,500,000

Permanent Jobs

9,932



A long, waterfront corridor divided in its long (east-west) side by the Forrestal Drive arterial road, the **Forrestal Water Front Urban Corridor** faces Roosevelt Roads' three main piers and Ensenada Honda. The Roosevelt Roads redevelopment initiative has centered in the densification of this flat, waterfront area. This zone is the ideal location for the master plan's waterfront destination anchor and supporting, high-density mixed uses.



Forrestal Water Front Urban Corridor Subzones

Subzone A1, Waterfront District

This subzone is located Southwest of Forrestal Drive, between Piers 1 and 3. It is a large, flat parcel with an approximate width of 500 feet and over 5,800 linear feet of deep-draft pier frontage. This parcel is envisioned as a mix of compact, mid-rise mixed use buildings and waterfront promenade facing the Ensenada Honda bay.

This subzone also incorporates the former Naval Station's landfill (presently in the environmental remediation process) that can be reused as a waterfront golf amenity and/or public park.

The gross development area for this subzone is about 2,850,000 sf. Promoted uses within Subzone A1 include:

- (i) Commercial Mixed Use. The Signature Mixed use Development is projected to be Roosevelt Roads' single largest development, absorbing the areas designated for the Casino and Casino Hotel in the 2010 Addendum. This anchor development –located on the waterfront areas between Pier 1 and Pier 3- might focus in either tourism or commercial purposes. Uses include

hotel, casino, retail, office, residential, entertainment, food service, research and development, institutional, among others.

- (ii) Transportation. The proposed Ferry Terminal consists of a passenger terminal on Pier 2 with facilities for serving the passenger boat / fast ferries service to Vieques, Culebra and the US Virgin Islands.
- (iii) Marina. A full service, deep draft marina for mega yachts is acceptable for the wharf area between Piers 2 and 3, occupying waterfront and adjacent inland areas. Also, a cruise ship terminal is planned for Pier 3.
- (iv) Park. An oceanfront golf / public park amenity will take up the former landfill and its waterfront surroundings. This activity may be “free-standing” or be part of the Signature Mixed-use Development. Also, a linear waterfront park will be required for the former cargo wharfs between Piers 1 and 3.

Subzone A2, Forrestal Bayview Hills

Located on the hills above the Waterfront District (subzone A1) with spectacular views of the bay, this subzone is ideal for hillside mixes of residential and hospitality programs. This area is bordered by Forrestal Drive to the Southwest and the hospital and low-density rural lands to the Northeast.

The gross development area for this subzone is about 1,400,000 sf.



Promoted uses within Subzone A2 include:

- (i) Hospitality. A hotel component consisting of small, ocean view inns will be integrated within the other activities in this subzone. These lodges might cater to the health-tourism, maritime and leisure industries.
- (ii) Healthcare. Hospital-related developments will complement the existing hospital facility (by others). This activity will be located on the hills adjacent to the existing hospital and can include medical offices and other health-related services.
- (iii) Commercial Mixed Use. The retail / restaurant / entertainment components from the 2010 Addendum will be relaxed to allow any (zoning-complying) commercial and services mix that aligns and complements the Signature Mixed Use Development adjacent to this subzone.

- (iv) Residential. Subzone A2 is appropriate for low rise, ocean-view, multifamily residential developments that cater to the health tourism, retirement communities and/or live-work settings.

Subzone A3, Commercial Marina

This zone is composed of the commercial and recreational marina and adjacent, development land. The presence of the marina (currently operated as a short term lease by the Municipality of Ceiba) presents an opportunity to create a mixed-use nautical tourism development. This flat area is surrounded by the Ensenada Honda to its South and marshland to its north; it is being bisected by Tow Way Road, which connects the waterfront to the Airport and Ceiba.

The gross development area for this subzone is about 305,000 sf. Promoted uses within Subzone A3 include:

- (i) Marina. The existing small vessel marina will have area for boat storage growth (via dry stacks) as well as related support spaces. Additional mooring buoys can be installed near the marina's piers.
- (ii) Hospitality. The master plan envisions a small hotel component directly related to the marina.
- (iii) Commercial Mixed Use. A retail/services component will complement the marina by providing space for uses such as marine shops, engine repairs, boat ramp, fishing village, among others.

Zone B, Industrial Clusters

Zone B Location, Program Summary



“Industrial Clusters”, with an overall extension of 178 acres, is formed by four subzones that share their common zoning as industrial lands.

Sub-zones

B1

42 acres

Waterfront Industrial

- Dry-dock for boat building and repairs
- Office space to support industrial tenants

B2

93 acres

Fuel Terminal

- Fuel storage terminal and support spaces

B3

30 acres

Light Industrial Support

- Office space to support industrial tenants nearby
- Light industrial supporting larger industries nearby

B4

13 acres

Water Treatment Plant

- Water treatment plant

Zone B Salient Features, Costs and Jobs Estimates



Zone B Salient Features

Overall, Zone B contains ideal industrial lands with the great characteristic of having direct access to deep-draft ports and to an important airport. Among the specific features of this zone are:

- Flat, waterfront property with access to a dry slip and 45 feet-deep port.
- Fuel terminal with over 34,000,000 gallon storing capacity and 40 feet deep fueling pier.
- Potable water filtration facility with large reservoir.
- Additional industrial-zoned lands available for select light and/or heavy industrial uses.
- Favorable locations, with buffer distance from residential and other sensitive uses.

Construction Area Envisioned (SF)

530,000

Cost of Construction (US\$)

46,500,000

Permanent Jobs

650



The **Industrial Clusters** are a series of four separate parcels that share their zoning as industrial lands. These parcels were used for industrial purposes when Roosevelt Roads was used as a military naval station. The Reuse Plan promotes naval or marine-related industrial uses for subzone B1; heavy-industrial uses exclusively related to fuel storage terminal products for subzone B2; and light industrial uses compatible with the fuel terminal for subzone B3. Subzone B4 is reserved for a potable water treatment facility.



Industrial Clusters Subzones

Subzone B1, Waterfront Industrial

This subzone is composed of the portion of available flat waterfront land adjacent to the former dry dock. This is a large parcel with direct access to a deep-draft port and is envisioned as a ship-building/repair business. Its uses must be compatible with the neighboring US Army Reserve depot.

The gross development area for this subzone is about 230,000 sf. Promoted uses within Subzone B1 include:

- (i) Industrial. This waterfront area is being promoted as a boat repair/drydock area plus the industrial “Back of House” for Roosevelt Roads. Uses allowed must not produce heavy industrial emissions so as not to degrade the quality of the tourism, residential and commercial components nearby. This area has access to a deep port and is close to the Ceiba Airport.
- (ii) Office. Administrative offices and small commercial spaces within this area will support the larger industrial operations located nearby.

Subzone B2, Fuel Terminal

The Fuel Terminal subzone occupies the former fuel storage depot operated by the US Navy and includes eight high-capacity tanks, a pumping facility and a fueling pier (Pier 2A). This zone has been planned with the same uses in mind, with possibilities to connect this storage capacity with the nearby Ceiba Airport.

The gross development area for this subzone is about 50,000 sf. Promoted uses within Subzone B2 include:

- (i) **Industrial**. The fuel terminal includes storage tanks, oil pipes, fuel mixing mechanisms, laboratories, administrative / employee office spaces and mechanical / electrical support spaces. There is additional land within this zone to allow for the expansion of fuel storage operations.

Subzone B3, Light Industrial Support

This parcel is adjacent to the Fuel Terminal land and can serve as support for that industrial use (fuel-related uses). Other uses must adapt to the presence of the fuel storage terminal to avoid conflictive, non-compatible uses. This area is accessed by the segment of Forrestal Drive that runs closer to the airport.

The gross development area for this subzone is about 240,000 sf. Promoted uses within Subzone B3 include:

- (i) **Office**. Administrative offices and small commercial spaces within this area will support the larger industrial operations located nearby.
- (ii) **Industrial**. This zone is designated as a space for light industrial operations, particularly to support

other areas within Roosevelt Roads (marine, healthcare, fuel storage, airfield, R&D, etc.)



Subzone B4, Water Treatment Plant

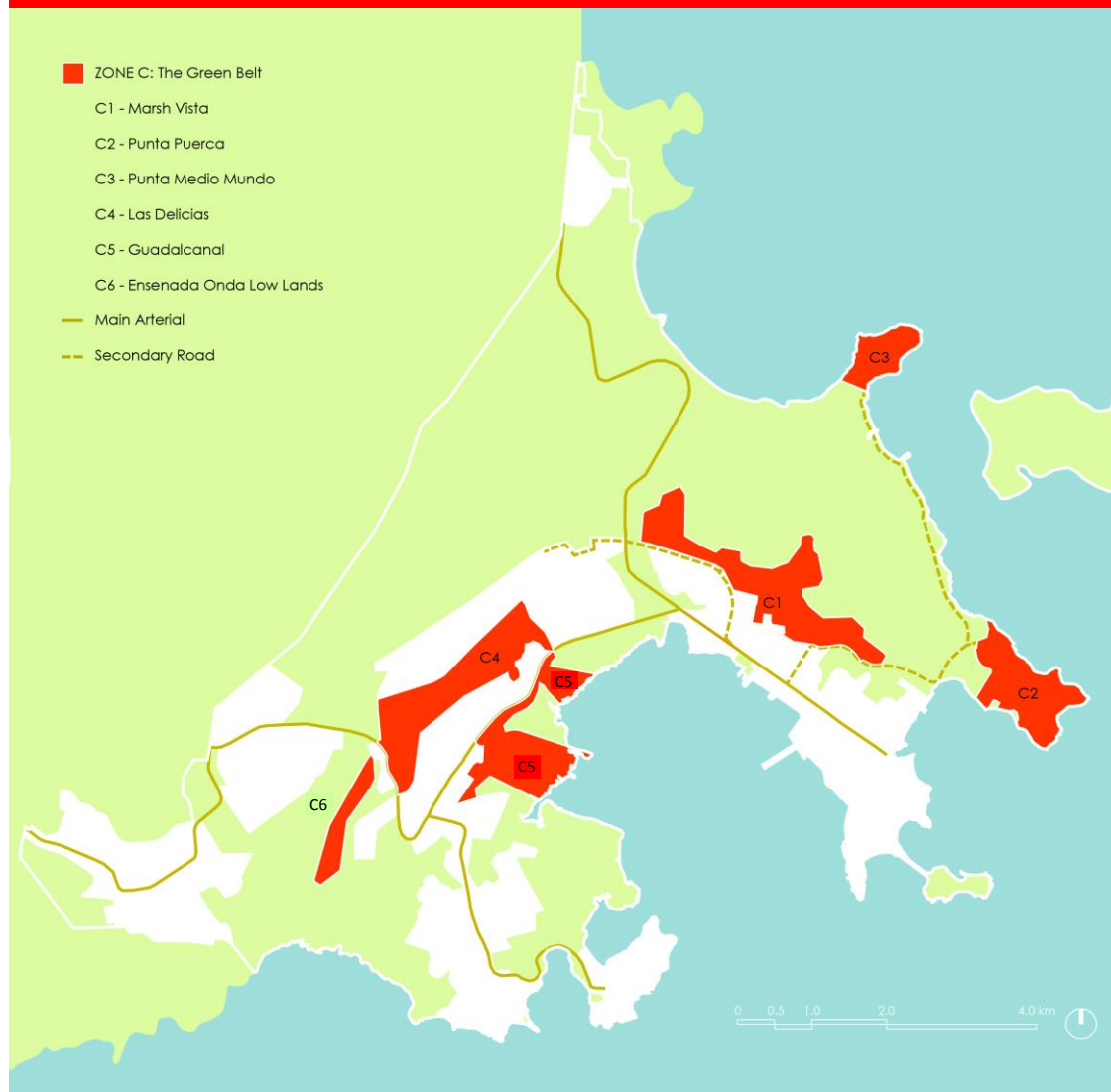
This parcel houses the Roosevelt Roads potable water treatment plant, including a large water reservoir. Its use is reserved for the same purpose (potable water treatment).

The gross development area for this subzone is about 10,000 sf. Promoted uses within Subzone B4 include:

- (i) **Infrastructure Support**. This area contains the potable water treatment plant and main crude water reservoir. It will remain zoned for this same use.

Zone C, Green Belt

Zone C Location, Program Summary



“Green Belt” is an 888-acre development zone composed of six separate parcels with the salient characteristic of being rural and near beautiful, natural protected lands.

Sub-zones

Marsh Vista

C1

240 acres

- 18-hole golf course
- Single family detached, "eco-housing"
- Small retail, food and services helping neighborhood

Punta Puerca

C2

149 acres

- Eco-lodging
- Visitors center, museum, sustainability research
- Eco-housing for vacationers or permanent residents
- Water taxi terminal

Punta Medio Mundo

C3

66 acres

- Environmental research facility
- Off-the grid lodging
- Office space supporting research

Las Delicias Hills

C4

207 acres

- Golf-oriented housing clusters
- 18-hole golf course

Ensenada Honda Lowlands

C5

174 acres

- Trails, boardwalks, parkland
- Former USCG wharf reuse as commercial / tourism pier

Guadalcanal

C6

52 acres

- Trails, boardwalks, parkland

Zone C Salient Features, Costs and Jobs Estimates



Zone C Salient Features

The rural settings that these six parcels share provide ideal settings for upscale projects that use nature and sustainability as their main selling point. Among the specific features of this zone are:

- *Enviably ocean views*
- *Immediacy to protected natural settings ideal for nature trails, golf amenities, ecotourism services and similar uses*
- *Access to the sea shore from subzones 2,3 and 5*
- *Elevated, oceanfront parcels in subzones 2 and 3*
- *Natural settings ideal for "green" developments*
- *Possibility of uses including eco-oriented hotels, golf, sport fields, residential, corporate retreats, R&D centers, etc.*

Construction Area Envisioned (SF)

1,580,000

Cost of Construction (US\$)

341,975,000

Permanent Jobs

1,550



The **Green Belt** groups six separate parcels that share a common characteristic of being rural and adjacent to sensitive lands. Uses in these parcels require approval of a special government committee and must adhere to low-density, sustainability planning and design standards. These areas enjoy enviable ocean vistas and accept various types of low-impact developments.



Green Belt Subzones

Subzone C1, Marsh Vista

This subzone comprises the hills bordering the Medio Mundo natural reserve, enjoying ocean views. This area can be developed as low density lodging/residential with golf or similar rural scale projects.

The gross development area for this subzone is about 315,000 sf. Promoted uses within Subzone C1 include:

- (i) Golf. An 18-hole sustainably maintained golf course could be inserted in this area with careful consideration of protecting the marsh from pesticides and other related chemicals.
- (ii) Residential. Single family, detached housing with a focus on sustainability will be promoted within these hills overlooking the mangroves and Piñeros Island. Ocean, marsh and golf views are main attractions of this zone.
- (iii) Commercial Mixed Use. Small retail, food service and entertainment activities will complement and support the golf and residential components.

Subzone C2, Punta Puerca

Punta Puerca is a relatively large peninsula with premier ocean and island views. This unspoiled waterfront setting (almost 14,000 linear feet of water frontage) is ideal for “green” low scale hotels.

The gross development area for this subzone is about 830,000 sf. Promoted uses within Subzone C2 include:

- (i) **Hospitality**. Eco-lodging is the main activity within Punta Puerca. One or more ecological hospitality projects (upscale and/or entry level) can occur within this peninsula that overlooks the waterfront, Vieques and Piñeros Islands.
- (ii) **Institutional**. Supplementing the ecological hotels, a research component focused on the Yunque rainforest and the marine habitats nearby are recommended for this subzone.
- (iii) **Transportation**. A small water taxi terminal will be promoted for this region, interconnecting Punta Puerca with the waterfront and with other destinations such as Piñeros Island and the Ceiba Gateway.
- (iv) **Residential**. The residential component within Punta Puerca will be promoted as an ecological vacation housing case study. This subzone can also host a small retirement community focused on respecting its natural setting.

Subzone C3, Punta Medio Mundo

Punta Medio Mundo is a small, remote peninsula with direct access to the ocean and 360 degree natural views.

It is accessed via Lake Chamberlain Rd and lacks basic utilities. Its uses may consider energy-neutral projects.

The gross development area for this subzone is about 150,000 sf.



Promoted uses within Subzone C3 include:

- (i) **Research**. A small research facility will be promoted for Punta Medio Mundo. Study areas will focus on the unique marine and terrestrial habitats occurring around the facility.
- (ii) **Hospitality**. A small lodge for researchers and support staff is recommended for the area. This peninsula can also house tent-style lodging for nature-loving tourists.
- (iii) **Office**. Administrative areas related to the research component will be housed within this area.

Subzone C4, Las Delicias Hills

This is Roosevelt Roads' highest parcels. This subzone enjoys views to the Northwest (airport, El Yunque) and the Southeast (Vieques, Caribbean Sea). Careful planning measures shall protect the scenic value of these hills.

The gross development area for this subzone is about 285,000 sf. Promoted uses within Subzone C4 include:

- (i) Golf. An 18-hole golf course has been determined to be an attraction within this zone, enjoying views of the ocean to the East and El Yunque to the West.
- (ii) Residential. A golf-oriented community will be promoted for Las Delicias, where single and multifamily housing border the golf course. This community will also enjoy uninterrupted ocean and bay views to the southeast.

Subzone C5, Ensenada Honda Lowlands

The land within this zone is partly a protected coastal wetland. This zone contains great street frontage (to Langley Dr. adjacent to the former Navy Lodge) and the former US Coast Guard pier.

This subzone is home to the former US Coast Guard Pier; this facility can be reused for uses such as water-based tourism tours and other commercial uses. Promoted uses within Subzone C5 include:

- (i) Passive Recreation. Parkland dedicated to conservation and/or low impact recreation such as walking trails / elevated boardwalks and public gardens, among others.

- (ii) Pier. Commercial and tourism uses can be based in the former Coast Guard Pier facility.

Subzone C6, Guadalcanal

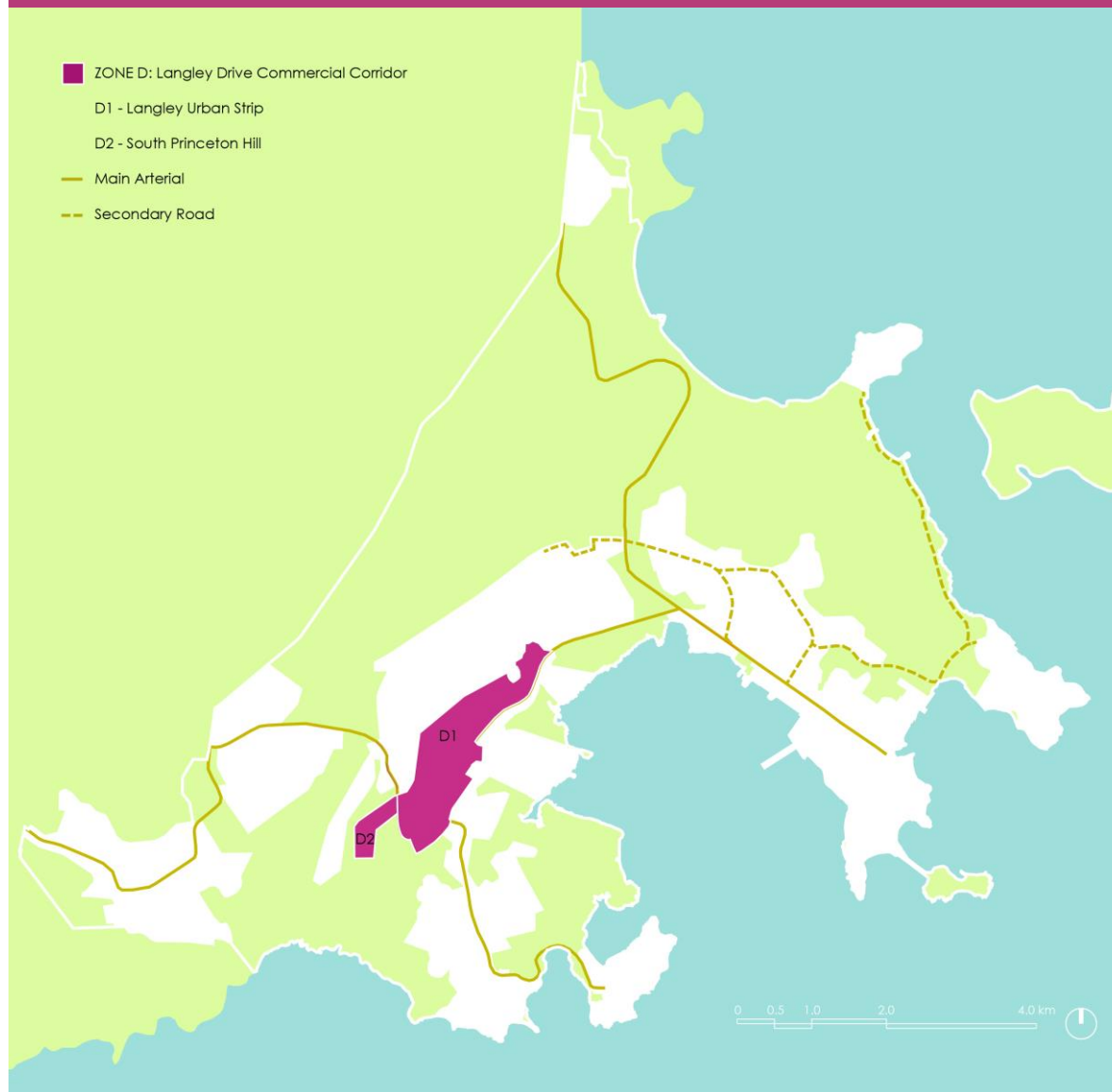
This narrow parcel sits on the side of a hill with views of El Yunque and Algodones Bay. Accessed via Langley Drive and surrounded by conservation lands, it is apt for conservation/rural projects.

There is no major development planned for this subzone. Promoted uses within Subzone C6 include:

- (i) Passive Recreation. Parkland dedicated to conservation and/or low impact recreation such as walking and biking trails, horseback riding, community agriculture projects and public gardens, among others.

Zone D, Langley Drive Commercial Corridor

Zone D Location, Program Summary



“**Langley Drive Commercial Corridor**” is planned as the “town center” for Roosevelt Roads. Mixed use commercial uses will predominate within this 260-acre group of parcels.

Sub-zones

D1
230 acres

Langley Urban Strip

- Adaptive reuse of retail, institutional buildings
- Lowrise multifamily, retirement housing
- Former Navy Lodge reuse for business travelers

D2
30 acres

South Princeton Hill

- R&D center or Museum facility

Zone D Salient Features, Costs and Jobs Estimates



Zone D Salient Features

The existing buildings and former uses within this zone make this area an ideal setting for a “town center”. Among the specific features of this zone are:

- Existing commercial buildings including free standing, big box retail, places of worship, and gas station
- Existing residential buildings include detached housing and apartments appropriate as rental properties
- This zone is the gateway to Capehart, bringing additional traffic to its businesses
- Gently sloped terrain elevated away from the flood plain.

Construction Area Envisioned (SF)

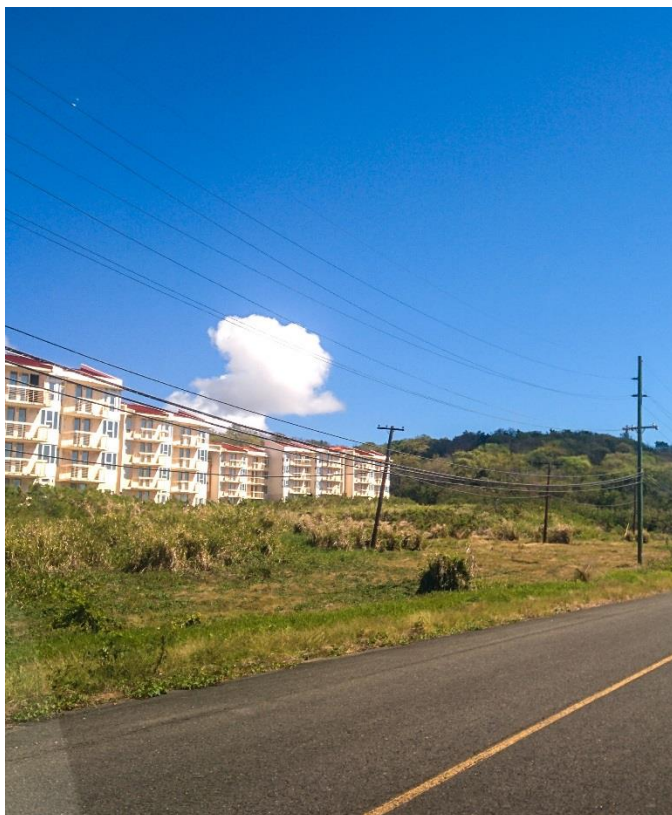
1,995,000

Cost of Construction (US\$)

339,000,000

Permanent Jobs

2,496



The **Langley Drive Commercial Corridor** runs parallel to the Langley Dr. arterial. This strip of land presents important opportunities as a location for “town center” type of programs such as service offices, places of worship, retail, food service, business lodging and other urban amenities. The area includes higher land appropriate for suburban residential and related uses.



Langley Drive Commercial Corridor Subzones

Subzone D1, Langley Urban Strip

This subzone contains existing buildings and infrastructure appropriate for adaptive reuse. Among the existing buildings are the former Navy Lodge, a fast food free standing building, a bowling alley, church, a big box (formerly the Navy Exchange) retail building, gas station, apartment buildings and a day care center. The area is the gateway to the Capehart zone, making it a viable commercial hub. Further Northwest from Langley Drive and up the Las Delicias Hills, this zone includes land apt for working-class residential and other suburban uses.

The gross development area for this subzone is about 1,895,000 sf. Promoted uses within Subzone D1 include:

- (i) Commercial. The existing buildings that housed the Navy Exchange and commissary will anchor the subzone’s retail component. Infill retail and food service buildings will be strategically planned for this strip of road. Other commercial uses include entertainment (bowling, game rooms) and foodservice (restaurants, supermarket, fast food).

- (ii) Residential. This area has zones where low-rise multifamily housing is desirable. The market for these communities can be directed towards the area's working families, retired couples and short-term rentals.
- (iii) Hospitality. The former Navy Lodge will be the anchor of the hospitality component within Langley Drive. This area can serve business travelers, budget-oriented travellers and general tourism.

Subzone D2, South Princeton Hill

This parcel sits on top of a hill, enjoying 360-degree ocean and mountain views. It is accessed via Langley Drive and contains the former US Navy Southern Command communications buildings. It is an ideal site for a large corporate or institutional headquarters, a high-tech industrial setting or a business hotel/lodge. It is also suited for a large museum facility.

The gross development area for this subzone is about 100,000 sf. Promoted uses within Subzone D2 include:

- (i) Research. The facilities within South Princeton Hill are apt for an institutional or commercial research and development facility. The relative isolation and 360 degree views are built-in assets for this area.
- (ii) Museum. This hilltop site is also suitable for a private museum with related research / restoration facilities.
- (iii) Hospitality. The research and / or museum components can be supplemented by a lodging development that privileges on the superb panoramic views of this site.



Zone E, Airside Commercial Clusters

Zone E Location, Program Summary



“**Airside Commercial Clusters**” is one large (368 acres) continuous parcel subdivided into two subzones, one focused on light manufacturing / distribution or aerospace-industrial and the other centered on institutional uses.

Sub-zones

E1

172 acres

Airside Light Industrial Park

- Aerospace / aviation oriented industries
- Administrative and support services for the airport

E2

196 acres

Airside Institutional Cluster

- Government and private institutions
- Colleges and/or technical institutions

Zone E Salient Features, Costs and Jobs Estimates



Zone E Salient Features

This zone is located adjacent to the Ceiba Airport. This location presents development opportunities for projects related to the aerospace industry. Among the specific features of this zone are:

- *Direct access to the Ceiba Airport's 11,000 feet runway and hangars*
- *Appropriate location for educational or institutional cluster*
- *Flat terrain with little or no contamination*

Construction Area Envisioned (SF)

1,475,000

Cost of Construction (US\$)

129,500,000

Permanent Jobs

1,588



Leveraging on the adjacent Ceiba Airport, the **Airside Commercial Clusters** are planned for light manufacturing / distribution or aerospace-related and institutional uses. This flat terrain is accessed from the North via Tarawa Drive and from the South from Langley Drive.



Airside Commercial Cluster Subzones

Subzone E1, Airside Industrial Park

This subzone is located to the Northwest of the Ceiba Airport's 11,000 feet runway. Las Delicias hills border this land to its Southeast. Given its direct access to the airport facilities, this flat land presents excellent opportunities for assembly and/or distribution or aerospace-related and other commercial developments.

The gross development area for this subzone is about 775,000 sf. Promoted uses within Subzone E1 include:

- (i) Light Industrial. Uses promoted include aerospace and aviation-oriented manufacturing and/or distribution uses that leverage the adjacent airport and its capabilities to receive planes for servicing, cargo directly from planes and close proximity to the PR-53 highway.
- (ii) Office. Office uses are needed within this subzone to support and complement the specialty industrial component.

Subzone E2, Airside Institutional Cluster

The Airside Institutional Cluster is a subzone proposed as a higher education campus or center for specialized institutional services associated with other features or services offered in Roosevelt Roads. The proximity to the Ceiba

Airport and the related industrial parcel makes this area an ideal setting for other institutional uses as well. Government and private institutions can establish operations in this centric zone to get a strategic location not far from every corner of the former Naval Base.

The gross development area for this subzone is about 700,000 sf.

Promoted uses within Subzone E2 include:

- (i) Institutional. This location can house private institutions and government agencies that want to bring direct services to the Ceiba and Naguabo communities or support the services and programs offered elsewhere within Roosevelt Roads.
- (ii) Educational. This area is closer to the Ceiba urban center and its facilities can serve its residents with a higher / technical education campus focused on tourism, nautical, aerospace and on other trades that will offered within Roosevelt Roads.



Zone F, Bundy Uplands: Corporate Retreat and Learning Center

Zone F Location, Program Summary



“Bundy Uplands: Corporate Retreat and Learning Center” provides an urban cluster within a rural setting. This detached, 372-acre parcel provides the setting for corporate getaways and similar uses.

Sub-zones

Bundy Campus

F1
183 acres

- High-tech production and R&D facilities
- Corporate retreats and training facilities
- Small retail, food and services helping neighborhood

Ocean Hills

F2
189 acres

- Lodges and short-term rentals, business oriented
- Sustainable, “treetop” residential clusters

Zone F Salient Features, Costs and Jobs Estimates



Zone F Salient Features

The “detached” nature of this site, together with the lush vegetation surrounding it makes this zone a very distinct area within Roosevelt Roads.

Among the specific features of this zone are:

- *Sloped site with rural setting*
- *Coastal hills enjoy superb views of the ocean “down below”*
- *Privileged rustic location prime for corporate retreats, conference centers, or large R&D campus*
- *Very close to the former Gate 3 and Highway PR-53*
- *Rural access to the adjacent Algodones Bay in Naguabo.*

Construction Area Envisioned (SF)

1,320,000

Cost of Construction (US\$)

199,500,000

Permanent Jobs

2,137



The **Bundy Uplands: Corporate Retreat and Learning Center** is a large zone within Roosevelt Roads elevated from sea level and distant from the large urban corridors of Langley and Forrestal Drives. The zone is subdivided into inland uplands and coastal mountainside parcels.



Bundy Uplands: Corporate Retreat and Learning Center Subzones

Subzone F1, Bundy Campus

The former “Camp Bundy” provides ample develop-ready lands in a lush, tropical setting planned for large corporate or institutional retreat centers, conference facilities and/or R&D campus. The perception of distance from the rest of Roosevelt Roads is contrasted by its proximity to former Gate 3 and Highway PR-53.

The gross development area for this subzone is about 650,000 sf. Promoted uses within Subzone F1 include:

- (i) High-tech Industrial. The area is recommended for high-tech industrial and R&D uses.
- (ii) Conference Center. A retreat and/or training center for corporations would relate to the natural setting of former Camp Bundy.
- (iii) Office. Corporate office spaces can complement and coexist with the R&D, Industrial and Conference components within this area.

- (iv) Commercial Mixed Use. Small retail, foodservice and entertainment venues will be allowed to serve the area's workers and residents.

Subzone F2, Ocean Hills

This subzone incorporates a more hilly topography, overlooking Algodones Bay and the Luquillo Mountain range (including "El Yunque" mountains). This location has excellent road access and plenty of development sites. The rugged topography requires the architecture to adapt to the terrain via terraces and split levels.

The gross development area for this subzone is about 670,000 sf. Promoted uses within Subzone F2 include:

- (i) Hospitality. Hotels and short-term rental apartments are considered for this ocean and rainforest view zone. Lodging can serve the corporate-business community working nearby.
- (ii) Residential. These hills are ideal for "treetop" residential clusters with a sustainability focus. The ocean and rainforest views and the "retreat" atmosphere promote this area to retirees and working families.



Zone G, Capehart Coastal Lands

Zone G Location, Program Summary

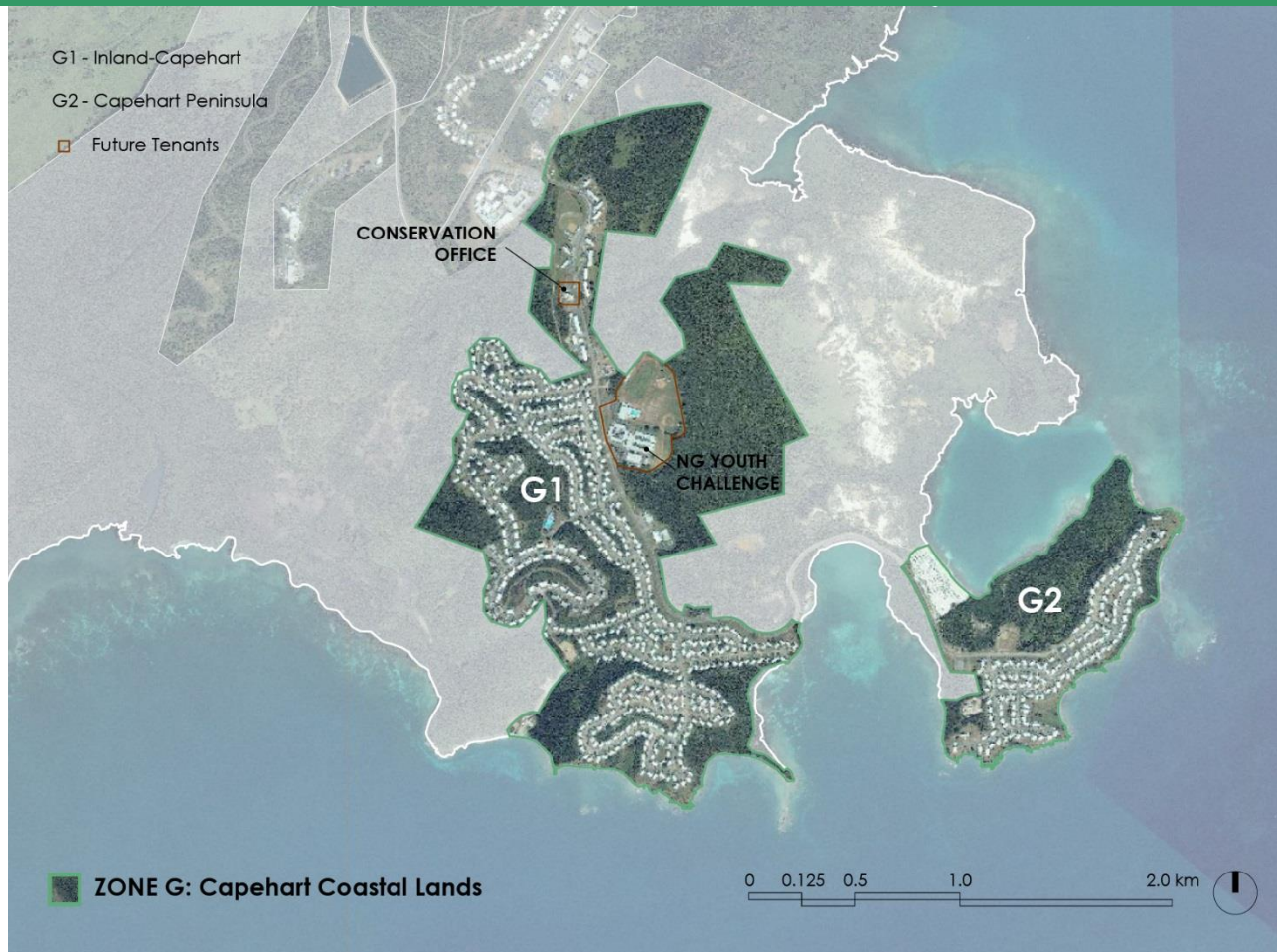


“Capehart Coastal Lands” is a 500-acre zone comprising two adjoining parcels –inland and peninsula. Its elevated, oceanfront setting distinguishes it from the rest of Roosevelt Roads.

Sub-zones

G1 405 acres	Inland Capehart ▪ <i>Reuse of former schools for same purposes</i> ▪ <i>Office park for corporate headquarters</i> ▪ <i>Small retail, food and services helping neighborhood</i>
G2 95 acres	Cascajo Peninsula ▪ <i>Waterfront residential</i>

Zone G Salient Features, Costs and Jobs Estimates



Zone G Salient Features

Capehart is a coveted piece of land given its oceanfront location, existing beach and high, dry terrain. Among the specific features of this zone are:

- The "Playa Blanca" public beach is located between the two subzones
- High, dry peninsula with over 11,000 linear feet of water frontage.
- Two schools fall within this zone.
- Limited traffic due to the fact that FDR Road is a dead-end roadway.

Construction Area Envisioned (SF)

1,080,000

Cost of Construction (US\$)

222,900,000

Permanent Jobs

1,520



The **Capehart Coastal Lands** comprise the former single family residential clusters within Roosevelt Roads. These two subzones (inland and peninsula) share its access via FDR Drive, which connects to Langley Drive. The zone is appropriate for large and medium scale corporate offices, multifamily and single family residential and tourist-oriented developments that leverage on the existing beach, the gorgeous ocean views, proximity to schools and limited traffic.



Capehart Coastal Lands Subzones

Subzone G1, Inland Capehart

This subzone offers semi-flat terrain that used to be the main residential cluster within Roosevelt Roads. The Reuse Plan provides for other uses in addition of residential, including corporate headquarters, R&D centers, hospitality and small commercial/retail.

The gross development area for this subzone is about 630,000 sf. Promoted uses within Subzone G1 include:

- (i) K/12 Education. The two existing school buildings will be reused with educational uses. Other related education uses can be located adjacent to these two properties.
- (ii) Office. This subzone presents conditions ideal for corporate headquarters and office park uses. These uses are promoted as part of the mix of uses that the reuse plan requires.
- (iii) Commercial Mixed Use. Some commercial uses (retail, foodservice, entertainment) will be inserted between the office component to serve the needs of the area's users and residents.

Subzone G2, Cascajo Peninsula

This oceanfront area within Capehart, known as Punta Cascajo, offers prime real estate due to its elevated bluffs with ocean and island views all around. This zone used to have the officers residences (including the commander's house) and is planned to accommodate apartments, houses and small community businesses.

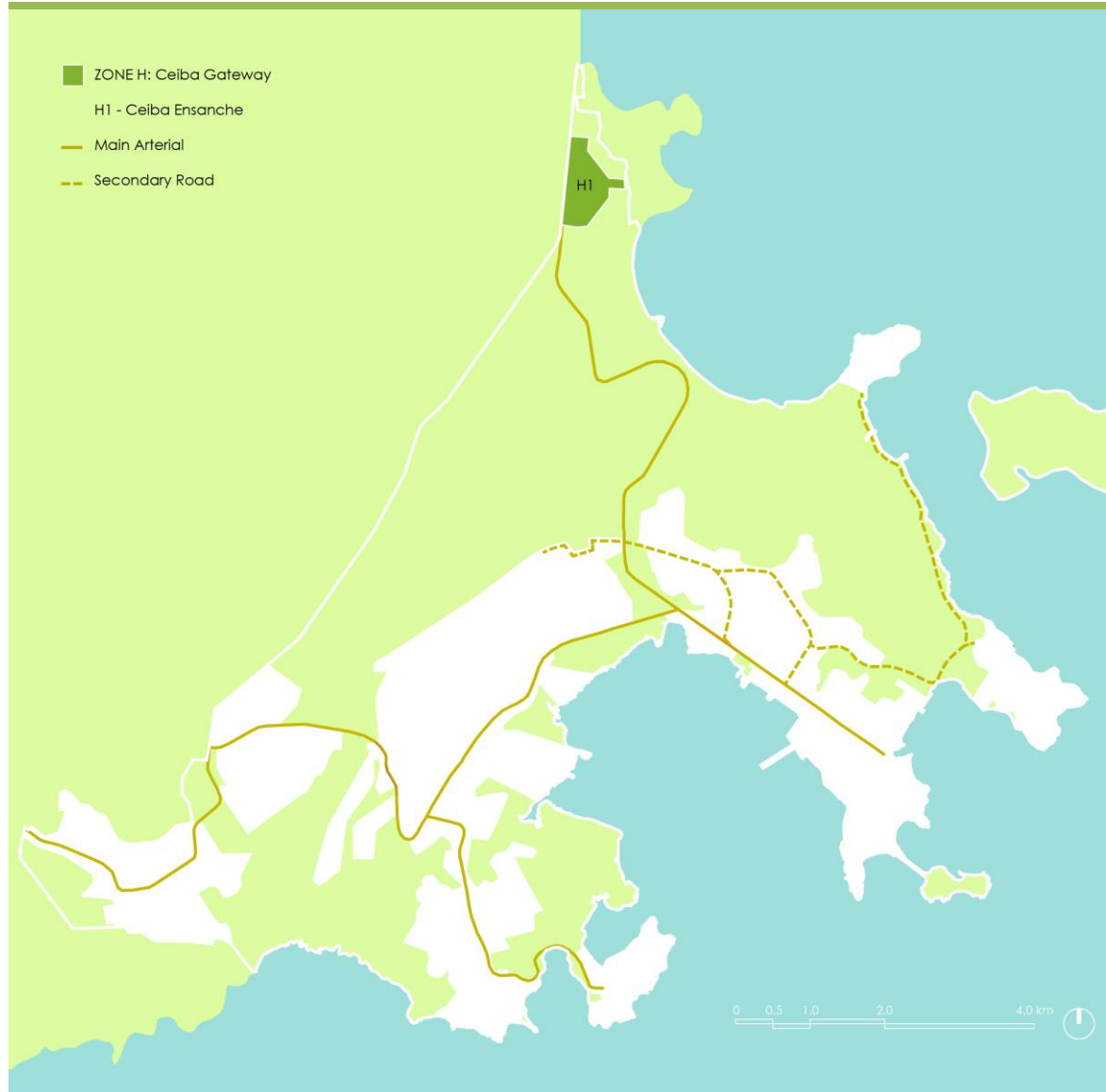
The gross development area for this subzone is about 450,000 sf. Promoted uses within Subzone G2 include:

- (i) Residential. The main use for the Punta Cascajo parcel is for residential. This area enjoys ocean frontage and views of Vieques and the Waterfront area. The nearby public beach inside this subzone adds another attraction to these residential communities. Other uses include small commercial and recreation spaces that support this residential community.



Zone H, Ceiba Gateway

Zone H Location, Program Summary



“Ceiba Gateway” is a 75-acre parcel adjoining the Ceiba urban center and close to the Los Machos public beach. It borders the northern entrance to Roosevelt Roads (former Gate 1).

Sub-zones

H1
75 acres

Ceiba Ensanche

- *Small retail, food and services, Welcome Center*
- *Public agencies and private services*
- *Fisherman's Village, fishing dock*

Zone H Salient Features, Costs and Jobs Estimates



Zone H Salient Features

Among the specific features of this zone are:

- Flat terrain
- Direct access to the Ceiba urban center
- Walking distance for Ceiba residents
- Gateway characteristics given it was the site of "Gate 1" of the former Naval Station

Construction Area Envisioned (SF)

55,000

Cost of Construction (US\$)

7,150,000

Permanent Jobs

89



An obvious urban growth area for the municipality of Ceiba, the **Ceiba Gateway** zone is planned as a urban expansion district. The planned uses for this zone include a northern gateway facility for the Roosevelt Roads redevelopment, and local-scale services, commercial and recreational spaces.

The gross development area for this zone is about 55,000 sf.

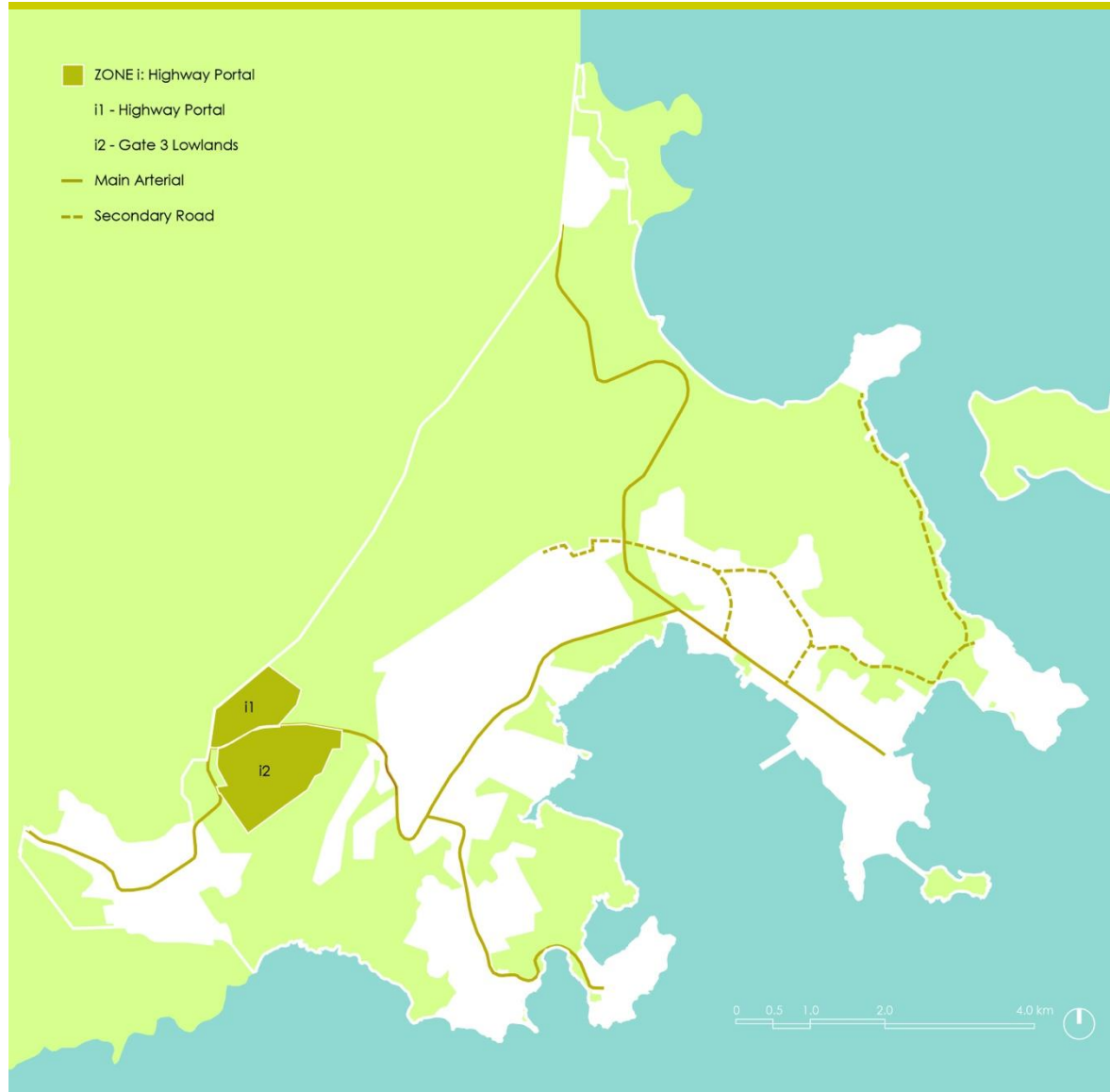
Promoted uses within Zone H include:

- (i) Commercial. Small commercial (food, retail) areas to serve the Municipality's expansion needs. Activities promoted here will be related to making this subzone a portal to the Roosevelt Roads redevelopment.
- (ii) Office. Public and private offices providing direct services to Ceiba residents and Roosevelt Roads visitors.



Zone i, Highway Portal

Zone i Location, Program Summary



“Highway Portal” is the zone closest to the Roosevelt Roads’ highway off-ramp. Planned uses for this 306-acre parcel center on outdoor recreation, renewable energy and small-scale agriculture.

Sub-zones

i1

108 acres

Highway Portal

- Passive and active sports
- Large-scale PV field and supporting buildings
- Small retail, food and services tending the region
- Community, low scale agriculture, farmer's market

i2

198 acres

Langley Lowlands

- Trails, boardwalks, parkland

Zone i Salient Features, Costs and Jobs Estimates



Zone i Salient Features

Among the specific features of this zone are:

- Closest parcel to Highway PR-53
- Adjacent to the airport runway
- Possibility of incorporating active and passive sports and recreational uses, including sports academies.
- Lowlands with conservation value

Subzone i Constraints

- Height restrictions due to low air space ceiling
- Restrictions on dense construction given the delicate natural systems (including wetlands) in parts of subzone i2.

Construction Area Envisioned (SF)

250,000

Cost of Construction (US\$)

9,000,000

Permanent Jobs

175



Highway Portal Subzones

Subzone i1, Highway Portal

Acting as the direct highway entrance to Roosevelt Roads, this subzone comprises flat lands between the Ceiba Airport and former Gate 3. Practical uses planned for this area include renewable (PV) energy, small scale agriculture, horseback riding trails, and other support uses.

The gross development area for this subzone is about 250,000 sf.

Promoted uses within Subzone i1 include:

- (i) Recreation. Passive and active sports and outdoor recreation uses are promoted for this area. Uses may include sports schools, public sports parks, horse stables and training center and other related activities.
- (ii) Commercial. Leveraging on the location near a highway, this subzone include low scale commercial related to uses such as convenience retail and foodservice.
- (iii) Renewable Energy. Solar power generation can occur in the areas closest to the airport's landing strip. Also, support spaces for this activity (warehouse, repair shop, power grid equipment) can be built here.

The **Highway Portal** acts as the “southern gateway” to Roosevelt Roads and is the fastest way to enter the former Naval Base from Highway PR-53. This zone comprise two subzones, the highway portal and the lowlands. Uses in this zone can include the following:

- (iv) Agriculture. The area is also compatible with small, organic agriculture projects that take advantage of the flat lands.

Subzone i2, Langley Lowlands

These lands –most considered wetlands- offer scenic value and opportunities for passive recreation (horseback riding, mountain biking trails, bird watching, etc.). Its location near the Conservation Trust lands are compatible with conservation and passive recreation uses.

There is no major development planned for subzone i2. Promoted uses within Subzone i2 include:

- (i) Passive Recreation. Parkland dedicated to conservation and/or low impact recreation such as walking and biking trails, community agriculture projects and public gardens, among others.



Summary of Development Area Parameters

Following is a table summarizing each development zone and subzone together with its main uses, the projected development construction area, the investment amounts and the total new jobs generated. These figures have been obtained from the economic data produced for the 2010 Addendum to the Reuse Plan.

2014 Rev. Main Developments	Main uses	Const. Area (sf)	Jobs	Const. Investment
A Forrestal Drive Corridor		4,390,000	9,796	\$ 1,067,500,000
A1 Waterfront District		2,685,000	6,978	740,500,000
i Commercial Mixed Use	Signature Mixed-use Development	2,310,000	6,497	693,000,000
ii Transportation	Ferry terminal	50,000	13	6,500,000
iii Marina	Mega yacht / cruiseships	175,000	88	23,000,000
iv Park	Golf / public parks	150,000	380	18,000,000
A2 Forrestal Bayview Hills		1,400,000	1,951	259,500,000
i Hospitality	Urban ocean-view hotels, health tourism lodging	320,000	600	96,000,000
ii Commercial Mixed Use	Mix of retail, services, food and entertainment	300,000	1,000	53,000,000
iii Healthcare	Medical offices, other health related services	130,000	325	13,000,000
iv Residential	Lowrise multifamily, retirement housing	650,000	26	97,500,000
A3 Commercial Marina		305,000	867	67,500,000
i Marina	Small vessel marina with dry stack storage	25,000	50	3,500,000
ii Hospitality	Nautical tourism-oriented lodging	80,000	150	24,000,000
iii Commercial Mixed Use	Nautical tourism-oriented commercial and services	200,000	667	40,000,000
B Industrial Clusters		530,000	662	\$ 48,500,000
B1 Waterfront Industrial		230,000	275	19,000,000
i Industrial	Dry-dock for boat building and repairs	200,000	200	16,000,000
ii Office	Office space to support industrial tenants	30,000	75	3,000,000
B2 Fuel Terminal		50,000	50	4,000,000
8d Industrial	Fuel storage terminal and support spaces	50,000	50	4,000,000
B3 Light Industrial Support		240,000	325	23,500,000
i Office	Office space to support industrial tenants nearby	50,000	125	7,500,000
ii Industrial	Light industrial supporting larger industries nearby	190,000	200	16,000,000
B4 Water Treatment Plant		10,000	12	2,000,000
Infrastructure Support	Water treatment plant	10,000	12	2,000,000

2014 Rev. Main Developments	Main uses	Const. Area (sf)	Jobs	Const. Investment
C Green Belt		1,580,000	1,556	\$ 345,975,000
C1 Marsh Vista		315,000	210	63,900,000
i Golf	18-hole golf course	35,000	100	23,400,000
ii Residential	Single family detached, "eco-housing"	250,000	10	37,500,000
iii Commercial Mixed Use	Small retail, food and services helping neighborhood	30,000	100	3,000,000
C2 Punta Puerca		830,000	1,115	204,300,000
i Hospitality	Eco-lodging	560,000	1,050	168,000,000
ii Institutional	Visitors center, museum, sustainability research	50,000	50	3,500,000
iii Residential Villas	Eco-housing for vacationers or permanent residents	200,000	10	30,000,000
iv Transportation	Water taxi terminal	20,000	5	2,800,000
C3 Punta Medio Mundo		120,000	112	17,875,000
i Research	Environmental research facility	25,000	21	4,625,000
ii Hospitality	Off-the grid lodging	70,000	75	10,000,000
iii Office	Office space supporting research component	25,000	16	3,250,000
C4 Las Delicias Hills		285,000	113	55,900,000
i Residential	Golf-oriented housing clusters	250,000	25	32,500,000
ii Golf	18-hole golf course	35,000	88	23,400,000
C5 Ensenada Honda Lowlands		15,000	3	2,000,000
i Passive Recreation	Trails, boardwalks, parkland	15,000	3	2,000,000
ii Pier	Former USCG wharf reuse as commercial / tourism pier	20,000	20	1,600,000
C6 Gualdalcanal		15,000	3	2,000,000
i Passive Recreation	Trails, boardwalks, parkland	15,000	3	2,000,000
D Langley Drive Corridor		1,995,000	2,496	\$ 339,000,000
D1 Langley Urban Strip		1,895,000	2,246	324,000,000
i Commercial Mixed Use	Adaptive reuse of retail, institutional buildings	475,000	1,583	95,000,000
ii Residential	Lowrise multifamily, retirement housing	1,100,000	63	165,000,000
iii Hospitality	Former Navy Lodge reuse for business travelers	320,000	600	64,000,000
D2 South Princeton Hill		100,000	250	15,000,000
i Research / museum	R&D center or Museum facility	100,000	250	15,000,000

2014 Rev. Main Developments	Main uses	Const. Area (sf)	Jobs	Const. Investment
E Airside Commercial		1,475,000	1,588	\$ 129,500,000
E1 Airside Light Industrial Park		775,000	888	63,500,000
i Light Industrial	Aerospace / aviation oriented industries	700,000	700	56,000,000
ii Office	Administrative and support services for the airport	75,000	188	7,500,000
E2 Airside Institutional Cluster		700,000	700	66,000,000
i Institutional	Government and private institutions	500,000	500	40,000,000
ii Higher Education	Colleges and/or technical institutions	200,000	200	26,000,000
F Bundy Uplands		1,320,000	2,137	\$ 199,500,000
F1 Bundy Campus		650,000	1,517	83,000,000
i High-tech Industrial	High-tech production and R&D facilities	100,000	100	8,000,000
ii Conference Center	Corporate retreats and training facilities	500,000	1,250	65,000,000
iii Commercial Mixed Use	Small retail, food and services helping neighborhood	50,000	167	10,000,000
F2 Ocean Hills		670,000	620	116,500,000
i Hotels	Lodges and short-term rentals, business oriented	320,000	600	64,000,000
ii Residential	Sustainable, "treetop" residential clusters	350,000	20	52,500,000
G Capehart Coastal Lands		1,080,000	1,520	\$ 222,900,000
G1 Inland Capehart		630,000	1,497	110,400,000
i K/12 Education	Reuse of former schools for same purposes	80,000	80	10,400,000
ii Office	Office park for corporate headquarters	500,000	1,250	90,000,000
iii Commercial Mixed Use	Small retail, food and services helping neighborhood	50,000	167	10,000,000
G2 Cascajo Peninsula		450,000	23	112,500,000
i Residential	Waterfront residential	450,000	23	112,500,000
H Ceiba Ensanche		30,000	83	\$ 3,900,000
i Commercial Mixed Use	Small retail, food and services, Welcome Center	10,000	33	1,300,000
ii Office	Public agencies and private services	20,000	50	2,600,000

2014 Rev. Main Developments	Main uses	Const. Area (sf)	Jobs	Const. Investment
i Highway Portal		265,000	278	\$ 23,000,000
i1 Highway Portal		250,000	275	21,000,000
i Recreation	Passive and active sports	50,000	50	1,500,000
ii Renewable Energy	Large-scale PV field and supporting buildings	100,000	50	8,000,000
iii Commercial Mixed Use	Small retail, food and services tending the region	50,000	125	7,500,000
iv Agriculture	Community, low scale agriculture, farmer's market	50,000	50	4,000,000
i2 Langley Lowlands		15,000	3	2,000,000
i Passive Recreation	Trails, boardwalks, parkland	15,000	3	2,000,000
		12,665,000	20,116	\$ 2,379,775,000