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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
"Forrestal 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**

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

- **Forrestal 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

- **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 waterfrontage)
- 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.

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<th>Construction Area Envisioned (SF)</th>
<th>Cost of Construction (US$)</th>
<th>Permanent Jobs</th>
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<tr>
<td>4,555,000</td>
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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**

<table>
<thead>
<tr>
<th>Sub-zone</th>
<th>Acreage</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>42 acres</td>
<td>Waterfront Industrial - Dry-dock for boat building and repairs, Office space to support industrial tenants</td>
</tr>
<tr>
<td>B2</td>
<td>93 acres</td>
<td>Fuel Terminal - Fuel storage terminal and support spaces</td>
</tr>
<tr>
<td>B3</td>
<td>30 acres</td>
<td>Light Industrial Support - Office space to support industrial tenants nearby, Light industrial supporting larger industries nearby</td>
</tr>
<tr>
<td>B4</td>
<td>13 acres</td>
<td>Water Treatment Plant - Water treatment plant</td>
</tr>
</tbody>
</table>
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.

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<tr>
<th>Construction Area Envisioned (SF)</th>
<th>Cost of Construction (US$)</th>
<th>Permanent Jobs</th>
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<tr>
<td>530,000</td>
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<td>650</td>
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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
“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**

- **C1 240 acres**
  - Marsh Vista
  - 18-hole golf course
  - Single family detached, “eco-housing”
  - Small retail, food and services helping neighborhood

- **C2 149 acres**
  - Punta Puerca
  - Eco-lodging
  - Visitors center, museum, sustainability research
  - Eco-housing for vacationers or permanent residents
  - Water taxi terminal

- **C3 66 acres**
  - Punta Medio Mundo
  - Environmental research facility
  - Off-the grid lodging
  - Office space supporting research

- **C4 207 acres**
  - Las Delicias Hills
  - Golf-oriented housing clusters
  - 18-hole golf course

- **C5 174 acres**
  - Ensenada Honda Lowlands
  - Trails, boardwalks, parkland
  - Former USCG wharf reuse as commercial / tourism pier

- **C6 52 acres**
  - Guadalcanal
  - Trails, boardwalks, parkland
Zone C Salient Features, Costs and Jobs Estimates

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:

- Enviable 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.

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<th>Construction Area Envisioned (SF)</th>
<th>Cost of Construction (US$)</th>
<th>Permanent Jobs</th>
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<tr>
<td>1,580,000</td>
<td>341,975,000</td>
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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, Guadalupe**
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
“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
“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

- **Airside Light Industrial Park**
  - Aerospace / aviation oriented industries
  - Administrative and support services for the airport

- **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

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

- **F1**
  - 183 acres

- **F2**
  - 189 acres

- **Ocean Hills**
  - Lodges and short-term rentals, business oriented
  - Sustainable, “treetop” residential clusters
Zone F Salient Features, Costs and Jobs Estimates

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.

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<th>Construction Area Envisioned (SF)</th>
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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
“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
    - Reuse of former schools for same purposes
    - Office park for corporate headquarters
    - Small retail, food and services helping neighborhood
- **G2** 95 acres
  - Cascajo Peninsula
    - Waterfront residential
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.

<table>
<thead>
<tr>
<th>Construction Area Envisioned (SF)</th>
<th>Cost of Construction (US$)</th>
<th>Permanent Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>1,080,000</td>
<td>222,900,000</td>
<td>1,520</td>
</tr>
</tbody>
</table>
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
“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**

**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

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
“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

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.

<table>
<thead>
<tr>
<th>Construction Area Envisioned (SF)</th>
<th>Cost of Construction (US$)</th>
<th>Permanent Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>250,000</td>
<td>9,000,000</td>
<td>175</td>
</tr>
</tbody>
</table>
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:

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

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

<table>
<thead>
<tr>
<th>Zone</th>
<th>Main Uses</th>
<th>Const. Area (sf)</th>
<th>Jobs</th>
<th>Const. Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>E</strong> Airside Commercial</td>
<td>1,475,000, 1,588, $129,500,000</td>
<td>775,000, 888, 63,500,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E1 Airside Light Industrial Park</td>
<td>1,475,000</td>
<td>700,000, 700, 56,000,000</td>
<td>75,000, 188, 7,500,000</td>
<td></td>
</tr>
<tr>
<td>E2 Airside Institutional Cluster</td>
<td>700,000, 700, 66,000,000</td>
<td>700,000, 700, 56,000,000</td>
<td>500,000, 500, 40,000,000</td>
<td></td>
</tr>
<tr>
<td><strong>F</strong> Bundy Uplands</td>
<td>1,320,000, 2,137, $199,500,000</td>
<td>650,000, 1,517, 83,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F1 Bundy Campus</td>
<td>1,320,000</td>
<td>100,000, 10,000, 8,000,000</td>
<td>500,000, 1,250, 65,000,000</td>
<td></td>
</tr>
<tr>
<td>F2 Ocean Hills</td>
<td>670,000, 620, 116,500,000</td>
<td>320,000, 600, 64,000,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>G</strong> Capehart Coastal Lands</td>
<td>1,080,000, 1,520, $222,900,000</td>
<td>630,000, 1,497, 110,400,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>G1 Inland Capehart</td>
<td>1,080,000</td>
<td>80,000, 80, 10,400,000</td>
<td>500,000, 1,250, 90,000,000</td>
<td></td>
</tr>
<tr>
<td>G2 Cascajo Peninsula</td>
<td>450,000, 23, 112,500,000</td>
<td>450,000, 23, 112,500,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>H</strong> Ceiba Ensanche</td>
<td>30,000, 83, 3,900,000</td>
<td>10,000, 33, 1,300,000</td>
<td>20,000, 50, 2,600,000</td>
<td></td>
</tr>
<tr>
<td>2014 Rev. Main Developments</td>
<td>Main uses</td>
<td>Const. Area (sf)</td>
<td>Jobs</td>
<td>Const. Investment</td>
</tr>
<tr>
<td>-----------------------------</td>
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<td>------------------</td>
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<td>------------------</td>
</tr>
<tr>
<td>i  Highway Portal</td>
<td></td>
<td>265,000</td>
<td>278</td>
<td>$23,000,000</td>
</tr>
<tr>
<td>i1  Highway Portal</td>
<td></td>
<td>250,000</td>
<td>275</td>
<td>$21,000,000</td>
</tr>
<tr>
<td>i  Recreation</td>
<td>Passive and active sports</td>
<td>50,000</td>
<td>50</td>
<td>1,500,000</td>
</tr>
<tr>
<td>ii Renewable Energy</td>
<td>Large-scale PV field and supporting buildings</td>
<td>100,000</td>
<td>50</td>
<td>8,000,000</td>
</tr>
<tr>
<td>iii Commercial Mixed Use</td>
<td>Small retail, food and services tending the region</td>
<td>50,000</td>
<td>125</td>
<td>7,500,000</td>
</tr>
<tr>
<td>iv Agriculture</td>
<td>Community, low scale agriculture, farmer’s market</td>
<td>50,000</td>
<td>50</td>
<td>4,000,000</td>
</tr>
<tr>
<td>i2  Langley Lowlands</td>
<td></td>
<td>15,000</td>
<td>3</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>i  Passive Recreation</td>
<td>Trails, boardwalks, parkland</td>
<td>15,000</td>
<td>3</td>
<td>2,000,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td>12,665,000</td>
<td>20,116</td>
<td>$2,379,775,000</td>
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