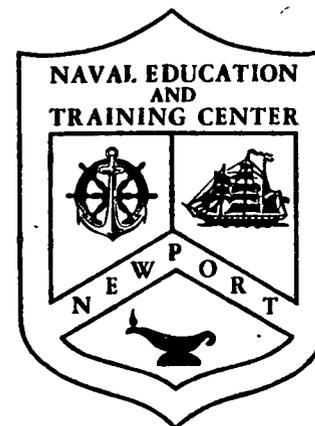
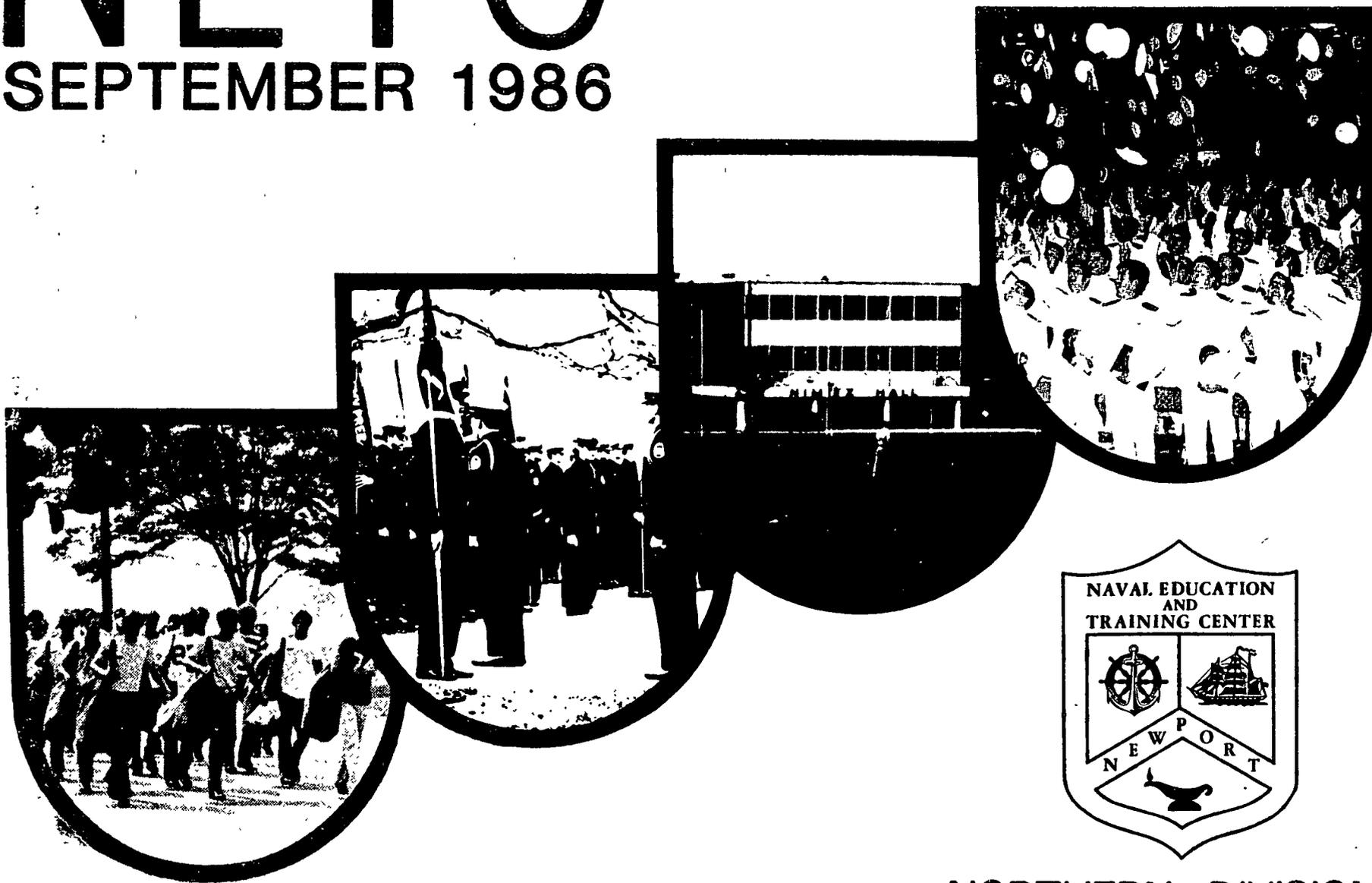


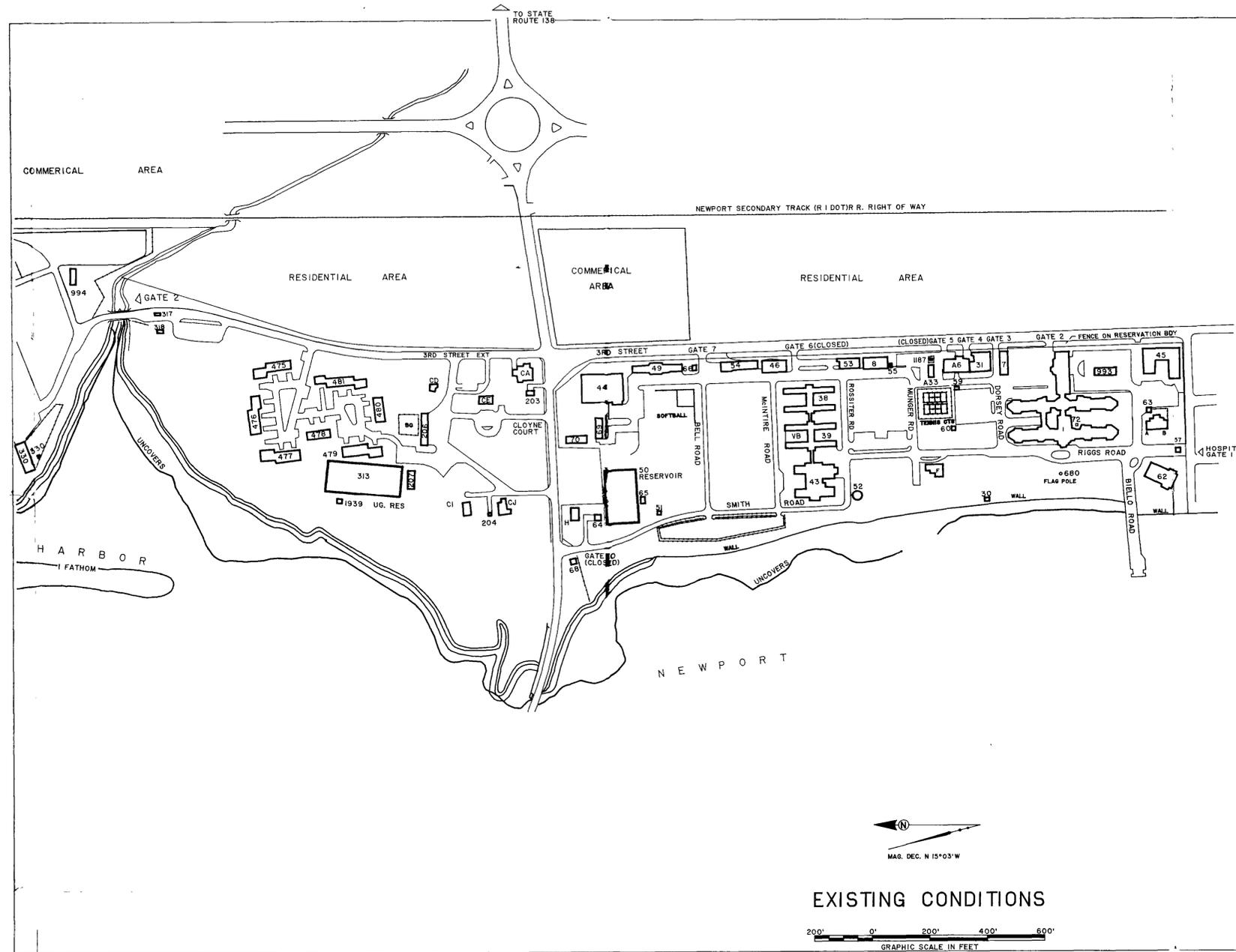
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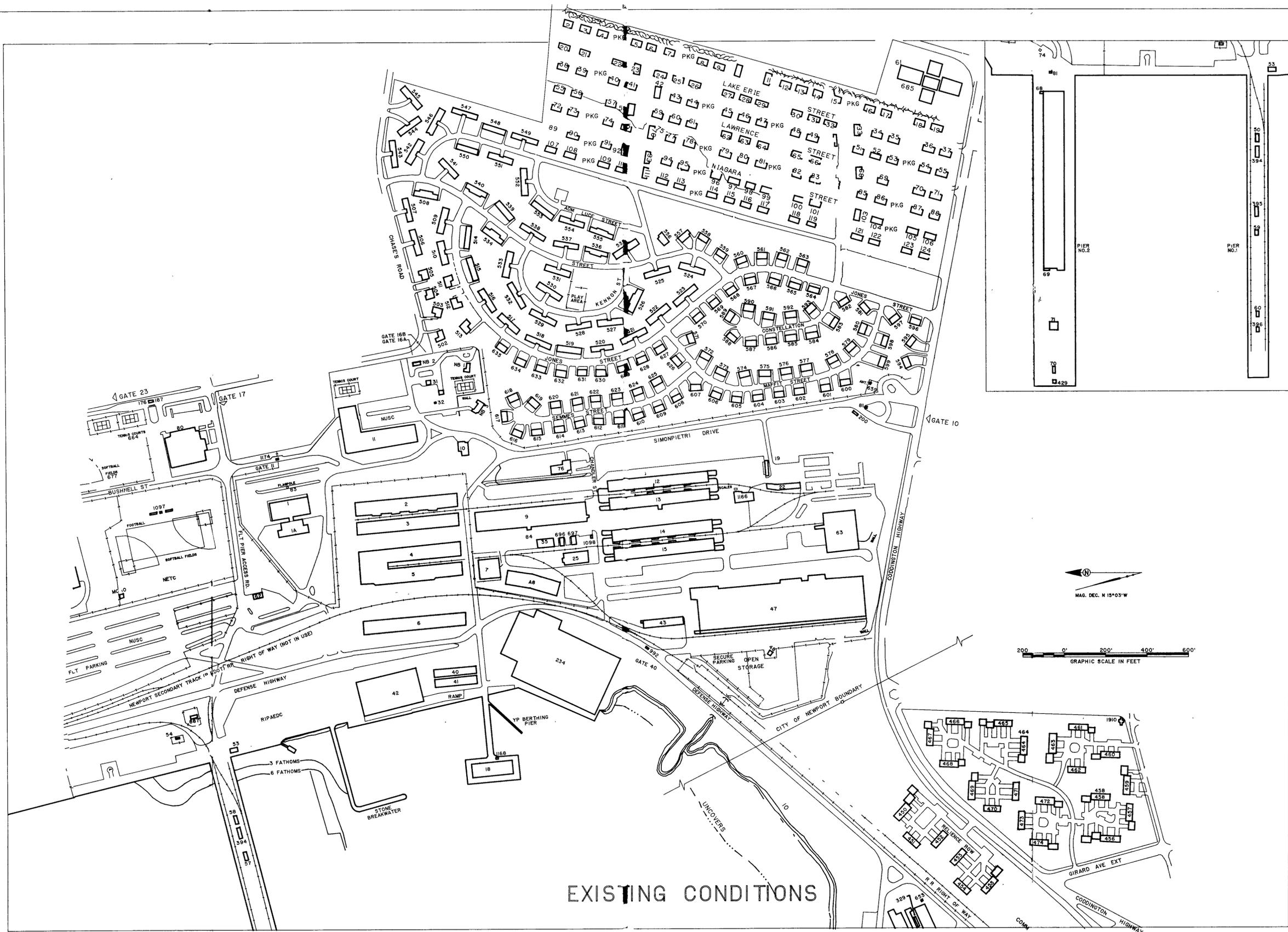
NEWPORT, RI MASTER PLAN



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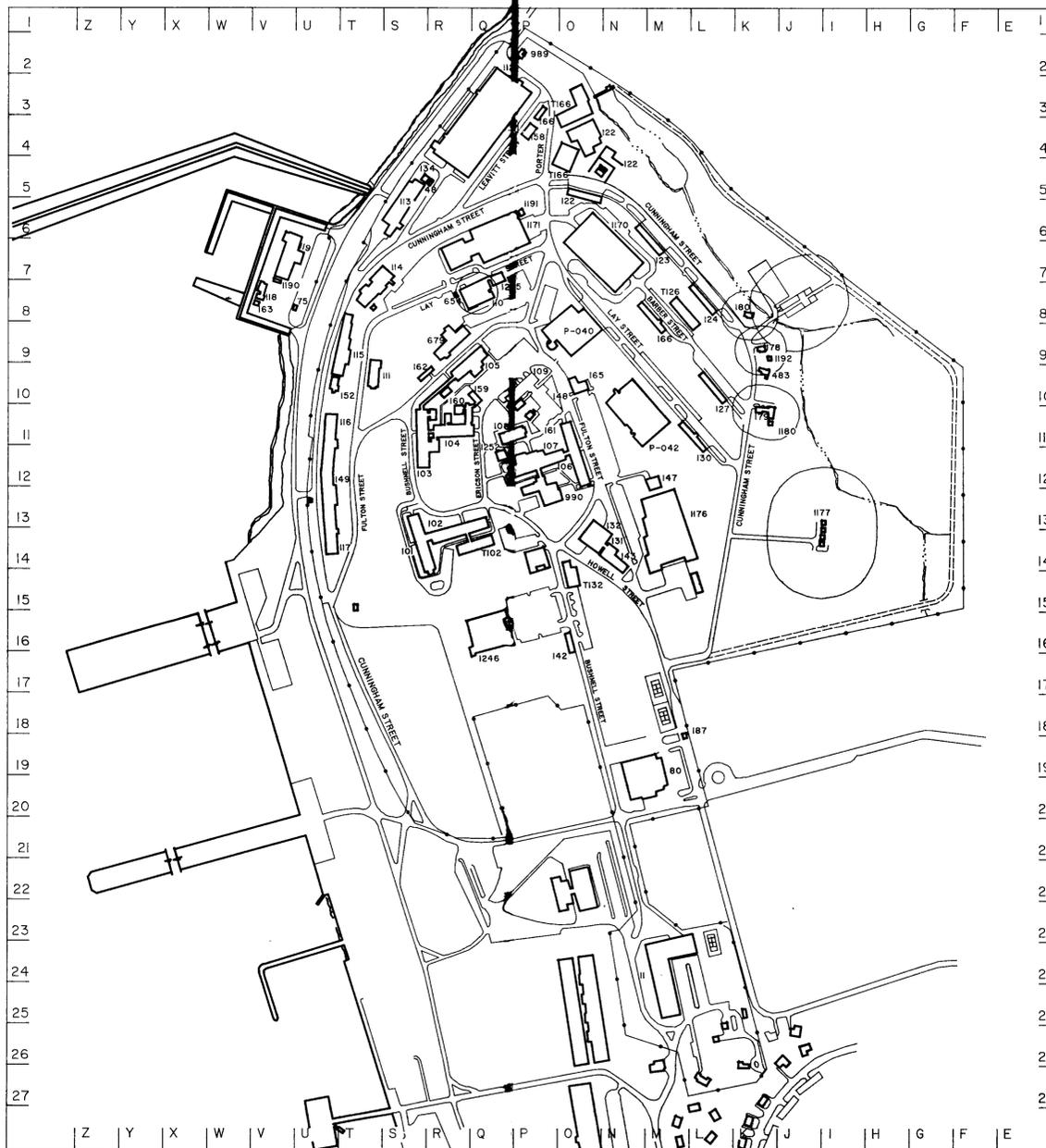


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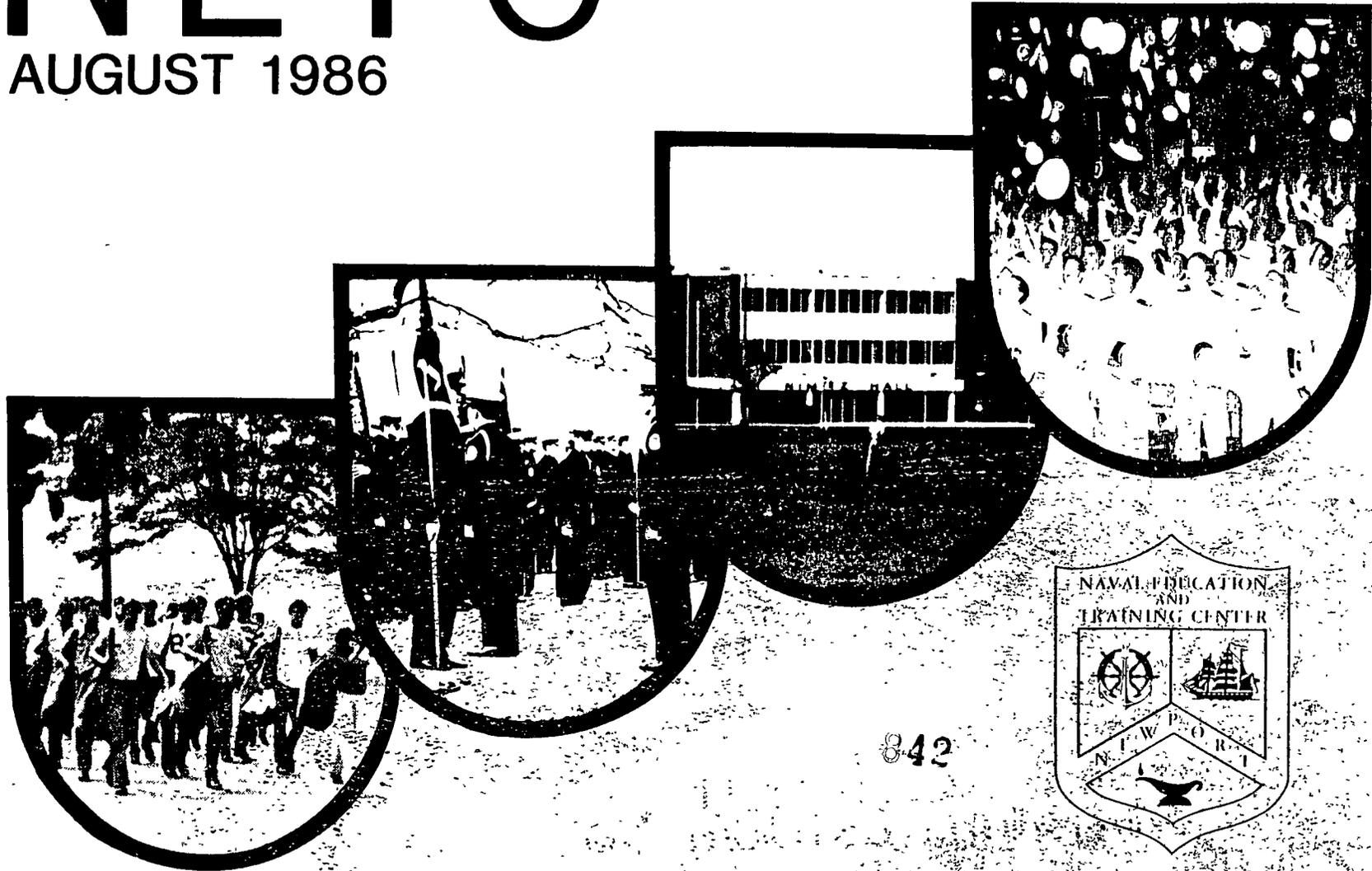
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NEWPORT, RI
MASTER PLAN



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NORTHERN DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
PHILADELPHIA, PA

A. EXECUTIVE SUMMARY

This chapter is prepared as a preface to the NETC Newport Master Plan and deals with common elements held by the various activities. This section is developed to avoid unnecessary duplication in preparing background information for the various activities at Newport.

The principal issues that could constrain operations and planning at NETC Newport are presented in this summary. These issues are also addressed in considerable detail in the body of the Master Plan. For specific information on any issue, the reader should refer to the Master Plan.

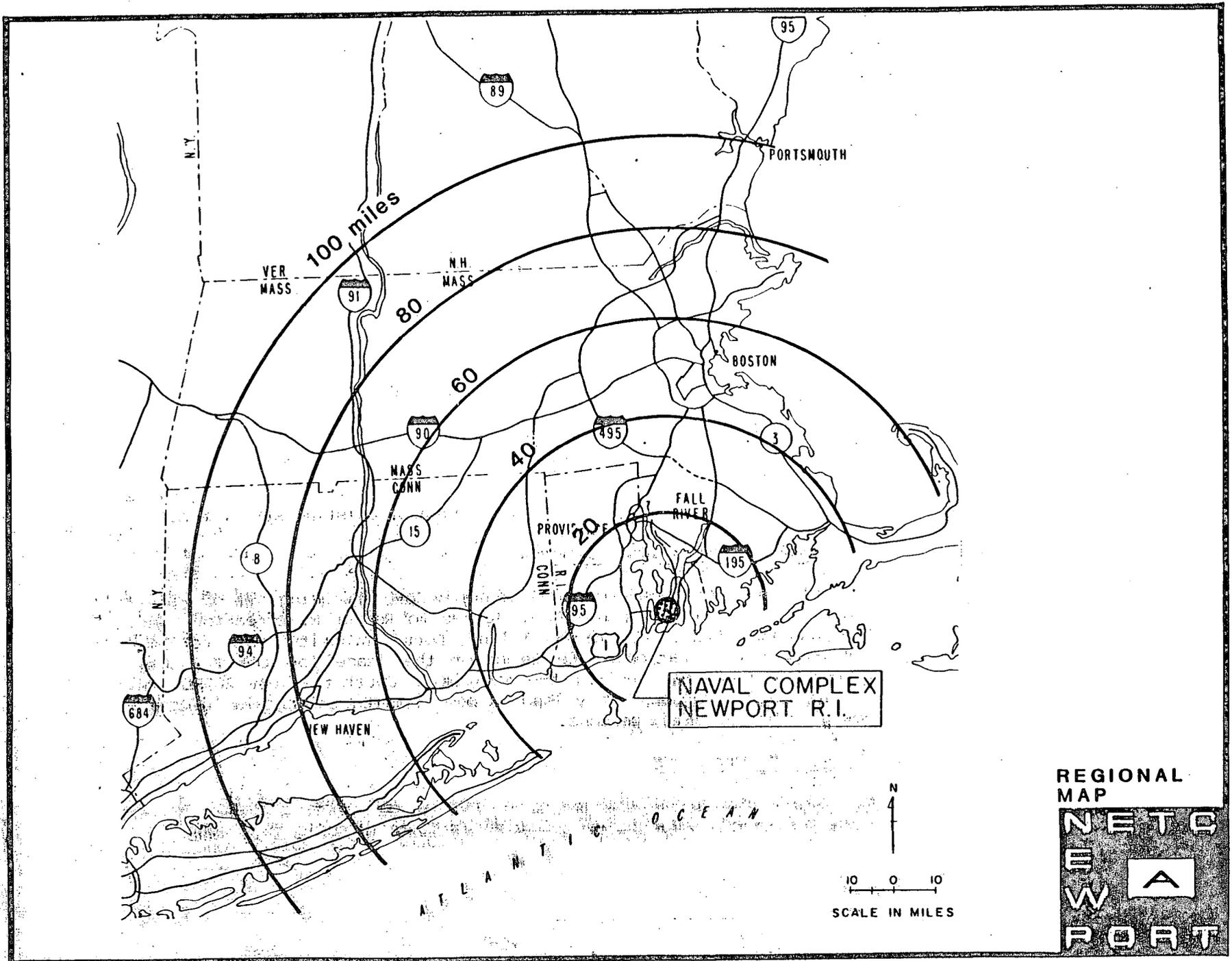
NETC Newport has several issues that could constrain operations and planning at the Complex. They are fiscal, floodplains, inflexible boundaries, shortage of construction sites, leased land (Derecktor Shipyard Inc.), ESQD safety zones, local transportation issue, and Newport regional constraints.

1. FISCAL

Military Construction (MILCON) funding at NETC Newport has averaged about 1 million dollars per year for the past ten years and most of these funds were used for renovation projects. Recent trends in MILCON funding show an increase in funding support for Newport. However, because of this past history of funding limitations and the use of these funds, carefully detailed planning and justification is required for all projects.

2. FLOODPLAINS

Planned development at the Complex must consider possible flood damage during severe storms due to the Complex location adjacent to Narragansett Bay. A significant amount of NETC land lies under the 100 and 500 year floodplains. No development of critical Navy activities can occur in these floodplains unless there is no



alternative. If no alternative can be found, a Preliminary Environmental Assessment (PEA) and a notification of intent to build in a floodplain are required for a proposed project, adding additional time and cost to the project.

3. INFLEXIBLE BOUNDARIES

Most of the NETC land areas have inflexible boundaries. The waters of the Narragansett Bay surrounds much of the NETC land area preventing expansion. Virtually all of the land surrounding the remaining boundaries of the Complex land areas have been developed for specific uses eliminating Navy expansion into the township or city property. Any possible expansion would require land fill or purchasing property, both very expensive options.

4. SHORTAGE OF CONSTRUCTION SITES

All of the major land areas of the NETC Complex have been intensely developed. Today, there are very few parcels of land that can be used for sites of new construction projects. Any additional building sites at the Complex would require the demolition of existing structures.

5. LEASED LAND-DERECKTOR SHIPYARD

Much of the waterfront area at Coddington Cove including all of Pier 1 and nearly all of the quaywall is leased to Robert E. Derecktor, Inc. through the State of Rhode Island Port Authority and Economic Development Corporation. The terms of the lease for the Derecktor parcel precludes Navy use of the facilities until the year 2008. Any development of adjacent Navy land is only limited to certain functions for possible security reasons.

6. ESQD SAFETY ZONES

One small arms ammunition magazine located on Coasters Harbor Island requires an Explosive Safety Quantity Distance (ESQD) safety zone

around it. In addition, there are two ESQD safety zones generated from explosives handling points on Pier 2 in Coddington Cove. Navy safety regulations prohibit the construction of inhabited buildings or structures within these zones. Although the land and pier areas encumbered by these ESQD safety zones is relatively small, they represent a planning constraint.

7. DEFENSE HIGHWAY (BURMA ROAD)

The Rhode Island Department of Transportation is proposing to use the Defense Highway (Burma Road) for a North-South throughway for Aquidneck Island. The original route would be adjacent to Pier 2 and divide the piers from their operational support areas. A proposed alternative would go through the Anchorage Housing area and nip the corner of the Green Lane Housing area. Careful study of this issue is required to minimize its impact on NETC.

8. NEWPORT REGIONAL INTERFACE

Any rapid or extraordinary growth and development at the Complex could become a political issue and must be planned for accordingly. Planning for such development and growth must include the 'neighbors' of the area at the early stages of the planning process.

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C. COMPLEX ACTIVITIES

1. HOST ACTIVITIES

The Naval Complex is comprised of five host activities. They are the Naval Education and Training Center, Naval War College, Naval Hospital, Naval Dental Clinic, and Naval Underwater Systems Center.

2. TENANT AND SUPPORTED ACTIVITIES

In addition to the major host activities discussed above, there are 35 additional tenants or supported units located at the Newport Complex. The majority of these are Navy organizations.

- Naval Audit Service, Newport
- Band, Northeastern Navy
- CINCLANTFLT Engineering Training School Ship
- Construction Battalion Unit 408
- Commander, Naval Surface Group FOUR
- Consolidated Civilian Personnel Office, NETC
- Defense Fuel Support Point, Melville
- Defense Investigative Service
- Naval Electronics Engineering Office (NAVELEX), Narragansett Bay
- Explosive Ordnance Disposal Detachment SUBLANT
- Naval Justice School
- Naval Legal Service Office
- Marine Corps Administrative Detachment
- Mobile Technical Unit Four Detachment
- Naval and Marine Corps Reserve Center
- Naval Investigative Service Resident Agency, NPT
- Naval Reserve Readiness Command - Region One
- Navy Data Automation Facility
- Navy Resale Activity
- Naval Research Patent Counsel, ONR
- Personnel Support Activity, Newport
- Personnel Support Detachment, Newport
- Postal Activities

• TENANT AND SUPPORTED ACTIVITIES (con't)

- Navy Publications and Printing Service Office
- Naval Readiness Support Group Detachment
- Naval Regional Contracting Center
- Resident Officer in Charge of Construction
- Shore Intermediate Maintenance Activity
- Supervisor of Ship Building
- Surface Warfare Officers School Command
- Telecommunications Center
- TRIDENT Command & Control Systems Maintenance Agency
- Senior Officer Ship Material Readiness Course

3. OTHER SUPPORTED ACTIVITIES

The Naval Reserve Center, New Bedford, provides training, administrative and logistic support to local Naval Reserve units and selected reservists assigned to Naval Reserve Force ships to assure their mobilization readiness.

NETC provides logistic and administrative support to reservists in a drill status at the Newport Naval Complex. Reservists share space with the Shore Intermediate Maintenance Activity in Building 68 on Pier 2. Reservists not attached to the NRF ships or attached to the two homeported reserve minesweepers are eligible for housing in the Complex's BEQ/BOQ during weekend training or other active duty periods.

Other personnel support facilities, including recreational, medical, etcetera, are available for use by reservists. Commissary and exchange purchases by reservists are permitted during active duty pay status.

4. HOMEPORTED SHIPS

There are eight ships homeported at the Newport Complex under the Command of Commander, Naval Surface Group Four. Three of the ships belong to the active fleet while five belong to the reserve fleet.

a. ACTIVE FLEET

USS CAPONDANNO (FF 1093)
USS CONNOLE (FF 1056)
USS SIMPSON (FF 56)

b. RESERVE FLEET

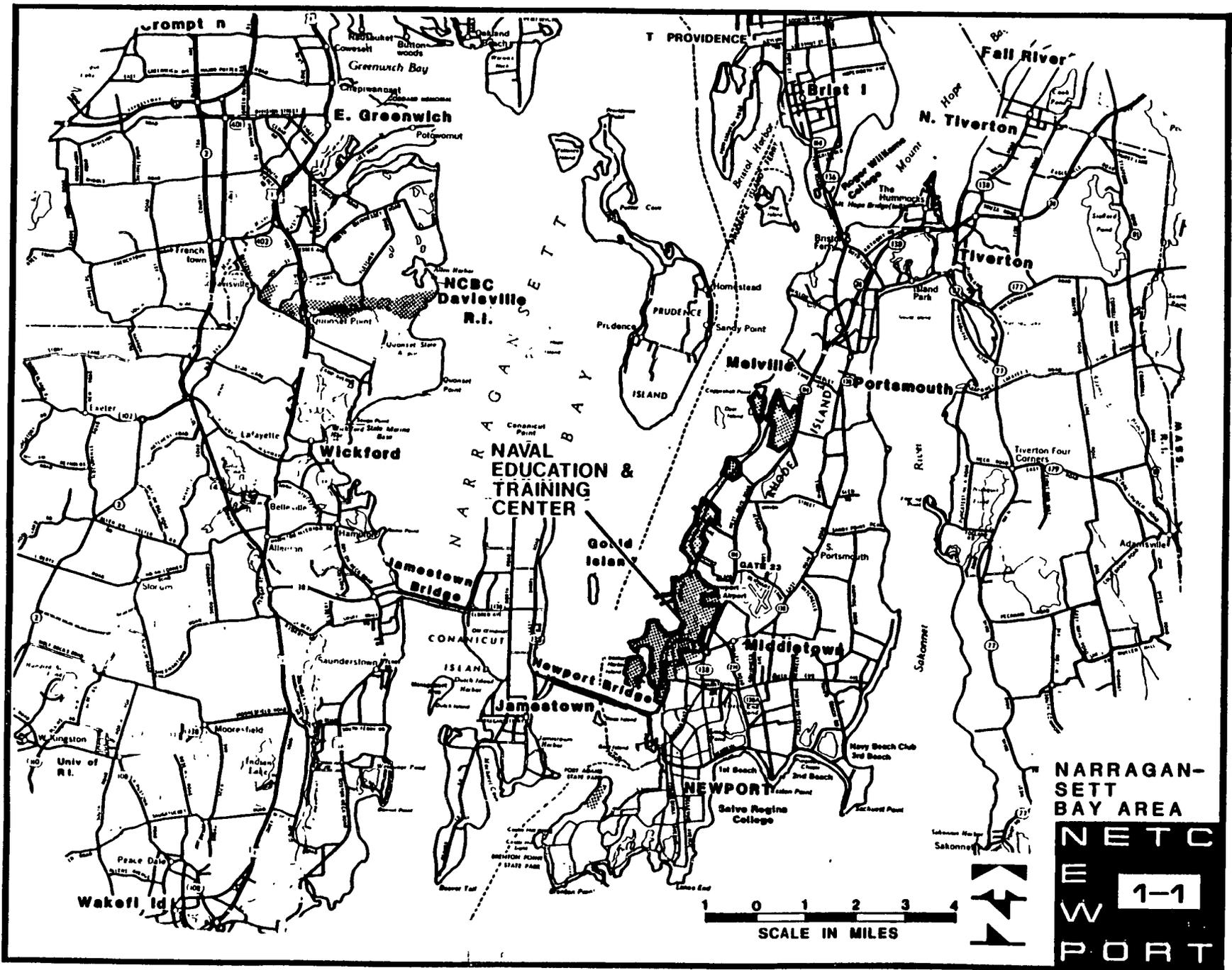
USS VALDEZ (FF 1096)
USS MILLER (FF 1091)
USS EDSON (DD 946)
USS AFFRAY (MSO 511)
USS EXPLOIT (MSO 440)

D. OTHER FEDERAL ACTIVITIES

On the west side of Narragansett Bay, about 15 miles from NETC Newport is the Naval Construction Battalion Center, Davisville. See Plate 1-10. This activity, once the homeport for three mobile construction battalions and two ammunition ships, now has a small staff (four officers, 200 civilians) and a mission of maintaining the Center's facilities in support of a mobilization of the Naval Construction Force. Davisville is adjacent to the former Naval Air Station Quonset Point, which closed as a result of the 1973 SER action and is now a State-operated airport and industrial center.

E. HISTORY

The history of the Newport Complex dates back several hundred years when Coasters Harbor Island, Goat Island and Dyer's Island were purchased from the Aquidneck Indians in 1658 by Benedict Arnold, the first governor of Rhode Island under the royal Charter, and John Greene. In 1673 Arnold, who had gained sole ownership of the islands a year earlier, sold the islands to the town of Newport for \$30, the same price paid to the Aquidneck Indians.



The first recorded use of Coasters Harbor Island was a quarantine station for immigrants in 1721. In 1792 a hospital was built to house citizens suspected of having smallpox. Later, in 1819 the Newport Asylum for the poor, feeble-minded and the insane, was built on Coasters Harbor Island. Today the former Newport Asylum building is part of the Naval War College facilities.

During the Civil War, the United States Naval Academy was moved from Annapolis, Maryland, to Newport (mainly located at Fort Adams) for protection from confederate troops. Shortly after the War an experimental torpedo station was established on Gould Island.

In 1881, the U.S. Government took ownership of Coasters Harbor Island from the town of Newport and two years later a shore-based training station was established in name and theory, but the first trainees lived and trained aboard ship. The first building, a large brick hall without dormitory facilities known as Barracks A, was built at the southern end of the island. It was destroyed by fire in 1906

The Naval War College was founded by Captain Stephen Luce and established on Coasters Harbor Island in 1884. Luce Hall was built in 1892 as was the causeway and bridge linking the Island to the mainland. In 1894, the USS Constellation was permanently anchored as a training ship at the Station.

The advent of steam-powered ships established the need for a coaling station and in 1900 a coal storage facility was located at Melville.

In 1913, the Naval Hospital was established on the mainland and the main hospital, Building 1 was constructed.

The outbreak of World War I saw a significant increase in military activity at Newport. The United States Naval Base Reserve Force began enlistments just weeks before the formal declaration of war. Shortly, more than 1,700 men were inducted and housed in tents on Coddington Point and Coasters Harbor Island. A bridge was built connecting the Point with Coasters Harbor Island.

In 1918 Coddington Point was purchased by the U.S. Government for \$150,000 (\$50,000 provided by the City of Newport) culminating about 15 years of planning and negotiations. The entire Base organization was moved to Coddington Point.

Five years later, in 1923, 200 buildings, part of the emergency war camps established on Coddington Point, were stripped and sold for scrap. In 1933, the Station was reduced to "caretaker" status and all but the most essential buildings were secured. Officer, and enlisted personnel loadings were reduced by 75% and 90% respectively.

Reactivation of the Base occurred slowly in the late 1930's as a result of build-up of military forces in Europe and also the repair and restoration the Base following a 1938 hurricane and tidal wave that destroyed or severely damaged over 100 buildings and much of the sea walls.

Following the outbreak of war in Europe, major developments occurred at the Naval Base Newport. In 1940 Coddington Cove was acquired for use as a Supply Station and hundreds of "Quonset Huts" were constructed. On Coasters Harbor Island, additional barracks were built and the Base housing capacity increased to over 3,500 men. Major new construction, including barracks, recreational buildings, stores, and power plant facilities, were built following the passage of the Naval Appropriation Act of 1941.

Additionally, the Japanese attack on Pearl Harbor and the subsequent declaration of war stimulated further development and expansion of the Newport Complex. Sachuest Point and Cloyne Acres were acquired in 1942 and the Anchorage Housing Complex in the Coddington Cove area was completed that year. 1944 saw the construction of the Fire Fighting School, the Fire Control Trainer Building and the Steam Engineering Building.

The end of World War II brought a reduction in Naval activity at Newport as the Station was reorganized to a peacetime status. Nearly

300 Quonset Huts and other wooden buildings were removed and the entire Naval Complex in the Narragansett Bay area was consolidated into a single Naval Command designated the U.S. Naval Base.

Again, with the advent of military actions in Korea, Naval activity at the Base was increased. Recruit training was restored and facilities on Coddington Point were put into service.

In 1951, the Torpedo Station on Goat Island was disestablished as the Navy began awarding contracts to private firms. The Naval Underwater Ordnance Station, forerunner to the Naval Underwater Systems Center, was established to oversee these contracts. Also in 1951, the Officer Candidate School was established at the Base.

On 30 September 1952, the historic Training Station, among other Newport schools, was disestablished and two new Commands were established: the U.S. Naval Station and the U.S. Naval Schools Command.

Two years later, in 1954, Hurricane Carol severely damaged several Station facilities including buildings piers, and landings. The loss of pier space as a result of the storm accelerated the funding of construction of Pier 1 which was completed in 1955 at a cost of 5 million dollars. Destroyer Pier 2 was added in 1957. Newport became the headquarters of the Commander Cruiser-Destroyer Force Atlantic in 1962 and dozens of Naval warships and auxiliary craft were homeported at Newport.

New family housing and bachelor housing were added in the late 50s and early 60s. Officer Candidate School facilities expanded with the construction of Nimitz and King Hall dormitories and the Ney Hall dining hall in the 1964-1967 time period.

Major expansion of the Naval War College occurred during the late 1960s and early 1970s transforming the College's "campus" into that typical of a major university. Also in July 1971, the Naval Schools Command was restructured and renamed the Naval Officer Training Center (NOTC).

The Naval Underwater Systems Center was formally established in 1970 through the merger of the Naval Underwater Sound Laboratory in New London and the Naval Underwater Weapons Research and Engineering Station in Newport, Rhode Island.

On 17 April 1973, the Navy's Shore Establishment Realignment Program (SER) was announced and resulted in the largest, one-time, reorganization of Naval forces in the Narragansett Bay area. The primary factor in the SER decision had been the inability to homeport the large attack carriers in Narragansett Bay.

Fleet units attached to the Commander Cruiser-Destroyer Force Atlantic were relocated to other Naval stations on the east coast including Mayport, Florida, Charleston, South Carolina, and Norfolk, Virginia. Also, the SER announcement directed the disestablishment of the Naval Station Newport, Naval Base Newport, the Naval Communication Station, the Naval Supply Center, the Public Works Center, the Fleet Training Center, and related activities.

The transfers and disestablishments of commands and activities at Newport resulted in a reduction of Navy personnel, both military and civilian, in excess of 14,000 and, combined with the reductions at the Naval Construction Battalion Center, Davisville, and the closure of the Naval Air Station, Quonset Point, the SER had severe economic impact in the Narragansett Bay area.

Despite the departure of large number of fleet personnel, there would remain at Newport a significant number of Navy and civilian personnel centered around the various Naval schools. The Naval War College, the 7 schools of the Naval Officer Training Center (NOTC), (the eighth, the Naval Academy Preparatory School was added in 1974), and the Naval Destroyer School remained intact after the SER.

The SER announcement not only directed the reduction of personnel strength at the Complex but also directed the transfer or excessing of nonessential land and facilities. Subsequently, the Navy declared excess approximately 1,100 acres of land including holdings at several outlying areas.

On 1 April 1974, NOTC was changed to Naval Education and Training Center, reflecting the fact that future schools of the command may be opened or conducted for enlisted personnel.

The Naval Hospital, formerly the Naval Regional Medical Center, was established on 1 January 1983 as a result of an organizational restructuring within the Naval Medical Command.

F. NATURAL ENVIRONMENT

1. CLIMATE

The combined factors of the Gulf-stream, coastal setting, and northern location make the climate of the Newport area very comfortable. Typically, summers are mild and winters are moderately cold. July temperatures average 72°F with an average range of 63° to 85°, and January temperatures average 28°F with an average range of 21° to 36°F. The average growing season is 195 days. Relative humidity ranges from 48% to 84% on the average, with the lowest relative humidity occurring in the spring and the highest in the fall.

The average annual precipitation is 42.75 inches spread out over approximately 125 days of the year. Annual snowfall averages 37.8 inches. Average wind speed is 10.8 miles per hour and prevails from the northwest in the winter to the southwest in the summer.

Hurricanes are a serious issue in the Newport area. Records indicate that from 1635 to 1965 Rhode Island has experienced or been threatened by hurricane tidal flooding upon 71 occasions. Of these, about 38 caused tidal flooding. The five with the most severe tidal flooding were: 23 September 1815, 24 August 1893, 21 September 1938, 14 September 1944, and 31 August 1954.

The worst storm on record occurred in 1938 when the bay water height reached 20.8 feet above mean sea level (AMSL) at Newport Harbor. High

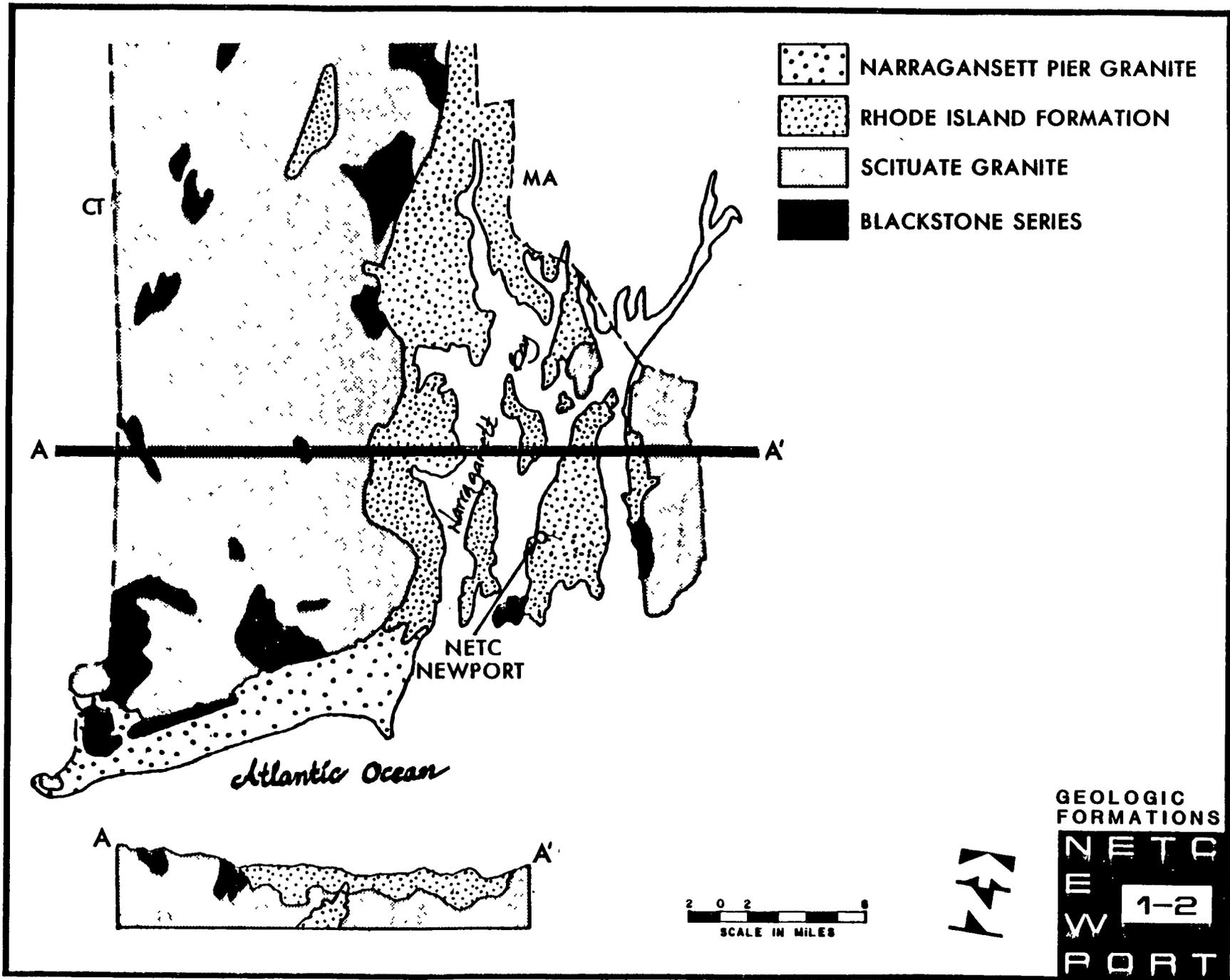
tide had occurred 45 minutes prior to the storm, but at Providence, RI and Fall River, MA, high tide and the storm happened simultaneously producing flood surges of 15.7 and 13.7 feet AMSL, respectively. Winds were generally in excess of 75 mph. Gusts in the Providence area hit 125 mph.

2. GEOLOGY

Narragansett Bay is near the boundary of the New England Province and the Atlantic Coastal Plain. The fall line is several miles offshore to the south of the Bay, and marks the contact between the two Provinces. The Appalachian Province extends from Alabama to the Canadian Maritime Provinces, and has its structural origins in the Paleozoic Era, some 200 to 500 million years ago. Several continental collisions which have occurred during the intervening years, have raised the sediments laid down in the Paleozoic into a system of mountains which have steadily eroded over time. Some of this erosion occurred during the Wisconsin Glaciation - the last of a series of glacial events. The Wisconsin event began 50 to 60 million years ago, and glacial retreat began approximately 18 million years ago. This glaciation carried southeastward depositing it throughout the Coastal areas including the Bay area.

Narragansett Bay sits at the southeastern end of the Narragansett Basin - a structural and topographical depression trending north-south from Rhode Island Sound, 50 miles northeastward into Massachusetts. The bedrock of the Basin is chiefly sedimentary conglomerates, sandstones, shales, and anthracite of Pennsylvanian age. Basement rocks are pre-Pennsylvanian igneous and metamorphic rocks such as the Metacom Granite Gneiss, and Bulgarmarsh Granite.

Surficial deposits are veneers of Pleistocene sediments of variable thicknesses - thicker in the valleys and thinner in the uplands. Both stratified and unstratified, they are the parent materials for the soils in the area. The materials are predominantly unstratified, indicating ice rather than water transport for most of the material. The materials are sands and gravels.



The sorted sands provide important mineral sources for the region. Sands are mined for construction, as are gravels, and stone is quarried in some locations as well.

A seismic risk map of the United States (Press and Seiver, P. 653) shows the Newport area to be in a zone of long-term moderate risk of earthquake activity.

As shown on Plate 1-2, the following are the geologic formations found in the Bay area:

a. NARRAGANSETT PIER GRANITE

Pink or tan to light-gray, equigranular, locally porphyritic, medium-grained, massive to weakly foliated quartz monzonite to granodiorite. Composed chiefly of oligoclase, microcline, quartz, biotite, and muscovite.

b. RHODE ISLAND FORMATION

Gray to dark-gray, fine to coarse-grained sandstone and lithic graywacke, and dark-gray to black shale; also includes conglomerate and meta-anthracite; crossbedding and irregular discontinuous bedding characteristic; plant fossils abundant in a few places; in southwest includes quartz-mica schist, feldspathic quartzite, garnet-staurolite schist and quartz-mica-sillimanite schist. Units within this formation sometimes consist of gray coarse conglomerate, with pebbles, cobbles, and boulders chiefly of quartzite, interbedded with gray, coarse-grained, crossbedded sandstone, and lithic graywacke; pebbles and boulders much elongated in southeastern Rhode Island.

c. SCITUATE GRANITE GNEISS

Pinkish-gray, light-tan, and gray, medium to coarse-grained granite gneiss; strong lineation of oval splotches of biotite, foliated in

places, composed chiefly of microcline, microperthite, albite-oligoclase, quartz, and biotite, locally hornblende and magnetite.

d. BLACKSTONE SERIES

Eight different metasediments consisting of schists, marbles, migmatite, greenstone, and quartzite.

The Rhode Island Formation is the most extensive and thickest (estimates range to 10,000 feet) of the Pennsylvanian formations. It makes up the vast majority of the Narragansett Basin, and consists chiefly of fine-to-coarse grained conglomerates, sandstone, graywacke, lithic graywacke, argillite and shale, with some meta-anthracite (Quinn, 1971). The beds of anthracite and meta-anthracite have, in some places, been mined.

One bed at the Cranston mine was 35 feet thick in places, however most are relatively thin and unexpansive. The ash content is high, and vein quartz, fibrous quartz, and pyrite are commonly associated with the beds (Quinn, 1971).

3. HYDROLOGY

a. GROUNDWATER

Groundwater in the Rhode Island region is found chiefly in water table conditions in the unconfined glacial tills. Most recharge is therefore primary or direct, and because the high ratio of pore space to till material, recharge is easily accomplished. The vast quantity of till in the region also means the amount of groundwater available is very large, and as most of the area is rural, the water quality is high. The ease with which recharge is accomplished is also indicative of the ease with which the water can be polluted, however. The permeability of the till will readily allow contamination of the water by pollutants from the surface.

Some of the aquifers in the region yield 100 to 300 gallons-per-minute, with a few over 300, and several over 1,000 gpm. There are more aquifers on the west shore of the Bay than on the east shore by a considerable margin. Average depth to the surface of the groundwater supply (the Piezometric surface) is 14 feet. Where the water quality is marginal, there are excessive amounts of iron and manganese.

In the vicinity of Newport, wells are relatively shallow, often dug as opposed to drilled, and usually with yields, from 8 to 15 gallons per minute (gpm). Some have yields ranging from 25 to 50 gpm and some are less than 5 gpm. The wells usually tap the unconfined aquifer (till) but will occasionally be drilled into bedrock. Water is commonly hard and high in iron, though generally of good quality.

b. SURFACE WATER

The drainage network in the Newport area is characteristic of glacial landforms - a relatively young system, poorly organized and chaotic. While there is some tendency for the system to run either north to south or south to north, streams are likely to flow in almost any direction. The retreat of the glacier left the topography a jumble of hills and valleys from which drainage flows erratically.

(1.) Wetlands

While there are none on station, wetlands of varying quality (measured by species diversity) are thickly scattered around the region, though more so on the western shore than the east. See table 1-1.

TABLE 1-1 AREA WETLANDS

<u>Acres</u>	<u>Total Wetland Acres</u>	<u>Bogs, Marshes Shrub Swamps Acres</u>	<u>Percent of Total</u>
Washington County	25,788	3,491	14
Aquidneck	2,099	932	44
East Shore	3,395	386	11
TOTAL:	<u>31,282</u>	<u>4,809</u>	<u>15</u>

Source:

Southeastern New England Water and Related Land Resources Study,
Draft Preliminary Single Purpose Plan Report - Inland Wetlands
 Management (study element 3.09) New England River Basins Commission.

MacConnell, William, Remote Sensing Land Use and Vegetative Cover
 In Rhode Island

Ecological Associates.

DEIS for Interstate 895 and Jamestown Bridge Replacement, U.S.
 Dept. of Transportation, et all April, 1979 p. V-10.

(2). Narragansett Bay

Narragansett Bay, (see Plate 1-1) consisting of series of submerged river valleys, is approximately 20 miles long and 11 miles wide with a surface area of approximately 102 square miles. The Bay's drainage basin covers about 1,800 square miles in Rhode Island and Massachusetts and provides a fresh water inflow of approximately 1,250 cubic feet per second.

The central portion of the Bay divides into two passages around Conanicut Island (Jamestown) with average depth in the East Passage of 58 feet and 25 feet in the West Passage. A 35 foot (depth) dredged channel connects the passages north of Jamestown.

Narragansett Bay contains over 300 miles of shoreline, largely accounted for by the nearly two dozen islands in the bay, the largest of which is Aquidneck Island.

The tides in the bay have a mean range of 3.6 feet at the north of the bay and 4.6 feet at the head. Tides are semidiurnal.

Tidal currents are moderate (1.5 ft/sec) with maximum surface velocities of 45 cm/sec measured in the West Passage (March 1971). A flow rate of 350,000 cubic feet per second was measured at the Jamestown Bridge in July 1971.

Water quality in the bay is generally very good (State water quality classification - SA). These waters are suitable for all sea water uses including shellfish harvesting for direct human consumption (approved shellfish areas), bathing, and other water contact sports; excellent aesthetic value. There are, however, some isolated areas with pollution problems largely due to the discharge of industrial waste and sewage treatment plant effluent. Pollution entering the bay via the Providence River has led to a water quality rating of SB in that upper bay area. The upper bay area is suitable for bathing, other recreational purposes, industrial cooling and shellfish harvesting for human consumption after depuration; excellent fish and wildlife habitat; good aesthetic value. Sewage treatment plant effluent entering the bay at Quonset Point, Newport and Bristol has resulted in water quality rating of SC for those areas. These areas are a suitable fish, shellfish and wildlife habitat; suitable for recreational boating, and industrial cooling; good aesthetic value.

The bay shoreline, particularly in some areas of the central portion of the bay, has been significantly altered by construction activities. Over half of the 11 mile shoreline at the former Naval Complex at Quonset Point, Davisville was man-made and a similar amount of man-made shoreline exists at the Newport Complex.

The Sakonnet river, bordering Aquidneck Island on the Narragansett Bay and extends from Mount Hope Bay to Rhode Island Sound. Approximately 14 miles long and 1-2 miles wide, the Sakonnet River is a scenic resource heavily used for a variety of recreational activities. Several marinas are clustered in the "Narrows" at the head of the river where waters from Mount Hope Bay enters the Sakonnet. Water quality in the river is generally excellent (SA) with minor discharge of domestic sewage occurring near Portsmouth and some pollution entering the river from the moderately polluted Mount Hope Bay.

4. VEGETATION

a. TERRESTRIAL

Within a radius of 10 miles of the NETC Complex, virtually all of the forest are hardwoods. Farther west, white pine (Pinus strobus) and pitch pine (P. rigida) became more prominent. The two main hardwood forest community types near the NETC Complex are mesic lowland mixed forests dominated by red maple (Acer rubrum), and dominated by white and red oaks (Quercus alba and Q. rubra). Other species commonly found within this oak-hickory association include ashes (Raxinus), elm (Ulmus), hickory (Carya), sassafras (Sassafras), walnut (Juglans), other oaks (Quercus), and chestnut (Castanea).

Three nearby islands in Narragansett Bay possess unique or unusual vegetation. A conifer stand occurs on Patience Island. Several unusual plant communities occur on Prudence Island, including a red maple-blackgum (Nyssa) swamp, and extensive and productive salt marsh complex and a pine barrens "desert" of open sand with scattered pitch pine and wooly heather (Hudsonia). Hope Island is a rock outcrop supporting a number of successional communities including a northern red cedar (Juniperus) and cherry (Prunus) shrub zone; ponds ringed with willow (Salix), sumac (Rhus) and cottonwood (Populus); and grass-dominated rocky cliffs.

b. AQUATIC

Narragansett Bay and waters surrounding the NETC Complex are composed of a phytoplankton-based ecosystem of considerable productivity. Domestic and industrial sewage enters the bay from the Providence River and numerous local small outfalls. Also, considerable detrital material enters the Bay from smaller bays and marshes.

Compared to the Bay, the shallower marsh and estuarine habitats near the Complex are reported to be detritus-pushed systems. Inshore, shallow areas have extensive underwater meadows of Ruppia maritima, a submerged vascular plant, and Ulva lactuca, a green algae. These areas, as well as other embayments in the area, support small bordering marsh areas vegetated by species of the marsh grasses Spartina and Diatichis.

In the Bay, water depth, turbidity, and the relative lack of firm substrate have minimized the importance of attached algae and vascular plants.

TABLE 1-2 POSSIBLE ENDANGERED (E),
THREATENED (T), AND RARE (R) FLORAL SPECIES

<u>Class</u>	<u>Species</u>	<u>Common Name</u>	<u>Habitat</u>
E	<u>Isotria medeoloides</u>	Whorled Pogonia	Xeric woodlands
T	<u>Platanthera flava</u>	Pale Green Orchis	Mesic hardwood forest
T	<u>Eupatorium leucolepsis</u>	Thoroughwort	Pond shores
T	<u>Helianthemum dumosum</u>	Rockrose	Xeric, open areas
T	<u>Panicum aculeatum</u>	Panicum	Swampy woods
T	<u>Agalinis acuta</u>	Gerardia	Xeric sands
R	<u>Drosera sp.</u>	Sundew	Freshwater wetlands
R	<u>Cypridium acaula</u>	Pink Ladys Slipper	Xeric hardwood forest

Source: U.S.F.W.S. 1975

Table 1-2 lists the endangered and threatened floral species of Rhode Island (U.S. Fish and Wildlife Service, 1975) which would be expected to occur in the region.

6. WILDLIFE

a. TERRESTRIAL

The fauna of the region have been greatly affected by the past land uses. Widespread habitat destruction over a period of several hundred years has caused emigration or elimination of many species. As a result, the present regional fauna consists primarily of species of wide distribution and ecological tolerances, high adaptability, and nonrestrictive habitat requirements.

No large animals such as deer, turkey, or cougar are known to inhabit the vicinity of the Naval Complex (though a large deer (Odocoileus virginianus) herd does exist on Prudence Island). Red fox (Vulpes fulva), racoon (Procyon lotor), rabbit (Sylvilagus floridans), and grey squirrel (Sciurus caroliniensis) are present in the surrounding woodlands. Also within this area are several bird species, including dove, wren, bobwhite, flicker, towhee, and great crested flycatcher. Osprey have been observed in the area.

Very few reptiles or amphibians occur in the vicinity. Turtles, frogs, water snakes, and skinks are the main representatives of these two groups in the region.

The United States List of Endangered Species (U.S. Fish and Wildlife Service, 1974) shows several endangered or rare animals in Rhode Island. Table 1-3 lists those which would be expected to occur in the region as based on the ranges and habitat preferences in Threatened Wildlife of the United States (U.S. Fish and Wildlife 1973).

b. AQUATIC

The major consumers in the bay are zooplankton, consuming both phytoplankton and detritus. The zooplankton are in turn subjected to predation by fish, larva, and meroplankton. Larger consumers in the bay and inshore areas are shorebirds, fish and the benthic invertebrates, including crabs, lobsters, and clams.

TABLE 1-3 POSSIBLE ENDANGERED TERRESTRIAL FAUNA

	<u>Species</u>	<u>Common Name</u>
Birds:		
	<u>Falco peregrinus aratum**</u>	American Peregrine Falcon
	<u>Falco peregrinus tundrius**</u>	Arctic Peregrine Falcon
	<u>Pandion haliaetus caroliniensis*</u>	Osprey
Mammals:		
	<u>Felis concolor cougar*</u>	Eastern Cougar
	<u>Martes pennanti</u>	Fisher

* Species which may breed in area

** Migratory species

SOURCE: U.S.F.W.S. 1973

A comparison of macrobenthic forms from the Providence River and Harbor and Rhode Island Sound reveals a preponderance of pollution tolerant forms from the river. Low dissolved oxygen, low and variable salinity, and toxic materials in the water and/or sediments may be responsible. Several deposit-feeding olychaetes, suspension-feeding bivalves, and deposit suspension-feeding bivalves and gastropods predominate.

Waters of the low bay area possess a richer faunal assemblage than that of the Providence river area by virtue of its less polluted nature, less variable salinity, greater bottom stability, and more stable dissolved oxygen concentrations.

Water in Narragansett Bay, just above Newport (Quonset Point) has been closed to shellfishing on numerous occasions due to localized pollution from existing sewage treatment facilities. Shellfish having both ecological and economic importance to the area include the hard clam or bay quahog (Mercenaria mercenaria), soft-shelled clam (Mya argentia), conch (Busycon canaliculatum), and the American lobster (Homarus americans). Other invertebrates include marsh crabs (Sesarma), fiddler crabs (Uca pugnax), marsh snails (Melampus bidentatus), and marsh mussels (Modiolus demissus).

Regular monthly sampling throughout Narragansett Bay has revealed representatives of 99 species of fishes, with the 10 most abundant species accounting for 91% of the catch. Most of the more abundant species, as well as some of the less abundant ones, are commercially valuable fish. The rich waters of the bay surrounding the Naval Complex support extensive fish populations. Species ranking high both in abundance and economic value are the winter flounder (Pseudopleuronectes americans), and dap or sand flounder (Scophthalmus aquosus), scup (Stenotomus chrysops), and butterfish (Poronotus triancanthus). Waters near the Naval Complex also support sport fishing.

Species taken by sportsmen include bluefish (Pomatomus saltatrix), striped bass (Morone saxatilis), flounder, and scup. Numerous other species, having both ecological and economic importance, also inhabit these waters. The essentially wooded aspect of much of Rhode Island combined with the abundant aquatic resources make much of the region aesthetically pleasing and high in recreational value.

The shortnose sturgeon (Acipenser brevirostrum) is the only aquatic species known to be on the list of endangered fauna in the coastal regions of Rhode Island.

G. SOCIO-ECONOMIC/POLITICAL ENVIRONMENT

1. GOVERNMENT

Rhode Island is divided into 39 municipalities, eight of which are cities, and five counties. The Newport Naval Complex is within the County of Newport with the majority of the Complex within the City of Newport. The NUSC facility and Coddington Cove area are in the Town of Middletown while the Defense Fuel Support Point, Melville is located in the Town of Portsmouth.

The City of Newport is governed by a city manager and a city council with one council member serving as Mayor. Middletown is governed by a city council of seven members with one council member serving as council president. A town administrator is elected by the council. The town also has a planning board and full time town planner.

Portsmouth is also governed by a town council with a town administrator. There is a planning board but no full time planner.

2. IMPACT OF THE 1973 SHORE ESTABLISHMENT REALIGNMENT (SER)

The Department of Defense's 17 April 1973 announcement of its decision to reduce operations at the Newport Naval Base and to close the Naval Air Station Quonset Point (and in a subsequent announcement to

significantly reduce activities at the Naval Construction Battalion Center (Davisville) resulted in what the Governor of Rhode Island termed a "crisis situation" for the people and government of the State.

The dimensions of the impact were the loss of approximately 6,000 civil service and other Navy employed civilian jobs and the transfer out of the State of some 17,000 military personnel. Civilian job losses were greatest at NAS Quonset Point where over 4,100 jobs were eliminated. Military transfers were largely from the relocation of the destroyer fleet from Newport where approximately 13,000 military personnel were transferred. These job losses and transfers resulted in the loss of several thousand other jobs in secondary or service employment.

Further effects included the loss (through migration) of skilled workers; reduced revenues for local and state governments; reductions in business receipts, rents, construction activity, bank deposits, an increased burden on state unemployment and public assistance resources; and under utilization of public education facilities, libraries, recreational and other public facilities. The announced closure and reductions in personnel came at a time when the State was suffering a depressed economy caused by the OPEC oil embargo and energy shortage. Additional impact was felt as the closure and transfer actions were effectively completed a short 14 months after the April 17th announcement. Also, no advance warnings or statements were released prior to the April 17th disclosure. Indeed, Governor Philip Noel, in an April 13th press conference, indicated that he felt there might be some curtailment at Davisville. Ironically, it was the only Activity left unaffected in the original SER announcement.

The closure/cutbacks of Naval activities combined with pre-existing recessionary conditions drove the unemployment rate in the State to 18% in 1975. In terms of cash flow, the closure/cutbacks resulted in a loss of nearly 300 million dollars less than the income from the previous year, 1972. About 140 million was lost in Newport. This

represented a loss of 6% of the 1972 Gross State Product. Per capita personal income in the State rose 6.2% between 1972 and 1973. On the national level, the increase was 9.5%. The State, which trailed the Nation by only \$9 in per capita income in 1972, sank to \$138 below the national level in 1974.

The impact on the local businesses were equally severe. Retail sales fell by 15% in North Kingstown (west side of Narragansett Bay) while the Newport-Middletown business sales declined 25% between February 1973 and February 1974.

Since the 1973-75 time frame, the socio-economic conditions in the region have been improving steadily.

One impact of the SER action in Newport County has been the county's redirected emphasis away from the Navy and toward the tourism industry. Newport no longer considers itself a "Navy town" and has initiated programs to attract tourists. Through the efforts of such organizations as the Preservation Society of Newport County, the Newport Restoration Foundation, and the Rhode Island Historical Preservation Commission, major waterfront and historic restoration projects have begun. In recent years, hundreds of 17th and 18th century houses in addition to the many world famous mansions have been restored. Quaint shops and dockside restaurants have appeared on the waterfront.

Today Newport County is a major tourist and resort center. The region's popularity can be seen in the significant increases in the number of tourists visiting the area annually. In 1974 Newport County had approximately 900,000 visitors. Today that number has increased by more than a factor of 4.

3. ECONOMY

The 1985 Statistical Abstract of the United States shows that 438,000 people were employed in the state of Rhode Island in 1983 versus approximately 387,000 people in 1982. Primarily in manufacturing and service industries. Rhode Island also has important commercial fishing, agricultural, and tourism industries. The abundance of deep water ports and the proximity to significant markets in New England are positive contributing factors to the State's economy.

The SER action resulted in a transfer of emphasis from fleet support to one of training and education at the Naval Complex. Approximately 3,385 civilian employees, 3,736 permanent active duty military personnel and an average on board student loading of 2,123 now work or are assigned to the Complex. The combined salaries of the Navy active duty personnel, including students, and civilian personnel amounted to \$321,710,000 in 1985. The Navy/Department of Defense is the largest employer in Newport County and second largest in the State.

While the Navy/DOD remains a significant economic generator for the municipalities on Aquidneck Island, local town economic emphasis is directed towards tourism.

4. POPULATION AND EMPLOYMENT

The population of the State for 1980 was 947,154. This decline from the 1970 population of 949,720 is the result of the outmigration of over 25,000 military personnel in the first half of the decade. The loss of the military personnel and their dependents combined with the declining birthrate resulted in the overall population loss in the period 1970 to 1985. See Table 1-4.

These two factors and the effect of the high birth rate years of the 1950s have changed the age composition of the population. Approximately 374,000 or 39 percent of the population are in the prime employment availability category of ages 18 to 44. In addition, 203,000 are of working age 45 to 64. The population under 5 years of age declined by 25% and the population 5 to 17 years old declined by 17% in the period 1970 to 1980.

The State's civilian labor force is largely clustered in Providence county in which are the industrial cities of Providence, Pawtucket, Woonsocket and Cranston. The resident labor force for the State was 395,000 workers in 1975. The 1976 resident labor force figures for Newport, Middletown and Portsmouth were 11,000 5,700, and 5,100 respectively.

The largest occupational group in the state for employees age 16 and over is sales and clerical representing approximately 24 percent of the total workforce. The professional and technical labor force accounted for 14 percent of employees.

Employment projection for Aquidneck Island for the 1970 - 2000 growth period is 36 percent or an employment increase of some 8,000 jobs. Most of this increase in new jobs is projected for Newport (4,750 jobs).

5. HOUSING

Results of a 1970 housing census indicated that there were 20,616 housing units excluding military housing, on Aquidneck Island. In the ensuing seven years, up to October 1977, approximately 306 units were demolished and 2,169 new units were constructed bringing the housing unit total to 22,479.

The distribution of housing units throughout the Island is approximately 25% in Middletown, 52% in Newport and 23% in Portsmouth.

TABLE 1-4 POPULATION STATISTICS - RHODE ISLAND

	<u>1970</u>	<u>1975</u>	<u>1980</u>	<u>1985</u>
Rhode Island	949,700	931,000	947,150	955,000
Newport County	94,200	76,000	79,200	82,900
Aquidneck Island	76,400	57,000	59,200	62,000
Newport	34,600	29,200	29,200	29,200
Middletown	29,300	14,800	16,400	18,400
Portsmouth	12,500	13,000	13,600	14,400
Providence	179,100	169,800	169,700	171,000

The Rhode Island Statewide Planning Department projections for total housing units on Aquidneck Island for the years 1980 and 2000 are 23,650 and 29,050 respectively.

6. EDUCATIONAL FACILITIES

Several higher educational facilities are available in the region including prestigious Brown University in Providence, the University of Rhode Island in Kingston, Providence College in Providence, and the Rhode Island School of Design also in Providence. In the immediate Newport area is Salve Regina College, a small college for women.

7. RECREATIONAL FACILITIES

On Aquidneck Island and Conanicut (Jamestown) Island recreational facilities are generally water related. Newport, through the year, hosts many major sailing events. Newport is also a major tourist center.

Salt water beaches can be found on Aquidneck and Conanicut Islands as well as excellent fishing and boating facilities. Also within the region are numerous state parks and management areas including Fort Wetherill State Park, Dutch Island Management Area, Fort Adams State Park, Brenton Point State Park and Melville Public Fishing Area.

Several annual events such as the Newport Music Festival, International Sailboat Show and the Antique Auto Rendezvous as well as fishing tournaments, ocean yacht races and tennis tournaments bring thousands of visitors to Newport each year. The Tennis Hall of Fame is also located in Newport.

Tourist attractions abound in Newport and include the famous "summer cottages" of America's early millionaires. These mansions, including "The Breakers", built for Cornelius Vanderbilt, "Marble House" built for William Vanderbilt and several others are under the auspices of the Preservation Society of Newport county and are open to the public.

Legalized gambling, in the form of para-mutual wagering on Jai Alai, is permitted in Newport and a new fonton has been constructed on Admiral Kalfus road near Gate One of the Naval Complex.

H. INFRASTRUCTURE

1. TRANSPORTATION

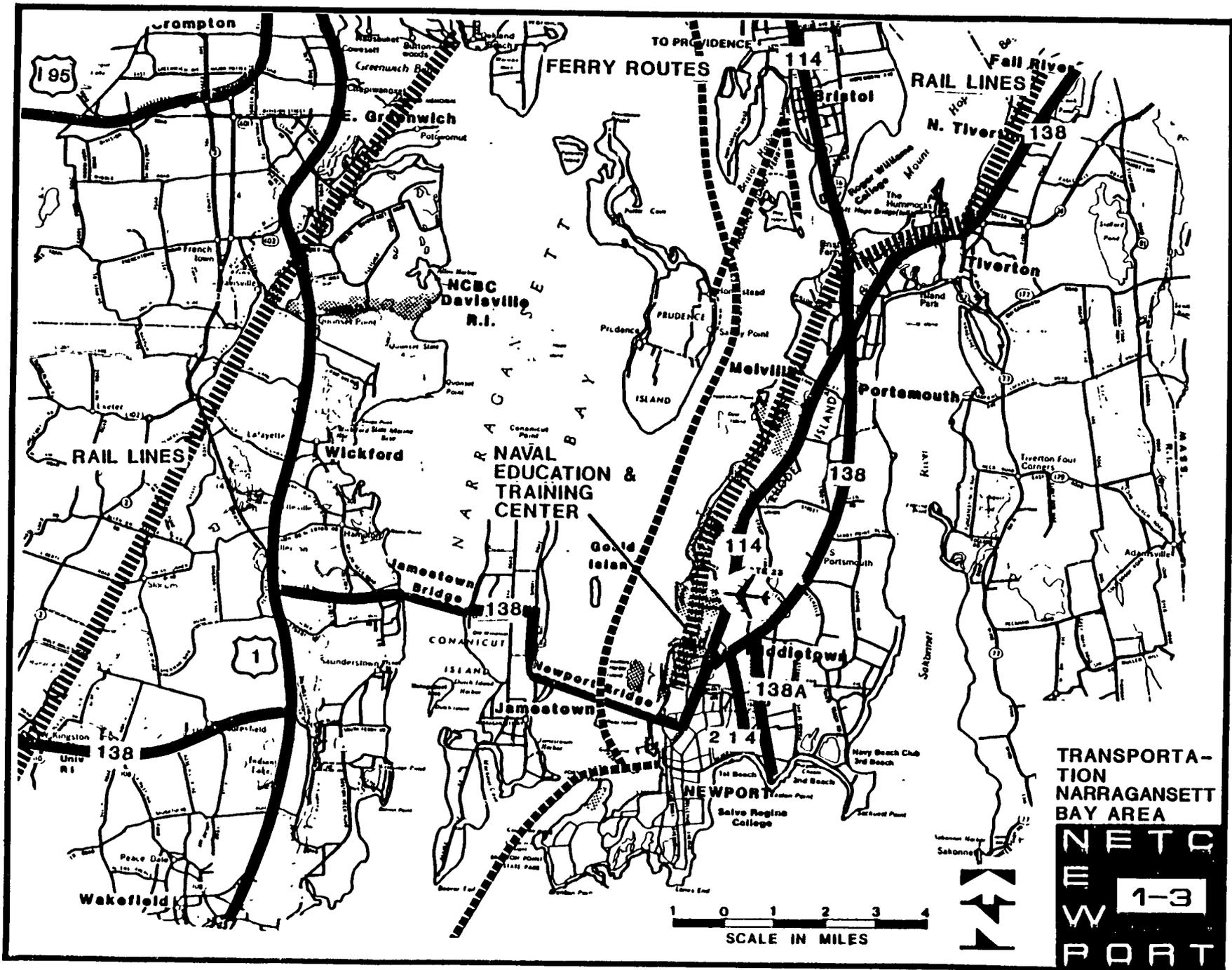
a. HIGHWAYS

A system of Federal, State and local highways serves the region. The major highway through the State is Interstate I-95 which follows a southwest-northeast route from New London, Connecticut through Providence and northward to Boston. I-295 provides a circular by-pass around the city of Providence. Interstate 295 connects with I-95 in Providence and follows an easterly course to Cape Cod.

US 1 and SR 114 are multilane highways that transverse a north-south course on the western side and eastern side of Narragansett Bay respectively. The principal two-lane highways on Aquidneck Island are SR 138, 138A and 214.

Major bridge crossings in the area include the Newport Bridge linking Newport with Jamestown (Conanicut Island); Jamestown Bridge, linking Jamestown and Washington County; Mount Hope Bridge crossing Mount Hope Bay; and the Sakonnet River Bridge link Tiverton with Portsmouth. The Newport Bridge, constructed in 1969, and the Sakonnet River Bridge, built in 1958, have four lane roadways while the Jamestown (1939) and Mount Hope (1929) Bridges have two traffic lanes. The Mount Hope Bridge, placed on the National Register of Historic Sites, and the Newport Bridge are toll facilities operated by the Rhode Island Turnpike and Bridge Authority.

The replacement of the Jamestown Bridge is under construction with an anticipated completion date in 1988. I-895 is a proposal currently under study by the Federal Highway Administration (USDOT), the Rhode



Island Department of Transportation, and the Massachusetts Department of Public Works. I-895, if constructed, would provide an east-west passageway from its connection to I-95 in the Richmond area to Newport and northward through Aquidneck Island and ultimately connecting with I-195 in Fall River, Massachusetts, east of Providence.

Two major alternative routes are being studied for Aquidneck Island; one proposal, which could have significant impact on the Naval Complex, calls for the upgrading of Defense Highway, the Navy owned road running along the coast from the main Center to the fuel depot at Melville. The other proposal for Aquidneck Island would be the construction of the center island freeway, a new highway constructed to the east of SR 114 in the approximate center of the island. See Plate 1-3.

b. RAILROADS

On the western side of Narragansett Bay, rail service is provided by Amtrak with commuter stops in Westerly, Kingston and Providence on its Shore Line service between New York and Boston. Commuter rail service is not available on Aquidneck Island.

Freight service is available along the Bristol Secondary Track, Shore Line Narragansett Pier Rail Line and the Seaview Company Line. Service along the Newport Secondary Track running along the coastline parallel with Burma Road (Penn Central) has been discontinued.

c. PUBLIC BUS SERVICE

The Rhode Island Public Transit Authority (RIPTA), Almeida and Bonanza are the bus companies serving the area. Commuter and intrastate service within Newport, Newport to South Kingston and Providence to Barrington is provided by RIPTA while Almeida provides interstate service between Cape Cod and New York City with stops in Portsmouth,

Middletown, Newport, Jamestown, Kingston and Wyoming. Bonanza Bus Co. provides daily commuter service between Newport and Providence, and Kingston and Providence. Interstate service is also provided between New York and Boston with stops in Newport and Cape Cod.

d. AIRPORTS

T. F. Green Airport, located in Warwick, is the major air facility in the area. Green Airport, with a 6,500 foot runway (and 3 others), is served by five major airlines. Newport Airport, located in Middletown, has two runways (the longest is 3,000') and is served by Newport Aero with flights to and from T. F. Green Airport and Logan International Airport serving Boston, MA.

Quonset State Airport is the former Naval Air Station Quonset Point now operated by the State as an air cargo terminal. The RI Air National Guard also uses the Quonset Field.

e. PORTS AND FERRIES

The Ports of Providence-Fall River, MA, and the commercial shipping areas in Tiverton are the major port facilities in the region.

Ferry service from Providence and Block Island via Newport is available during the summer months while service to Block Island from Point Judith is available year-round. Ferry service is available (year-round) from Bristol to Prudence Island.

2. UTILITIES

a. ELECTRIC POWER

Electric Power for the Naval Complex, Newport is provided by the Newport Electric Corporation. Service is supplied to the Complex at 23,000 volts via two service feeder lines with three additional lines

available for emergency use. Total capacity of the two main lines is 37,800 KW at a power factor of 0.9. Available capacity is adequate to provide the required service for the Complex.

The 23,000 KV electrical transmission system, providing approximately 49,000 KVA of transformer capacity consists of about 12 miles of overhead, underground and submarine cables. Primary distribution throughout the Complex, at 4.16 KV and 2.4 KV, consists of approximately 35 miles of overhead and underground lines.

b. POTABLE WATER

The potable water supply for the Newport Complex used both for consumption and fire protection is purchased from the City of Newport. Nine reservoirs, with a total capacity of 3,500,000,000 gallons, provide the water supply for the City of Newport. The City provides chlorination, flouridation and ph control for the water supply. Rechlorination of the potable water supply by the Navy is accomplished at eleven locations throughout the distribution system.

Chlorination Stations

1. Building 439, Fort Adams
2. Navy Beach, Fresh Water Pumphouse
3. Building 62, Melville
4. Coddington Dove Meter Pit, Gate 32, So. Pit
5. Building 321, Gate 4, C. P.
6. Building 2, Gate 1, CHI
7. Building 8, Naval Hospital
8. Building 6, Naval Hospital
9. So. of Building 4, Naval Hospital
10. Cloyne Court Meter Pit
11. Building 1186, NB3, Coddington Cove

c. SANITARY SEWER

All sanitary sewage generated at the Complex, exclusive of the Fort Adams housing area, flows to the City of Newport sewage treatment plant located south of the Naval Complex Gate 4 on O'Connell highway via three 12" metered force mains. One line originates in the Melville area and travels south through the NUSC and Coddington Cove areas. The second line serves the Coddington Point area and the third collects sewage from Coasters Harbor Island and Naval Hospital areas. The collection system throughout the Complex consists of gravity lines, lift stations and force mains.

The City of Newport Sewage Treatment plant provides primary treatment only. To meet current water quality standards, a new primary and secondary treatment facilities must be constructed. The Navy will contribute approximately \$4,600 toward the required replacement of the Primary Treatment Facility (MILCON Project P-337, Sewer Participation) and \$3,700,000 towards the construction of a Secondary Treatment Facility (MILCON Project P-358, Municipal Sewer Connection, Phase II).

d. STORM DRAINAGE

Originally, the storm water collection system at the Complex was a combined system with the sanitary sewage system. Some areas of the Complex, notably Coasters Harbor Island, Naval Hospital Area, and parts of Coddington Point have had separate systems constructed replacing the combined system. However, the Coddington Cove area is still served by a single, combined system.

e. NATURAL GAS

Natural gas, supplied by the Providence Gas Company, is distributed to the Navy family housing area and the Complex and Hospital incinerators. The distribution system, with the exception of the Greene Lane housing area is owned and maintained by the Providence Gas Co. The Gas Company has asked the Navy to assume ownership and maintenance of the

distribution systems as it is now their policy to have customers own the distribution system from the point of meters to point of consumption. This request of the PGC does not appear to be in the best interest of the Government considering the questionable condition of the gas distribution lines which are not cathodically protected.

f. TELEPHONE SYSTEM

Most of the telephone equipment in use at the Complex is owned and maintained by the New England Bell Telephone Company although the Government owns some of the cable plant.

g. SOLID WASTE

Approximately 250-300 tons of refuse is generated throughout the Complex each month. Refuse from the Navy family housing areas is collected weekly by a private contractor whereas refuse from the industrial areas and other areas on base, is collected by the NETC Public Works Transportation Department. Disposal of solid waste is at the City of Newport transfer station located approximately two miles from the Center. The Navy is under contract with the City of Newport to use the transfer station and pays by the ton for refuse dumped.

I. COMPLEX FUNCTIONS

1. TRAINING

a. NAVAL EDUCATION AND TRAINING CENTER

NETC is the Navy's largest single source for officer accession, providing initial or accession training for nearly 40% of all officers entering the Naval service each year. This is more than the combined graduating classes of the Naval Academy and all ROTC units in colleges and universities throughout the country. NETC also provides training for midshipmen candidates, foreign officers, officer candidates, communications officers, and chaplains.

It operates eight schools, including the Officer Candidate School, International Officer Candidate School, Naval Academy Preparatory School, Officer Indoctrination School, Chaplains School, Communication School, Instructor Training School, and Senior Enlisted Academy.

The NETC Director for Training is responsible for the management of the schools and training support facilities assigned to the Center.

The NETC Training Support Division is responsible for the maintenance of all training equipment and facilities used by the various schools and commands/tenants of NETC. The Division maintains liaison with the Public Works Department for facilities maintenance (custodial, repairs, utilities, etc.).

The majority of schools conducted by NETC (NAPS, OIC, OCS, IT & INTOCS) are located on Coddington Point. Student barracks as well as the majority of personnel support facilities are also located on Coddington Point.

b. NAVAL WAR COLLEGE

The most prestigious educational institution at the Newport Complex is the Naval War College, established in 1884. It is the oldest college of its kind in the world. The War College enhances the professional capabilities of its students to make sound decisions in both command and management positions, and to conduct research leading to the development of advanced strategic and tactical concepts for the future employment of Naval forces.

Four separate colleges at the Naval War College are attended by officers and civilians on the basis of seniority, professional background and nationality. The College of Naval Warfare is attended by senior officers of the United States Armed Services. The Naval Command College is the school for senior international officers. The College of Naval Command and Staff is for U. S. officers of middle grade while the Naval Staff College includes mid career international officers enrolled in a five month program.

As a host activity, the Naval War College owns and utilized 8 buildings on Coasters Harbor Island.

Married students and faculty members (military) are, depending on availability, provided government housing at Fort Adams, Coddington Cove or Greene Lane.

The President's, Deputy's and Dean of Academic's residences are on Coasters Harbor Island adjacent to Founders Hall.

c. SURFACE WARFARE OFFICER SCHOOL COMMAND

Another important educational institution is the Surface Warfare Officers School Command (SWOSCOLCOM).

The Surface Warfare Officers School is a separate command under the direction of a commanding officer tasked with the responsibility of training professionally qualified officers to serve as effective naval leaders in the broad spectrum of all surface warfare forces. Like the Naval War College, the Surface Warfare Officers School provides and conducts specialized training in several fields (though ship engineering training predominates) to commissioned Naval officers.

Courses include a senior officer Command and Tactics course, the Naval Destroyer Department Head course, the basic Surface Warfare Officer course, specialty courses in anti-submarine weapons and engineering, and several enlisted technical engineering courses.

Much of the SWOS instruction involves classified materials and information. Because of these factors there is little dependency on facilities utilized by the other schools.

NETC does provide support to the SWOS operations as SWOS students reside in NETC maintained housing and/or BOQ's. Other NETC support facilities are also available to SWOS students.

d. NAVAL JUSTICE SCHOOL

The Naval Justice School is also located at the Newport Complex. The Justice School provides intensive instruction to officers and enlisted personnel in all areas of military law, with practical application of those principles to the problems inevitably arising within every command.

Six basic courses are taught at the School. They are the Lawyer, Legal Officer, Senior Officer, Reserve Lawyer Basic and Refresher, Legal Clerk, and Court Reporter Courses. In addition, various specially military law training briefs are given for students attending other schools at NETC, SWOS, War College, the Submarine School, New London, Connecticut, and numbers of other reserve units.

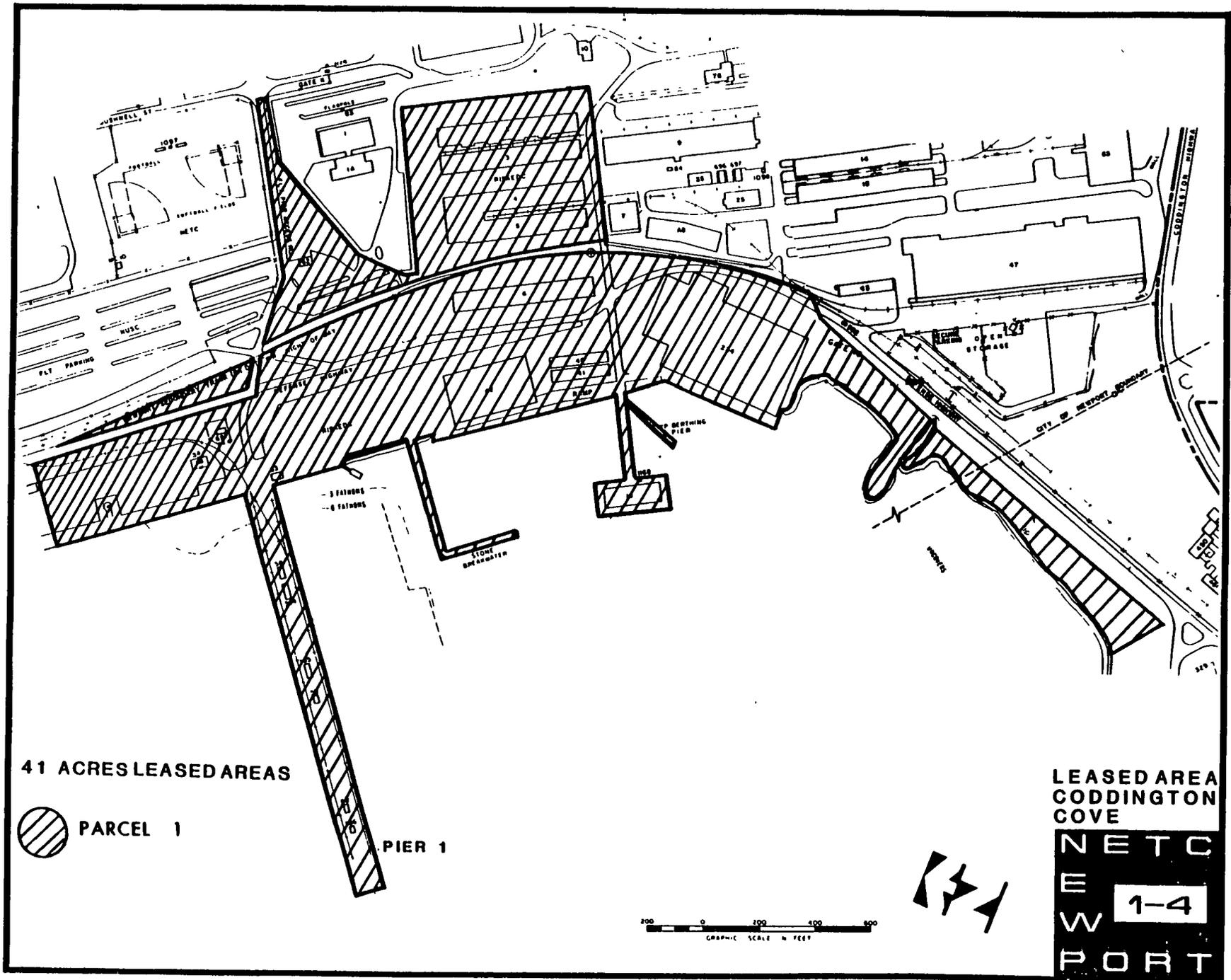
Since its relocation from California to Newport in 1950, the Naval Justice School has occupied Building M-3 and M-6 located on Coddington Point. The school is presently located on renovated space in Building 360 on Coddington Point.

2. WATERFRONT OPERATIONS

Coddington Cove contains the Center's waterfront operations area. Several piers of various sizes and uses are located here.

Most prominent are the two destroyer piers. These two piers, Piers 1 & 2, were the homeport berths for over 70 ships, including destroyers, destroyer-tenders, fleet tugs, fleet oilers and other naval vessels. The piers were designed with a capacity of 72 ships; each pier having six berths, each capable of nesting six ships.

Other pier facilities in the Coddington Cove area include the former YP (Yard Patrol) berthing pier and the access pier to Building A-18.



41 ACRES LEASED AREAS

⊗ PARCEL 1

PIER 1

LEASED AREA
CODDINGTON
COVE

NETC
E
W 1-4
PORT

200 0 200 400 600
GRAPHIC SCALE IN FEET

Navy excessing actions following the April 1973 Shore Establishment Realignment (SER) announcement resulted in the transfer of approximately 1,629 acres of land to the General Services Administration (or other federal agencies). A full discussion is found in Chapter 5.

In keeping with the Navy's intention of supporting a revitalization of the local economy severely impacted by the 1973 SER, the Navy agreed to lease approximately 41 acres of the waterfront area at the Newport Naval Base (now NETC) to the Rhode Island Port Authority and Economic Development Corporation. See Plate 1-4.

The 41 acre parcel includes Pier 1, the former YP Pier, and the access pier to and including Building A-18. The lease period for the Parcel runs from 1 January 1979 to 31 December 1988 and the lessee has an option to renew the lease for two additional periods of ten years each unless the Secretary of the Navy determines that such renewal will not be in the interest of National Defense.

The State has sublet the leased property to Robert E. Derecktor of Rhode Island, Inc., who has established a private enterprise engaging in shipbuilding and repair.

Pier 2 is utilized for Navy operations only. Building 68, located on Pier 2, is the home of several Navy activities which include the Administrative Office of Mobile Ordnance Technical Unit Four, Shore Intermediate Maintenance Activity, and the Administrative Office of Surface Squadron Four, and NETC Fleet Liaison Offices.

Surface Group Four maintains ships for extended deployments, augmenting forward deployed sea control or anti-submarine forces in a national emergency. Additionally, Surface Group Four conducts training for reserve ASW destroyer/frigate units.

Currently there are six combat ships under the command of COMNAVSURFGRUFOUR homeported in Newport and berthed on the north side of Pier 2. Two frigates and one destroyer are in the Reserve Force while three frigates are in the Active Force.

Recent upgrading of the utilities on the south side of Pier 2 has allowed full use of the pier for fleet homeporting.

Two other ships of the Naval Reserve Forces assigned to Mine Group 2 in Charleston, SC are homeported at Newport and berthed at Pier 2. The ships, ocean minesweepers (MSO), are represented in Newport by COMNAVSURFGRUFOUR in his capacity as Senior Officer Present Afloat (SOPA), Narragansett Bay and as Commander, Naval Surface Force, U. S. Atlantic Fleet Representative, Newport.

Located on the eastern shore of Coasters Harbor Island is a small fueling wharf (237 feet of berthing) which was used to serve oil barges for discharge of fuel oil for the power plant in Building 86, now no longer in use. Also located on Coasters Harbor Island is the marina providing berthing for small craft and the War College pleasure craft.

Pier facilities in the NUSC area north of Pier 2 include two piers and a wharf which are arranged to form a "basin" known as Stillwater Basin. The Basin is used to berth 6 Yard Patrol (YP) craft and other craft attached to NUSC.

3. ADMINISTRATION

The NETC Director of Administration has primary responsibility for the administrative and military personnel support of NETC, including office services, transient personnel program, correctional center, police and fire protection, recreational facilities, Officer's Clubs, enlisted men's club with CPO Annex, and plans/operation provision.

Administrative headquarters for NETC is currently located in Building K-61 on Coddington Point. The huge building (approximately 33,000 square feet) contains the Command offices as well as numerous administrative support functions including the recently established PASS (Personnel Administrative Support System) functions.

The building, which looks like a Quonset Hut, constructed in 1942 as part of the former Fleet Training Center, is not typical of a command headquarters of a major Naval activity but the structure functions well and is considered adequate. The recent renovations to the building dictates its continued use for the foreseeable future.

The Consolidated Civilian Personnel Office (CCPO) is currently located in Wing 5 of Nimitz Hall (Building 197). Previously located in Building 11, CCPO relocated to Nimitz Hall prior to the transfer of Building 11 to the NUSC plant account. In Nimitz Hall, CCPO occupies 16 rooms (out of 22) in the wing that previously was used for student berthing. CCPO is responsible for all civilian employment.

Other administrative type functions also located in Nimitz Hall include the Marine Corps Administrative Detachment, Navy Relief, the Red Cross, Human Goals and SATO.

Administrative space for NETC instructor and staff personnel of the various schools are located in Perry Hall (Building 440) and Nimitz Hall (Building 197).

Public Works Administrative functions of the Public Works Department are located in Building 1 near Gate 17 on Coddington Cove.

Supply Department Administrative spaces are located in Buildings 1 and 47 on Coddington Cove.

4. SUPPLY AND STORAGE

Existing supply/storage facilities are, for the most part, located on Coddington Cove.

There are nine general storage warehouses at the Complex, four of which are leased to the State. (These leased warehouses, as well as other leased buildings at the Complex, were declared excess after the 1973 SER announcement). In 1977 the facility and land were withdrawn from excess and leased to the State. Four non-leased warehouses are inadequate. The four leased buildings are substandard. The buildings collectively contain 122,800 square feet of storage space. The one adequate warehouse contains 64,000 square feet of storage space.

Deterioration of these wooden structures is largely due to their age, having been constructed in 1943.

It is apparent that improvements to and/or replacements for the existing storage facilities will be needed in the future. Supply storage functions should be retained in the Coddington Cove area and replacement facilities programmed for long term funding.

The former cold storage warehouse is located on the waterfront in Building 42. The 50,723 square foot facility has been leased to the State and currently is used by Robert Derektor, Inc.

Hazardous/flammable storage and cylinder (compressed air, etc.) storage are located in Buildings 1166 and 19 respectively. Building 19 is an inadequate 1,840 square foot structure.

Supply department administrative spaces are located in Buildings 1 and 47.

5. MEDICAL/DENTAL

a. NAVAL HOSPITAL

The Naval Hospital provides general and specialized clinical and hospitalization services for active duty Navy and Marine Corps personnel, active duty members of the other armed services, dependents of active duty personnel and other authorized persons.

The Hospital provides treatment in the following fields of medicine: general surgery, internal medicine, pediatrics, obstetrics and gynecology, optometry, ophthalmology, dermatology, family practice, orthopedics, otolaryngology, and psychiatry.

Services not provided at the Naval Hospital are provided by civilian hospitals or by referral to other military hospitals.

Patient admissions averages approximately 330 per month and the average stay is 5 1/2 days. In calendar year 1984, the hospital recorded 3,586 in-patient admissions, 98,957 outpatient visits, a 64% bed occupancy, and 418 births.

The Naval Hospital is comprised of 18 buildings providing a total of 352,031 square feet of space, of which approximately 162,000 (46%) is considered substandard or inadequate based on an engineering evaluation conducted in November 1982.

The main hospital building has been classified as inadequate due to major utility deficiencies, building configuration, deteriorated wiring and plumbing and age.

A proposed hospital replacement project is currently being considered by FY-89 programming.

Other substandard spaces at the Naval Hospital include a portion of Building 46, used for Public Works storage, and a portion of Building 7 which is designated as enlisted personnel housing, but not used.

There are units of family housing located on NAVHOSP property although under the management of the NETC Housing Division. There are two tennis courts on the NAVHOSP grounds.

b. NAVAL DENTAL CLINIC (NDC)

The Naval Dental Clinic provides complete dental services to Navy and Marine Corps shore activities, unit of the operating forces, and other authorized personnel in the geographical area.

The Clinic has branch dental clinics located at the Naval Submarine Base, New London, CT; Naval Air Station South Weymouth, MA; Naval Shipyard Portsmouth, NH; Naval Air Station, Brunswick, ME; Naval Security Group Activity, Winter Harbor, ME; Naval Communications Unit, Cutler, ME; and the Navy Nuclear Power School, Ballston Spa, NY.

The NDC is located in Building 1173 on Coddington Point. The modern facilities with a new clinic provides excellent facilities to support the oral health program at the Complex and no other improvements are planned.

6. PUBLIC WORKS

The Director of Public Works provides public works, public utilities, transportation services, engineering support, facilities maintenance and all logistic public works support required by NETC or other area activities.

Public Works Administrative functions of the Public Works Department are located in Building 1 near Gate 11 on Coddington Cove. Public Works shops are located in several areas throughout the Center. A group of PW Buildings, primarily shops, is located at the southern end of Coddington Point. Another group of buildings is located on Coddington Cove adjacent to the NETC warehouse area.

The majority of public works shops and facilities are located in old, (average age, 34 year) buildings with several being in substandard or inadequate condition.

Many buildings have various deficiencies in heating, ventilation, electrical and lighting systems, and generally have exceeded their useful economic life. To replace these substandard and deteriorating facilities and to consolidate Public Works operations in a single location, the construction of a new Public Works Compound is proposed by this Master Plan.

A consolidation and centralization of Public Works shops into the "industrial area" (near the warehouses and heat plant) of Coddington Cove, would permit the removal of some of the antiquated Public Works shops that are generally high energy consumers, and provide additional land on Coddington Point for uses more related to existing functions on the Point.

7. COMMUNITY SUPPORT

Almost all of the NETC Community Support facilities are located on Coddington Point and Coasters Harbor Island. On the Point, many of the facilities are located in proximity to Gate 4. The Commissary and

Exchange are the functions that attract many personnel living off base. This area adjacent to Gate 4 will continue to be developed as the Center's Community Support Center. Facilities on Coasters Harbor Island, however, are not as concentrated in one large area like on Coddington Point. The location of some of these facilities, such as the gas station, are not in harmony with the overall development concepts of Coasters Harbor Island, and will be relocated to more appropriate sites off the Island.

NETC has two fire stations; Building 10, located on Coddington Cove and Building 55 located on Coasters Harbor Island. Building 1931, on Coddington Point, is the headquarters building for the fire department. In addition to the above, NETC also mans two fire stations remotely located from the main portion of the Base. These stations are Building 48, Melville, Portsmouth, RI and Building 86, Fort Adams, Newport, RI.

The pass/ID and security office (police station) for the Center are located in Building 116, near Gate 1 on Coasters Harbor Island.

Visitors desiring access to activities or facilities on Coasters Harbor Island, Coddington Point, and Coddington Cove must receive personal and vehicular passes at Building 116. Visitors may enter the Naval Hospital without obtaining a pass.

The Commissioned Officers Club, Building 95, is located near the Marina on Coasters Harbor Island. The Club serves two meals daily (breakfast is included) and is the only facility on the Island for meals for BOQ personnel. There are a few small snack bar areas in the War College and SWOS. There is a Navy Exchange breakfast available in Building 684 for BOQ residents. The "O" Club is located approximately one half mile from the BOQ's and requires an eight to ten minute walk.

The CPO Annex of the Enlisted Men's Club (for E7-E9 personnel) is located near the commissary on Coddington Point. The one story building has won architectural awards for its design.

Building 1901, located near Gate 4 on Coddington Point serves as the Center's package store.

The Center's main library is located in Building 114, home of the Chaplains School on Coasters Harbor Island. Another smaller library used by Chaplains School students is also located in this building. Other libraries are located at the War College and in Nimitz Hall. These facilities are largely used by War College students and Naval Academy Preparatory School (NAPS) students respectively.

The Center Post Office and the Navy Relief Thrift Shop are located in Building 1900 on Coddington Point.

The main exchange retail store, Building 1250, is located on Coddington Point. A self-service store, which replaced the exchange retail minimart and country store is also located in Building 1350, adjacent to the main exchange.

The Navy Federal Credit Union is located in Building 657 on Coddington Point.

The Navy Relief Thrift Shop is located in a portion of Building 1900 on Coddington Point. Building 1121 also on Coddington Point houses the dependent nursery, Naval Investigative Service and MWR offices. The dependent child care facilities are located in Buildings 144 and 1165 on Coasters Harbor Island and Coddington Cove, respectively.

The exchange uniform shop is located adjacent to Gate 4 in the combined Buildings 392 and 1903 on Coddington Point.

The exchange gas station and auto repair facility, Building 405, is located on Coasters Harbor Island adjacent to the Surface Warfare Officers School (SWOS) main building. While considered an adequate structure, it is poorly located among various academic facilities on the Island.

Located on Coddington Point, near Gate 4, is the Complex's modern commissary. Constructed in 1976, the commissary has an adjacent parking lot for 200 cars. Commissary storage is provided in Building 47 on Coddington Cove approximately 3/4 mile from the commissary building.

There are two chapels at the NETC Complex: The Chapel-of-Hope, located opposite the NETC Command headquarters on Coddington Point and the Chapel-by-the-Sea located at the Naval Hospital.

The Recreational Gear Issue and Veterinarian Clinic area is located in Building 303 on Coddington Point. The Auto Hobby Shop, located in Building 304, is also on the Point.

Buildings 1916 and W-34, located on Coddington Point, provide space for MWR issue and repair maintenance operations.

Child Care Centers are located in Buildings 144, Coasters Harbor Island and Building 1165, Coddington Cove.

8. RECREATION

The main recreation building at the Complex is Building 656 located adjacent to the exchange-commissary shopping area on Coddington Point.

Included in the building is a 24-lane bowling alley, an amusement center containing pinball machines and pool tables, an exchange cafeteria and an enlisted mens (E1-E6) club.

A large gymnasium, Building 109, is located on Coasters Harbor Island. The facility also houses the recreation gear rental office. The 43 meter indoor swimming pool, Building 121, is located next to the gymnasium on Coasters Harbor Island.

The NETC theatre which was located in Building 446, the main academic/administration building of the SWOS, is now closed. Opening Building 446 to the general military population for movies, jeopardized the security of SWOSCOLCOM. A new theatre will be constructed next to Building 656, Recreation Center, in the community Support area on Coddington Point.

The Marina on the southern end of Coasters Harbor Island has two piers providing 1,482 linear feet of berthing. The smaller pier provides berthing for the MWR rental sailboats. Other slips at the longer pier and along the quaywall are for privately owned boats. There is also a boat launching ramp and a small marina office (Building 17).

The yacht club occupies the lower level of Building 18 at the marina near the officers club.

The indoor archery range, Building 994, is located on Coddington Point near Gate 2.

Eleven full-sized tennis courts are located on Coasters Harbor Island. Two other tennis courts are located at the Naval Hospital.

There are 3 softball/playing fields located on Coasters Harbor Island. The NAPS football field is located on Coddington Cove near Building 1. There is no regulation baseball field at the Complex necessitating the NAPS teams to play all games at their opponents fields. The Complex also does not have a running track.

9. BACHELOR HOUSING

a. BACHELOR ENLISTED HOUSING

All Bachelor Enlisted Housing at NETC is located in nine buildings on Coddington Point. These facilities provide berthing for 1,800 persons. Most E-1 to E-4 personnel are housed in Buildings 197, 347, 441, and 447. Building 441 is also the BEQ for the Seaman Guard, mostly female Navy personnel assigned to the Gate houses and other security details. E-5/E-6 personnel are housed in Buildings 291, 345, 346, and 689. E-7/E-9 personnel are housed in Building 688. All nine buildings are in adequate condition.

Enlisted men dining facilities are located in Patrick Hall (Building 355) for active duty personnel and Ney Hall (Building 292) for OCS students. Both dining facilities are rated at 2,000 men.

b. BACHELOR OFFICER HOUSING

The majority of the Bachelor Officer Housing is located in four Buildings on Coasters Harbor Island. Buildings 172, 442, 443 and 444 provide berthing for bachelor officers (W-1/O-6). Building 678 on Coddington Point provides 100 berths for O-1/O-2 officers who are predominantly SWOS Division Officers Course students.

The BOQ also has control over 44 rooms at the Navy Lodge (Building 685).

10. FAMILY HOUSING

All family housing units at the Complex are managed by the NETC housing department. A total of 1,459 housing units are available in 11 different areas. Included in the total are 44 senior officer units, 71 field grade officer units, 135 company grade officer units, 400 student units, 182 senior enlisted units and 627 junior enlisted units.

To be eligible for family housing at NETC, a sailor (enlisted) must be of E-4 rank with two years of service. Currently there is a waiting list for family quarters at Newport.

Eight of the 11 housing areas are located on or adjacent to the major NETC land areas of the Naval Hospital, Coasters Harbor Island, Coddington Point, and Coddington Cove. The other three are located on non-contiguous land areas, the farthest being seven miles from the Complex.

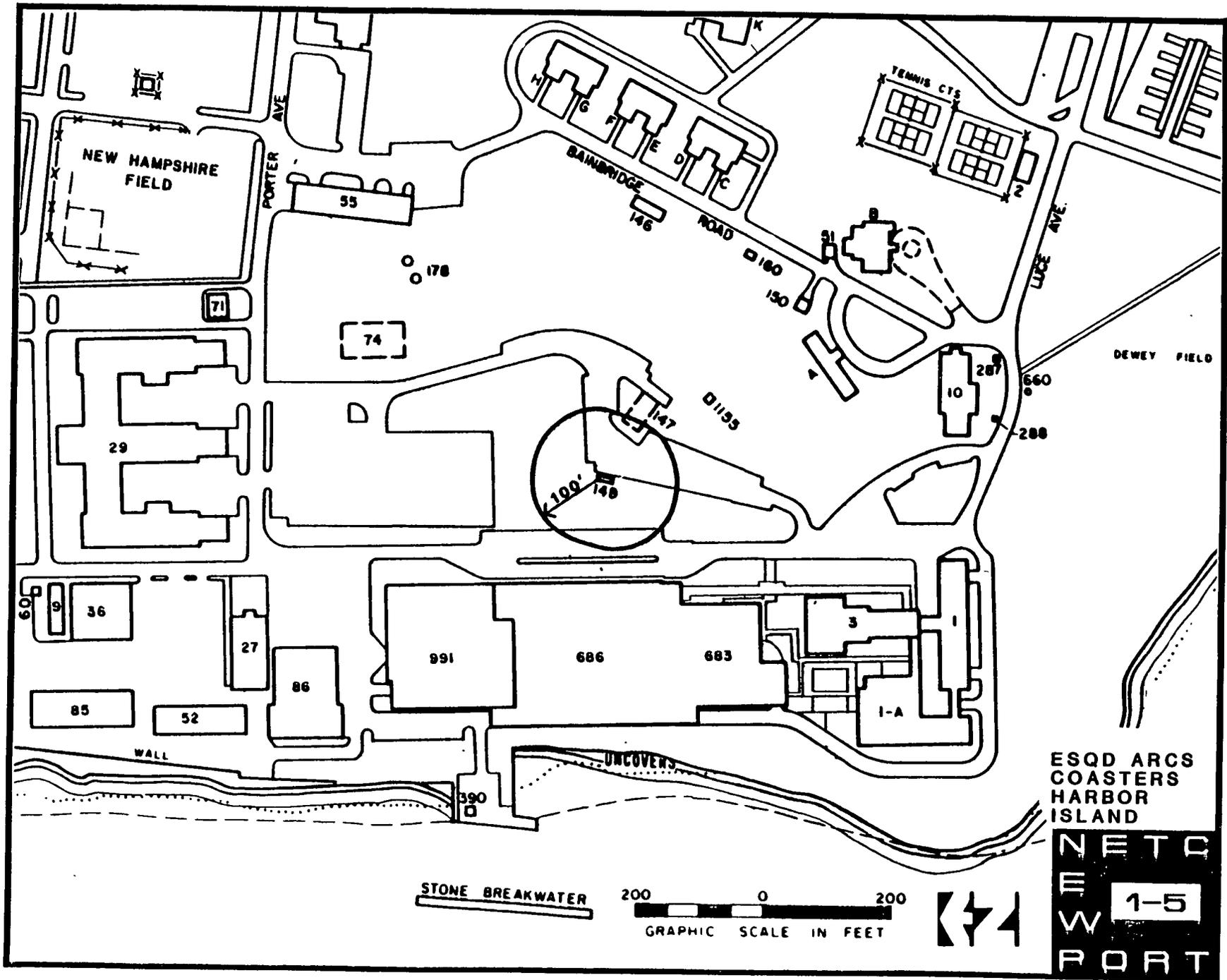
In addition to the 1,459 family units, there is a 40 space mobile home trailer park located off Stringham Avenue in the Melville (North) housing area. The park is currently full.

11. EXPLOSIVE HANDLING AND STORAGE

a. NETC

The explosives utilized at the NETC Complex consist of small arms live and blank rounds which are necessary for security and the training of military personnel. Presently the Complex does not have an adequate small arms magazine for the storage of these explosives.

Ammunition is stored in Structure 148, a concrete bunker east of Conolly Hall on Coasters Harbor Island, and in Perry Hall on Coddington Point, both of which do not meet present day storage/security requirements. The Perry Hall Facility must be abandoned and it is not feasible to attempt to upgrade Structure 148.



A Special Project has been developed to replace the inadequate structure 148 with 2 new pre-engineered magazines located on Coddington Point. The project will also demolish Structure 148 and Magazine 147.

The Magazine clearance zone is 100 feet from the outer walls of the magazines. No inhabited structures are encumbered by this ESQD arc. See Plate 1-5.

b. PIER 2

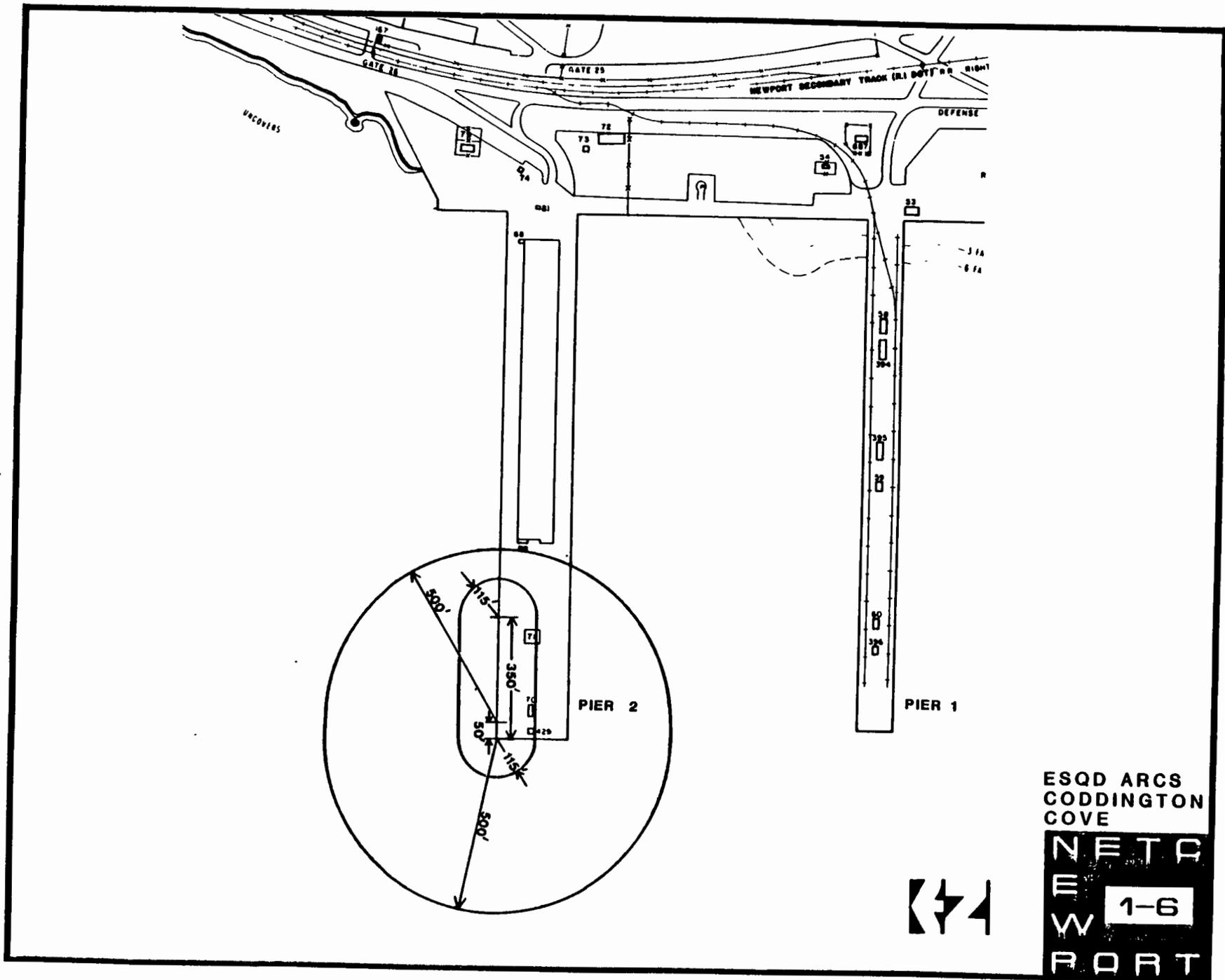
In order for homeported fleet ships to maintain operations and readiness, the periodic handling of ammunition and explosives is required. The following handling procedures are in use on Pier 2 at this time.

Handling is permitted along the last 50 feet of the northern side of the pier for Class 1.1 MK46 Torpedoes/ASROC only and Class 1.2 (04) explosives. Both classes have a limit of 1,500 lbs, NEW.

Handling is permitted along the last 350 feet of the northern side of the pier for Class 1.3 and 1.4 explosives. The quantities for each are 2,000 lbs. NEW and Unlimited respectively.

The following criteria also must be met:

- (1) The local EOD Detachment shall be informed prior to all ammunition movements.
- (2) No fuel transfer operations or handling of hazardous materials will be permitted at the pier while ammunition is being handled (see OPNAVINST 8023.21A).
- (3) Only "essential" personnel are allowed on the last 550 feet during the ammunition handling evolution. Personnel not connected with the evolution shall not pass through the handling area while ammunition is present.



- (4) No vehicular traffic is allowed to pass through the handling area nor are vehicles, which are not required for ammunition handling support, allowed to be parked on the seaward 500 feet of the pier.

See Plate 1-6 for the size and location of the ESQD arcs generated by the above handling points.

c. NUSC

Explosive material used and stored at the Newport laboratory primarily consists of igniter, blasting caps, explosive bolts, and propellants which are used in the testing of torpedoes and other weapon systems in support of the EOD Detachment. Storage of these explosive devices is limited to four magazines located near the eastern boundary of the Center, Structure 1177.

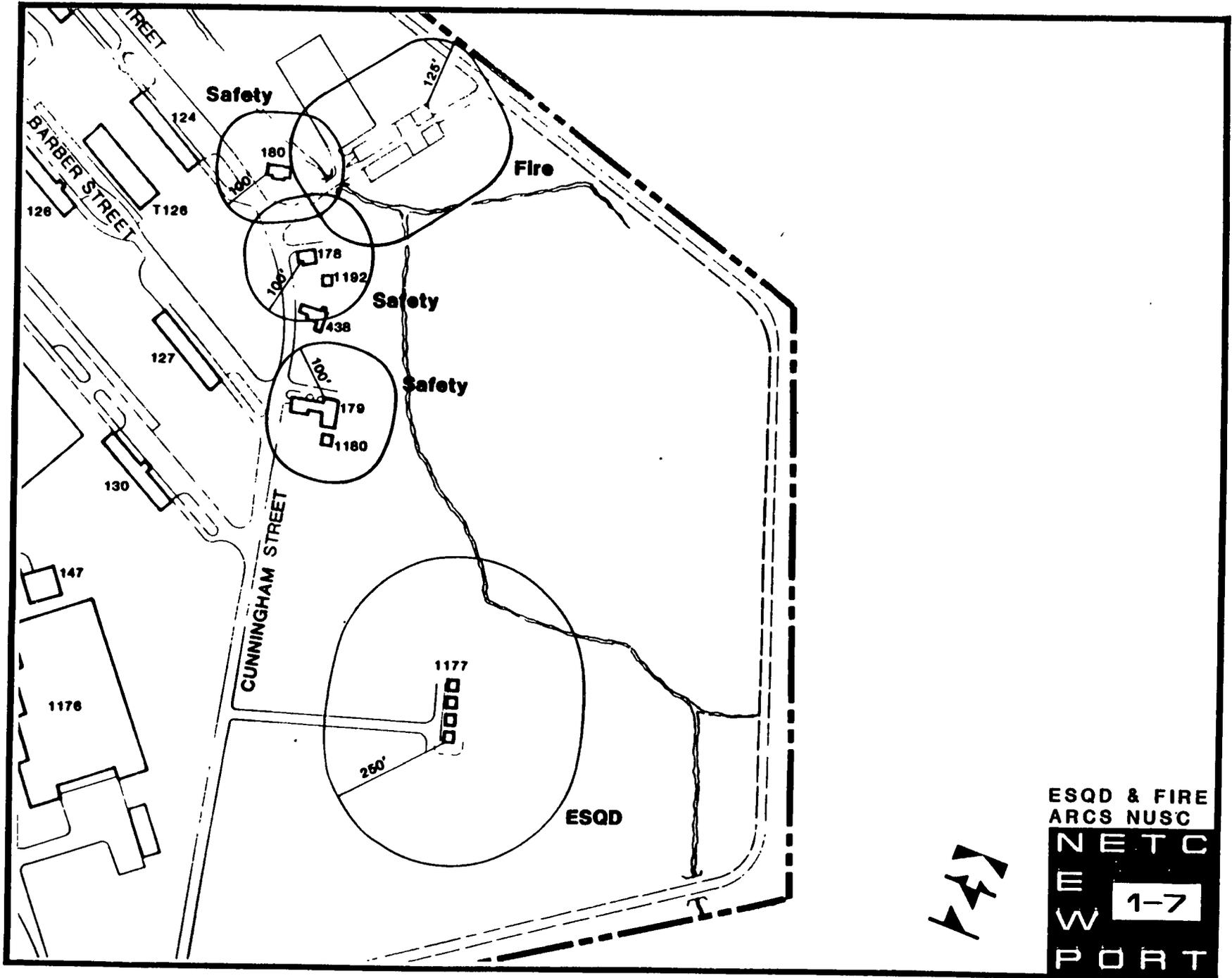
Explosive Safety Quantity Distance (ESQD) arcs for the magazine complex are 250 feet in accordance with Table 5-4 of NAVSEA OP-5 Volume 1 (Fourth Rev) provided that the front of each magazine bay is barricaded. Testing of liquid propellants is conducted in facilities (test cells 178, 179, 180) located on the east side of the Center. Storage of liquid propellants is provided in Building 185. ESQD arcs for the storage and testing of liquid propellants are listed in Table 1-6.

Plate 1-7 shows the ESQD area generated by all explosive material storage and handling points at NUSC.

TABLE 1-5 MAGAZINE CAPACITIES - NUSC
STRUCTURE 1177

<u>Mag. #</u>	<u>Class</u>	<u>Approved</u>	<u>Future</u>	<u>ESQD Arc, feet* (1)</u>
1	1.4	200	250	100
	1.3	100	250	75
	1.2	200	250	250 (2)
2	1.3	500	500	75
3.	1.1	150 (3)	150 (3)	250 (2)
4	1.1	150 (3)	150 (3)	250 (2)

- (1) Inhabited building distance
- (2) Provided each bay has barricade
- (3) Maximum IAW Table 5-4 NAVSEA OP-5 Volume 1 (Fourth Rev) and provided each bay has front barricade.



ESQD & FIRE
 ARCS NUSC
 N ETC
 E
 W 1-7
 PORT

TABLE 1-6 SAFETY ARCS FOR LIQUID PROPELLANT
TESTING AND STORAGE - NUSC

<u>Bldg. (Struct.) Number</u>	<u>TYPE</u>	<u>ARC</u>	<u>ARC, FT</u>
178	Test Cell	360° 60°	250' 500'
179	" "	360° 60°	400' 800'
180	" "	360° 60°	100' 300'
185	storage	360°	120'

12. AIR OPERATIONS

Located on the extreme southern portion of Coasters Harbor Island is the designated helicopter landing area at the Naval Complex. The helipad is retained for administrative use (VIP traffic) and emergency medical cases transported to and from the Naval Hospital. The pad is omnidirectional and is lighted for night or poor visibility use. However, night operations are for emergencies only. There are no significant obstructions to helicopter traffic in the vicinity of the landing pad except the Newport-Jamestown Bridge which crosses the Bay approximately 160 feet south of the Island.

J. CULTURAL RESOURCES

Several buildings and structures located within Naval Complex have historic significance. Some have been included on the National Register of Historic Places and others have either been nominated for inclusion on the Register or have been recognized and preserved by the Navy for their historic value.

A cultural resources survey has not been completed at the Newport Naval Complex. Executive Order 11593 requires the activity to complete the survey. The Master Plan recommends that this survey be completed.

1. NATIONAL HISTORIC REGISTER OF BUILDINGS

a. LUCE HALL

Luce Hall (Building 1) located at the southern end of Coasters Harbor Island, was the first building designed and built for the Naval War College. Completed in 1892, it was designated "The Naval War College and Torpedo School".

b. FOUNDERS HALL

Located to the east of Luce Hall on Coasters Harbor Island, Founders Hall (Building Number 10) was originally built in 1819 as a poor house and an asylum for the deaf and dumb. It was acquired by the Government in 1881 when Coasters Harbor Island was ceded to the U. S. Government by the Town of Newport for use as a Naval Training Station.

c. FORT ADAMS

Located at the eastern end of Newport, construction of it started in 1824. It is a modified pentagon with open central area and projecting bastions at each corner. It replaced an earlier fort and was a vital defense of Narragansett Bay and an important link in coastal defenses.

d. COMMANDANT'S QUARTERS NUMBER ONE (FORT ADAMS)

Located on Harrison Avenue at Fort Adams, it was constructed during the period 1872-1873 by George C. Mason and sons, architects. It was built for General Henry Jackson Hunt, Commandant of Fort Adams and was the summer vacation home of President Dwight D. Eisenhower (1958 and 1960).

K. ENCROACHMENT

1. ENCROACHMENT ISSUES

a. DEFENSE HIGHWAY (BURMA ROAD)

There is a proposal to locate a North-South Thruway for Aquidneck Island on the Defense Highway corridor. The proposed road would relieve congestion on the main roads (Routes 114 & 138) on the island. The alignment proposed by the state would severely impact on the functions and security of NETC, NUSC, and tenant activities. The original route would separate the pier area from its operational support area. It would pass within 250 feet of Pier 2. This

alignment along with all potential alternatives to it are under consideration.

b. DERECKTOR SHIPYARD

Derecktor Shipyard will remain on NETC property until the expiration of the lease in the year 2008. The configuration of the leased property forces the Navy to reroute its traffic around Derecktor causing congestion and bottlenecks. This impacts on the operations at Pier 2. Parts and supplies stored at NETC for the ships must go out of the secured perimeter through Gate 11 to get to the ships.

c. BOATING ACTIVITIES NEAR PIER 2

Recreational craft can currently come into Coddington Cove near the pier area when ships are berthed there. This creates a potential for security and safety problems. A restricted area should be created around the piers which would preclude any non-official boating near the ships.

d. CONDOMINIUMS BETWEEN TANK FARMS 3 & 4

Local developers want to construct a condominium style development between Tank farms 3 & 4. It would tie into Greene Lane adding to the traffic on the Defense Highway. The developers would like to tie into the NETC sewer system, which would probably lead to even more development in the area. This is not in the best interest of the Navy. We can assume that eventually all available land will be developed on the island. We must closely monitor all local planning and zoning to make sure the Navy's interests are protected.

A. INTRODUCTION

This document is the Master Plan prepared for the Naval Education and Training Center. The Plan presents general guidelines for land use and facility development for a mid-range period of 5-8 years, as well as recommendations for long term development. Principal issues and development concepts that could constrain operations and planning at the NETC Complex are presented in this summary. These issues and development concepts are addressed in detail in the body of the Master Plan. For specific information on any issue, the reader should refer to the Master Plan.

B. ISSUES

The key issues addressed in this plan are as follows:

1. FLEET SUPPORT

The increased numbers of ships to be homeported at the Pier 2 area of Coddington Cove will have an impact on the operations of NETC. The projected 13 ships by 1992 will increase the existing loading by 60%. Several projects will have to be implemented in order to support the fleet. The existing SIMA will require renovation and a new Fleet Support building, SIMA warehouse, and a small craft pier with dredging will be required.

2. UTILITIES

The existing utility infrastructure is severely overloaded and beyond design capacity. After the 1973 SER action, little was done to improve the utility systems. With increased emphasis on SWOS, Fleet and NUSC expansion, the existing systems will require upgrading. Electrical and steam systems are critical areas of concern.

3. HOUSING

There is a current housing shortage in BOQ/BEQ and family housing. Projects are recommended to alleviate the bachelor housing deficiency. A FY 86 housing survey and market analysis will determine the family housing deficiency. The Anchorage housing area in Coddington Cove will be renovated for family housing.

4. SCATTERED FUNCTIONS/INAPPROPRIATE LAND USE

Several functions at NETC are scattered at various locations. These create inefficiencies of operation, duplication of effort, and excessive circulation of people and supplies. Several functions are inappropriately sited or occupy sites having a higher or better land use. The brig and gas station on Coasters Harbor Island are examples. This plan reserves NETC land areas for specific functional development to eliminate this problem.

5. OVERAGED FACILITIES

Several activities occupy overaged structures that are beyond their economic life. Major repairs to these facilities are inappropriate. This plan develops replacement projects.

6. LAND SHORTAGE

This plan sites all recommended projects for NETC and the Fleet. Any additional large developments beyond what is planned will require the Navy to locate additional property in the expensive Newport real estate market.

7. MISSION

NETC is in a state of flux regarding its mission. The current mission statement does not adequately address the amount of effort required to provide support to homeported ships. Large investments, both in manpower and resources, will be required to provide sufficient support.

8. INTERSTATE HIGHWAY ISSUE

Efforts by Rhode Island and local Aquidneck Island commissioners to locate a North South throughway along the Defense Highway (Burma Road) Corridor could impact on the existing utilities and future of the operational areas of the complex.

C. DEVELOPMENT CONCEPTS

1. The plan establishes general development concepts for the NETC Complex. They are:
 - a. Increase the capacity and flexibility of NETC to support the fleet.
 - b. Relocate functions occupying sites having a higher or better use.
 - c. Consolidate similar functions to increase the efficiency of operations.
 - d. Reserve Coasters Harbor Island for senior officer training functions.
 - e. Reserve Coddington Point for junior officer training functions and centralized community support functions.
 - f. Reserve Coddington Cove for maintenance and supply functions.
 - g. Reserve Pier 2 area for fleet operations and support.
 - h. Provide expansion opportunities for all major functions.
 - i. Support the Base Exterior Architectural Program.
 - j. Utilize multi-story construction for buildings whenever possible.
 - k. Improve the quality of life on base.

C. DEVELOPMENT CONCEPTS (cont'd)

2. The plan establishes specific recommendations for each functional area of NETC Complex. They are as follows:
 - a. Operations and Training
 - Construction of new magazine at Coasters Harbor Island (CHI)
 - Fleet Support building at Coddington Cove (CC).
 - Construction of a new small craft pier at CC.
 - Construction of new facility for SWOS expansion at CHI.
 - Expansion of the Chaplain School at CHI.
 - Construction of new training fields and courts at Coddington Point (CP.)
 - Construction of replacement Drill Hall/Gym/Auditorium at CP.
 - Relocated Buttercup Trainer to Tank Farm 5 (TF5).
 - Construct a SEABEE Center at TF5.
 - Construct new Fire Fighting Trainer at TF5.
 - b. Maintenance and Production
 - Relocate Public Works function to CC.
 - Construct/Renovate SIMA on Pier 2 in CC.
 - Construct new Public Works Area in CC.
 - Construct new SIMA Warehouse at Pier 2 area.
 - c. Supply and Storage
 - Construct new warehousing facility at CC.
 - Construct a hazardous material transfer facility at CC.
 - Construct new fuel oil storage tanks at CC.

C. DEVELOPMENT CONCEPTS (cont'd)

d. Medical

- Construct new Hospital

e. Administration

- Construct school related admin building at CP.
- Construct NETC Headquarters building at CP.
- Construct NAVDAF facility at CC.
- Construct general admin facility at Gate 4 Complex.

f. Housing and Community Support

HOUSING

- Construction of three BOQ's on CHI.
- Construction of one BOQ on CP.
- Construction of one BEQ on CP.
- Renovate Anchorage Housing at CC.

COMMUNITY SUPPORT

- Construct new Marina Support building at CHI.
- Rehab and expand Marina at CHI.
- Replace fire station at CHI.
- Relocate library to CP.
- Relocate exchange gas station to CP.
- Relocate child care center to CP.
- Relocate Brig to TF5.
- Replace gymnasium and swimming pool at CHI.
- Establish Gate 4 as the new main gate to the Newport Complex at CP.
- Construct replacement police station at Gate 4 at CP.

C. DEVELOPMENT CONCEPTS (cont'd)

- Establish a community support complex adjacent to Gate 4 at CP and include sites for the follow new construction.
 - Family Service Center/Child Care Center/Nursery.
 - Movie Theater.
 - Gas Station.
 - Package Store.
 - Uniform Shop/Tailor Shop.
 - Library.
 - Post Office.
 - Morale Welfare Recreation Center.
- Construction of a new religious education facility.
- Construct new fire stations at CP.
- Construct new athletic fields at TF4.
- Construct Teen Center at TF4.
- g. Utilities and Roads
 - Construct new substation at CP.
 - Replace boiler 3 in plant 7.
 - Replace bridge connecting CHI to CP.
 - Construct new substation at NUSC.

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A. LOCATION

The Newport Complex is located on Narragansett Bay in southeastern Rhode Island. The base is on Aquidneck Island, partially within the City of Newport and extends northward into the town of Middletown. The towns of Middletown and Portsmouth, together with the City of Newport, make up Aquidneck Island in the Narragansett Bay.

Other Naval activities in the region include the Naval Underwater Systems Center (NUSC) located adjacent and north of Coddington Cove, the Defense Fuel Support Point, Portsmouth, and the Naval Construction Battalion Center, Davisville.

B. MASTER PLAN

The plan has been prepared by Northern Division, Naval Facilities Engineering Command. The plan is the second Master Plan prepared for the Newport Complex since the Shore Establishment Realignment (SER) program in 1973. The plan covers the Naval Education and Training Center (NETC), Naval War College, Naval Hospital, Naval Dental Clinic, and tenant supported activities at Newport. Discussion of the Naval Underwater Systems Center (NUSC) is limited to NETC/NUSC interface.

C. PLANNING OBJECTIVE

This plan identifies and analyzes the requirements of the Newport Complex to perform its mission. The plan develops recommendations and proposals for the Complex and selects sites for future projects using the best possible land use planning principles. The plan is intended to be used as a planning tool for requirements analysis, natural and environmental considerations, energy conservation and protection, and project sitings. The plan provides for the logical and efficient use of natural resources, and is the guide for future growth and change.

D. SCOPE

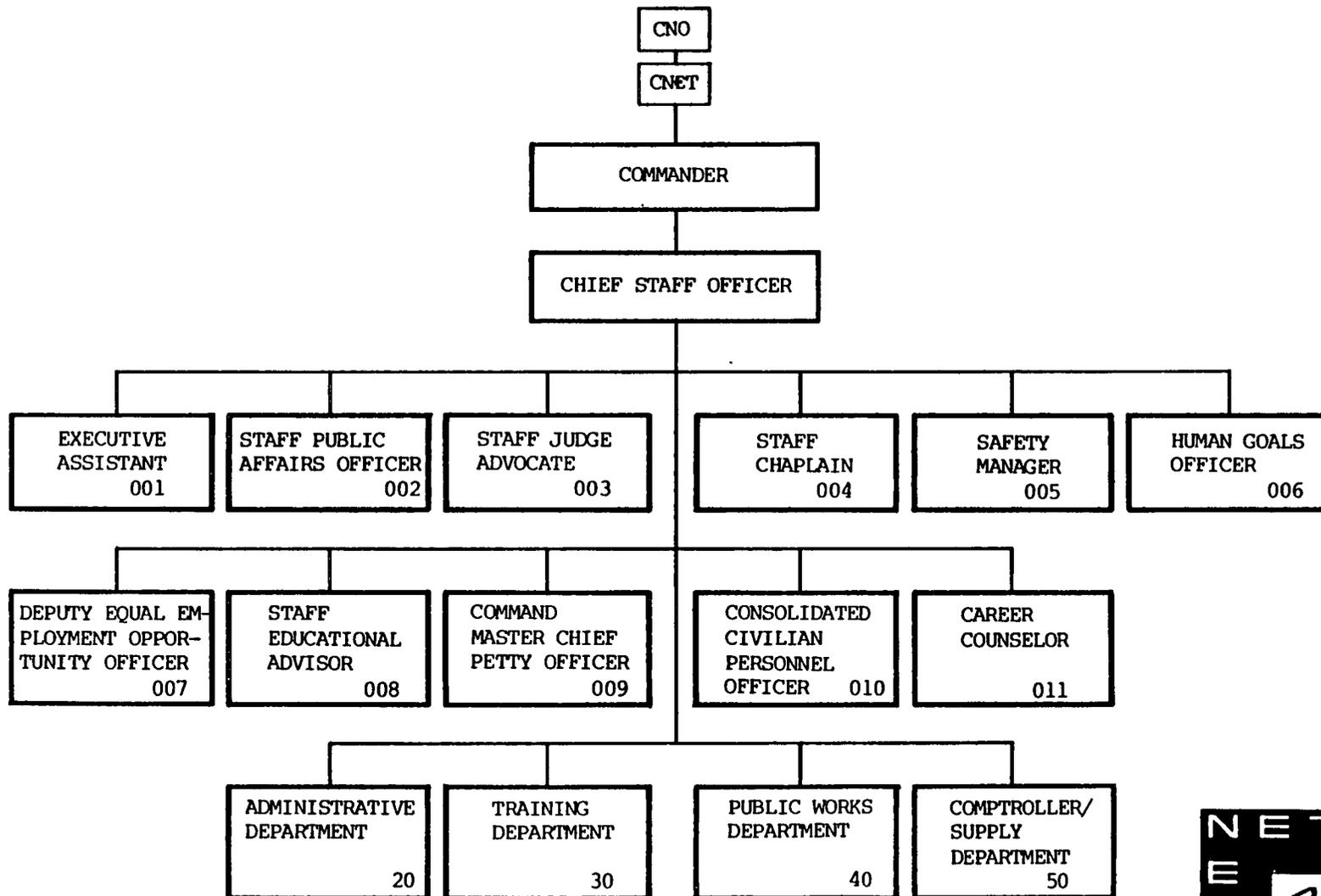
The Master Plan is based on requirements generated by the most recent Shore Facility Planning System (SFPS) documents. The Proposed Land Use Plan allocates sufficient land areas to satisfy all basic facility requirements and provides for growth in the Fleet homeporting, maintenance and production and training functional areas.

E. USE OF THE PLAN

The Plan is intended to be used as a decision making tool by all echelons of the Navy, military and civilian personnel. The narrative portion of the Plan provides a comprehensive analysis to insure the orderly development of all short, mid-range, and long-range facility projects.

In order for the Plan to remain viable, it will be updated every six years to reflect changes made necessary through mission or workload modifications and the resultant facility requirements. The CIP portion will be updated more frequently to show the latest fiscal programming of MCON projects.

COMMAND ORGANIZATION



NETC
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PORT

G. REQUIREMENTS ANALYSIS

1. General:

Fundamental to any planning process is an understanding of the basic purpose of the various activities at an installation and any interface that exists between the various activities. The purpose of this section is to provide that information through a brief description of the mission, organization, base loading, and tenant activities and their corresponding function/interface with NETC.

For detailed information on all facility requirements and existing assets, the reader should refer to the appropriate Facilities Requirements Plan.

2. NETC Newport

(a) Mission

The mission of the NETC is "to administer those schools assigned which provide a source from which qualified officers may be prepared for military service; train U.S Navy enlisted and foreign officer candidates, as required; and provide appropriate logistic support for tenant and support activities".

Additionally, as tasked by Commander, Subgroup II, NETC acts as Executive Agent for the area coordination of naval activities in the Narragansett Bay region and as tasked by the Commander in Chief, U.S. Atlantic Fleet, as Senior Officer Present Afloat (SOFA) in support of homeported or visiting ships.

(b) Organization

The current organization chart is shown on Plate 4-1.

(c) Base Loading

	FY 85
Military	1866
Civilian	3935
Afloat	1293
Students	1984

(d) Facility Requirements

A total list of all facility requirements called the Basic Facility Requirements (BFR) has been prepared by NETC in accordance with OPNAV and NAVFAC directives. The inclusion of the BFR here is not appropriate due to its accessibility elsewhere, its length, and its frequent changes in various entries.

The BFR for NETC includes requirements for several supported activities. The following is a list of all tenant activities. Those with an asterisk have separate BFR's. The remainder are included in the host BFR (those commands that are underlined).

NETC

TENANT

FUNCTION

Surface Warfare Officers School Command*	Training
Naval Data Automation Facility, Newport*	Administrative
Naval Justice School*	Training
Naval Legal Services Offices	Administrative
Naval Investigative Services	Administrative
Navy Commissary Store Division*	Retail Sales
Navy Publications and Printing Service Officer, Newport*	Administrative & Training
Commander Naval Surface Group 4	Operations
Shore Intermediate Maintenance Activity*	Maintenance & Production

NETC (CONT'D)

TENANT

FUNCTION

Naval Reserve Readiness Command Region One* Training	Administrative &
Northeastern Navy Band	Training
Defense Investigative Service, Providence Resident Agency	Administrative
Resident Officer-In-Charge of Construction Naval Activities, Narragansett Bay Area, Newport	Administrative
Naval Electric Engineering Office	Engineering & Administrative
Defense Fuel Support Point Melville	Storage
Naval Audit Site	Administrative
Mobile Technical Unit Four	Administrative
U.S. Post Office	Mail
Navy Federal Credit Union	Personnel Service
Navy Exchange	Retail Sales

NAVAL WAR COLLEGE

Naval Telecommunications Center

Training
Operations

NUSC

R & D

Naval Regional Contracting Center	Administrative
Trident Command and Control System Maintenance Activity, Newport	Research & Administrative
Commercial Industrial Services Program (Supervisor of Shipbuilding) Boston Field Office, Newport	Administrative
Explosive Ordnance Disposal Detachment	Ordnance
Office of Naval Research Patent Counsel Office, Newport	Administrative

NAVAL HOSPITAL

Naval Dental Clinic*

Medical
Dental

A. CONCEPTS DEVELOPMENT

1. General

The concepts development in this Master Plan are general ideas and policies resulting from the analysis of the relevant planning characteristics at NETC. The concept serves as the foundation or guideline that the future planning and development is based upon.

2. Assumptions

a. NETC is in a state of flux regarding its mission. Its current mission statement does not adequately address the amount of effort required for NETC to provide fleet support to the ships homeported at Pier 2. A large investment must be made to upgrade the existing facilities at the pier area to provide sufficient support for the ships.

b. Derecktor shipyard will remain until the year 2008. Although it is most desirable to regain the property currently occupied by Derecktor, it is politically difficult to accomplish.

c. There will be thirteen ships homeported at Newport by 1992. The proposed projects will adequately address the needs of the proposed ships. Any increase in ships homeported at Newport will require new facilities beyond those included in this Master Plan.

d. There will be a modest increase in school enrollment at NETC and its tenants to provide for the personnel of the 600-ship Navy. The projects included in this Master Plan adequately address the training needs at NETC. No additional schools are contemplated and no schools are scheduled for relocation. There is the potential for a Fleet Training Center at Newport but that decision has not been made to date.

e. There is a current housing shortage at Newport. Current plans call for the renovation of 187 units at the Anchorage Housing area and the construction of 150 junior enlisted family housing units.

f. Naval Hospital Newport was recently involved in a DOD study to determine its future direction. The study determined that a 42 bed hospital is required for Newport. It is currently programmed for FY 1991.

g. NETC is predominantly comprised of five separate land areas. Each has its own distinct form and supports two or three major functional areas. The grouping, location, and inter-relationships of all the functions performed are generally satisfactory and do not present any major problems.

h. The NUSC compound is considered a separated area having limited interface with the other areas of the NETC Complex. NUSC is maintained as a high security area due to the nature of its mission and operations.

3. Ideal Functional Relationships

The ideal functional relationships are shown on Plate 6-1. The graphic illustrates the relationships of the major functional areas at NETC Newport. The primary relationships involve the Fleet, NETC Training and the functions necessary to support both. The Fleet and NETC Training require considerable resources to accommodate both. An ideal model would separate both of these major functions with a buffer area that would include all major support functions servicing both Fleet and NETC Training. Included in this buffer support area would be maintenance and production, supply, administrative services and medical. The grouping of these support functions in a centralized buffer area would result in efficiencies of operations and cost. The housing and community support function would share this central buffer

area while being in close proximity to the major functions of Fleet and NETC Training. This model works well if accommodated by a single contiguous land area. NETC Complex is formed by several land areas and would not be able to accommodate this ideal model.

4. Existing Functional Relationships

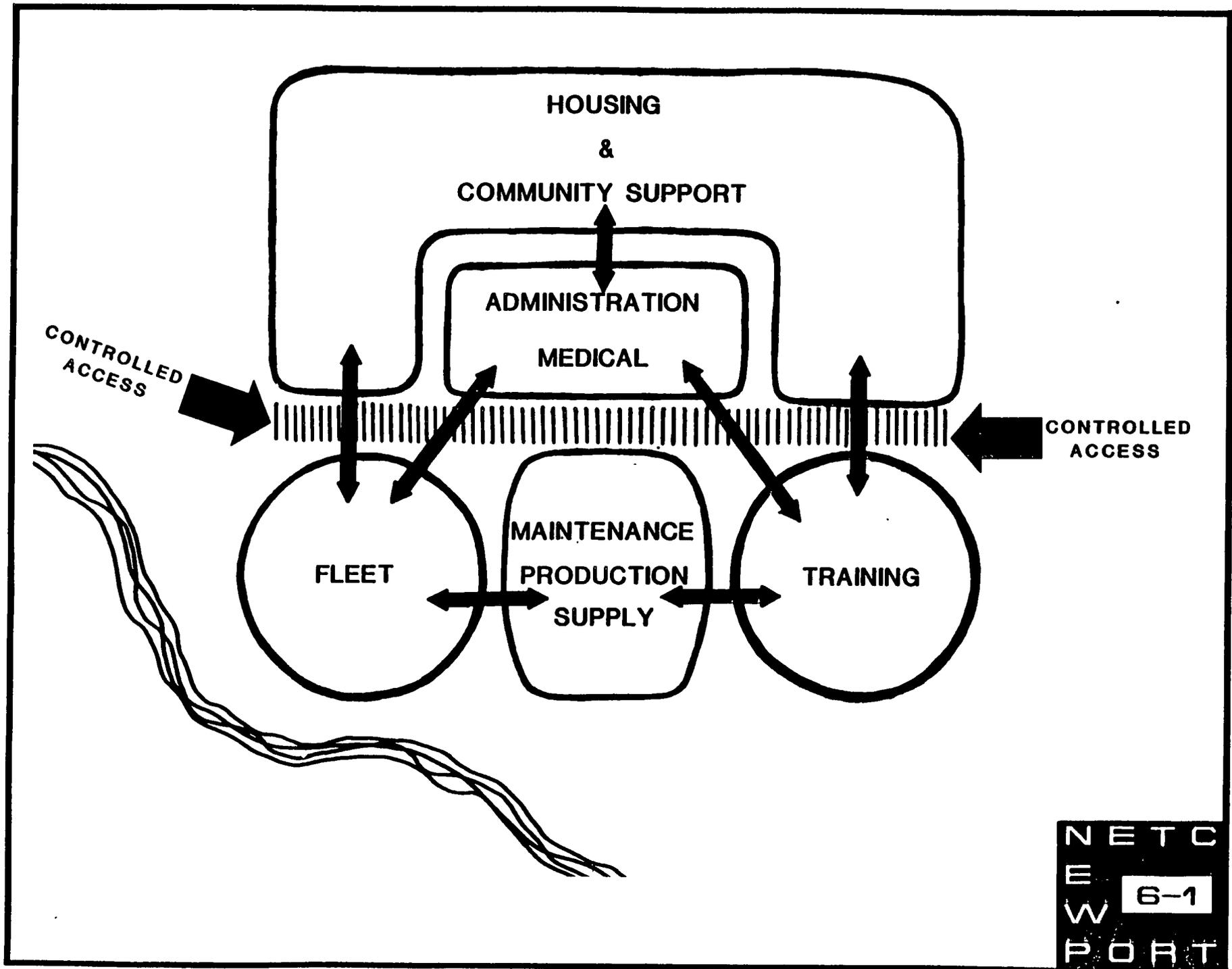
a. General

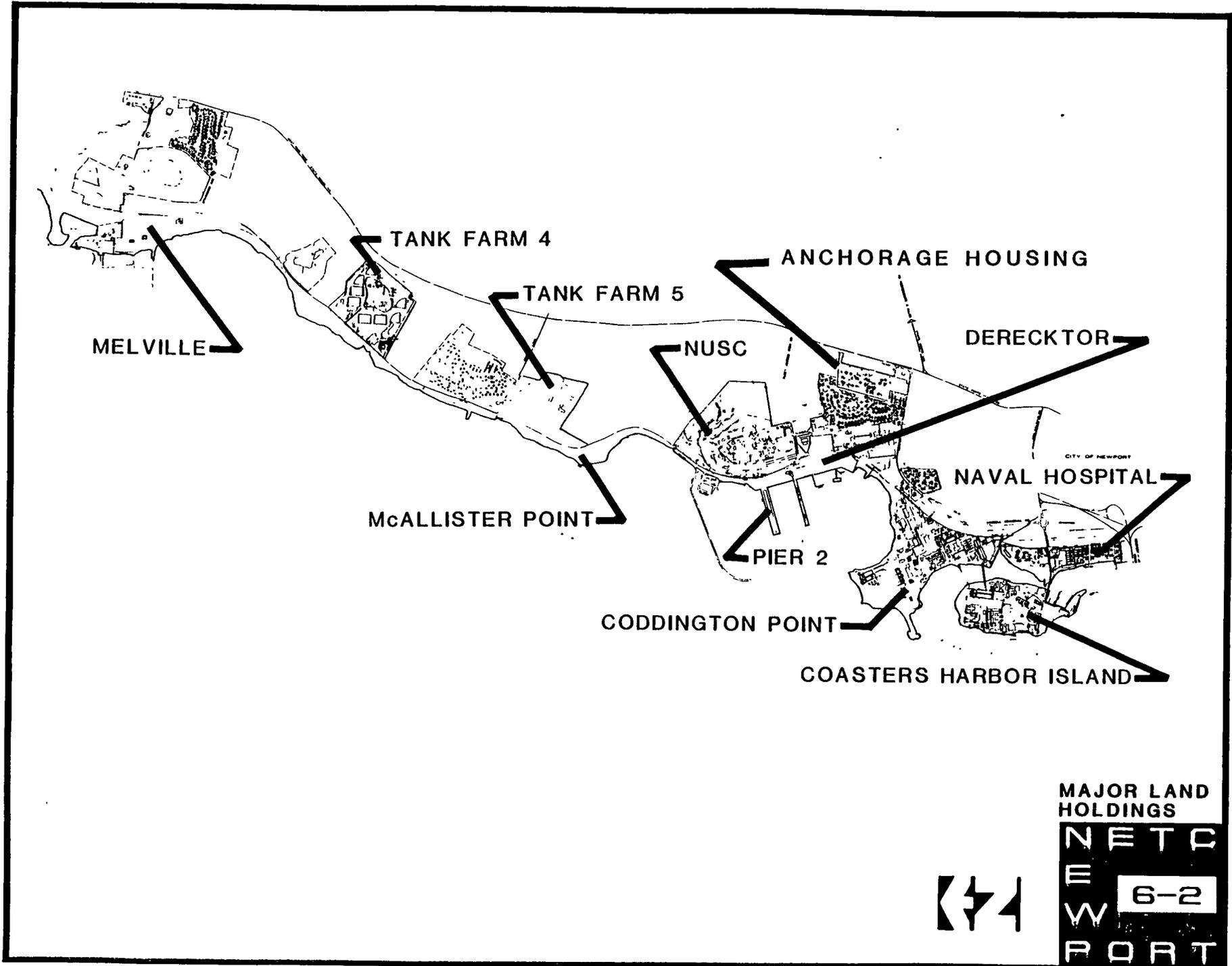
There are five separate areas that make up the majority of the land masses at the NETC Newport Complex. See Plate 6-2. The past development of the complex has established functional uses on these land areas that are generally sound and workable for the future. The following discussion describes the existing and proposed functional relationships of these lands areas.

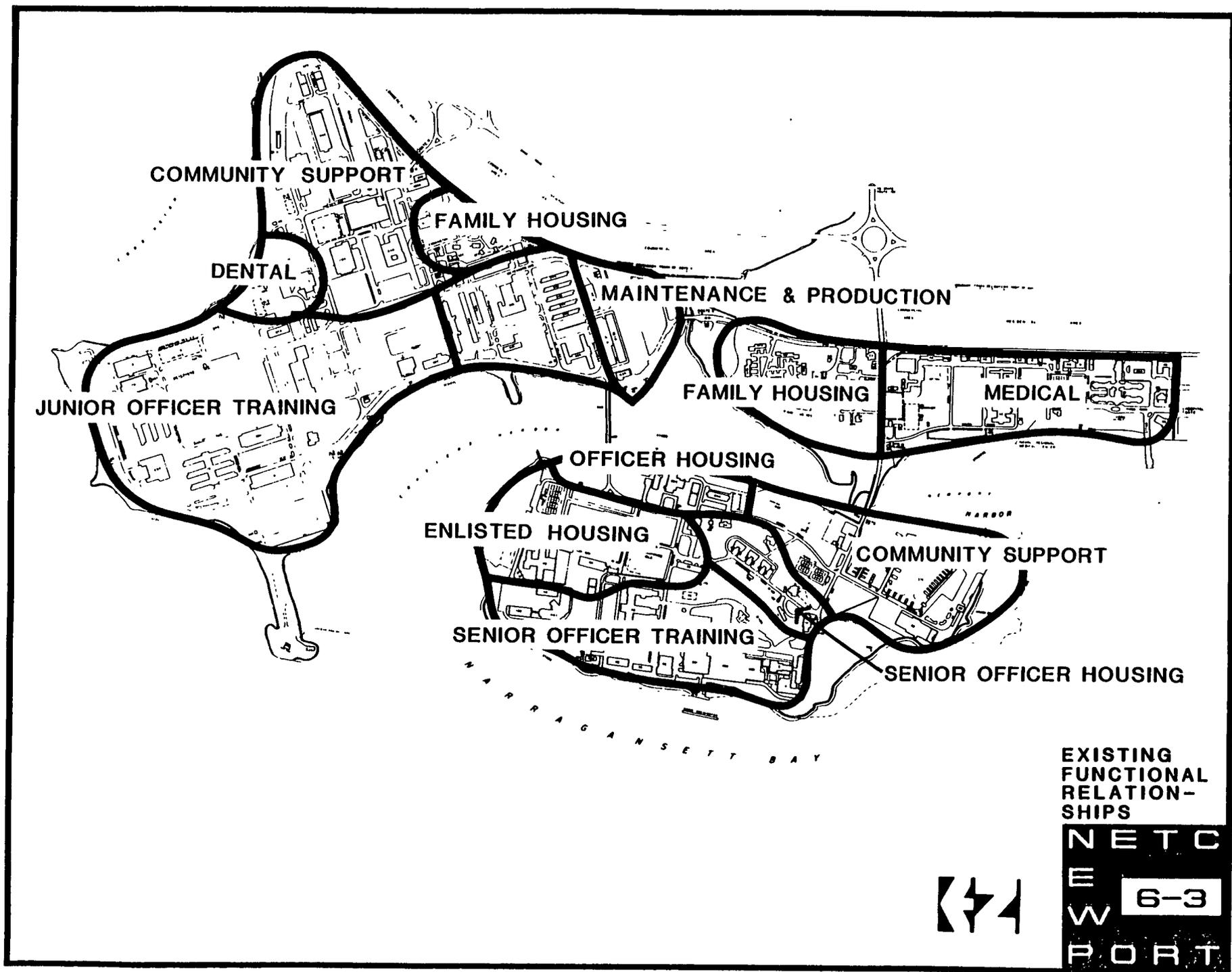
1. Coasters Harbor Island

As shown on Plate 6-3, the Island is utilized for three basic functions. They are: (1) Senior Officer Training, (2) BOQ and Family Housing, and (3) Personnel Support. Included in the Senior Officer Training facilities area are the Naval War College, Surface Warfare Officers School, Chaplains School, and the Communications School. These schools are attended by senior officers. The adjacency of the Training facilities to the Complex's BOQ's on the Island is appropriate. Also located on the Island are ten units of Family housing reserved for high ranking officers of the Island's schools and commands. Supporting the Training and Housing Facilities on the Island are both indoor and outdoor recreational facilities. These include tennis courts, ball fields, a swimming pool, and a gym. At the south end of the Island are the Officers Club and marina.

The location and type of some smaller functions on Coasters Harbor Island are not compatible with the existing academic environment. They are the brig, the child care center, the exchange gas station, the pass office and police station.







COMMUNITY SUPPORT

FAMILY HOUSING

DENTAL

MAINTENANCE & PRODUCTION

JUNIOR OFFICER TRAINING

FAMILY HOUSING

MEDICAL

OFFICER HOUSING

ENLISTED HOUSING

COMMUNITY SUPPORT

SENIOR OFFICER TRAINING

SENIOR OFFICER HOUSING

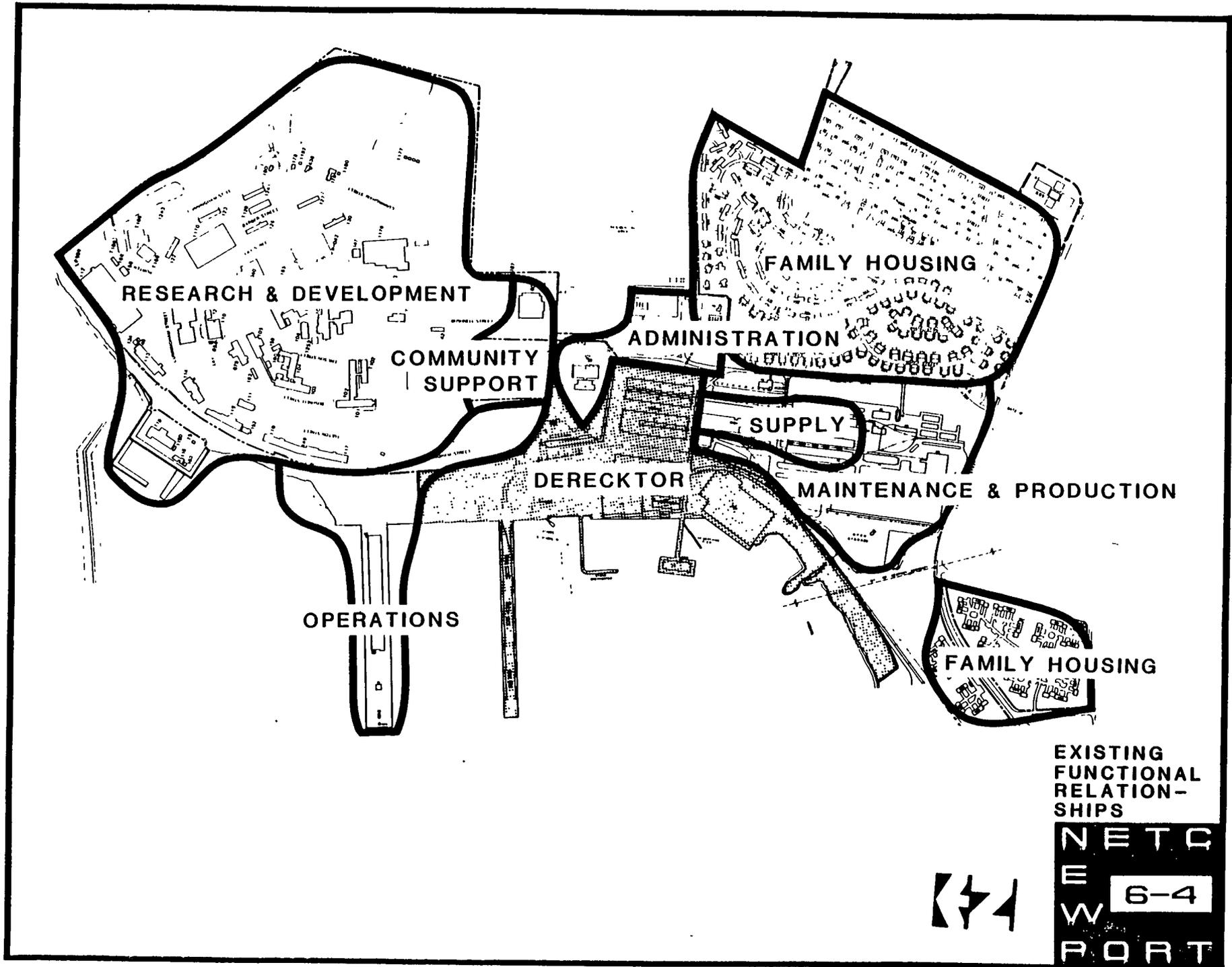
ZARAGANSETT BAY

HARBOR

EXISTING
FUNCTIONAL
RELATION-
SHIPS

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PORT





2. Naval Hospital

All medical facilities except the dental center are located within the Naval Hospital compound at the south end of the Complex. Existing facilities at the hospital include a 135 bed hospital, an outpatient clinic and the alcohol and drug rehabilitation center. Other nonmedical type functions supporting the hospital operations include Family Housing, Community Support, Supply and Storage, and a small maintenance and production center. Also located at the Naval Hospital is the Chapel-by-the-Sea, open to all personnel but used mainly by hospital patients and staff. See Plate 6-3. There are no significant conflicts between the functional areas at the Naval Hospital.

3. Coddington Point

Three major functions are located on the Coddington Point land area. The western third of the Point is identified as the Junior Training facilities functional area because students attending schools in this area are junior officers or officer candidates. Most of the facilities in this area of the Point, which include dormitories, classroom facilities, and drill halls, directly support the schools. Non-essential or non-educational related functions should be relocated from the school area to other parts of the Complex. Activities such as the CCPO and Navy Relief that utilize berthing space for administrative purposes in Nimitz Hall and have no direct relationship with the school operations, should be relocated. See Plate 6-3. The second major functional use on Coddington Point is Personnel Support. Located on the northeast corner of the Point are the majority of the Complex's Personnel Support facilities which include clubs, shopping, and recreational facilities. This area of the Complex is centrally located to all land areas of the Complex.

The third major functional use of the Point is Housing. BEQs as well as Family Housing units are located on the southern end of Coddington Point.

Other small functional uses on the Point include Administration and Maintenance and Production. The Administrative type functions, including NLSO, DIS, COMNAVRESREDCOM REG ONE, and the Navy Band occupy a former BEQ in the Housing area. As previously mentioned, non-school related administrative functions also occupy part of Nimitz Hall (the NAPS Dormitory).

South of, and adjacent to, the BEQ area are Maintenance and Production shops and facilities of the Public Works Department. These shops, though centrally located within the complex, are old, wooden structures that have exceeded their useful economic life.

4. Coddington Cove

Coddington Cove contains the Complex's Waterfront Operations, public works Maintenance and Productions facilities, Supply and Storage buildings area, and several hundred Family Housing units. See Plate 6-4. Approximately 41 acres of the waterfront area, including several buildings and Pier 1, have been leased to the State of Rhode Island, which subsequently leased the area to Robert E. Derecktor, Inc. for the development of a private shipyard. Homeported ships, under the command of Surface Squadron Group Four, are berthed at Pier 2. This intermixing of a private shipyard with the operations of the active and reserve fleets of the Navy is an undesirable situation. The Navy has lost valuable assets necessary to provide adequate service and support for a large active and reserve fleet. Areas where problems exist or have the potential to exist include security, parking, congestion (vehicular), segregation of operations, explosive safety hazards and other OSHA defined hazards such as excessive noise.

Supply administrative and general warehousing spaces are located in the southern portion of Coddington Cove. The Coddington Cove Capehart Housing area contains family housing assigned to officer, enlisted and student personnel. The smaller Connell Manor and Hartfield Housing areas are located on the southern end of the Cove. NAVDAF and Public Works administration make up the small administrative functional area

at Coddington Cove. Other smaller functional areas include environmentally constrained land at the southern end of the Cove, the Navy Lodge at the southeast corner of the Cove and the fire station, both community support functions, and the telephone exchange building which is part of operations. The waterfront operations are located at Pier 2 and in Building 689 at the Cove. The pier SIMA and building support all necessary functions for the homeported fleet.

5. Proposed Functional Relationships

a. General

The location and interrelationships of the overall functions performed at the NETC Complex are generally satisfactory. However, there are a few facilities and/or functions that are not compatible with their surrounding environment. Some new facilities will be constructed at the complex and several buildings/structures will be demolished. All proposed changes in functional use areas are made to increase the efficiency of operations at the Complex. The following functional changes, by land area, are proposed by this Master Plan. Specific details on each change are discussed in the Proposed Land and Facility Use Sections.

1. Coasters Harbor Island

The dominant existing functional uses on the Island are Training, Community Support, and Housing. The Training and Housing functional areas will expand while the Community Support functional area will be reduced in size. See Plate 6-3. The growth of the training function and the reduction of the Community Support function will occur concurrently. The changes involve the following facilities:

The brig is currently located in Building 149 adjacent to the SWOS facilities, at the northern end of the island. A new brig will be constructed at Tank Farm #5. The exchange gas station, Building 405,

is located in the northern section of the Island adjacent to the SWOS facilities. The location of the gas station increases the amount of non-school related traffic on the Island and is not in harmony with the overall concept of continuing the development of the Island for educational use. The gas station will be relocated to the easily accessible Community Support area near Gate 4 on Coddington Point. The site will be used by SWOS for construction of a new academic facility. The Complex library is located in Building 114, the Chaplains School. The library will be relocated to a new facility on Coddington Point and the vacated space will be used for expansion of the Chaplains School. The Complex theater was in Building 446, the main SWOS Building. The theater will be relocated to a new facility on Coddington Point and the vacated space is being used by SWOS. Troop Housing will increase in size to provide BCQ space to satisfy existing deficiencies. Community Support functions that support the Training or Housing functions on the Island will remain.

2. Naval Hospital

There will not be any changes in the functional use areas at the Naval Hospital. A new hospital if constructed will cause minor changes in the configuration of the functional use areas.

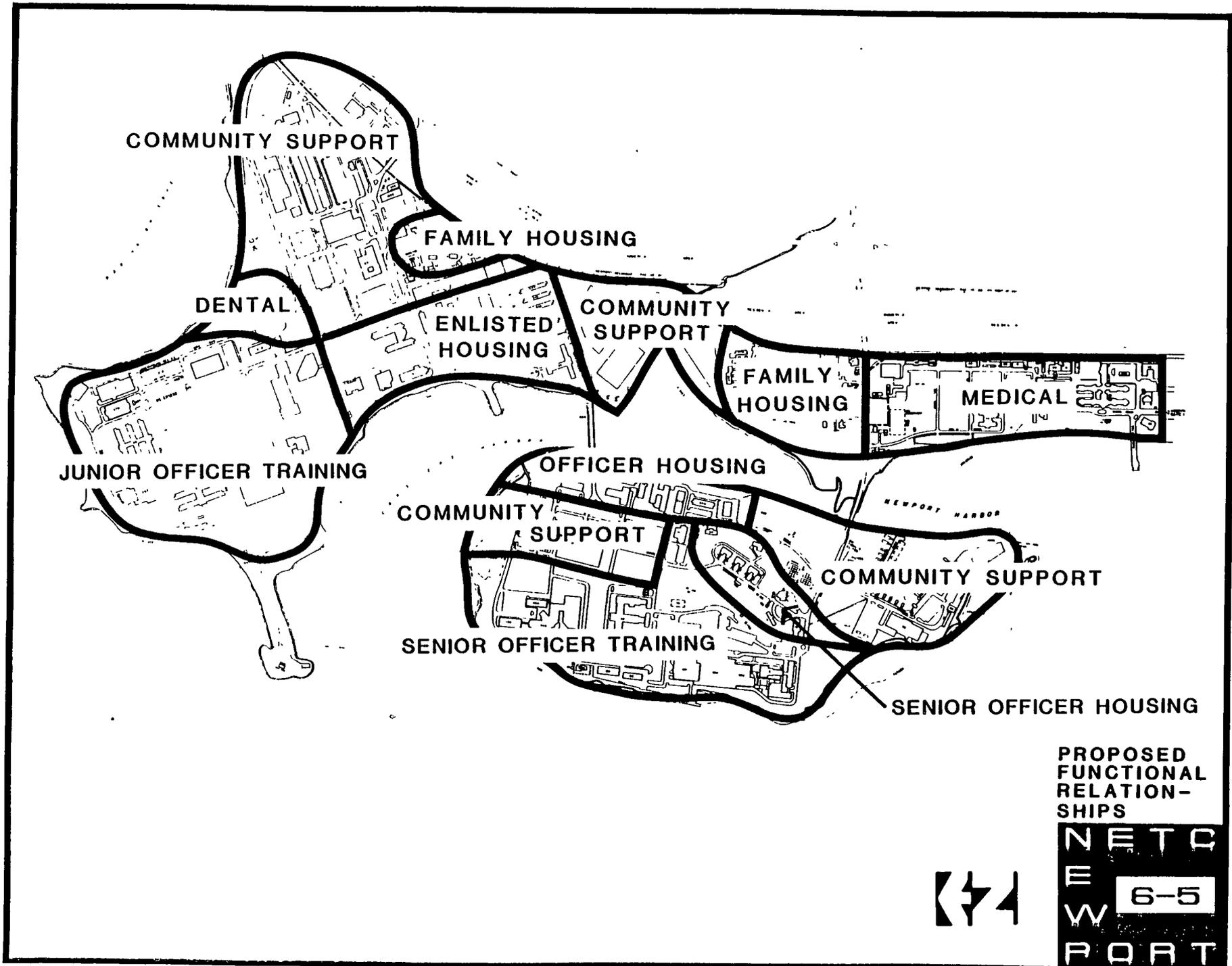
3. Coddington Point

The Training functional area will remain the same. Changes within the area involve the demolition of old facilities and new construction. See Plate 6-5. The community support functional area is divided into interior and exterior use areas and will remain the same size. Like the Training functional area, several structures will be demolished and replaced by new ones. The siting of the new buildings within the functional area will result in an efficient, well organized Community Support Center having direct access via the new main gate.

The exterior aspect of the Community Support function will expand on the southern end of the Point. Troop Housing will expand to the north of its current location. Future expansion includes a new BEQ facility. Additional Troop Housing will be part of the new Senior Enlisted Academy building. The Maintenance and Production functional area at the southern end of the Point will be relocated to Coddington Cove. Buildings W-31, W-34, W-36, 340, 342, 354, 1184, 1920, and 1921 will be demolished. The vacated functional area will then be used for new recreation fields. These baseball and soccer/football fields will be designated for use by NETC schools. The Administrative (ADMIN) functional area will remain about the same size. ADMIN functions located in Buildings K-61, 197, and 344 will be relocated. All NETC school related ADMIN functions will be located in a new building constructed on the site south of Building 440. All non-school related ADMIN functions will be located in a new building on Navy property outside the main Gate 4.

4. Coddington Cove

The Supply and Storage functional area consisting of warehousing buildings will be reduced to approximately one half of its original size. Other changes in the Supply and Storage area involve the demolition of Building A-8, 12, 13, 14, and 15. Building A-9 will be converted to warehouse use and house the functions currently located in Buildings 14 and 15. A new modern warehouse will be constructed to house the functions currently located in Buildings A-8, 12, and 13. Fuel oil storage tanks will be constructed. The Maintenance and Production functional area is made up of Public Works facilities. This area will expand in size to accommodate Public Works (P.W) functions that will be relocated from Coddington Point. A new P.W. Center will be developed at the Cove to accommodate all the existing P.W. facilities to be relocated and demolished. The Family Housing functional use areas consist of the Capehart, Connell Manor and Hartfield housing. Several hundred units of Family Housing at the Anchorage Housing development will be added to the Family Housing



COMMUNITY SUPPORT

FAMILY HOUSING

DENTAL

ENLISTED HOUSING

COMMUNITY SUPPORT

FAMILY HOUSING

MEDICAL

JUNIOR OFFICER TRAINING

OFFICER HOUSING

COMMUNITY SUPPORT

COMMUNITY SUPPORT

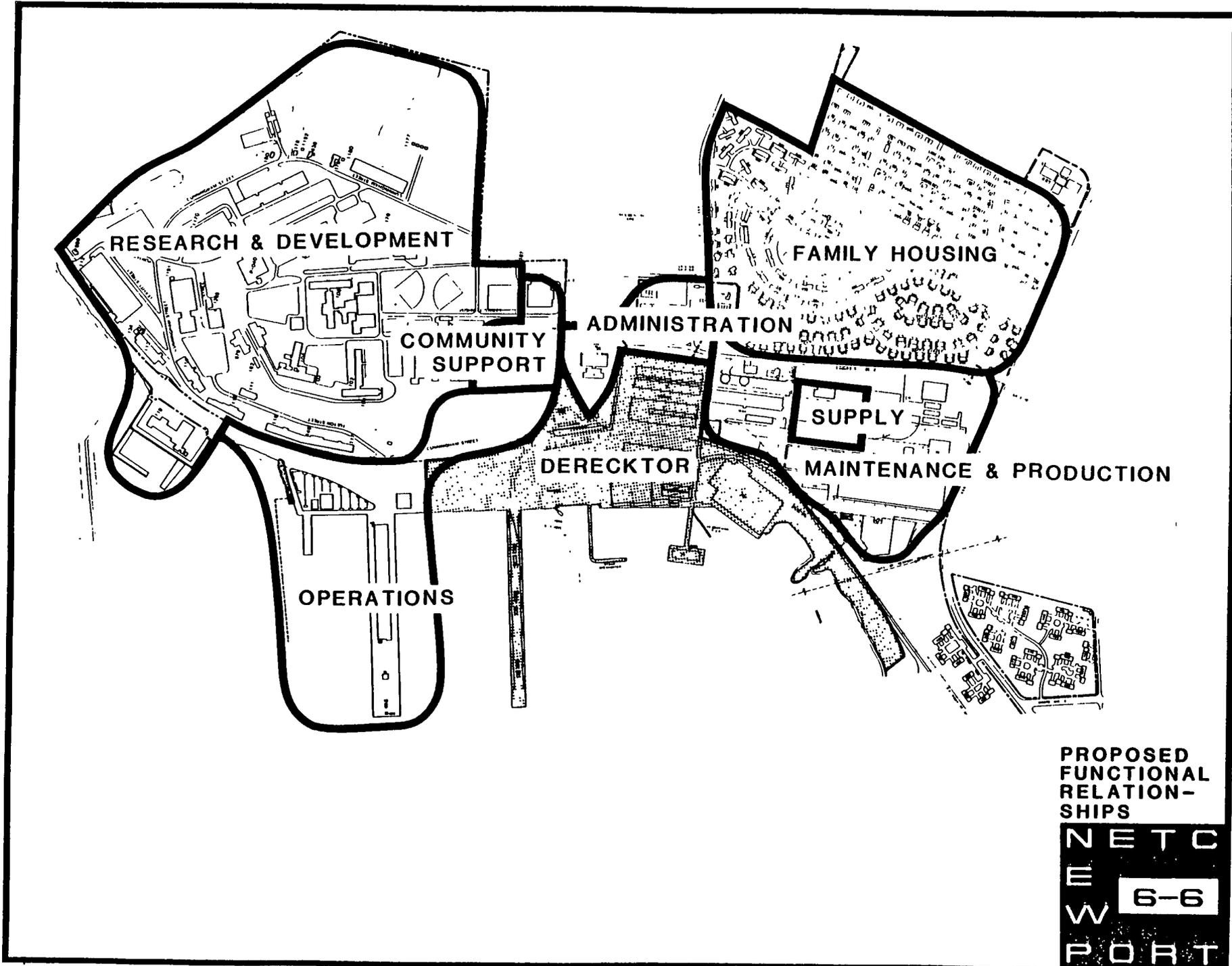
SENIOR OFFICER TRAINING

SENIOR OFFICER HOUSING

PROPOSED
FUNCTIONAL
RELATION-
SHIPS



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PORT



functional area. The housing will be renovated to provide additional family housing at the Complex. There will be a small increase in the Administrative functional area. A new facility for NAVDAF will be constructed and the Public Works Administration function in Building 1 will relocate to a new building within the Public Works Center. A conservation/buffer area will be located along Simonpietri Drive separating Family Housing from Maintenance and Production functions. The Waterfront Operations functional area will expand to include the facilities required to accommodate fleet expansion. New construction will include SIMA expansion, a Fleet Support Facility, SIMA Warehousing and a small craft pier with additional parking.

B. PROGRAM REQUIREMENTS

Two major impacts on the mission of NETC and Newport in general are the homeporting of ships at Newport and the poor condition of the utility systems. The increasing demands of the fleet on NETC will have a negative effect on the ability to provide adequate support to both fleet and shore based tenants simultaneously. New construction will be required to alleviate the deficiencies at Newport to allow adequate support for tenants. The other major problem at Newport is the inadequate condition of the utility systems. The infrastructure at Newport has deteriorated to the point where major investments in upgrading the systems are required if Newport is to continue as a major Naval activity. Various projects have been undertaken and others have been planned to rectify the situation at Newport. The completion of the projects described in this master plan should bring the utility systems back to an adequate condition.

The major functional areas (Operations, Training, Fleet Support, Maintenance and Production, Supply and Storage Medical, Administration, and Housing and Community Support) are analyzed by this plan on an individual basis. The Capital Improvements Plan provides detailed information regarding proposed projects.

1. Operations

Fleet support is currently second to training as a major function at NETC, Newport. However, the amount of effort involved is increasing significantly. It is anticipated that within the time span covered by this master plan, fleet support will become the major function at NETC, requiring the greatest commitment of resources. The homeporting of 13 ships at Newport by 1992 will strain the available assets there. The master plan contains projects designed to correct these deficiencies, but any increase in ships beyond 13 will require more facilities.

Service Craft at Newport are presently berthed on the south side of Pier 2. This portion of Pier 2 is being upgraded in anticipation of homeporting additional ships at Newport. As the homeported fleet increases, operations vessels will have to be berthed in other locations. In 1987 there will be one DD, four FF's (two Active, two Reserve), and three FFG's homeported at Newport. By 1990 this will increase to one AO one DD, six FF's (four Active, two Reserve), three FFG's and 1 MCM. At the end of the time frame covered by this master plan (1993) an additional MSH will bring the total number of ships to 13. As stated in the assumptions, the main crunch will come in 1990 when all of the larger ships, including the AO will be in Newport. The additional ships will take up berthing spaces presently used by NETC service craft. Project P-391, Small Craft Berthing and Landfill will construct a small pier which will provide berthing spaces for the displaced craft. This project's estimated completion is 1991. This creates a severe problem with the arrival of the oiler at Newport in 1990. There won't be adequate berthing space at Pier 2 for all the ships and the service craft. Some of the ships will be required to anchor in Narragansett Bay if all are at Newport at the same time, since the service craft must be berthed at the pier. A potential solution to this problem is either delaying the arrival of the oiler until after the completion of the small craft berthing pier or berthing the oiler at Melville until the completion of P-391. The first alternative is more practical since the facilities at Melville are not really adequate for an AO. Another consideration is that the

small craft berthing pier (P-391) is the first of three projects which must be constructed in a specific sequence. The SIMA warehouse (P-392) will be constructed on a portion of the landfill created by P-391 and NETC's warehouse project (P-366) cannot be initiated until P-392 is finished, since it involves the demolition of SIMA's existing storage facilities. Any delay in a preceding project will delay the following.

2. Training

Training is the major function at NETC, Newport. The host and the majority of tenants are training activities. The largest impact on their requirements has been the demands of the 600 ship Navy for trained personnel. This increase has had an especially significant impact on those schools who provide fleet oriented training. The Officer Candidate School and the Surface Warfare Officer School have been most impacted by this increase. These deficiencies have been addressed in the master plan.

Existing assets are capable of supporting the estimated student load through the time period covered by this Master Plan (FY-86 - FY-92). The figures for each school are shown on Table 6-1.

One area specifically affected by the 600 ship Navy is the availability of qualified senior enlisted personnel. Since its establishment in 1981, the Senior Enlisted Academy (SEA) has been operating in temporary facilities in other school buildings on the Point. The SEA currently shares Sims Hall with the Naval War College (NWC) War Gaming Center. NWC will require all of the available space in Sims Hall, therefore the SEA will have to be relocated. Projects P-324 and P-398 will provide a new facility for the SEA at Coddington Point. The projects will combine Training, Troop Housing and support spaces in a self-contained facility for the SEA.

Certain naval personnel are required to have adequate training in fire fighting. Approximately 7000 personnel per year are eligible for fire fighter training (FFT) at Newport. No hands-on FFT is currently

Table 6-1
STUDENT THRUPTUT AT NEWPORT

	Officer Students/Year	Enlisted Students/Year	Civilian Students/Year
War College	549	0	*
Officer Candidate School	0	1657	0
Surface Warfare Officer School	2443	916	12
Naval Justice School	4811	581	3
Naval Academy Prep School	0	312	0
Officer Indoctrination School	1781	0	0
Senior Enlisted Academy	0	300	0
Chaplains School	104	0	0
Officer Candidate Prep School	0	120	0
Naval Science Institute (NROTC) Naval Education & Training Center	18,122	3,134	2,758
<u>SUBTOTAL STUDENTS/YEAR</u>	27,810	7,323	2,773

Total 37,906 Students/year

* Officer total includes civilians.

These figures were obtained from the Special Planning Report prepared by OP-01. There are some errors in the numbers provided, but they are the best obtainable information for future training at Newport. The information for the Naval War College was obtained from supporting information for the Basic Requirements update.

available at the complex. Project P-297 will provide a fire fighting structure at Tank Farm 5 to house the electronic, propane fired, fire simulator. Also, a support building including classrooms, administrative space, locker rooms, showers, and toilet facilities will be provided.

As mentioned above, another area impacted by the 600 ships Navy is Officer Training. Both the Surface Warfare Officer School (SWOS) and the Officer Candidate School (OCS) have had significant increases in their enrollment since the expansion of the fleet. Various projects have been incorporated into the master plan to correct deficiencies to assure an adequate supply of trained officers for the fleet when they are needed. Project P-360 will construct a new facility to provide adequate space for the Prospective Commanding Officer (PCO) and Executive Officer (PXO) courses. It will also provide space for the Engineering Officer of the Watch (EEOW) course. In addition, the Senior Officers Ships Material Readiness Course (SOSMRC) was relocated to Newport from Idaho Falls, ID in April 1986. SOSMRC will be in temporary facilities pending the completion of Project P-360. It will then be moved into the new facility. Also, there is no combat systems training facility for officers at Newport. Officers attending SWOS are instructed in combat systems. Project P-384 will relocate the Combat System Test Center (CSTC) from Ronkonkomo, NY to Newport in 1989 and convert it into an operational/training facility. The relocation of the CSTC will satisfy the need for this type of training for officers at Newport.

Current instruction in damage control for officer candidates is conducted in Building 403, located in the designated Community Support area. Project P-362 will construct a replacement damage control trainer at Tank Farm 5, which will meet the needs for required damage control training. The Buttercup Trainer will be located adjacent to the Fire Fighting Training School. The relocation will remove this training function from the Community Support Area, and collocate it with another related training function.

The Naval Justice School (NJS) moved from a WW II wooden frame structure, scheduled for demolition, into an overcrowded interim facility. It has an existing deficiency of approximately 18,000 SF in training, administrative, and storage space. Project P-361 will provide a three story, permanent addition to Building 360 to alleviate overcrowding and provide space for necessary curriculum expansion. The new facility will be located on Coddington Point.

Construction Battalion Unit (CBU) 408, formerly at Newport, was disbanded as a result of the SER action in 1973 and its old facility was demolished soon after. CBU 408 was reestablished at NETC in FY 85 with an allowance of 40 billets. It is being temporarily located in a portion of an existing warehouse (Building A63). This facility is unsatisfactory for a CBU due to configuration, size, and location. Project P-325 will construct, at Tank Farm 5, a pre-engineered metal building of approximately 12,300 SF plus additional site improvements necessary for CBU to perform its mission.

The Chaplains School, located in Building 114 on Coasters Harbor Island, will expand in its current location in the future. MP-005 will provide for the renovation of Building 114 and for construction of new classrooms and office space. The expansion and renovation will proceed when the Complex library, currently located on the first floor of the building, is relocated to the Community Support Area on Coddington Point.

3. Maintenance and Production

As stated in the assumptions, the main crunch will come in 1990 when all of the larger ships, including the AO will be homeported in Newport. Required shop facilities should be operational by that time, replacing the existing undersized and outdated facilities. Many existing SIMA workshops in Bldg 68 are not capable of handling workload due to space constraints. They cannot adequately service the ships currently homeported. The projects contained in the master plan will correct these deficiencies. Project P-393, SIMA Expansion, will

convert existing administrative areas in Building 68 on Pier 2 into SIMA workshops. Fleet Support functions currently occupying the space to be converted will be relocated, also by P-393, into a new permanent building adjacent to Building 68 at the head of Pier 2. The present facility for SIMA storage is an inadequate WW II temporary warehouse. Project P-392, SIMA Storage will construct a 20,000 SF SIMA Storage Facility on the area created by Project P-391. It will replace the overage, inadequate warehouse space and relocate SIMA ships/spares storage adjacent to the work place. The combination of P-393 and P-392 will upgrade the SIMA to present day standards and provide adequate fleet support for ships homeported at Newport.

Public Works shops are scattered throughout the NETC Newport Complex in nine different buildings. Most of these facilities are substandard structures which have outlived their useful life. Project P-346 will develop a new Public Works Center to centralize and replace the majority of the existing Public Works facilities located on Coddington Point and Coddington Cove. It will rehabilitate Building A-9, located on Coddington Point, to house the consolidated Public Works shops. Also, a separate permanent office building would be constructed to house the shop supervisors. Buildings W-31, W-36, 354 and 1921 on the Point will be demolished because they have exceeded their economic life. Project P-369, currently unprogrammed will construct a new administrative building for the Public Works Department and the NETC Comptroller. The current Public Works Administrative offices will be relocated from Building 1 to the new facility. The new construction will provide the complex with a modern facility that will accommodate all the Public Works Shop, Storage, and Administrative requirements in a single location.

4. Supply and Storage

Most of the warehouse buildings at Newport will not support the new type of warehousing operations required by the Navy. Upon the relocation of the auto vehicle maintenance function out of Building A9, the Public Works storage functions in warehouse Buildings 14 and 15 will relocate there after it is renovated. Buildings A8, 12,

13, 14, and 15 will be demolished to provide space for Project P-365, Warehouse, which will supplement the Supply/Storage operations in Building 47. Also, the current facility used for the storage of gas cylinders, Building 19, does not meet criteria for this type of structure. Project P-344 will replace building 19 with a modern, fireproof, masonry, one-story storage facility that will satisfy this need.

5. Medical

A recently completed DOD study determined that the Newport complex medical requirements were for a 42 bed hospital. Project P-600 will provide for the replacement of the existing hospital. It will be constructed at the existing hospital complex.

6. Administration

The existing PASS Facility is located in Building K-61, which is a substandard facility which has outlived its useful life. The building is antiquated with poor floor layout, crowded conditions, and no sprinkler system. Project P-338 will construct a new PASS facility centrally located at Coddington Point. It will provide 27,800 SF of administrative space for the PSA/PSD/Housing/Personal Property function at NETC. The PASS function is required under the "one-stop" shopping concept within the Navy to improve pay and personal service to all Navy members. Also included in P-338 will be new headquarters for NETC. It will provide administrative space for COMNETC on Coddington Point to replace those in building K-61, scheduled for demolition. It will house the Commander NETC, Command Headquarters, and staff.

Project P-363, currently unprogrammed, will relocate non-school related administrative functions to a new facility outside Gate 4. These relocations will allow the administrative space in Buildings 197 (Nimitz Hall), 344, and 348 to revert back to their original use (berthing). Functions that relocate to the new Administrative

building include DIS, NIS, COMNAVRESREDCOM REG ONE, Navy Band and CCPO. The functions relocated to the Community Support Area are Navy Relief and Red Cross. Functions that will relocate to the new Administrative building from Building 197 include EEO, Human Goals, SATO, and Marine Administrative Unit.

NAVDAF is presently located in Buildings 1A and 11, which are old, substandard facilities and inadequate for use as a computer center. Major commands have developed and scheduled for delivery automated data processing systems necessitating increased space to accommodate equipment and personnel. Project P-310 will construct a new computer center which will satisfy all requirements, including administrative, for NAVDAF. This centralized computer support facility for the Northeast region will support the proposed new Surface Action Group consisting of a battleship, a cruiser, two guided missile destroyers and a destroyer, to be homeported at Staten Island, NY; thirteen ships at NETC and three ships proposed for the former Boston Army Terminal.

7. Housing and Community Support

Based on FY-90 projections there is a requirement for 262 units of Bachelor Officers Quarters (BOQ) for O-2 and below and 840 units for O-3 and above. There are presently fifty adequate and fifty substandard units. Four MILCON projects; P-378 (262 units) for O-2 and below, and P-308 (150 units), P-357 (150 units), and P-390 (150 units) for O-3 and above are proposed to partially satisfy the requirement. P-308 is proposed for implementation in FY-87, P-357 in FY-90, P-378 in FY-93, and P-390 is unprogrammed. All of the four Bachelor Officers Quarters facilities are to be located on Coasters Harbor Island.

New Bachelor Enlisted Quarters (BEQ) are proposed by P-352 and P-364. The new BEQ's will alleviate overcrowding of the existing Troop Housing utilized by the students of the NETC Schools.

The existing drill hall, Building 1801, is an overage World War II structure that has outlived its economic life. Project P-341, currently unprogrammed, will construct a Drill Hall on the site of the existing one and the headquarters building, K-61. It will also include a gym and auditorium. The training pool is another World War II facility which will be replaced by Project P-370. This project is currently unprogrammed.

New athletic fields and playing courts are proposed for the NETC Schools by MP-010. At present, only one football field and three softball fields are located throughout the NETC Complex. The proposed location of the athletic fields is due west of Building K-61. The area will contain a baseball field, bleachers, soccer/football/lacrosse field, refreshment stand and locker room facilities.

The Gate 4 area will be the new location of the Community Support complex. All Community Support functions, excepting those at the housing area, will be relocated to the Gate 4 Community Support complex. There will be new construction in the complex to satisfy community support requirements.

Currently there is no base theater at Newport. The new theater will be constructed adjacent to Building 656, located in the Community Support Area. It will be located near all other Complex Community Support services and will be easily accessible from all complex areas and Pier 2 area.

The existing location of the Police Station/Pass Office at Gate 1 on Coasters Harbor Island is not an ideal site for this function. Visitors must obtain a pass at Gate 1 and proceed to the Point or Cove areas. Project P-270 will construct a new Police Station/Pass Office just outside Gate 4 on Coddington Point. The new location will eliminate this traffic. Since Gate 4 has been designated the new Main Gate for the Complex, all visitors to the Complex will be required to stop at the new Pass Office and then proceed directly to any of the Complex land areas.

P-332 will replace the existing inadequate Brig, Building 149, with a new 80 man, 7 woman facility. The facility will be constructed at Tank Farm 5 and includes the demolition of Building 149 at Coasters Harbor Island.

Currently, no Navy Exchange facility exists within six miles of the Greene Lane Housing Area. P-395 will construct a convenience store of pre-engineered type construction to serve Navy personnel living in the enlisted and junior officer housing area.

The existing Child Care Center and Nursery is located on Coasters Harbor Island. This area is reserved for officer training and is not the appropriate location for child care functions. Project P-387 will integrate the Child Care Center and Nursery into a new facility in the Community Support Center, adjacent to the Family Service Center to create a cluster of buildings serving Navy family needs.

The existing MWR pool is overage and in poor condition. Project P-372 will construct a permanent building to house a 50 meter X 25 meter indoor swimming pool. The existing facility will be demolished as part of the project.

Currently there is no dedicated religious education space at the Newport Complex. Project P-333 will construct a new Religious Education Facility as an addition to the existing NETC Chapel, Building 1172.

The existing Fire Station on Coddington Cove is inadequate for modern operations. Project P-367 will construct a new Fire Station on Coddington Cove north of the Telecommunications Center, Building 76. The Fire Department Headquarters, currently located in Building 1931 on Coddington Point will be included in the new station on Coddington Cove along with a complex central alarm system. The project will also construct a Fire Station at the Melville Housing Area. The Fire Station on Coasters Harbor Island is also antiquated. Project P-345 will construct a new facility.

The existing gymnasium on Coasters Harbor Island is a wooden structure built during World War II. The structure has served its economic life. P-347 will construct a permanent facility to be used for a multi-sport/recreational gymnasium. Building 109, the present location of the gymnasium, will be demolished and the new gymnasium will be built on the existing site.

8. Utilities and Grounds Improvements

As stated at the beginning of this section, Newport's utility systems are in poor condition. The infrastructure at Newport has deteriorated to the point where major investments in upgrading the systems are required. Projects are in the Military Construction Requirements List and others are in the Master Plan to rectify the situation at Newport. The completion of these projects will bring the utility systems back to an adequate condition.

The City of Newport is in violation of federal and state water pollution regulations because (at this time) only primary treatment of sewage is provided. The Naval Complex at Newport discharges its sewage into the City of Newport municipal sewer system. Project P-337 will share the cost, in cooperation with the City of Newport, of providing a new primary treatment and sludge processing facility. Project P-358 proposes to provide, on a proportionate basis, the funds to construct a secondary treatment facility. These projects would satisfy the federal and state regulations for sewage treatment.

Currently, significant energy is wasted in Building 47 due to inadequate roof insulation. Boilers in Building 7 waste energy because they do not have automatic blowdown control and oxygen trim. Project P-318 will provide facility energy improvements in Buildings 7 and 47. This project will provide energy conservation along with operation and maintenance cost reduction.

Substation Number 6 is the primary source of power for the Coddington Point section of NETC. The existing load exceeds the substation's design capacity. Project P-353 will provide additional electrical capacity at Substation #6 to accommodate existing and proposed loads at the Point.

The existing water distribution system at the NETC Newport Complex consists mostly of unlined cast iron pipes installed in the 1940's. Pipes are tuberculated and in some cases carry less than one-third of their original hydraulic capacities. Project P-174 proposes to replace mains and enlarge all piping along with replacement of valves and hydrants on Coasters Harbor Island. The project will also provide adequate underground storage for fire flows and install fire pumps to provide the required pressures for fire protection services.

The Newport Naval Complex is currently served by five 23 KV sub-transmission lines originating at Newport Electric Corporation. The system is inadequate to service the planned development of the Complex over the next decade. Substantial growth in electrical demand is anticipated due to several Military Construction Projects under construction and currently programmed and planned projects. Project P-342 will provide a new primary voltage electrical service to the Newport Naval Complex consisting of two 69 KV to 13.8Y/8.0 KV 20/30 MVA LTC transformers and associated bus structures, switchgear and eight feeders, conversion of the existing 23 KV sub-transmission system to 13.8Y/8.0 KV distribution, replacement of eight distribution transformers at substations 5, 7, 12, 15, and three tank farms, and replacement of potential transformers at distribution substations.

Department of Defense policy requires that heating plants burning fuel oil must have a minimum 30 day storage capacity based on the coldest 39 day requirements. Neither Building A6 nor Building 7 has fuel storage capacity which satisfies this requirement. Project P-368 would provide one permanent 25,000 gallon underground steel tank near Building A6 and two permanent 670,000 gallon underground reinforced concrete tanks for Building 7. This projects implementation will allow operation of the boiler facilities independent of contract oil deliveries.

Existing water distribution systems are inadequate at the NETC Newport Complex. Project P-343 will provide the rehabilitation of several pump stations, relocation of a pump station, construction of a water tank, replacement (including some enlargement) of selected water mains, performance of investigations to remove blockages where required, installation of valves, and replacement of valves and hydrants where indicated. Implementation of these improvements will provide adequate storage, pressure and distribution of water for present and anticipated future domestic and fire protection demands at the NETC.

NUSC is presently served by a 10 inch steam line from Plant Number 7 and a 4 inch pumped condensate return. Source energy losses from the area with existing state of insulation are estimated to be 45,800 MBTU annually. Project P-300 would replace all existing condensate line (14,400 lineal feet) and a portion of existing direct-buried steam line. Insulation would be installed on the new condensate line, and on the existing steam line. The project would also complete the NUSC steam-distribution loop and alleviate service problems which are aggravated by the present radial distribution system.

The existing state of steam and condensate pipe insulation in the NETC areas results in source energy losses exceeding 100,000 MBTU per year. Project P-376 will upgrade the insulation on steam and condensate line in the Coddington Cove, Coddington Point and Coasters Harbor Island areas, Upgrading steam and condensate lines can reduce energy cost by \$154,000 annually.

Electrical facilities at the NETC Newport Complex have deteriorated due to age. Project P-365 will upgrade the electrical distribution system throughout the Complex, replacing deteriorated overhead distribution facilities with underground facilities. The project will also replace several deteriorated distribution transformers within buildings and replace an existing distribution substation at the Naval Hospital.

The present steam distribution system on Coddington Point does not include sufficient loops to prevent widespread steam outages each time trouble develops in the steam lines. Project P-146 will provide additional steam distribution lines to serve planned new construction and eliminate all individual heating plants on Coddington Point.

Parking for officers attending schools on Coasters Harbor Island is limited. Project P-380 will construct a 300 space parking areas for personnel attending or who are on the staff of the Surface Warfare Officers School Command (SWOSCOLCOM) located on CHI.

The present fire alarm system at the NETC Newport Complex is overaged and unreliable. Project P-340 will replace the fire alarm system with a more modern and reliable system.

Project P-322 will install an energy management computer in Building Number 7 on Coddington Cove. The system will improve energy use efficiency at the boiler plant.

Project P-331 will install gas heaters in individual buildings, provide for a new pier steam plant, and replace absorption machines with centrifugals. These facility energy improvements will enable shutdown of the steam plant in Building Number 7 during the summer months.

C. SUMMARY OF DEVELOPMENT CONSTRAINTS

1. General

Development constraints are those man-made or natural conditions which act as restrictive factors when planning the overall development for the installation.

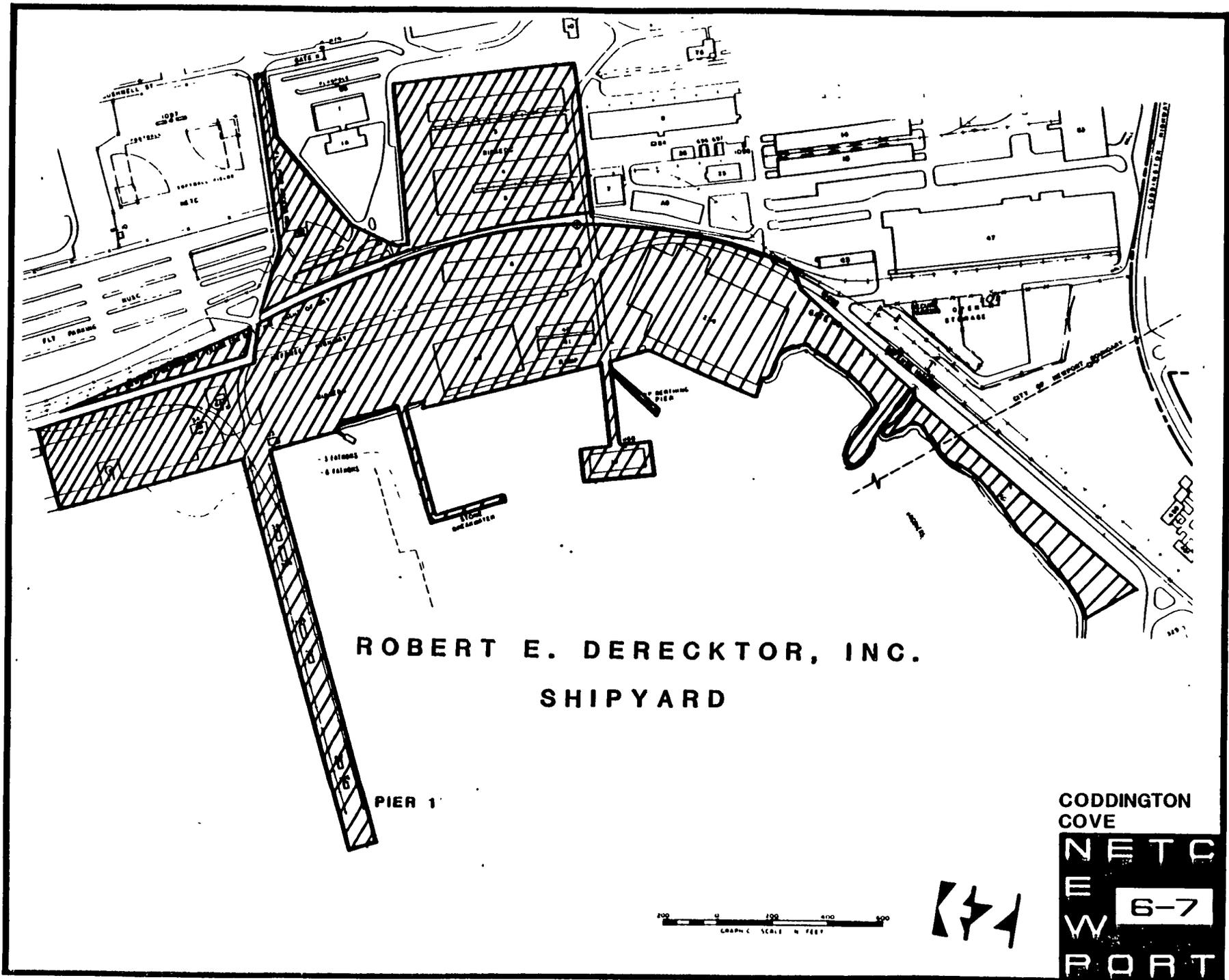
2. Man-made

a. Fiscal limits on available funds for MICON projects causes hard decisions on priority of future projects. The Complex requires numerous facilities to accomplish its future mission. These projects will be in competition with others worldwide. Good project documentation, design and support at all levels will be required to obtain funding from Congress.

b. Utility infrastructure has deteriorated. The support to upgrade the Complex's utility system is paramount to guarantee that proper sized utilities will be in place to support projects.

c. Derecktor Shipyard (Plate 6-7) encumbers most of the Coddington Cove Waterfront including Pier 1 and nearly all of the quaywall. The Derecktor parcel is leased until the year 2008. The continued use of prime waterfront land and facilities which are completely surrounded by Navy functions will continue to constrain the development of the NETC Complex until the lease is terminated.

d. The boundary of the Complex is inflexible. Coasters Harbor Island is completely surrounded by water, and Coddington Point is a peninsula which prevents expansion. Other areas of NETC are surrounded by commercial or residential development and cannot expand without considerable cost. The Bay makes up the remaining boundary of the Complex. The inability to expand the perimeter of the NETC Complex represents a planning constraint.



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e. Construction sites are severely limited. All of the major land areas of the Complex have been intensely developed. This land shortage along with the inflexible boundary will require future large scale development to occur at sites that are close to NETC, but not adjacent, and involve costly land acquisition.

f. The ESQD Arcs on Coasters Harbor Island and the Pier 2 area at Coddington Cove are severe constraints on future development. Regulations prohibit the construction of inhabited buildings or structures within the ESQD safety zones.

g. Several historic properties on Coasters Harbor Island require special considerations if any work is performed on the facilities.

h. The construction of a North-South Thruway along the Defense Highway corridor could impact on the ability of NETC to expand north of the main complex. Close attention would have to be paid to this issue to protect the vital interests of the Navy.

3. Natural

a. The floodplain at the Complex is extensive due to the large frontage of the bay. Planned development at the Complex must consider the possibility of flood damage due to severe storms. No development for critical activities can occur in the 100 or 500 year floodplains unless there is no practical alternative.

b. The topography in several areas of the Complex is restrictive due to the severe or moderate slopes which would increase costs for new facility construction.

c. The wetland area in Coddington Cove area at Pier 2 requires special consideration if any new construction is required.

D. DEVELOPMENT CONCEPTS

The following development concepts have evolved as a result of analysis of data previously discussed:

1. Increase the capacity and flexibility of NETC to support the fleet.
2. Relocate functions occupying sites having a higher or better use.
3. Consolidate similar functions to increase efficiency of operations.
4. Reserve Coasters Harbor Island for Senior Officer Training functions.
5. Reserve Coddington Point for Junior Officer Training functions and for Community Support functions.
6. Reserve Coddington Cove for Maintenance and Supply functions.
7. Reserve Pier 2 area for Fleet operations and support.
8. Provide expansion opportunities for all major functions.
9. Support the Base Exterior Architectural Program.
10. Utilize multi-story construction for buildings whenever possible.

E. PROPOSED PLAN

This section represents the culmination of the Master Planning process. It discusses the proposed facility and land use along with future expansion capacity.

1. Facility Use

The proposed facility use discusses changes in the utilization of the NETC Complex buildings and other facilities. The changes include the relocation of activities from one building to another, the renovation and/or expansion of buildings for specific activities, and the construction of new buildings or facilities. The facility use plan portrays the siting of these actions. See the Capital Improvements Plan (CIP) for descriptions of the projects.

a. Operations

1. Pier Operations vessels at Newport are presently berthed on the south side of Pier 2. This portion of Pier 2 is being upgraded in anticipation of homeporting additional ships at Newport. As the homeported fleet increases, operations vessels will have to be berthed in other locations. Project P-391 will construct a small craft pier to berth these operations vessels.

b. Training

1. A new Senior Enlisted Academy Building, project P-324, will be constructed at Coddington Point. The project will combine Training Troop Housing and support spaces in a self-contained facility for this new NETC School. Project P-398 will expand the SEA to its required size.

2. No hands-on fire fighting training is currently available at Newport. Project P-297 will provide a fire fighting structure at Tank Farm 5 to house the electronic, propane fired, fire simulator. Also, a support building including classrooms, administrative space, locker rooms, showers, and toilet facilities will be provided.

3. CBU is housed temporarily in warehouse Building A63. Project P-325 will construct a pre-engineered metal building of approximately 12,300 SF to be used by the CBU to perform its mission of overseeing the area Self-Help programs and provide shore billets for 13 personnel.

4. Due to three new mission requirements, the Surface Warfare Officers Training School (SWOS) will experience an increase of students and staff personnel. To accommodate this increase and alleviate overcrowding in currently occupied facilities, project P-360 will construct a three story permanent facility on Coasters Harbor Island. Also, project P-384 will construct the Combat System Training Center (CSTC) at SWOS to provide facilities for the CSTC currently located at Ronkonkamo, NY.

5. The Naval Justice School (NJS) exists in an overcrowded facility. Project P-361 will provide a three story, permanent facility to alleviate this overcrowding and provide space for necessary curriculum expansion. The new facility will be located on Coddington Point.

6. The Buttercup Trainer, located in Building 403, will be relocated to a new facility at Tank Farm 5 as a result of project P-362. The facility will be located adjacent to the Fire Fighting Training School. The relocation will remove this training function from the Community Support Area, and collocate it with another related training function.

7. Currently, gym/drill hall/auditorium functions are located in buildings that are either past their economic lives or are proposed for demolition. Project P-341 proposes to construct a new gym/auditorium/drill hall on the site of existing Building K-61. The new construction will provide a modern facility for NETC school physical education training.

8. The existing training pool is beyond its economic life and will be replaced with a new facility in the MWR Complex by project P-370.

9. New athletic fields and playing courts are proposed for the NETC Schools by project MP-010. At present, only one football field and three softball fields are located throughout the NETC Complex. The proposed location of the athletic fields is the current site of the existing Public Works buildings. The area will contain a baseball field, bleachers, soccer/football/lacrosse field, refreshment stand and locker room facilities.

10. The Chaplains School, located in Building 114 on Coasters Harbor Island, will expand in this building. Project MP-005 will provide for the renovation of Building 114 and for construction of new classrooms and office space. The expansion and renovation will proceed when the Complex library, currently located on the first floor of the building, is relocated to the Community Support Area of Coddington Point.

c. Maintenance and Production

1. Many existing SIMA workshops in Building 68 are not capable of handling current workload due to space constraints. Project P-393 will convert existing administrative areas in Building 68 on Coddington Cove into SIMA workshops. Also, as a result of project P-393, Fleet Support functions currently occupying the space to be converted will be relocated, into a new permanent building at the head of Pier 2.

2. The present facility for SIMA storage is an inadequate WW II temporary warehouse. Project P-392 proposes to replace the inadequate warehouse space and relocate SIMA ships/spares storage adjacent to the work place.

3. Public Works shops are scattered throughout the NETC Newport Complex in nine different buildings. Project P-346 will rehabilitate Building A-9, located on Coddington Point, to house the consolidated Public Works shops. Also, a separate permanent office building will be constructed to house the shop supervisors.

d. Supply and Storage

1. Currently, the gas/cylinder storage facility is unsafe. Project P-344 will replace the existing facility in Building 19 with a fireproof masonry one-story building. The project includes the demolition of the existing facility.

2. Present warehouse facilities were constructed during WW II as temporary warehouses. The warehouses have low ceiling clearances and are not fireproofed. Project P-366 proposes to replace the existing warehouses with permanent, masonry, fireproofed building.

e. Medical and Dental

1. The existing hospital is classified as inadequate due to deficiencies of utility systems, building configuration, electrical system, and age. Project P-600 proposes to construct a new hospital and related support facilities.

f. Administration

1. Major commands have developed a new data processing system. Project P-310 proposes to construct a centralized computer support facility for the Northeast region. These computer systems will support the new Surface Action Group consisting of a battleship, a cruiser, two guided missile destroyers and a destroyer, to be homeported at Staten Island, NY; 13 ships at NETC and 3 ships at the former Boston Army Terminal.

2. The present location of the PASS facility is in Building K-61. The building is antiquated with poor floor layout, crowded conditions, and no sprinkler system. Project P-338 proposes to provide 27,800 SF of administrative space for the PSA/PSD/Housing/Personal Property function at NETC. The PASS function is required under the "one-stop" shopping concept within the Navy to improve pay and personal service to all Navy members.

g. Housing and Community Support

1. Currently, no Navy Exchange facility exists within six miles of the Greene Lane Housing Area. Project P-395 will construct a convenience store of pre-engineered type construction to better satisfy Navy personnel living in the enlisted and junior officer housing area.

2. Based on FY 90 projections, there is a requirement for 560 units of Bachelor Officers Quarters. Four MILCON projects; P-308 (150

units), P-357 (150 units), P-378 (262 Units), and P-390 (150 Units) are proposed to satisfy the requirement. Project P-308 is proposed for implementation in FY 87, P-357 in FY 90, P-378 in FY 93, and P-390 is unprogrammed. All of the four Bachelor Officers Quarters facilities are to be located on Coasters Harbor Island.

3. A new theater, project P-295, will be constructed adjacent to Building 656, located in the Community Support Area. The new theater will be located near all other Complex Community Support Services and will be easily accessible from all Complex areas and Pier 2 area.

4. A new Police Station/Pass Office, project P-270, will be constructed just outside Gate 4 on Coddington Point. Gate 4 has been designated as the new Main Gate for the Complex, all visitors to the Complex will be required to stop at the new Pass Office and then proceed directly to any of the Complex land areas.

5. Project P-332 will demolish the existing inadequate Brig, Building 149, and replace it with a new 89 man, 7 woman facility. The facility will be constructed at Tank Farm 5.

6. New Bachelor Enlisted Quarters (BEQ) are proposed by projects P-352 and P-364. The new BEQ's will alleviate overcrowding of the existing Troop Housing utilized by the students of the NETC Schools.

7. The Child Care Center and Nursery will be integrated into a new facility by project P-387. The existing Child Care Center and Nursery located on Coasters Harbor Island will be combined and located adjacent to the Family Service Center to create a cluster of buildings serving Navy family needs.

8. Project P-372 will construct a permanent building to house a 50 meter X 25 meter indoor swimming pool. The existing pool is in poor condition and is considered substandard.

2. Land Use

The proposed land use is a plan that designates what type of facilities can be developed on each land area. The proposed plan differs from the existing land use at many locations throughout the Complex. See Plates 6-8, 9 and 10. The changes in land use areas were made to create consolidated land areas of similar functional use. The proposed plan provides suitable sites for the expansion of existing facilities and new construction requirements while ensuring the related functional changes are compatible with those of the land uses adjacent to them. The result of using this proposed land uses plan as a guide for all future development will be a highly organized installation with good access to all land areas. The remainder of this section will be written addressing each major land area at NETC, (as opposed to the Facility Use Section which is done by major functional area).

a. Coasters Harbor Island

Development of land use of CHI will provide for the expansion and preservation of the campus-like quality of Senior Officers Training facilities of the Naval War College, Surface Warfare Officers School and Chaplains School. Specific objectives follow:

- . Preserve the historic resources on the Island. The architectural character of existing and proposed facilities, open space, conservation buffers, vistas, and other visual aesthetics are included in this preservation.

- . Relocate the non-school functions from the senior officer training area. Examples are the main gate pass office, police station, child care center, gas station, theater, and the brig.

- . Improve access and reduce unnecessary traffic on the Island.
- . Limit future growth and development to Senior Officers Training activities.
- . Provide for future expansion of Troop Housing and Training facilities.
- . Provide for a Marina Support Building.
- . Provide for a new modern Fire Station.

There are several natural and man-made constraints that severely limit the expansion and development of Coasters Harbor Island.

- . The fact that it is an island limits any possible expansion beyond the Island's boundary.
- . Approximately one half of the Island is encumbered by a floodplain. Careful study of the floodplain must be made prior to design and construction of any new buildings.
- . Man-made constraints include the historic properties of the Island; Founders Hall and Luce Hall. These structures have historic value. The constraint extends beyond the building preservation which precludes the future use of these sites. The architectural and visual aesthetics require that their setting be of equal quality with their architectural character. Because of their high visibility, it is important that surrounding open space and buffers are preserved and maintained.
- . There is an ESQD arc safety zone on the island which is generated by small arms magazines. Inhabited structures cannot be constructed within this safety zone.

The proposed land use at Coasters Harbor Island provides for Training and BOQ expansion, some reduction of the Community Support area, and the preservation of existing Buffer and Conservation areas. See Plate 6-8.

Training will expand in Building 114. The existing Complex library in Building 114 will relocate to Coddington Point. The BOQ Housing function will expand at the existing BOQ area, and the existing Community Support areas at CHI will be reduced. Most Community Support facilities affected by the reduction will be centralized in the Community Support area of Coddington Point. All Conservation/Buffer areas are maintained to preserve the campus-like and historic qualities of the land.

Expansion is very limited on Coasters Harbor Island. Only one site is proposed for future expansion of facilities on the Island. The site is the area north of the War College. All expansion on CHI will be limited to Senior Officer Educational facilities and related training support functions.

b. Naval Hospital

The main development objectives at the Naval Hospital are to provide sites for the construction of a new hospital and Troop Housing, and to preserve the Naval Hospital's aesthetics by maintaining the existing Conservation/Buffer areas, the Environmentally Constrained areas, and the Community Support Exterior areas. The main development constraint at the Naval Hospital is the floodplain. All critical facilities such as a hospital must be constructed above the 500 year floodplain. The proposed land use will allow for the construction of a new hospital if required adjacent to Building 1, the existing hospital. See Plate 6-8. Specific objectives follow:

. Community Support Exterior space will be the land use for the site of Building 38 and 39 after the hospital functions in these buildings are relocated to the new hospital.

- . Troop Housing will be a new land use added to the Naval Hospital. The area will provide the site of future Troop Housing if required by the Naval Hospital.

The Naval Hospital has the largest potential for expansion of all the land areas discussed in this Master Plan. The Community Support Exterior land use area covers three parcels of land. If additional future requirements necessitate new construction, this land can be used for expansion. The land in the Conservation/Buffer area is encumbered by a floodplain and should not be used for expansion. Any future expansion should be compatible with and limited to Naval Hospital functions and support. If this land becomes excess to the Navy by NAVMED, this area will be revised for Senior Officer Housing and Senior BOQ construction. See plate 6-8.

c. Coddington Point

Development of land use at Coddington Point will provide for the expansion of Training and related support functions, and the centralization and expansion of Community Support facilities.

Specific Objectives follow:

- . Relocate non-school functions from the Junior Officer Training area.
- . Relocate non-Troop Housing functions from the Troop Housing area.
- . Reduce unnecessary traffic in the Junior Officer Training area.
- . Provide expansion areas for athletic fields and courts for NETC Schools.
- . Create a campus-like environment in the Junior Officer Training area.

LAND USE MAP

OPS OPERATIONS

TR TRAINING

MP MAINTENANCE & PRODUCTION

RD RESEARCH & DEVELOPMENT

SUP SUPPLY

HMS HAZ. MATERIAL STORAGE

MD MEDICAL/DENTAL

AD ADMINISTRATION

BH BACHELOR HOUSING

FH FAMILY HOUSING

CFI COMMUNITY FACILITIES (INT.)

CFE COMMUNITY FACILITIES (EXT.)

UT UTILITIES

ES ENVIRONMENTALLY SENSITIVE

- . Centralize Community Support functions adjacent to Gate 4.
- . Establish gate 4 as the new main gate for the Complex.

There are several constraints that limit expansion and development of Coddington Point. They include:

- . The land area is surrounded on three sides by water. The remaining boundary abuts residential and commercial land.
- . The Point is encumbered by the floodplains. The floodplains occur on the western edge of the Point.
- . Due to the dense development of the past decades, buildings sites are limited. Much of the new development on the Point will require the demolition of old buildings and structures.

The proposed land use at Coddington Point provides for the expansion of Training, Troop Housing, Community Support and recreational areas (Community Support Exterior). The land use centralizes Community Support functions of the Complex in one area, adjacent to the new main Gate 4. The NETC school related Training, Troop Housing, and athletic facilities are expanded west of the Community Support Center. This separation of Community Support and Training land uses will eliminate most of the unnecessary traffic in the school area. Non-school related land use is eliminated from the Training area and relocated to other sites at the Complex. The Maintenance and Production facilities at the southern end of the Point are relocated to Coddington Cove. Non-school related Administration land use is relocated from the Troop Housing and Training areas to an Administration Building outside Gate 4. School related Administration is relocated to the new Pass/School Administration Building West of Meyerkord Avenue and allows for Training expansion at the site of Building K-61. The Conservation/Buffer and the Environmental Constrained land areas are maintained around the perimeter of the Point.

Expansion is very limited on Coddington Point. Few sites exist for expansion and the Master Plan limits their development to Junior Officers Training functions or Community Support functions. See Plate 6-9.

d. Coddington Cove

Development of land use on Coddington Cove will provide for the retention and expansion of Supply and Storage facilities; the expansion of the Pier 2 Fleet area; and the development of new Public Works area. Specific objectives follow:

- . Retain conservation buffer between housing and Public Works facilities.
- . Retain portion of fleet parking.
- . Renovate Anchorage Housing.
- . Provide a new fire station.
- . Provide facilities for future fleet support expansion.
- . Monitor growth of activities in the leased waterfront land area.

The constraints which limit development at Coddington Cove are:

. The narrow strip of land along the waterfront area that lies within the 100 year floodplain. Also there are 2 small areas of land that lie within the transition zone B. This is between the 100 and 500 year floodplains. One of these, a parcel of land at the southwestern corner of the Cove north of the Connell Manor and Hartfield Housing areas, has a stream passing through it to the Bay. This area is often mucky and wet. No development will occur on this land.

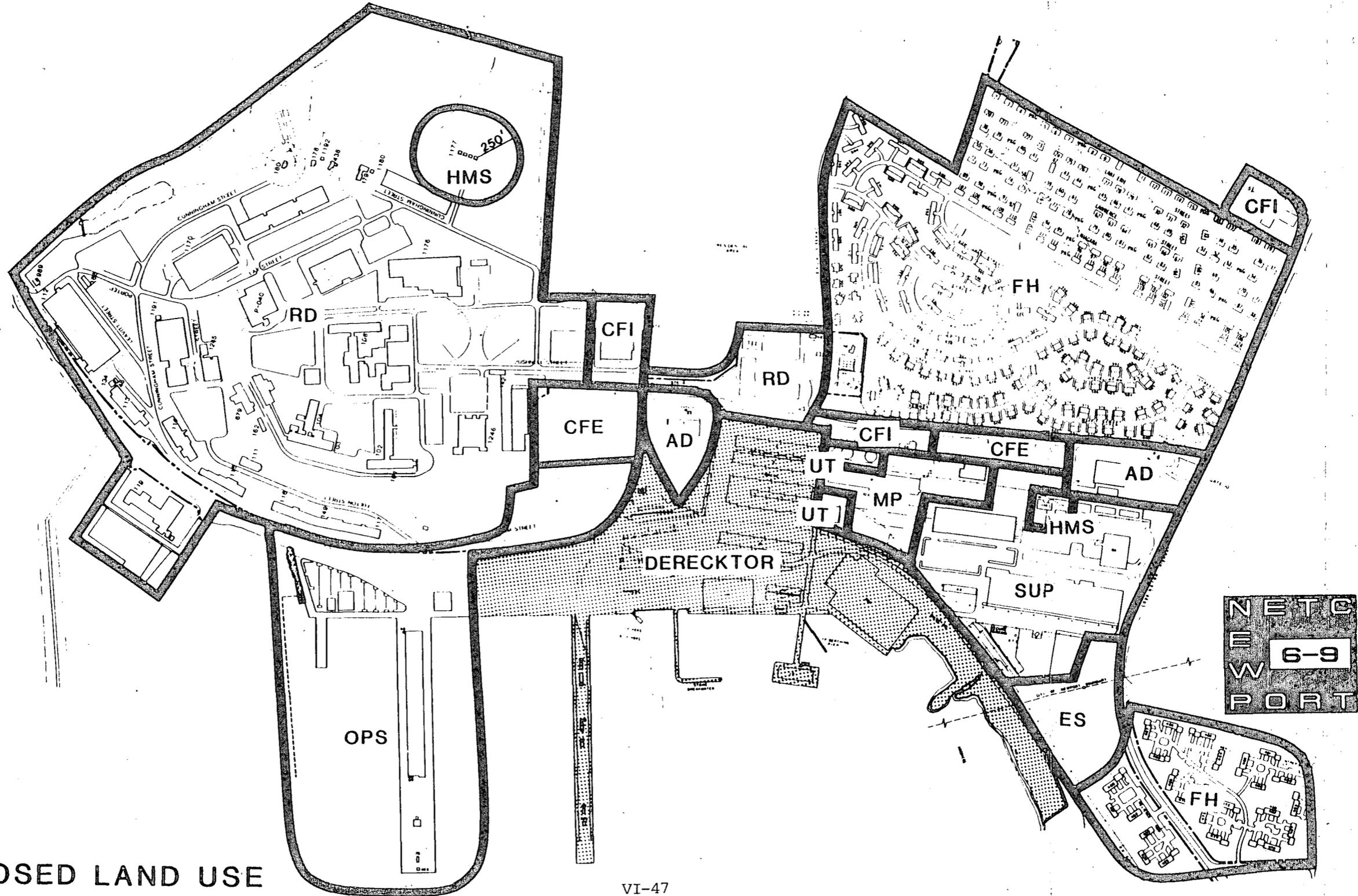
. The Cove has inflexible boundaries. Surrounding the land area are the Coddington Cove area of Naragansett Bay, Coddington Highway, commercial and residential land, and NUSC.

. The Cove area does not have enough land to provide sites for all planned development. It will be accommodated only with the demolition of some existing structures. The primary parcel of undeveloped land parallels Simonpietri Drive. This land has been designated as a Conservation/Buffer zone to separate the adjacent Capehart Housing area from the industrial operations at the Cove.

. Derektor Shipyard occupies approximately 41 acres of leased land adjacent to the Pier 2 area. Included in this land area are warehousing and Pier 1.

The proposed land use at Coddington Cove will increase Administrative functions with new Fleet, Public Works and NAVDAF facilities. Supply and Storage area is reduced due to the development of the Public Works area, and the designation of the strip of land along Simonpietri drive as a conservation/buffer zone. The combination of all the above actions will reduce the Supply/Storage land use area.

The Maintenance and Production land use area remains about the same size. Even though a new Public Works area will be developed it will integrate all previous Public Works facilities on the Cove in addition to those from the Point into a consolidated, efficient area. The new area is only slightly larger than the land area previously used for Public Works facilities on just the Cove alone. The new land use Category introduced at the Cove in the Proposed Land Use is the strip of land parallel to Simonpietri Drive, a conservation/buffer area. Expansion will be limited after providing for all planned projects. The only potential site for expansion would be the property currently leased to Derektor Inc. The lease will end in 2008. See Plate 6-9.



PROPOSED LAND USE

LAND USE MAP

- OPS** OPERATIONS
- TR** TRAINING
- MP** MAINTENANCE & PRODUCTION
- RD** RESEARCH & DEVELOPMENT
- SUP** SUPPLY
- HMS** HAZ. MATERIAL STORAGE
- MD** MEDICAL/DENTAL
- AD** ADMINISTRATION
- BH** BACHELOR HOUSING
- FH** FAMILY HOUSING
- CFI** COMMUNITY FACILITIES (INT.)
- CFE** COMMUNITY FACILITIES (EXT.)
- UT** UTILITIES
- ES** ENVIRONMENTALY SENSITIVE

e. Tank Farms 4 and 5

The land use development at these tanks farms identifies land areas for NETC new facility construction. The requirements include a new Fire Fighting School, Brig, Buttercup Trainer and a new SeaBee Unit. In addition, land for new Community Support playing fields is required. These will be sited at Tank Farm 4.

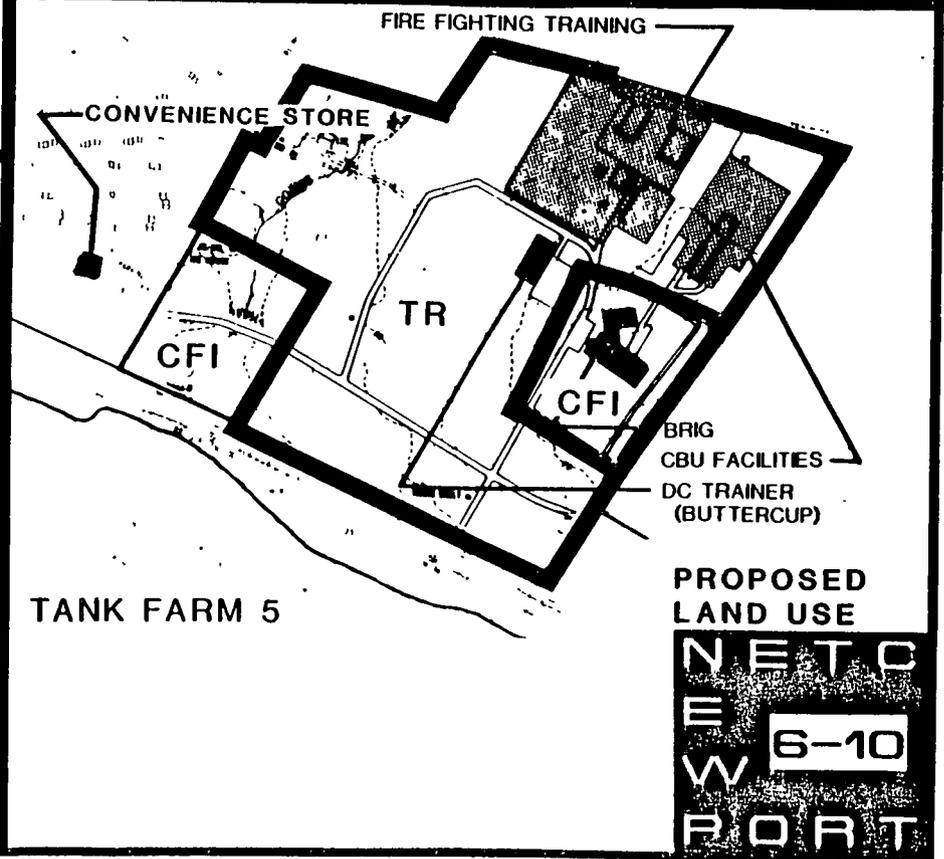
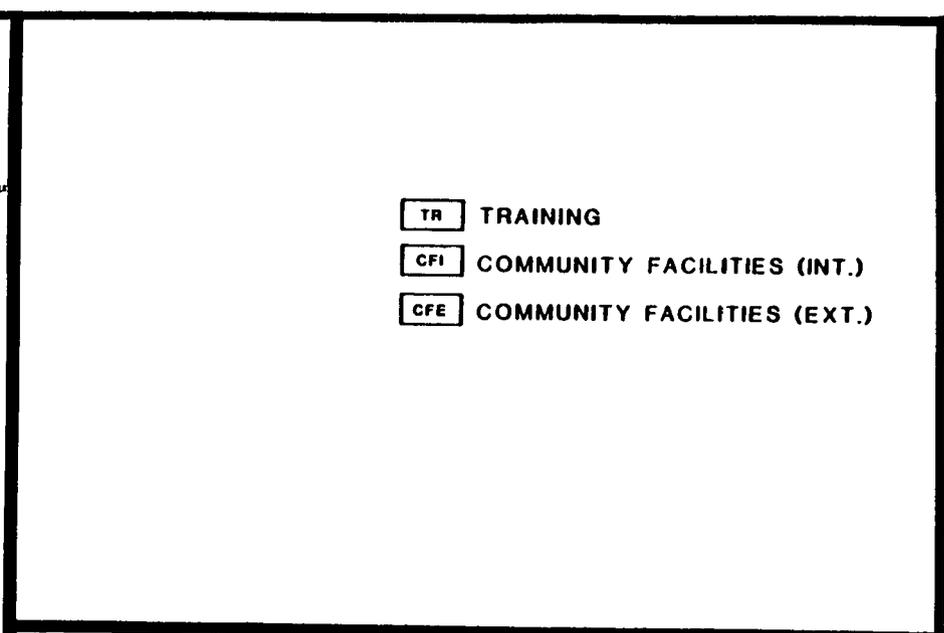
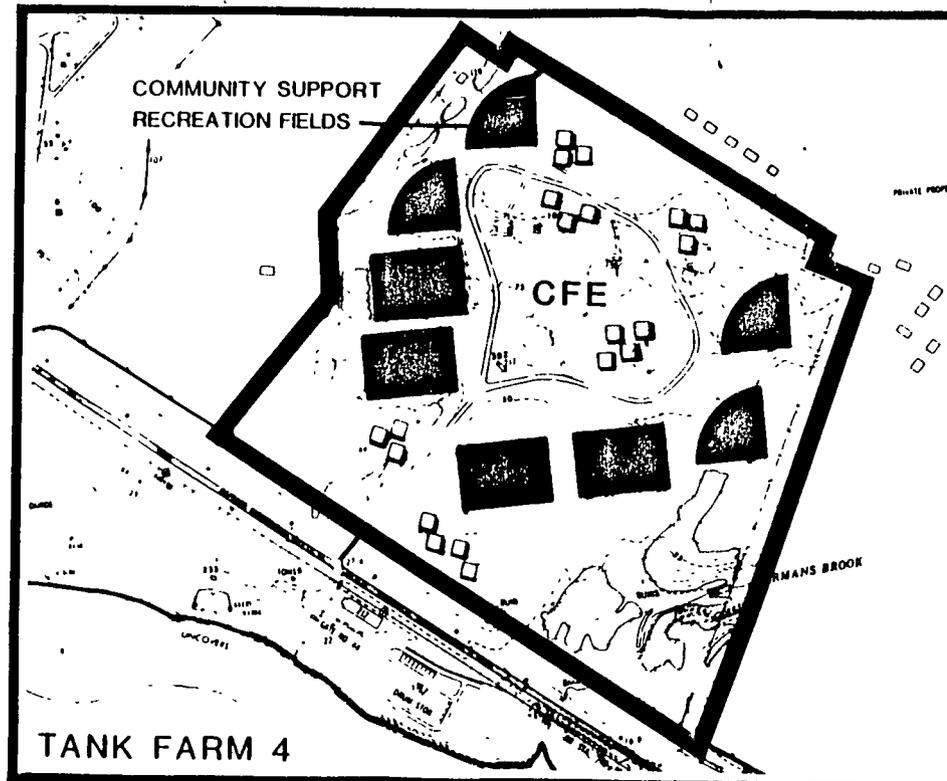
Development constraints at the tank farms include the natural topography and the numerous underground storage tanks. The topography is steep in certain areas, however, the facilities can be accommodated with the use of standard site work procedures. The storage tanks will have to be cleaned, filled with an inert material and the above ground vent structures modified to accommodate the playing fields and other facilities.

The proposed land uses at the tank farms will be Training and Community Support. The tank farms are required for this new development because the major Complex land areas are heavily developed and cannot provide any large sites that will accommodate these facilities.

There will be little or no capability for expansion at either tank farm after all planned facilities are constructed. In a mobilization, however, Tank Farm 4 could be utilized for certain functions requiring open, above ground storage or staging areas. See Plate 6-10.

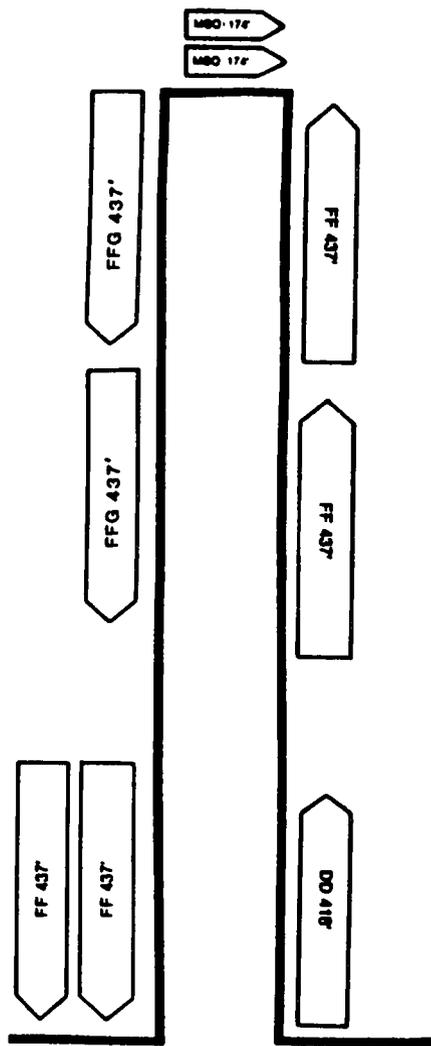
F. EXPANSION POTENTIAL

1. General - The expansion potential at the Newport Complex is evaluated in general terms of functional growth versus land capacities. The character of the Newport site dictates that where new facilities are called for, this requirement must be met either by landfill or relatively small sites, or through redevelopment of outdated buildings. This situation offers the opportunity to increase the efficiency of the physical plant at NUSC-Newport and to improve

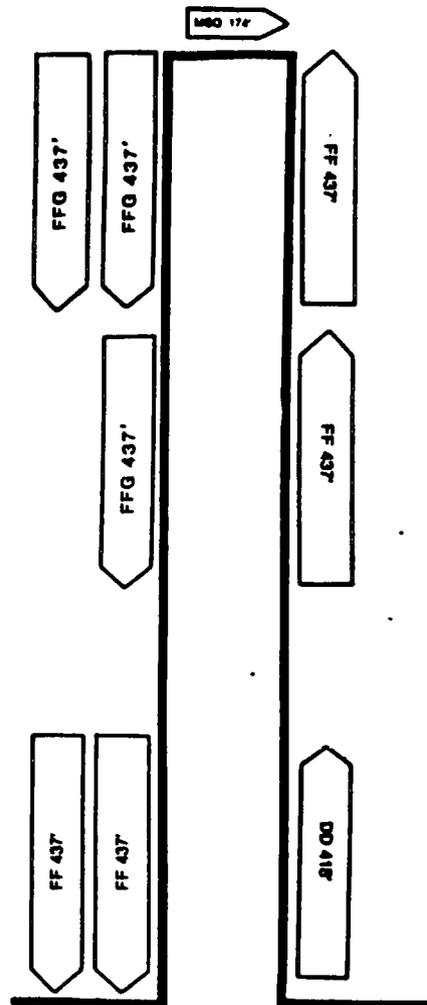


the utilization of existing sites. After the projects recommended in this plan have been completed, the availability of real estate for construction will be exhausted. As previously mentioned, any future large scale development beyond that described in this plan will result in some tough decisions. Demolition of low rise structures and replacement with high rise, multi-use facilities could accommodate growth and expansion. The only other option is to find available land in the immediate area for purchase. Considering the very high cost of real estate in the Newport area, this could be prohibitively expensive. Serious consideration could be given to the possibility of relocating the expanded function to another Naval installation. The matrix shown in Table 6-2 illustrates the main functions at both NETC and NUSC, the land area where on base expansion would take place and the support functions that would be affected should expansion occur. As noted in the illustration, housing, utilities and parking are the chief areas affected by future expansion. These areas will be discussed later.

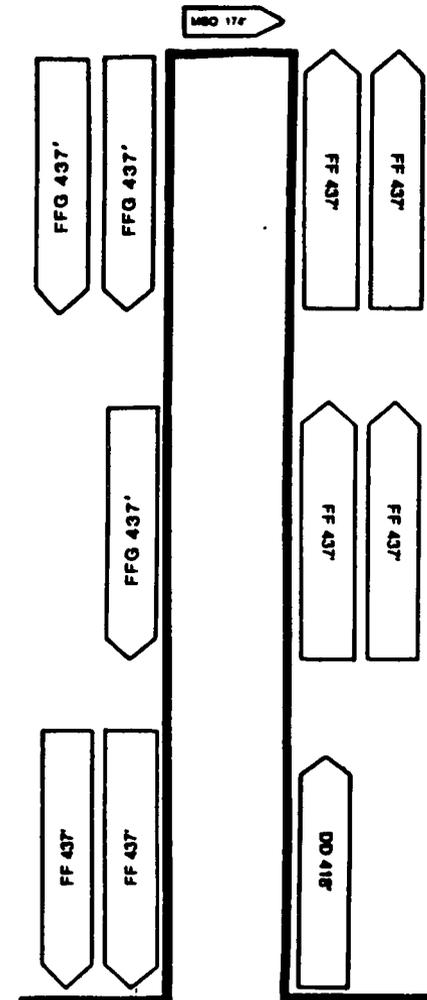
2. Fleet Expansion - Expansion at the Pier 2 area is possible. If required, a third pier could be constructed to the north of the existing Pier 2. The plan also includes the extension of the quaywall and the construction of a small craft pier. This expansion provides a full size 1500 ft. pier. The expansion will double the capacity to homeport Fleet ships. Consideration can be given to re-obtaining the Pier 1 area from Derecktor Shipyard. This pier is in poor to fair shape. The utilities would have to be upgraded to accommodate the new Navy ships. The pier decking will have to be widened and resurfaced. The option of obtaining the property that is leased to Derecktor would require considerable effort and resources by the Navy. In the event that new berthing space is required and obtaining Pier 1 is not possible, construction of the third pier would be required. See Plates 6-11 and 6-12.



1986



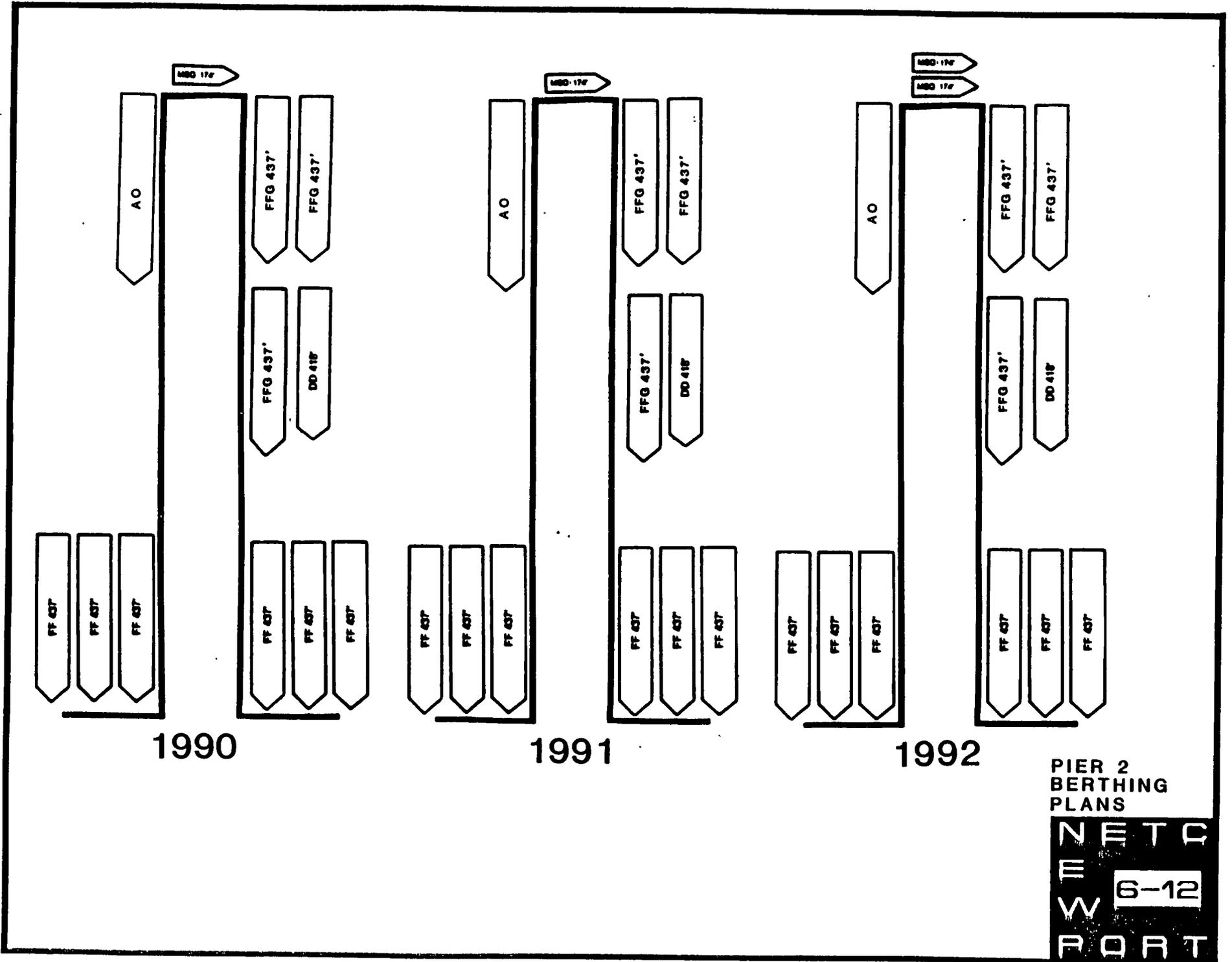
1987



1988-1989

PIER 2
BERTHING
PLANS

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Support functions - Several support areas would be directly affected by Fleet expansion and are as follows:

Maintenance and Production - The existing SIMA facility is programmed to accommodate the proposed homeporting of 13 ships. The SIMA will be able to support additional fleet by carefully scheduling services and repairs and by adding additional work shifts that would use idle workshops at night. Problems would arise on items that could not be repaired in a normal eight hour shift and would have to be left in place for extended periods of time. This type of conflict could be solved by scheduling or sending these types of repairs to other facilities. A second shift would require additional personnel to perform the services and repairs. The increased personnel loading will impact on housing and other support functions. If required, another SIMA could be constructed at a new or renovated pier. This additional SIMA capacity could provide some unique repair capabilities.

The expansion of the fleet will place hardships on the already extended public works functions. Other areas and tenants at the Complex require public works resources and services. The additional fleet will stretch the available resource to the limit. Additional personnel, shop space, warehousing capability and vehicles would be required.

Supply - The proposed SIMA warehouse would require expansion to accommodate the growth of repair service parts and material due to the increased ships homeporting. Careful parts and material projections and inventory requirements could reduce the size of the warehouse expansion. If the Derektor property is re-acquired, several warehouses could be renovated for supply use. This would reduce the cost of providing the additional capacity.

Medical - Due to the growth in the fleet, the numbers that would be eligible for medical services would increase. However the existing hospital has excess capacity beyond present and future Navy needs including any additional homeporting beyond 1992. A recently completed DOD study determined the types of medical services required

by the naval populations in the Newport area. Project documentation is being prepared that will implement the results of the study.

The existing dental clinic has enough capacity to accommodate the projections to 1992. Additional projections may require some expansion and this can be accommodated at the existing site. The extent of the expansion would have to be evaluated based on the proposed ships makeup and additional personnel loading.

Administration - The administrative functions required to support an expanded fleet would require expansion of the proposed Fleet Supporting Building adjacent to Pier 2 at Coddington Cove. The design of the project will include the possibility for future expansion.

Housing - Housing will be severely impacted by additional fleet expansion. The current deficit in housing, both BQ/BEQ and family, will be defined in the latest housing survey. The plan recommends several housing projects to accommodate the current and 1992 projected deficit. Any large scale expansion by the fleet will require a new housing survey and market analysis. The ability of the local economy to provide the necessary housing mixes is questionable due to the high cost in the Newport area and the possibility of the Navy providing housing for E-1 to E-4. Lower cost housing for these people could be found, but the commute times from those areas would be longer. Projects for new housing construction, if required by the survey and market analysis, will require the Navy to acquire additional land in the area. There are no large parcels of land available at the NETC Complex. Large parcels do exist in the immediate area. Long range thinking is required NOW to determine the possibilities of fleet expansion beyond 1992 to allow the planning to begin. If the possibilities are closer to reality, action is required NOW to acquire options on available land. The cost savings to the Navy could be tremendous.

Community Support - The existing community support facilities were constructed at a time when a very large active Fleet existed at Newport. Several projects are programmed to replace MWR facilities that are well past their "economic life cycle". Most of these projects are in the later years of the plan and when fleet expansion

is better defined, the design of the replacement projects will include the new requirements. Facilities such as the exchange and commissary are able to expand or branches can be constructed in the areas that require them. The clubs are currently under capacity and will be able to accommodate the additional loading. If the loading is excessive, the clubs will be able to expand on the existing site. Minor expansions of the service kitchens will be required.

Utilities - Serious impacts on all utility systems will occur with additional fleet expansion. The power requirements of a new pier will place a tremendous load on all systems. The existing systems are being upgraded to accommodate the fleet through 1992 at Pier 2. Additionally, utility systems capacity is being increased to accommodate other projects this plan recommends for the complex. A new pier will have the most impact on the electrical, steam, water and sewage systems on base. If projections for future homeporting beyond 1992 are developed prior to the planned utility projects, they can be revised to include the expanded fleet needs. A new electrical line will probably be needed to accommodate the new pier. Fresh water and sewage capacities will have to increase.

Parking - A great impact on parking will also occur. The availability of parking close to the pier area is non-existent. Remote parking and shuttle bus service would be required. Options include construction of parking structures and the demolition of building 1 and 1A following the location of public works to a new facility and the construction of additional parking. Both of the locations are within walking distance to the pier area. Another option is to reacquire Derektor Shipyard property and construct additional parking. The additional personnel loading will create parking shortages in the community support area on Coddington Point area. Parking facilities will also be required in this area.

3. Training - This functional area will allow limited expansion within the existing facility network. In theory, current training capacity can be doubled by going to a second shift of evening training. Adding a second shift of training would result in increased staffing and classroom scheduling. If training requirements strain existing assets, a new training facility can be planned. This plan reserves a site at Coddington Point for this purpose. If a Fleet Training Center is required, additional land will be needed.

Support Functions - Several support areas would be affected by the expansion of training and are discussed as follows:

Operations - Additional YPs may be required, and would result in expansion of berthing facilities at Stillwater Basin. The basin is currently at capacity and would require quaywall expansion and extension of the small craft pier.

Maintenance and Production - The public works functions will have to support additional wear and tear of NETC training facilities. Assuming that no new facilities are added to the inventory, public works should be able to accommodate the training increases. If new facilities are required these will place additional work load on public works.

Supply - Supply would not be adversely affected by training expansion. The type of supply required by training functions will strain existing storage for training facilities, however this overload will be able to be handled by supply with existing and proposed assets.

Administrative - Administrative spaces required with the additional staffing and student loading will need expansion. The planned PASS office and NETC admin projects will be designed with the possibility of future expansion.

Housing - Housing requirements are impacted because of the limits of existing and future BOQ/BEQ capacities. The proposed new construction will satisfy requirements through 1993. Additional student loading could force double occupancy of existing rooms, new

construction or the attempt to accommodate the overflow in the local Newport area. Existing and planned new construction of family housing would not be able to handle the increases. New construction would be required or NETC would have to grant BAQ for the excess, as they do now when student loading peaks beyond existing housing capacities.

Community Support - The existing community support will be able to accommodate moderate student increases. Any large scale expansion of base loading will require expansion of some facilities, similar to those discussed in the Fleet expansion section above. Since replacement projects are in the later years of the plan, they can plan for the projected increases in their design.

Utilities - The existing and planned utilities will be upgraded through the projects recommended by this plan. When these projects are completed, they will be able to accommodate any moderate growth by NETC training functions.

Parking - Parking will always be a problems at NETC. Increased loading in the training area will place strains on existing parking assets. Careful scheduling between training shifts could enable students to leave before new students arrive. Additional loading of students will place the same pressures on the community support area that fleet expansion would. Parking structure, remote parking with shuttle buses and CARPOOLING are the only options.

Table 6-2
 LAND AREA & SUPPORT FUNCTIONS
 REQUIRED FOR EXPANSION

Function	Land Area	Support
1. Fleet Homeporting	Pier 2 & Coddington Cove	*Berthing *SIMA Public Works Supply Admin *Housing MWR Facilities *Utilities *Parking
2. NETC Training	Coddington Point Coasters Harbor Island	YP Berthing Classrooms Public Works Supply *Admin *Housing MWR Facilities Utilities *Parking

* Major Impacts

A. NATURAL ENVIRONMENT

1. Geology

The NETC Complex is located on Aquidneck Island. The Complex land area lies just north of the City of Newport extending northward to Melville in the Town of Middletown. The land slopes rather gently down toward sea level at the shoreline from maximum elevations of about 100 feet on Navy property.

Aquidneck Island was formed when the earth warmed after the final Wisconsin glaciation 10,000 to 12,000 years ago as the ice-melt waters flooded old river valleys to form the East and West Passages of Narragansett Bay and the Sakonnet River to the East. The Narragansett Bay Basin is a division of the New England Seaboard physiographic region.

All of the area was covered by glacial ice sheets several thousand feet thick during the Pleistocene epoch beginning 2.5 to 3 million years ago. As the glaciers moved south, they scoured and picked up older glacial deposits, rock and soil. The final deposition of glacial material occurred 10,000 to 12,000 years ago during the Wisconsin glaciation. As the glacier melted and receded, it deposited unconsolidated material consisting mainly of sorted glacial till and beds or stratification of melt water sorted sand, gravel, silt and rocks or boulders. The Narragansett till plains in the area immediately around Narragansett Bay are covered by glacial till derived from sedimentary rock, shale, sandstone and conglomerate. The bedrocks underlying the area and overlain by glacial till consist mostly of Pennsylvanian sedimentary rocks, conglomerates, sandstone, and shale of the Carboniferous period.

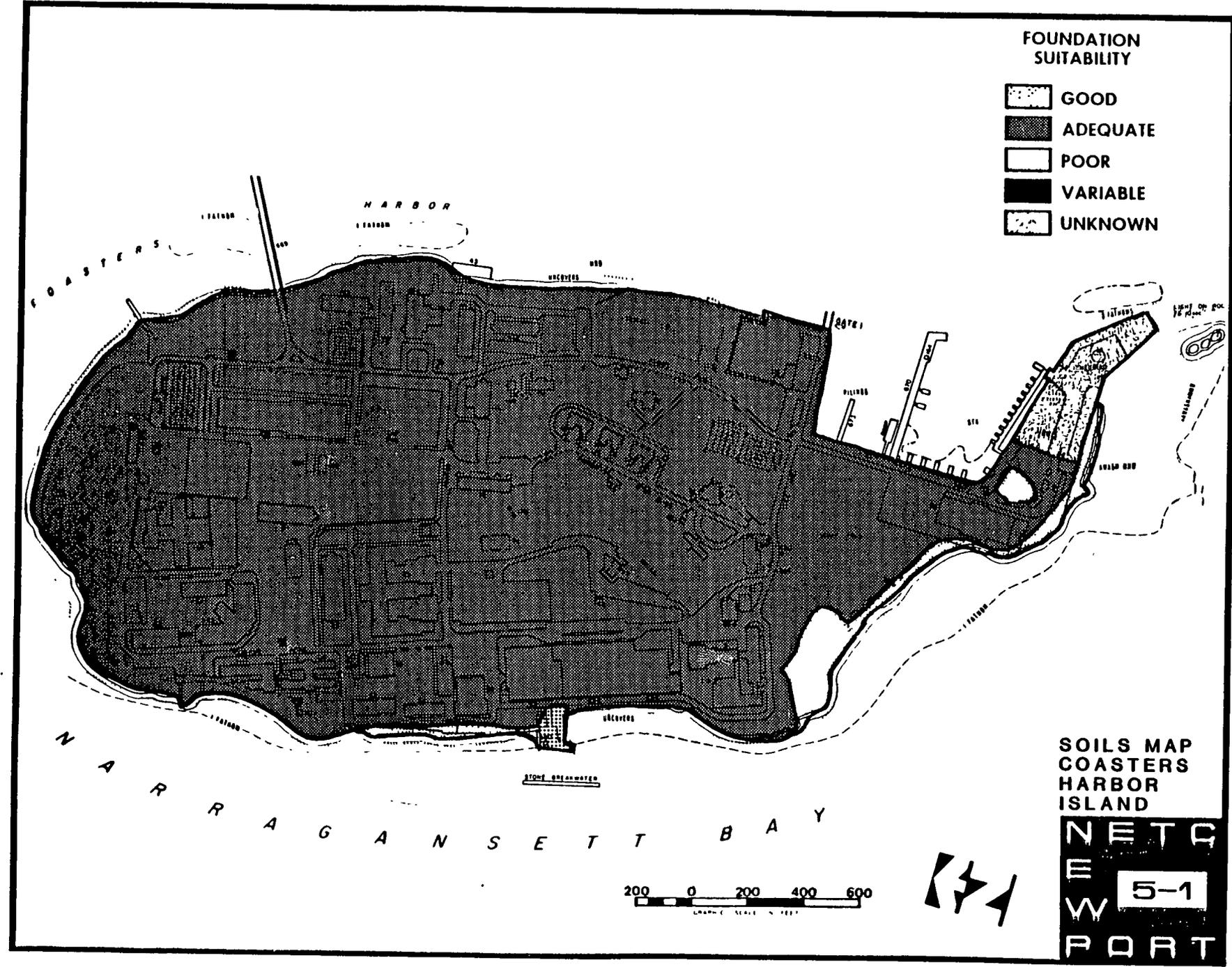
2. Soils and Drainage

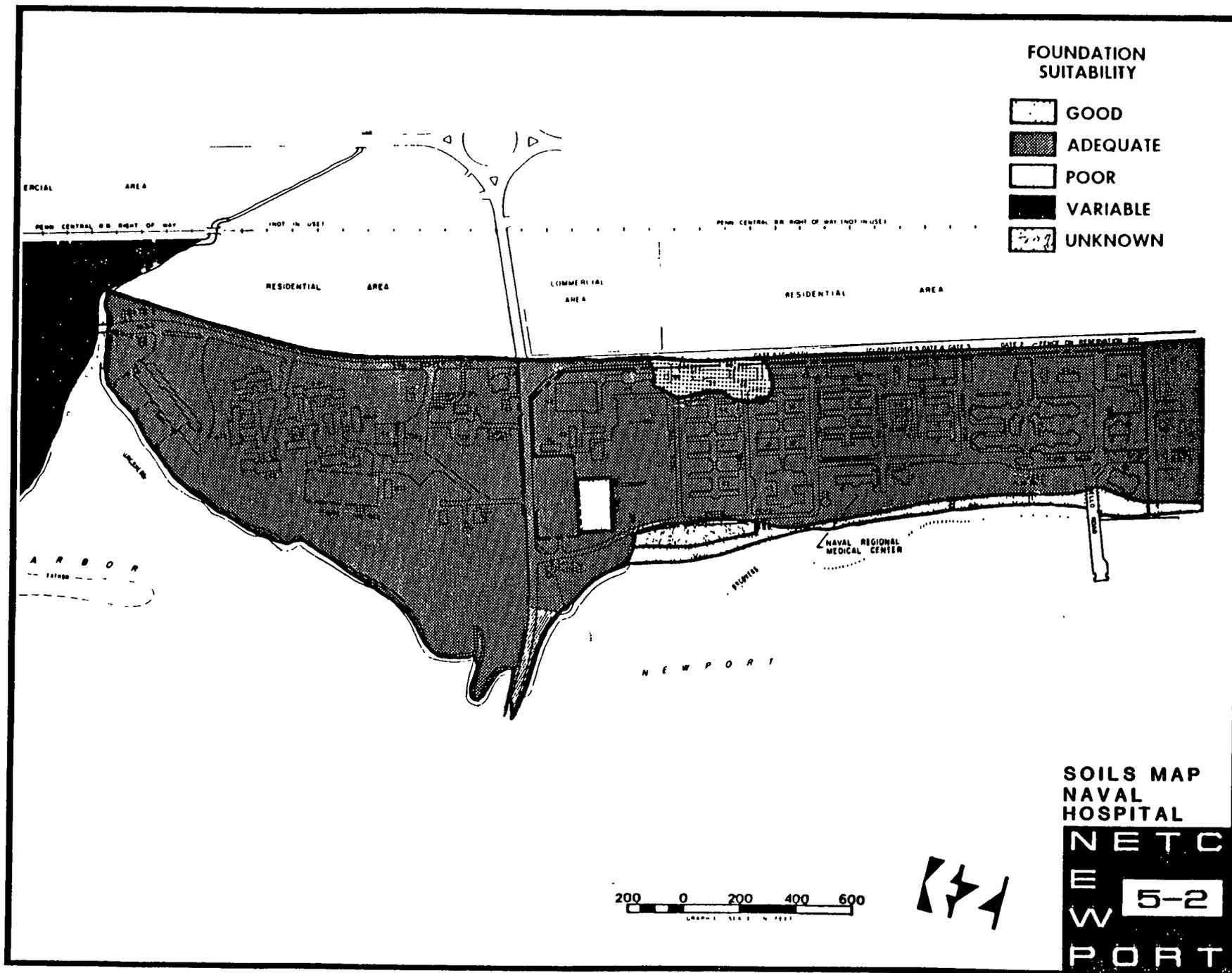
Soils developed from the glacial tills under a forest cover consisting of chestnut; white and pitch pines; cedar; white, red, black, scarlet and chestnut oaks; walnut; hickory; beech; birch and maple. NETC is located within the Northern Coastal Plain soils resource area. The major soils developed under this forest cover from the glacial tills are the Newport, Narragansett and Pittstown silt loams and loams, and the Merrimac, Birchwood and Windsor sand loam soil series which include the non-stony through very stony phases depending upon whether boulders were deposited with the till on or near the surface. Interspersed pockets of peat and muck can be found throughout the NETC area.

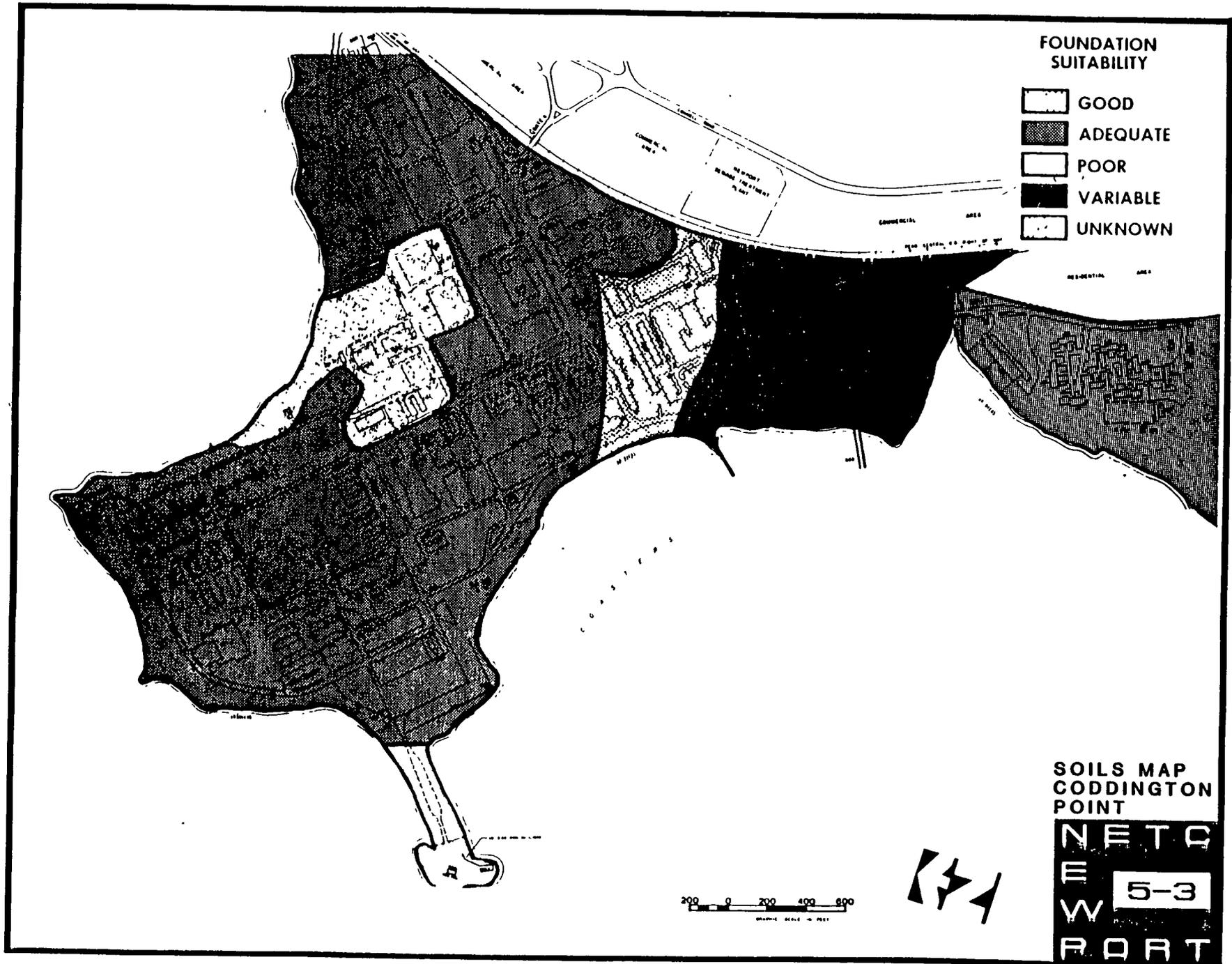
Fully 70% of the soils of the total land area in the Complex are suitable for construction sites, and most of these areas are already developed. Included in the 70% are areas whose development suitability is variable due to development disturbance. Soils in these areas have been either bulldozed or otherwise disturbed in the course of development over the years, consequently borings must be taken on-site to determine the exact character of the soil, prior to construction.

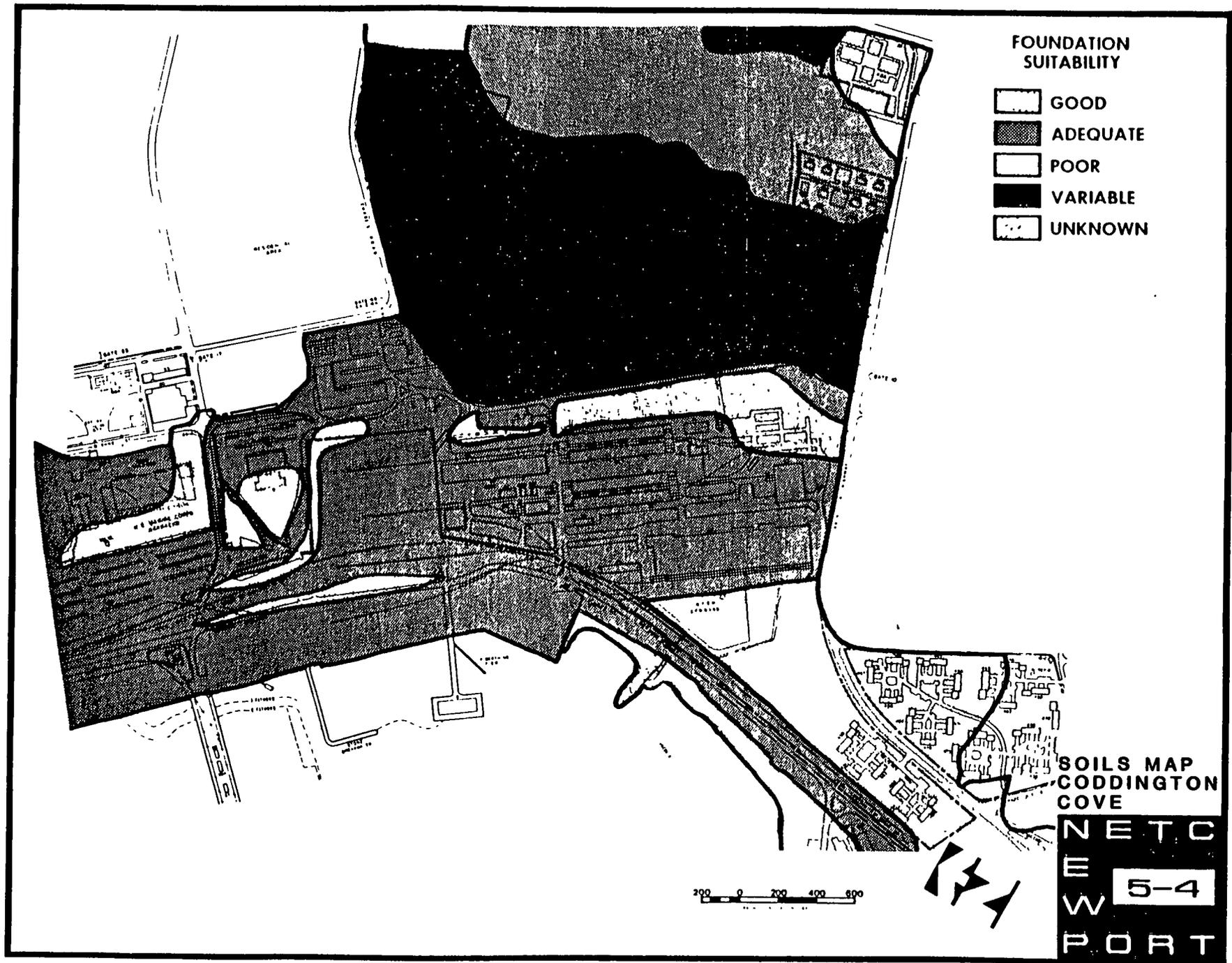
Unsuitable soils generally have drainage problems such as high water table, perched water table, floodplain, or alluvial soils. See Plates 5-1 through 5-4.

Groundwater is relatively shallow because of the low elevation above sea level. Any wells that would be developed may have salt water intrusion. Ground water and surface water flows are to Narragansett Bay. Deeper artesian type wells are usually good quality. This water is captured in aquifers between the impervious bedrock and is replenished at distant locations where the aquifer is on or near the surface.









There are no large streams on Naval property. Drainage is effected by several small streams and intermittent drainages flowing westerly into the East Passage of Narragansett Bay. Melville, Lawton and Norman Creeks are the largest drainage channels. Several small ponds have been built in these creeks which benefit wildlife and provide some fishing opportunities. Pond vegetation consist of Phragmites, cattails, sedges, purple loose strike, burreed, water lily and etc. The pond is used by many species of water fowl including black duck, mallard duck, teal, and Canada geese. The pond bottoms consist of fine black silt, muck and peat.

3. Flood Prone Land

The 100 and 500 year tidal flood elevations for the Newport area are approximately 13' and 17' above MSL respectively. See Plates 5-5 through 5-8.

4. Topography

Ninety percent of the Newport Naval Complex is comprised of slopes from 0 to 9%, and as a consequence, slope-constrained construction is minimal. Slopes 10% and over are divided into two categories - 10% to 25%, and greater than 25%. Generally, the two categories occur together geographically; that is, where slopes of 10 to 25% are found adjacent. Most often, slopes in these two categories are located near the perimeters of the various properties, and usually follow the shoreline. In some cases, concentric arcs of steep slopes are found paralleling the shorelines. See Plates 5-9 through 5-13.

5. Vegetation

Practically all of Aquidneck Island, including the NETC area, was cleared in colonial times and broken up into small farm units for agricultural purposes. Surface stone on many field was cleared by hand and the typical stone walls around many fields characteristic to the area were constructed by hand. Steep, stony or wet land was used for pasture or allowed to grow up to brush when found uneconomical for tillage.

The Navy has maintained facilities in Newport for many years. However, in 1942, the Navy greatly expanded its Newport facilities to carry out its World War II mission.

Adjacent privately owned agricultural land was acquired by the Navy for this purpose. Sizeable areas have been periodically stripped of topsoil for use in military construction.

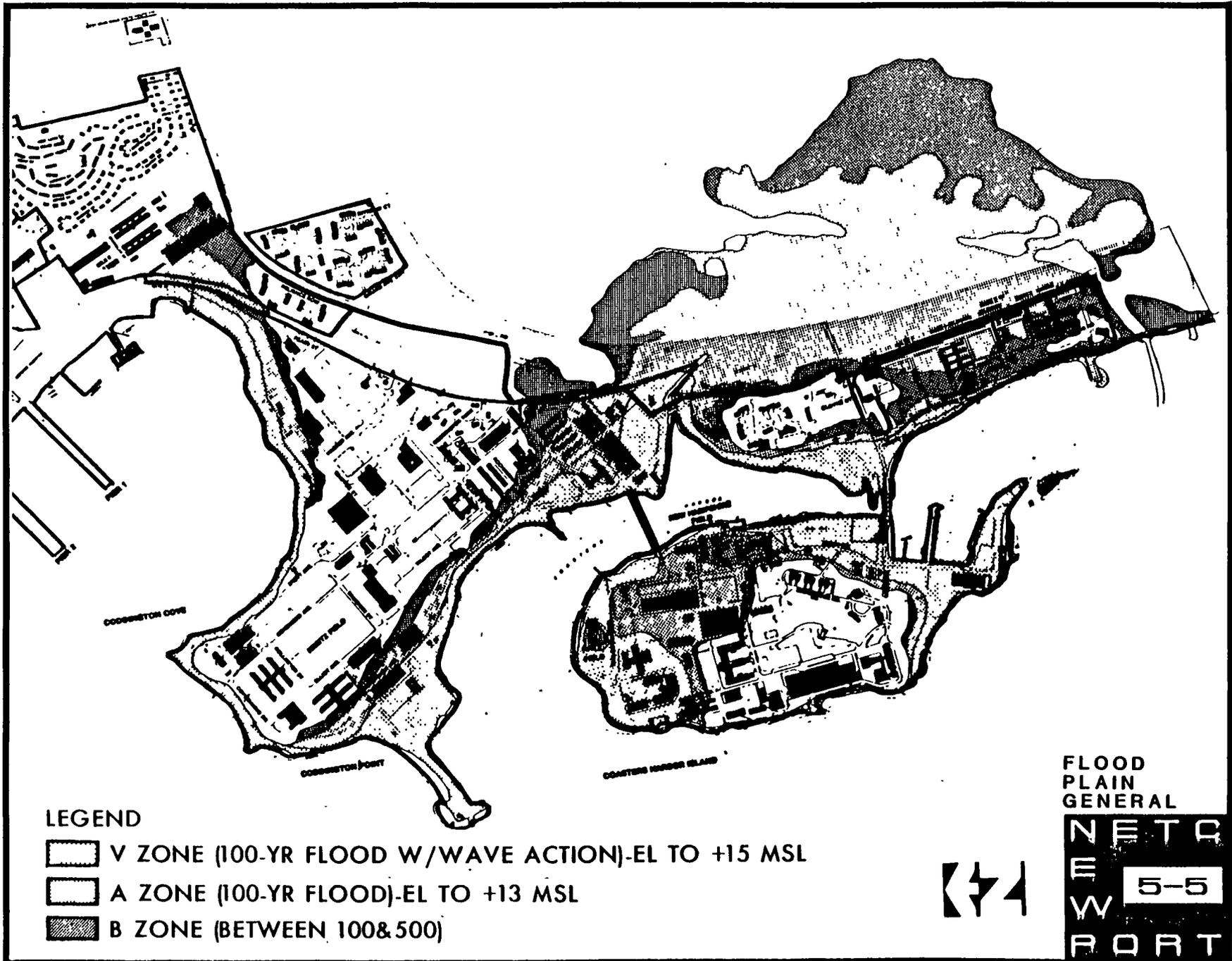
Typical shrubs include greenbrier, huckleberry, bayberry, arrowwood, witch hazel and similar species. Sucessional tree species include grey birch, wild black cherry, black locust, red maple, mixed oaks and eastern red juniper. These trees and shrubs remain mixed in with planted conifers, forming a favorable habitat for wildlife.

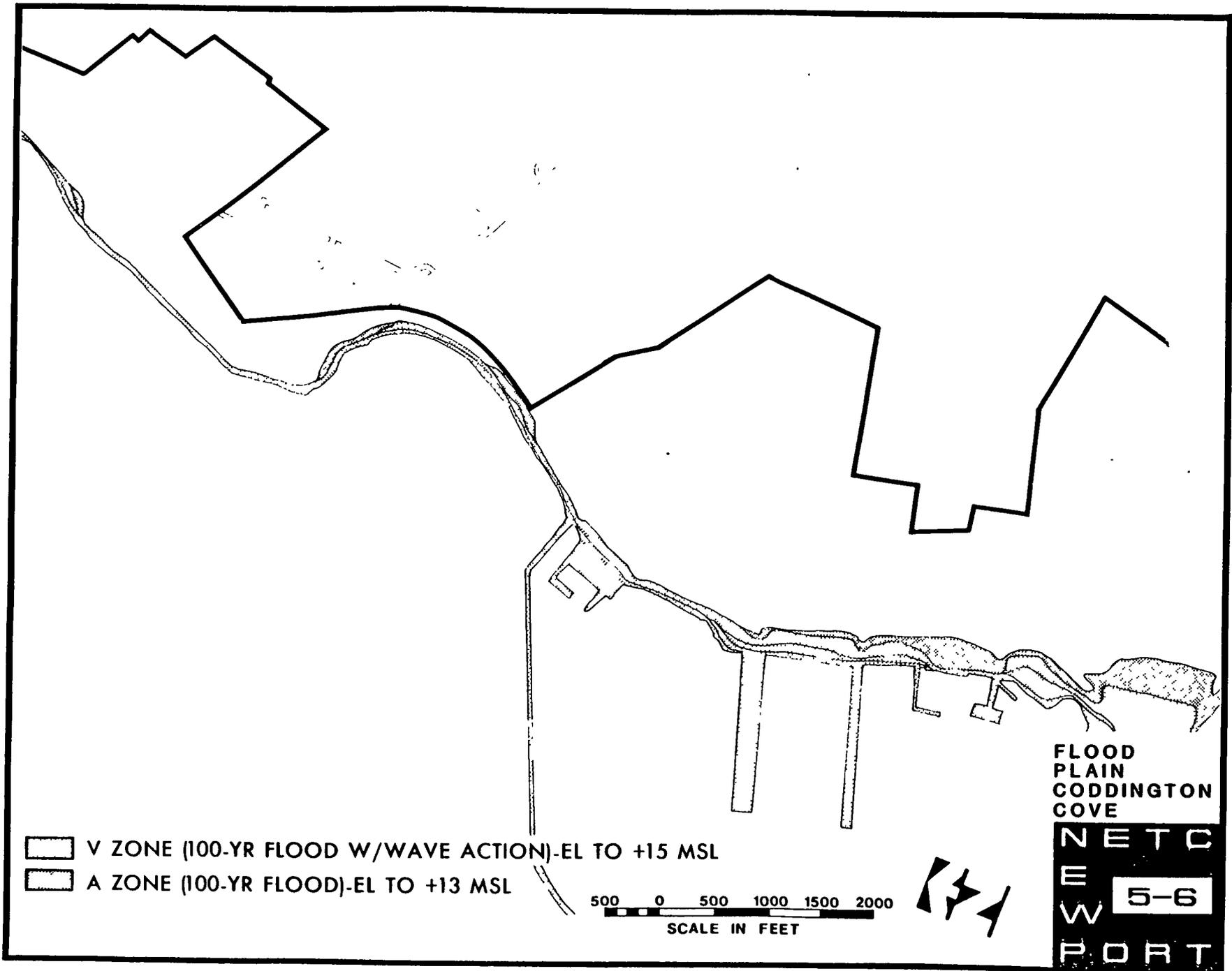
Many species of grass and weeds cover unused areas. The principal perennial grasses are bent grass, broomsedge, Kentucky bluegrass, sheep fescue, tall fescue, red fescue, orchard grass, goose grass and white clover. The principal annual grasses are crabgrass, annual bluegrass, and witchgrass. The broadleaf weeds include dandelion, plantain, milkweed, Queen Anne's lace, mullein, etc.

There are no known rare or endangered species of plants on Navy maintained areas.

The dominating influence in the area and State of Rhode Island is Narragansett Bay. Numerous species of phytoplankton such as diatoms and microflagelates which are most numerous are the life base of the bay. Zooplankton are the next step up in the food chain ladder on which the mollusk, shellfish, finfish and waterfowl exist.

Normally phytoplankton populations rise with increasing spring and summer temperatures and fall with cooler fall and winter temperatures. This rich food source supports abundant animal populations in the Bay.





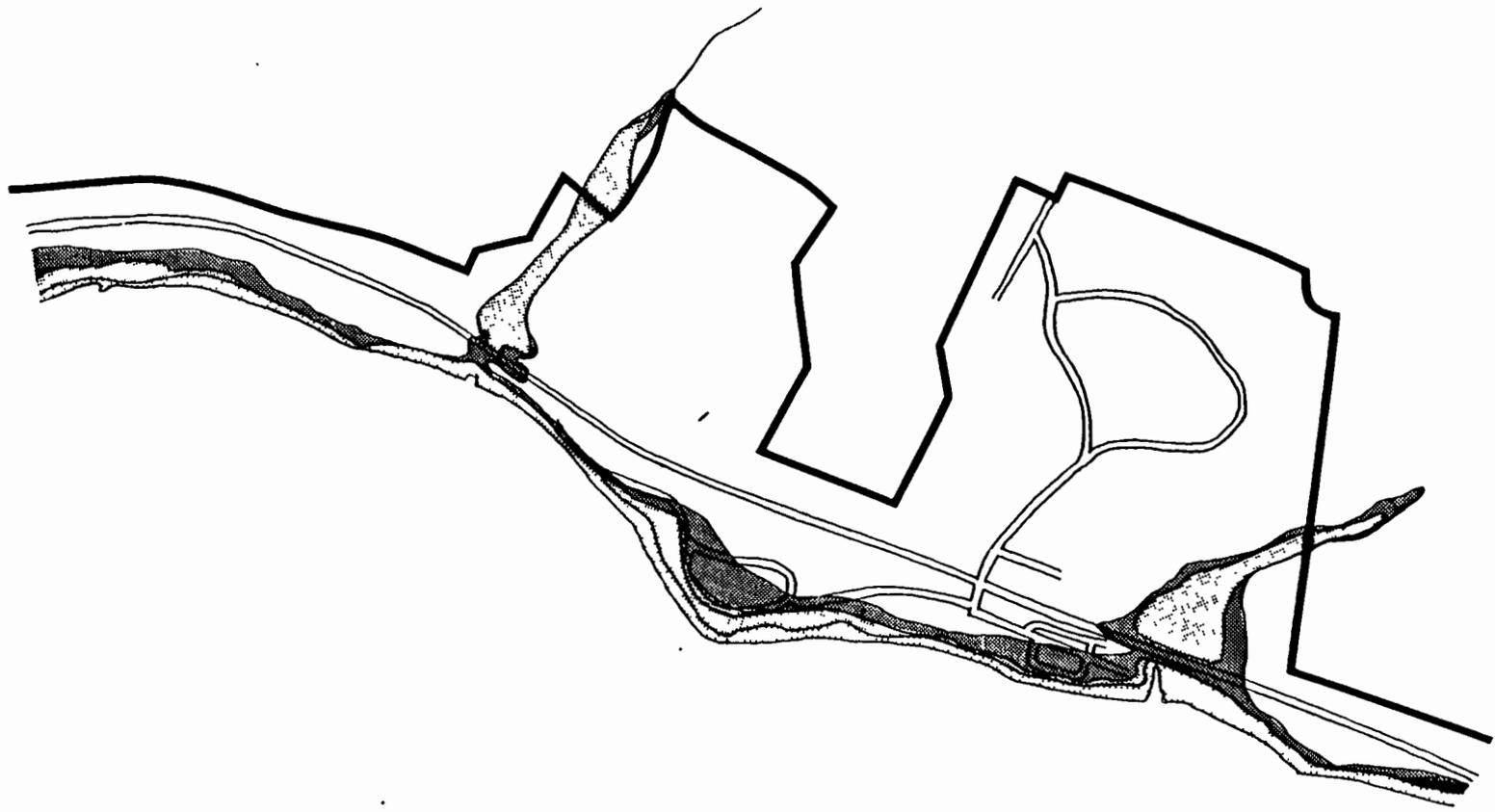
V ZONE (100-YR FLOOD W/WAVE ACTION)-EL TO +15 MSL

A ZONE (100-YR FLOOD)-EL TO +13 MSL

500 0 500 1000 1500 2000
 SCALE IN FEET

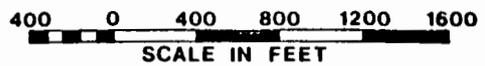
FLOOD
 PLAIN
 CODDINGTON
 COVE

NETC
 E 5-6
 W
 PORT

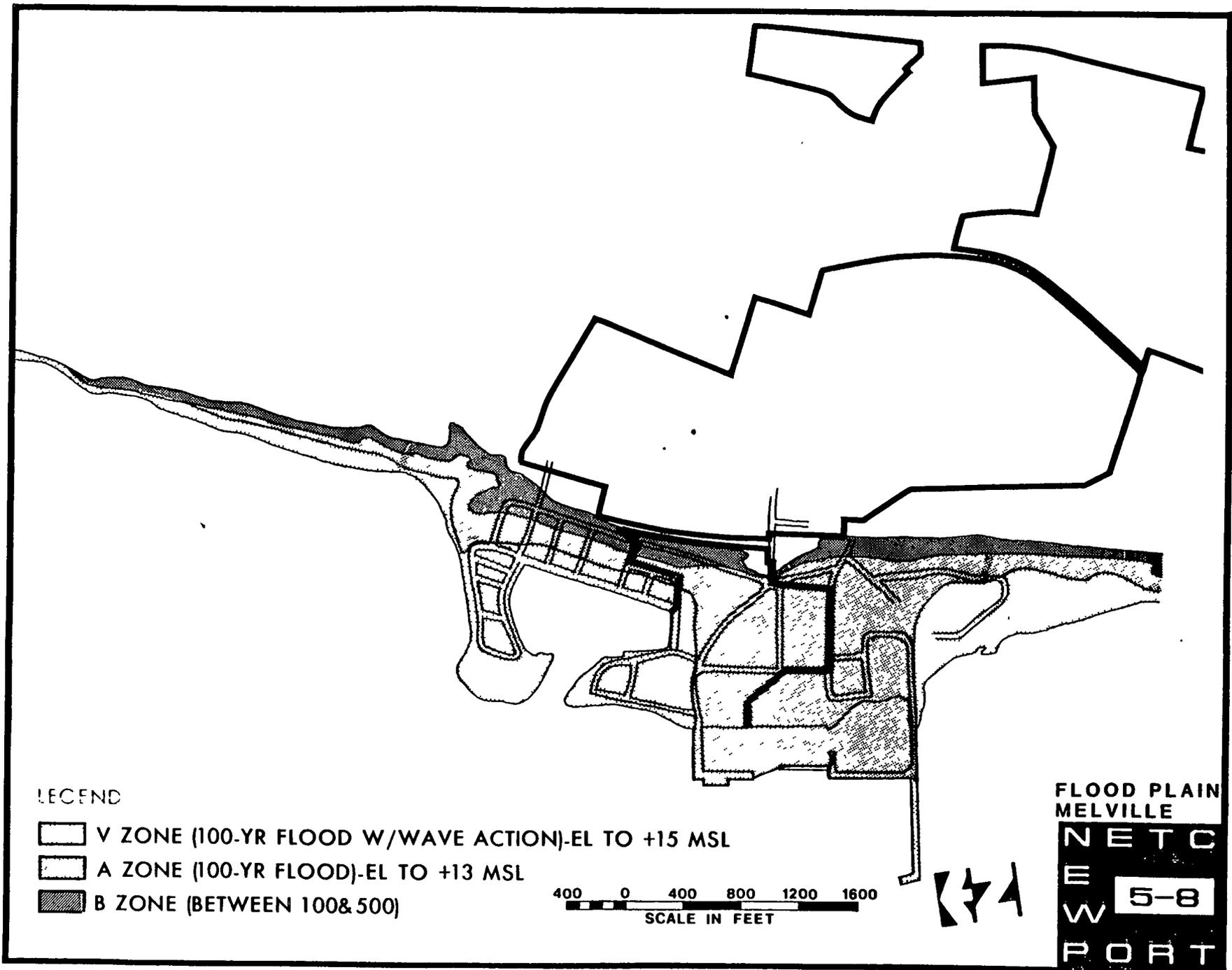


LEGEND

-  V ZONE (100-YR FLOOD W/WAVE ACTION)-EL TO +15 MSL
-  A ZONE (100-YR FLOOD)-EL TO +13 MSL
-  B ZONE (BETWEEN 100&500)



FLOOD PLAIN
TANK FARMS
NETC
E 5-7
W
PORT

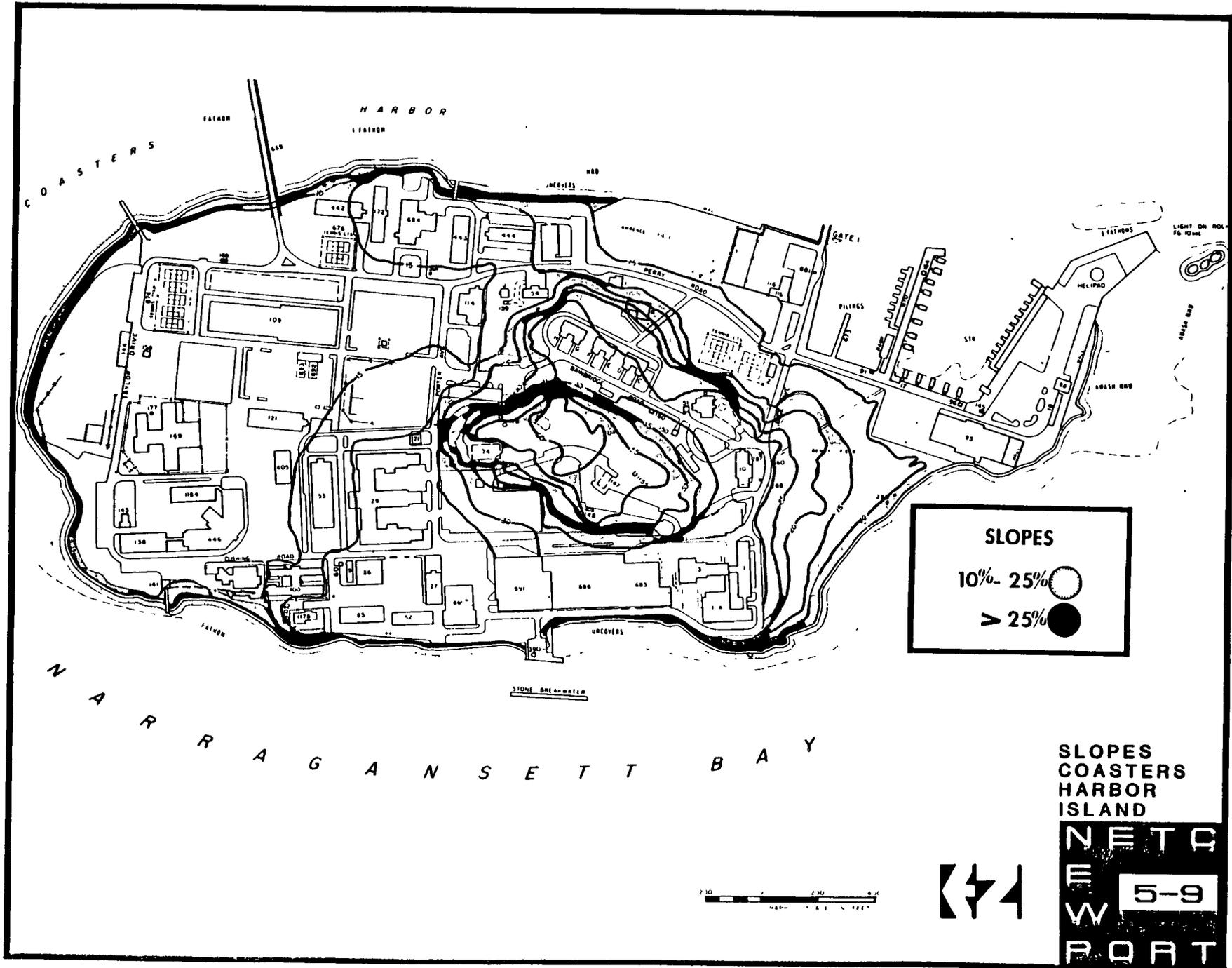


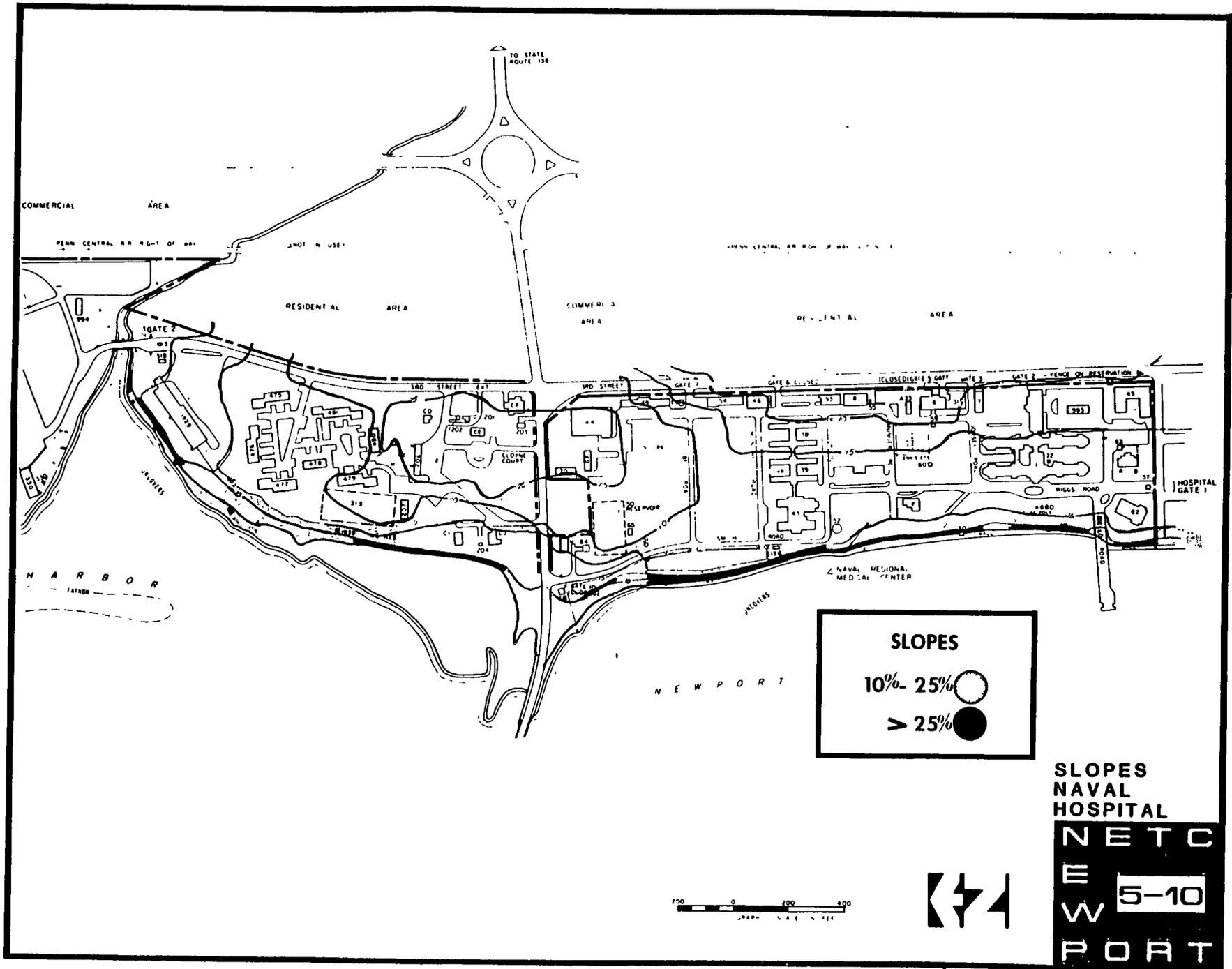
LEGEND

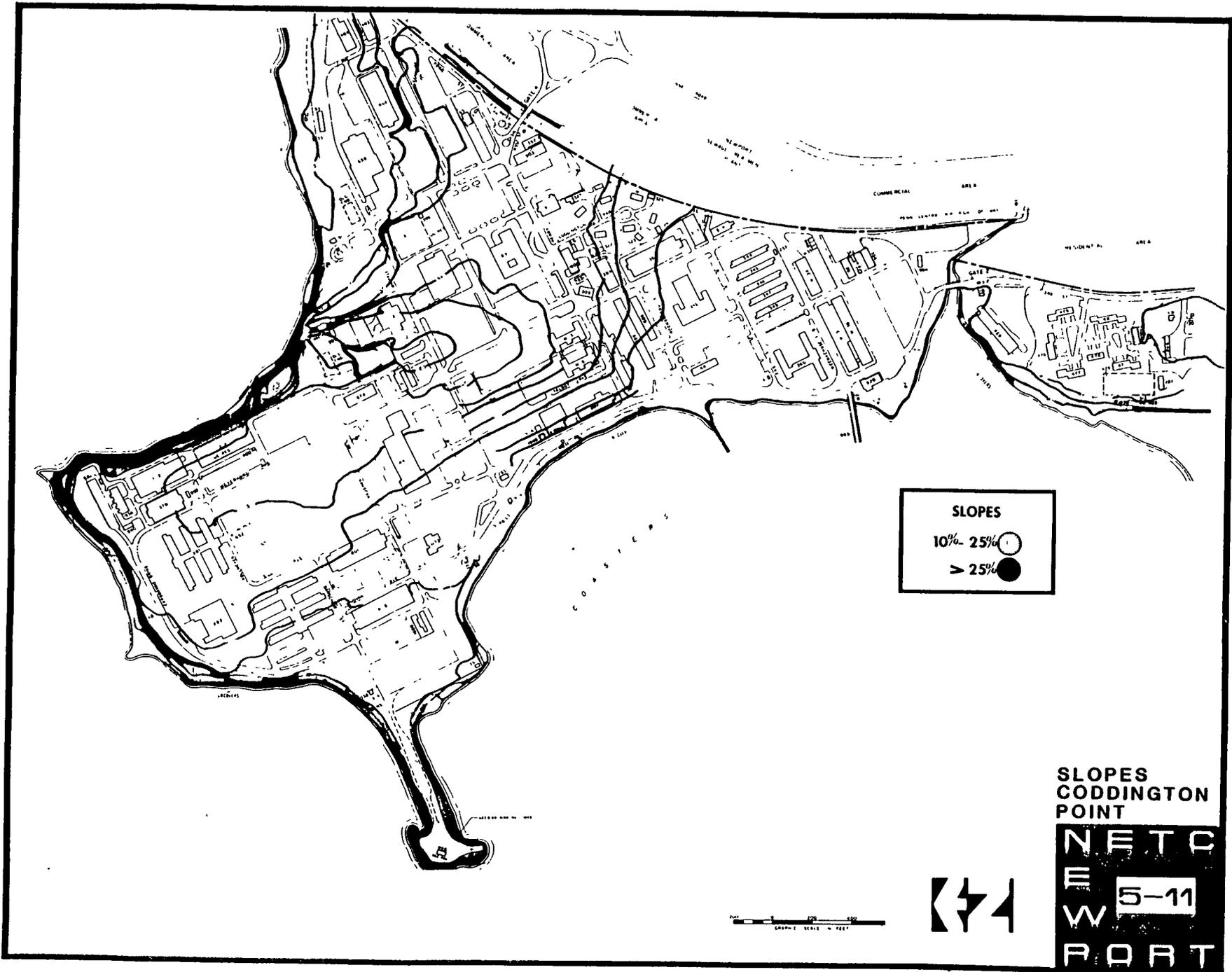
-  V ZONE (100-YR FLOOD W/WAVE ACTION)-EL TO +15 MSL
-  A ZONE (100-YR FLOOD)-EL TO +13 MSL
-  B ZONE (BETWEEN 100& 500)



FLOOD PLAIN
MELVILLE
NETC
E W 5-8
PORT





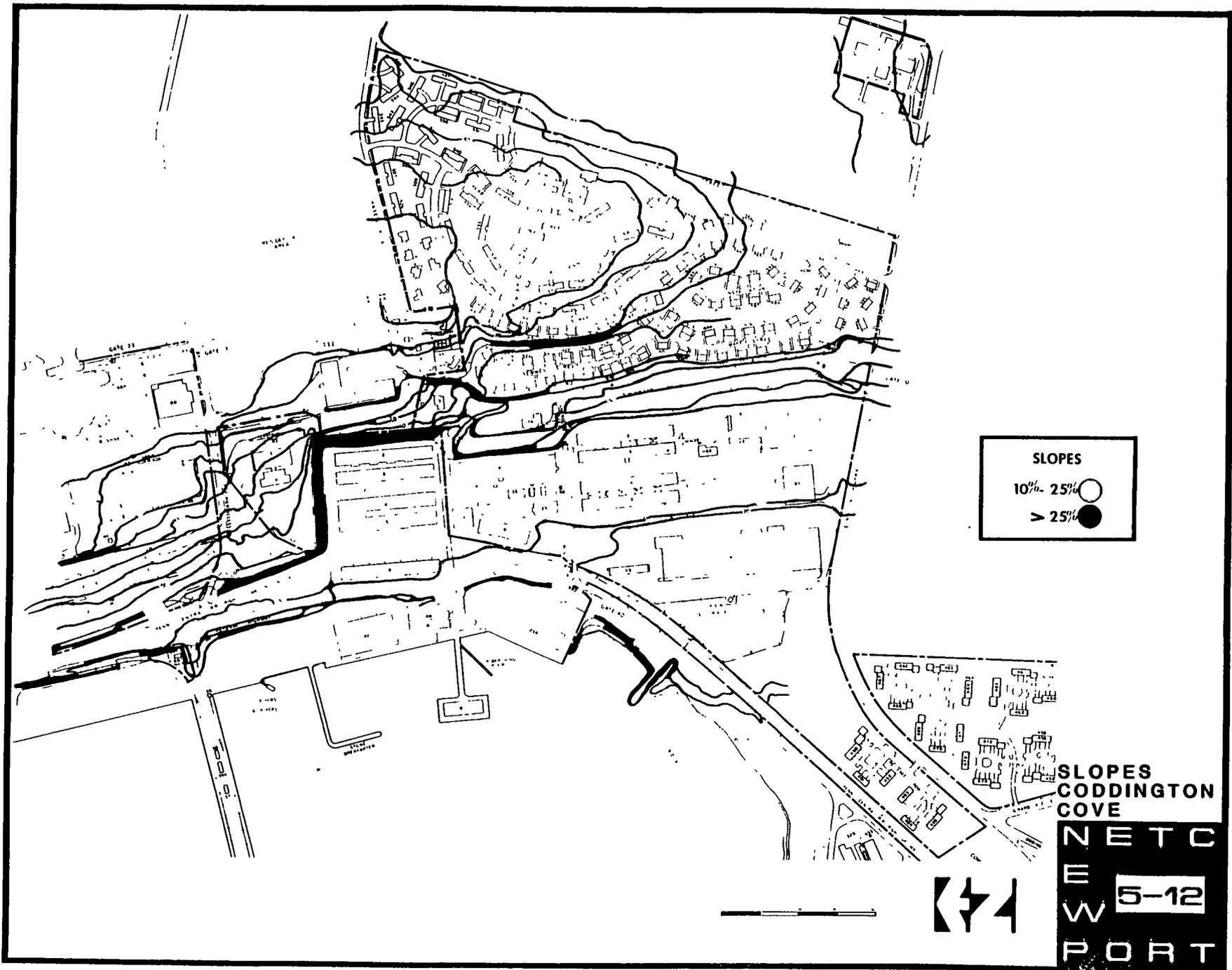


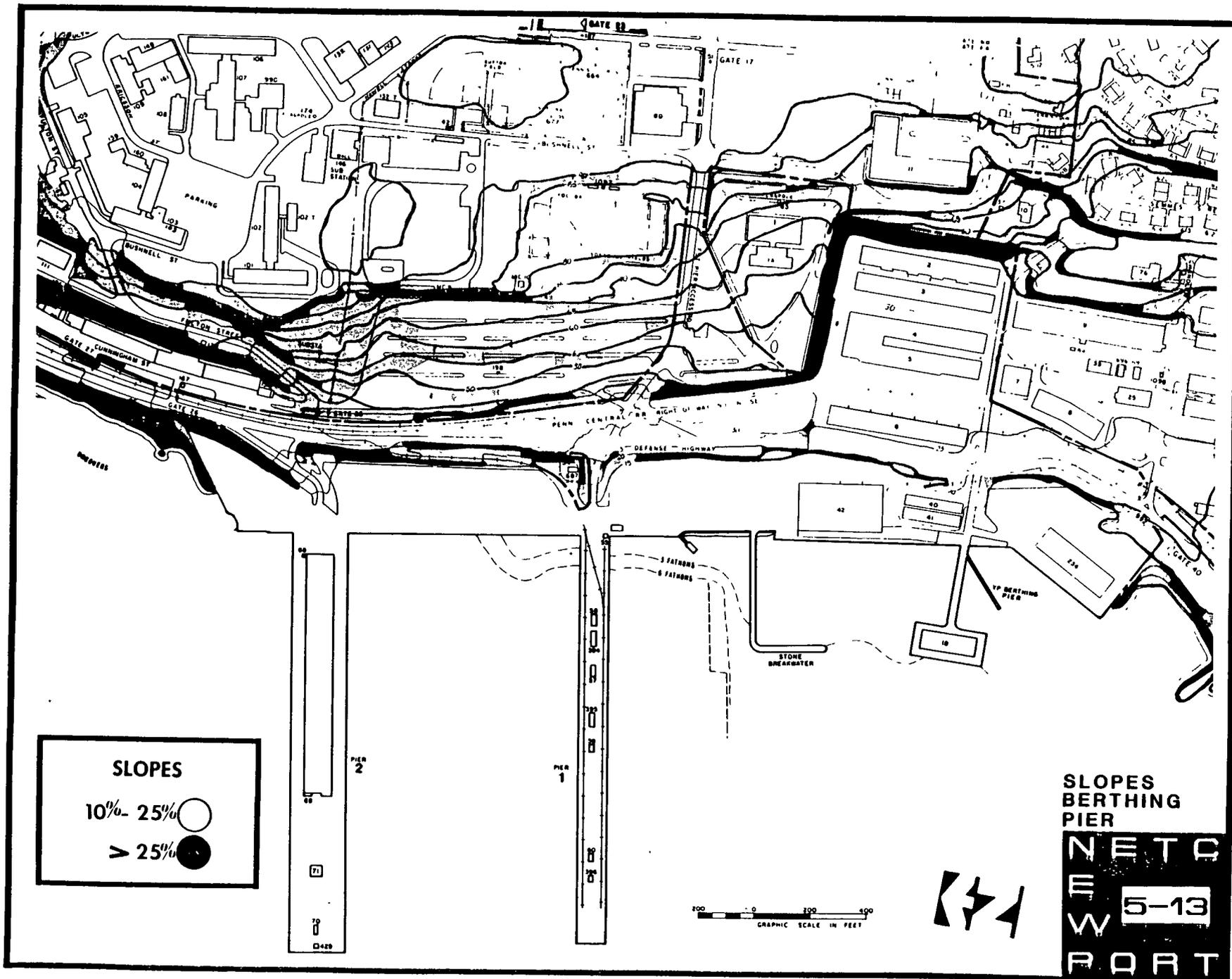
SLOPES
 10%-25% 
 > 25% 

**SLOPES
 CODDINGTON
 POINT**

**NETC
 E 5-11
 PORT**







6. Wildlife

The fauna of the region have been greatly affected by the past land uses. Widespread habitat destruction over a period of several hundred years has caused emigration or elimination of many species. As a result, the present regional fauna consist primarily of species of wide distribution and ecological tolerance, high adaptability, and non-restrictive habitat requirements.

Songbirds and waterfowl may be found throughout the area as well as an occasional pheasant. Small mammals consist principally of cottontail rabbit, red fox, grey fox, muskrat, raccoon, grey squirrel, woodchuck, chipmunks, voles, mice and other species. For some years a small herd of white tail deer have been maintained on the NUSC area.

There are no known rare or endangered species of animals on the site of Navy maintained land. Osprey are native to the area and have been observed. However, no nesting locations have been seen recently. An occasional bald eagle may pass through during migration flights. The Bay supports abundant populations of barnacles, quahogs, soft shell clams, scallop, flounder, lobster, scup, tautog, mackerel, sea bass, squeteague, bluefish, alewives, menhaden and other species. Shore birds, ducks geese, and other waterfowl together with other species of song birds abound in the area.

B. MANMADE ENVIRONMENT

1. Excessed Land

Prior to the 1973 SER Announcement, the Naval Complex Newport consisted of approximately 2,420 acres, the majority of which was located along a six mile stretch of shoreline on the western edge of Aquidneck Island. A portion of Prudence Island and Gould Island were also owned by the Navy as was the 100+ acre peninsula at Fort Adams. Other Navy property holdings were located at Sachuest Point, Fort Weatherhill and Beavertail Point.

Navy excessing actions following the April 1973 SER announcement resulted in the transfer of approximately 1,629 acres to the General Services Administration (or other federal agencies). GSA has subsequently leased much of the excessed property to the State of Rhode Island pending final sale of the property. Court action by the Conservation Law Foundation (CLF) (et al) has prevented the ultimate land sale to the State as the Conservation Law Foundation has objected to the GSA environmental impact statement covering the proposed uses of the excessed Navy Land. The law suit filed by the CLF seeks injunctive and declaratory relief for what the plaintiff's alleged were proposed disposal actions in violation of NEPA, GSA and CEQ guidelines or regulations. This court action has not yet been resolved though recent efforts by the State may succeed in ending this legal blockage of the final transfer of property to the State. In the interim period since the land was declared excess to the needs of the Department of Defense, the State has been responsible for the maintenance of most of the properties through a protection and maintenance agreement with the Government.

The various parcels of land declared excess as a result of or subsequent to the 1973 SER are listed in Table 5-1. The Defense Highway and Tank Farms have been withdrawn from excess. The Melville South Fuel Pier area has been sold (88 acres).

The retained land at the Complex comprises the land holdings of four major commands; NETC 800 acres; War College 22 acres; Naval Hospital 42 areas; and NUSC 198 areas, (approximate acreages).

a. Leased Area

Included in the June 1974 "excess package" following the April '73 SER Announcement submitted to GSA, were 50+ acres at the waterfront area along Coddington Cove. Included in the excess package was the two destroyer piers, though the Navy retained the use of Pier 2.

On 2 September 1977, the Navy submitted a request to the Office of the Secretary of Defense to withdraw this 50 acre parcel from excess based on a re-evaluation of future Navy mission requirements. On 27 September 1977 the Office of the Secretary of Defense granted permission to withdraw the parcel from excess. While the 50+ acre parcel had been approved for removal from excess and ownership returned to the Navy, plans had been developed by the State for use of this area (as well as many other areas declared excess to the needs of the Navy) as early as June 1974.

In keeping with the Navy's intention of supporting a revitalization of the local economy severely impacted by the 1973 SER, the Navy agreed to lease approximately 41 acres of the waterfront area at the Newport Naval Base (now NETC) to the Rhode Island Port Authority and Economic Development Corporation.

The 41 acre parcel is shown on Plate 5-14. The parcel contains the entire land mass and Pier 1. The lease period for the Parcel runs from 1 January 1979 to 31 December 1988 and the lessee has an option to renew the lease for two additional periods of ten years each unless the Secretary of the Navy determines that such renewal will not be in the interest of national defense. Intent on the part of the lessee (State of R.I.) to renew the lease must be announced 27 months prior to the termination of the lease and Secretarial approval/disapproval of such intent will be given not less than 24 months prior to expiration.

The termination rights, as specified in the lease between the United States of America and the Rhode Island Port Authority and Economic Development Corporation, can be applied to the leased property. Termination can be affected by the Government upon declaration of a national emergency by the President pursuant to Title II of the National Emergencies Act of 14 September 1976 (Public Law 94-412) or by a breach of the lease by the lessee.

Use of the leased property by the lessee (State of R.I or its lessee) shall be limited to the establishment of a ship building facility and for activities related to shipbuilding or other marine industries unless prior written approval of the Government for other proposed uses is obtained. The State (RIPA and EDC) has sublet the leased property to Robert E. Derecktor of Rhode Island, Inc. who has established a private enterprise engaging in shipbuilding and repair. Additionally, Robert E. Derecktor Inc., has established the Newport Seafood Group Inc., a fish food processing operation utilizing the former cold storage warehouse (Building 42) located on the waterfront near Pier 1. Civilian employment in the Derecktor enterprises currently numbers about 900 workers.

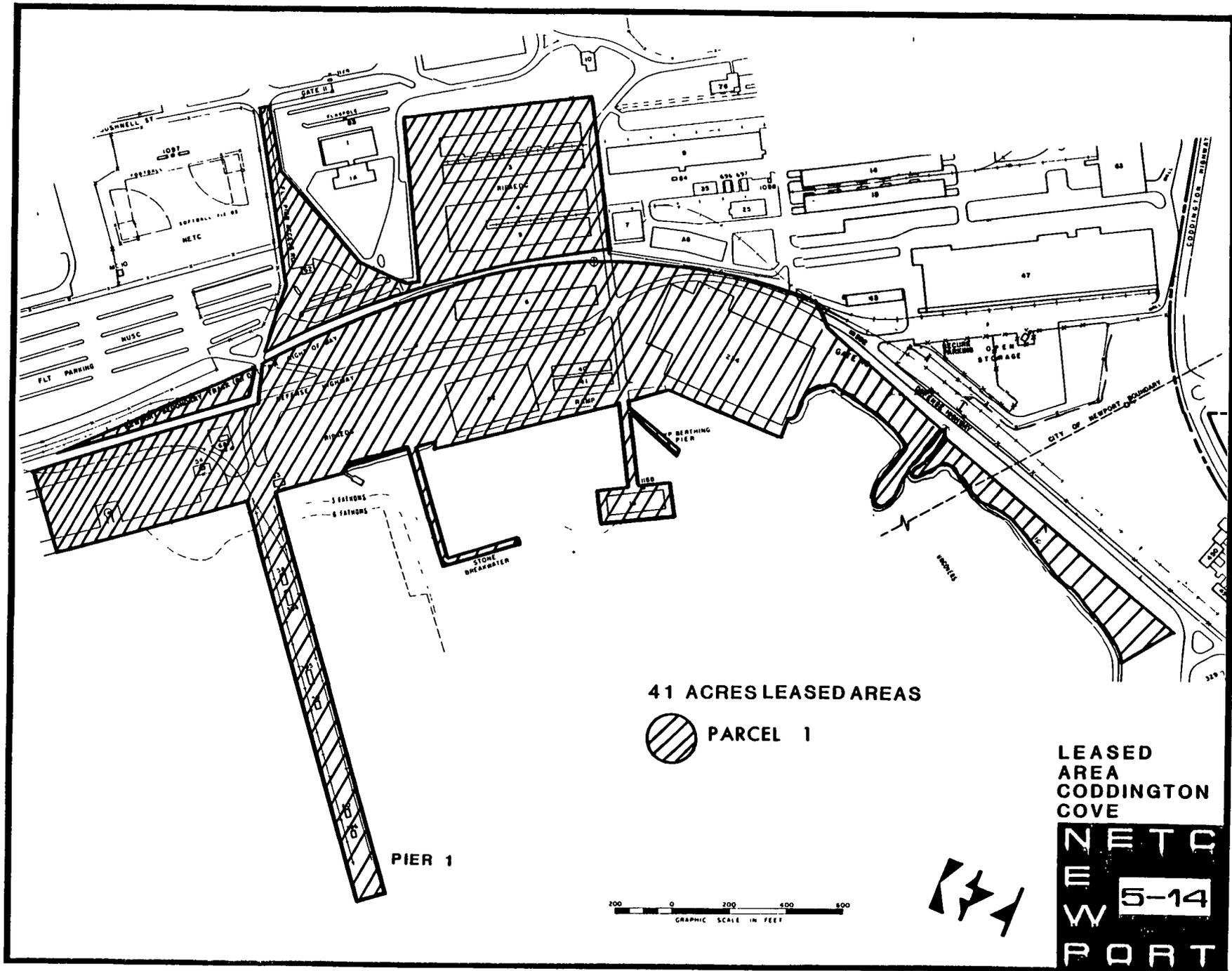
b. Tank Farm 5

NETC has withdrawn from excess approximately 7.3 acres of Tank Farm 5 including tanks 53 and 56 located south of the existing family housing area at Midway. Tank Farm 5, approximately 70 acres in size and containing eleven underground storage tanks (60,000 barrels each), was reported to the GSA on 6 March 1974 as excess to the needs of the Department of Defense.

During fiscal year 1976, NETC instituted a waste oil recovery program utilizing tanks 53 and 56. The primary sources of supply for this program are Naval activities at the Newport Complex and waste oil rafts which service homeported ships, although waste oil is accepted for processing from any source conforming to pertinent requirements. The low cost of operating the recovery program is possible through the use of tanks 53 and 56. Separation is accomplished by long detention periods without the use of heating coils. If the program is discontinued, it would be necessary to deliver the waste oil to the Defense Property Disposal Office, Davisville for disposal costing the Navy approximately \$15,000 in annual processing fees. Plate 5-15 shows the area withdrawn from excess.

Table 5-1 Land Holdings - Naval Complex Newport

<u>Area</u>	<u>Acreage</u>		
	<u>Pre-SFR</u>	<u>Excessed</u>	<u>Retained</u>
Coasters Harbor Island	112	0	112
Naval Hospital	42	0	42
Cloyne Court Housing	26	0	26
Coddington Point	190	1	189
Coddington Point	208	22	186
NUSC	191	0	191
Melville South, Midway, and Defense Highway	441	129	312
Melville North	478	238	240
Prudence Island	600	600	0
Goat Island	52	41	11
Fort Adams	102	77	25
Sachuest Point	189	189	0
Third Beach (leased)	2	0	2
Fort Weatherhill	7	7	0
Beaver tail Point	165	165	0
	<u>2,805</u>	<u>1,469</u>	<u>1,336</u>



2. Existing Land Use

a. Coasters Harbor Island

The dominant land use of this 111 acre Island is Training (Education). Located on the Island are the educational and administrative facilities of the Naval War College, Surface Warfare Officers School Command (except SWOS Basic Course), the Chaplains School and Communications School. Also on the Island are ten sets of family quarters including Quarters AA. This official residence of the President of the Naval War College has been nominated for inclusion on the National Register of Historic Places. (NRHP).

Personnel Support facilities on the Island include the NETC Bachelor Officer (BOO) Housing, the commissioned officers club, the small boat marina, a gym and other recreational facilities. Founders Hall, listed on the NRHP, is the War College Museum. See Plate 5-16.

Located at the southern end of the Island near the marina is a helicopter landing pad used for medical emergencies or VIP visits.

Some inappropriate or inconsistent land uses as well as some vacant buildings can be found on the Island. An inappropriate land use, considering the educational environment on the Island, is the location of the NETC Brig. This 28,000 square foot facility, enclosed by barbed wire fencing, is located at the northern tip of the Island, adjacent to the SWOS complex and the day care center. The brig is currently substandard and must be renovated to meet current Navy criteria for brig design. A study should be made to determine if renovation for new standards is feasible and cost effective. If not, then a new brig should be constructed.

Another inconsistent existing land use of the Island is the exchange service station. This function, which brings additional traffic into an already congested area, should be relocated to an appropriate site in the personnel support area of Coddington Point.

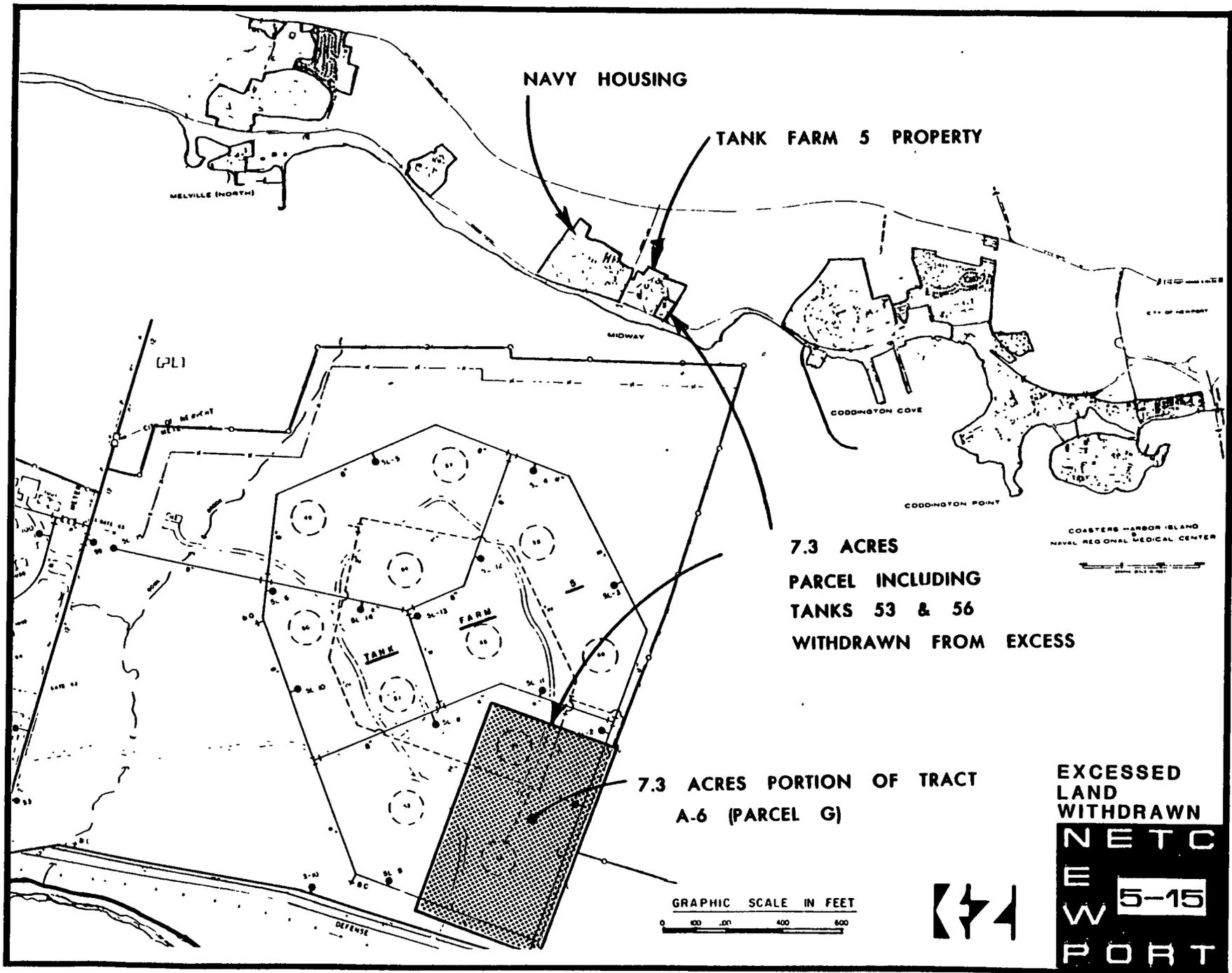
b. Naval Hospital

Occupying this 42 acre site at the southern end of the Complex are two dominant facilities, (Buildings 2 and 43) that provide inpatient and outpatient care respectively for all military and other authorized personnel in the geographical region. Also located within the hospital compound is an alcohol/drug rehabilitation center (Building 45) and several sets of family quarters. The hospital maintains much of its own facilities through its own Public Works staff which has shop space located in Building 46 at the east boundary of the hospital property.

Located due north of the Naval Hospital compound is Cloyne Court, a 26 acre family housing area containing 18 officer units. Building 1929, currently vacant, is the former CPO club which has relocated to new facilities on Coddington Point. It is scheduled for demolition. See Plate 5-16.

c. Coddington Point

Personnel Support and Training are the dominant land uses on the "Point". The commissary, exchange, indoor recreational facilities, clubs, shops, and stores are appropriately located here along with the Center's Unaccompanied Enlisted Personnel Housing (UEPH) and mess hall. At the northern end of the Point are the NAPS and OCS student dorms and dining facility. The main academic instruction building is Perry Hall (Building 440) while Building 1112 houses the applied instruction equipment including the Ship handling tank, and the damage control trainer. The NETC Administration Headquarters is located in Building K-61 on the western shoreline. While this facility is adequate, with a large portion of the building recently renovated to accommodate the Personnel Support Activity/Personnel Support Detachment, the building is located inside the training area and



NAVY HOUSING

TANK FARM 5 PROPERTY

MELVILLE (NORTH)

MIDWAY

CODDINGTON COVE

CODDINGTON POINT

COASTERS HARBOR ISLAND
NAVAL REGIONAL MEDICAL CENTER

7.3 ACRES
PARCEL INCLUDING
TANKS 53 & 56
WITHDRAWN FROM EXCESS

7.3 ACRES PORTION OF TRACT
A-6 (PARCEL G)

GRAPHIC SCALE IN FEET
0 200 400 600



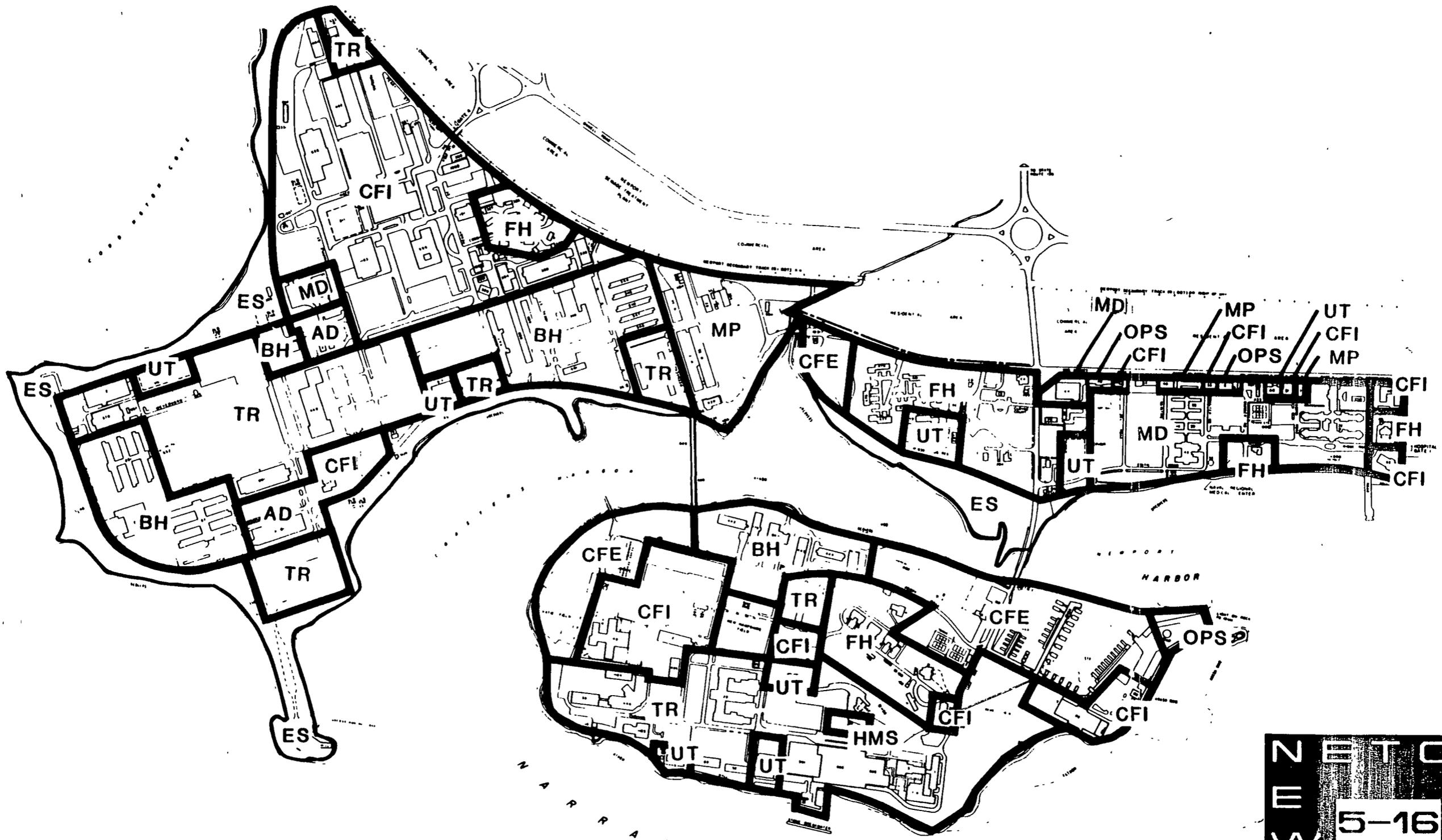
EXCESSED
LAND
WITHDRAWN
NETC
E
W 5-15
PORT

is not near the main gate of the Complex. Recent consolidations and relocations of administrative functions have resulted in the conversion of a portion of Nimitz Hall, a student dormitory, to NETC Administrative space. See Plate 5-16.

Future anticipated increases in student loading may be hampered by the loss of dormitory space. Another Administrative function that is currently located in Nimitz Hall is the Consolidated Civilian Personnel Office (CCPO). The CCPO, previously in Building 11 on Coddington Cove, was relocated into Nimitz Hall as Building 11 was transferred to the NUSC plant account. CCPO and Marine Administration Offices occupy the entire Wing #5 of Nimitz Hall which results in a loss of 26 student rooms (52 student quarters). Additionally, CCPO works with data processing (NAVDAF-Bldg 11) and payroll and should be near these offices.

With a few exceptions, however, the established land use plan for the Point is logical and functional. One constraint that exists at the Point as well as at other areas, is the lack of developable land. Very little area is available for siting new and/or replacement facilities. All future projects recommended by this plan will be incorporated into the existing land use plan for the Coddington Point area.

There are Public Works shops and facilities at the southern end of the Point. Most of these structures have outlived their economic life. This is the area of Coddington Point where a major land use change could occur if these substandard facilities are demolished and replaced with new buildings for other functions.



EXISTING LAND USE



LAND USE MAP

- OPS** OPERATIONS
- TR** TRAINING
- MP** MAINTENANCE & PRODUCTION
- RD** RESEARCH & DEVELOPMENT
- SUP** SUPPLY
- HMS** HAZ. MATERIAL STORAGE
- MD** MEDICAL/DENTAL
- AD** ADMINISTRATION
- BH** BACHELOR HOUSING
- FH** FAMILY HOUSING
- CFI** COMMUNITY FACILITIES (INT.)
- GFE** COMMUNITY FACILITIES (EXT.)
- UT** UTILITIES
- ES** ENVIRONMENTALY SENSITIVE

d. Coddington Cove

Coddington Cove contains the Complex's waterfront operations, most public works facilities, supply and storage buildings area, and several hundred family housing units in two locations. Approximately 41 acres of the waterfront area, including several buildings and Pier 1, have been leased to the State of Rhode Island which subsequently leased the area to Robert E. Derecktor Inc. for the development of a private shipyard.

Building 1 at the northern end of the "Cove" houses the administrative functions of the NETC Public Works Department, NETC Comptroller/Supply Administration, and Safety Manager.

Building 11, adjacent to Building 1, along with approximately 11 acres of land and one set of family quarters has been transferred to the NUSC plant account. See Plate 5-17.

No serious land use conflicts exist at Coddington Cove. However, the inter-mixing of a private shipyard with the operations of the active and reserve fleets of the Navy is a situation that is undersirable. The Navy has lost valuable assets necessary to provide adequate service and support to homeported active and reserve fleet units. Areas where problems exist or have the potential to exist include security, parking, congestion (vehicular), segregation of operations, explosive safety hazards and other OSHA defined hazards such as excessive noise. Problems or impacts associated with dredging and rock excavation which may be necessary to conduct ship overhauls (floating drydock installation) by the private shipyard are also possible.

e. NUSC

This plan is limited to a discussion of the NETC and NUSC joint-use facilities and other common problems. Basically the common-use facilities are recreational/personnel support type facilities such as ball fields and tennis courts. There are several ball fields in the NUSC area. The ball fields along the Fleet Pier Access Road are the NAPS facilities and this area is listed on the NETC plant account. The parking further to the west is NUSC property but is designated as a fleet parking area under an Intra-Service Support Agreement (ISSA).

A gymnasium is located in Building 80 adjacent to the ball fields.

The NUSC Stillwater Basin area berths NETC's VP craft under an ISSA.

f. Midway

This 105+ acre housing area contains 600 family housing units for an average density of five units/acre. A ball field and recreation center also are located at Midway. A storage area for private automobiles found abandoned throughout the Naval Complex is located in the southwestern corner of the housing area.

g. Melville - South

This area includes Tank Farm No. 3 which contains seven underground storage tanks with a combined capacity of 210,000 barrels. No changes are proposed for this area.

h. Melville - North

At Melville-North, which is about five miles from the main complex via (Burma Road), there are 200 units of family housing, a 40 unit mobile home park, and tank farms No. 1 and 2. At tank farm No. 1, there are six underground fuel storage tanks and two above ground fuel tanks

with a combined capacity of 263,000 barrels. Also at tank farm No. 1 there are two underground ballast/sludge tanks, each with a storage capacity of 2,100,000 gallons. Tank farm No. 2 contains 11 underground tanks with a combined storage capacity of 660,000 barrels. Building 115, located at the south end of the family housing area, is a 5,200 square foot vacant administrative facility. The building once housed the Defense Property Disposal Residency (Ship Sales) which has relocated out of the Newport area. The building has been secured.

i. Melville - Refueling Pier

Approximately 21 acres were retained at the Melville waterfront area including the north fueling pier. The south fueling pier and the 1,000' FBM pier have been excessed and used by the general public as fishing piers. Existing land use of the facility, which is a government owned contractor-operated (GO-CO) facility, consists of fuel storage, fuel delivery systems, equipment, and facility maintenance support. There are five sets of family quarters in four buildings located on Navy retained land at Melville. These units are unoccupied as the buildings are generally substandard.

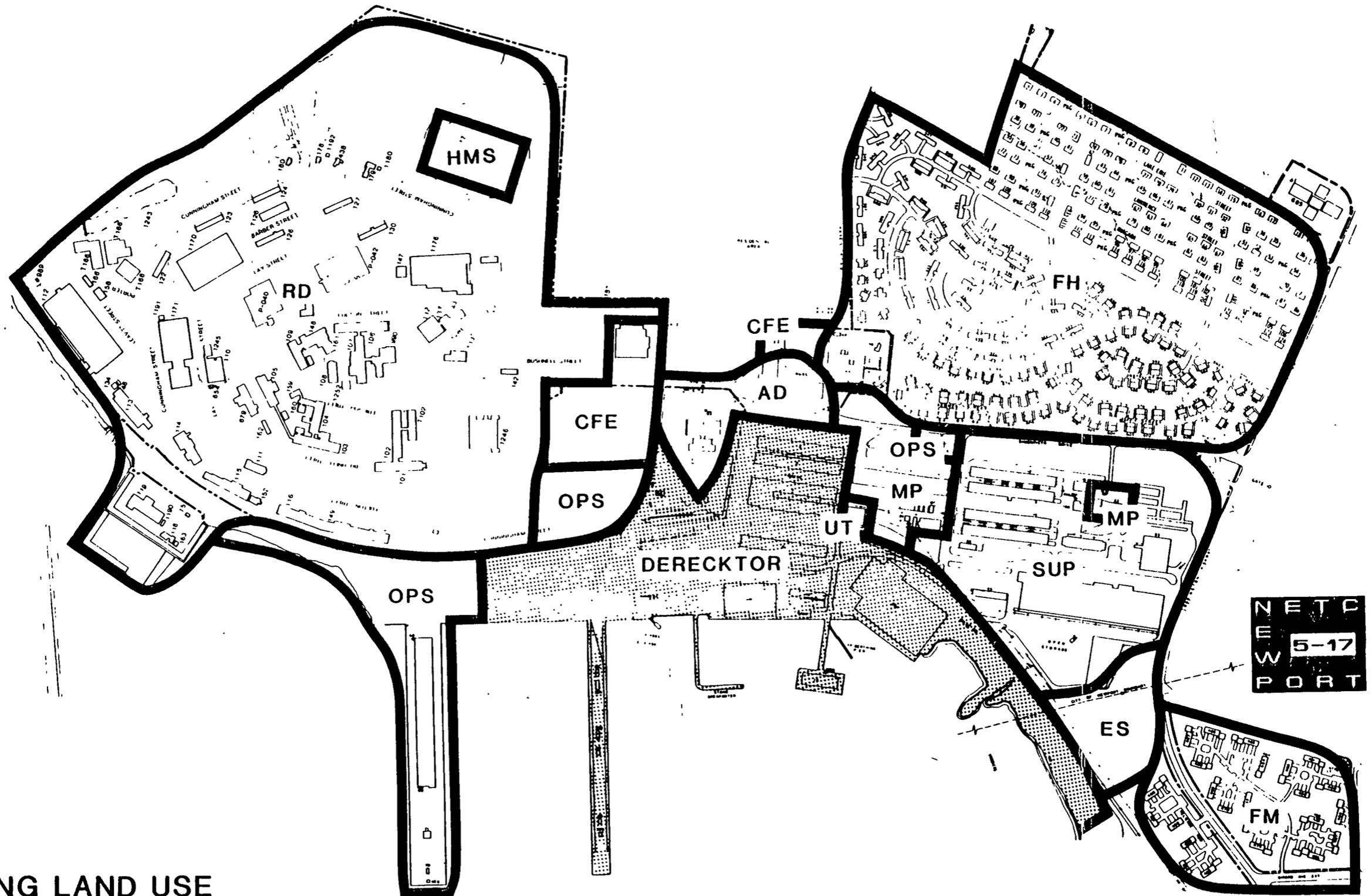
The Defense Fuel Support Point, Melville is operated by the National Service Corporation.

j. Fort Adams

One hundred and ten family housing units on 24 acres of land have been retained at Fort Adams. The remainder of peninsula has been excessed and is now a State Park.

The Navy family housing units are served by a Navy owned and operated sewage treatment plant located on the western boundary of the housing area.

Also located at Fort Adams, is a child care center, a recreation building, and a fire station.



EXISTING LAND USE

LAND USE MAP

- OPS** OPERATIONS
- TR** TRAINING
- MP** MAINTENANCE & PRODUCTION
- RD** RESEARCH & DEVELOPMENT
- SUP** SUPPLY
- HMS** HAZ. MATERIAL STORAGE
- MD** MEDICAL/DENTAL
- AD** ADMINISTRATION
- BH** BACHELOR HOUSING
- FH** FAMILY HOUSING
- CFI** COMMUNITY FACILITIES (INT.)
- CFE** COMMUNITY FACILITIES (EXT.)
- UT** UTILITIES
- ES** ENVIRONMENTALY SENSITIVE

k. Gould Island

Gould Island is located in Narragansett Bay about 1 1/2 miles from the main Complex. Used during World War II to develop and test torpedoes, Gould Island contains approximately 52 acres, most of which has been reported as excess to GSA. The northern portion of the Island, about 9.6 acres, has been retained and is occasionally used for torpedo testing. The land and facilities are listed on the NUSC plant account while the utilities are owned and maintained by NETC.

A light beacon structure, located on about 1/4 acre at the southern end of the Island, has been transferred to the Coast Guard. Also 16.9 acres bordering the Navy retained property at the north end has been deeded to the State of Rhode Island.

Facilities on the retained portion of the Island include the pier, wharf, and the large production building built on piles over the water at the north end of the Island. The pier is considered unsafe and the wharf is currently used as the access/egress point for the Island. Building 43, the former power plant for the Island has also been retained, though not contiguous with the other retained facilities.

Potable water and electrical power are provided the island via connection to the main Complex. On site septic systems provide sanitary capability though their condition is questionable. Fuel storage capability on the Island consists of six underground 10,000 gallon tanks though only gasoline for the fire truck is currently brought to the Island. A one-man fire/security watch is maintained around the clock.

3. Building and Structures

a. Buildings

Located at the Naval Complex Newport are approximately 501 buildings containing a gross floor area in excess of 6,464,600 square feet (not

included in these figures are family housing units or facilities located at outlying areas). NETC is the largest plant account holder with approximately 300+ buildings providing 3,332,000 square feet of space. MUSC has approximately 159 buildings containing over 1,798,200 square feet of space while the Naval War College's eleven buildings have over 768,700 square feet of floor space. Building assets for the major commands at the Complex are shown on Table 5-2.

The type of construction utilized in the Complex's facilities is predominantly permanent. Seventy percent of the total buildings at the Complex are permanent, 25% are semi-permanent and 5.0% are considered temporary buildings.

Considering building adequacy, approximately 1,040,000 square feet, 19.3%, of floor space at the Complex is considered substandard based on engineering evaluations conducted in June 1982 for most activities, and the War College Facilities evaluation conducted in early 1983. Table 5-3 shows a summary of building adequacy for the various activities at the Naval Complex.

A large part of the Naval Hospital assets have also been classified as inadequate. The majority of the inadequate area was identified as Building 1, the main hospital building. Approximately 150,000 square feet of space was considered inadequate in an engineering evaluation conducted in December 1982. Recent renovations have upgraded several wards and support functions. Since this is an old hospital building, it lacks basic utility systems of proper backup electrical power, central oxygen, suction, and compressed air throughout the building. A project to provide a new 100-bed hospital is un-programmed.

Table 5-2 Building Assets Naval Complex Newport

<u>Activity</u>	<u>No. Bldgs</u>			<u>Total</u>	<u>Area, sf</u>
	<u>Permanent</u>	<u>Semi-P</u>	<u>Temporary</u>		
NETC *	209	67	19	295	3,332,000
NUSC *	101	51	7	159	1,798,200
NWC *	11	0	0	11	768,700
NAVHOSP *	14	5	0	19	386,000
SWOS	4	3	0	7	135,000
NJS	1	0	0	1	30,000
NRDC	1	0	0	1	15,400
Totals	<u>341</u>	<u>126</u>	<u>26</u>	<u>493</u>	<u>6,465,300</u>

* Indicates Class I/II plant account holders

Table 5-3 Building Conditions Naval Complex Newport

<u>Activity</u>	<u>Total Area, sf</u>	<u>Substandard Area, sf,</u>	<u>% Subs</u>
NETC	3,332,000	643,600	19.3%
NUSC	1,798,200	131,000	7.3%
NWC	768,700	51,000	6.6%
NAVHOSP	386,000	168,000	43.5%
SWOS	135,000	0	0
NJS	30,000	30,000	100.0%
NRDC	15,400	0	0
Totals	6,465,300	1,023,600	15.8%

Substandard NETC buildings include a variety of uses including training facilities, general storage warehousing facilities, administrative facilities, housing (BEQ) and recreational/personnel support facilities.

b. Structures

Numerous structures, including fuel storage tanks, piers, ammunition storage magazines, pipelines, utility substations, pumphouses are located throughout the Complex. Most significant are the piers (addressed in the following section) and the fuel storage tanks.

Located between the Melville fuel pier and the destroyer piers in Coddington Cove, are the three tank farms retained by the Navy following the 1973 SER and operated by the Defense Fuel Support Point, (DESP) Melville. A total of 35 tanks provide a total storage capacity of 1,358,535 barrels.

These tanks, most of which are located underground, were built to contain a variety of fuel types including ship fuel (Fuel, Naval Distillate (F76)), jet engine fuel (JP-4,5) aviation gasoline (AVGAS), bulk heat fuel, motor gasoline, lubricants, ballast/sludge and waste water. Tank sizes and types are listed in Table 5-4 and summarized by type in Table 5-5.

Most of the tanks were constructed during the early 1940s and are in fair condition. Five tanks are listed as substandard.

c. Piers

Several piers of various sizes and uses are located at the Naval Complex, Newport. Most prominent are the two destroyer piers located in Coddington Cove. These two piers, Piers 1 and 2, were the homeport berths for over 70 ships, including destroyers, destroyer-tenders, fleet tugs, fleet oilers and other naval vessels. The piers were designed with a capacity of 72 ships; each pier having six berths, each capable of nesting six ships.

Table 5-4 Existing Fuel Storage Capacity Naval Complex

<u>Tank #</u>	<u>Size</u>	<u>Location</u>	<u>Type Storage</u>	<u>CCN</u>
1	17,300 BL	M	Contaminated Fuel	411.82
2	17,300 BL	M	F76	411.10
3	50,000 BL	M	Bulk Heat Fuel	411.84
5	2,160 BL	M	JP5	411.50
9 *	50,000 BL	TF-1 (u)	Ballast/Sludge	412.35
10 *	50,000 BL	TF-1 (u)	Ballast/Sludge	412.35
11	56,000 BL	TF-1 (u)	JP5	411.50
12	55,000 BL	TF-1 (u)	JP5	411.10
13 **	27,000 BL	TF-1 (u)	Motor Gasoline	411.40
14	27,000 BL	TF-1 (u)	Aviation Gasoline	411.20
15	27,000 BL	TF-1 (u)	Aviation Gasoline	411.20
16	27,000 BL	TF-1 (u)	Aviation Gasoline	411.20
17	27,000 BL	TF-1 (u)	Aviation Gasoline	411.20
18 **	27,000 BL	TF-1 (u)	Aviation Gasoline	411.20
19	60,000 BL	TF-2 (u)	F76	411.10
20	60,000 BL	TF-2 (u)	F76	411.10
21	60,000 BL	TF-2 (u)	F76	411.10
22*	60,000 BL	TF-2 (u)	Bulk Heat Fuel	411.84
23	60,000 BL	TF-2 (u)	F76	411.10
24	60,000 BL	TF-2 (u)	F76	411.10
25	60,000 BL	TF-2 (u)	F76	411.10
26	60,000 BL	TF-2 (u)	F76	411.10
27	60,000 BL	TF-2 (u)	F76	411.10
28	60,000 BL	TF-2 (u)	F76	411.10
29	60,000 BL	TF-2 (u)	F76	411.10
32	27,500 BL	TF-3 (u)	JP5	411.50
33	27,500 BL	TF-3 (u)	JP5	411.50
34	27,500 BL	TF-3 (u)	JP5	411.50
35	27,500 BL	TF-3 (u)	JP5	411.50

Table 5-4 Existing Fuel Storage Capacity Naval Complex (Cont)

<u>Tank #</u>	<u>Size</u>	<u>Location</u>	<u>Type Storage</u>	<u>CCN</u>
36	27,500 BL	TF-3 (u)	JP5	411.50
60	471 BL	M	Lube Oil	412.25
61	471 BL	M	Lube Oil	412.25
67	333 BL	M	Empty - BS + W	412.35
69	50,000 BL	TF-5 (u)	Waste Oil Recovery	-----
70	50,000 BL	TF-5 (u)	Waste Oil Recovery	-----
35	1,358,535 BL			

Legend

* Substandard, in use
 ** Substandard, not in use
 + To be demolished
 M Melville Pier area
 TF Tank Farm
 (u) underground tank
 F76 Fuel, Naval Distillate
 JP5 Jet Engine Fuel

Table 5-5 Summary of Existing Fuel Storage

<u>No Tanks</u>	<u>TYPE Storage</u>	<u>Capacity</u>	<u>CCN</u>
12	Ship Fuel	672,300 BL	411.10
5 ***	Aviation Gasoline	135,000 RL	411.20
1 **	Motor Gasoline	27,000 BL	411.40
7	Jet Engine Fuel	195,660 BL	411.50
1	Contaminated Fuel	17,300 BL	411.82
2 ****	Bulk Heat Fuel	110,000 BL	411.84
2	Lubricant	942 BL	412.25
3 * +	Ballast/Sludge	100,333 RL	412.35
2	Waste Oil Recovery	100,000 BL	-----
<u>35</u>		<u>1,358,535 BL</u>	

- * 2 Tanks (100,000 BL) substandard in use
- ** Tank not in use, substandard
- *** 1 Tank (27,000 BL) substandard not in use
- **** 1 Tank (60,000 BL)
- + 1 Tanks (333 BL) To Be Demolished

Pier 1, the southern pier, was built in 1955 at a cost of about \$5,100,000. It is 1,525 feet long by 100 feet wide providing 3,150 feet of berthing. Its construction is a reinforced concrete deck supported by concrete pilings with a wood fender system. The load bearing capacity of the pier is 600 pounds per square foot (psf). Rail sidings run the entire length of both sides of the pier. Utility services are also available on the pier. The estimated replacement value of Pier 1 is \$17,800,000 (Sept. 1979). Pier 1 was declared as excess to the needs of the Navy following the 1973 SER program. The Pier was subsequently withdrawn for excess and leased to the State. The State sublet the Pier to Robert E. Derecktor, Inc.

Pier 2 constructed at a cost of \$7,220,000 in 1958, is 1,525 feet long and 200 feet wide providing 3,250 feet of berthing. Construction features are the same as Pier 1. Located on Pier 2 is Building 68, the former headquarters and operations center of Commander, Cruiser-Destroyer Force, U.S. Atlantic Fleet. Following the 1973 SER the building, (860 feet long by 100 feet wide) was vacated and secured. The building has been renovated and is currently used for the Ship Intermediate Maintenance Activity (SIMA) operations, MOTU-4, and Surface Group Four Headquarters. Utility service is available on Pier 2.

Other pier facilities in the Coddington Cove area include a berthing pier and the access pier to Building A-18. The berthing pier is 252 feet long and 10 feet wide providing 414 feet of berthing. It was constructed in 1974.

The access pier connects the shoreline with 250' x 125' (31,250 sf) platform on which is located Building A-18. The pier is approximately 300 feet long by 30 feet wide and is used for access (vehicular and pedestrian) to Building A-18 and the pier which connects to it. Both piers are leased to Robert E. Derecktor, Inc.

Located on the eastern shore of Coasters Harbor Island is a marina providing berthing for small craft and the War College pleasure craft.

Pier facilities in the NUSC area north of the destroyer piers include two piers and a wharf which are arranged to form a "basin" known as Stillwater Basin. The seven Patrol Craft (YP) are berthed at this pier. The two piers, structures No. 170 and 171 are 40 feet wide and 240 feet long and 520 feet long respectively and provide a total of 1,400 feet of berthing wharf. The berthing wharf provides an additional 520 feet of berthing though 75 feet is substandard because of insufficient water depth.

The north fueling pier at Melville, operated by DFSP, is an L-shaped pier providing approximately 1,050 feet of berthing. Originally constructed in 1906 as a pier to load coal aboard steam-powered vessels, the pier is outdated by design for use as a fuel oil pier and is considered substandard. However the pier is still in use.

Pier facilities on the Navy retained portion of Gould Island includes a 500 foot finger pier protected by a sheet pile breakwater constructed off the main pier to form a protected harbor. The finger pier provides approximately 483 feet of berthing. Additional berthing is available on the eastern side of the wharf while the western face provides about 250 feet. Berthing is also possible along the curved portion of the connecting trestle along the quay walls at the northern end of the island. Pier facilities are in poor to fair condition.

4. Facilities Replacement Value

As recorded in the Navy manual "Detailed Inventory of Naval Shore Facilities, 30 September 1985", the Naval Complex Newport has facility assets with a replacement value of approximately \$1,200,000,000. Acquisition and construction cost for Class I property (land) and Class II property (facilities) for the Naval Complex were recorded as approximately \$1,328,000 and \$205,820,000 respectively. These figures only include those land areas and facilities currently listed as U.S. Naval property.

The estimated replacement value is derived from the summation of the hypothetical costs of replacing existing facilities (Class II only) with an identical facility constructed under similar circumstances in the same location but under current labor, material, and equipment cost rates. The replacement value is, at best, a crude estimate (and usually lower than actual costs) of what it would cost to duplicate existing Naval facilities at some other location discounting land cost. Also, the replacement cost does not include Class III property (equipment).

A breakdown of costs for the major property (plant account) holders at the Complex is shown in Table 5-6.

5. Circulation

a. Roads

Approximately 60 miles of roadway exists throughout the Naval Complex including the outlying housing areas. Most roads are paved, however, some unpaved roads exist in the fuel storage areas (tank farms). Roads are almost exclusively of flexible type construction with bituminous asphalt overlay. Concrete curbing and sidewalks have been provided in most of the personnel support and educational areas on Coaster Harbor Island and Coddington Point. Sidewalks and curbing are generally non-existent in the Coddington Cove area. The industrial/supply operations conducted in this area do not warrant the installation of sidewalks but curbing would better define the roadway system, extend the life of the pavement, and improve control of storm water runoff and reduce erosion.

Most roads throughout the Complex are two-lane, two direction traffic corridors and are in fair to good condition. Some of the roads are narrow, particularly in the NAPS-CCS area of Coddington Point, causing occasional conflict between marching troops and vehicles.

5-6 Inventory of Facility Cost at Naval Complex Newport

<u>Activity</u>	<u>Class I (land)</u>	<u>Class II (Facilities)</u>	<u>Total I & II</u>	<u>Replacement Value (Class II only)</u>
NWC	\$ 39,000	\$ 15,881,000 *	\$ 15,920,000	\$ 64,125,000
NETC	1,060,000	156,500,000	157,560,000	909,011,000
NUSC	112,000	26,727,000	26,839,000	135,300,000
NAVHOSP	117,000	4,680,000	4,797,000	58,064,000
NDC	0	2,030,290	2,030,290	2,662,000
Totals	<u>\$1,328,000</u>	<u>\$205,818,290</u>	<u>\$207,146,290</u>	<u>\$1,169,162,000</u>

* Does not include Hewitt Hall

Source: Detailed Inventory of Naval Shore Facilities 30 September 1985

Two, narrow, two-lane bridges connect Coasters Harbor Island with the mainland. The southern bridge, connecting the War College area with the Naval Hospital area (Gate 1), was replaced with a new bridge and gate due to severely deteriorating conditions. The other, larger bridge, connecting the BEQ area with Coddington Point is just wide enough (28') to allow cars and small trucks to pass simultaneously, but larger vehicles cannot simultaneously cross the bridge. The bridge has a pedestrian walkway.

One other vehicular bridge in use at the Complex is the narrow, low weight limit wood decked bridge that crosses the railroad tracks at Gate 4, and is owned by the State of Rhode Island. The bridge is arched and its narrow width prevents simultaneous use of the bridge by two passing cars. The bridge impedes traffic flow, particularly for large trucks which are prevented from using the bridge because of the low weight limit or the sharp curvature of the bridge.

b. Parking

Numerous vehicular parking facilities providing parking spaces for several thousand vehicles have been identified throughout the Complex, (see Plate 5-18 through 5-22). Private vehicles also park along side-streets and around buildings. They were not identified on the parking plan, so the actual number of spaces is probably much higher. For the most part, designated parking areas are paved and striped using a 90° angle parking configuration. On that basis, parking area capacity has been estimated using approximately 35 square yards per vehicle rather than an actual count of the available spaces.

Adequate fleet parking can be provided by the large, former fleet parking (capacity approximately 900 cars) that has been acquired through a intra-service support agreement (ISSA) with NUSC.

A secured parking lot has recently been constructed adjacent to Building 47. The lot, with a capacity of approximately 100 cars, is fenced and lighted. Expansion of the secured lot could occur to the southeast should the need for additional space develop.

Administration of the on-base parking program is largely the responsibility of the various activities and tenants who assign or utilize the parking facilities adjacent to their respective buildings or work center. In order to maximize the utilization of existing parking area, a parking coordination and assignment program could be established with a single activity or department (i.e. Base Security Office) having overall responsibility for the use of all, large on-base parking areas.

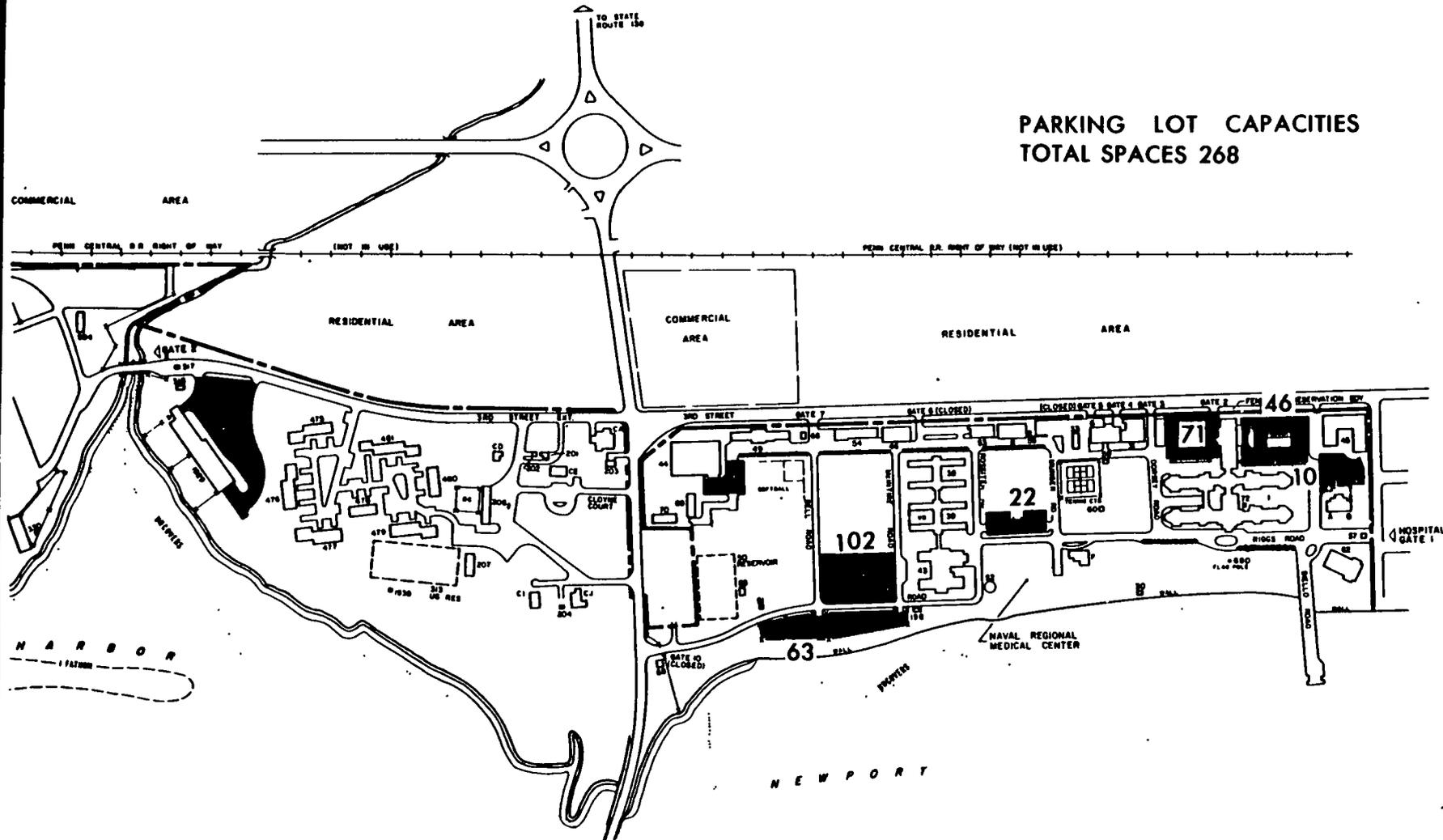
c. Gates

Several gates provide access to the Naval Complex as shown on Plate 5-23. All vehicles without proper identification (decal) must enter through Gate 1, the only gate where visitor passes can be obtained. (NUSC visitor passes are obtained at Building 80). This includes truck traffic as well. Unless arrangements are made in advance, no trucks (without a proper pass) can enter the Complex except at Gate 1. The location of the police/pass office at Gate 1 requires excessive traffic, particularly truck traffic, on Coasters Harbor Island and across the narrow bridge connecting the Island with Coddington Point. A relocation of the pass office to the Gate 4 area, combined with a redesign of the street system in the Gate 4 area will reduce unnecessary traffic on Coasters Harbor Island.

Gates 10 and 11 in the Coddington Cove area are open 24 hours a day. Similarly, an "open gate" policy is in effect at the Naval Hospital. Gate 7 is not manned and is open 24 hours a day. Other gates in the Hospital area are open only during peak traffic hours.

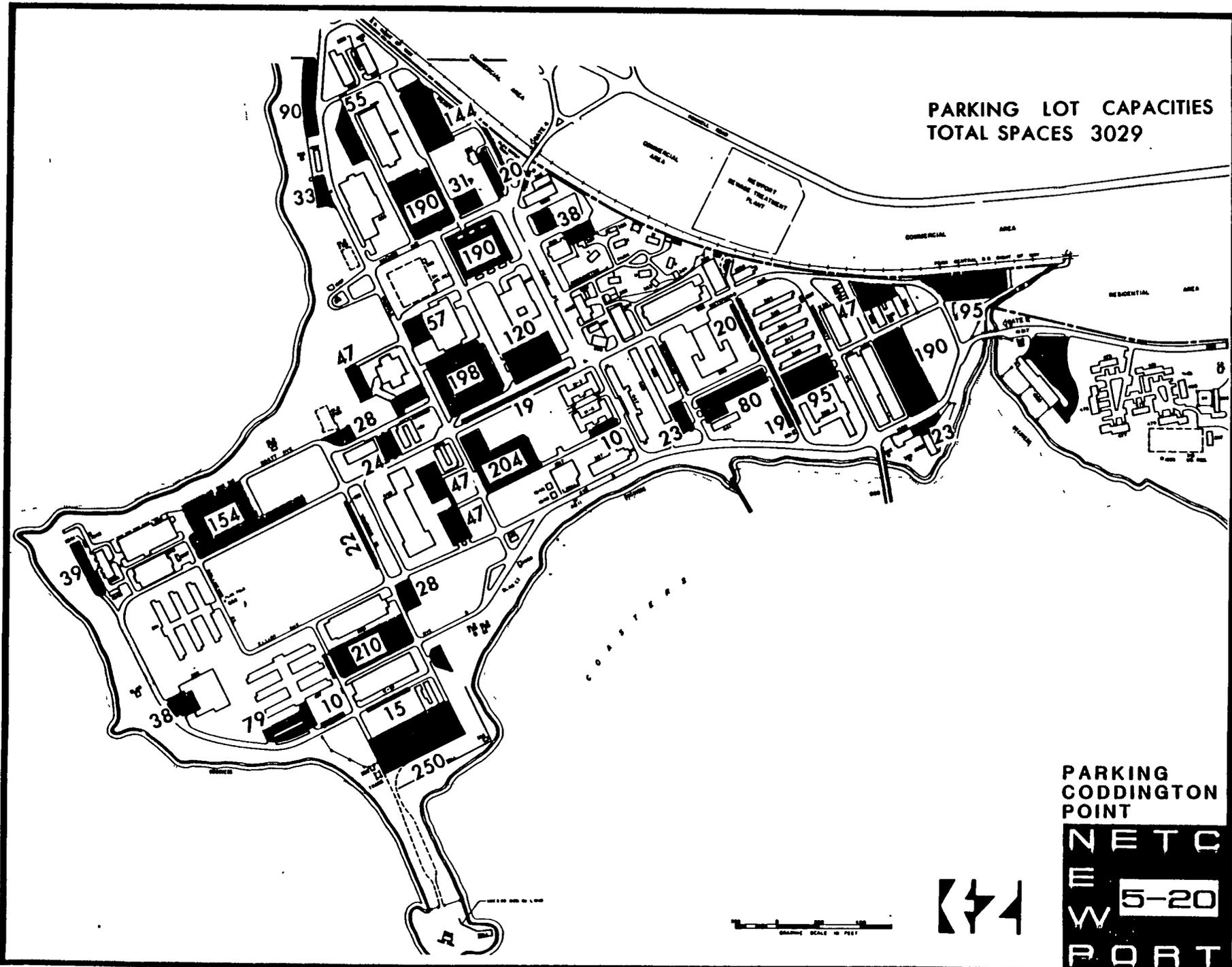
Gate 4 on Coddington Point is a controlled gate open 24 hours a day. Gate 2 is open during the working day (0700-1700). Controlled gates open 24 hours a day are Gates 1, 4, 10, and 11.

**PARKING LOT CAPACITIES
TOTAL SPACES 268**



**PARKING
NAVAL
HOSPITAL
NETC
E
W 5-19
PORT**

PARKING LOT CAPACITIES
TOTAL SPACES 3029

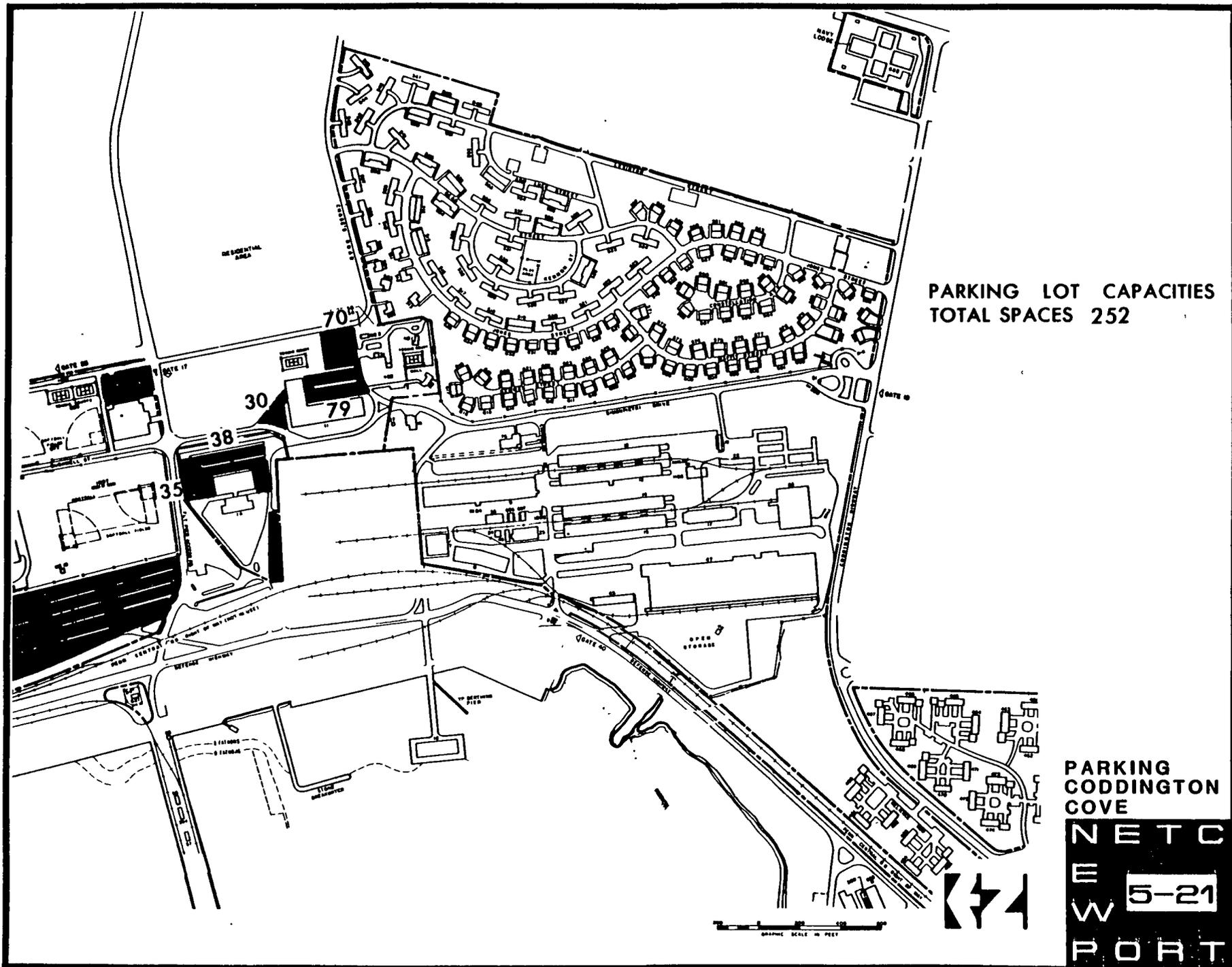


PARKING
CODDINGTON
POINT



GRAPHIC SCALE IN FEET

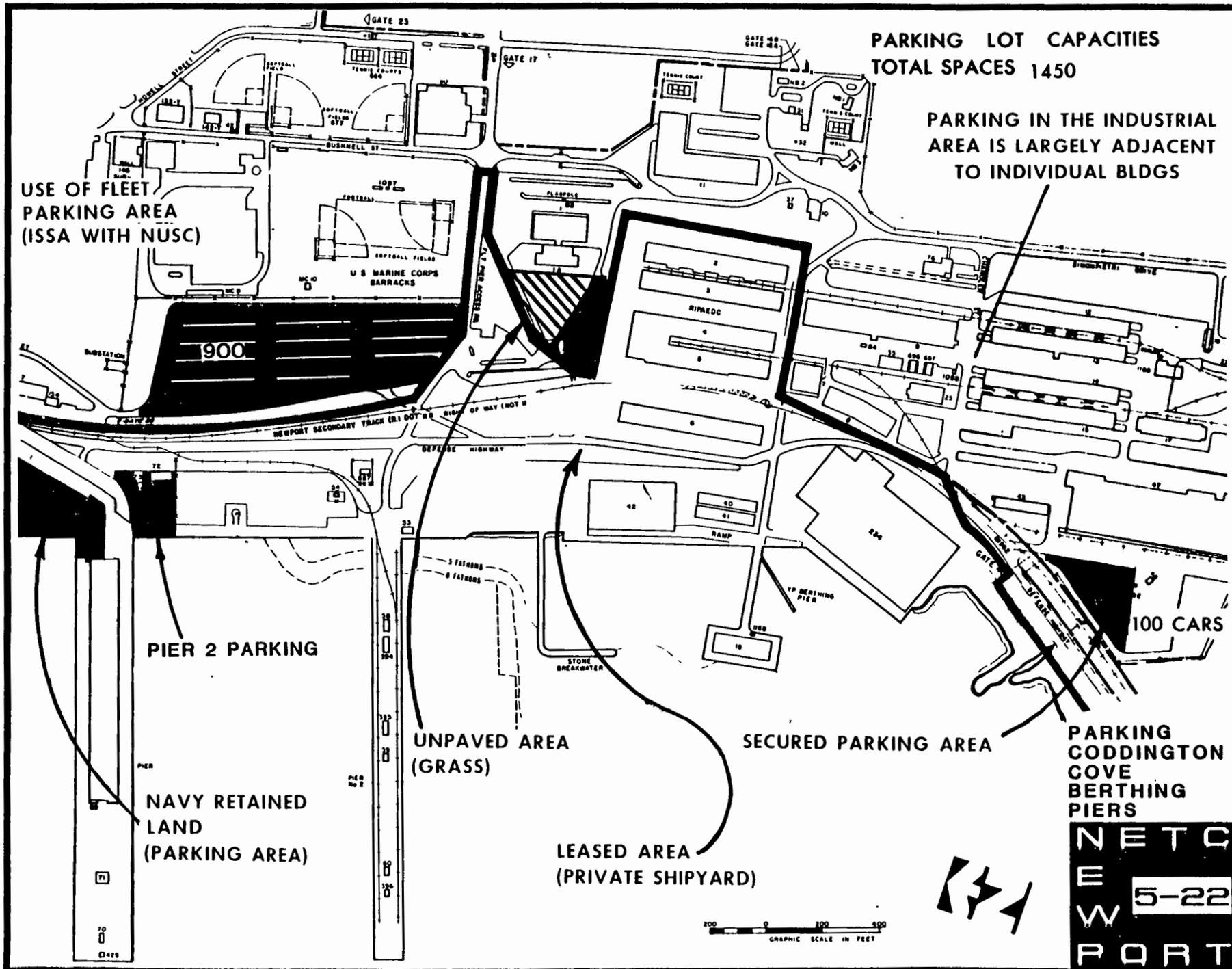
NETC
E 5-20
W
PORT

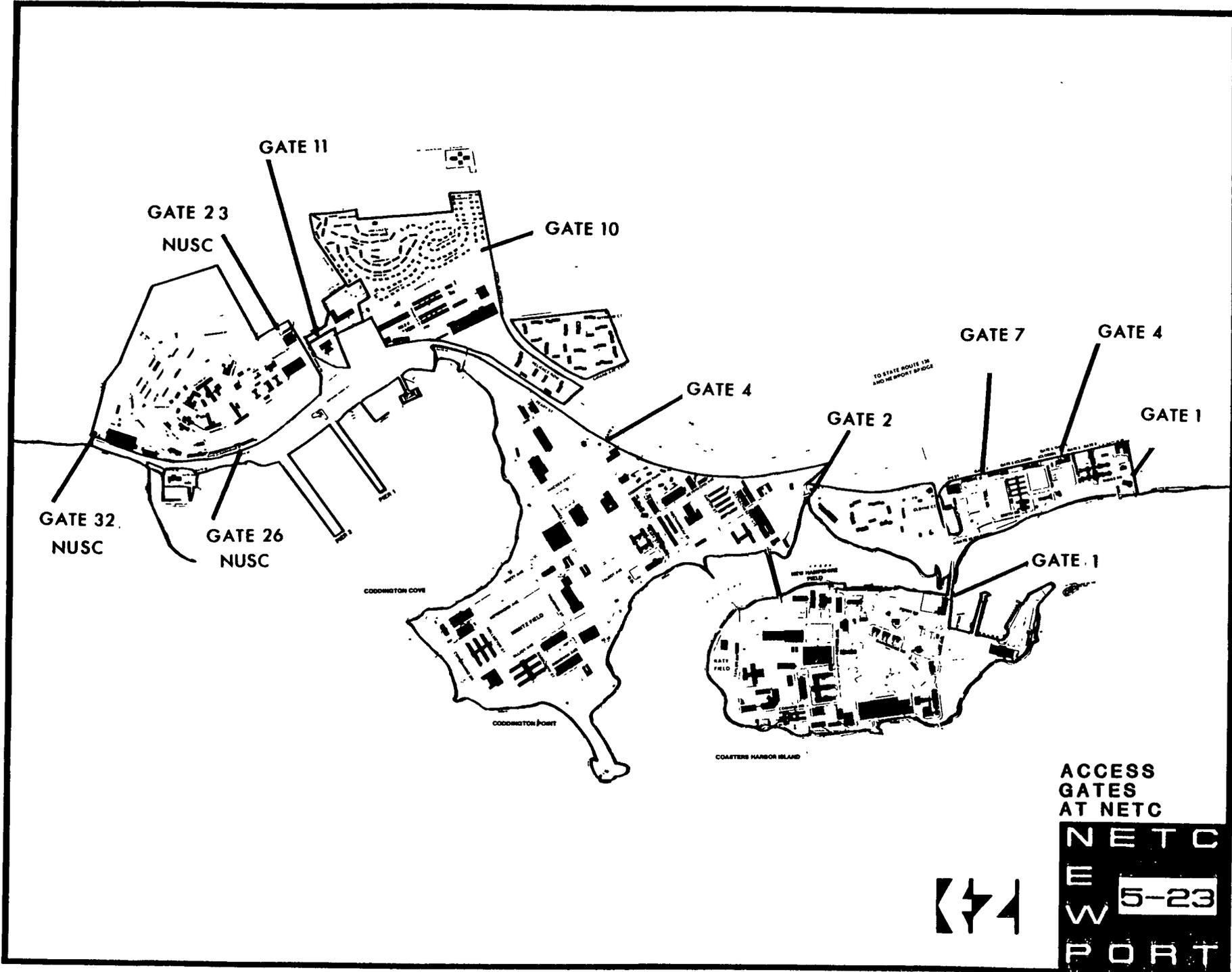


PARKING LOT CAPACITIES
TOTAL SPACES 252

PARKING
CODDINGTON
COVE
NETC
E 5-21
W
PORT

GRAPHIC SCALE IN FEET





Access to the NUSC compound is restricted to persons and vehicles with proper identification. Visitor badges and vehicle permits must be obtained at Building 80 near Gate 23. Gates 26 and 32 are open only during peak traffic hours (AM & PM) and may only be used by personnel with proper NUSC identification.

Because of the private shipyard operations ongoing at the waterfront area, the pier area is closed to the public, and is fenced and guarded. The DFSP area on Pier 2 is also guarded.

The housing areas are maintained as "open gate" areas.

6. Utilities

a. Ashore

1. Electrical

The existing electrical system at the Naval Education and Training Center was constructed in 1942 with little modification. The system consists of parallel operated 23 KV sub-transmission lines originating at Newport Electric Corporation's Jepson Substation. These lines in turn service 13 distribution substations which step down the voltage and provide regulation to 2400 Volts Delta and 4160Y/2400 Volts at all stations with the exception of the Pier which transforms to 13.8 KV.

Newport Electric Company currently supplies all power requirements of the Naval Complex. Newport Electric's system currently consists of two 115 KV lines originating at the Montaup Electric Generating Station. The entire island of Aquidneck Island is served by these two lines. The 115 KV source is stepped down at Dexter Substation to two 69 KV lines. These lines in turn proceed to Jepson Substation and are stepped down to multiple 23 KV lines. There are four transformers at the Jepson Substation of various capacities, one of which is a spare, serving a 23 KV split bus system. There are four diesel generators connected to the 23 KV bus which provide peaking and emergency

capacity. Total generating capacity is 8,000 KW. All Navy loads are normally supplied via the West Bus at Jepson (2211 and 2218) as well as 1/2 of all non-Navy loads south of Middletown. Emergency feeder 2210 to the Navy Substation 15 is also connected to the West Bus. Line switching is possible to receive power via line 2210 from the Dexter 69/23 KV Substation but non-Navy loads connected to 2210 limit Navy loads essentially to the Melville and Midway areas only. Emergency feeder 2212 connects to the East Bus at Jepson but also is capacity limited by non-Navy loads. Feeder 2212 is so capacity limited that on demand it could not handle Navy Substation 7 where it terminates. Emergency feeder 2201 terminates at the Newport Electric Company West Howard Substation which is served by the East Bus at Jepson. This feed to Navy Substation 5 is a submarine cable of very questionable integrity. Capacity limitations on 2201 are caused by overloading conditions on lines feeding from the Jepson Substation to the West Howard Substation in the NEC system.

Since both Navy normal sources terminate on the West Bus at Jepson Substation, a bus failure at Jepson would cause a total Navy system shutdown without sufficient internal NEIC capacity to tie in emergency feeders. Any single transformer failure at Jepson would also severely overload existing transformers on peak demand.

Substations are located in load areas and, due to feeder transport constraints, cannot "backup" facilities in adjacent load areas. Table 5-7 is a listing of load areas, the substations serving these areas, and the capacities.

a. Condition/Capacity

The integrity and reliability of the electrical distribution system throughout the Naval Complex has diminished due to the limited capacity available from service lines 2201, 2210, a 23 KV submarine cable, is no longer considered reliable because of numerous splice repairs made to the cable. Submarine cable 2206 (23 KV), badly

TABLE 5-7
SUBSTATION CAPACITY

SUBSTATION	LOCATION	VOLTAGE	CAPACITY KVA	CAPACITY FIRM *
5	CHI, NAVHOSP	23,000/2,300	7,000	0
6	CP	"	5,000	2,500
7	CC NUSC	"	"	"
8	CC NUSC	"	1,000	1,000
12	Midway	23,000/4,160	1,500	750
15	Melville	"	2,500	"
17	Pier 2	23,000/13,800	12,500	0
19	Melville	23,000/2,300	1,000	0
20	CC NUSC	"	7,000	2,000

* The substation firm capacity is the amount of load which can be "backed up" locally or shifted to an adjacent substation following a first contingency transformer or line failure.

damaged in 1981, is no longer in service and requires replacement. Overloaded circuits and equipment, a lack of redundant or reserve transformer capacity, rapidly shifting load concentrations, a lack of sectionalizing or switching equipment, and load additions are the reason for overall poor condition of the distribution system. Age is another factor.

Approximately one half of all substation equipment was installed during World War II. Estimated equipment life varies depending upon operation but basically ranges between 30 to 40 years. The probability of substation equipment failure at NETC due to age is very great.

A substantial part of the primary overhead system is World War II vintage. This system must be rebuilt or placed underground or risk pole failures during wind and ice storms.

The underground system has been rebuilt in certain areas especially at NUSC where approximately 65% of the system has been replaced. Approximately 50% of all underground facilities, however, are World War II vintage and should be replaced to maintain a higher degree of reliability.

The underwater 23,000 volt lines 2201, 2203, 2206 and the direct buried submarine cable 2208 are also very old. The underwater cables have been cut and spliced numerous times. In fact, at this writing, line 2203 to Gould Island is out of service, having been caught by an anchor, dragged and broken.

During the past five years, the peak demand has increased over 25% and the electrical consumption has increased 31%. The electrical demand is approaching 100% of the capacity of the transmission lines, feeders, and distribution substations serving the center. There is no emergency back-up system. The existing 2400 Volt system is also inadequate to serve the major increases in shore facilities planned for the Naval Complex. Severe electrical overloads and failures would result with the present system.

Table 5-8 is a list of Military Construction projects planned and the anticipated electrical demand.

NETC Project P-342 will provide a new source of power to the Newport Complex. It will provide a new primary voltage electrical service to the Newport Naval Complex consisting of two 69 KV transmission lines, two 69 KV to 13.8Y/8.0 KV 20/30 MVA LTC transformers and associated bus structures, switchgear and eight feeders, conversion of the existing 23 KV sub-transmission system to 13.8Y/8.0 KV distribution, replacement of eight distribution transformers at Substations 5, 7, 12, 15, and three tank farms, and replacement of potential transformers at distribution substations.

b. Electrical System by Areas

Coasters Harbor Island

Substation 5 supplies all facilities on the Island. The substation capacity is 7,000 KVA but the firm capacity is zero. Two feeders from Substation 6 can supply a limited amount of back-up power depending on loading conditions. Three 23,000 volt circuits terminate at Substation 5. Feeder 2204 is the only one energized and is an overhead circuit from Substation 6. Two other feeders are submarine cables. Feeder 2206 is an alternate source of supply from Substation 6. Feeder 2201 is an emergency feeder from the West Howard Substation. This feeder has been cut and spliced several times and its reliability is questionable. To provide for the projected increase of electrical load, Substation 5 should be double ended to provide local back-up service. The existing substation transformer should be replaced. The existing capacity must be reinforced with an additional 5,000/7,000 KVA transformer to provide reliable 2,300 volt line for future direct 13,800 volt distribution.

Switchgear currently located in Building 86 should be relocated in Substation 5. Proposed Project P-342 will construct a second 5,000 KVA transformer in Substation 5.

TABLE 5-8
MILCON PROJECT DEMAND

Project	Description	Demand (KVA)	FY
NETC PROJECTS			
P-308	BOQ (I)	500	87
P-360	SWOS Acad Inst Bldg	500	87
P-398	SEA Expansion	150	88
P-361	NAVJUSSCOL Expansion	100	89
P-384	SWOS Combat System Trainer	1,125	89
P-295	Theater	75	90
P-332	Brig	100	90
P-338	Main Admin Bldg	200	90
P-357	BOQ (II)	750	90
P-392	SIMA Warehouse	100	90
P-393	SIMA Expansion	2,000	90
P-270	Police Station	50	91
P-387	Child Care Center	25	91
P-333	Chapel & Rel Ed	50	92
P-352	BEQ (I)	400	92
P-363	Gate 4 Admin Bldg	100	92
P-385	Air Condition Bldg 446	150	92
P-378	BOQ (III)	500	93
P-388	Library	25	93
P-310	NAVDAF	1,200	UP
NUSC PROJECTS			
P-034	Systems Engineering Bldg	200	89
P-035	Facilities Support Bldg	250	89
P-030	Test & Evaluation Bldg	175	90
Internal Growth to Meet Mission Requirements			
	Advanced Capability Mark 8 Torpedo	575	N/A
	Underwater Vehicles & Weapons Silencing	450	N/A
	Teleconferencing Facility	450	N/A
	Launcher Lab Tow Mechanism	100	N/A

Naval Hospital

All hospital loads are served from Substation 4. Substation 4 is a switching and voltage regulating station and receives all power from Substation 5 (normal feed) or Substation 6 (emergency feed). Feeder 4H1 serves basically the main hospital Building 1 only and feeder 4H2 serves the remainder of the hospital complex. In addition to the supply sources from Substation 5 or 6, a 4,160 volt tie to the Newport Electric Company is maintained near Building 45 to supply emergency service through a 4,160/2,300 volt step-down transformer. In addition, a 500 KW diesel generator located in Building 993 will supply sufficient power to operate the main hospital Building 1 in total.

A new substation would be required with the construction of a new hospital.

Coddington Point

The Coddington Point area is presently served by Substation 6, constructed during WW II. This substation is presently served from Substation 7 via Line 2208. Substation 6 serves as an area 23,000 volt switching station as well as a step-down substation. Substation 5 and Substation 9 are served radially from Substation 6. If feeder 2208 were to fail, Substations 5, 6, and 9 would be out of service until the emergency feeder 2201 to Substation 5 could be placed in service. NETC has a current project under construction to correct this situation. A second feeder, 2219 connects Substation 7 to Gate 2 Substation, and a 23,000 volt line has been installed from Gate 2 Substation to Substation 6. In the future, Substation 6 should be eliminated as a major switching station. The transformers and circuit breakers are well past their life expectancy and should be replaced. The existing 2,300 volt distribution in this area should be maintained in lieu of an expensive conversion to a 13,800 volt system.

Coddington Cove

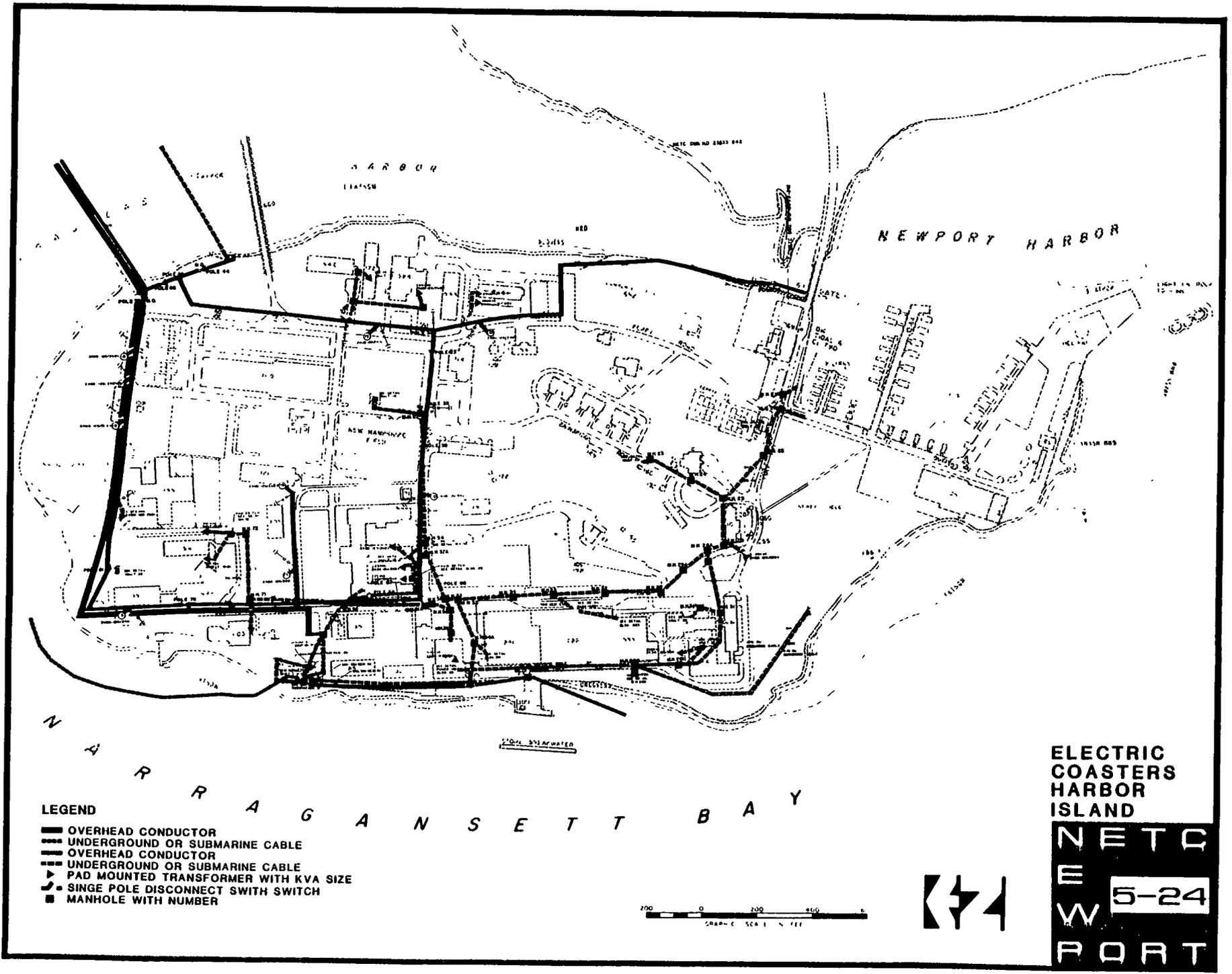
The Cove area outside of the NUSC compound is served by a 23,000 volt feeder from Substation 7 located at NUSC. The waterfront facilities are served at 13,800 volts from Substation 17 located at Pier 2.

Special Project R36-81, will provide back-up facilities at Pier 2 by providing an additional transformer at Substation 17, a second 23,000 volt feeder and looping the pier with 23,000 volts for future connection to portable substations. Pier supply facilities for service to the fleet and other pier support facilities will be in excellent condition when this project is complete.

Feeders 2216 and 2217 should be replaced when the expected pier loading exceeds rated capacity. Non-waterfront facilities in the Coddington Cove area consist of overhead, World War II vintage equipment. These facilities are in very poor condition and should be replaced. Present plans call for possible reopening of the housing units at Anchorage. The overhead distribution system throughout this area is in total disrepair and must be completely rebuilt.

NUSC

This area is the fastest growing area of the Complex. Substations 7, 8, and 20 supply all electrical requirements at 2,300 volts. Substation 8 is used as a back-up supply. Substation 7 serves five 2,300 volt distribution feeders with total capacity of 5,000 KVA and a 2,500 KVA firm rating. Substation 20 was constructed in 1982 and is served via 23,000 volt line 2220. The substation has a capacity of 7,000 KVA with a firm capacity rating of 2,000 KVA. Distribution facilities at NUSC are underground and have been rebuilt. Future development should include replacing Substation 7 with 2-5,000/7,000 KVA dual primary voltage units for new loads.



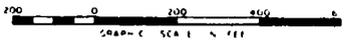
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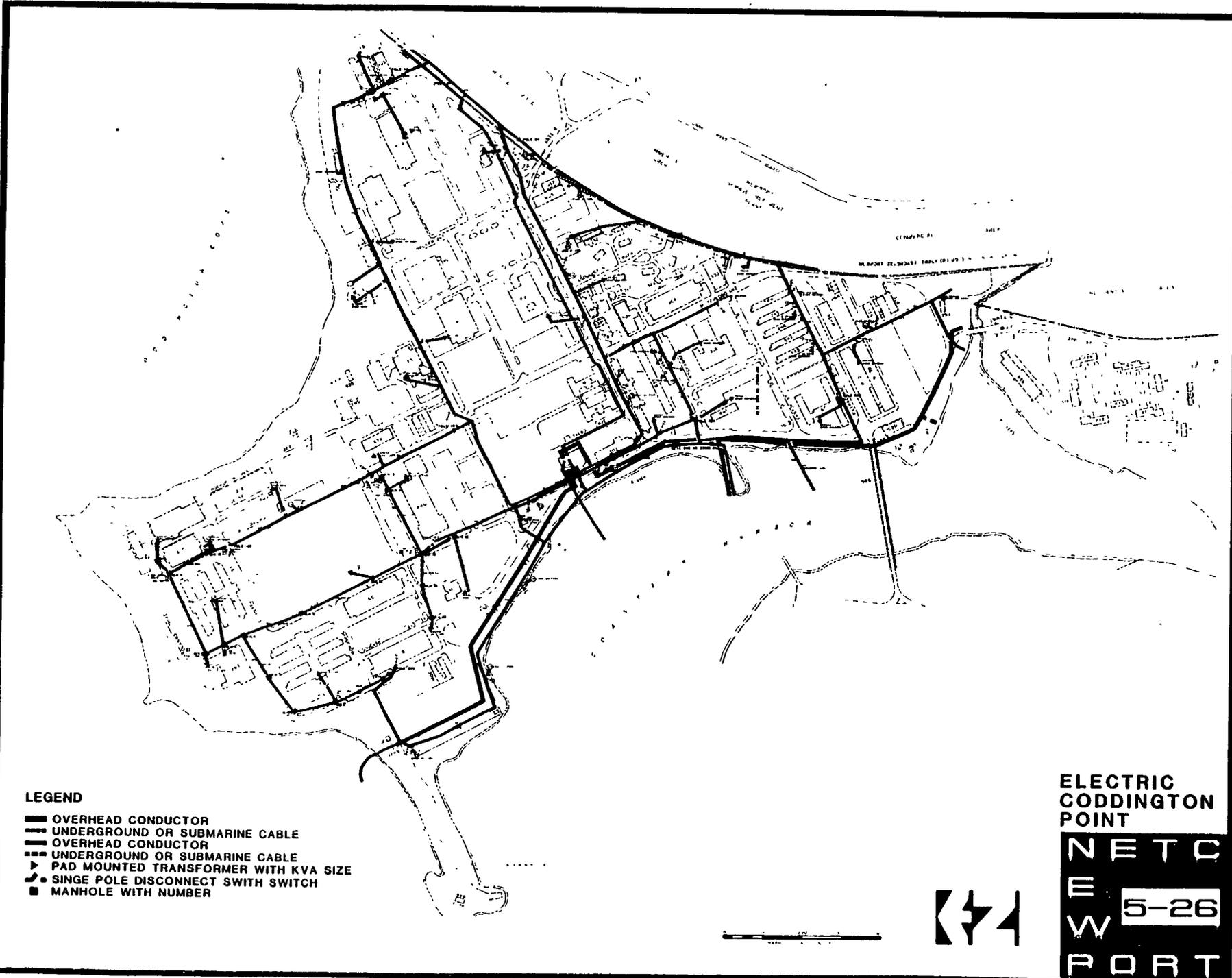
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ELECTRIC
COASTERS
HARBOR
ISLAND

- LEGEND**
- OVERHEAD CONDUCTOR
 - - - UNDERGROUND OR SUBMARINE CABLE
 - OVERHEAD CONDUCTOR
 - - - UNDERGROUND OR SUBMARINE CABLE
 - ▶ PAD MOUNTED TRANSFORMER WITH KVA SIZE
 - SINGLE POLE DISCONNECT SWITCH
 - MANHOLE WITH NUMBER



NETC
E
W 5-24
PORT

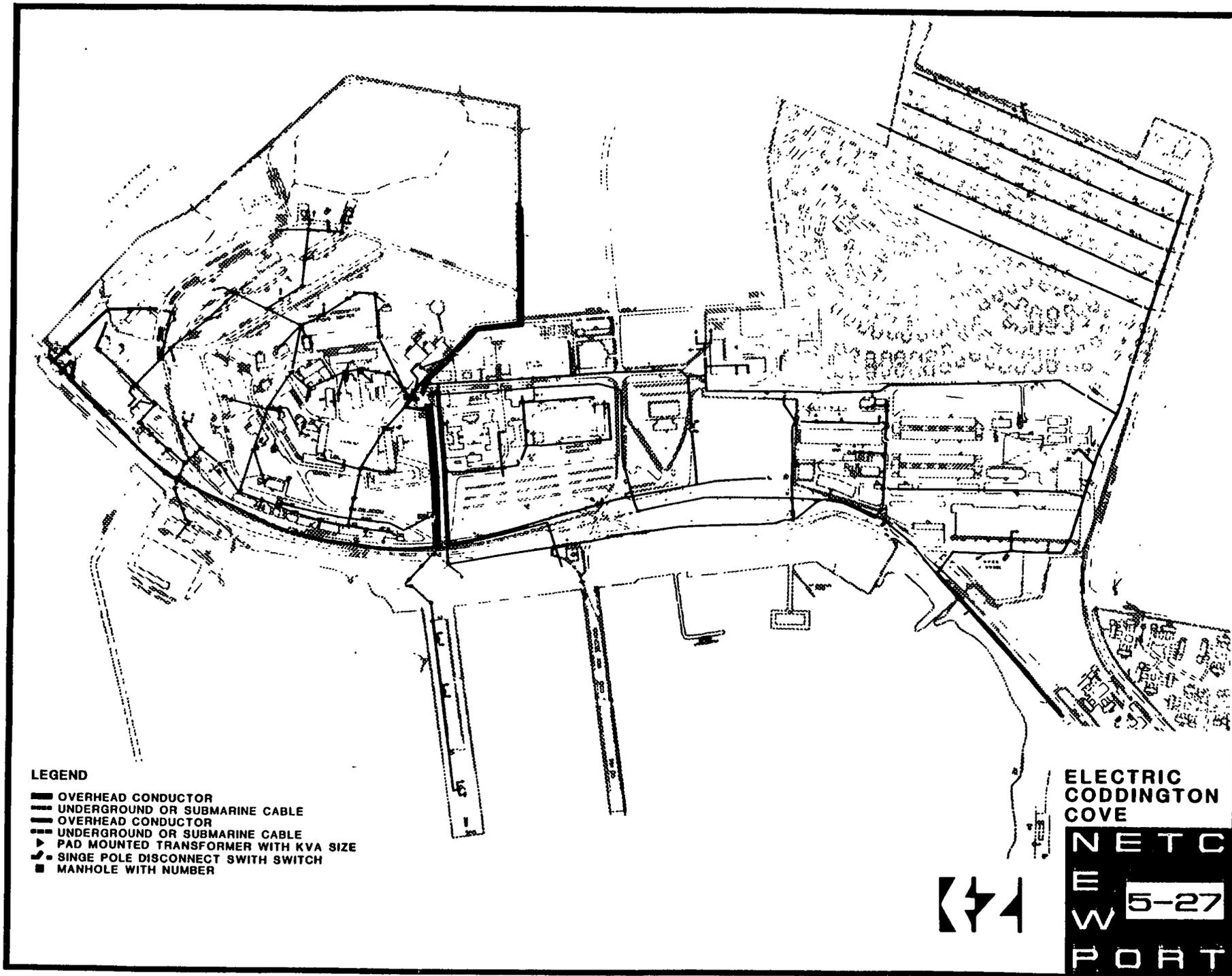


LEGEND

- OVERHEAD CONDUCTOR
- UNDERGROUND OR SUBMARINE CABLE
- OVERHEAD CONDUCTOR
- UNDERGROUND OR SUBMARINE CABLE
- ▶ PAD MOUNTED TRANSFORMER WITH KVA SIZE
- ⌋ SINGE POLE DISCONNECT SWITCH
- MANHOLE WITH NUMBER

**ELECTRIC
CODDINGTON
POINT**

NETC
E
W 5-26
PORT



LEGEND

- OVERHEAD CONDUCTOR
- UNDERGROUND OR SUBMARINE CABLE
- - - OVERHEAD CONDUCTOR
- · · UNDERGROUND OR SUBMARINE CABLE
- ▲ PAD MOUNTED TRANSFORMER WITH KVA SIZE
- SINGLE POLE DISCONNECT SWITCH
- MANHOLE WITH NUMBER

**ELECTRIC
CODDINGTON
COVE**

NETC

E

W 5-27

PORT



Midway

This area is located approximately midway between the major Naval Complex ending at NUSC and the defense fuel facilities located at Melville. The area consists of Naval housing all constructed within the last 10 to 15 years. Service to this area is at 4,160 volts from either Substation 12 or 15.

Facilities are either overhead or direct buried underground and are all relatively new and in good condition. To develop Tank Farms 4 and 5 new substations will be required at Substations 18 and 10 which were abandoned in place and have been vandalized beyond repair.

Melville

The defense fuel depot located at Melville is serviced by Substations 12, 15, and 19. Substation 19 is a 1,000 KVA, 2,300 volt primary distribution substation with no back-up facilities. Substations 12 and 15 are rated 1,500 and 2,500 KVA and can back each other with approximately 750 KVA capacity. The underground distribution system should be replaced due to age and oil contamination. The underground distribution system in Tank Farm 2 is being replaced.

Gould Island

The only operational facilities on Gould Island are test facilities operated by NUSC. Currently, feeder 2003 is the only source of supply to the Island and is out of service due to damage by an anchor. Power for security purposes to NUSC test facilities is being supplied by portable generators. Any future development would require a new feeder to the island.

2. Steam

a. General

The existing steam generation and distribution system is comprised of two boiler plants and a large steam and condensate distribution system. The system provides steam energy to most of the buildings at Coddington Cove, Naval Underwater Systems Center (NUSC), Coddington Point and Coasters Harbor Island. Pier #2, the only berthing pier currently used by the U.S. Navy, is also served by the distribution system. Areas outside the limits of the existing distribution network (Melville, Midway, Gould Island, Anchorage Housing at Coddington Center) are served by separate energy systems.

Steam generation is accomplished in two boiler plants. Building 86 steam plant (Plant #86) is located on Coasters Harbor Island and Building 7 (Plant #7) is on Coddington Cove. Both plants are operative, in good condition, and can be placed in service in a short period of time as the need arises. See Table 5-9.

Plant #86 has a current total capacity of 290,000 lbs./hr. with a dependable capacity of 190,000 lbs./hr. Plant #7 has a current total capacity of 150,000 lbs./hr. with a dependable capacity of 75,000 lbs./hr. Reactivation of Boiler #3 would yield total capacity of 230,000 lbs./hr. with dependable capacity of 150,000 lbs./hr.

Both plants are fired by a low sulphur #5 oil. No alternate fuel source is utilized. Oil storage capacity at Plants #86 and #7 is 500,000 gallons and 114,000s gallon respectively.

b. Distribution

The distribution of steam is accomplished through a piping system, both above ground and underground, in a network configuration in most cases with some radial distribution. The large radial service is to Pier 2. MILCÓN Projects P-300 (MODS to Steam Distribution Systems, NUSC) and P-146 (Steam distribution System, Coddington Point), address repair, modifications and extensions of the steam and condensate systems. (See CIP, Chapter 9).

Table 5-9
Steam Generation

<u>Unit</u>	<u>Steam Flow</u>	<u>Pressure</u>	<u>Temperature</u>
Plant #86			
Boiler #1	100,000 lbs./hr	220 psig	510°F
Boiler #2	50,000 lbs./hr	300 psig	-----
Boiler #3	80,000 lbs./hr	250 psig	510°F
Boiler #4	60,000 lbs./hr	225 psig	488°F
Plant #7			
Boiler #1	75,000 lbs./hr	950 psig	825°F
Boiler #2	75,000 lbs./hr	950 psig	825°F
Boiler #3 *	80,000 lbs./hr	250 psig	-----

*currently out of service

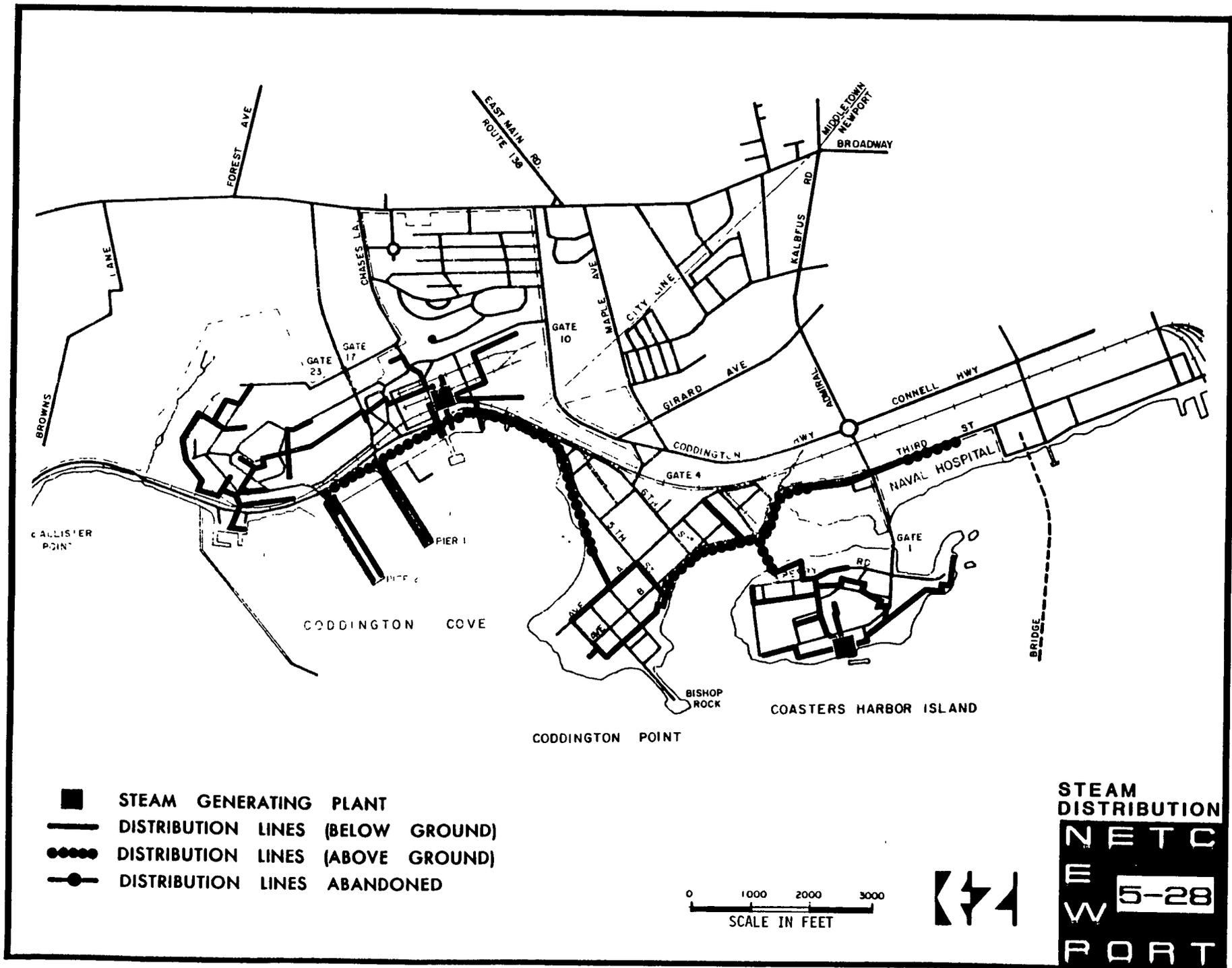
The system is generally in very good condition, most piping is insulated and ongoing maintenance and repair projects have kept the system in good repair.

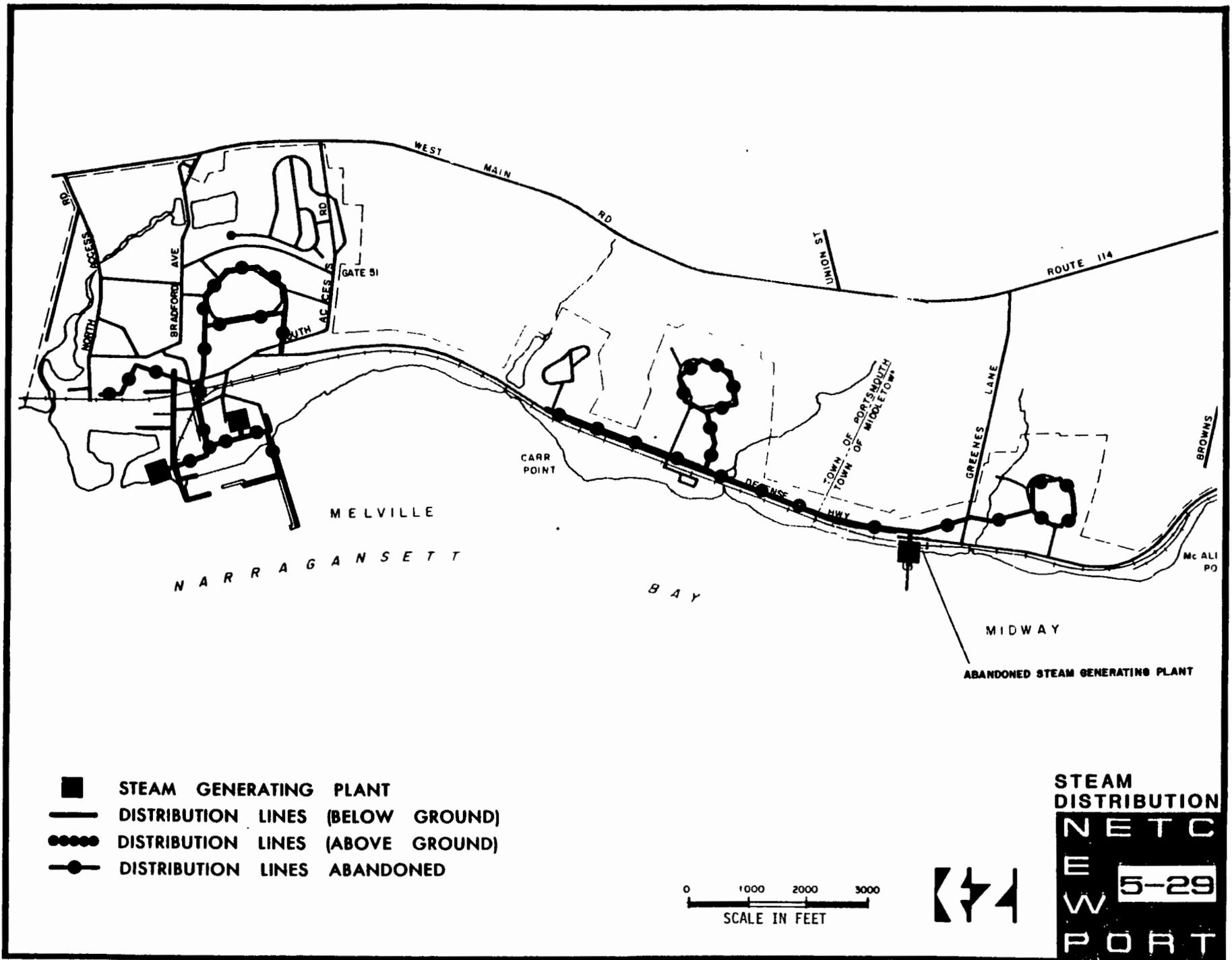
Distribution piping to buildings is generally underground supported in concrete trenches. A small portion of the system is installed in a Class A direct buried system with insulation and casing pipe. The main interconnect line between Plant # 86 and Plant #7 is above ground with insulation and aluminum lagging. A major portion of the distribution to Pier 2 is also above ground with similar insulation and lagging. The piping is maintained in a dry condition except during unusually heavy rainstorms. Such storms can cause flooding of certain sections of the pipe/trench systems but flooding is of short duration and impacts only minimally on system loads.

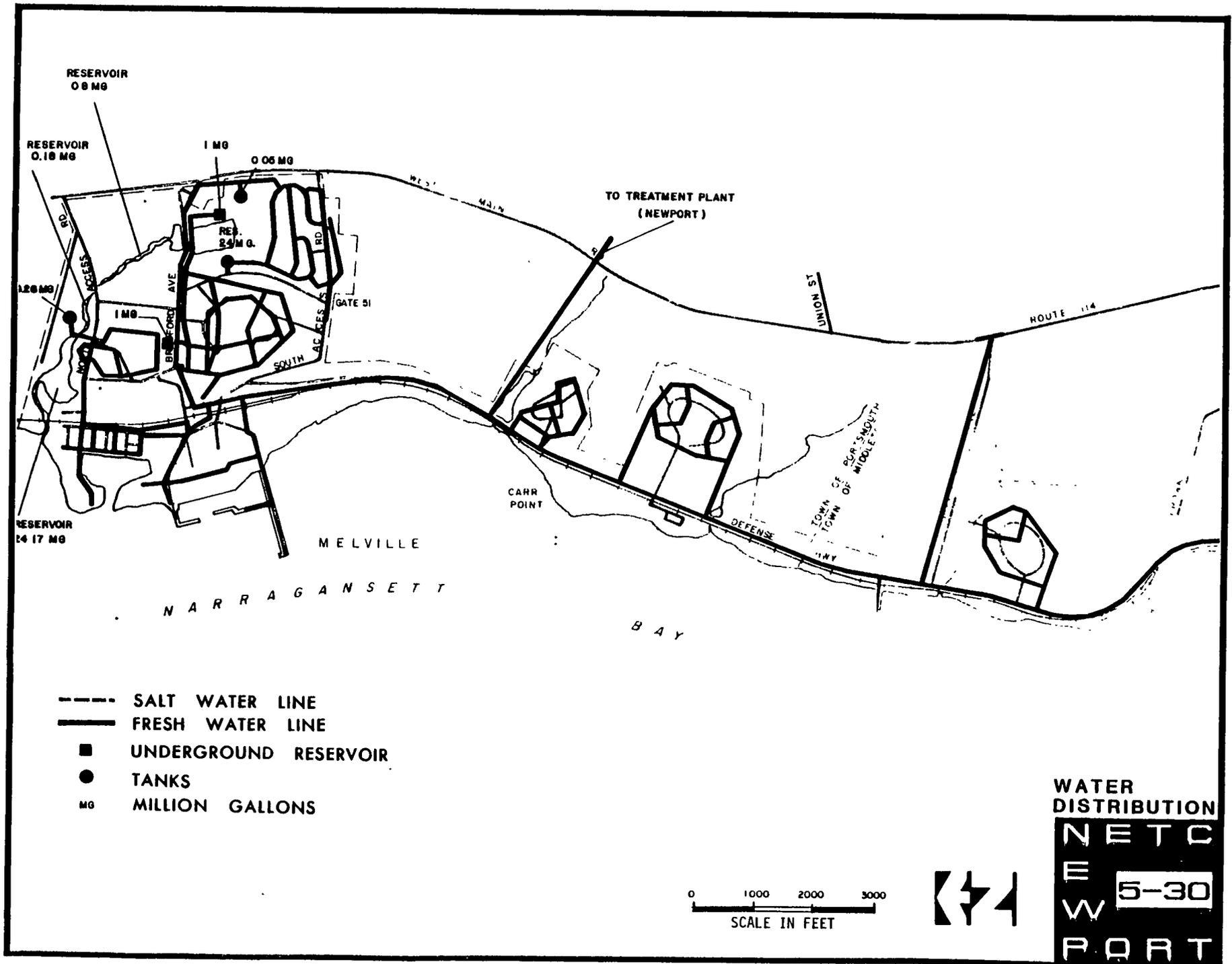
The condensate return system is a pumped system and piping follows the same general routing as the steam piping. Condensate return percentage is not good and should be improved. Milcon Project P-300 includes new condensate return piping at NUSC which, if completed, would improve considerably the 50% return percentage.

c. Metering

Current methods used to meter steam generation, steam export, and steam used in buildings vary with location. Head flow meters are used in both plants. In a few buildings condensate meters are used to measure condensate return. The entire facility metering system is unreliable and should not be used to make decisions related to plant efficiencies, distribution system efficiencies or building consumption. New meters should be installed.







d. Operation

Prior to the 1983-1984 heating season, operating policy for Plants #7 and #86 dictated that Plant #86 would be operated during the heating season months and Plant #7 would be operated during non-heating months. This policy allowed each plant to be shut down each year for maintenance. The policy was enacted primarily for capacity considerations. Plant #7 does not have sufficient reliable capacity or even total capacity (with Boiler #3 out of service) to serve the winter peak loads and Plant #86 does have such capacity. During very heavy winter loads, Plant #7 would be used to supplement Plant #86 whenever steam pressure at Plant #86 would drop below 90 psig.

The recent NORDIV study recommends that Plant #86 be taken out of service and Plant #7 be upgraded to handle the full distribution system load. Construction of new boiler plants at the Naval Hospital and Pier 2, and reactivation of Boiler #3 in Plant 7, along with certain distribution system improvements are all required before full reliable capacity is available from Plant #7. The Boiler Plant at the Naval Hospital has been operating since March of 1983 serving the full hospital load. The distribution line from the main steam distribution system to the hospital has been shut down. Other improvements have not been completed but Plant #7 is currently operating through the heating season and is being supplemented by Plant #86 only when load demand is beyond the capacity of Plant #7. Any future development would require the addition of a fourth boiler in steam plant #7.

3. Potable Water

The potable water supply for the Newport Complex used both for consumption and fire protection is purchased from the City of Newport. Nine reservoirs, with a total capacity of 3,500,000,000 gallons, provide the water supply for the City of Newport. The City provides chlorination, fluoridation and ph control for the water supply. Rechlorination of the potable water supply by the Navy is accomplished at eleven locations throughout the distribution system.

1. Chlorination Stations

- (a) Building 439, Ft. Adams
- (b) Navy Beach, Fresh Water Pumphouse
- (c) Building 62, Melville
- (d) Coddington Cove Meter Pit, Gate 32
- (e) Building 321, Gate 4. C.P.
- (f) Gate 1, Meter Pit CHI
- (g) Building 49, NAVHOSP
- (h) Building 6, NAVHOSP
- (i) So. of Building 5 NAVHOSP
- (j) Cloyne Court Meter Pit
- (k) Building 1186, NB3, Coddington Cove

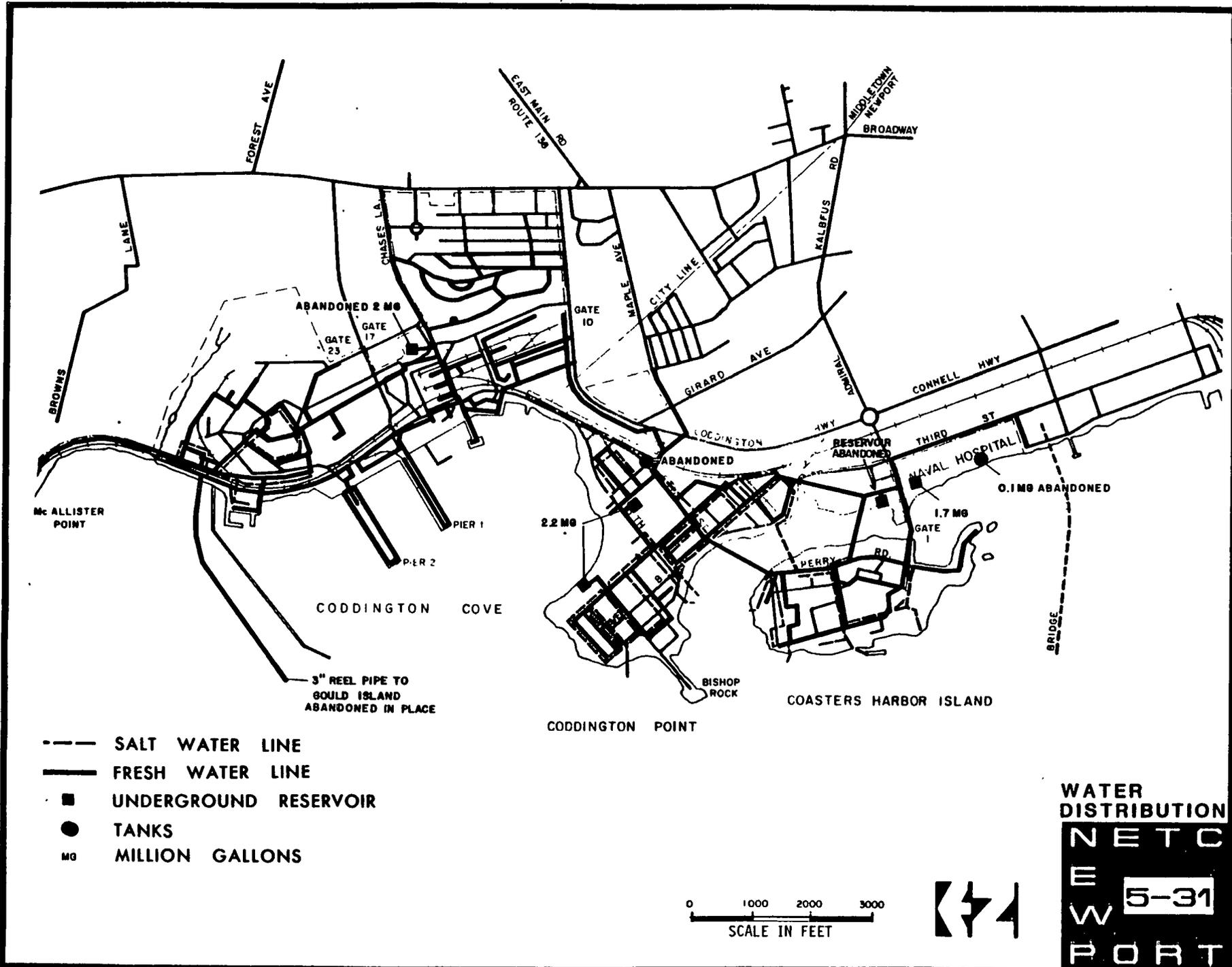
Potable water enters the Complex at 13 metered locations from the City of Newport water system. The condition of the on-base distribution system which supplies both domestic use and fire protection is generally fair to substandard. The distribution system on Coasters Harbor Island (in the War College area) is the primary area where improvements are necessary to provide proper fire protection. A MILCON project (P-174) has been submitted to replace existing lines to restore adequate service.

Water consumption throughout the Complex averages between 1.0 - 1.5 million gallons per day based on records from the last UIP Study conducted September 1982. See Plates 5-30 and 5-31.

4. Salt Water

A salt water pumping and distribution system is used solely by the Naval Underwater Systems Center (NUSC) for fire protection and for certain torpedo testing operations. Ten percent of the Center's fire hydrants are supplied with salt water.

Salt water is pumped from Narragansett Bay via two lift pumps located in Building 119. The pumps have a combined pumping rated capacity of 600 gpm.



- SALT WATER LINE
- FRESH WATER LINE
- UNDERGROUND RESERVOIR
- TANKS
- MG MILLION GALLONS

0 1000 2000 3000
SCALE IN FEET



WATER
DISTRIBUTION
NETC
EW 5-31
PORT

5. Sanitary Sewer

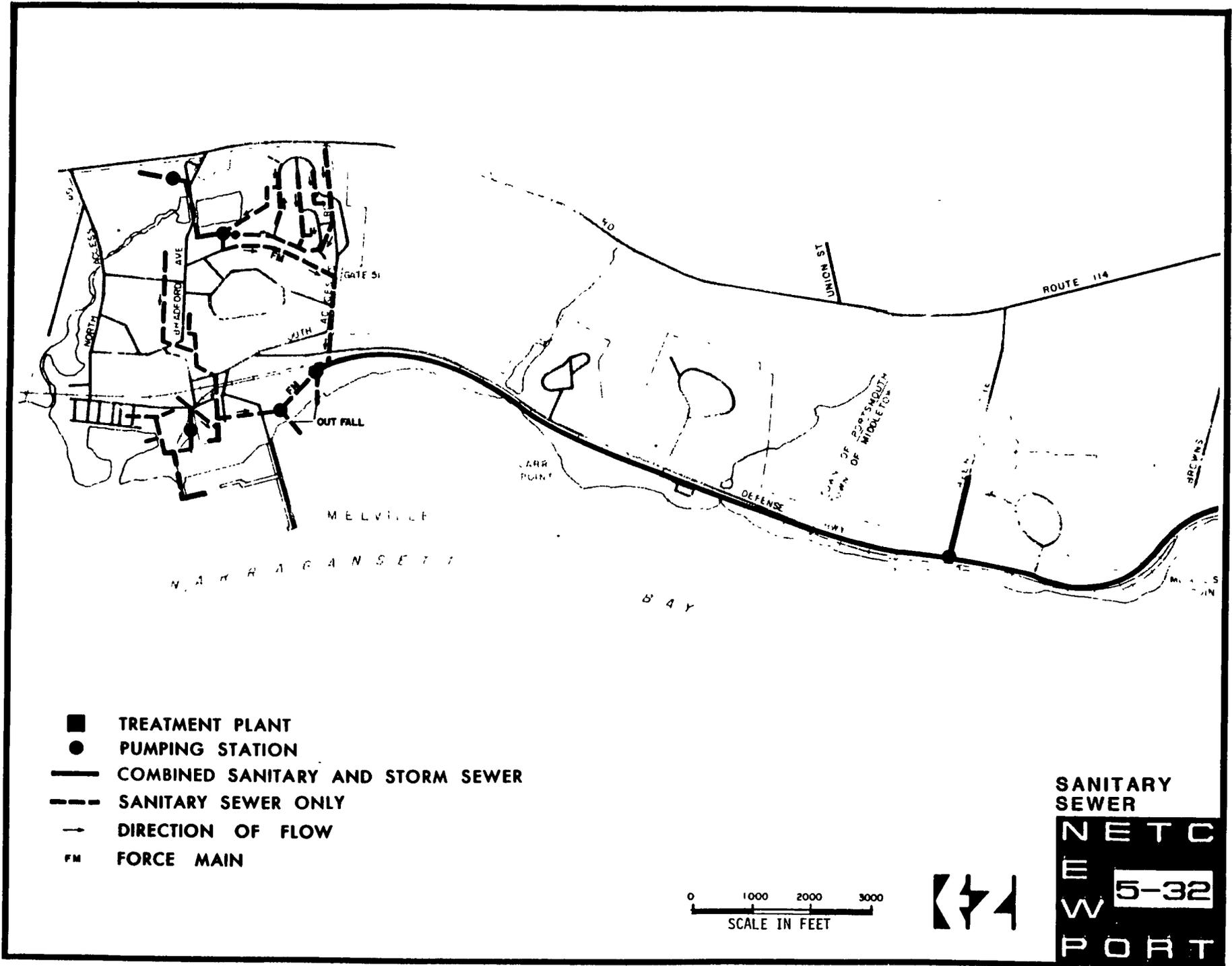
All sanitary sewage generated at the Complex, exclusive of the Fort Adams housing area, flows to the City of Newport sewage treatment plant located south of the Naval Complex Gate 4 on O'Connell Highway via three 12" metered force mains. One line originates in the Melville area and travels south through the NUSC and Coddington Cove areas. The second line serves the Coddington Point area and the third collects sewage from Coasters Harbor Island and Naval Hospital areas. The collection system throughout the hospital consists of gravity lines, lift stations and force mains. See Plates 5-32 and 5-33.

The City of Newport Sewage Treatment plant provides primary treatment only and to meet current water quality standards secondary treatment facilities must be constructed. The Navy will contribute approximately \$7,500,000 toward the required expansion (MILCON Project P-337, Sewer Participation).

Monthly average flows from the Naval Complex range between 50-60,000,000 gallons based on a UIP Study of September 1982. Serving the Fort Adams housing area is a government owned and operated sewage treatment plant built in 1971 utilizing a mechanically aerated activated sludge method. The plant currently operates at approximately one third its design capacity of 230,000 gallons per day.

6. Storm Drainage

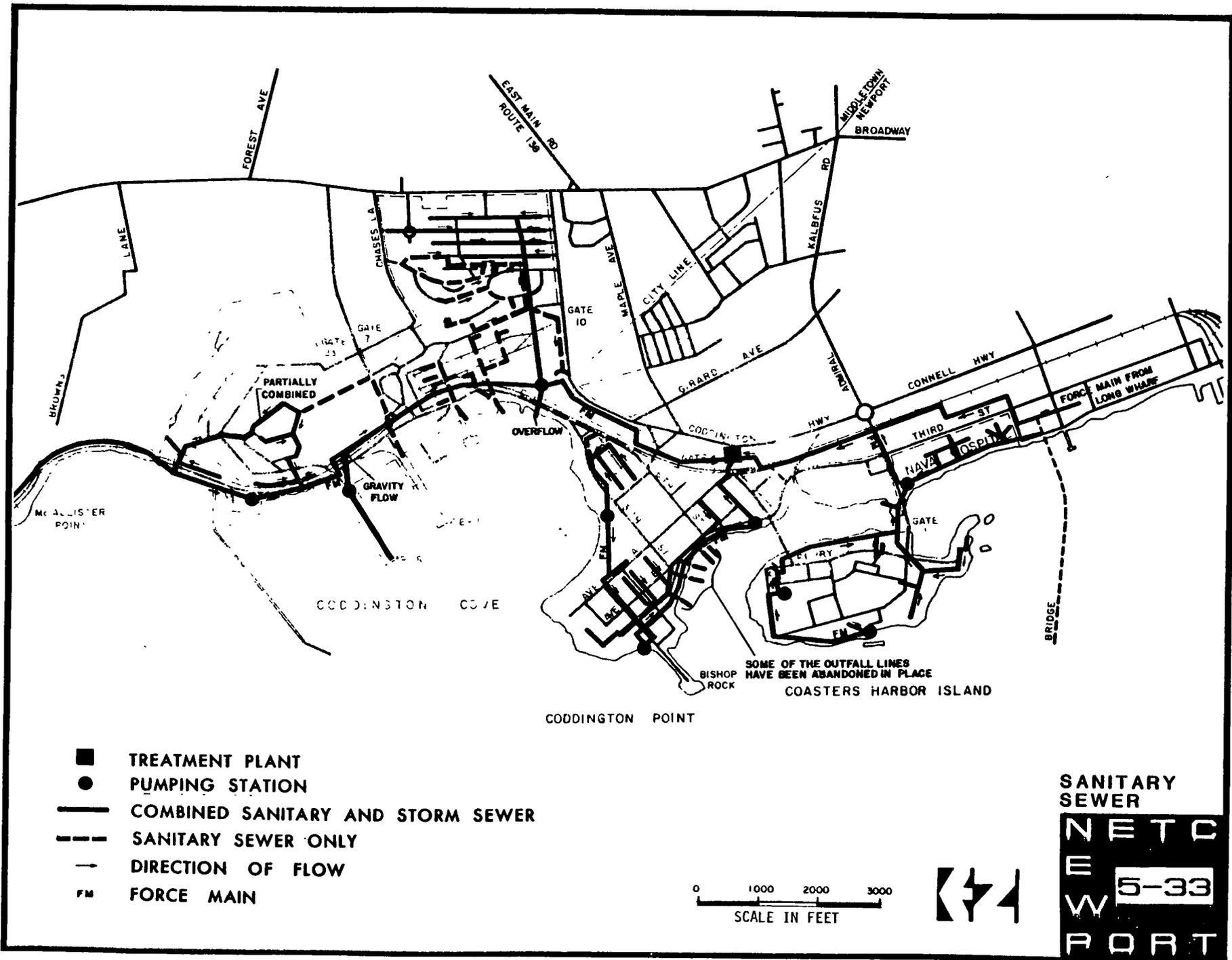
Originally, the storm water collection system at the Complex was a combined system with the sanitary sewage system. Some areas of the Complex, notably Coasters Harbor Island and parts of Coddington Point have had separate systems constructed replacing the combined system. However, the Coddington Cove area is still served by a single, combined system. See Plates 5-34 and 5-35.

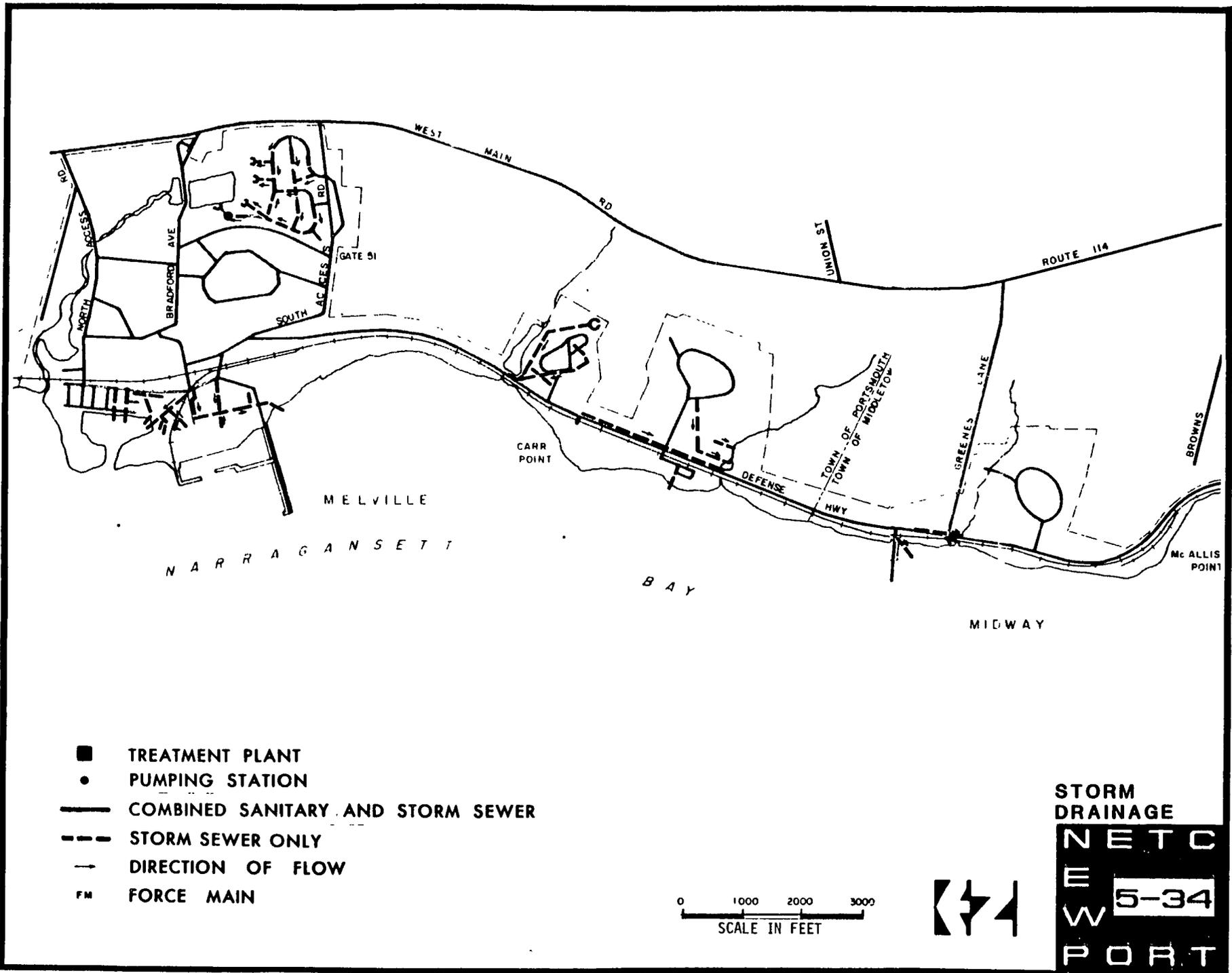


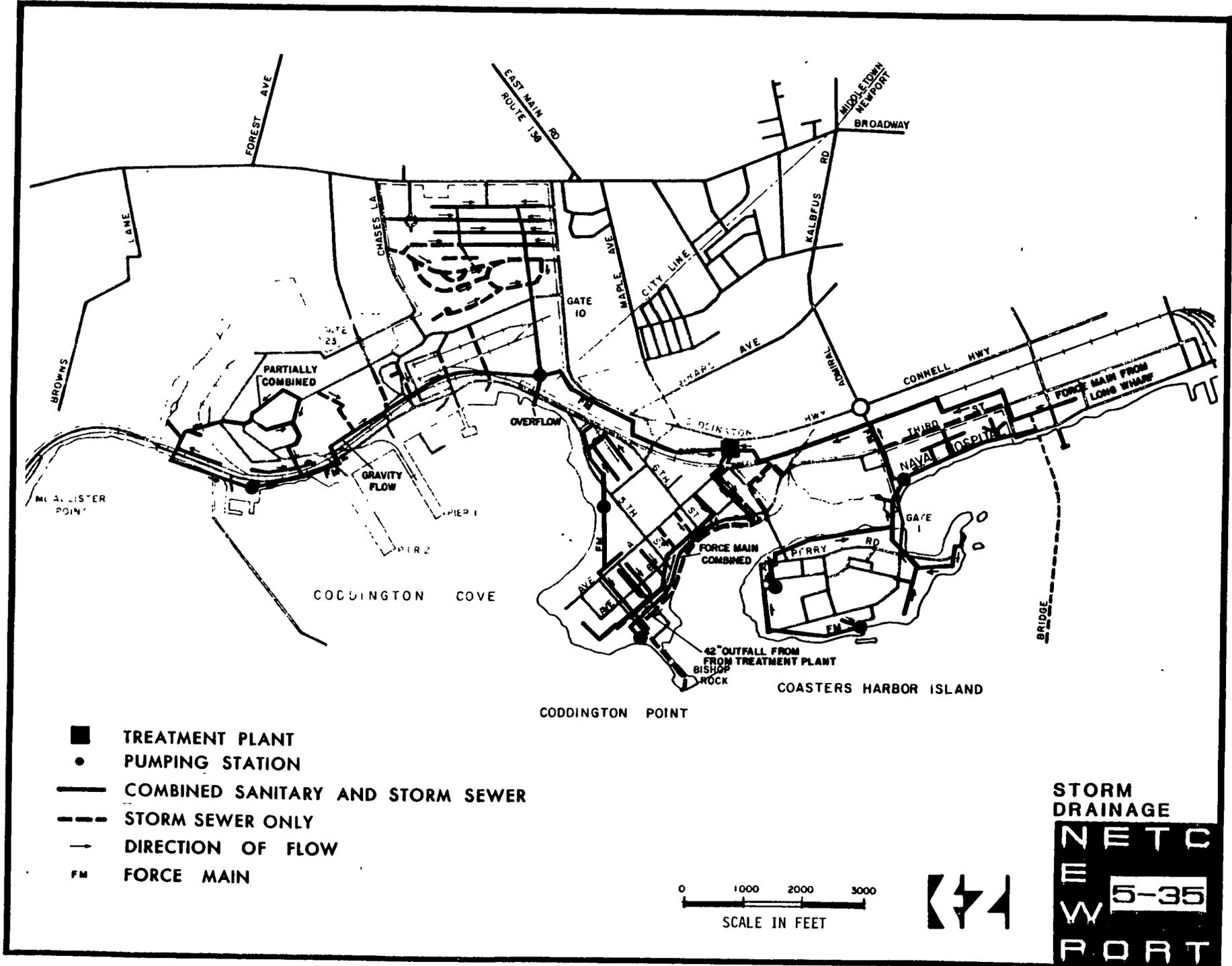
- TREATMENT PLANT
- PUMPING STATION
- COMBINED SANITARY AND STORM SEWER
- - - SANITARY SEWER ONLY
- DIRECTION OF FLOW
- FM FORCE MAIN



SANITARY SEWER
NETC
E
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PORT







7. Compressed Air

NETC has several air compressors located at various buildings which are used for pneumatic controls, operating tools, testing, fire protection and automotive shops. Some air compressors are maintained by the NETC Public Works Department under a preventive maintenance program. The remaining air compressors are maintained by the individual building's maintenance personnel. All of the compressors are in good to excellent condition.

8. Natural Gas

The Providence Gas Company supplies natural gas used by family housing and the Activity incinerators. NETC owns approximately 11,350 LF of gas lines which provide service to the Green Lane and Fort Adams housing area exclusively. All other gas lines on Activity property are owned and maintained by the Providence Gas Company. The overall condition of the natural gas distribution system is good. The capacity of the natural gas distribution system is adequate for present and future needs of the Activity.

9. Fire Alarm

The fire alarm system for the Complex consist of 25 circuits tied into master consoles located on Coasters Harbor Island, Coddington Point, Coddington Cove, and at the Naval Hospital. The master Gamewell control board is located at Coddington Point. There is no direct line communication between the Melville alarm system and the Central System on Coddington Point. The fire alarm circuits contain approximately 250 alarm boxes.

The fire alarm cables are installed both above and below ground throughout the Complex. Many fire alarm cables are inadequate. There are two fire stations serving the Complex, one on Coasters Harbor Island and one in the Coddington Cove area.

10. Telephone System

Communication services, in support of the commands and activities at Newport, are leased from AT&T and the New England Telephone Company and include the switch, approximately 95% of the cable plant, and telephone instruments. New England Telephone Company will not permit any joint use or splicing of their cable with Navy or other vendor/contractor cable. A Dimension 2000 FP8 Electronic Switch was installed in May of 1985 with 3000 lines, 220 commercial trunks (110 DID, 110 DOD), 46 A/V trunks, 32 WATS lines, 15 tie lines to New London and 5 tie lines to Davisville. Presently there are only 111 spare lines available. This switch is in the process of being expanded to 4000 lines to accommodate backlogged service requests and growth. Approximately 5% of the cable plant is owned by the Navy. The carrying plant (poles and ducts) is Navy owned.

Grade of service for the commercial trunks is P-16, Autovon P-25 and WATS P-25. Traffic blockage has virtually been eliminated with installation of this new switch and grades of service are well within the acceptable range. The number of spare cable pairs (i.e., the capacity to accommodate future growth) to various locations throughout the Base is limited. Additional underground conduit is required for system expansion in certain areas of the Base. The overall condition of the communications system to support normal growth requirements and the Naval Expansion Program is poor.

The new switch also provides management tools designed to reduce telephone costs such as automatic route selection, station message detail recording, station restriction and a customer access unit for management control. Navy owned cable is in poor condition and various portions do not have adequate expansion capability. The carrying plant requires additional underground conduit in certain areas on the Base. NEIC should begin a Base wide update of the existing cable system to provide modern service.

11. Solid Waste

Approximately 250-300 tons of refuse is generated throughout the Complex each month. Refuse from the Navy family housing area is collected weekly by a private contractor. Refuse from the industrial areas and other areas on base, is collected by the NETC Public Works Transportation Department. Disposal of solid waste is at the City of Newport transfer station located approximately two miles from the Center. The Navy is under contract with the City of Newport to use the transfer station.

12. Classified Waste

Classified waste is disposed of by using a shredder in Building A9.

13. Pathological Waste

The pathological incinerator, located at the Naval Hospital, is a Consumat System Model C-18 consisting of natural gas fired primary burning chamber and a secondary after burner chamber. The incinerator, installed in May 1975, is rated at 85 lbs per hour of pathological waste. The system is in fair condition.

b. Pierside Utilities

1. General

Currently eight ships are homeported at the Complex and berthed at Pier 2. Pier 1 along with the south side of Pier 2 was declared excess to the Navy following the SER action of 1973. The waterfront area including Piers 1 and 2 were withdrawn from excess in 1977 but not until a private shipyard had established operations in the waterfront area under a 10 year (renewable for a total of 30 years) lease. Under terms of the lease, the shipyard has the use of Pier 1.

2. Electrical

Pier 2 has the capacity of 12,000 KVA. Utility requirements for homeported ships are listed in Table 5-10 and include an electrical AC three phase power supply. The total KVA load for all ships is 6,027 KVA.

3. Steam

Steam supply to Pier 2 is via a 12" line. This line can deliver 40,000 lbs of steam at 150 psig from the boiler plant on Coasters Harbor Island which is operated during the winter months. However, due to the distance from the plant to the pier area, losses often reduce the steam pressure to 50 psig. On extremely cold winter days, the boiler in Building 7 is brought on line, increasing the supply of steam to the pier to approximately 80,000 lbs/hr.

Steam lines on the south side of Pier 2 have deteriorated from non-use since the transfer of fleet units in 1973. The line is being refurbished. Upon completion of repairs, steam supply to Pier 2, utilizing only the boiler plant on Coasters Harbor Island, would be approximately 40,000 lbs/hr.

With all ships connected to the steam supply, demand would be approximately 54,000 lbs/hr. If a visiting tender (AD) is added, steam requirement jumps to about 72,000 lbs/hr. These requirements would necessitate the use of the boiler plant on Coddington Cove.

4. Potable Water

The potable water supply on Pier 2 consists of an 8 inch line running along each side of the pier forming a complete loop. The line is fed from a 12 inch main from the main pump station, Building 72. Potable water is used for both domestic and fire protection supply.

The water distribution system on the south side of Pier 2 has deteriorated from non-use and will be replaced. Approximately 1,400 LF of 8 inch water lines are being installed.

Water requirements on the pier are based on fire protection demand rather than domestic consumption. For piers up to 2,000 feet long, the fire protection requirement is 1,000 gpm at 40 psi. Upon completion of the repairs to Pier 2, the potable water systems will be adequate.

5. Salt Water

Pier 2 does not have salt water lines or pumps installed. Ships employ their own flushing/fire protection salt water pumps.

6. Sanitary Sewer

Ship-to-shore sewage collection systems have been installed on the north side of Pier 2 and at the Stillwater basin for the YP's. The system on Pier 2 can handle peak sewage flows of 1.4 mgd.

Average daily flows from all homeported ships at Pier 2 is estimated at 213,000 gpd.

7. Compressed Air

Pier 2 does not have and is not planned to have, a compressed air distribution system.

8. Communications

Telephone hookups are available on the north side of Pier 2 to meet the requirements of homeported ships. Each ship requires a minimum of three land lines with Autovon and WATS capability.

Table 5-10 SHIP CHARACTERISTICS AND UTILITY REQUIREMENTS

Ship and Class <u>EXISTING</u>	Volts	Electrical AC 3 Phase		Avg Sewage Flow (gal/day)		Pier Fresh Water (gpd) Max. 1,000 gpm	Water (gpm)	Ship (gpm)	Salt Water Fire Protection at 125 psi		Bilge Water Generation Rates (gals/day)	
		Amps	KVA	Average Annual Flow	Average Daily Flow				Min for Pier (gpm)	Solid Waste (lbs/day)	Cold Iron Berthing	In Port Steaming
DD-945												
USS EDISON (946)	450	1,300	1,012	8,760	14,760	10,000	1,250	1,250	2,000	508	3,500	10,000
MSO-428	450	200	156	1,320	2,100	5,000	1,100	1,100	2,000	105	500	2,000
USS AFFRAY (511)												
MSO-428	450	200	156	1,320	2,100	5,000	1,100	1,100	2,000	105	500	2,000
USS EXPLOIT (440)												
FF-1052	450	1,740	1,355	8,560	13,260	13,000	2,000	2,000	2,000	702	4,000	10,000
KNOX Class all ships												
Total for Knox Class		6,960	4,703	34,240	53,040	52,000	2,000	2,000	2,000	2,808	16,000	40,000
Total Homeberthing		6,960	6,027	45,640	72,000	72,000	5,450	5,540	8,000	3,526	20,500	54,500
Total Maximum Homeberthing	13,930	10,131		-----	213,642	122,000	2,500	2,500	2,000	14,968		

SOURCE: CEIS Homeport Four Ships

Table 5-11 SHIP CHARACTERISTICS GENERAL DESCRIPTION

Ship and Class	Full Load Displ. (tons)	Length Overall (ft)	Max Draft (ft)	Max Beam (ft)
EXISTING				
DD-945 Edison (946)	4,050	419	22.5	45
MSO-428 Affray (511)	775	172	14	36
MSO-428 Exploit (440)	775	172	14	36
FF-1052 Knox Class all ships USS CAPODANNO (FF 1093) USS CONNOLE (FF 1056) USS VALDEZ (FF 1096) USS MILLER (FF 109) USS SIMPSON (FFG 56)	4,100	438	25	47

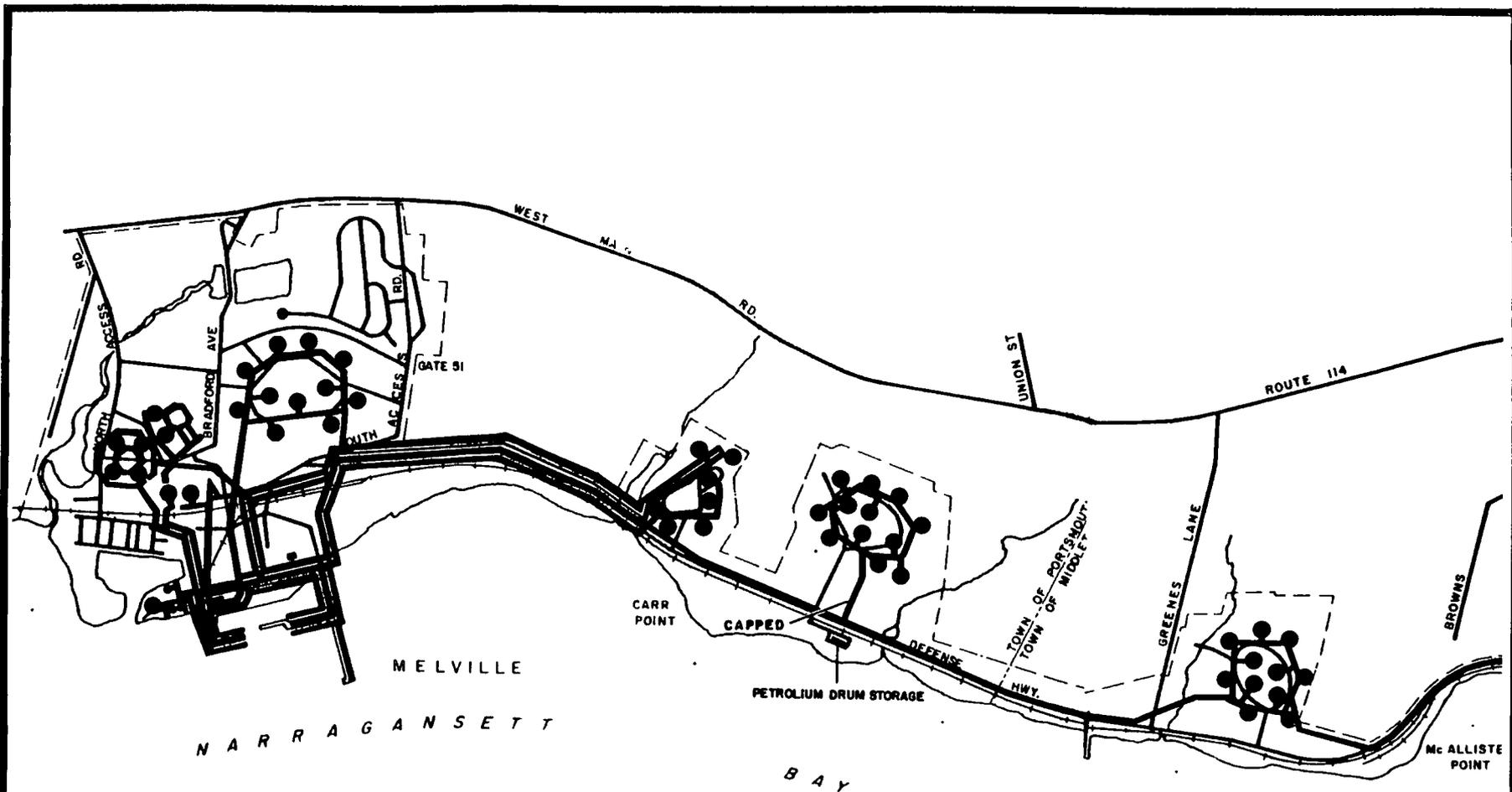
The north side of Pier 2 is presently equipped with three shore/ship telephone terminals which provide sufficient service from the base switch for ships to be homeported there. The south side of Pier 2 also is equipped with three shore/ship terminals; however, these terminals still require cable connect to the base switch. Once this cable connect is completed, Pier 2 will have sufficient service to handle all homeport requirements.

9. Solid Waste

Solid Waste is collected from the piers by the NETC Public Works Transportation Department and disposed at the City of Newport Transfer Station. Estimated quantity of solid waste generated by all ships and SIMA is 19,500 lbs per day. Existing facilities are adequate to handle this quantity.

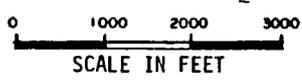
10. Fuel Supply

Fuel supply capability exists at Pier 2 (both north and south sides) and at the Defense Fuel Supply Point (DFSP) in Melville approximately five miles north of the pier area. Pier 2 is supplied with Fuel, Naval Distillate (F76) from the Melville tank farm using a single large diameter pipeline, which varies from 12 to 24 inches in diameter. This pipeline can deliver approximately 4,000 gpm. The DFSP total storage capacity of F76 is 21,000,000 gallons. See Plates 5-36 and 5-37. Fuels other than F76 may be obtained at Melville or by tank truck at Pier 2 depending on the quantities required. Fuel supply operations will be performed by the Melville Fuel Reality contractor.

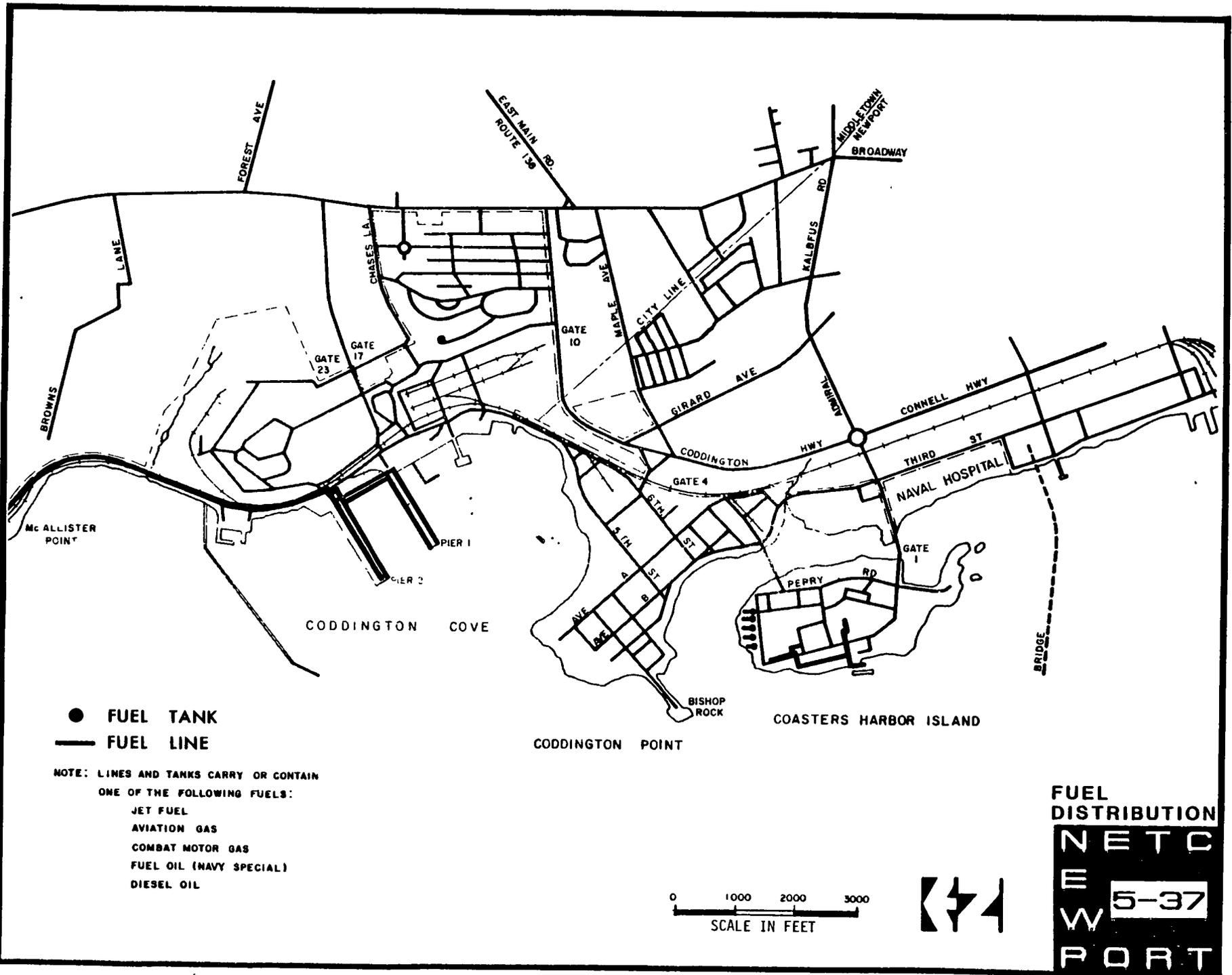


● FUEL TANK
 — FUEL LINE

NOTE: LINES AND TANKS CARRY OR CONTAIN
 ONE OF THE FOLLOWING FUELS:
 JET FUEL
 AVIATION GAS
 COMBAT MOTOR GAS
 FUEL OIL (NAVY SPECIAL)
 DIESEL OIL



FUEL
 DISTRIBUTION
 NETC
 E
 W 5-36
 PORT



7. Ordnance Operations

a. NETC

The explosives utilized at the NETC Complex consist of small arms live and blank rounds which are necessary for security and the training of military personnel. Presently the Center does not have an adequate small arms magazine for the storage of these explosives.

Ammunition is stored in Structure 148, a concrete bunker east of Conolly Hall on Coasters Harbor Island, and in Perry Hall on Coddington Point, both of which do not meet present day storage/security requirements. The Perry Hall Facility must be abandoned and it is not feasible to upgrade Structure 148.

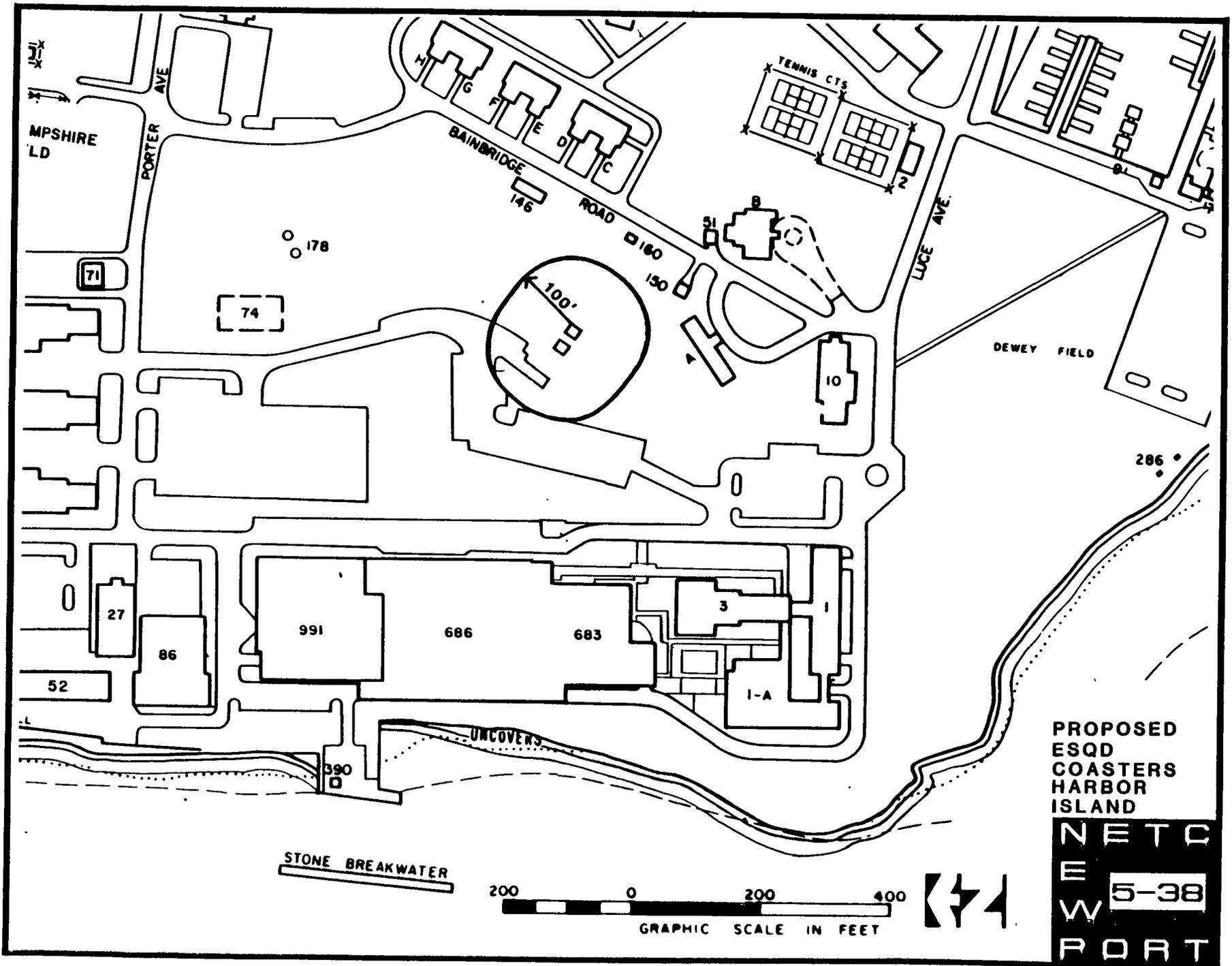
A Special Project has been developed to replace the inadequate bunker 148 with 2 new 10 foot by 10 foot earth covered steel arch magazines. They will be separated by seven feet of earth and located near the abandoned Magazine 147 on Coasters Harbor Island. The project will also demolish Structure 148 and Magazine 147.

The Magazine clearance zone is 100 feet from the outer walls of the magazines. No structures are encumbered by this Explosive Safety Quantity Distance (ESQD) arc. See Plate 5-38.

b. PIER 2

In order for homeported fleet ships to maintain operations and readiness, the periodic handling of ammunition and explosives is required. Handling procedures in use on Pier 2 at this time are the following.

1. Handling is permitted along the last 50 feet of the northern side of the pier for 1.1MK46 Torpedoes/ASROC only and class 1.2 (04) explosives. Both classes have a limit of 1500 lbs, Net Explosive Weight (NEW).



2. Handling is permitted along the last 350 feet of the northern side of the pier for class 1.3 and 1.4 explosives. The quantities for each are 2000 lbs. NEW and Unlimited respectively.

The following criteria also must be met:

a. The local Explosive Ordnance Detachment (EOD) shall be informed prior to all ammunition movements.

b. No fuel transfer operations or handling of hazardous materials will be permitted at the pier while ammunition is being handled (see OPNAVINST 8023.21A).

c. Only "essential" personnel are allowed on the last 550 feet during the ammunition handling evolution. Personnel not connected with the evolution shall not pass through the handling area while ammunition is present.

d. No vehicular traffic is allowed to pass through the handling area nor are vehicles, which are not required for ammunition handling support, allowed to be parked on the seaward 550 feet of the Pier.

e. Additionally it is recommended that explosives handling operations be conducted prior to or after the normal working hours of the personnel in Building No. 68.

See Plate 1-6 for the size and location of the ESQD arcs generated by the above handling points.

c. NUSC

Explosive material used and stored at the Newport laboratory primarily consist of ignitors, blasting caps, explosive bolts and propellants which are used in the testing of torpedoes and other weapon system in support of the EOD Detachment. Storage of these explosive devices is limited to four magazines located near the eastern boundary of the

Center, Structure 1177. Arcs for the magazine complex is 250 feet in accordance with Table 5-4 of NAVSEA OP-5 Volume 1 (Fourth REV) and provided that the front of each bay is barricaded. Testing of liquid propellants is conducted in facilities (test cells 178, 179, 180) located on the east side of the Center. Storage of liquid propellants is provided in Building 185. ESQD arcs for the storage and testing of liquid propellants are listed in Table 5-12.

Plates 1-7 shows the ESQD arcs generated by all explosive materials storage and handling points.

8. Air Operations

Located on the extreme southern portion of Coasters Harbor Island is the designated helicopter landing area at the Naval Complex. The helipad is retained for administrative use (VIP traffic) and emergency medical cases transported to and from the Naval Hospital. The pad is lighted for night or poor visibility use. There are no significant obstructions to helicopter traffic in the vicinity of the landing pad except the Newport Jamestown Bridge which crosses the Bay approximately 1,600 feet south of the Island. Because of its location, the helipad (and its use) does not present a significant constraint to future land use on the Island.

Table 5-12 Safety Arcs for Liquid Propellant
Testing and Storage - NUSC

<u>Bldg (Struct)</u> <u>No.</u>	<u>ARC</u>	<u>ESQD</u>	<u>TYPE</u>
178	360° 60°	250' 500'	Test Cell
179	360° 60°	400' 800'	Test Cell
180	360° 60°	100' 300'	Test Cell
185	360°	120'	Storage

9. ENCROACHMENT

A major constraint to optimum Navy utilization of water front facilities on Coddington Cove is the development of a private shipyard and other private businesses on 41 acres of land declared "excess" following the 1973 SER. These business developments, permitted under leases with the State of Rhode Island (which has leased the property from the Navy), are expected to produce employment for as many as 1,000 persons.

Waterfront facilities retained by the Navy are limited to Pier 2, and Building 68 located on the pier. Berthing of homeported ships can be provided at Pier 2. Additional problems that exist or have the potential to do so include explosive safety, security, and private vehicle parking.

Private shipyard operations, as well as the other private business ventures, pose significant constraints in future Navy utilization of waterfront facilities at the Complex.

A. GENERAL

Prepared by: Northern Division, Naval Facilities Engineering Command for the Naval Education Training Center, Newport in accordance with OPNAVINST 5090.1 in compliance with the National Environmental Policy Act of 1969. Northern Division, Naval Facilities Engineering Command may be contacted at the following address:

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B. SUMMARY

The purpose of this Preliminary Environmental Assessment (PEA) is to preview the potential environmental impacts to be expected from both near-term (programmed) and far-reaching (unprogrammed/Master Plan) projects. The PEA will also alert NETC Newport and the Navy to potential or additional investigations that may be required in order to implement the recommendations of the Master Plan.

1. Description of Action:

The Master Plan update is a guideline for future land use and facilities development at NETC Newport in the mid range (five to eight years) time frame. The proposals in this Plan will fulfill the most recent requirements at the Complex. Most of the proposed development has little or no adverse impacts on areas other than the immediate

project sites. Therefore, detailed environmental documentation will not be necessary. Some proposals which involve waterfront construction and dredging may require preparation of Environmental Assessments.

2. Summary of Impacts:

The PEA will discuss in detail the programmed projects in this plan. Some projects will cause temporary, short-duration, adverse environmental impacts during construction, which may affect the natural or human environment in several ways:

a. Surface geologic materials and soils suffer some disturbance from building and demolition activities, and from paving. Heavy construction equipment compacts the soil.

b. Air quality is often temporarily deteriorated during construction from dust, fumes, odors, and smoke.

c. Construction practices often cause temporary increases in surface runoff. Soil erosion is especially high where large areas are stripped bare. Less ground percolation also lowers the local groundwater table.

d. A certain amount of vegetation clearing and grubbing are common construction procedures, however, most of the Master Plan projects occur in previously developed areas and little mature vegetation is disturbed.

e. Dredging will occur during the construction of the small craft pier and any required deepening of the waterway for surface craft. This dredging will temporarily disturb the river bottom and include a loss of biota by direct removal or disturbance of habitat material. Sedimentation suspension and deposition will result in temporary decrease in water quality.

f. Visual qualities or site esthetics are temporarily compromised during construction activities and noise impacts may temporarily increase.

g. Demolition often occurs before or after construction. This generates a variety of solid waste and debris which must be disposed of in an environmentally acceptable manner. Some demolition debris, such as asbestos or old oils are classified as hazardous wastes, and thus must meet stringent disposal standards/procedures. More information on hazardous material disposal may be found in Chapter 11 of OPNAVINST 5090.1.

3. Alternatives Considered:

a. Recommended Action: Adoption and implementation of the updated Master Plan will reduce incompatible land use, reduce maintenance requirements, and promote environmental safeguards.

b. No Action: Maintaining the status quo at the Complex will not accommodate new mission and facility requirements, which will not fulfill the primary mission of NETC, Training and Fleet Support.

C. INTRODUCTION

1. Plan Description:

This plan is a major update of the existing approved Master Plan for NETC. The Plan provides guidelines on long-range land use and site selection for specific development for the mid-range time frame. The Plan's purpose is to promote orderly development of facilities based on military requirements, current planning criteria and environmental concerns.

2. Major Planning Proposals:

Increase NETC's flexibility to support training functions and to serve the fleet through new construction.

D. EXISTING ENVIRONMENT OF PROPOSED ACTIONS

1. Slopes and Elevations:

Approximately ninety percent of the NETC Naval Installations is comprised of slopes from 0-9%, thus slope-constrained construction is minimal.

2. Soils:

Generally, soils in the Newport County area are gently to moderately sloping, moderately well-drained to well-drained soils with fragipans or smoothly rounded glacial tills. Some upland areas contain poorly drained and very poorly drained nearly level soils. Seventy percent of the land area in the Installations are developed and the soils have been disturbed in the course of development over the years. The soils in the developed areas appear to be suitable for new construction. However, prior to construction, borings must be taken on-site to determine the exact character of the soil. There are few scattered small land areas unsuitable for construction and these areas are generally have drainage problems such as high water table, perched water table, floodplain or alluvial soils.

3. Vegetation:

Within a radius of 10 miles of the Navy installation, virtually all of the forests are a mixture of mesic lowland and xeric upland mixed hardwood forest community. Farther west, white and pitch pine become more prominent. Three nearby islands in Narragansett Bay, Patience, Prudence and Hope Islands, possess unique or unusual plant communities. For more information, see Vegetation, Natural Environment, Complex chapter.

4. Wildlife:

The fauna have been greatly affected by the past land development in the region. Wide spread destruction of virgin forest lands over a period of several hundred years has caused emigration or elimination of many species. As a result, the present regional fauna consist primarily of species of wide distribution and economical tolerances, high adaptability and non-restrictive habitat requirements.

Waters of the Providence River and Harbor and Rhode Island Sound reveal a great number of pollution tolerant macrobenthic forms. This is probably caused by a low dissolved oxygen, low and variable salinity, and toxic materials in the water and/or sediments. Water in Narragansett Bay just above Newport has been closed to shellfishing on several occasions due to localized pollution from sewage treatment facilities. Waters of the low bay area possess a richer faunal assemblage than the other areas due to its less polluted nature, less variable salinity, greater bottom stability and more stable dissolve oxygen concentration. The shortnose sturgeon is the only aquatic species known to be on the list of endangered fauna of the coastal regions of Rhode Island. For a list of possibly endangered, threatened and rare floral species and possibly endangered terrestrial fauna, see Wildlife, Natural Environment, Complex chapter.

5. Hydrology:

The water quality is good in the Rhode Island region. The volume of ground water available in the area is very large. This is due to its vast quantity of till. Some of the aquifers in the region yield 100 to 300 gallons per minute, with a few over 300 and several over 1,000 gpm. Average depth to the surface of groundwater supply is fourteen feet. In the vicinity of Newport, water is commonly hard and high in iron though generally of good quality. More information on ground and surfaced water can be found on Hydrology, Natural Environment, Complex chapter.

6. Floodplains:

The Navy integrates floodplain management into its planning and decision-making. Naval installations will ensure that development and land management programs are compatible with minimization of flood hazards and restoration and preservation of floodplains and wetlands.

In accordance with Executive Order 11988, development in the 100-year floodplain (or the 500-year floodplain for critical activities) must not occur unless there is no practicable alternative. Development which must occur within the 100 (or 500) year floodplains must meet design standards promulgated in 44 CFR 58-60. NETC Newport, located in an open coastal area, is subject to two major types of flood hazards. First, areas which are directly exposed to wave action from Narragansett Bay (such as the western edge of Coasters Harbor Island) are classified as "V" zones. Projects sited in the V-zone require structural protection from three foot wave action as well as elevation to +15' NGVD. Areas of NETC which are protected from direct wave action but are vulnerable to backwater flooding are designated as A-zones.

Projects sited in A-zones must be flood-proofed or elevated to a +12 NGVD to +14 NGVD. Areas between the 100 year floodplain (either V- or A-type) and 500-year floodplain are classified as B-zones. Proposed projects such as hazardous material storage facilities or hospitals, in which flooding would create an added dimension to the disaster (termed "critical activities") must use the 500-year floodplain elevation as a base parameter for design. Depending upon the site, this elevation may be determined by superimposing a topographical map over the floodplain map. The 500-year floodplain datum is the elevation at the Zone V/Zone C intersection.

7. Historical Resources:

Historic, buildings, structures and sites abound in the Newport area, including four properties within the NETC Installation. The four installation properties listed in the National Register of Historic Places include Founder's Hall (the original site of the Naval War College), Luce Hall (Coasters Harbor Island), Fort Adams, and Quarters A (Fort Adams). Any work to be performed in, or affecting the Historic properties involving demolition, construction, repair, or modification of structures in the district is subject to review by the State Historic Preservation Officer (SHPO), the Advisory Council on Historic Preservation, and CNO prior to the start of such work.

E. PROJECT DESCRIPTIONS

The majority of the projects identified in this Master Plan are not in conflict with the objectives of Federal, regional, state, or local land use plans, policies, or controls. This section will review the potential environmental impacts to be expected from the current MCON program.

FY 87

P-174 Utility Systems Upgrade, Coasters Harbor Island.

This project will construct replacement mains and enlarge all piping along with replacement of valves and hydrants on Coasters Harbor Island. Also included in the pump will be aeration and chlorination equipment. This project will also provide replacement of two (2) existing 2500 KVA transformers with two (2) new 3750 KVA transformers including six (6) 23 KVA oil circuit breakers and five (5) 2400 volts distribution oil circuit breakers. The project will create only the normal short-term environmental impact due to standard demolition and construction practices.

P-308 NETC Bachelor Officers Quarters, Phase I.

The project will construct a concrete and masonry framed building including a basement, which will accommodate 150 senior officers. The project will create only the normal short-term environmental impact due to standard demolition and construction practices. Intergovernmental Coordination is required.

P-360 Surface Warfare Officer Training Facility

The project will construct a three story structure with on grade parking; concrete foundations, steel frame, and concrete floor. The project includes the demolition of Building 405 and its reconstruction on Coddington Point. The project is being constructed in the 100 year floodplain, therefore the first floor elevation must be raised above 15 FT/MSL out of the 100 year wave runup elevation. The project will create only the normal short-term environmental impact due to standard demolition and construction practices.

FY 88

P-342 Primary Electrical Service.

The project will construct a new primary voltage electrical service to the Newport Naval Complex consisting of two 69 KV and 13.8Y/8.0 KV 20/30 MVA LTC transformers and associated bus structures, switchgear and eight feeders, conversion of the existing 23 KV sub-transmission system to 13.8Y/8.0 KV distribution, replacement of eight distribution transformers at substations 5, 7, 12, 15 and three tank farms, and replacement of potential transformers at distribution substations.

In accordance with OPNAVINST 5090.1, this project has been reviewed with respect to Executive Order 12372 requirements. It has been determined that the project could impact community plans or programs, and therefore, intergovernmental coordination is required. The project will create only the normal short-term environmental impact due to standard demolition and construction practices.

P-343 Potable Water Distribution Line.

The project will provide the rehabilitation of several pump stations, relocation of a pump station, construction of a water tank, replacement (including some enlargement) of selected water mains, cleaning and lining of selected water mains, performance of investigations to remove blockages where required, installation of valves, and replacement of valves and hydrants where indicated.

The proposed project may affect a property listed, or eligible for listing in the National Register of Historic Places. In accordance with Section 106 of the National Historic Preservation Act of 1966 (as amended), the respective State Historic Preservation Officer and the Advisory Council on Historic Preservation will be afforded an opportunity to comment on the proposed action. The project will create only the normal short-term environmental impact due to standard demolition and construction practices.

P-358 Municipal Sewer Connection, Phase II

The City of Newport is proposing to construct a 10.7 MGD secondary treatment plant in 1988 as the second phase of a complete upgrade of the regional sewage treatment facilities on Aquidneck Island. The Navy will share an appropriate portion of the plant cost based on quantity of sewage flow. The sewage treatment plant will be located adjacent to the Newport Naval Complex on City of Newport owned land. The project will create only the normal short-term environmental impact due to standard demolition and construction practices.

P-368 Heating Fuel Oil Storage

The project will construct one permanent 25,000 gal. underground steel tank near Building A6 and two permanent 670,000 gal. underground reinforced concrete tanks for Building 7. Work is to include all site work, pavement replacement, utility connections, and fuel oil flow line connections. Ground water may be affected by any leaks in the

tanks, therefore all seepage from the tanks will be collected and monitored as required..The project will create only the normal short-term environmental impact due to standard demolition and construction practices.

FY 89

P-361 Naval Justice School Applied Instruction Building Addition and Alternations.

The project will construct a three-story, permanent, air-conditioned, structurally framed addition to Building 360 with a partial base containing classrooms, labs, lounge, and other support rooms. The project will create only the nominal short-term environmental impact due to standard demolition and construction practices.

P-365 Upgrade Electrical Distribution System.

This project will construct replacement of electrical facilities which have deteriorated due to age. Replace one 23 KV cable with a land cable; replace three 23 KV underground cables; replace existing deteriorated underground cables in the Melville area; replace deteriorated overhead distribution facilities on Coasters Harbor Island, Coddington Point and Coddington Cove with underground facilities; replace several deteriorated distribution transformers within buildings; and replace an existing distribution substation at the Naval Hospital. The project will create only the normal short-term environmental impact due to standard demolition and construction practices.

P-384 Combat Systems Trainer

The project will construct a one story structure with concrete foundations, steel frame, and concrete floor. The project includes the relocation of the Combat Systems Test Center from Ronkonkamo, NY to Newport, RI. An Environmental Assessment will be prepared for the project to analyze any potential impacts from emissions from this project. The project will create only the normal short-term environmental impact due to standard demolition and construction practices.

P-391 Small Craft Pier.

This project will construct a small craft pier to berth vessels required for pier operations. The project includes extending the quaywall, dredging to 35 foot depth, construction of a 30 foot x 400 foot small craft pier and 5400 SF support building. No significant environmental impacts will result from the construction. An EA will be required.

FY 90

P-295 Theatre, 350 Seats.

This project will construct a one story theater, centrally located adjacent to the Enlisted Club and Recreation Center, will have 350 seats with a stage for small productions, a movie screen, and a projection booth. The project will create only the normal short-term environmental impact due to standard demolition and construction practices.

P-332 Brig

The project will construct an 80 man/7 woman brig at Tank Farm 5. It will relocate the Brig from its present location on Coasters Harbor Island. This project could create a visual encumbrance for private residences, therefore efforts will be made to minimize all negative impacts from this project. Otherwise, the project will create only the normal short-term environmental impact due to standard demolition and construction practices.

P-338 PASS Facility

The project will construct a concrete and masonry framed building, which will relocate the PASS functions from Building 61. Also included in this project is the relocation of COMNETC headquarters and staff. The project will create only the normal short-term environmental impact due to standard demolition and construction practices.

P-344 Gas/Cylinder Storage

The project will construct a 2,000 SF facility for the storage of gas cylinders. The project will create only the normal short-term environmental impact due to standard demolition and construction practices.

P-357 NETC Bachelor Officers Quarters, Phase II.

The project will construct a concrete and masonry framed building including a basement, which will accommodate 150 senior officers. The project includes the stabilization of the shoreline, which requires a consistency determination with the Rhode Island Coastal Zone Management Plan. It also requires a Section 404 permit from the Corps of Engineers to fill in U. S. waters. The building is sited in the 100 year flood plain and must meet criteria of the National Flood Insurance Act (First Floor elevation must be above the 100 year floodplain (15 FT/MSL)).

P-392 SIMA Supply and Storage Facility.

The project will construct a 20,000 SF facility for SIMA expansion and Fleet Support functions. The land the project will be built on will be constructed by Project P-391, Small Craft Berthing and Landfill. This project is included in the EIS for P-391. The project will create only the normal short-term environmental impact due to standard demolition and construction practices.

P-393 SIMA Expansion

The project will construct a second deck on the low-bay portion of Building 68 for SIMA expansion and Fleet Support functions. Also included is construction of a new permanent building at the head of Pier 2 for Fleet Support functions. The location of SIMA in Building 68 on Pier 2 adjacent to homeported/visiting ships is necessary to maintain and repair fleet units. The project will create only the normal short term environmental impact due to standard demolition and construction practices.

F. IMPACT OF UNPROGRAMMED & MASTER PLAN PROJECTS

The unprogrammed projects are the valid projects listed on the latest Military Construction Requirements List (MILCON RL) Report 1360. These are projects submitted by the Activity, endorsed by the Master Plan, supported by the major claimants but have not been assigned a year, nor approved for appropriation. Master Plan projects are new projects recommended as a result of the master planning effort. These projects are viable solutions to land use conflicts, some current deficiencies and new mission requirements. Similarly, these projects will cause short-term negative effects on the environment during construction but none are expected to cause any concern for long-term negative environmental consequences.

G. MEANS TO MITIGATE ADVERSE ENVIRONMENTAL IMPACTS

The majority of projects identified in this Master Plan are not in conflict with the objectives of Federal, regional, state or local land use plans, policies, or controls.

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8B. ACRONYMS

AC	Alternating Current
Acad.	Academic
ACDUTRA	Active Duty Training
ACT-UP	Air Conditioning Tune-up
AD	Destroyer Tender
Adeq.	Adequate
Admin.	Administrative, Administration
A/E	Architecture/Engineering
AMPS	Amperes
AMSL	Above Mean Sea Level
AMTRAK	National American Passenger Service
AOE	Combat Support Ship
ASROC	Anti-Submarine Rocket
ASW	Anti-Submarine Warfare
Aud.	Auditorium
AUTODIN	Automatic Digital Network (a secure communications network)
Ave.	Avenue
Avg.	Average
BBL	Barrel
BEAP	Base Exterior Architecture Plan
BEQ	Bachelor Enlisted Quarters
BFR	Basic Facilities Requirements
BL	Barrel
Bldg.	Building
BQ	Bachelor Officers Quarters
CB	Citizens Band Radio Sets
CBS	Construction Battalion Center
CBU	Construction Battalion Unit
CC	Coddington Cove
CCN	Category Code Number
CCPO	Consolidated Civilian Personnel Office
CCS	Command and Control System
CEC	Civil Engineer Corps

CEQ	Council for Environmental Quality
44 CFR	Title 44 Code of Federal Regulations
CG	Cruiser
CHI	Coasters Harbor Island
CINCLANTFLT	Commander-in-Chief, Atlantic Fleet
CIP	Capital Improvements Plan
CIS	Commercial Industrial Service
CNC and S	College of Naval Command and Staff
CNET	Chief of Naval Education and Training
CNO	Chief of Naval Operations
CNSG-4	Commander Naval Surface Group Four
CNTT	Chief of Naval Technical Training
CNW	College of Naval Warfare
COGEN	Cogeneration
COMNAVSURFGRU-4	Commander, Naval Surface Group Four
COMNAVSURFGRUFOUR	" "
COMNAVSURFLANT	Commander, Naval Surface Fleet Atlantic
COMNAVSURFPAC	Commander, Naval Surface Fleet Pacific
CONRAIL	Consolidated Rail Corporation
Corp.	Corporation
CP	Coddington Point
CPO	Chief Petty Officer
CRT	Cathode - Ray Tube
CTO	Central Torpedo Office
CV	Aircraft Carrier
DC	Direct Current
DCA	Damage Control Assistant
DD	Destroyer
DDG	Guided Missile Destroyer
DET	Detachment
Dev	Development
DFM	Diesel Fuel Marine
DFSC	Defense Fuel Supply Center
DFSP	Defense Fuel Support Point
DHW	Domestic Hot water

DIS	Defense Investigative Service
Dist.	Distribution
DOD	Department of Defense
DPDO	Defense Property Disposal Office
Ea.	Each
ECIP	Energy Conservation Investment Program
EDC	Economic Development Corporation
EDS	Energy Distribution System
EE	Engineering Evaluation
EEO	Equal Employment Opportunity
EFD	Engineering Field Division
EIS	Environmental Impact Statement
EMCS	Energy Management Control System
EOD	Explosive Ordnance Disposal
Equip.	Equipment
ESQD	Explosive Safety Quantity Distance
ETAP	Energy Technology Applications Program
FAADCLANTNORVA	Fleet Accounting and Disbursing Center, Atlantic Division, Norfolk, VA
FACSO	Facility Systems Office
FEP	Facility Energy Plan
FF	Frigates
Flam. Haz.	Flammable Hazard
FM	Force Main
FO	Fuel Oil
Ft.	Fort
FY	Fiscal Year
F76	Fuel, Naval Distillate
GOCO	Government-Owned, Contractor-Operated
GPD	Gallons per Day
GPM	Gallons per Minute
GSA	General Service Administration

HP	Horsepower
HPPO	Heating Power Plant Optimization
HQ	Headquarters
HR	Hour
IMA	Intermediate Maintenance Activity
Inadeq.	Inadequate
INTOCS	International Officer Candidate School
IOCS	International Officer Candidate School
ISSA	Intra-Service Support Agreement
IT	Instructor Training
ITS	Instructor Training School
JAG	Judge Advocate General
JP-4,5	Jet Engine Fuel
KV	Kilo (1,000) Volts
KVA	Kilo-Volt Amperes
KW	Kilo-Watts
KWH	Kilo-Watt-Hours
LBEF	Land Based Evaluation Facility
LBS., lbs.	Pounds
LF	Lineal Feet
MA.	Massachusetts
MAPS	Military Assistance Programs
MBTU	Million British Thermal Units
MCON, MILCON	Military Construction
MG	Million Gallons
MILCON RL	Military Construction Requirements List Report
MLW	Mean Low Water
Mod.	Modification
MOTU-4	Mobile Technical Unit Four
MP	Master Plan

MSL	Mean Sea Level
MSO	Ocean Minesweepers
MVA	Mega-Volt Amperes
MW	Mega-Watts
MWR	Morale, Welfare and Recreation
n/a	Not Applicable
NAF	Non-Appropriated Funds
NAPS	Naval Academy Preparatory School
NAS	Naval Air Station
NAS	Naval Audit Site
NAVCOMPARS	Naval Communication Processing & Routing System
NAVDAF	Naval Data Automation Facility
NAVELEX	Naval Electronics System
NAVFAC	Naval Facilities Engineering Command
NAVFACINST	Naval Facilities Engineering Command Instruction
NAVHOSP	Naval Hospital
NAVOSH	Naval Occupational, Safety & Health
NAVSEAOP	Naval Sea System Command Operative
NAVSEA	Naval Sea Systems Command
NAVUWSEC	Naval Underwater Weapons Systems Engineering Center
NCC	Naval Command College
NCSD	Navy Commissary Store Division
NEEO	Naval Electronic Engineering Office
NEPA	National Environmental Policy Act of 1969
NETC	Naval Education & Training Center
NEW	Net Explosive Weight
NEX	Navy Exchange
NFS	Navy Facilities System
NGVD	National Geodetic Vertical Datum
NIS	Naval Investigative Service
NJS	Naval Justice School
No.#	Number

NORTHDIV	Northern Division
NOTC	Naval Officer Training Center
NPPS	Navy Publications & Printing Service
NPT	Newport
NFC	Naval Reserve Center
NRCO	Navy Regional Contracting Center
NDC	Naval Dental Clinic
NRF	Naval Repair Facility
NRHP	National Register of Historic Places
NRMC	Naval Regional Medical Center
NROTC	Naval Reserve Officer Training Corps
NRPO	Naval Regional Procurement Office
NSC	Naval Staff College
NTC	Naval Training Center
NUOS	Naval Underwater Ordnance Station
NUSC	Naval Underwater Systems Center
NUSL	Naval Underwater Sound Laboratory
NWC	Naval War College
O and MN	Operations & Maintenance, Navy
OCS	Officer Candidate School
OIC	Officer-in-Charge
OIS	Officer Indoctrination School
ONR	Officer Naval Reserve
OP	Operational
OPEC	Organization of Petroleum Exporting Countries
OPNAVINST	Operational Navy Instruction
OSHA	Occupational Safety & Health Administration
PCB	Polychlorinated Biphenyls
PCO	Prospective Commanding Officer
PEA	Preliminary Environmental Assessment
PGC	Providence Gas Company

PN	Person
POM	Program Objectives Memorandum
PSA/PSD	Personel Support Activity/Personnel Support Detachment
PSF	Pounds per Square Foot
PSI	Pounds per Square Inch
PSIG	Pounds per Square Inch Gauge
P.W.	Public Works
PXO	Prospective Executive Officer
RESREDCOMONE	Naval Reserve Readiness Command Region One
RESREDCOMREGONE	" "
RIPA	Rhode Island Port Authority
RIPTA	Rhode Island Public Transit Authority
ROICC	Resident Officer in Charge of Construction
SA, SB	New England Coastal & Marine Water Use Classifications
SAP	Simple Amortization Period
SATO	Satellite Airline Ticket Office
SEA	Senior Enlisted Academy
SECNAV	Secretary of the Navy
Semi-P	Semi-Permanent
SER	Shore Establishment Realignment
SF	Square Feet
SFPS	Shore Facilities Planning System
SIMA	Shore Intermediate Maintenance Activity
SIR	Saving Investment Ratio
So.	South
SOPA	Senior Officer Present Afloat
Sq. Ft.	Square Feet
SR	State Route
STECC	Second Tour Engineering Office Course
STG	Storage

Struct.	Structure
SUBS	Substandard
SUBLANT	Submarine Atlantic
Sub. Std.	Substandard
SWOS, SWOSCOLCOM	Surface Warfare Officers School Command
SY	Square Yard
TCCSMA	Trident Command & Control System, Maintenance Activity
TRIREFAC	Trident Refit Facility
TRITRAFAC	Trident Training Facility
TSC	Trident CCS Support Complex
UEPH	Unaccompanied Enlisted Personnel Housing
UIP	Utilities Improvement Program
UCPH	Unaccompanied Officer Personnel Housing
UP	Unprogrammed
USDOT	United States Department of Transportation
VIP	Very Important Person
Whse.	Warehouse
WATS	Wide Area Telephone Service
Wks	Weeks
WOCS	Womens Officer Candidate School
YP	Yard Patrol Craft

8 C. MOBILIZATION ANNEX

I. PURPOSE.

This report describes the impacts of mobilization on the Newport complex. Much of the information contained in this annex was obtained from the Activity Data Sheet (ADS) for NETC, Newport and NAVHOSP Newport during the Mobilization Planning Study performed in FY 1985.

II. MOBILIZATION SCENARIO.

Upon mobilization, NETC will assume two major and independent activities. It will surge its training functions primarily in OCS/OIS throughput to bring ships and squadrons up to full wartime complements, meet manning needed for new construction and demothballed ships and provide replacement junior officers. Increased training working hours and work days (to 6 per week) will increase OCS turnover by 25%. Training activities at SWOS and Justice School will intensify parallel to that of OCS. Programs not contributing to the immediate national security requirements will be curtailed or suspended at NETC and its tenants, making facilities available for surge operations. Berthing and messing facilities will be utilized to their fullest capacity as originally designed during the high OCS throughput years of the late 1960's. Reactivation and reconversion of some facilities to their original intended use will be required.

Increased operating tempo of the homeported surface units and augmented activities of SIMA will cause NETC to assume the logistical support functions of a Naval Base/Naval Station. Demand increases upon the supply department will be the most dramatic. Increased operations and ships' manning (now augmented by reserves) will cause continual demand for delivery of food (fresh, drybulk, and frozen), fuel and spare parts at the pier. Ships movement will dictate the waterfront operations component having available tug, crane and pier services on a continual basis. Since the pier area is physically separated from the base support services, personnel and material transportation needs will increase. Ship forces will require transport to administration and training facilities. SIMA unit

personnel will need additional transportation to messing and berthing facilities at meal times and shift changes. Ships operations schedules will dictate delivery schedules to the pier area and SIMA exclusive of normal working hour considerations. Postal and base communications capabilities will be likewise taxed.

Base utility demands ashore will increase in direct proportion to training hour/routine changes. Demand at the pier for steam, water and electricity will increase as ships maintain a higher readiness status and SIMA increases production. Weapons systems will be continually tested, boilers kept warm and blanketed and ships potable and feed water tanks filled and maintained "topped-off."

III. MOBILIZATION FACILITY REQUIREMENTS

<u>Project Number Required</u>	<u>Project Description</u>	<u>Category Code</u>	<u>Qty (UM)</u>	<u>1985 Cost (\$1000)</u>	<u>M-Day</u>
P-146	Steam Distribution Sys	822-12	6,200 LF	3,725	M-Day
P-174	Water Distribution Sys	842-10	16,000 LF	2,100	M-Day
P-297	Fire Fighting Training Facility	179-45	LS	9,900	M-Day
P-308	BOQ	724-11	178 PN	8,800	M-Day
P-318	Reactivation Boiler 3	821-09	LS	1,700	M-Day
P-328	Pier 2 Utilities	813-20	LS	3,160	M-Day
P-331	Facility Energy Improvements	821-09	LS	7,560	M-Day
P-332	Brig Relocation	730-15	LS	3,150	M-Day
P-391	Small Craft Berthing & Landfill	155-20	550 FT	7,900	M-Day
P-392	SIMA Storage	213-77	20,000 SF	1,400	M-Day
P-393	SIMA Expansion	213-30	LS	11,200	M-Day
P-340	Fire Alarm System	880-10	LS	2,550	M-Day
P-342	Primarily Electrical System	813-20	LS	7,300	M-Day
P-343	Upgrade Water Distrib.	742-10	LS	4,800	M-Day
P-352	BEQ	721-13	294 PN	6,600	M-Day
P-353	Upgrade Substation 6	813-20	LS	960	M-Day
P-357	BOQ	724-11	191 MN	9,600	M-Day
P-362	DC Trainer	171-20	LS	1,210	M-Day
P-364	P-365 Upgrade Electrical Distribution	813-20	LS	7,850	M-Day
P-360	SWOS Expansion	171-20			
P-368	Heat Fuel Oil Storage	821-61	1,365 K Gal	2,100	M-Day
P-378	BOQ	724-11	222 PN	9,000	M-Day
MP-105	Vehicular Parking	852-10	LS	370	M-Day
MP-108	Utilities	813-20	LS	2,000	M-Day

III. MOBILIZATION FACILITY REQUIREMENTS (cont'd)

<u>Project Number</u>	<u>Project Description</u>	<u>Category Code</u>	<u>Qty (UM)</u>	<u>1985 Cost (Ks)</u>	<u>M-Day Required</u>
c. <u>Post M-Day Requirements</u>					
P-310	NAVDAF Facility	610-10	48,000 SF	4,200	M-Day
P-324	Academic Training Facility	171-20	47,700 SF	5,150	M+180
P-337	Municipal Sewer Connection	831-10	LS	6,600	M+180
P-346	PW - Shops	219-10	55,300 SF	2,908	M+180
P-344	Gas/Cylinder Storage	441-30	2000 SF	403	M+90

IV. FACILITIES PLAN FOR MOBILIZATION.

Upon mobilization current training capacity would be doubled by going to a second shift of evening training. Training not immediately related to national security requirements would be curtailed or suspended at NETC and its tenants. The shift of training would result in increased staffing and classroom scheduling. Additional student loading could force double occupancy of existing BCQ/BEQ rooms, new construction or the attempt to accommodate the overflow in the local Newport area.

The SIMA will be able to support additional fleet by carefully scheduling services and repairs and by additional work shifts that would use idle workshops at night. Problems would arise on items that could not be repaired in a normal eight hour shift and would have to be left in place for extended periods of time. This type of conflict could be solved by scheduling or sending these types of repairs to other facilities. A second shift would require additional personnel to perform the services and repairs. The increased personnel loading will impact on housing and other support functions.

The existing community support facilities were constructed at a time when a very large active Fleet existed at Newport. They would be adequate to handle increased population due to mobilization. Facilities such as the exchange and commissary are able to expand or branches can be constructed in the areas that require them. The clubs are currently under capacity and will be able to accommodate the the additional loading. Minor expansions of the service kitchens will be required. Public works functions will have to support additional wear and tear of NETC training facilities. Assuming that no new facilities are added to the inventory, public works should be able to accommodate the training increases.

V. MOBILIZATION LAND USE.

No major changes are foreseen in current land use upon mobilization.

VI. PEACETIME PLANNING FOR MOBILIZATION.

a. Peacetime MILCON Requirements Needed in War. NETC will focus construction in two areas; expanding pier support and SIMA facilities to respond to fleet operations and improving utility and personnel support facilities to respond to increased turnover at training activities. Steam, water, sewer and electric distribution will be upgraded on an accelerated basis. Personnel support facilities, including BEQ and BOQ space, will be constructed to handle the increased student population turnover. Pier areas will be expanded and utilities upgraded. The existing SIMA production spaces will be expanded and warehouse spaces will be erected near pier areas.

Any contingency scenario for surging base capabilities at NETC must also consider the reacquisition of real estate from Derecktor, the termination of its lease, the reacquisition and activation of Pier 1 utilities, the removal of mothballed LNG tankers from the turning basin and the opening of roads through Derecktor operations to achieve direct access to the pier from base support facilities.

No construction will be necessary at the DLA fuel farms in the Melville area. The fuel farm as used by SERVRON Two and servicing fleet operations prior to the 1973 has been kept intact, maintained and remains capable of supporting fleet operations.

VII. RECOMMENDATIONS.

It is recommended that those projects required to be in place by M-Day be supported by the major claimants to insure the availability of needed resources. In a national emergency requiring mobilization, any delays could be disastrous.

8D. BASE EXTERIOR ARCHITECTURAL PROGRAM

Goal:

The goal of the Base Exterior Architectural Plan (BEAP) is to provide guidance for improving the Base smartness and appearance at the NETC Complex. The plan is intended to supplement the NETC Master Plan and guide the location, planning and design for future site and building exterior improvements. It also provides the Complex with a prioritized list of projects for upgrading appearance and facilities where the need is the greatest. (Specific designs for street furniture, lighting, signage, and color schemes can be found in the Newport Complex BEAP).

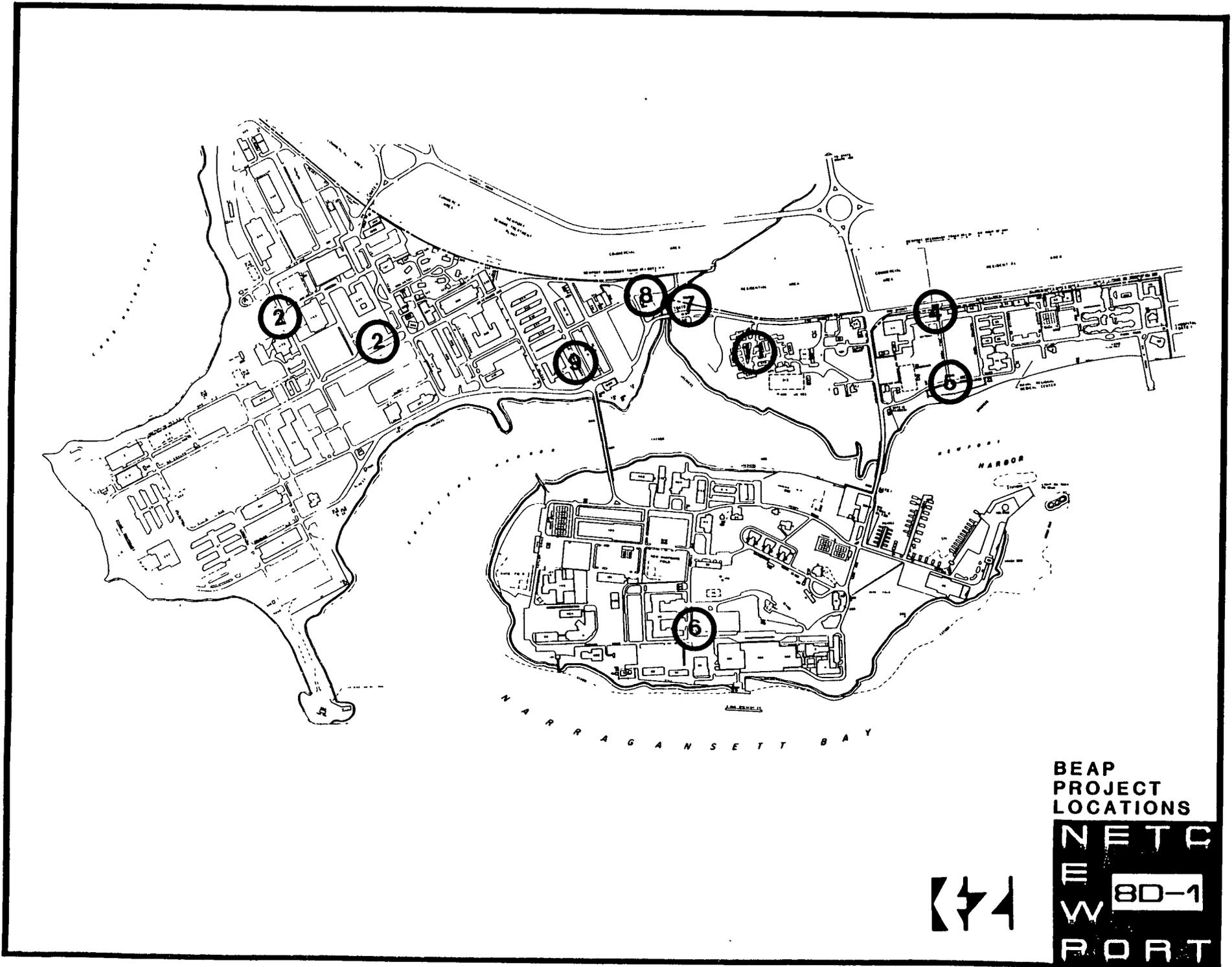
Objectives:

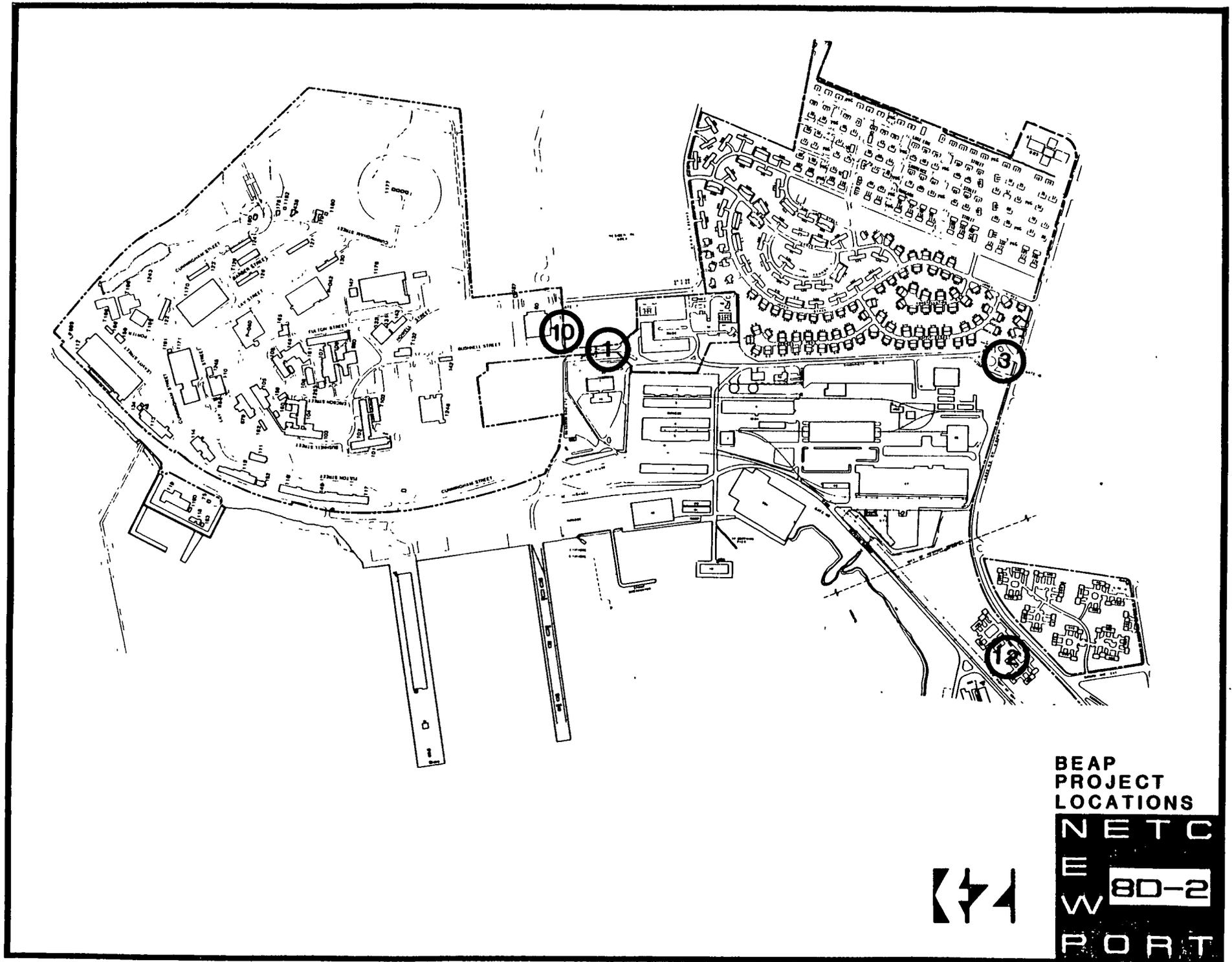
The objectives for the NETC Complex involve the following key areas:

- development of prominent visual linkages between the several distinct geographical areas of the Complex
- reinforcement and improvement of the campus character and visual quality of the School areas
- designation and development of a primary route of travel
- development of a continuous open space/green zone
- improvement of gate areas
- use of a common vocabulary of building and site colors, textures and materials

Recommended Projects:

1. Gate 11 site improvements includes gatehouse improvements, signage, planting and lighting (\$25K)
2. Street tree planting along Peary-Whipple Streets - includes planting along Whipple Street from Peary Street to Hacker Street and from Hacker Street to Meyerkord Avenue (\$19K)
3. Gate 10 site improvements - includes a new guard station, expanded traffic island, orientation map, signage, new lighting and planting (\$25K)
4. Gate 7 improvements (Naval Hospital) - includes new curbing, signage and planting (\$14K)
5. Parking improvements (Naval Hospital) - includes screening vegetation along Smith Road (\$24K)
6. Sims Hall site improvements - includes new curbing, service area organization and planting (\$10K)
7. Gate 2 site improvements - includes a new guard station, fencing, signage and planting (\$25K)
8. Public works shop area site improvements - includes earth berms, curbing, visitor orientation maps and planting (\$25K)
9. Building W-31, Public Works shop site improvements - includes curbing, walks, planting, street trees, and visitor orientation maps (\$24K)
10. Coddington Highway screening - includes perimeter screening along the industrial area and the Third Street area at the Naval Hospital (\$25K)





11. Play area improvements at Farragot Field Housing area - includes play apparatus, curbing and wall separation from vehicular traffic and planting (\$12K)

12. Play area improvements at the Hartfield Housing area includes play apparatus, curbing, bollards and planting (\$14K)

8E. FLEET HOMEPORTING STUDY

Homeporting of active duty and reserve naval vessels has been occurring at the Newport Naval Complex throughout its history. Fleet support activities have varied with national defense policy and currently are expanding substantially. This period of growth, initiated in 1980, will continue through the 1990's as dormant facilities are restored and additional capacity is added.

Outyear projections (1992) anticipate a 43% increase in Frigate Class ships. Capital improvements in support of homeporting is concentrated on restoring utilities to the south side of Pier 2, SIMA expansion, fleet support and warehousing facilities, and additional parking in Coddington Cove. This will increase the pier's full-service berthing capacity from 6 to 12 frigate-class ships. Additional nesting is possible. Potential for further increases in homeporting capacity are addressed in the later part of this report. See table 8E-1.

Projected 1992 expansion will have substantial demographic and marine related impacts. Population increases will include 873 military, 1103 dependent, and approximately 150 civilian personnel. Consideration toward mitigation of adverse impacts will be required beyond established capital improvement funding.

NETC is currently tasked with support for homeported and visiting ships by CINCLANTFLT. Maintenance and supply support will be provided as follows:

Utilities, including: electricity, potable water, steam, sewage disposal, bilge offloading, solid waste collection, hazardous waste disposal. See tables 8E-2 & 8E-3.

Communications/Navigational Aids, including: ship-to-shore telephone, radio assist during operations, tug docking master and pilot assistance.

Public Services, including: police, fire, rescue and ambulance.

Operational Supplies, including: commissary, mess, minor repair parts, other supplies necessary to support ships complement while in port and keep ships on-line.

Ship Maintenance, will be provided by the Ships Intermediate Maintenance Activity (SIMA). SIMA is an activity commanded by NETC.

Maintenance and Support, for homeported ships not provided by NETC includes the following:

Fuel Storage and Handling, Defense Fuel Support Point, Melville.

Light Airborne Multi-Purpose System, South Weymouth Naval Air Station.

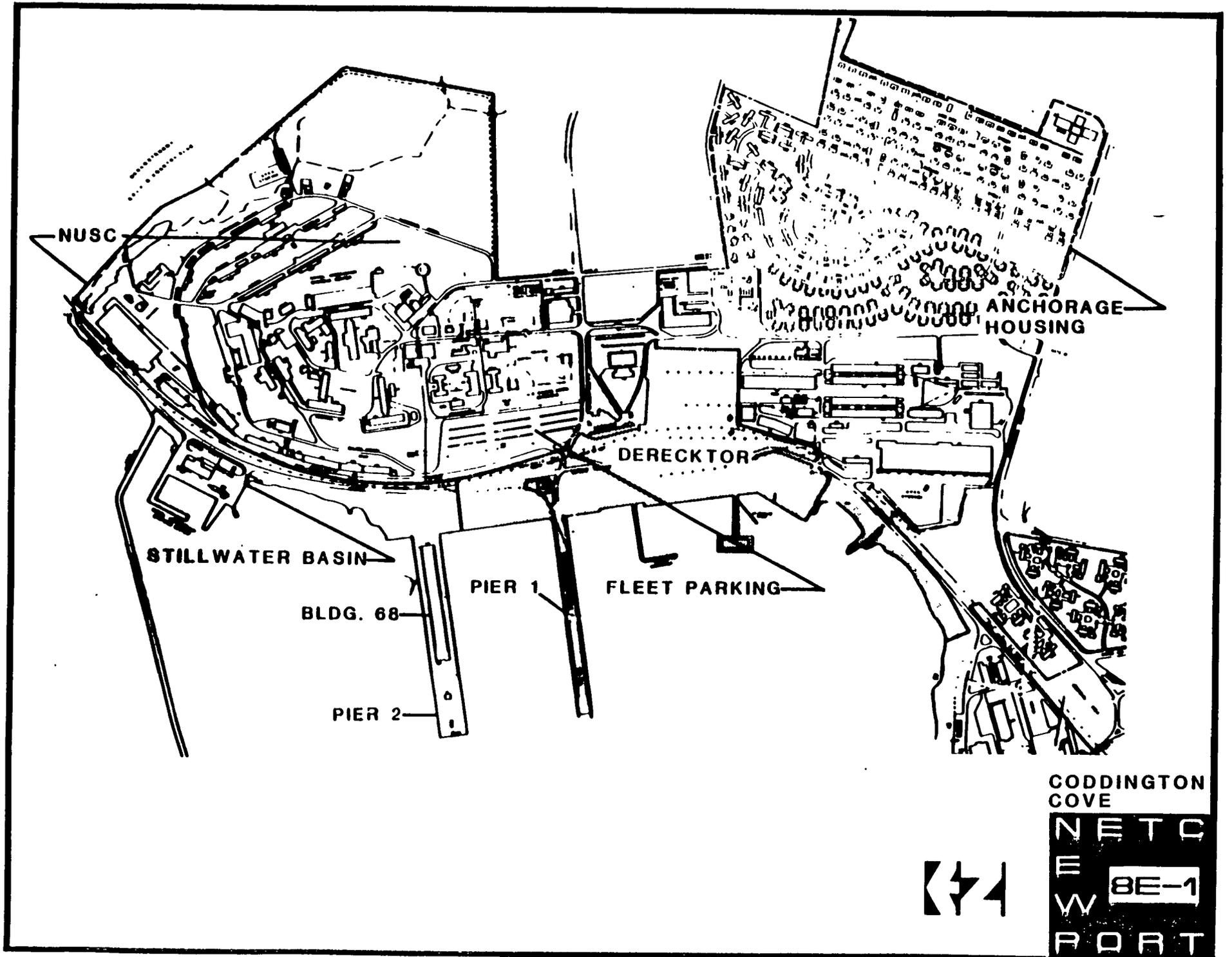
Ammunition Storage, Handling or Training, Norfolk, VA., Charleston, SC.

Major Repair, Rehabilitation, or Refitting, Naval Shipyard, Philadelphia, PA or Norfolk, VA.

TABLE 8E-1

CURRENT AND PROJECTED HOMEPORTING

	<u>1985</u>	<u>1992</u>
FF	2	4
FR	2	2
DD	1	1
MSOR	2	0
FFG	1	3
MCMR	0	1
MSHF	0	1
AO	0	1



PIER TWO CAPACITY

Berthing facilities on the north side of Pier 2 currently provide full utility service for six frigates. Partial service (not including electrical, phone, or fire protection) is available for six additional frigates. Existing utility service is described below with deficiencies indicated. Potential resolutions are discussed below under "Pier Upgrade".

Electricity

Electrical service is provided by the Newport Electric Company to NETC at an average annual demand level of 12-15 mega-volts (MVA). Total capacity of primary lines is 32 MVA at a power factor of 80 percent. Secondary lines are reserved for emergency power distribution to the Naval Complex.

The distribution system has deteriorated to an overall poor condition. Excessive splice-repairs, overloaded circuits and equipment, inadequate reserve transformer capacity coupled with rapidly shifting load concentrations, a lack of sectionalizing of switching equipment and indiscriminate load additions are contributing factors. By FY-85 the Naval Expansion Program will impact significantly on the system particularly at Pier 2.

Although demand will be below the combined capacity rating of service lines 2211 and 2218 (40 MW), standby services may become inadequate and unreliable.

Peak load requirement at Pier 2 is currently 4,500 KVA. Hook ups include two electrical load centers with eight 450 V, 400 A, 3 PHASE outlets and one electrical load center with twelve outlets. Each consists of two 2,000 KVA transformers to service the north side and together can accommodate a maximum of seven FF-1052 class frigates.

Special project R36-81 and Milcon P-328 will provide increased electrical capacity to accommodate 18 ships. With an addition of a 5,000 KVA substation, homeporting of 24 frigates is possible.

Additional capacity must also be provided to SIMA in Building 68 on Pier Two.

TABLE 8E-2

UTILITY REQUIREMENTS FOR

HOMEPORTED SHIPS (1985)

	<u>STEAM</u> <u>lbs/hr.</u>	<u>POTABLE</u> <u>WATER</u> <u>gal/day</u>	<u>AVG 24 hr</u> <u>SEWAGE</u> <u>FLOW</u> <u>gal/day</u>	<u>ELECTRIC</u> <u>PRESENT</u> <u>DEMAND</u> <u>AMPS</u>
4 FF	13,600	28,000	86,400	4,800
1 DD	3,000	10,000	21,600	3,000
2 MSO	2,000	4,800	(MINIMAL)	400
1 FFG	<u>(GAS TURB)</u>	<u>5,600</u>	<u>21,600</u>	<u>2,800</u>
TOTAL DEMAND	18,600	48,400	129,600	11,000

TABLE 8E-2

UTILITY REQUIREMENTS FOR
HOMEPORTED SHIPS (FUTURE)

	<u>STEAM</u> <u>lbs/hr.</u>	<u>POTABLE</u> <u>WATER</u> <u>gal/day</u>	<u>AVG 24 hr</u> <u>SEWAGE</u> <u>FLOW</u> <u>gal/day</u>	<u>ELECTRIC</u> <u>PRESENT</u> <u>DEMAND</u> <u>AMPS</u>
1 AO	3,500	9,800	20,000	2,400
6 FF	24,000	43,200	129,600	7,200
1 DD	3,000	10,000	21,600	3,200
2 MSO	2,000	4,800	(MINIMAL)	450
3 FFG	<u>(GAS TURB)</u>	<u>16,800</u>	<u>64,800</u>	<u>9,000</u>
TOTAL DEMAND	32,500	84,600	236,000	22,250

Steam

Steam to Pier 2 is produced on-station at Steam Plant Building 7. Plant #7 has an existing capacity of 150,000 #/hr with a firm capacity of 75,000 #/hr from Boilers #1 and #2. Boiler #3 has a capacity of 80,000 #/hr but is not now operative. Pier 2 distribution includes four 2-inch steam risers at one location. Current plant capacity is inadequate for projected homeporting levels. In 1992 approximate pier load would be 32,500 #/hr with a total system load approaching 200,000 #/hr. In addition, the existing steam distribution system on the south side of Pier 2 is deteriorated and must be replaced.

Potable Water

Potable water is supplied to the Naval Complex from the city of Newport at an average monthly rate of approximately 44,000,000 gallons or 1,450,000 gallons/day. The systems safe yield is 9,000,000 gallons/day with an unsustainable capacity of 12 to 14,000,000 gallons/day. Total demand upon the Newport system is approximately 5,200,000 gallons/day; well within the safe yield of the system. The Naval Complex receives approximately 28 percent of the system's total demand (1981 figures). Water is supplied to Pier 2 via a 12" potable water main to the mid-point of its north side with an 8" main continuing to the end of the pier. Projected homeporting levels will require an identical supply run on the south side of Pier 2.

Special Project R36-81 will provide a supply system on the south side of Pier 2 and will be sufficient to meet homeporting requirements.

Waste Water

Effluent currently projected within NETC is treated by the Newport Sewage Treatment Plant, located immediately adjacent to NETC, west of Connell Road and south of Gate 4. The plant also serves both the City of Newport and the Town of Middletown. NETC generates approximately 29 percent of the total average sewage flow to the treatment plant, or 2,357,000 gallons/day. The current total average sewage flow to the plant from all sources is 8,206,000 gallons/day. The average design capacity is 5,380,000 gallons/day with maximum daily capacity at 14,600,000 gallons/day. Thus the current average daily sewage flow to the plant exceeds the average flow design capacity of the plant by 2,826,000 gallons/day. Sewage flows that exceed the average design capacity of the plant undergo primary treatment, but at a reduced effectiveness. Plant expansion by the City of Newport with assistance from the Navy is ongoing. Sewage is collected at Pier 2 via a 12" gravity run with a maximum design flow of 1,600,000 gallons/day. Projected homeporting levels will require duplicating the existing collector on the south side. Milcon P-326 will provide a sewage system that will be sufficient to meet the homeporting requirements.

Fuel

Marine diesel fuel is supplied to NETC piers from Defense Fuel Support Point (DFSP) in Melville. Each of the ten storage tanks at DFSP holds 2,520,000 gallons with a pumping rate of 80,000 gal/hr via a main over the five mile distance to the piers. The main varies in size (12", 16", and 24") throughout the entire five mile distance. The entire system is government owned. Operation is contracted to National Services Corporation.

Melville can provide adequate storage and delivery of F-76 fuel by pipeline to Pier 2. JP-5 fuel can be transported to the pier by truck. Additional off-loading of fuels can be accommodated at the DFSP Melville fuel pier or by commercial barges. Pier 2 is currently equipped with F-76 fuel line with seven risers on the north side. Refueling capability to the south side of the pier is being installed under Navy contract.

Telecommunications

Communication services at Newport are leased from New England Telephone Company and include the 701 electromechanical switch, cable plant and telephone instruments. The 701 switch has a 2,500 main line capacity. Only 50 are spare lines for future growth. Current trunking includes 89 commercial, Autovon, and 32 WATS trunks. The system is considered ineffective and incapable of supporting the growth directly and indirectly created by homeporting expansion.

AT&T will install the Dimension Feature Package 8. This system will provide required service for Newport and will allow for expansion with modular additions to the system.

At Pier 2, each of the three existing berths on the north side is provided with 24 telephone jacks. Projected homeporting will require 32 jacks at each of three south side berths.

Compressed Air

Pier 2's compressed air capacity is the responsibility of SIMA whose personnel estimate that one portable air compressor is required per five ships berthed. SIMA has two Sullair Corp. 125 psi, 300 cfm compressors in-shop. Both were installed in 1980 and are in very good condition. At the Pier there is one portable Westinghouse 100 psi, 125 cfm air compressor. It is owned by the government, but is in poor condition. There is also one 125 psi 300 cfm compressor which is leased from Gregory Co. Two additional portable 100 psi, 250 cfm air compressors are needed to meet present demand. These would replace the one in poor condition and the one which is leased. Two more would be required for FY-92 projected homeporting.

Bilge Disposal

Bilge generated by vessels is off loaded to floating waste oil rafts ("donuts") maintained by NETC, Public Works. The principle of operation is that of a simple oil/water separator. Separated oil is skimmed into a tank truck for storage at Tank Farm 5. A pierside oil/water separator is used primarily during summer months when higher temperatures tend to stagnate the donuts. Separated solids require removal from the donuts every two weeks. Ships currently homeported cumulatively generate 28,500 gallons of bilge each day while cold-iron. The frigate/destroyer class ships projected for homeporting in 1992 would generate approximately 49,000 gallons each day.

Saltwater

Homeported vessels currently utilize their own saltwater pumps for circulating saltwater required for cooling and fire fighting capabilities.

Fire Protection

Pierside fire protection equipment includes three freshwater pumps and nine hydrants. The adequacy and condition of fire water mains and distribution system is unknown. A new salt water system has been proposed.

Solid Waste Disposal

Public Works NETC maintains large bins at the eastern end of Pier 2 for collection of solid waste generated by homeported vessels. Trash is removed by Public Works to a solid waste transfer station in the City of Newport.

Hazardous Waste Disposal

Public Works, NETC arranges for disposal of hazardous wastes with the Defense Property Disposal Office, Davisville or private contractors. Homeported vessels generate three types of hazardous waste: Mercuric nitrate used for boiler testing, ethylenediaminetetraacetic acid used for boiler cleaning, and asbestos used for insulation around piping. DPDO receives only one hazardous waste associated with homeported frigates; polychlorinated byphenols, commonly known as PCB's.

Unserviceable Utilities

The three existing berths on the south side of the pier and one to the west have electric steam, water, and telephone hook-ups but all are assessed as unserviceable. These berths are to be upgraded by repair project R36-81 and MCON Project P-328.

SIMA, Building 68

Utility upgrade proposals in anticipation of increased homeporting must include escalating demand at Building 68 as well. At present Building 68 which occupies over half the length of Pier 2, is fully utilized by Administrative, Maintenance and Repair, and Supply and Storage functions in support of homeported ships. A proposed second deck will add to the existing utility land in Building 68.

IMPACTS OF PROJECTED HOMEPORTING

Pier Upgrade

Structural and utility upgrade of Pier 2 is currently being accomplished under FY 85 MILCON and Special Projects. Primary utilities to the south side berths are being restored; only fire protection remains in question.

Compressed air, bilge disposal, solid waste and hazardous waste disposal requirements are not addressed by the MILCON or Special Projects programs. Of these, bilge disposal may pose the most serious concern due to its potential impact on the marine environment.

The overall utility infrastructure of NETC, a concern for Pier 2 operation because of its deteriorated condition, will be up-graded through a series of MILCON projects in FY 86 through 89. A description of all of the above referenced projects appears in "ESTABLISHED CIP PROJECTS".

Waterfront Development

The proposed Fleet expansion will require new construction and renovation. New construction will include Fleet Support, SIMA Warehouse, parking, small craft berthing, quaywall, and additional utilities. Construction and renovation will be required for SIMA Expansion.

Several options exist for Fleet development. Option I will construct a new fleet support building at the head of Pier 2, a new SIMA general warehouse at Coddington Cove, a new small craft pier at Stillwater Basin, and additional Fleet parking at McAllister Point. Building 68 will be renovated for SIMA expansion. Option II, III and IV will centralize fleet functions at the waterfront area.

Option II constructs a new quaywall with backfill connecting Pier 2 area to Stillwater Basin. This area will reclaim approximately 5.1 acres of additional land. This area will provide construction sites for Fleet Support, SIMA Warehouse and additional Fleet parking. Building 68 will be renovated for SIMA expansion and long term parking will be located at McAllister Point. A new small craft pier will not be required.

Option III is similar to Option II, but reclaims 7.5 acres of land as a result of a different quaywall configuration.

Option IV will partially fill in the basin area and construct a small craft pier, warehouse, Fleet support and SIMA expansion.

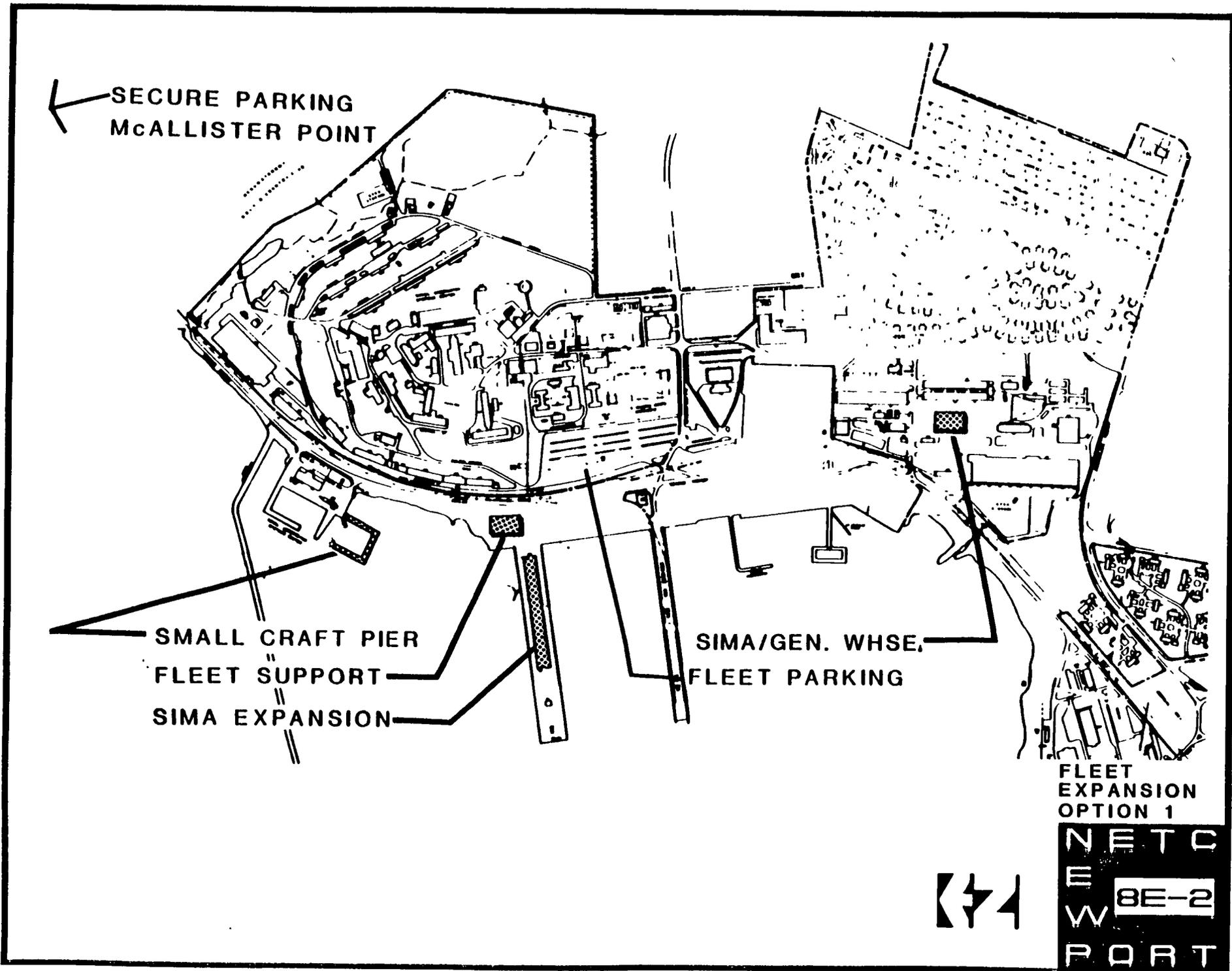
Options II, III, and IV allow for the possibility of constructing a new Fleet pier if required.

Option I

SIMA - Expansion requirement can be accommodated by relocating non-SIMA functions to a new Fleet Support Building. This 22,500 SF requirement will be included in a newly constructed facility immediately east of Pier 2. (See Plate 8E-2).

SIMA Warehouse - 20,600 SF will be constructed in the existing NETC Supply area. P-366 includes this space and is programmed for FY 90 at a cost of \$5.4 million.

Small Craft Berthing - Expansion of the Stillwater Basin Facility by duplicating the existing configuration will provide 1,500 additional linear feet of berthing.



← SECURE PARKING
McALLISTER POINT

SMALL CRAFT PIER
FLEET SUPPORT
SIMA EXPANSION

SIMA/GEN. WHSE.
FLEET PARKING

FLEET
EXPANSION
OPTION 1



NETC
E
W 8E-2
PORT

← SECURE PARKING
McALLISTER POINT

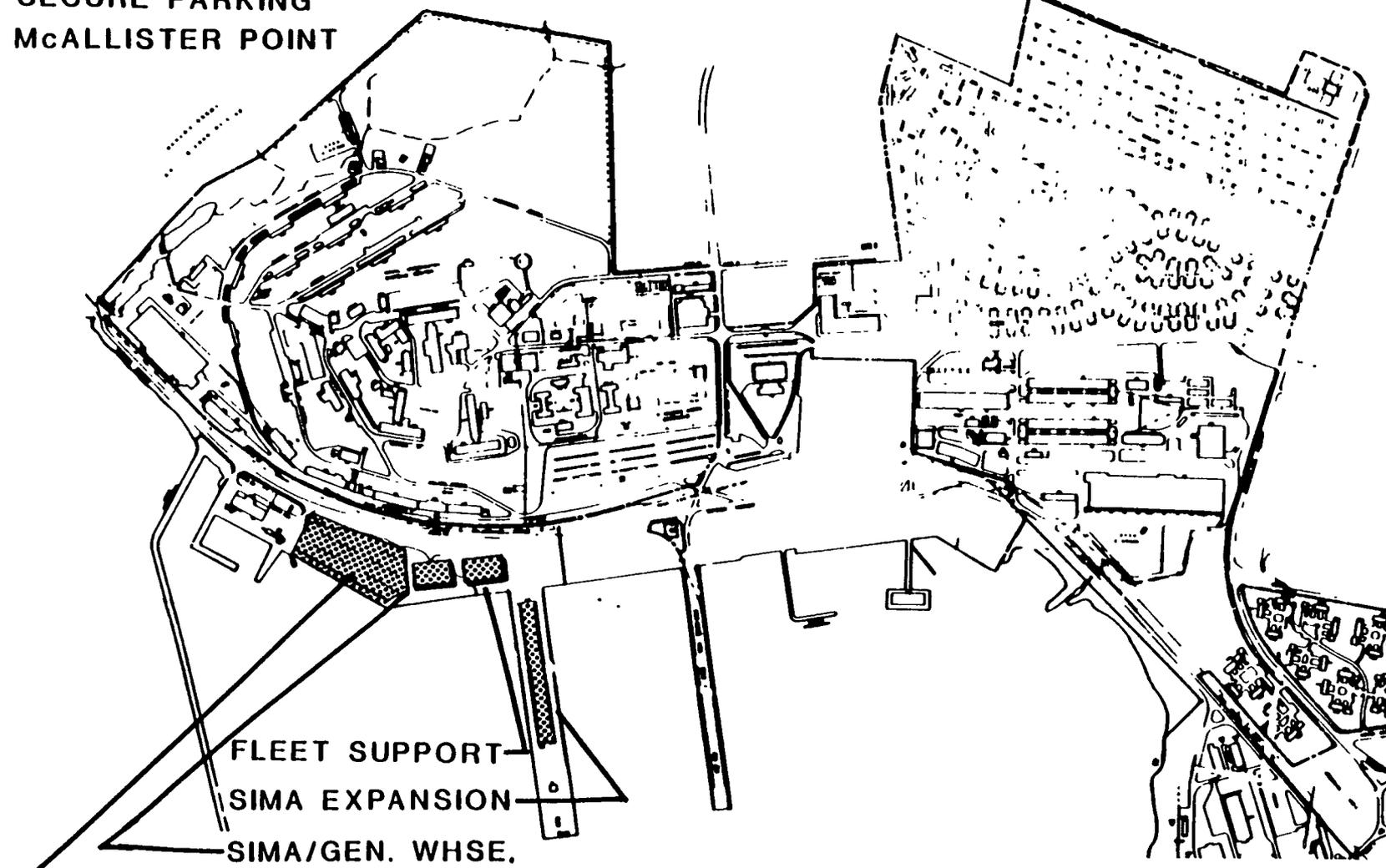
SIMA/GEN. WHSE.
FLEET SUPPORT
FLEET PARKING
SIMA EXPANSION

FLEET
EXPANSION
OPTION 2



NETC
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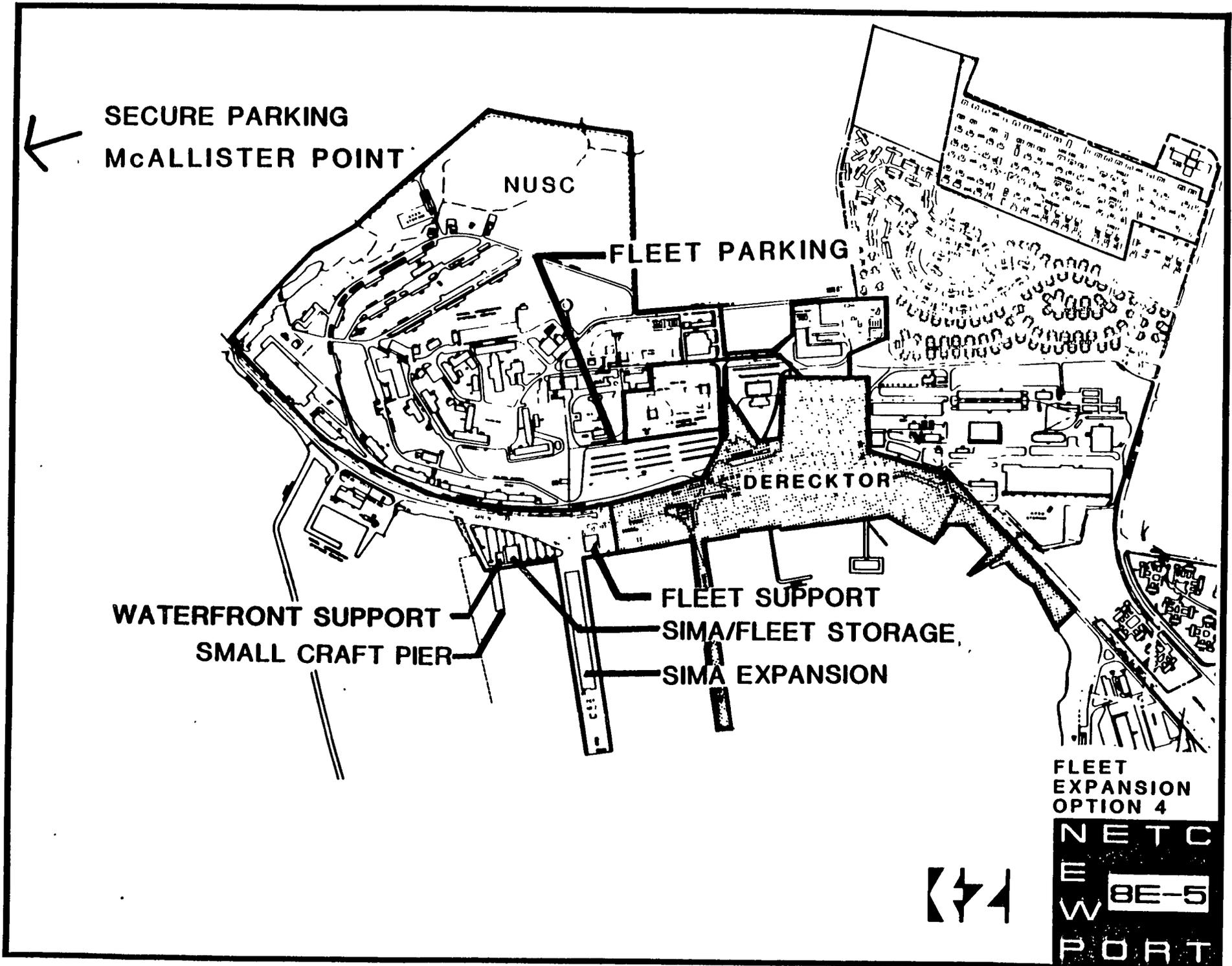
← SECURE PARKING
McALLISTER POINT

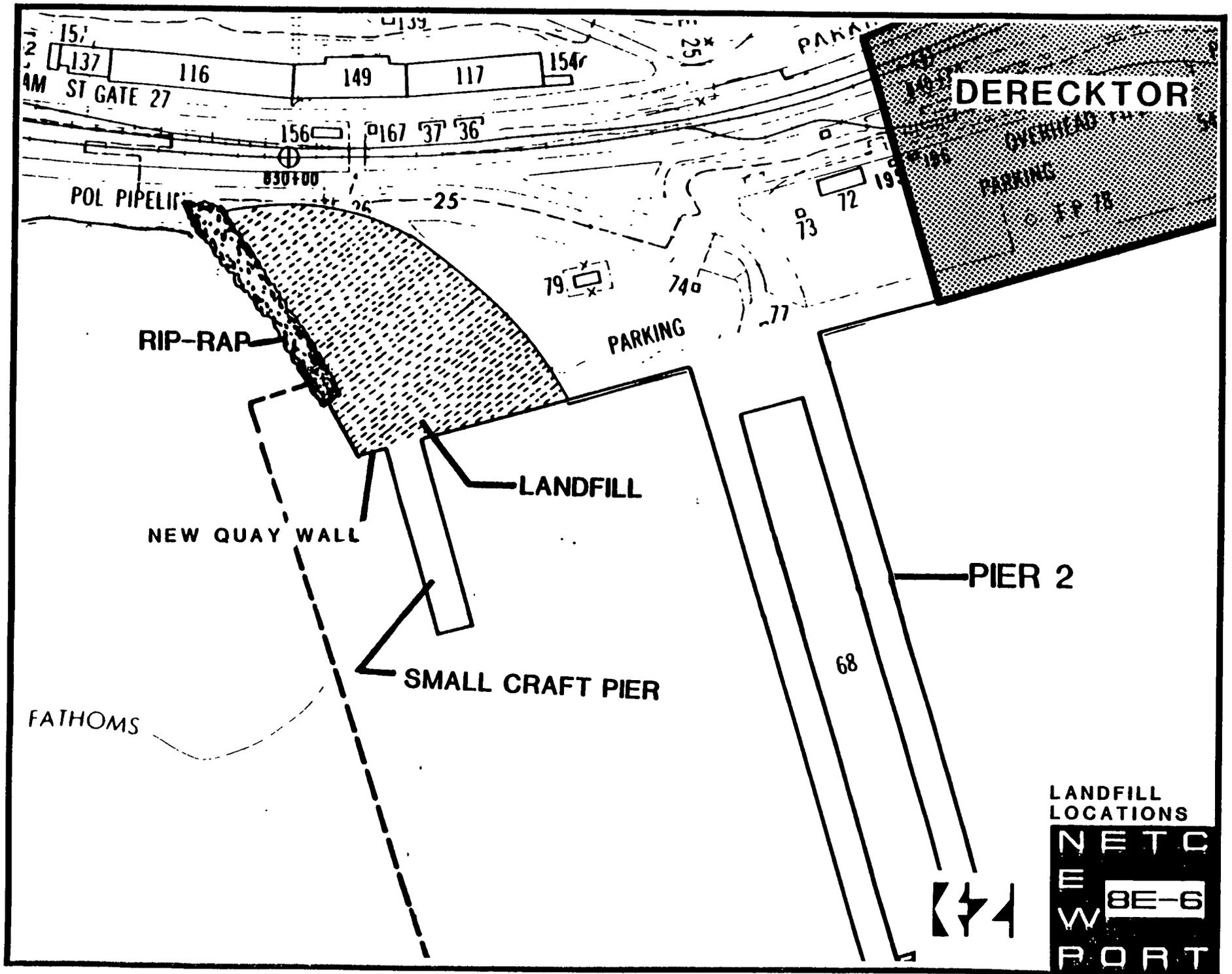


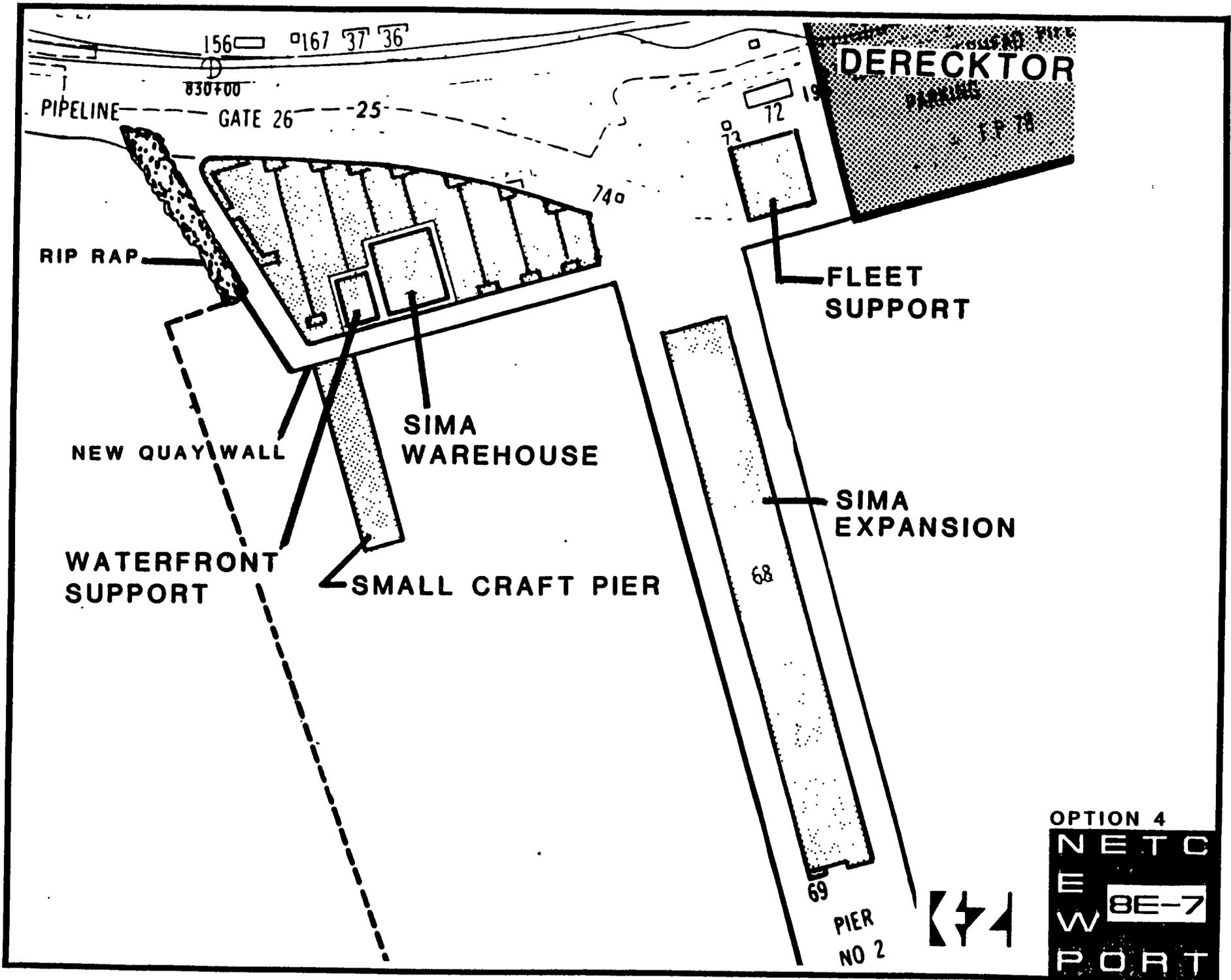
FLEET SUPPORT
SIMA EXPANSION
SIMA/GEN. WHSE.
FLEET PARKING

FLEET
EXPANSION
OPTION 3
NETC
E W 8E-4
PORT









Vehicular Parking - Existing parking south of NUSC will remain; an additional 750 spaces will be constructed at McAllister Point. A portion of the McAllister Point spaces will be secure parking. This area will be serviced by shuttle bus.

Option II

This option includes the same projects as Option I, however SIMA Warehouse and Parking for 700 additional vehicles are located on fill area constructed behind a new bulkhead extended from Pier 2 to Stillwater Basin (See Plate 8E-3).

Option III

This option is identical to Option II, however, there is additional land fill in the Stillwater Basin, allowing for additional development (See Plate 8E-4).

Option IV

This option reclaims approximately 4 acres of land in the Stillwater Basin and adds a new small craft pier allowing additional fleet berthing at Pier 2. Additional SIMA space will be accommodated with the construction of a second deck and renovation of existing space within Building 68. Additional parking is included west of Building 1 and 1A. A SIMA space will be accommodated with the construction of a second deck and renovation of existing space within Building 68. Additional parking is included west of Building 1 and 1A. A SIMA warehouse will be constructed on the fill area (See Plate 8E-5).

A summary of options and cost is shown on Table 8E-4.

TABLE 8E-4

	OPTIONS			
	I	II	III	IV
P-393				
SIMA EXPANSION	11,200	11,200	11,200	11,200
P-392				
SIMA WAREHOUSE	1,400	1,400	1,400	1,200
P-391				
SMALL CRAFT PIER	5,000	12,900	12,600	6,200
	<u>17,600</u>	<u>25,500</u>	<u>25,200</u>	<u>18,600</u>

The plan strongly recommends Option 4. This plan allows for phasing of development to accommodate the fleet. This option will centralize all fleet functions west of Military Highway.

PARKING

Parking is a major development issue for fleet expansion. The proposed fleet expansion will severely strain the existing supply in the Coddington Cove waterfront area. Parking requirements are shown on Table 8E-5.

With Fleet and SIMA expansion, and NUSC indicating they will retain 450 spaces of the former fleet parking lot, the total parking deficit will range from 700 - 1,200 spaces. Parking lots will need to be constructed.

TABLE 8E-5

PARKING SPACES

REQUIREMENTS	1986	1992
FLEET (HOMEPORTED)	1,200	1,700
SIMA	300	300
NUSC	450 *	450 *
TOTAL	<u>1,950</u>	<u>2,450</u>
ASSETS		
WATERFRONT PARKING	1,250	
DEFICIENCY	700	1,200

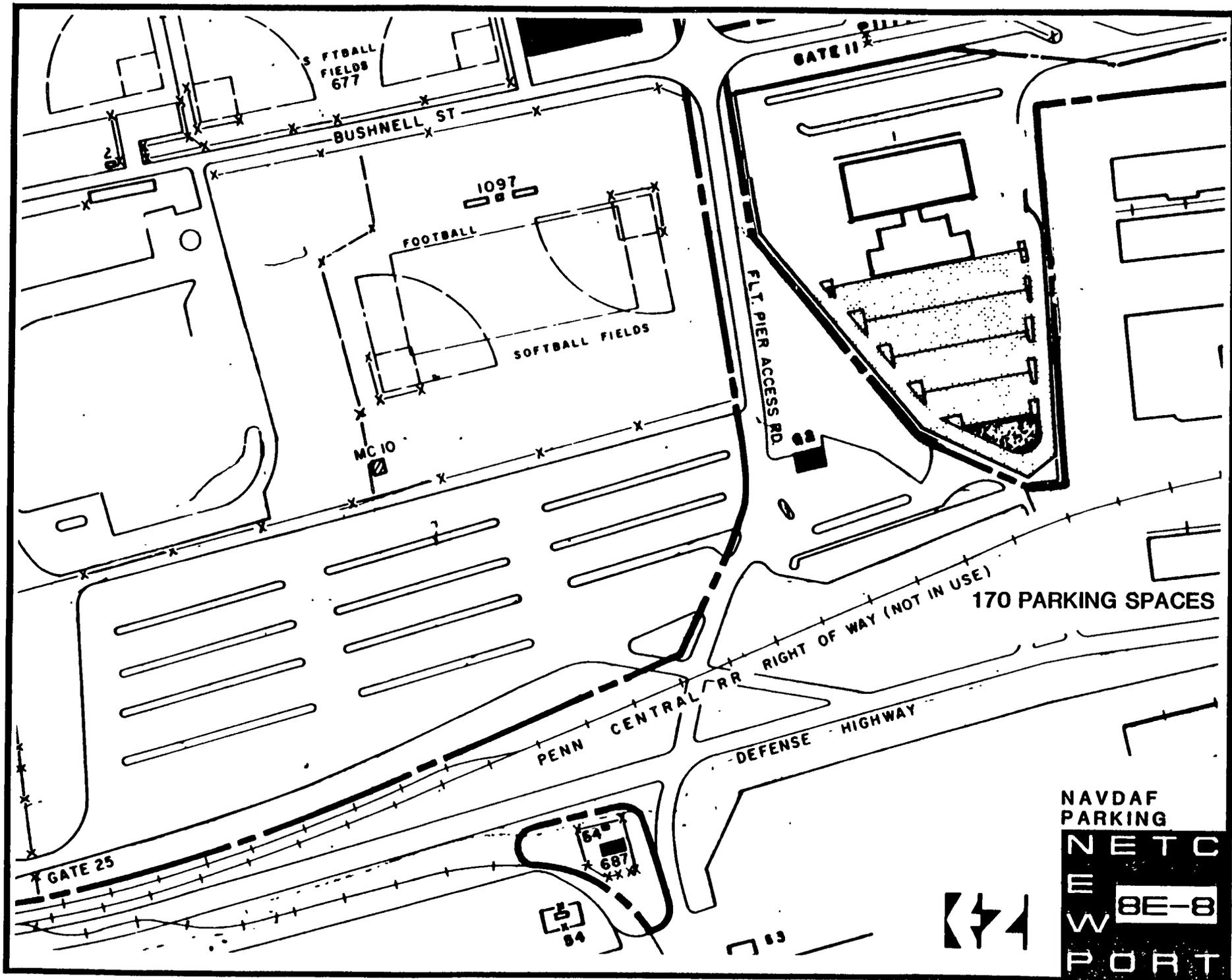
* ONE/HALF OF FORMER FLEET PARKING LOT

Potential parking areas include:

. Building 1 & 1A - The area adjacent to Buildings 1 & 1A will provide 175 spaces for parking. This area will be developed as part of SIMA expansion, P-393. If the triangular portion of adjacent land north of this area can be made available for development, a 500 space parking lot can be constructed. See Plates 8E-8 and 8E-9.

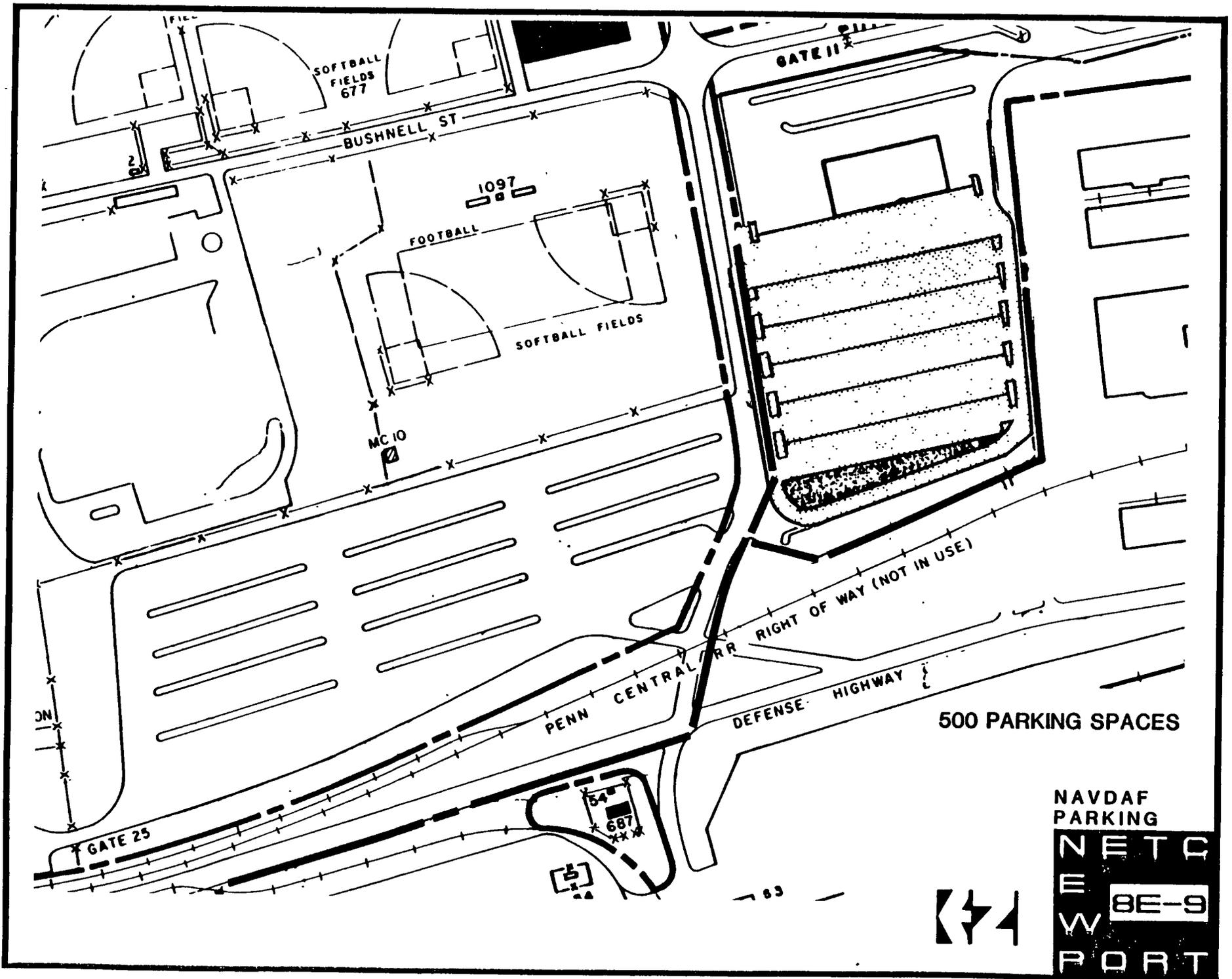
. NUSC Property - NUSC currently owns the former fleet parking area. NUSC claimed this parcel of land when accessing action took place during the 1973 SER. NUSC has indicated they wish to retain approximately 450 spaces of the total of 900.

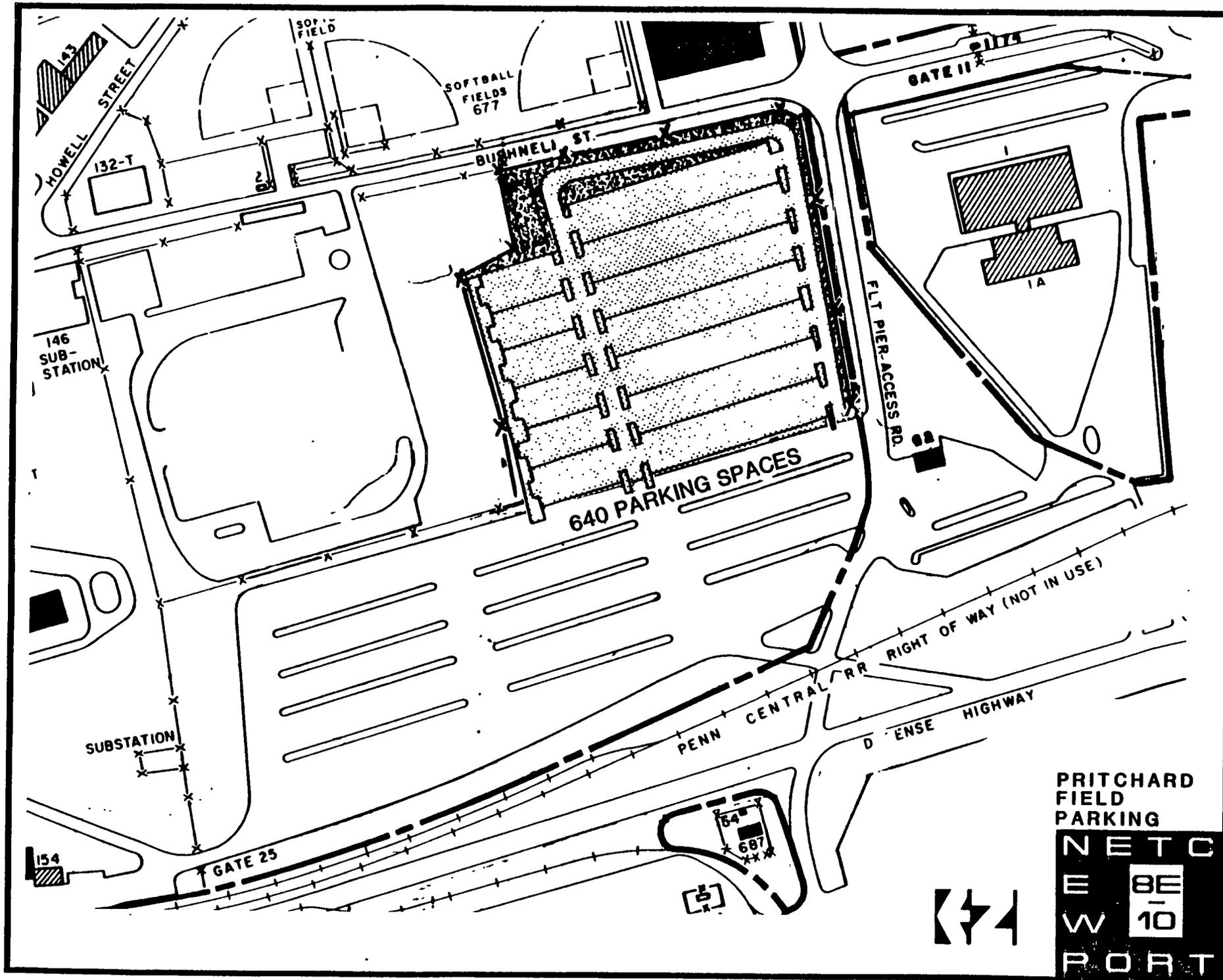
. Pritchard Field - Pritchard Field could potentially provide 640 spaces for parking. The existing function is varsity playing fields for the Naval Academy Prep School. These fields would have to be relocated. Possible relocation sites are McAllister Point, Tank Farm 4, or on Coddington Point. See Plate 8E-10



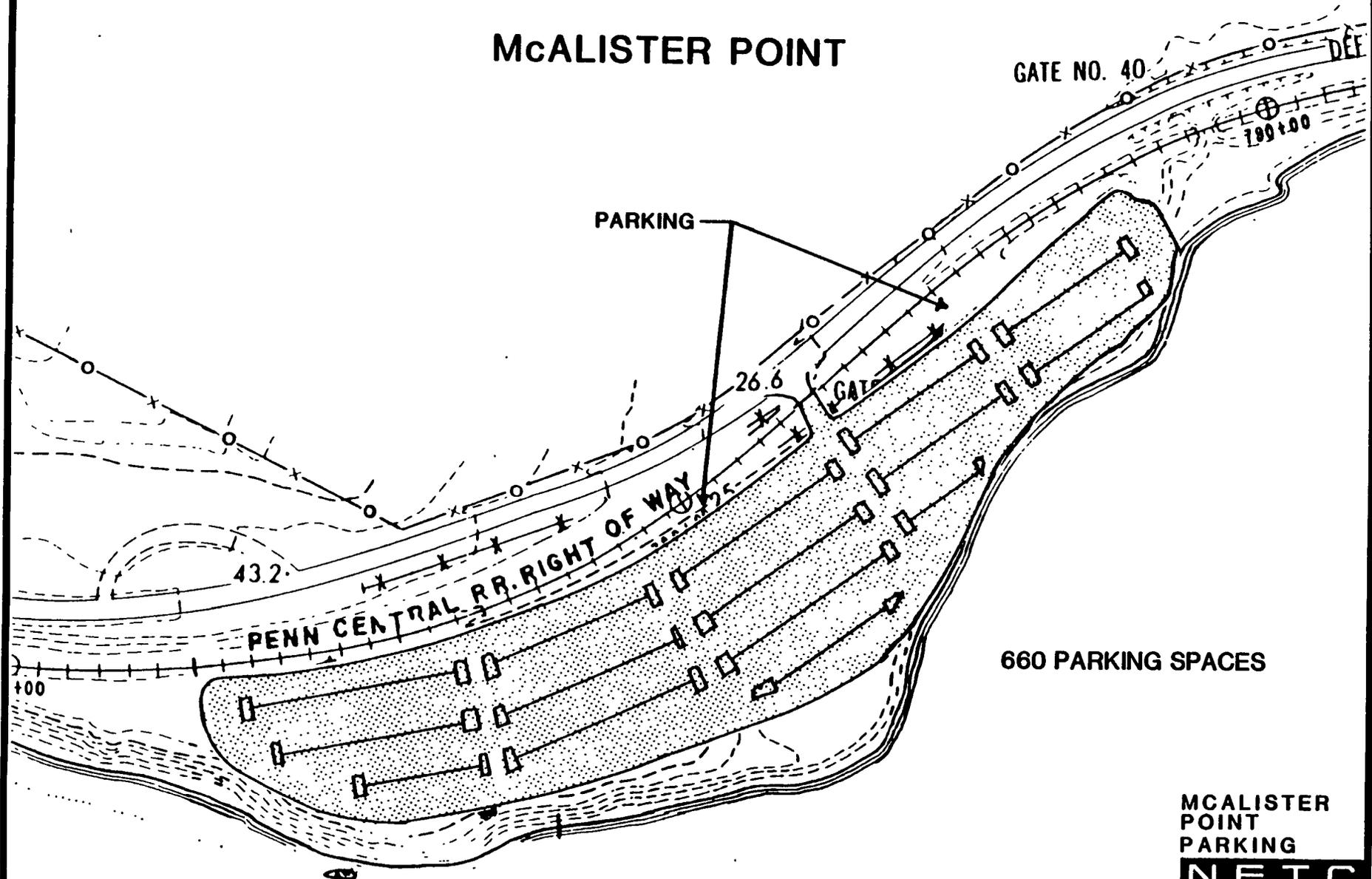
NAVDAF
 PARKING
 NETC
 E
 W 8E-8
 PORT







McALISTER POINT

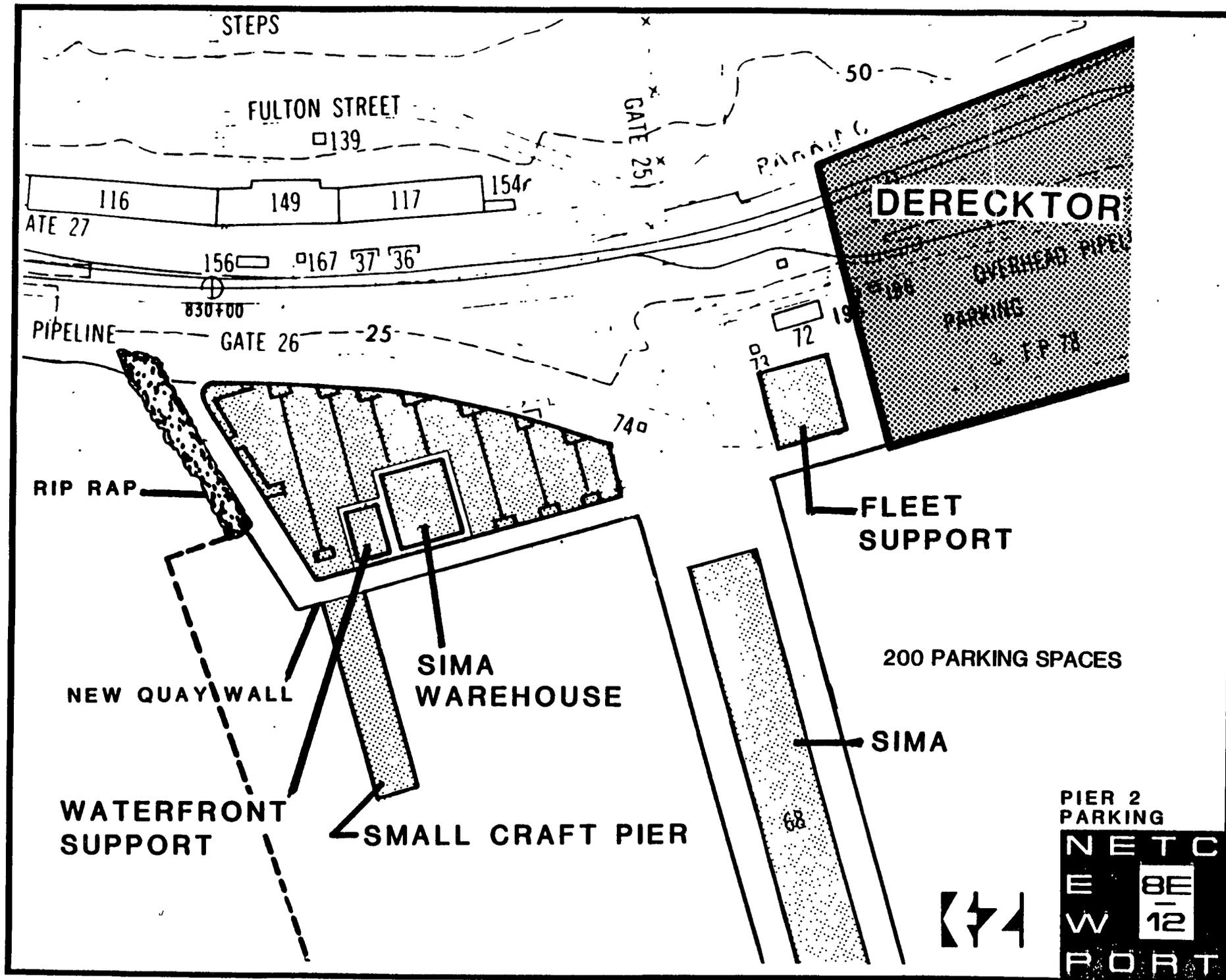


660 PARKING SPACES

MCALISTER
POINT
PARKING

NETC
E BE-11
W
PORT





. McAllister Point - McAllister Point is a parcel of land 1 1/2 miles north of the pier area along Military Highway. This land could provide a 660 car parking lot. A shuttle bus service would have to be provided to the pier area. The area is a former dump site and will require an environmental study and possibly a clay cap prior to construction. This parcel could also be used for playing fields. See Plate 8E-11.

. Land Fill at Pier - When the land fill is established as part of P-391, small craft pier and support buildings, a 200 space parking area will be established. More land fill and parking is possible should a third pier be constructed in this area. See Plate 8E-12.

Secure parking is located adjacent to Building 47 in Coddington Cove. The lot, with a capacity of approximately 100 cars, is fenced and lighted. Expansion of the secure lot could occur should the need develop.

Any expansion beyond the areas described above would require additional land. This would result in either land fill or purchase of adjacent land, or renegotiations with Derecktor.

Personnel Support Facilities

Personnel - Increases in personnel and dependents associated with the 1992 phase of expanded homeporting are estimated in Table 8E-6. Since the identity of homeported ships is classified, composition of ships is based on assumptions consistent with previous assessment documentation.

NETC provides support to homeported personnel with respect to housing, dependent education, recreation, medical, dental, legal and administrative services, commissary privileges and off-shipboard training. Dependents of seamen will always rely upon on-shore facilities and services, whether ships are in port or at sea.

Statistics associated with frigate and destroyer class ships show the percentage of officers married to be 50% and enlisted married 36%. Size of family units including military head of household is 3.96 for officer grades and 3.74 for enlisted grades.

TABLE 8E-6

CATEGORY TOTALS FOR PERSONNEL INCREASES RELATED
TO 1992 HOMEPORTING EXPANSION

SHIPS	<u>ACTIVE</u>	<u>RESERVE</u>
OFFICERS	49	3
ENLISTED	675	70
DEPENDENTS	1,006	--
SUPPORT*		
OFFICERS	1	--
ENLISTED	73	2
DEPENDENTS	102	--

*SIMA, GNSG-4, MOTU-4, RSG, ETSS

Housing - While in port, all seamen are billeted aboard ships except for those with eligible dependents, qualified to find suitable living quarters on-shore. Consequently only enlisted, support personnel will affect demand in the BEQ category.

Bachelor officers of homeported crews are billeted on-shore in BCQ facilities. A recurring deficit in BCQ units is caused by rising NETC enrollments, substandard status of existing buildings and high cost of area transient housing. The deficit will be resolved over the period of projected homeporting.

Temporary housing BOQ and BEQ is required for reservists assigned to homeporting support groups for two week intervals. Approximately 10 BOQ units and 145 BEQ units should be dedicated to this continuous turnover between 1986 and 1992.

The demand for family housing at NETC also exceeds the existing supply and eligible personnel are generally placed on a waiting list. Approximately 67% of homeported families will be eligible for military housing. Ineligible families and those on the waiting list for military housing must compete in a private market with a limited supply of low and moderately priced units. Housing demand and costs on the island are projected to increase due to rising rate of household formation, tourist industry growth, increased industrial activity, overall reduction in housing stock, and conversion of existing units to high income condominium housing. The cumulative effect of these market pressures is the gradual displacement of lower and middle income families from Aquidneck Island. Approximately 61% of the families anticipated to arrive in the region as a result of expanded homeporting are expected to locate off the island within a 60 minute commute, 21% will be housed at NETC and 18% will be able to find private housing on the island.

A two phase rehabilitation project is currently scheduled for FY-90 and FY-91 to reclaim a total of 372 units of anchorage housing. However, a deficit of 300 enlisted units will remain.

Schools

Increases in school enrollments, associated with homeporting expansion, can be statistically estimated on the basis of probable family location.

PROJECTED INCREASE IN HOUSING DEMAND CREATED BY 1992 HOMEPORTING

Shipboard Quarters	484*
Enlisted Quarters (BEQ)	45
Officer Quarters (BOQ)	13
Family Quarters	219

* Includes Reserve Increase.

Approximately 40% would locate off the island within a 10-20 mile radius (Tiverton, Fall River, Bristol, Warren, Barrington, Little Compton and Kingston). Approximately 21% would locate within a 20-40 mile radius (New Bedford, Providence, Warwick, Pawtucket). The remaining 39% would locate on Aquidneck Island. Increase in island enrollments by 1992 are shown on Table 8E-7.

Middletown schools would be the most impacted because NETC housing falls within Middletown's jurisdiction. Estimated annual cost per pupil varies from school to school. All schools responsible for educating Naval dependents receive impact aid payments under Public Law - 875. In the past, these payment have largely offset added costs.

Existing capacities in the schools are not being fully utilized. Enrollments have decreased since the SER action of 1973. Some school sites have closed. Substantial increases in future enrollments could be accommodated by reactivation of the closed sites.

TABLE 8E-7

ADDED SCHOOL ENROLLMENTS 1992

Aquidneck Island	
Newport	29
Middletown	66
Portsmouth	36
Private	15
Other Schools*	220

* Schools serving communities within a 60-minute commute

ENVIRONMENTAL IMPACTS

The following summary of potential impacts has been extrapolated from a statement prepared in 1982 in anticipation of 1985 homeporting. Mitigation of impacts is discussed under the "Summary".

Marine Biology

Homeporting additional ships at Pier 2 will further decrease water circulation in Coddington Cove. Stagnant or slow moving water has lower dissolved oxygen concentrations which could result in killing sensitive animals such as fish, lobsters and echinoderms.

Oil spill events of various magnitude (1 to 100+ gallons) could occur during fueling operations at Pier 2. If spills are extensive or frequent (approximately 100 gallons several times a year), then many of the bottom dwelling animals may be killed and their larvae excluded from settling unless conditions improve.

Paint, paint scrapings and debris dumped into the bay from deck washing will sink to the bottom underneath homeported vessels. The accumulation of paint, scrapings and debris on the bottom could pose serious environmental problems, including the accumulation of heavy metals which could become toxic to marine life.

Bilge water discharged from floating "donuts" or pierside oil/water separators could contain a variety of potentially polluting substances. Dumping of contaminated bilge water would have effects similar to oil spills.

Marine Traffic

Homeporting of three additional frigate class ships at NETC will increase marine traffic through the East Passage of the Narragansett Bay by approximately 51 movements per year. This level of impact will not adversely affect navigation or navigational aids within the Narragansett Bay.

Demographics

The proposed FY-92 homeporting level represents a total direct population increase of approximately 1906 people including active duty ships crews, military support personnel, and associated dependents.

The estimated population increase will create a demand for approximately 412 shipboard quarters, 45 bachelor enlisted quarter (BEQ) berths, 13 bachelor officer quarters (BOQ) berths and 219 family quarters. It is estimated that only 69 families will be housed in on-station quarters, leaving 150 families to find housing in the public or private markets within Aquidneck Island and the surrounding environs.

Public Service

The proposed FY-85 homeporting level will have increased sewage flow to the Newport Sewage Treatment Plant by 2.2 percent over existing average flow. FY-92 levels will have a similar impact. The plant's design capacity for average daily flow is currently exceeded by 41 percent. New plant expansion is ongoing.

Traffic

Increased peak hour and average daily traffic levels will add to congestion on some roadways and create congestion on others.

Air Quality

Modest to significant levels of emissions would be associated with the proposed homeporting (fueling operations, steam/power generations, vehicular/ship movements, oil spills). State and federal air quality standards may be exceeded on some days during the life of the project, depending upon meteorological conditions and peak demand on utilities.

Economy

Local economic benefit will result from redistribution of wages and salaries.

Special Projects

R36-81 FY 85 Repairs to Pier 2 \$2.45 MIL

Replace/rehabilitate the fender system, utility hook ups including steam, water, fuel, and telephone and repair the deck as necessary on south side of Pier 2.

R2-86 FY 85 Repairs to Apron Bearing Piles, South Side of Pier 2
\$170,000.

Related Housing Projects

P-308 FY 87 \$8.7 MIL. BOQ, Phase I, 150 Units
P-357 FY 90 \$8.8 MIL. BOQ, Phase II, 150 Units
P-352 FY 92 \$5.2 MIL. BEQ, Phase I, 294 Units

Anchorage Family Housing Rehabilitation 387 Units

MILCON Projects

P-391 FY-89 Small Craft Berthing and Landfill \$7.9 MIL

Construct north of Pier 2, a quaywall, 550 FT long, with 135,000 CY of fill behind it (45,000 CY of it will come from dredging for the new pier). A 30 FT by 400 FT small craft pier will be constructed perpendicular to the quaywall. In addition to the above, 5,400 SF waterfront operations building will be built along with pavements and utilities.

P-392 FY-90 SIMA Storage Facility \$1.4 MIL

Construct a 20,000 SF SIMA Storage Facility on the landfill created by P-391. The project will include utility connections and extensions and fire protection.

P-393 FY-90 SIMA Expansion \$11.2 MIL

Totally refurbish the existing SIMA facility, Bldg. 68. It will add a 36,000 SF second deck to the existing structure and construct a 22,500 SF Fleet Support Building to house those administrative functions relocated from the SIMA. At the completion of the project SIMA Newport will be a modern SIMA facility capable of handling increased workload due to the homeporting in Newport.

A. GENERAL

The Naval Complex Newport, Rhode Island is comprised of several major commands and numerous tenant activities with education of Naval personnel the dominant theme of activity throughout the Complex. While training and education had always been a large part of the activity at the Complex, there was prior to 1973, a significant fleet presence in Newport. Over 70 ships had been homeported at the Naval Base with over 10,000 sailors assigned to the ships.

Following the 1973 SER and the subsequent transfer of the fleet, there was a period of transition as new commands were established or relocated to the Complex. For the most part money invested in the Complex was to assist in this transitional period. The NETC command headquarters was established in Building K-61, a former training building. As the decade ended, four ships of the active fleet returned to Newport joining six reserve ships. The re-homeporting of ships at Newport saw the creation of a program to restore and renovate facilities to support the homeported ships. The 1980s are expected to see a continuation of support to homeported ships as well as expanded programs of the various schools at the Complex. Forecasts of increased enrollments within their respective schools have been made by representatives of almost every school at Newport including Officer Candidate School, Chaplains School, Surface Warfare Officers School, and the Naval Justice school.

B. MAJOR FACILITIES

The Complex encompasses about 1,335 acres of land including all of the non-contiguous land holdings. The approximate land holdings at the main Complex for the four large commands are NETC, 800 acres; War College, 22 acres; Naval Hospital; 42 acres; and NUSC, 198 acres.

Located at the Naval Complex are approximately 501 buildings containing a gross floor area in excess of 6,464,600 square feet (not included in these figures are family housing units or facilities located at outlying areas). NETC is the largest plant account holder with approximately 300 buildings providing 3,332,000 square feet of space. The Naval War College's eleven buildings have over 768,700 square feet of floor space.

The type of construction utilized in the Complex facilities is predominantly permanent. Seventy percent of the total buildings at the Complex are permanent, 25% are semi-permanent and 5.0% are considered temporary buildings.

Several piers of various sizes and uses are located at the Complex. Two destroyer piers are located at Coddington Cove. Pier 1 is currently leased to Robert E. Derecktor, Inc. while Pier 2 is fully utilized by the Navy.

C. PLANNING OBJECTIVES

The objective of this Master Plan is to provide a realistic and orderly development scheme for the Naval Education Training Center, Newport.

Planning Proposals

- a. Increase capacity and flexibility for support of the fleet.

P-392 SIMA Warehouse

P-393 SIMA Expansion and Fleet Support

P-391 Small Craft Berthing

b. Provide expansion opportunities for training, homeporting and housing.

- P-297 Fire Fighting Training Facility
- P-308 Bachelor Officers Quarters, Phase I
- P-310 Data Processing Center
- P-324 Senior Enlisted Academy
- P-352 Bachelor Enlisted Quarters, Phase I
- P-357 Bachelor Officers Quarters, Phase II
- P-360 Surface Warfare Officer Training Facility
- P-361 Naval Justice School
- P-378 Bachelor Officers Quarters, Phase III
- P-380 SWOS Parking Lot
- P-390 Bachelor Officers Quarters, Phase IV
- P-384 Combat System Trainer

c. Upgrade and renovate industrial facilities and utilities to modern standards.

- P-146 Steam Distribution System, Coddington Point
- P-174 Utility System Improvements, CHI
- P-300 NUSC Steam & Condensate Lines
- P-322 Energy Management Computer
- P-340 Fire Alarm System, 500 Box
- P-342 Primary Electrical Service
- P-343 Water Distribution System, Complex
- P-344 Gas/Cylinder Storage
- P-346 Public Works Shop, Bldg. A-9
- P-358 Sewer Plant Participation, Phase II
- P-365 Upgrade Electrical Distribution System
- P-366 Warehouse
- P-367 Fire Stations, CC, CP, & Melville
- P-368 Heating Oil Storage
- P-376 Steam & Condensate Systems

d. Improve Quality of Life

P-295 Theatre
P-305 Marina Improvement & Dredging
P-333 Chapel Addition & Religious Education
P-347 Gym, Coasters Harbor Island
P-372 Indoor Swimming Pool, CHI
P-387 Child Care Center
P-395 NEX Convenience Store, Greene Lane Housing Area
P-600 Hospital

e. Improve Access and Security on Base

P-270 Police Station
P-332 Brig
P-338 Pass Facility

D. INTRODUCTION.

The purpose of the Capital Improvements Plan (CIP) is to portray the facility development program for NETC Newport as presently envisioned. The CIP is to be used as a planning and decision making tool for activity personnel engaged in space utilization, facilities planning and facilities maintenance programs. It is also a reference document used in the review process for all projects submitted to the Engineering Field Division for site approval. The CIP is based on the Installation's Facility Requirements Plan and the Land Use and Development Proposals as delineated in the Master Plan. The construction projects indicated in the CIP have been developed through, and are supported by, the Navy's Shore Facilities Planning System (SFPS) and other special emphasis programs such as Energy Conservation and Pollution Abatement. The CIP provides a complete listing of all programmed and unprogrammed Military Construction (MILCON) projects in one source along with graphics portraying the location of each project.

Critical projects are documented at a more detailed level. Critical projects are those selected by NETC Host Activities and the activities' major claimants as being a top priority and a firm candidate for the Military Construction Program or receiving full support from another funding source.

Implementation of any Master Plan is dependent upon many factors, but perhaps the most important one is the coordination of new construction, relocation of activities into new facilities and demolition of old facilities. Fortunately, most planned projects in this CIP are not restrained by this process. The demolition of existing substandard or inadequate buildings, however, will have to occur before some projects are started. The CIP provides a list of all structures to be demolished along with the projects that will replace them.

To remain useful, the CIP must be easily updated and revised to reflect the changing priorities, new projects relating to mission changes and other requirements, and changes in MILCON funding levels. Therefore, it will be updated every two years in a joint effort by the Engineering Field Division, NETC, and the major claimants.

1. Funding Sources

The MILCON projects at NETC have several major claimants. NETC is funded by Chief of Naval Education and Training; Naval Hospital is funded by Naval Medical Command; Surface Squadron Two is funded by Commander in Chief of the U.S. Atlantic Fleet; SWOS is funded by the Chief of Naval Technical Training. The Naval Justice School is funded by the Naval Legal Service Command. Major projects at NETC are funded by the MILCON projects program.

About half of NETC's development projects are Annual Maintenance and Operations Projects and Special Projects. Annual Maintenance and Operations Projects do not exceed \$75,000 for maintenance and repair, \$25,000 for minor construction, or \$15,000 for installation of equipment. These projects are approved for the Activity Commanding Officer and are funded by the Activity's O&MN resources. If the cost of a project exceeds the above limits the project is classified as a Special Project. Special Projects are submitted to the Chief of Naval Education and Training (CNET) for approval and funding. The list of currently active Special Projects follows the Military Construction (MILCON) Projects in this chapter.

The following is a list of all Military Construction (MILCON) Projects addressed in this CIP. The programmed projects are listed by proposed fiscal year. The unprogrammed projects are listed by project number in ascending numeric order. Also included are non-appropriated funds projects which are indicated by an asterisk.

E. MILCON PROJECTS

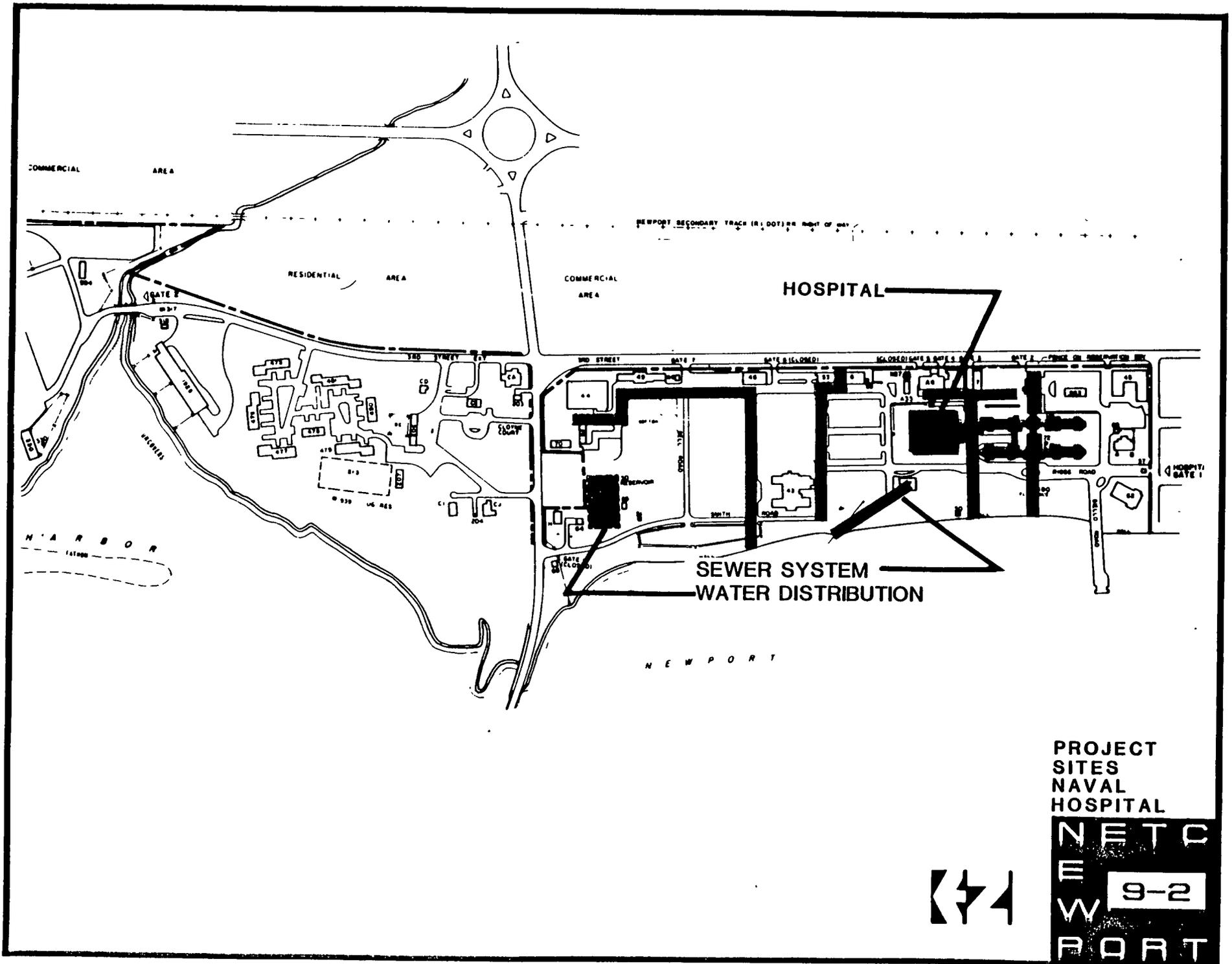
<u>FY</u>	<u>PROJECT</u>	<u>PROJECT TITLE</u>	<u>COST (\$000)</u>
87	174	Utility Improvements	3,200
87	308	BCQ Phase I	8,700
87	360	Surface Warfare Officers Training Facility	9,500
88	342	Primary Electrical Service	7,300
88	343	Potable Water Distrib. System	4,700
88	358	Municipal Sewer Connection, PH II	3,700
88	368	Heating Fuel Oil Storage	2,200
88	398	Senior Enlisted Academy PH II	3,505
89	361	Naval Justice School	2,150
89	365	Upgrade Electrical Distribution System	8,500
89	391	Small Craft Berthing	7,900
89	384	Combat System Trainer	3,000
90	295	Theater	900
90	332	Brig	6,000
90	338	Pass Facility	3,600
90	344	Gas/Cylinder Storage	420
90	357	BCQ, Phase II	8,800
90	392	SIMA Warehouse	1,400
90	393	SIMA Expansion & Fleet Support	11,200

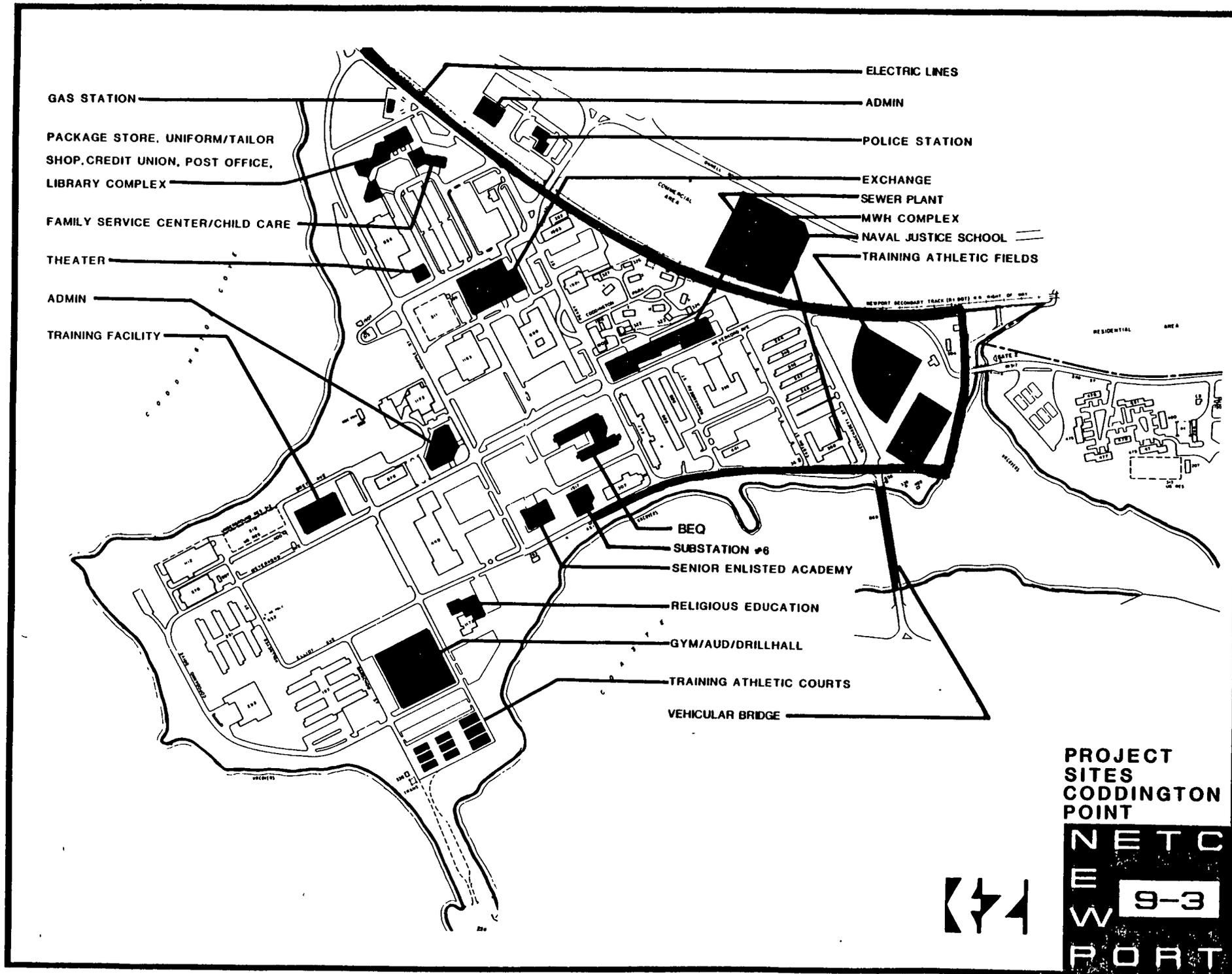
MILCON PROJECTS (Contd)

<u>FY</u>	<u>PROJECT</u>	<u>PROJECT TITLE</u>	<u>COST (\$000)</u>
91	146	Steam Distribution System, CP	3,750
91	270	Police Station	1,250
91	346	Public Works Shop, Bldg. A-9	2,900
91	347	Gym, Coasters Harbor Island	5,000
91	387	Child Care Center	2,250
91	600	Hospital	15,000
92	333	Chapel Addition & Religious Education	3,150
92	352	BEQ, Phase I	5,200
92	363	GATE 4 Administration Bldg.	1,000
92	367	Fire Station, CC, CP, & Melville	2,150
92	380	SWOS Parking Lot	600
92	385	Air Condition Bldg 446	710
93	372	Indoor Swimming Pool, CHI	3,700
93	378	BCQ, Phase III	13,000
UP	300	NUSC Steam & Cond Lines	1,260
UP	*305	Marina Improvements and Dredging	332
UP	310	Data Processing Center	4,320
UP	314	Steam Plant Conversion	50,000
UP	322	Energy Management Computer	650
UP	331	Facility Energy Improvements	5,400
UP	340	Fire Alarm System, 500 Box	2,750
UP	366	Warehouse	4,400
UP	376	Steam & Condensate Systems	1,125
UP	390	BCQ, Phase IV	11,000

F. SPECIAL PROJECTS

Location	Project Number	Description
NETC	C2-86	Ventilation Bldg 119
NETC	C1-86	Ventilation Bldg 121
NETC	R22-81	Repair BOQ Bldg 685
NETC	RC38-85	Repair YP Pier 171
NETC	C15-86	Pave Parking Lot Bldg K-61
NETC	C2-82	Small Arms Magazine
NETC	RC22-81	Repair BOQ Bldg 685
NETC	R12-83	Repair Bldg 370
NETC	R10-82	Repair Roof Bldg 47
NETC	RC26-86	Construct Fence Tank Farm 5
NETC	C28-86	Repair Gym Floor Bldg 109
NETC	C27-86	Add. Community Ctr Bldg 369
NETC	RC7-82	Repair Cafeteria Bldg. 95
NETC	R16-86	Demolish Bldgs 66 & 115
NETC	R17-86	Demolish Bldg 33 Gould I.
NETC	R18-86	Demolish Bldg 44 & Tanks
NETC	R19-86	Demolish Various Bldgs
SWOSCOLCOM	C1-85	Const Freight Elev Bldg 446
NAVWARCOL	R3-85	Repair Roof Mahan Hall
NAVWARCOL	RC1-83	Repair Auditorium
NAVWARCOL	E1-86	Alterations to Sims Hall
NAVWARCOL	RCAL-83R	Repair Auditorium





GAS STATION

PACKAGE STORE, UNIFORM/TAILOR SHOP, CREDIT UNION, POST OFFICE, LIBRARY COMPLEX

FAMILY SERVICE CENTER/CHILD CARE

THEATER

ADMIN

TRAINING FACILITY

ELECTRIC LINES

ADMIN

POLICE STATION

EXCHANGE

SEWER PLANT

MWH COMPLEX

NAVAL JUSTICE SCHOOL

TRAINING ATHLETIC FIELDS

BEQ

SUBSTATION #6

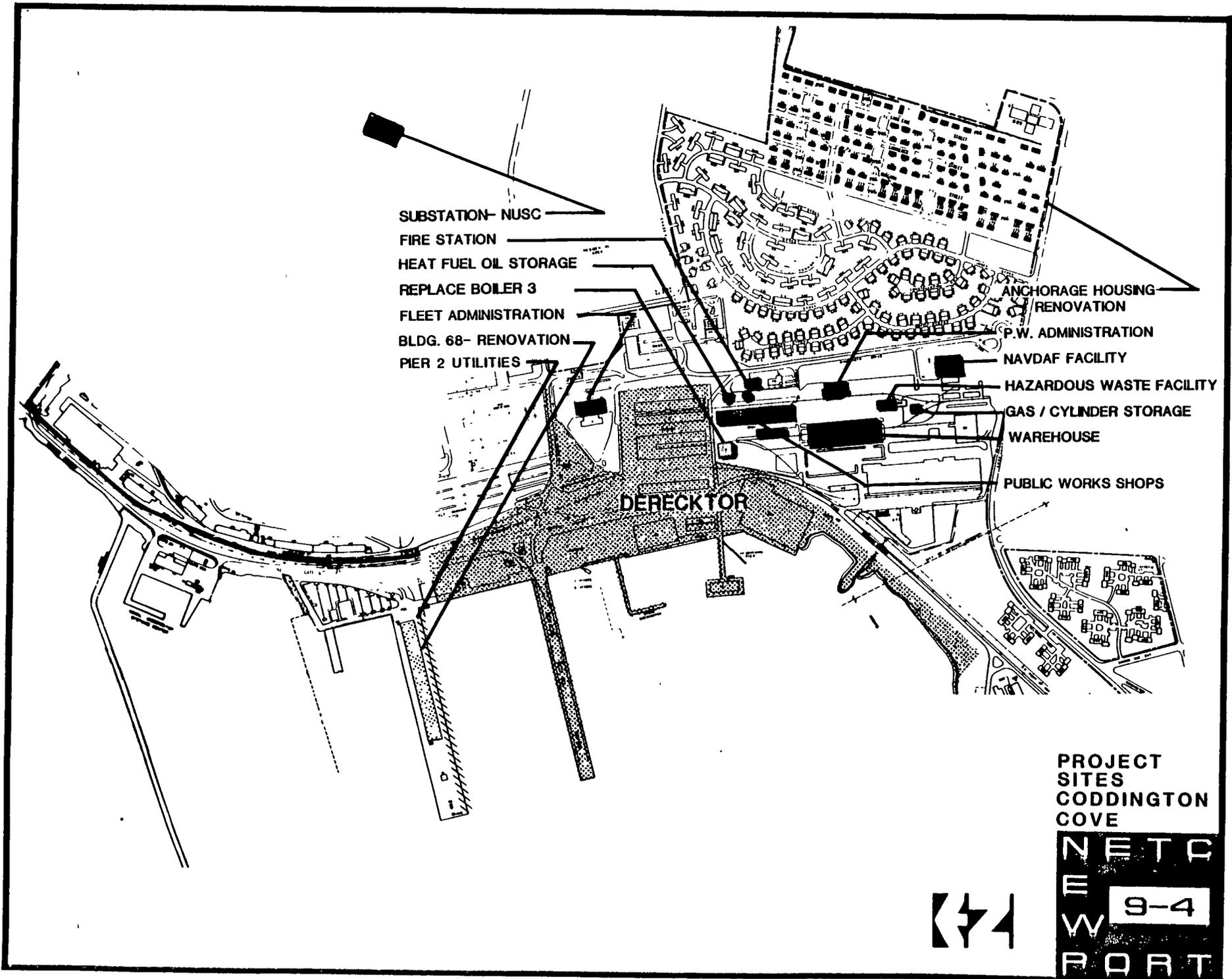
SENIOR ENLISTED ACADEMY

RELIGIOUS EDUCATION

GYM/AUD/DRILLHALL

TRAINING ATHLETIC COURTS

VEHICULAR BRIDGE

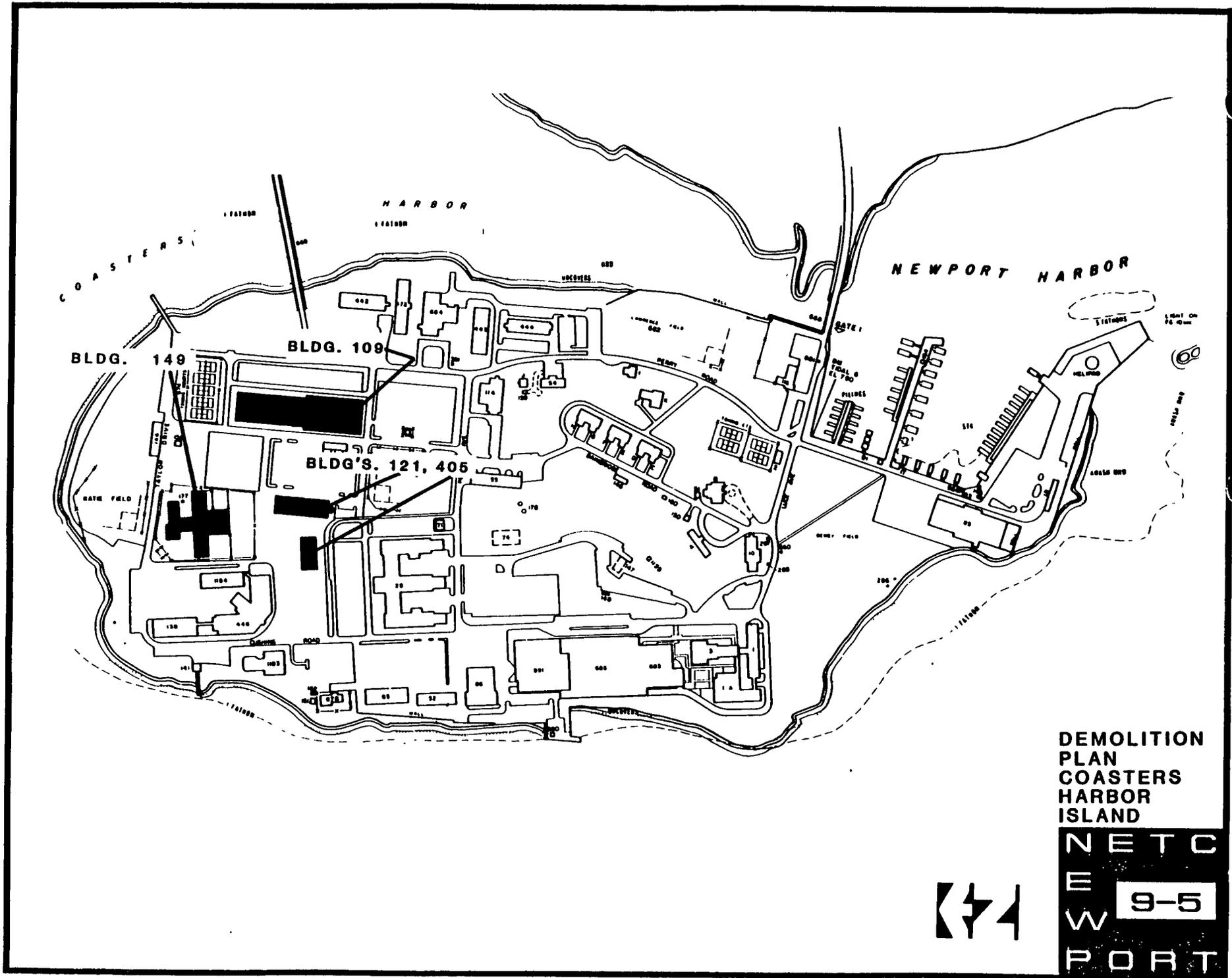


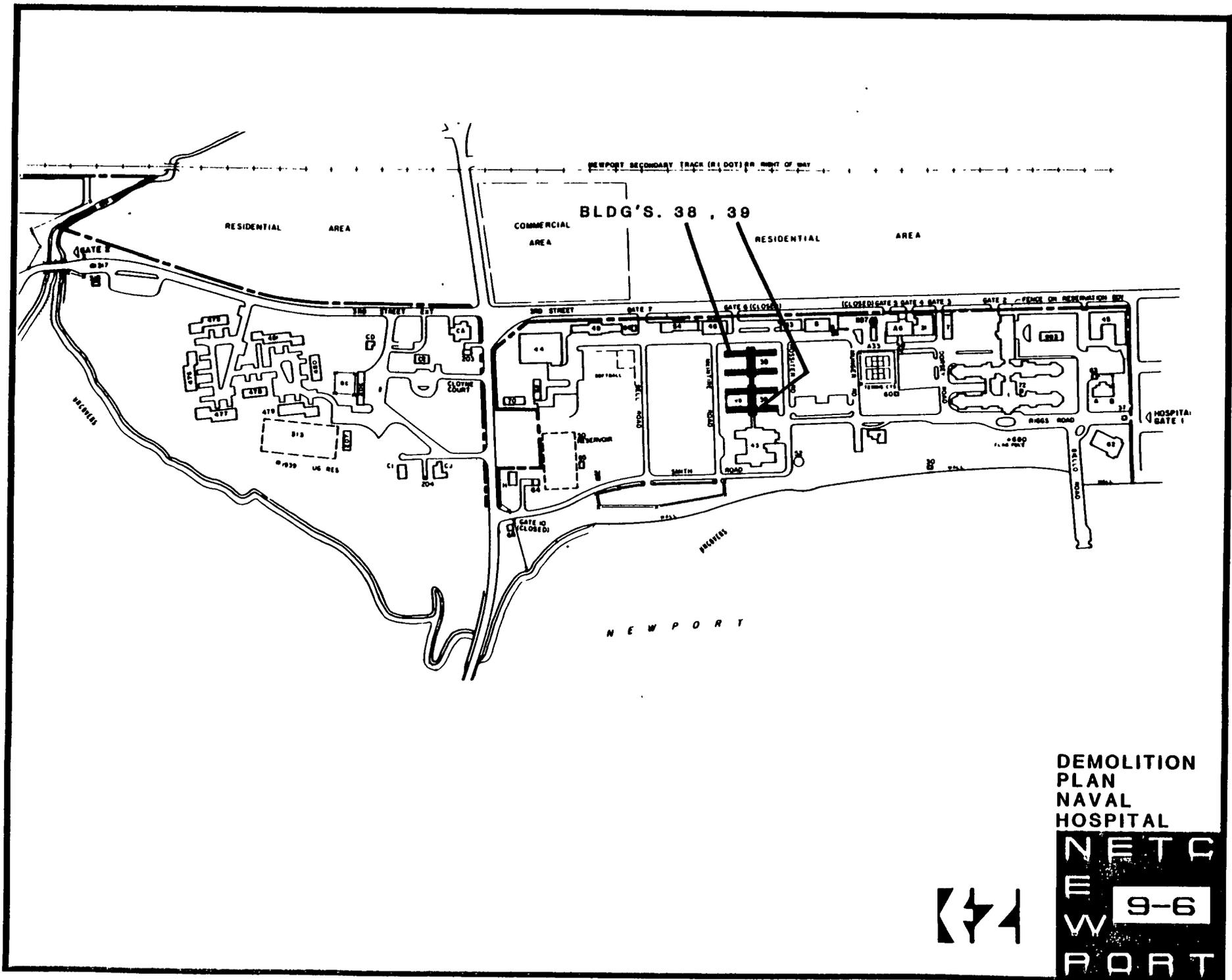
G. DEMOLITION PLAN

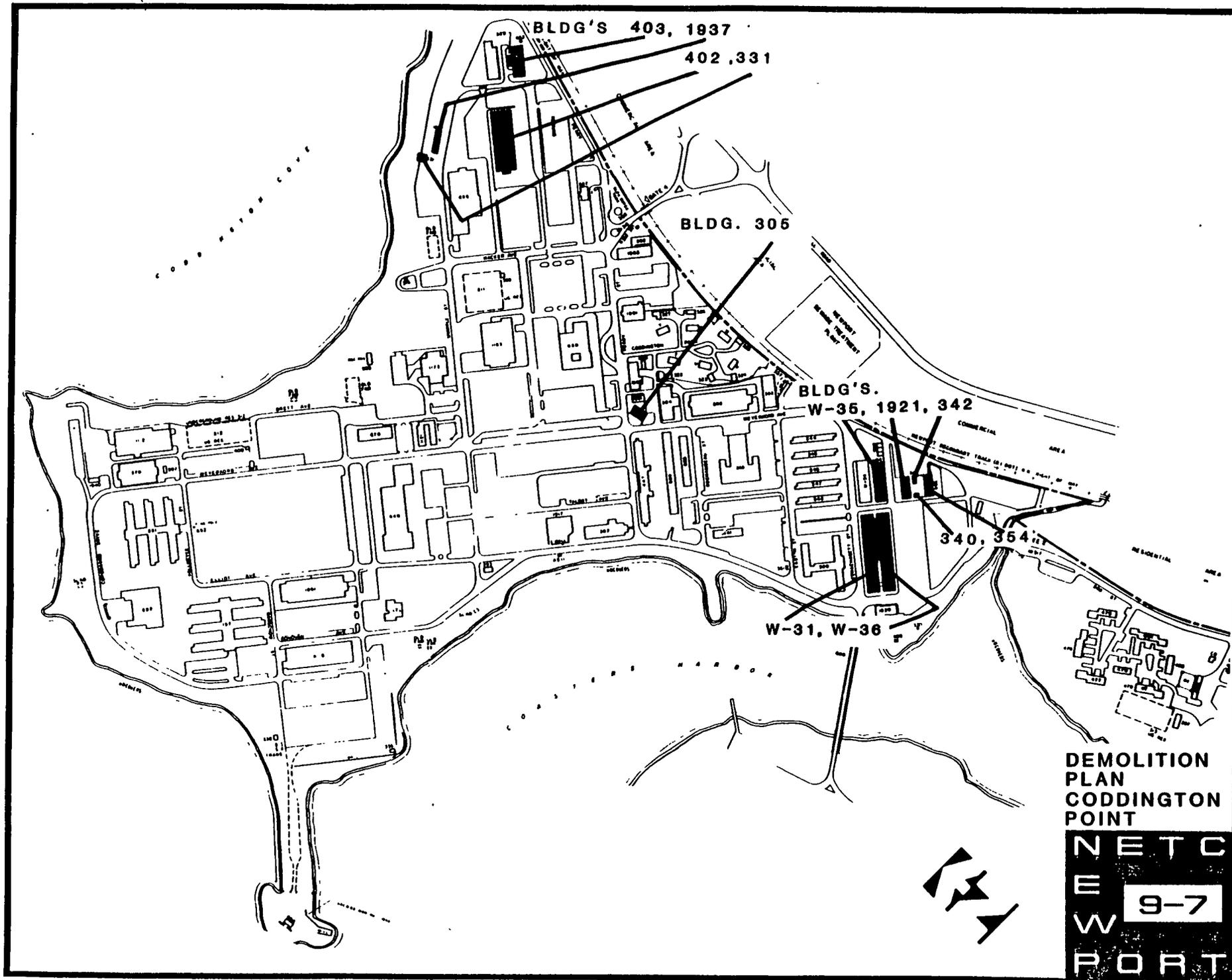
<u>BLDG #</u>	<u>EXISTING USE</u>	<u>CONDITION</u>	<u>REPLACED BY</u>	<u>COMMENTS</u>
149	Brig.	Inadequate	P-332	Project will replace the existing inadequate brig.
35, 696, 697, W31, W36, 1921 340, 342, 354	Public Works Shops	Adequate	P-346	Project will consolidate Public Works functions located in demolished buildings into Bldg. A-9
12, 13, 14, and 15	General Warehouse	Inadequate	P-366	Project will construct permanent warehouses to replace demolished structures.
19	Gas/ Cylinder Storage	Inadequate	P-344	Project will replace the existing unsafe storage facility with a fireproof one-story building.
403, 405	Auto Service Station	Adequate	P-360	Site required for Academic Inst. Building.

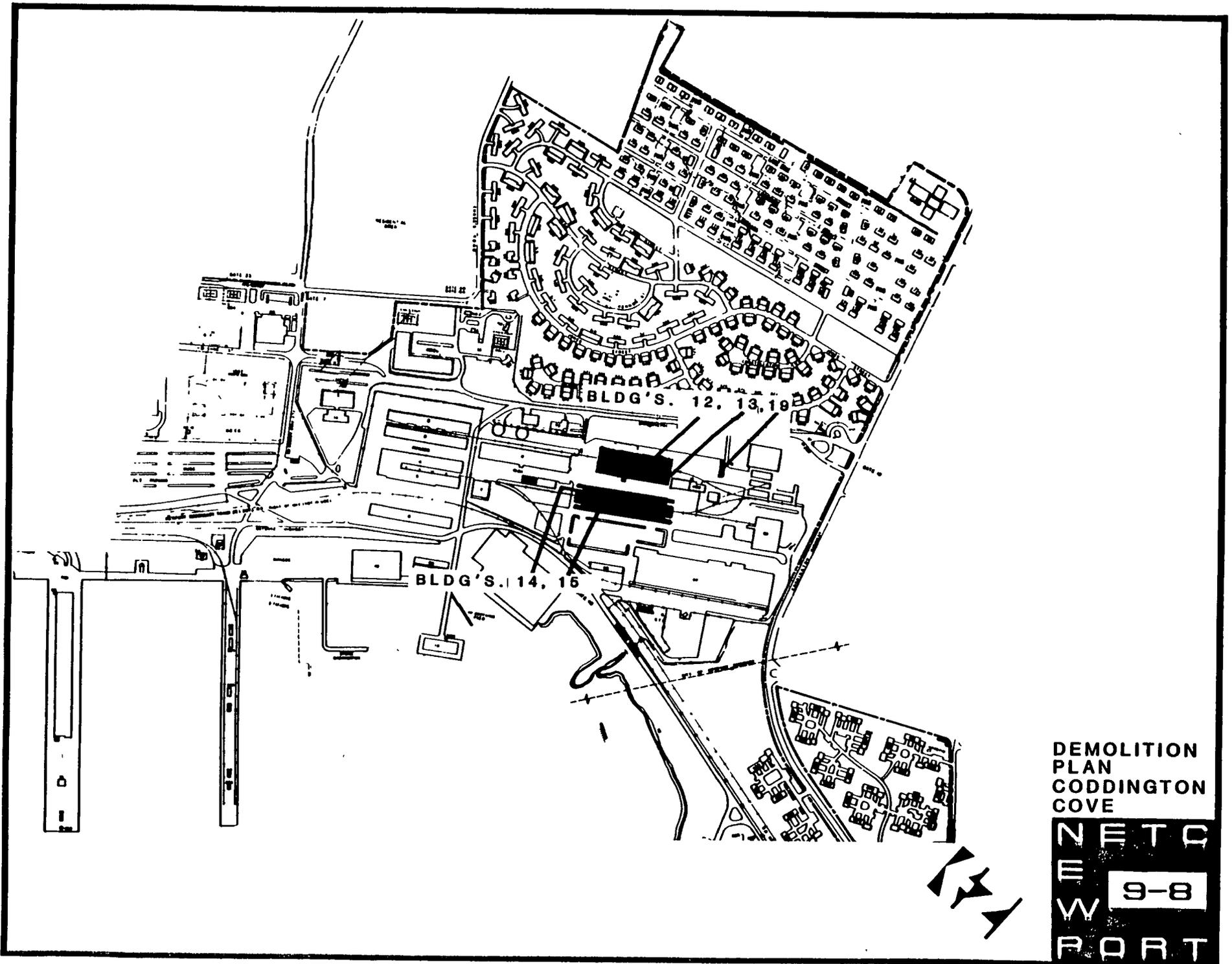
DEMOLITION PLAN

<u>BLDG #</u>	<u>EXISTING USE</u>	<u>CONDITION</u>	<u>REPLACED BY</u>	<u>COMMENTS</u>
1937, 331, 402	Navy Exchange	Adequate Satisfactory	P-338	Library to be constructed on demolition site.
305	Fire Station	Inadequate	P-373	MWR Complex to be constructed on demolition site.
38, 39	Medical Clinics	Adequate	P-600	Hospital to be constructed on demolition site.
144	Child Care Center	Adequate	P-387	Child Care Center to be constructed on site of Building 402 in personnel support area.
10,48 (Melville) 1931	Fire Station	Inadequate	P-367	New Fire Station Fire Headquarters Central Fire Alarm to be constructed on demolition site.
121	Indoor Swimming Pool	Inadequate	P-372	New indoor swimming pool to be constructed on demolition site.
109	MWR Gymnasium	Substandard	P-347	New Gymnasium to be constructed on demolition site.









TITLE: P-174 UTILITY SYSTEM IMPROVEMENTS, COASTERS HARBOR ISLAND

COST: \$3,200,000

SCOPE: This project will replace mains and enlarge all piping along with replacement of valves and hydrants on Coasters Harbor Island. Utilize an existing underground storage tank to provide adequate storage for fire flows and install fire pumps to provide the required pressures for fire protection services. Also included in the pump station will be aeration and chlorination equipment.

REQUIREMENT:

The existing distribution system consists mostly of unlined cast iron pipes installed in the 1940's. Pipes are tuberculated and in some cases less than one-third (33%) of their original hydraulic capacities. The current requirements are for 2000 gpm fire flow and 20 psi residual pressure at the UOPH complex and 100 gpm and 60 psi at the Naval War College complex. The system in its present condition with a fire flow range of 280 to 950 gpm. at 21 psi residual pressure is inadequate to supply the fire flows and pressures along with domestic and boiler plant Number 86 needs. In addition, valves, hydrants and other components for repair are becoming more difficult to obtain. Particularly vulnerable to these deficiencies are the multi-storied buildings of the Naval War College, which are sprinklered, and the UOPH's.

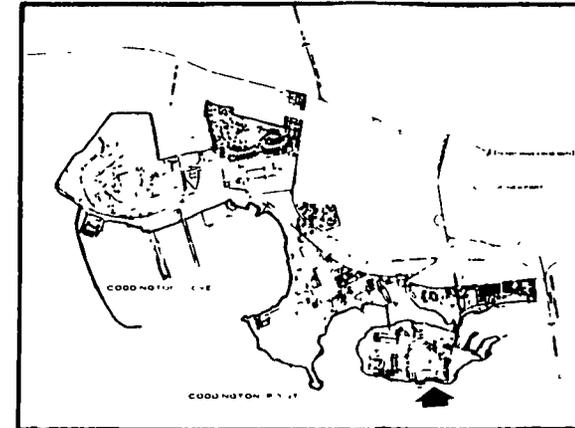
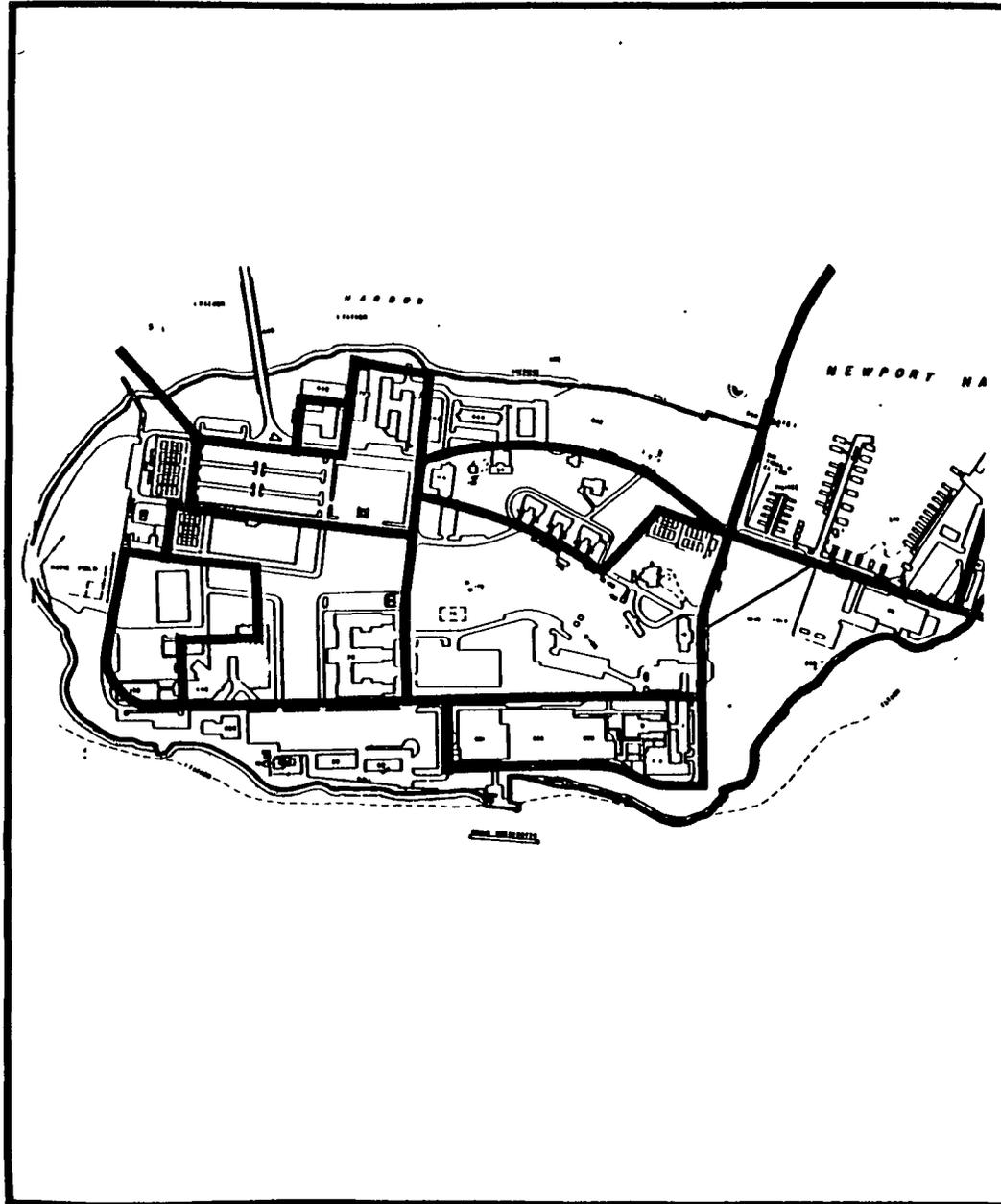
This project is required to provide adequate storage capacity, pressure, and distribution of fresh water for present and anticipated future domestic, boiler plant use, and particularly fire protection demands at Coasters Harbor Island in accordance with NAVFAC directives.

SITING CONSIDERATIONS:

None

DESIGN CONSIDERATIONS:

None



P-174

**UTILITY SYSTEM
IMPROVEMENTS**

COASTERS HARBOR ISLAND

TITLE: P-308 BACHELOR OFFICER QUARTERS, Phase I

COST: \$8,700,000

SCOPE: This project will provide berthing facilities on Coasters Harbor Island for 150, 03 and above officers. Besides utility connections and site improvements, the project will also provide duct work and feeder cable from an existing electrical substation and connect directly to the existing BOQ intercom system.

REQUIREMENTS:

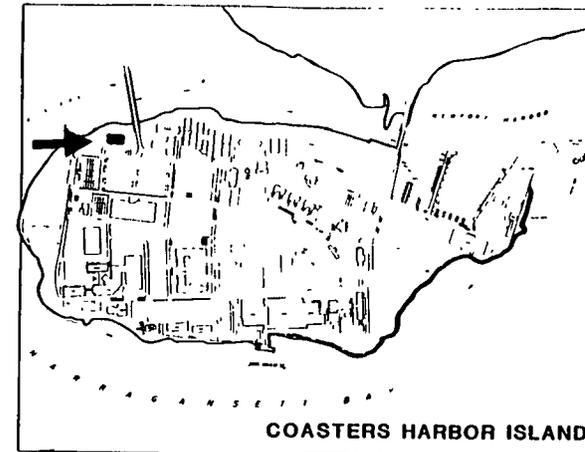
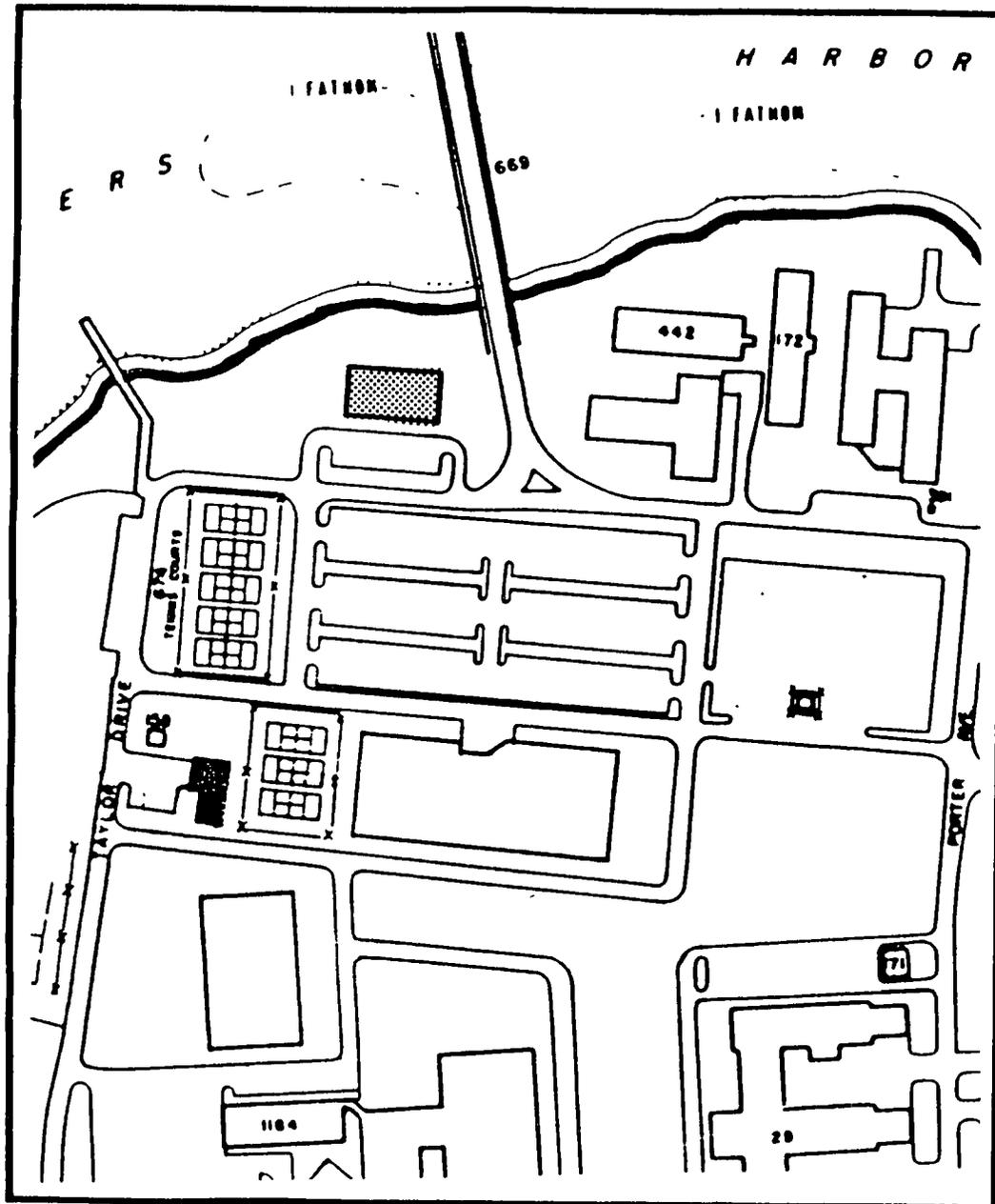
Based on the FY-90 projections, there is a requirement for 560 units. There are presently 50 adequate and 50 substandard units. This results in a projected deficiency of 460 units. This project will provide for 150 units of this deficit.

SITING CONSIDERATIONS:

This facility is to be located on Coasters Harbor Island in the vicinity of the existing BOQ's. The site currently is a grassed area and is located in the 100-year floodplain.

DESIGN CONSIDERATIONS:

The first floor elevation will have to be higher than the 100-year floodplain elevation. The design can accommodate the parking facilities on an underground level while raising the first floor of the building above the existing grade, out of the floodplain.



P-308
BACHELOR OFFICERS
QUARTERS, PHASE I

TITLE: P-360, SURFACE WARFARE OFFICER TRAINING FACILITY

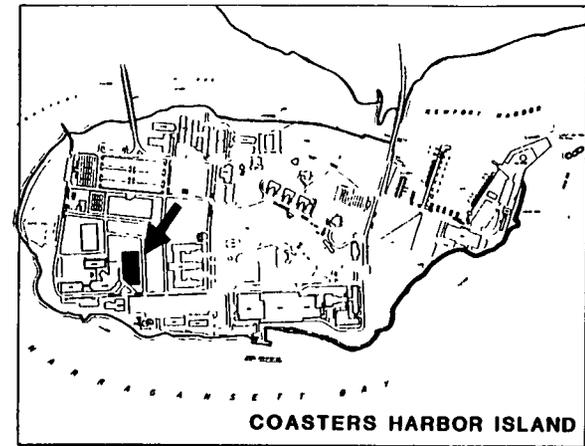
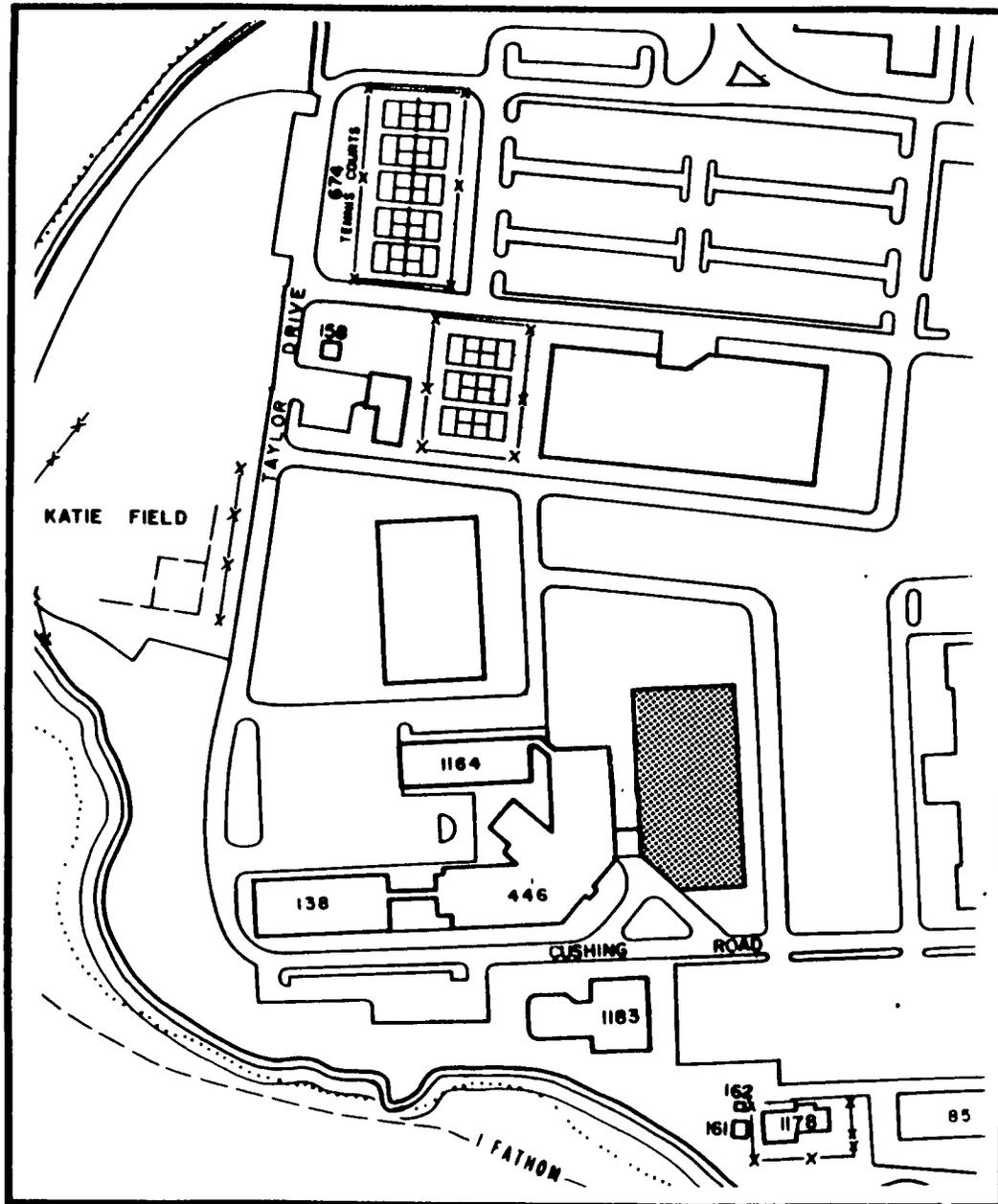
COST: \$9,500,000

SCOPE: The project provides a three story structure with on grade parking; concrete foundations, steel frame, concrete floor and roof, built on a 25,000 SF foot print (structure and roof designed for future addition of fourth floor.) Masonry exterior walls; work also includes complete mechanical and electrical facilities, fire protection, site utilities and 375 ton air conditioning. Project includes the demolition of Building 405 and its reconstruction on Coddington Point.

REQUIREMENT:

Additional space is required for permanent facilities to accommodate student and staff personnel for three new mission requirements: (1) Ten relocatable trailers provided for the temporary needs for the EOOW Course. (2) There are no plans for temporary facilities for the PXO Course. There is no space available to house new training devices or for much needed expansion of the command's technical library. Prospective Commanding and Executive Commanding Officer students have no space available when they break out into their specific ship specialty training. Senior Officer staff are crowded into a small space with no private offices, no conference rooms, minimal classified storage space, and no space available to conduct necessary Top Secret lectures and (3) the Senior Officers Ships Material Readiness Course (SOSMRC) is presently housed at a private facility in Idaho Falls, Idaho. SOSMRC is being relocated in temporary relocatable buildings in Jan 86.

If this project is not provided, there will be no permanent facility available for personnel associated with the EOOW and SOSMRC Courses, and additional lease costs for the relocatable trailers will be incurred. In addition, there will be no facility sufficient to accommodate personnel for Prospective Executive Officer Opposite Training and no facility to house the required operational trainers. Senior Officers of the Prospective Commanding Officers Course will be forced to continue in a severely overcrowded facility.



P-360
SURFACE WARFARE
OFFICER TRAINING FACILITY

SITING CONSIDERATIONS:

Project is in accordance with current and proposed land use plans. Building 405 will be demolished to provide part of the site for the new building. A new service station (currently located in Bldg. 405) will be constructed on Coddington Point.

DESIGN CONSIDERATIONS:

Structure and roof will be designed to add fourth floor in the future.

TITLE: P-342, PRIMARY ELECTRICAL SERVICE

COST: \$7,300,000

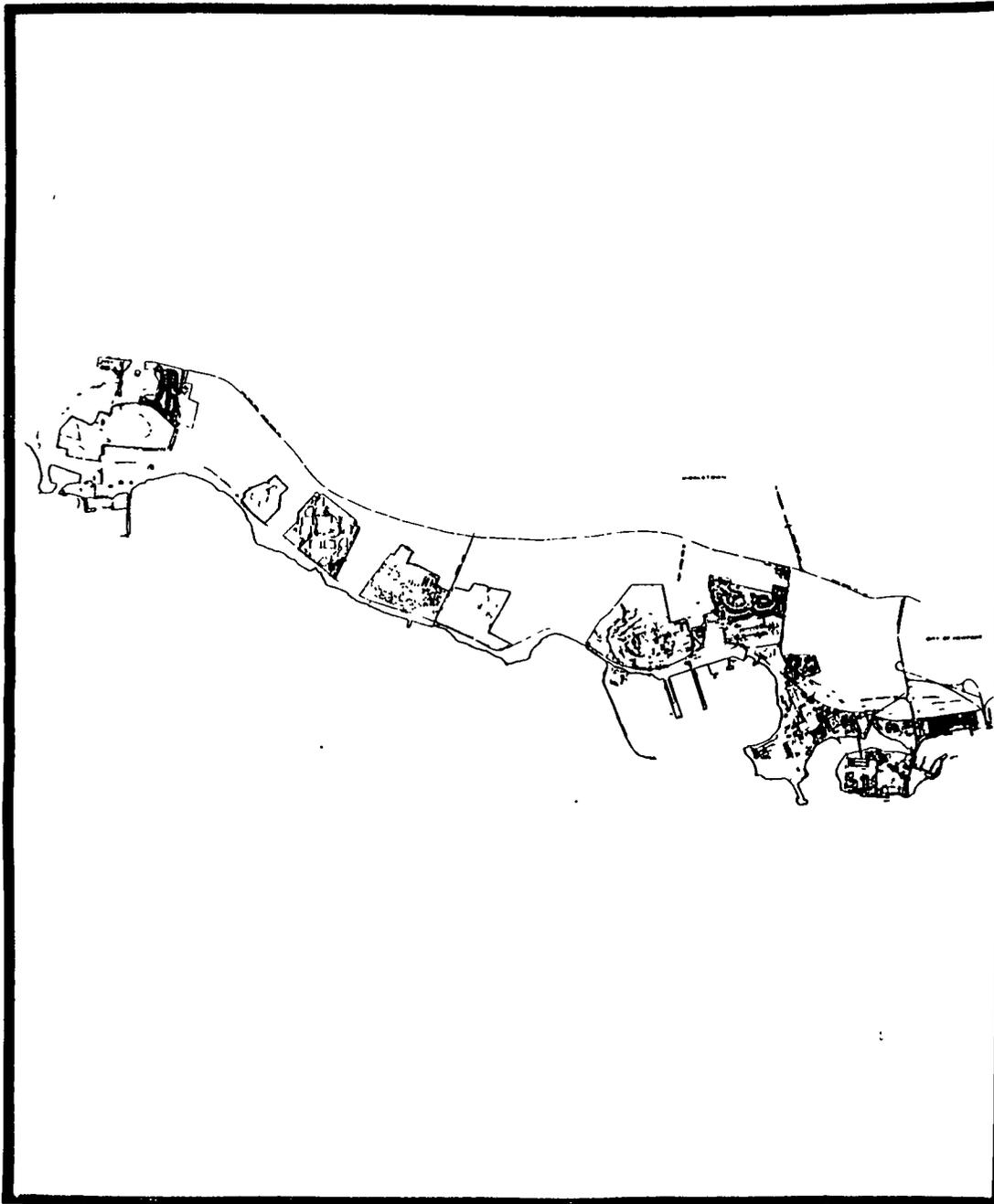
SCOPE: The project will provide a new primary voltage electrical service to the Newport Naval Complex consisting of two 69 KV to 13.8Y/8.0 KV 20/30 MVA LTC transformers and associated bus structures, switchgear and eight feeders, conversion of the existing 23 KV sub-transmission system to 13.8Y/8.0 KV distribution, replacement of eight distribution transformers at substations 5, 7, 12, 15 and three tank farms, and replacement of potential transformers at distribution substations.

REQUIREMENTS:

The Newport Naval Complex is currently served by five 23 KV sub-transmission lines originating at Newport Electric Corporation. The system is inadequate to service the planned development of the Complex over the next decade. Substantial growth in electrical demand is anticipated due to several Military Construction Projects under construction and currently programmed and planned projects.

An electrical demand increases in excess of 100% is anticipated. The existing 23 KV sub-transmission system is inadequate for this mission and cannot be reasonably or economically expanded to meet the task. Thus, a 69 KV source of power stepping down to a utilization voltage of 13.8Y/8.0 KV is required. While some of the existing substations are capable of operating at 13.8 KV, transformers in four distribution stations will have to be replaced. These transformers are over forty years old and have reached their useful service life expectancy.

If the project is not provided, severe electrical overloads will occur resulting in interruptions and curtailment of the mission of several Newport commands such as the Naval War College, Naval Underwater Systems Center, Naval Education and Training Center, and Surface Group Four. Once facilities are connected to the electric system, it is impossible to limit the electrical demand of these facilities to a figure substantially less than their design rating.



P-342

**PRIMARY ELECTRICAL
SERVICE**

Thus, once the planned facilities are brought on line, the complex will experience increasing electrical demand substantially in excess of the system's rating resulting in service interruptions and ultimate collapse of the electrical system.

SITING CONSIDERATIONS:

In accordance with OPNAVINST 5090.1, this project has been reviewed with respect to Executive Order 12372 requirements. It has been determined that the project could impact community plans or programs, and therefore, intergovernmental coordination is required.

Siting approval is pending due to a current need to resolve a potentially hazardous problem involving Explosive Safety Quantity Distance (ESQD) relationship with the explosive storage magazine (Fav 1177) located nearby. DOD Explosive Safety Board approval of the proposed corrective actions to the magazine is expected and will result in the elimination of the potentially hazardous condition.

DESIGN CONSIDERATIONS:

None

TITLE: P-343, POTABLE WATER DISTRIBUTION SYSTEM

COST: \$4,700,000

SCOPE: The project provides the rehabilitation of several pump stations, relocation of a pump station, construction of a water tank, replacement (including some enlargement) of selected water mains, cleaning and lining of selected water mains, performance of investigations to remove blockages where required, installation of valves, and replacement of valves and hydrants where indicated.

REQUIREMENTS:

This project is required for providing adequate storage, pressure and distribution of water for present and anticipated future domestic and fire protection demands at the Naval Education Training Center.

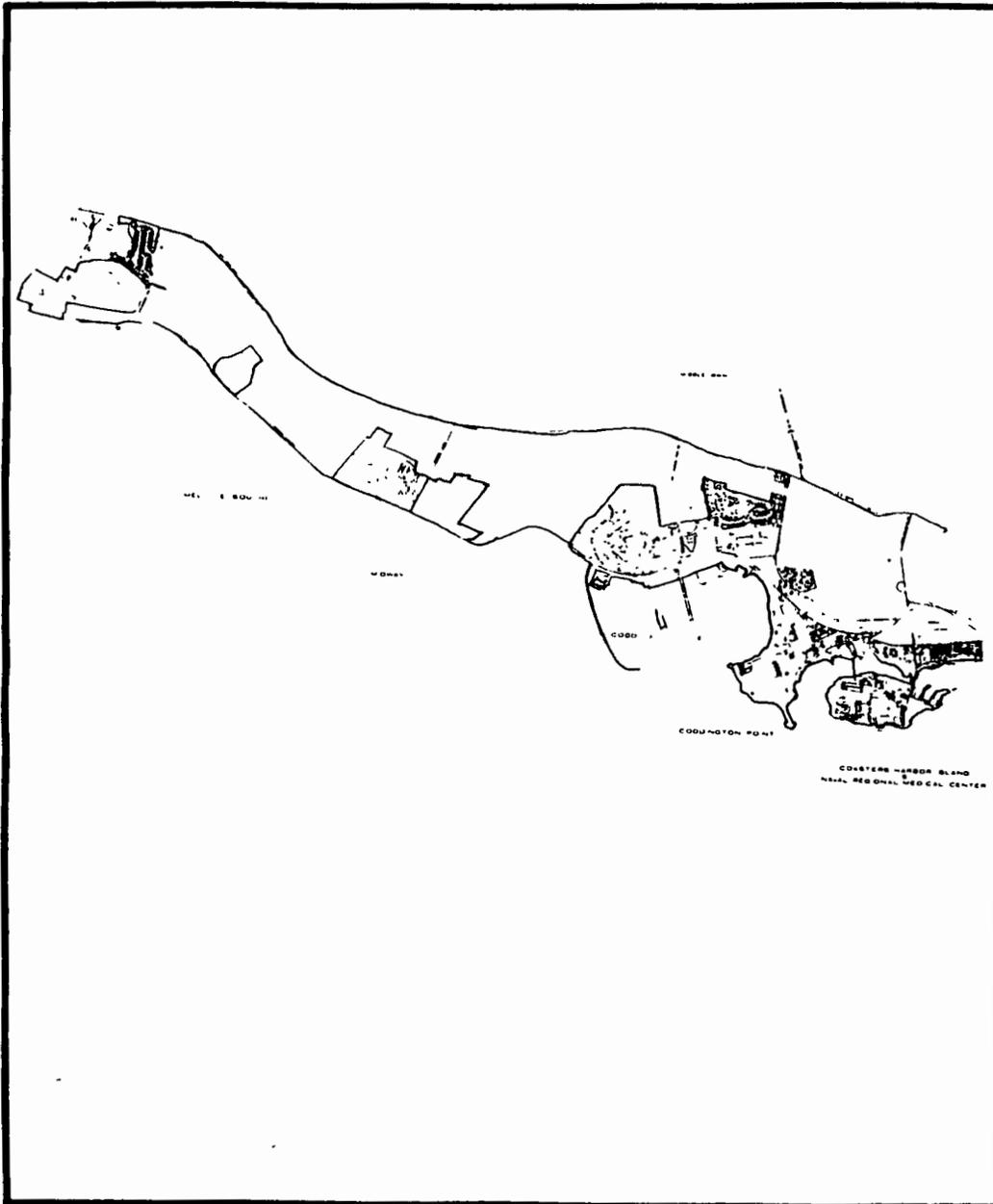
The existing distribution system are inadequate to supply the required fire flows, with hydraulic conditions characteristic of unlined cast iron pipe installed as early as 1910. In some cases, the water mains have as little as one-third (1/3) of their original hydraulic capacities.

With the continued aging and deterioration of the system, water mains, valves, fitting and appurtenances that are not replaced will continue to be a weak link in the fire protection system. The untimely failure of these may result in loss of pressure during a fire, major loss of water and potential contamination to the water supply.

If this project is not provided, the existing distribution systems will continue to lose hydraulic capacity. The required fire flows and, ultimately, normal domestic flow will not be available.

SITING CONSIDERATIONS:

The proposed project may affect a property listed, or eligible for listing in the National Register of Historic Places. In accordance



P-343
POTABLE WATER
DISTRIBUTION SYSTEM

with Section 106 of the National Historic Preservation Act of 1966 (as amended), the respective State Historic Preservation Officer and the Advisory Council on Historic Preservation will be afforded an opportunity to comment on the proposed action.

DESIGN CONSIDERATIONS:

None

TITLE: P-358, MUNICIPAL SEWER CONNECTION, PHASE II

COST: \$3,700,000

SCOPE: The City of Newport is proposing to construct a 10.7 MGD secondary treatment plant in 1988 as the second phase of a complete upgrade of the regional sewage treatment facilities on Aquidneck Island. The Navy will share an appropriate portion of the plant cost based on quantity of sewage flow.

REQUIREMENTS:

The Naval Complex at Newport discharges its sewage into the City of Newport municipal system. The present City of Newport Sewage Treatment Plant is in violation of the water pollution statutes of the State of Rhode Island and the Federal Government. This project will provide corrective measures to meet the requirements of Federal Water Pollution Control Act of 1972.

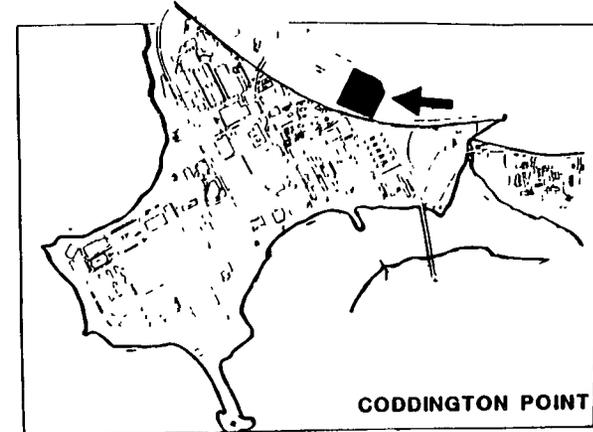
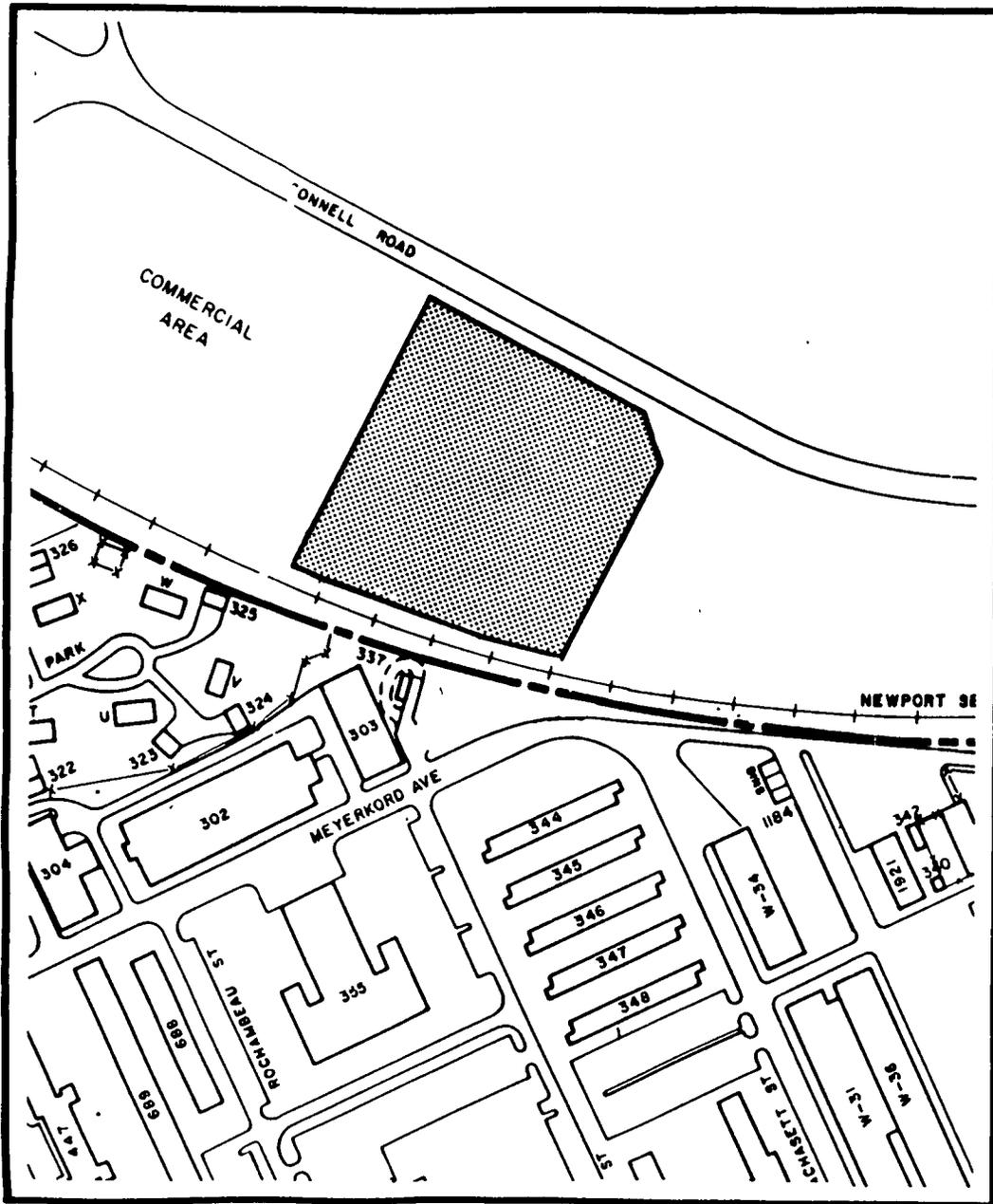
The Newport Sewage Treatment Plant provides primary treatment only and discharges primary treated effluent into Narragansett Bay (Atlantic Ocean). The present plant is undersized, outdated, and in need of replacement.

SITING CONSIDERATIONS:

The sewage treatment plant will be located adjacent to the Newport Naval Complex on City of Newport owned land.

DESIGN CONSIDERATIONS:

None.



P-358
MUNICIPAL SEWER
CONNECTION, PHASE II

TITLE: P-368, HEATING FUEL OIL STORAGE

COST: \$2,200,000

SCOPE: The project will provide one permanent 25,000 gallon underground steel tank near Building. A6 and two permanent 670,000 gallon. underground reinforced concrete tanks for Building 7. Work is to include all site work, pavement replacement, utility connections, and fuel oil flow line connections.

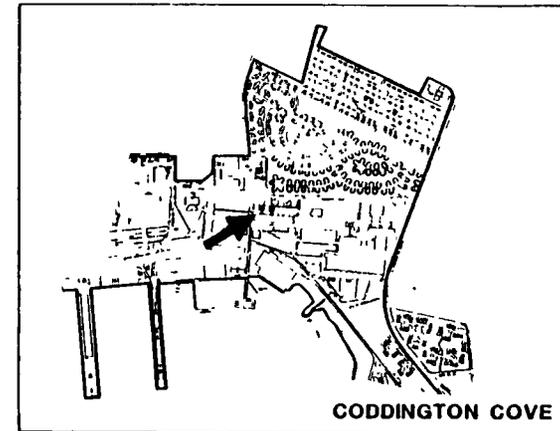
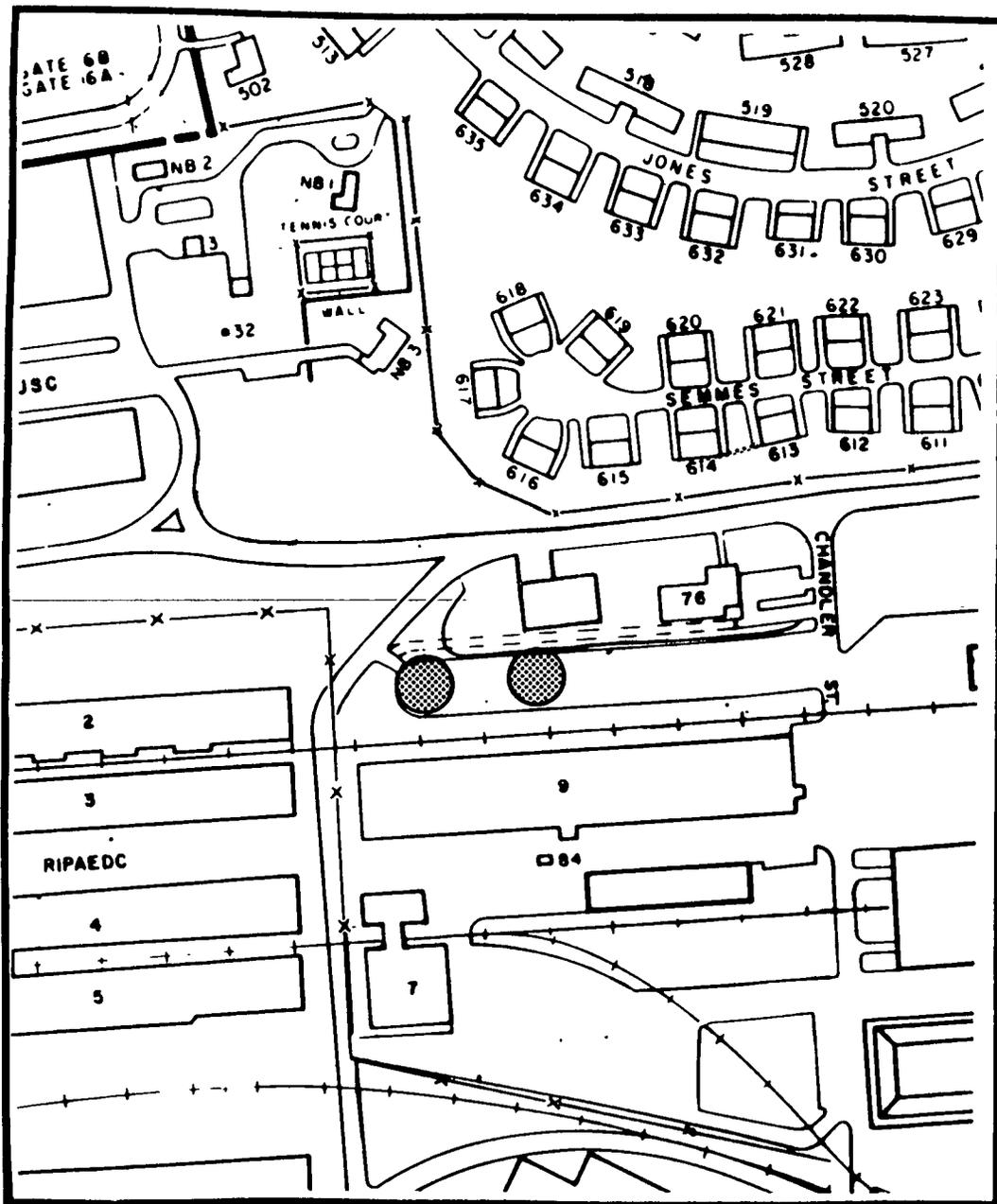
These new tanks will hold the minimum fuel oil storage capacity in order to operate the NETC operated oil-fired boiler plants at Bldg. A6 and 7 for a period of 30 days based on the coldest 30 day requirements.

REQUIREMENTS:

DOD policy for heating plants burning fuel oil states that the plant must have a minimum 30 day storage capacity based on the coldest 30 day requirements. Building A6 needs a minimum of 63,773 gals. and Building 7 requires 1,336,735 gals.

Building A6 presently has a fuel storage capacity of 40,000 gallons. Building 7 has a capacity of 120,000 gallons. These boiler plants presently depend completely on contract fuel deliveries for their continued operation. During periods when total peak load capacity is required, the plants have enough storage to operate 13 days at Building A6 and 3 days at Building 7. The Defense Logistics Agency, which now operates the oil supply terminal at Newport, RI, no longer is able to supply the boiler plants with fuel. This nullifies NETC's present waiver not to have an adequate supply on hand.

If this project is not provided, the operation of the boiler facilities which provide steam to NETC and tenant command will remain dependent on contract oil deliveries. These deliveries are susceptible to contract personnel strikes, equipment failure, decrease daily deliveries, spot shortages, major shortages, and sabotage which could result in shutting off the steam to a major portion of the Complex preventing it from performing its mission and resulting in



P-368

**HEATING FUEL OIL
STORAGE**

potential damage to equipment, structures, and stored items. It will also prevent the proposed shut-down and demolition of boiler plant Bldg. 86.

SITING CONSIDERATIONS:

Project is in accordance with current and proposed land use plans.

DESIGN CONSIDERATIONS:

None

TITLE: P-398 SENIOR ENLISTED ACADEMY ADDITION

COST: \$3,505,000

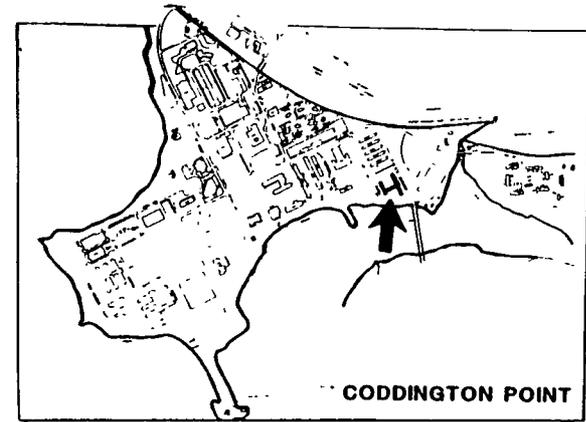
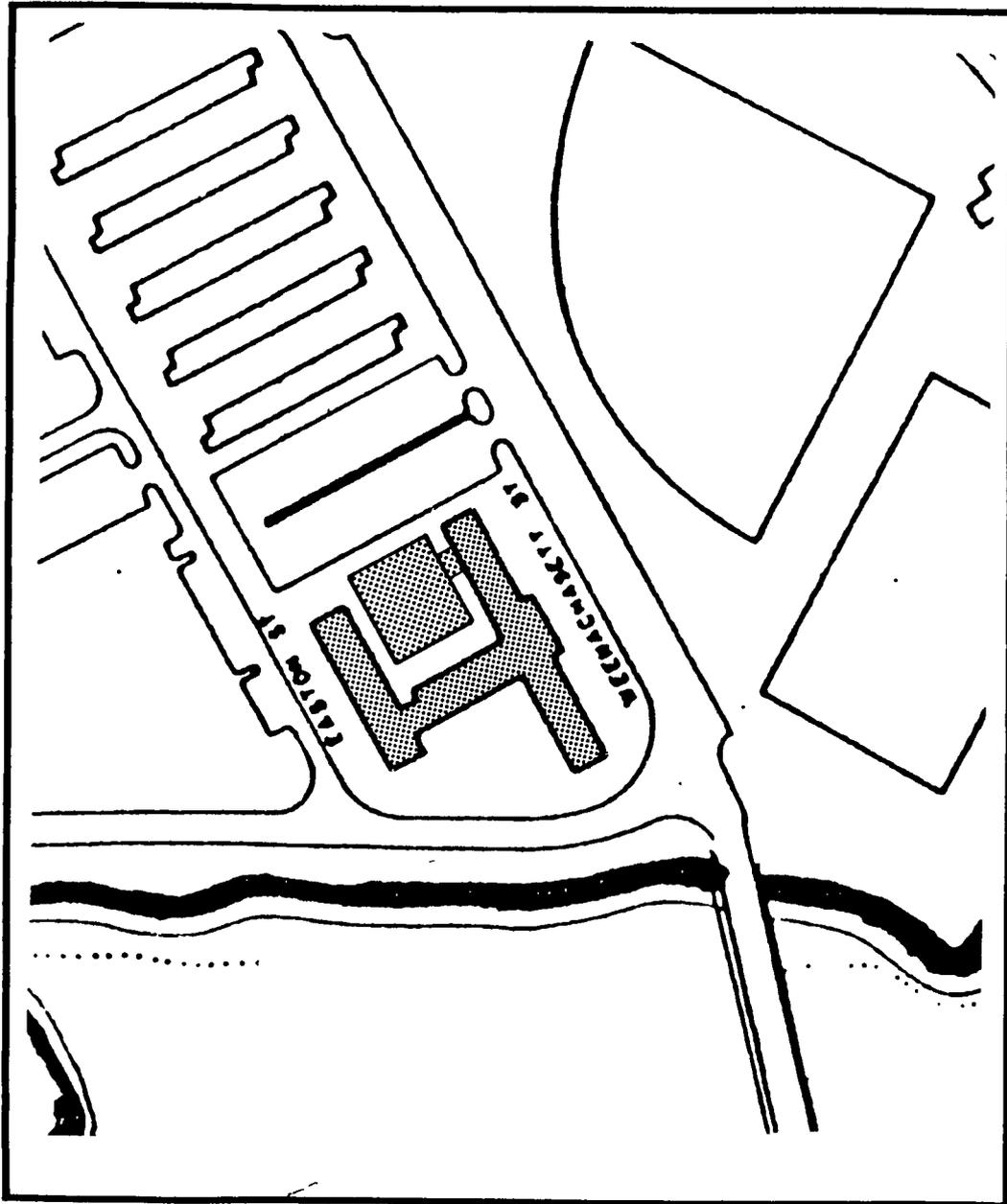
SCOPE: This project will provide a permanent two-story addition to the facility constructed by P-342, consisting of classrooms and living spaces for thirty students (E7/E9 personnel), including lounges, circulation, storage, vending, and mechanical spaces. The building will be steel framed with brick walls, built up roof and concrete foundation. The facility will be completely air conditioned.

REQUIREMENTS: A Senior Enlisted Academy (SEA) pilot program began at Newport in September of 1981 in temporary facilities in the Naval War College, Sims Hall, and the school just graduated Class Number 12. The temporary facilities in Sims Hall will not be available beyond September 1986 since the Naval War College plans a significant expansion of the Center for War Gaming which precludes occupancy of any space for the SEA.

This project will provide a permanent facility which will satisfy the Chief of Naval Operations objective to provide a SEA for the Navy at Newport. This project is based on a 90 student loading with a nine week curriculum and four classes per year for a total program output of 360 students annually.

SITING CONSIDERATIONS: Project is in accordance with current and proposed land use plans.

DESIGN CONSIDERATIONS: None.



P-398

**SENIOR ENLISTED ACADEMY
EXPANSION**

TITLE: P-361, NAVAL JUSTICE SCHOOL APPLIED INSTRUCTION BUILDING
ADDITION AND ALTERATIONS

COST: \$2,150,000

SCOPE: The project provides a three-story, permanent, air-conditioned, structurally framed addition to Building 360 with a partial basement containing classrooms, labs, lounge, and other support rooms. Included in this project are fire sprinklers, telephone intercom system, audio/visual system, elevator, building connector link, sidewalks, landscaping, and utility connections. This project will also alter existing space in Building 360 by demolishing existing and constructing new partitions in order to consolidate functions for maximum efficiency.

REQUIREMENTS:

In January 1984, NJS moved from a WWII wooden-frame structure scheduled for demolition to a significantly smaller converted barracks which provides only 55% of required space (a deficiency of 18,010 gross feet). Quota limitations due to deficient classroom size are extending the training pipeline for many new lawyers by up to six months. Existing facilities cannot handle projected quotas to support CNO-sponsored placement of paralegals with operating forces, multi-level training incident to expansion of the legalman community, nor vital hands-on practice with specialized equipment. There is no office space for additional personnel necessary to meet ongoing mission expansion.

If this project is not provided, training delays will continue to waste time, money, and personnel; the morale of those affected will continue to suffer; and gaps in field manning levels will continue to degrade the ability to provide efficient and timely legal services to the operating forces. In addition, necessary curriculum expansion and specialized training including changes necessitated by legislation and regulation will not be fully implemented. Competence levels will decline and likelihood of malpractice will increase.

SITING CONSIDERATIONS:

Project is in accordance with current and proposed land use plans. There are no restrictions for performing work at the site.

DESIGN CONSIDERATIONS:

During construction of the addition and alterations of the existing facility, the school will be required to carry on its normal functions. Therefore, construction should be staged in order to construct the addition first then alter the existing facility after the school is functioning within addition.

TITLE: P-365, UPGRADE ELECTRICAL DISTRIBUTION SYSTEM

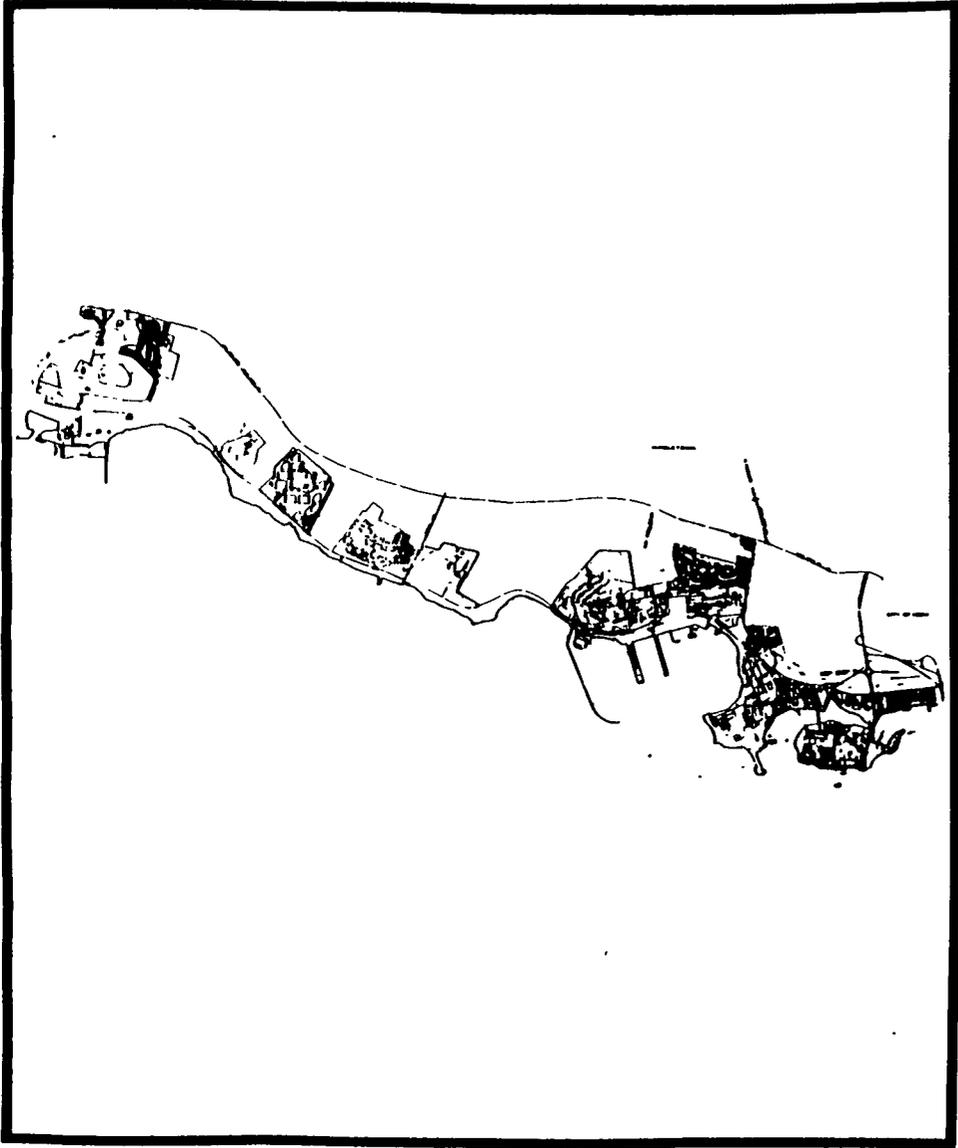
COST: \$8,500,000

SCOPE: Provide replacement of electrical facilities which have deteriorated due to age. Replace one 23 KV cable with a land cable; replace three 23 KV underground cables; replace existing deteriorated underground cables in the Melville area; replace deteriorated overhead distribution facilities on Coasters Harbor Island, Coddington Cove with underground facilities; replace several deteriorated distribution transformers within buildings; and replace an existing distribution substation at the Naval Hospital.

REQUIREMENTS: Existing electrical facilities have deteriorated due to age throughout the complex. These systems must be upgraded for the continuity of operations at Newport.

SITING CONSIDERATIONS: None.

DESIGN CONSIDERATIONS: None.



P-365

**UPGRADE ELECTRICAL
DISTRIBUTION SYSTEM**

TITLE: P-384, COMBAT SYSTEM TEST & TRAINING CENTER

COST: \$3,000,000

SCOPE: The project provides a one story structure with concrete foundations, steel frame, concrete floor and roof, built on a 19,700 SF foot print with masonry exterior walls. Work also includes complete mechanical and electrical facilities, fire protection, site utilities and air conditioning.

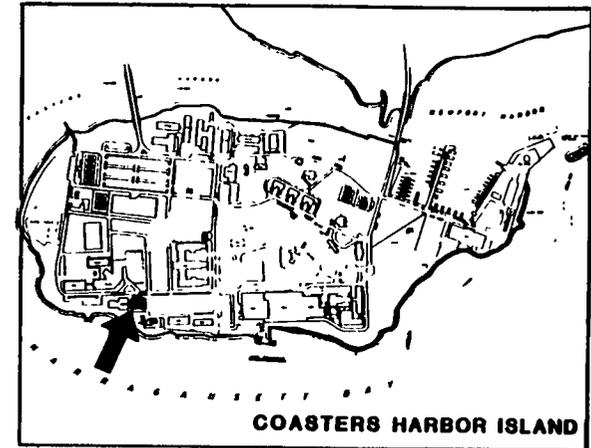
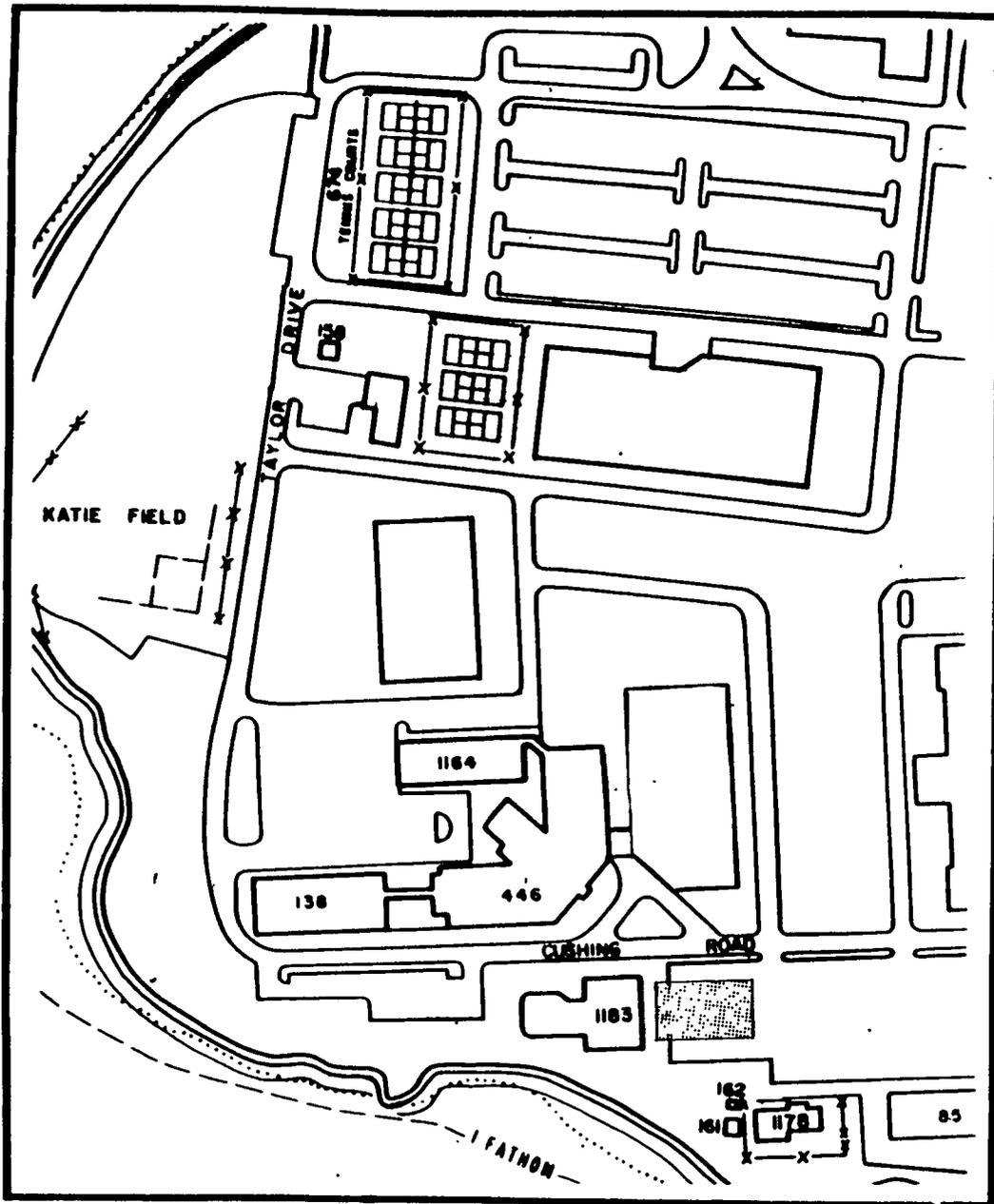
REQUIREMENTS:

Space is required for permanent facilities to accommodate the relocation of the Combat System Test Center from Ronkonkamo, NY to Newport, RI. If this project is not provided, there will be no permanent facility available for housing the equipment currently located at Ronkonkamo.

SITING CONSIDERATIONS:

Project is in accordance with current and proposed land use plans.

DESIGN CONSIDERATIONS: None.



P-384
COMBAT SYSTEM TEST
& TRAINING CENTER

TITLE: P-391, SMALL CRAFT BERTHING

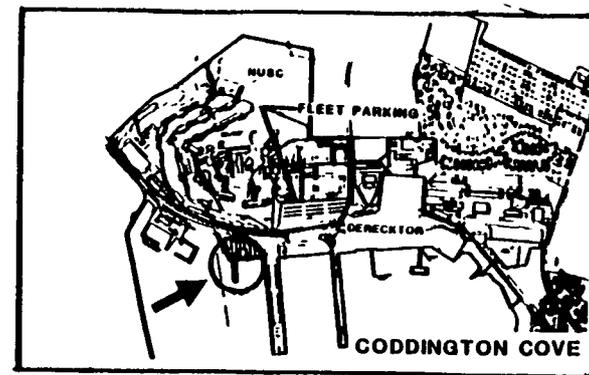
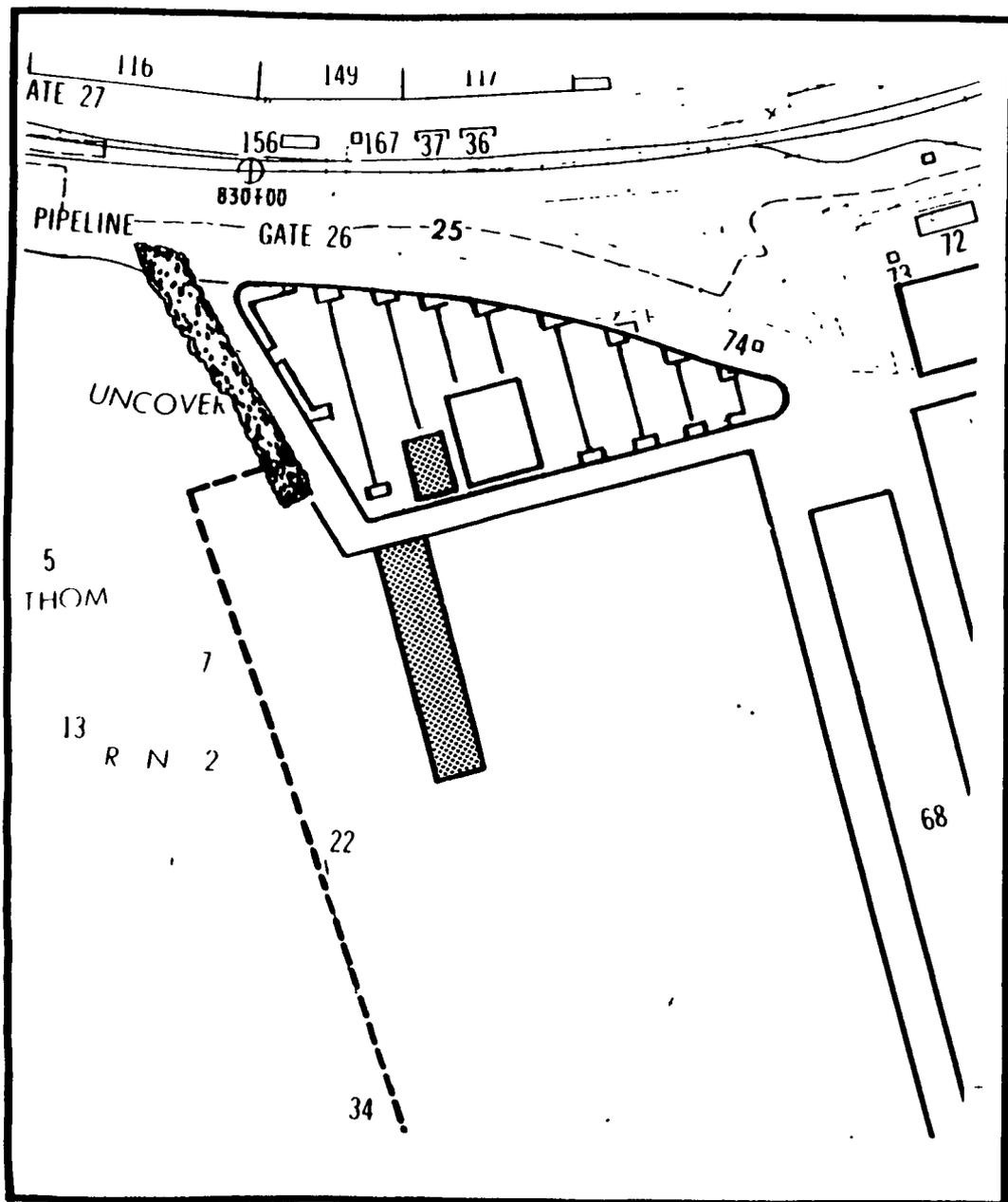
COST: \$7,900,000

SCOPE: This project will construct a small craft pier to berth vessels required for pier operations. The project includes extending the quaywall, dredging to 35 ft. depth, construction of a 30 ft x 400 ft small craft pier and a 5400 SF support building.

REQUIREMENT: Berthing space at Pier 2 is limited and with the increased homeporting of ships at Newport all of the berths at Pier 2 will be required for those ships. Service craft currently berthed at Pier 2 will be berthed at this new facility.

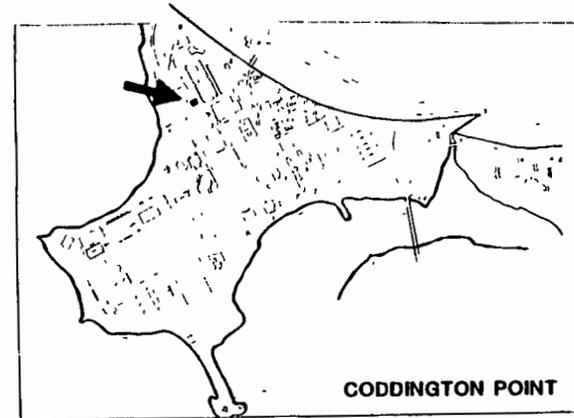
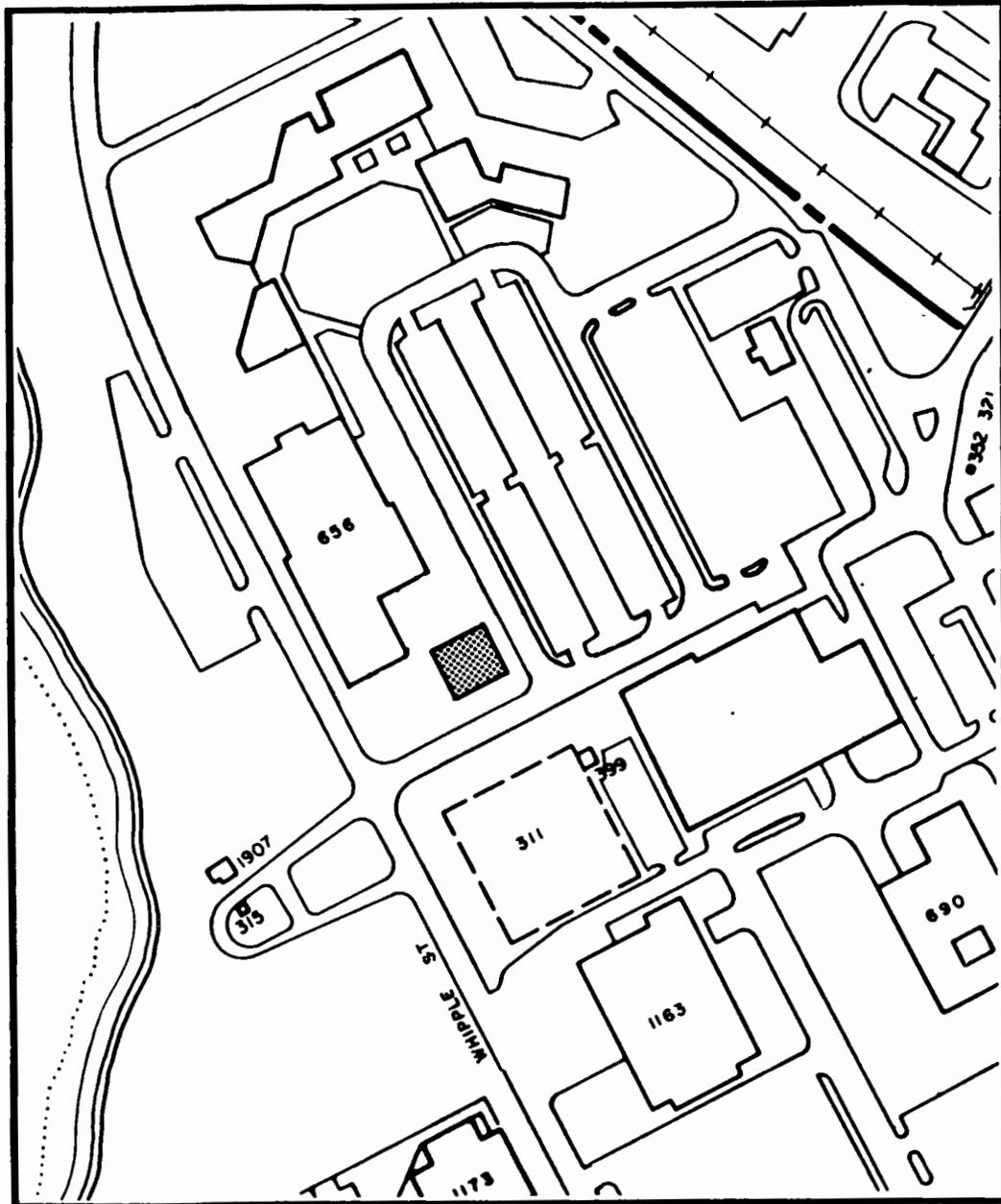
SITING CONSIDERATIONS: None.

DESIGN CONSIDERATIONS: None.



P-391
SMALL CRAFT BERTHING

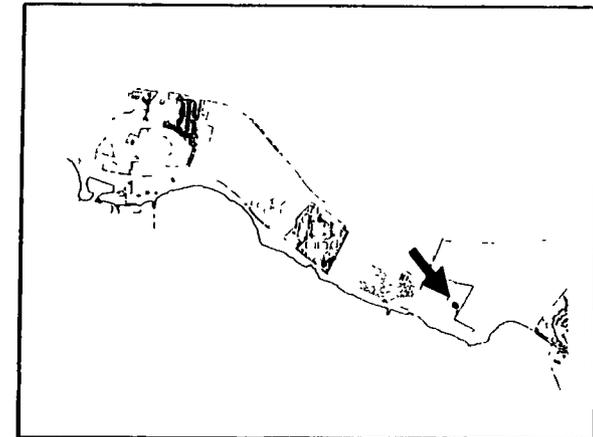
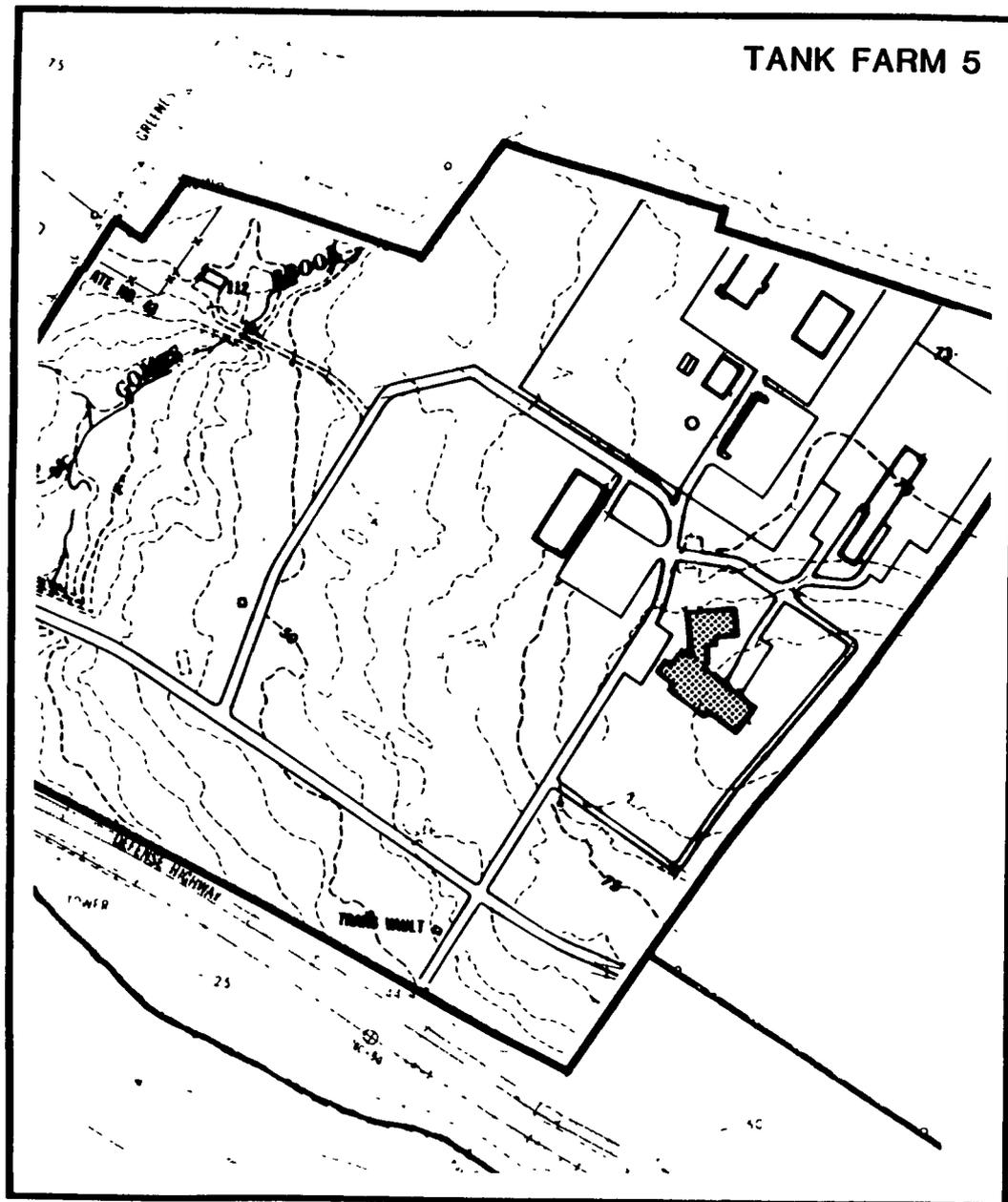
**NON CRITICAL
PROJECTS**



TITLE: P-295, THEATRE

COST: \$900,000

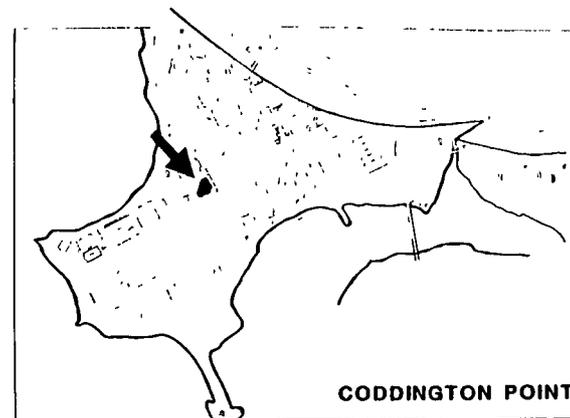
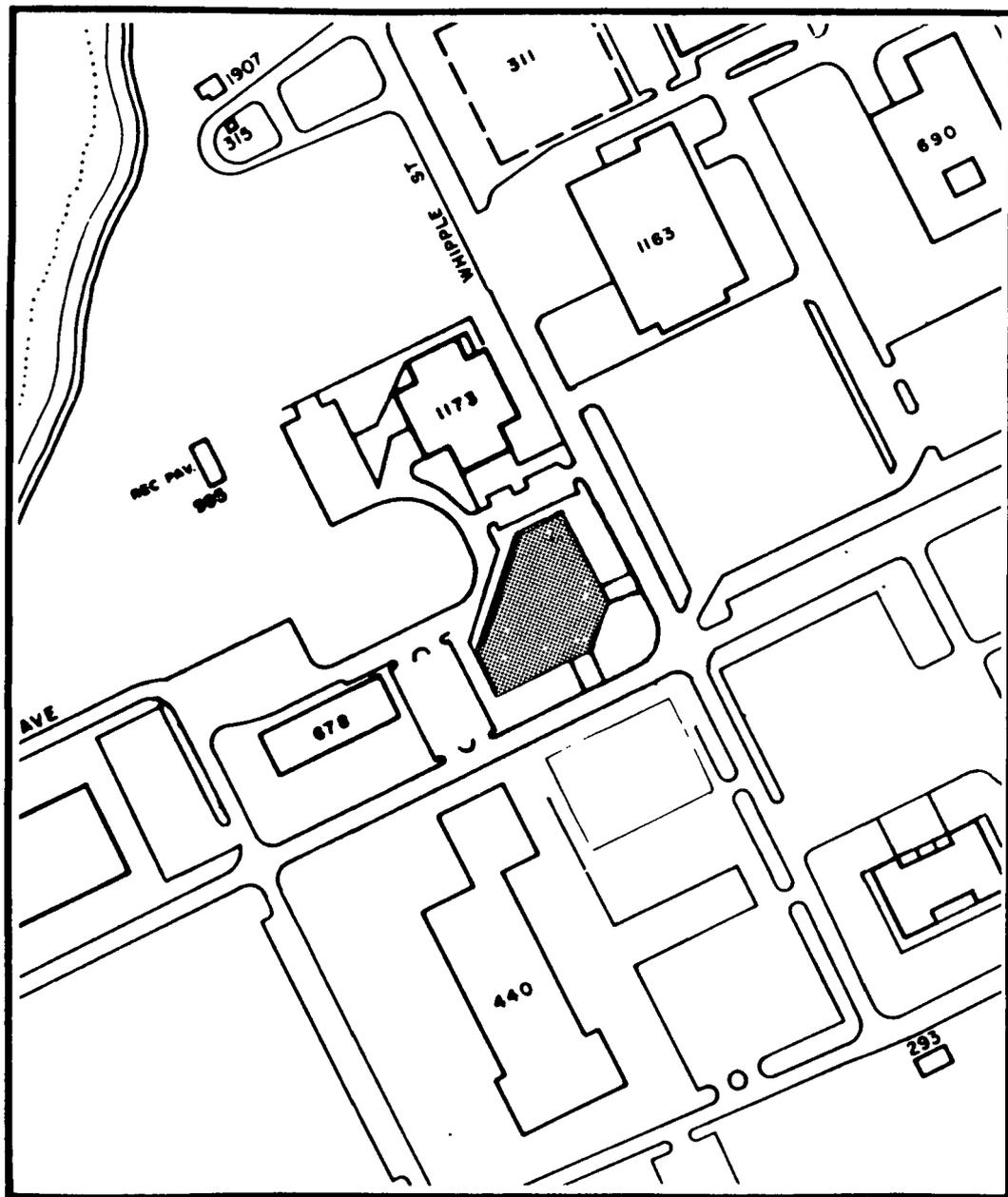
SCOPE: This project will provide a one story theater, centrally located adjacent to the Enlisted Club and Recreation Center, will have 350 seats with a stage for small productions, a movie screen, and a projection booth. The theatre will be constructed so it may also be used for lectures, presentations, small graduations and other general use.



TITLE: P-332, BRIG

COST: \$6,000,000

SCOPE: This project will replace the existing inadequate Brig, Building 149, with a new 80 man, 7 woman facility meeting the requirements of DM 37.4. The project will be constructed at Tank Farm 5 and includes the demolition of Building 149.

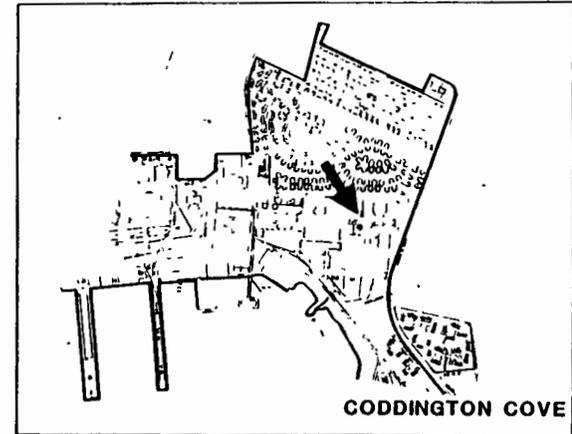
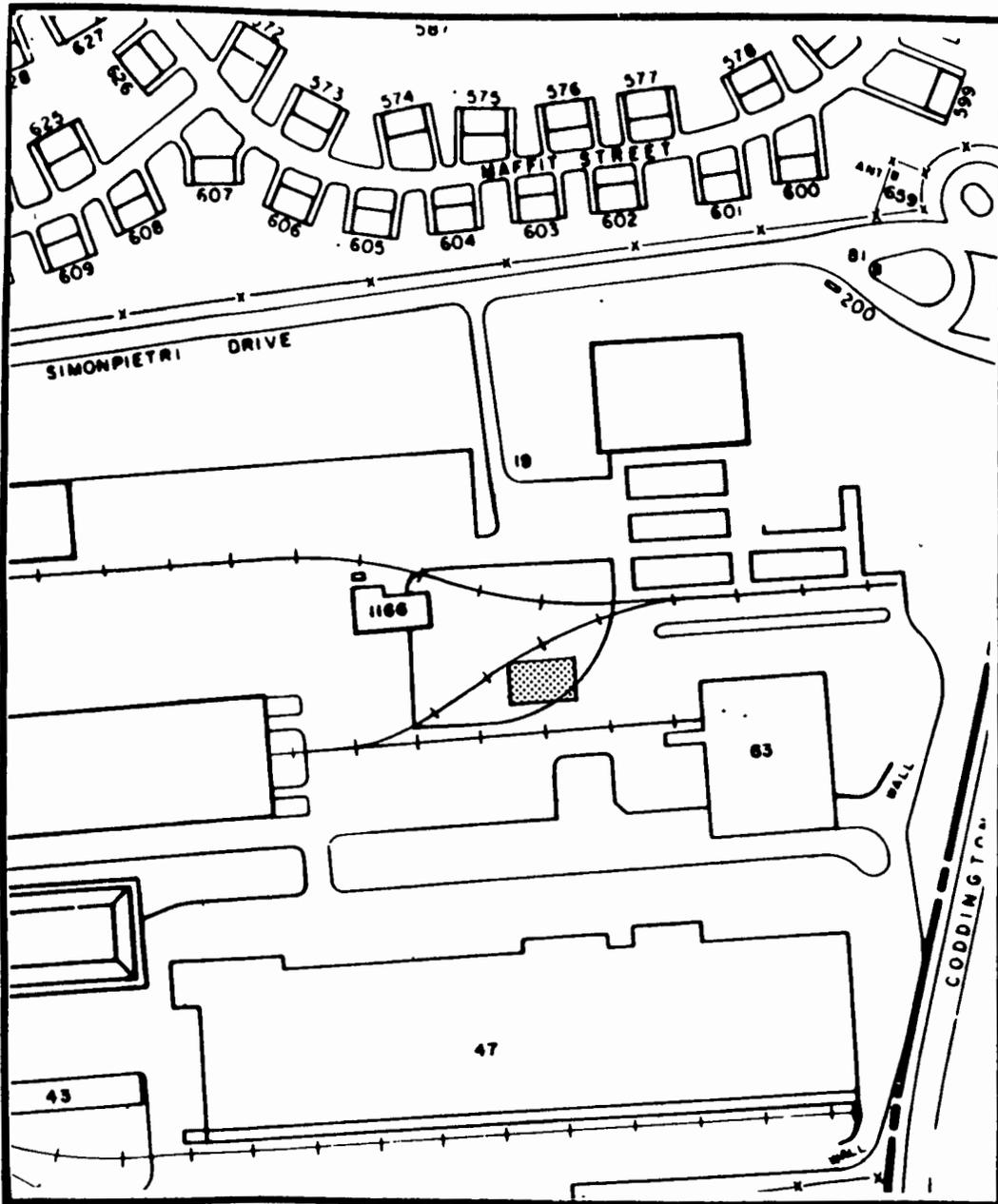


CODDINGTON POINT

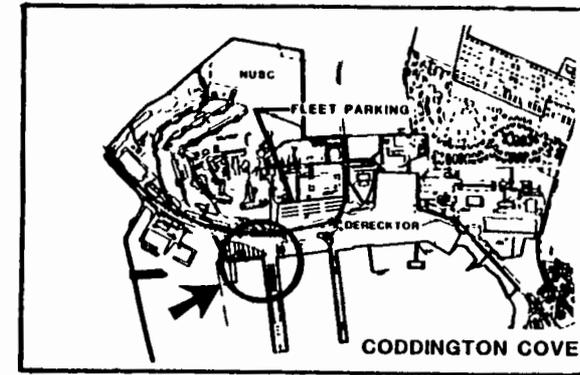
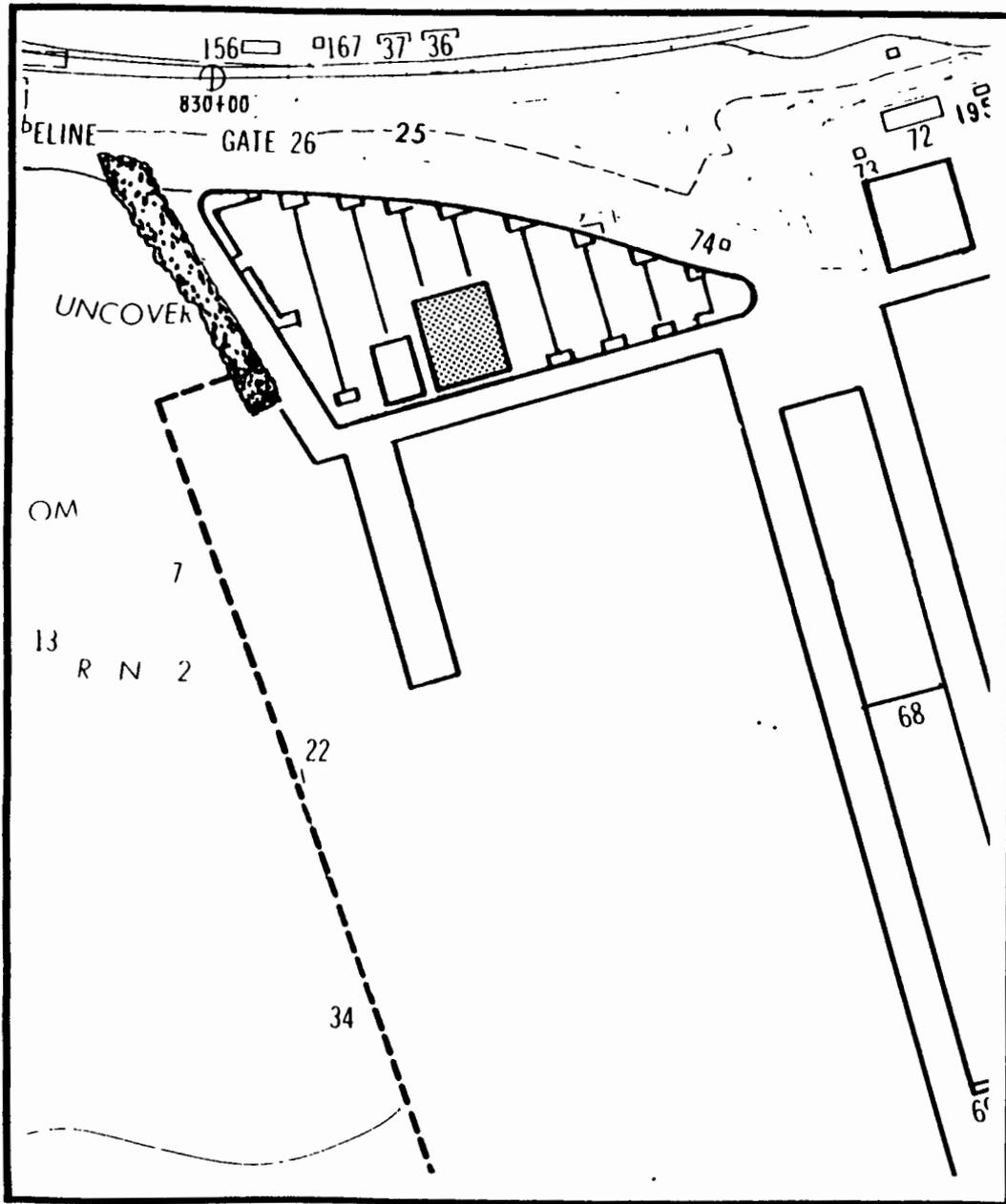
TITLE: P-338, PASS FACILITY

COST: \$3,600,000

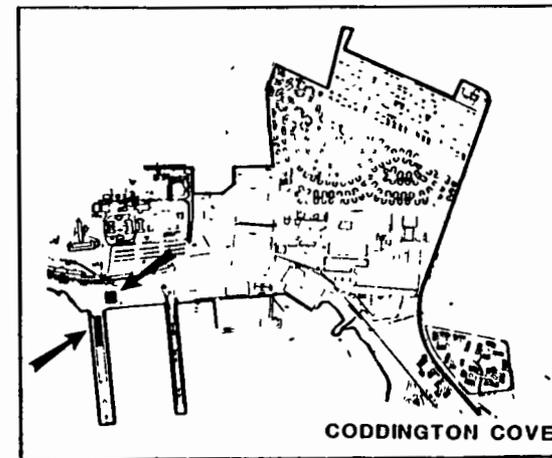
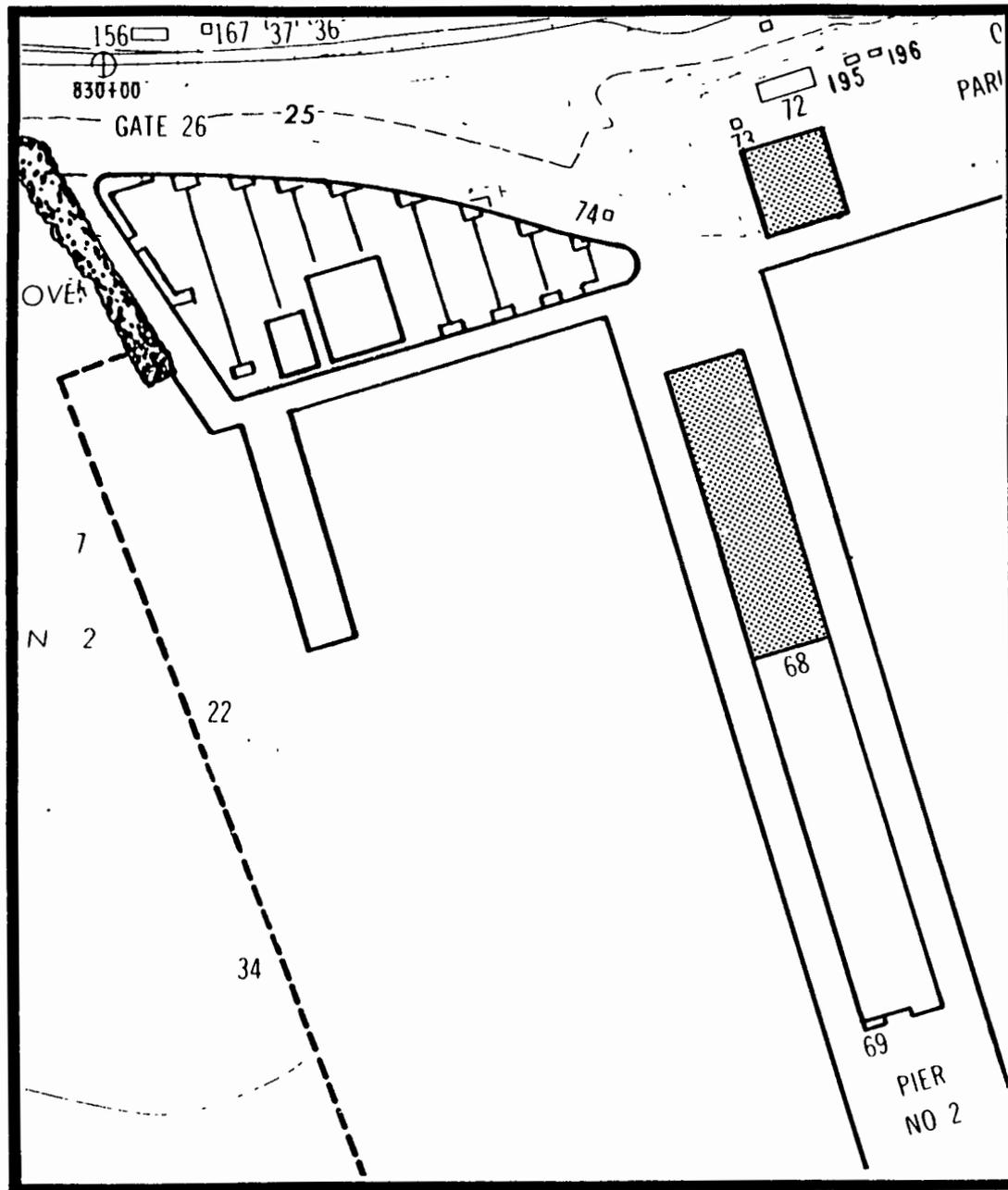
SCOPE: This project will replace a portion of the overaged administration space with a new facility centrally located on Coddington Point. The project is to include utility connections and site improvement. It will contain approximately 27,800 S.F. of administrative spaces for the PSA/PSD/Housing/Personal Property functions at NETC. This PASS function is required under the "one-stop" shopping concept within the Navy to improve pay and personal services to all Navy members.



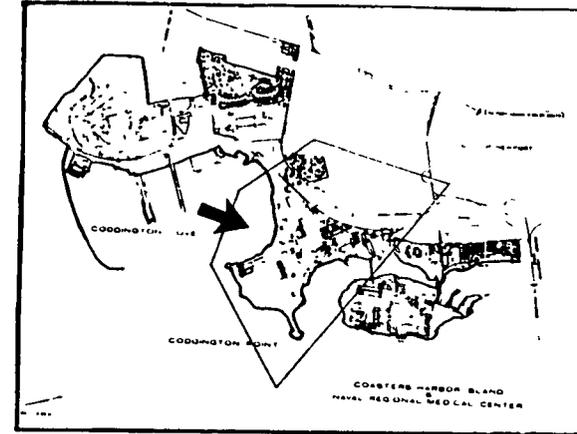
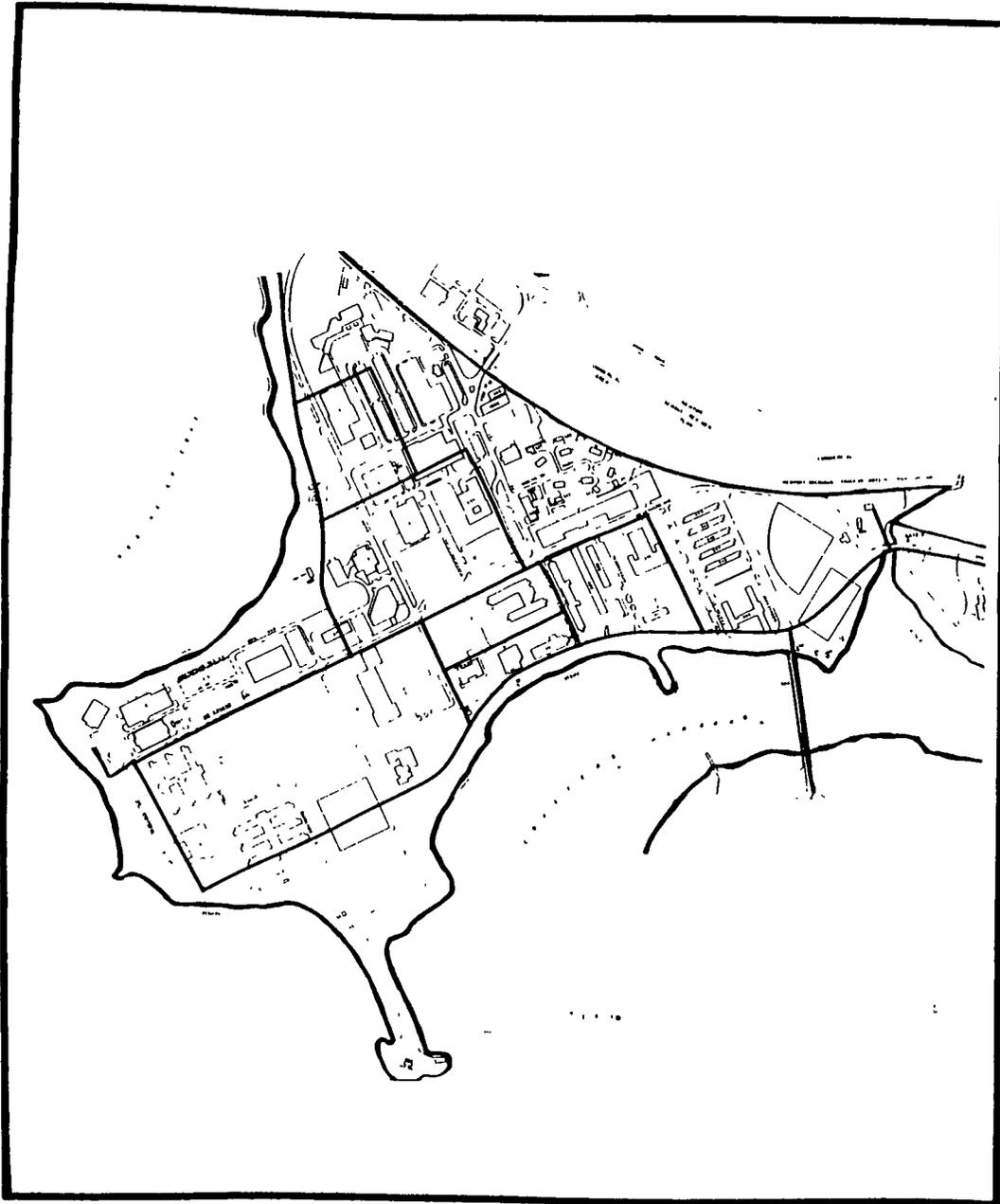
TITLE: P-344, GAS/CYLINDER STORAGE
 COST: \$420,000
 SCOPE: This project will replace the existing unsafe storage facility, Building 19, with a fireproof masonry one-story building. Project includes demolition of the existing facility.



TITLE: P-392, SIMA WAREHOUSE
 COST: \$1,400,000
 SCOPE: This project proposes to replace overage, inadequate warehouse space and relocate SIMA ships/spares storage adjacent to the work place. The present facility for SIMA storage is an inadequate WW II temporary storehouse. The structure has a low overhead and is not fireproof.



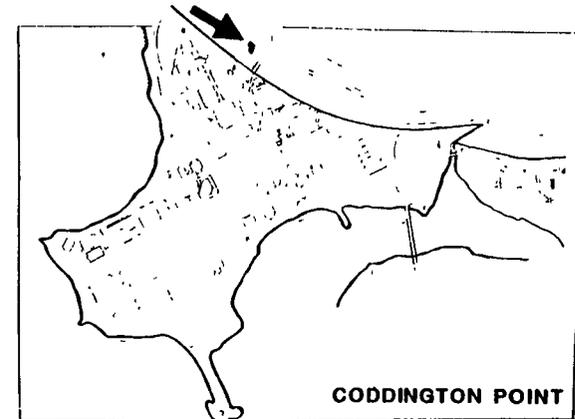
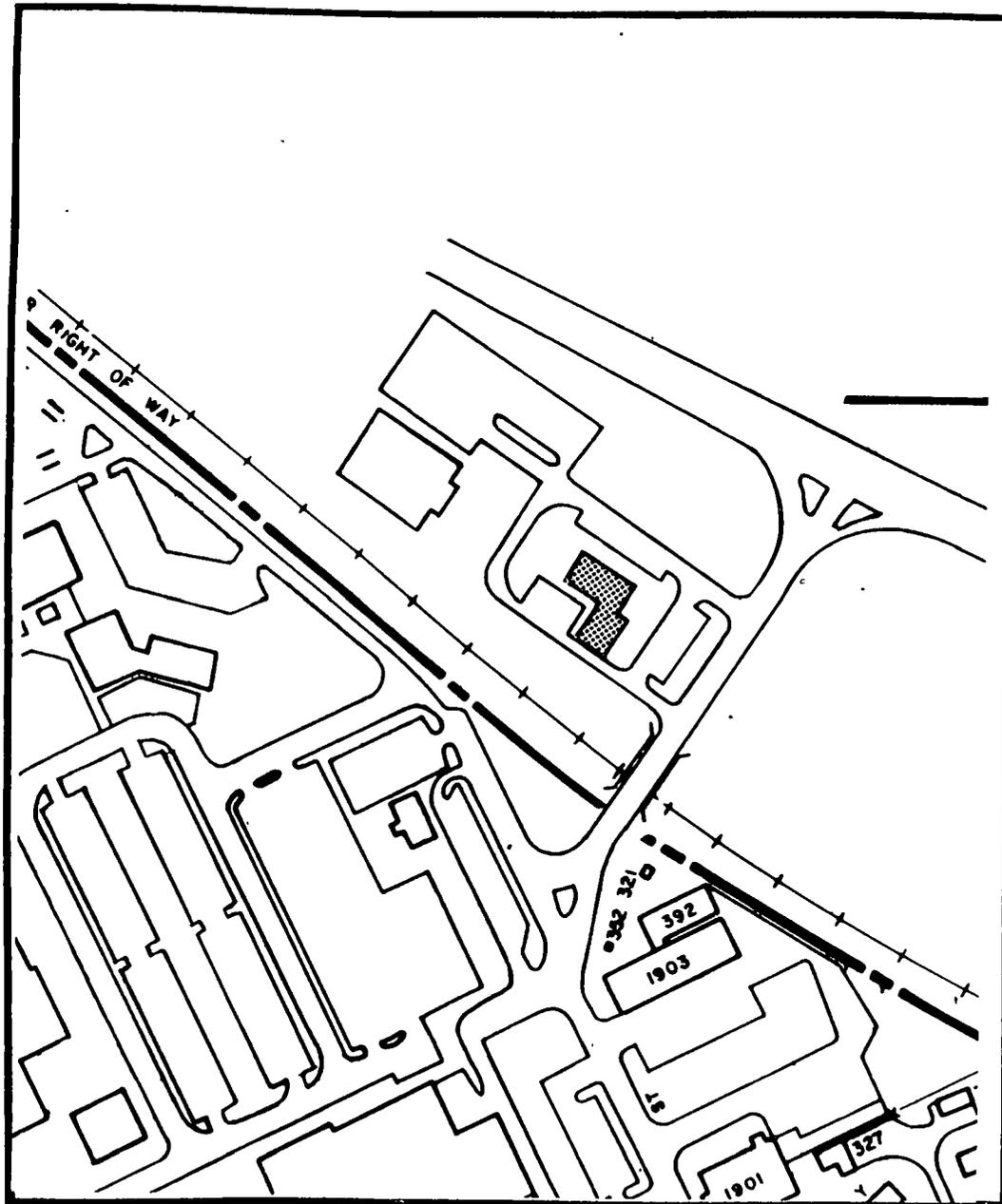
TITLE: P-393, SIMA EXPANSION & FLEET SUPPORT
 COST: \$11,200,000
 SCOPE: The project will convert existing administrative areas in Bldg. 68 (approximately 75,000 SF) into SIMA workshops, construct a second deck on the low-bay portion of Bldg. 68 (32,000 SF) for SIMA expansion and Fleet Support functions. Also included is construction of a new permanent building (22,000 SF) adjacent to Bldg. 68, at the head of Pier 2 for Fleet Support functions. Included in the project is fire protection, utility extensions and connections, and HVAC systems.



TITLE: P-146, STEAM DISTRIBUTION SYSTEMS. CODDINGTON POINT.

COST: \$3,750,000

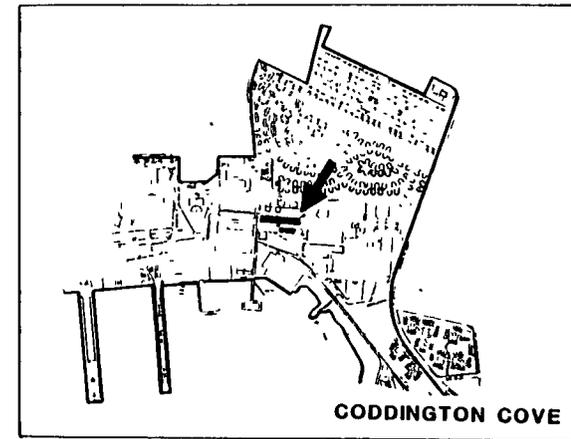
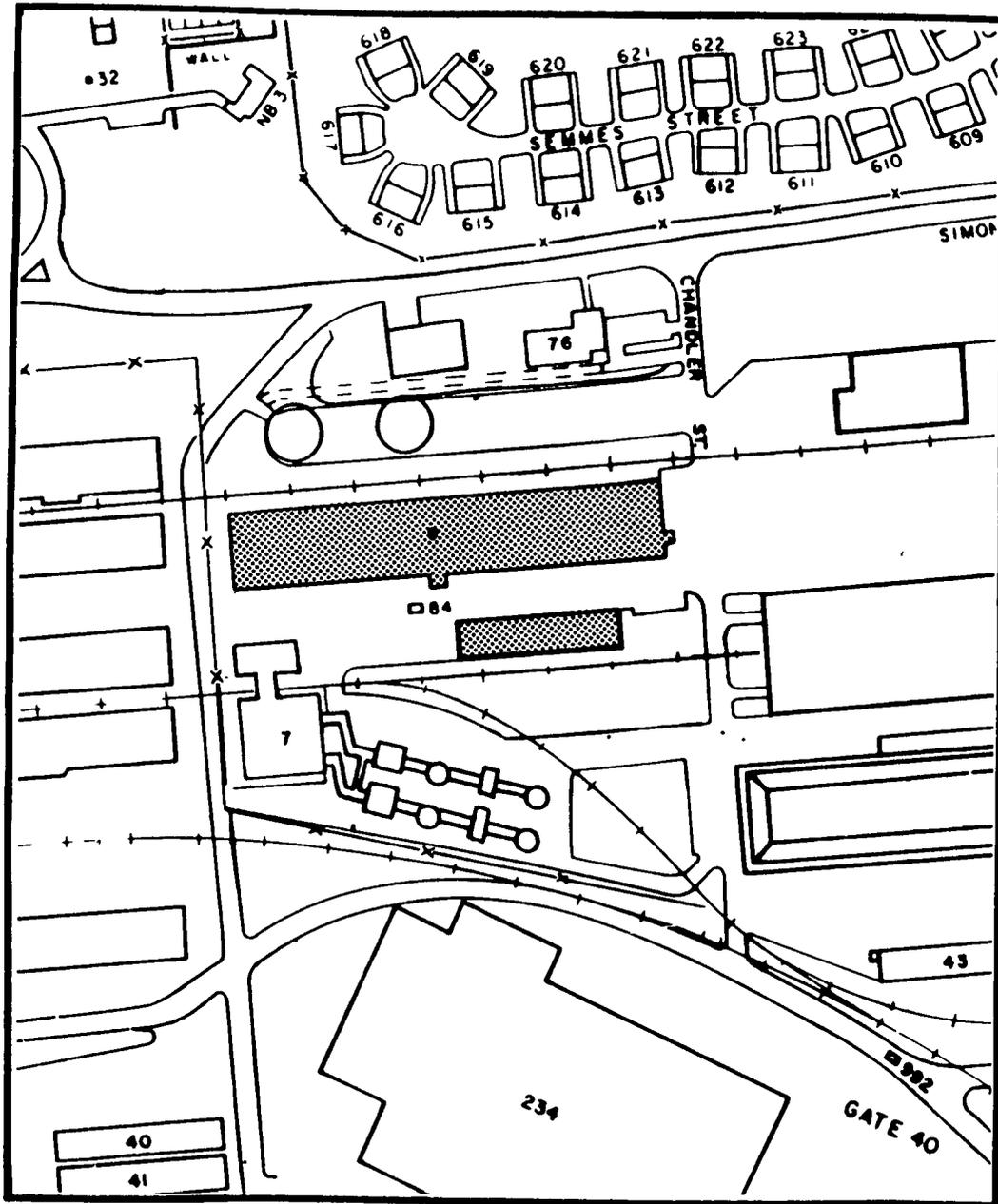
SCOPE: This project will provide certain steam and condensate lines on Coddington Point to loop the system in the vicinity of King Hall, CPO Club area, and connect eleven buildings to the central steam system - 354, 403, 657, 1112, 1900, 1901, 1903, 1921, 1931, and W-34.



TITLE: P-270, POLICE STATION

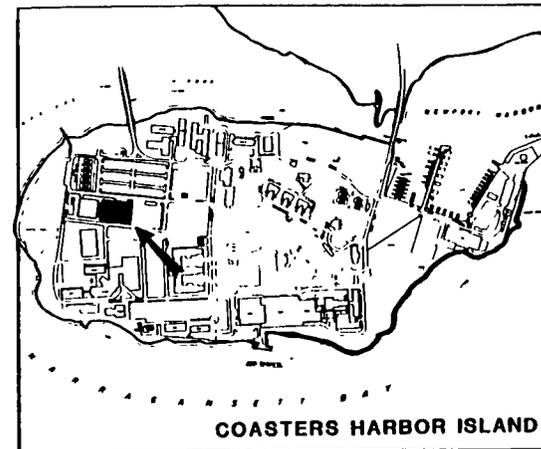
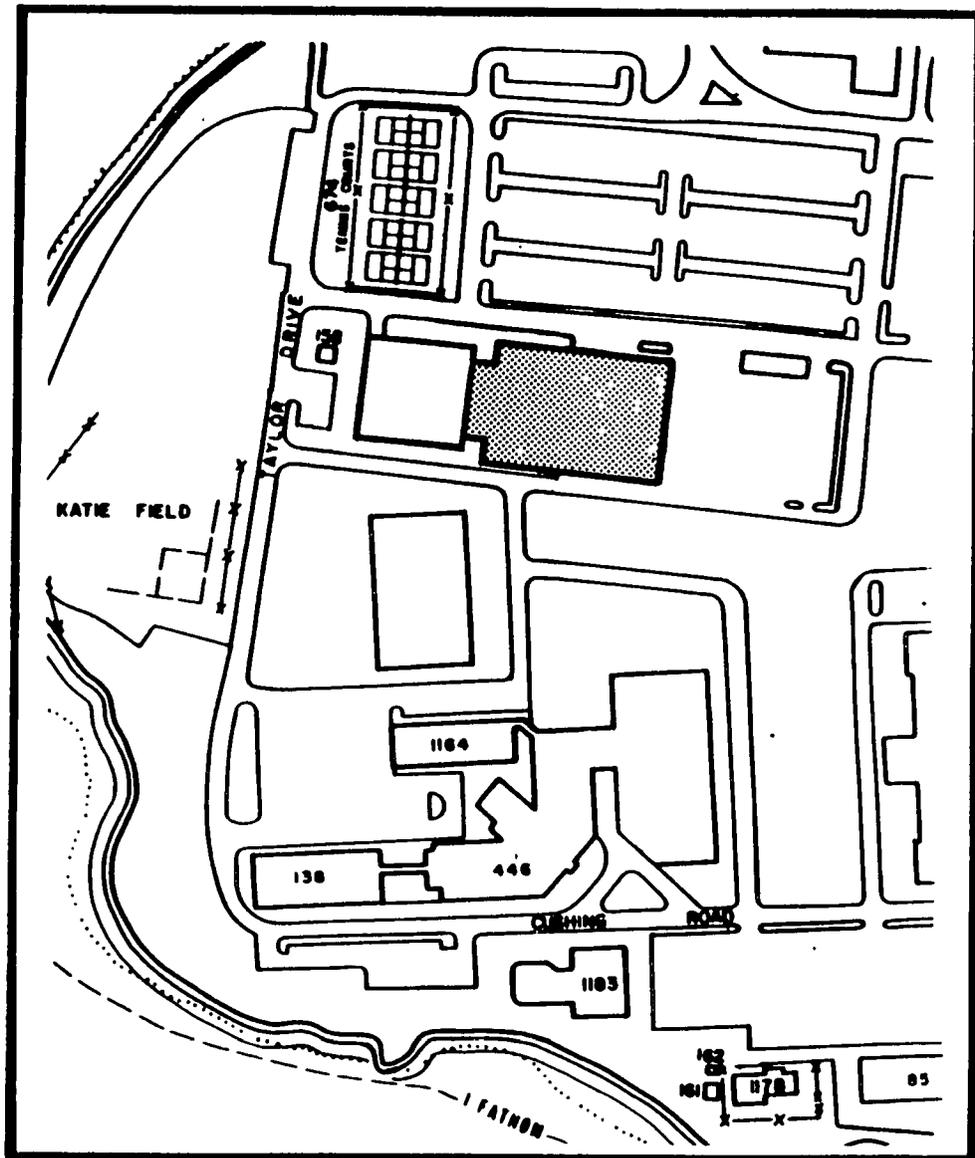
COST: \$1,250,000

SCOPE: This project will provide a permanent masonry and brick, light steel framed building with built-up roof, concrete floor and foundation, handicap access. The project includes detention facilities, armory, and complete HVAC system. Also, a four dog kennel, a gate house, parking fencing, and site improvements shall be included. The facility shall be constructed near Gate 4, with the main gate relocation in conjunction with the facility's occupancy.

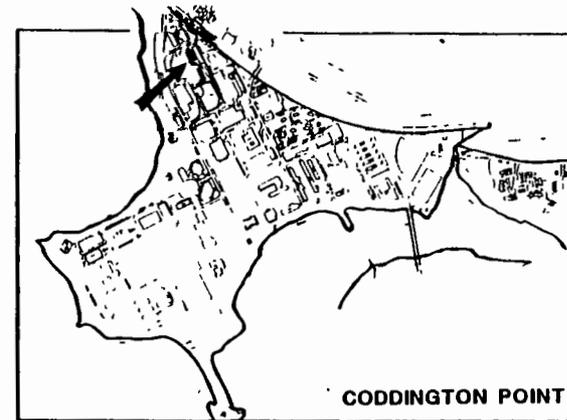
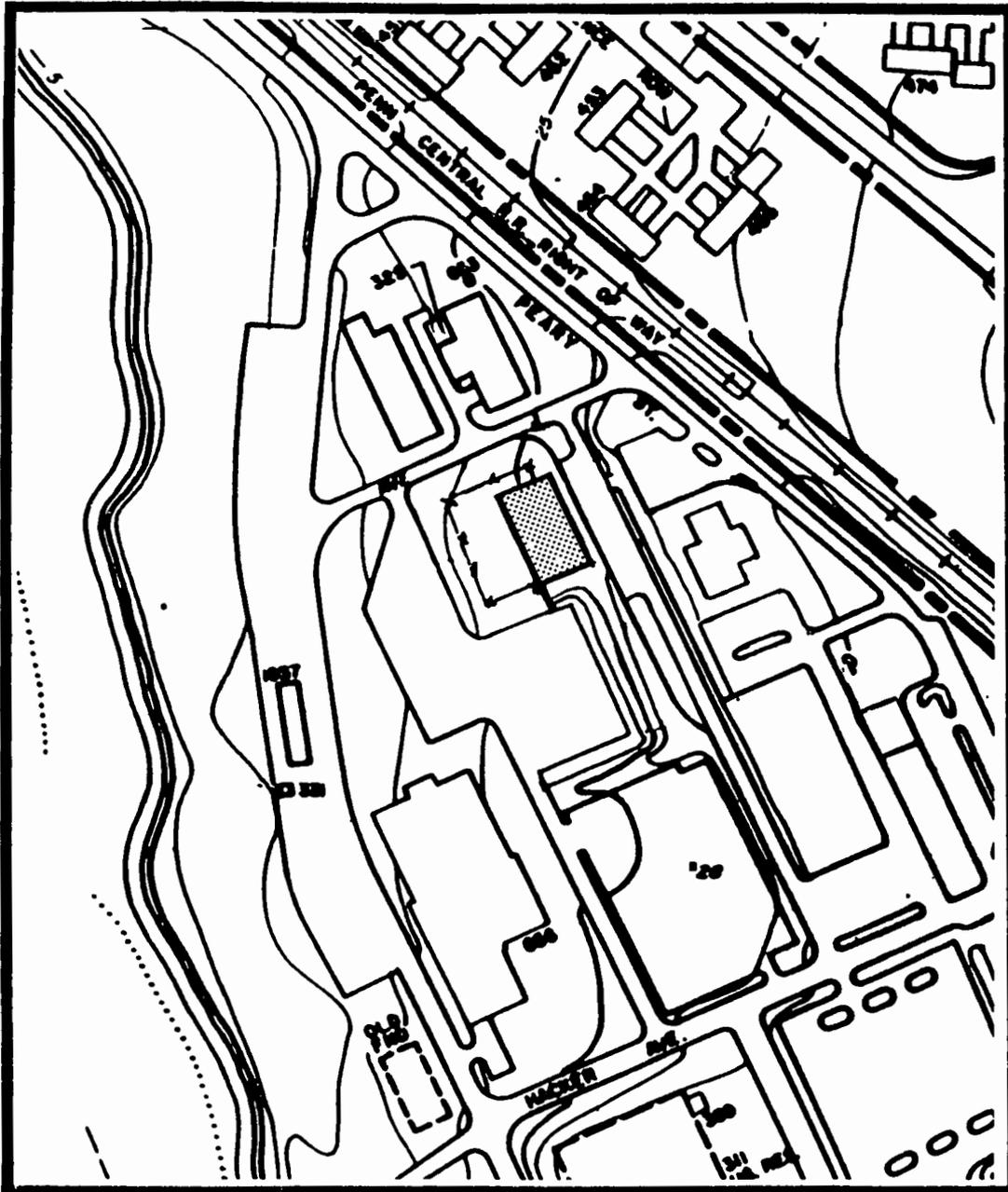


CODDINGTON COVE

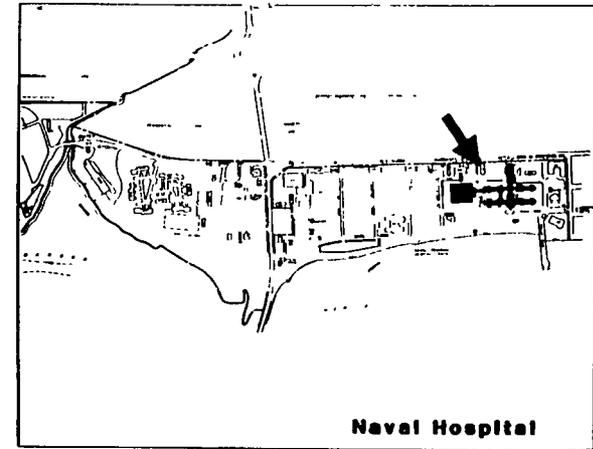
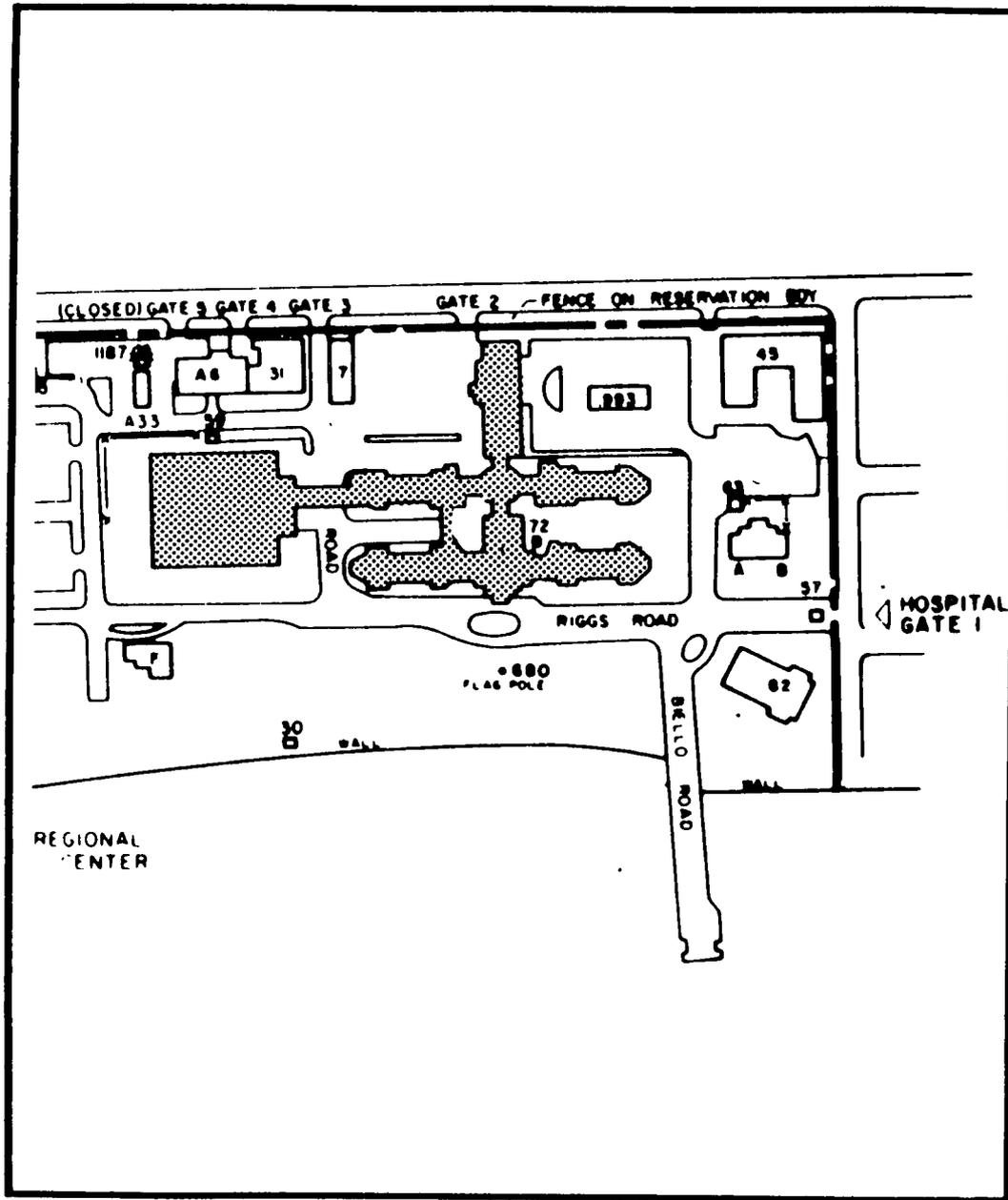
TITLE: P-346, PW SHOPS, BLDG A-9
 COST: \$2,900,000
 SCOPE: This project will rehabilitate Bldg. A-9, located on Coddington Point, to house the consolidated Public Works shops. Construct a separate permanent office building to house the shop supervisors. The work includes utility connections, fire protection, and site improvements. In addition, the project includes the demolition of the nine existing Public Works shops.



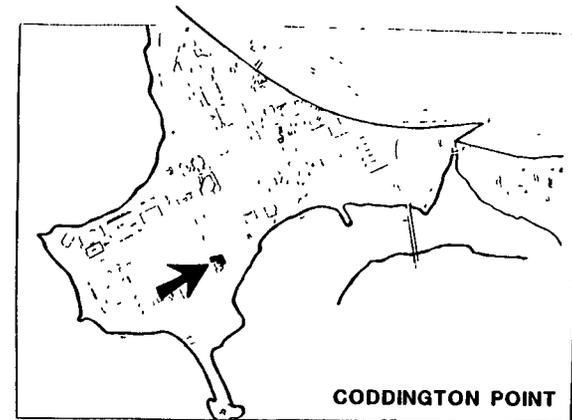
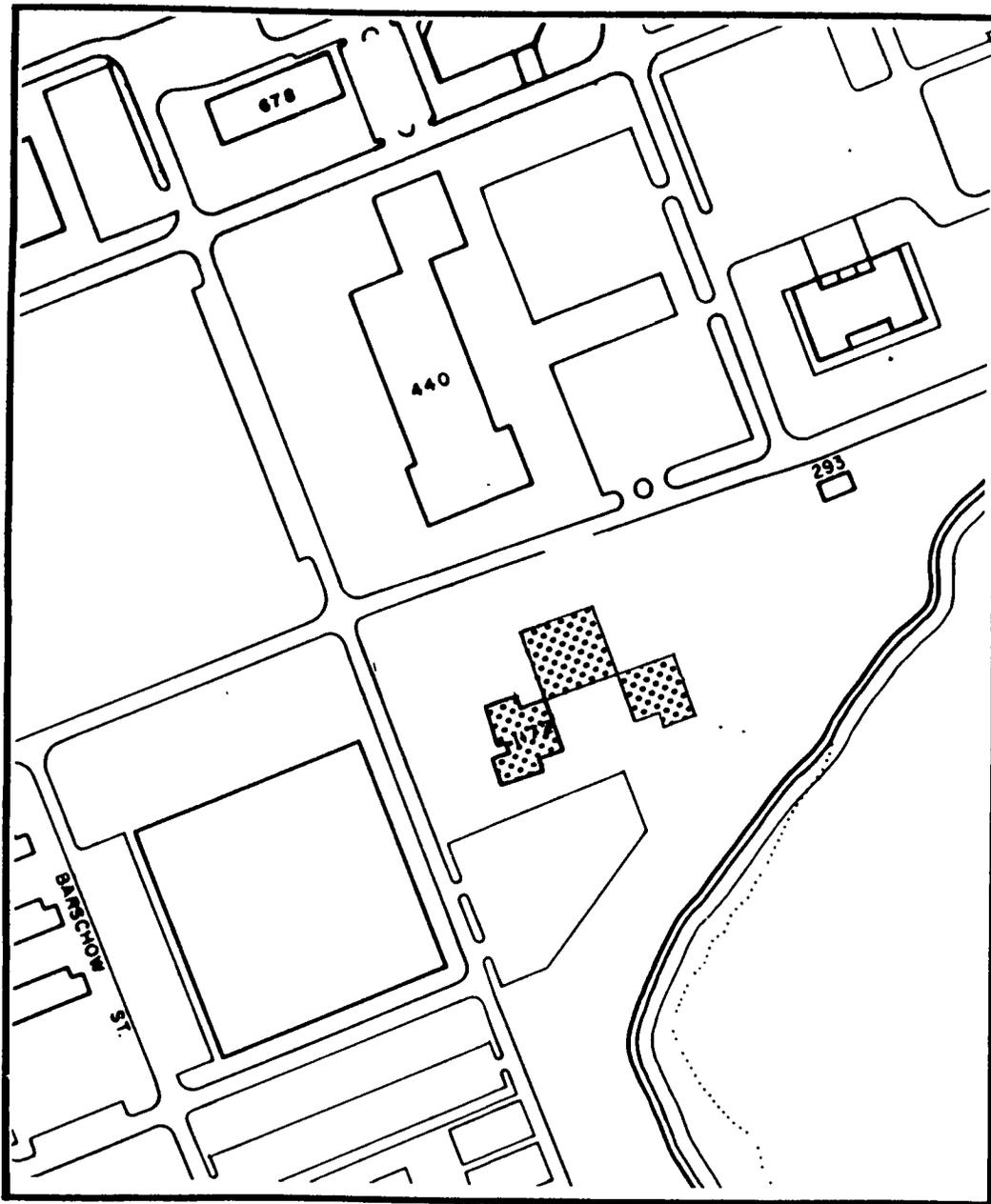
TITLE: P-347, GYMNASIUM, COASTERS HARBOR ISLAND
COST: \$5,000,000
SCOPE: This project will construct a permanent, steel frame, masonry building to be used for a multi-sport/recreational gymnasium. The project includes utility connections, fire protection, and the demolition of Building 109.



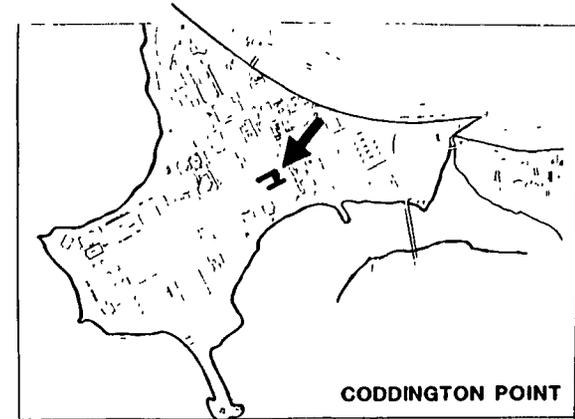
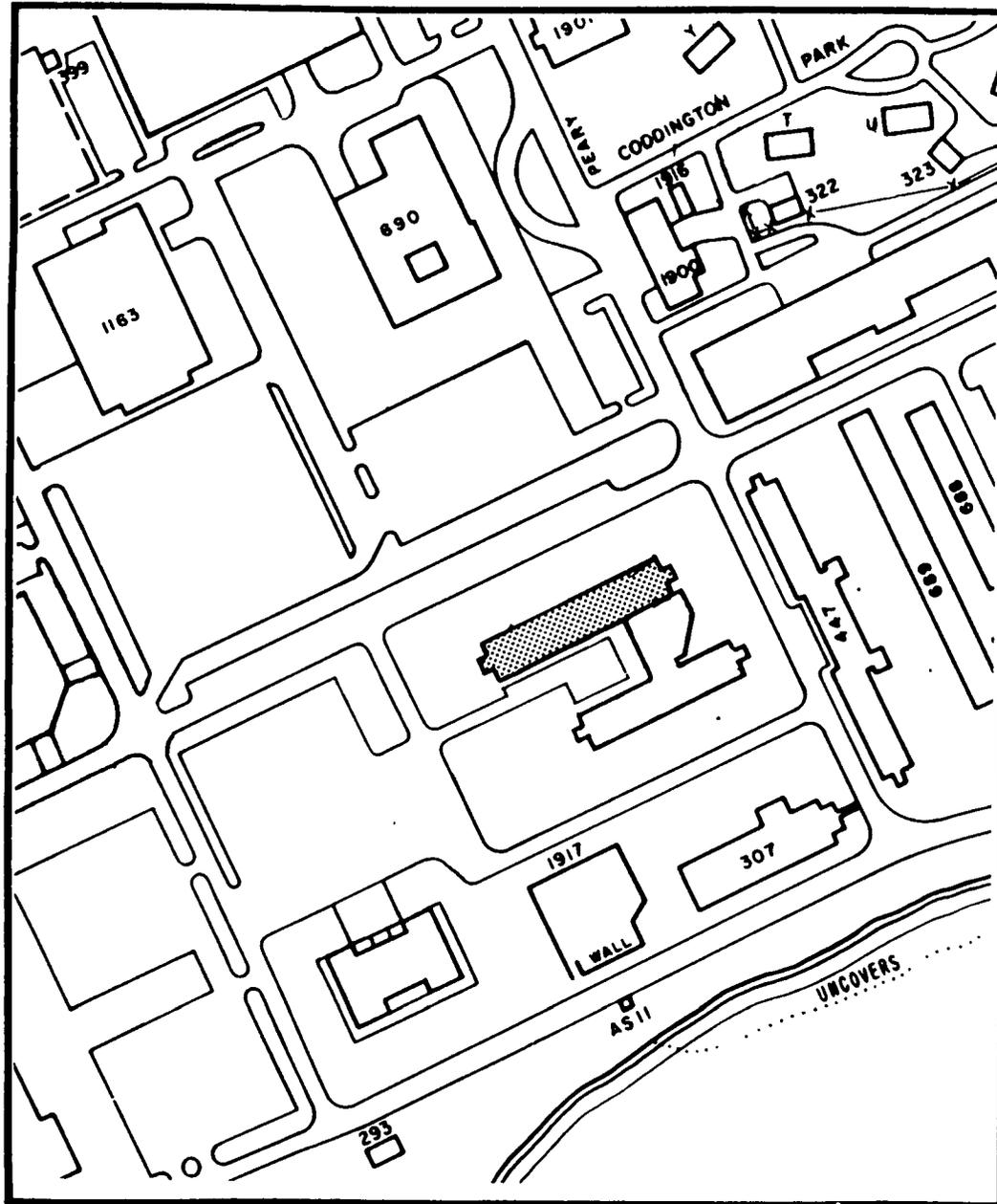
TITLE: P-387, CHILD CARE CENTER
COST: \$2,250,000
SCOPE: This project will construct an 18,000 SF permanent masonry building including fire protection, air conditioning, and all utility connections. The project also includes the demolition of Bldg. 144 on Coasters Harbor Island. Currently, Bldg. 144 is one of three child care centers scattered throughout the Naval Complex. This project would consolidate the child care centers located in Buildings 1165 and 144 into a larger center located on the present site of Bldg. 402. The remaining center, located at Fort Adams, would remain operative since it is remote from the Main Complex.



TITLE: P-600, NAVAL HOSPITAL
 COST: \$15,000,000
 SCOPE: This project proposes to construct a new hospital. The existing hospital is classified as inadequate due to deficiencies of utility systems, building configuration, electrical systems, and age. The project will provide a new 100-bed hospital and related support facility.



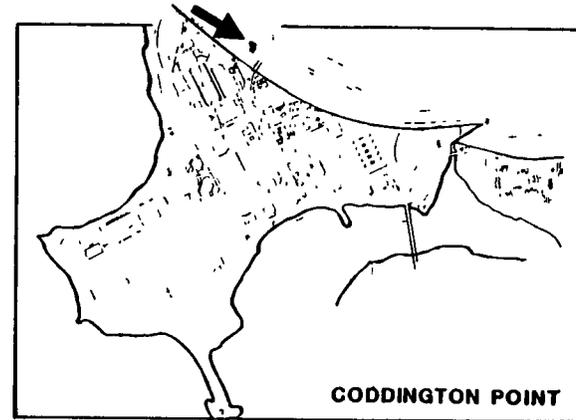
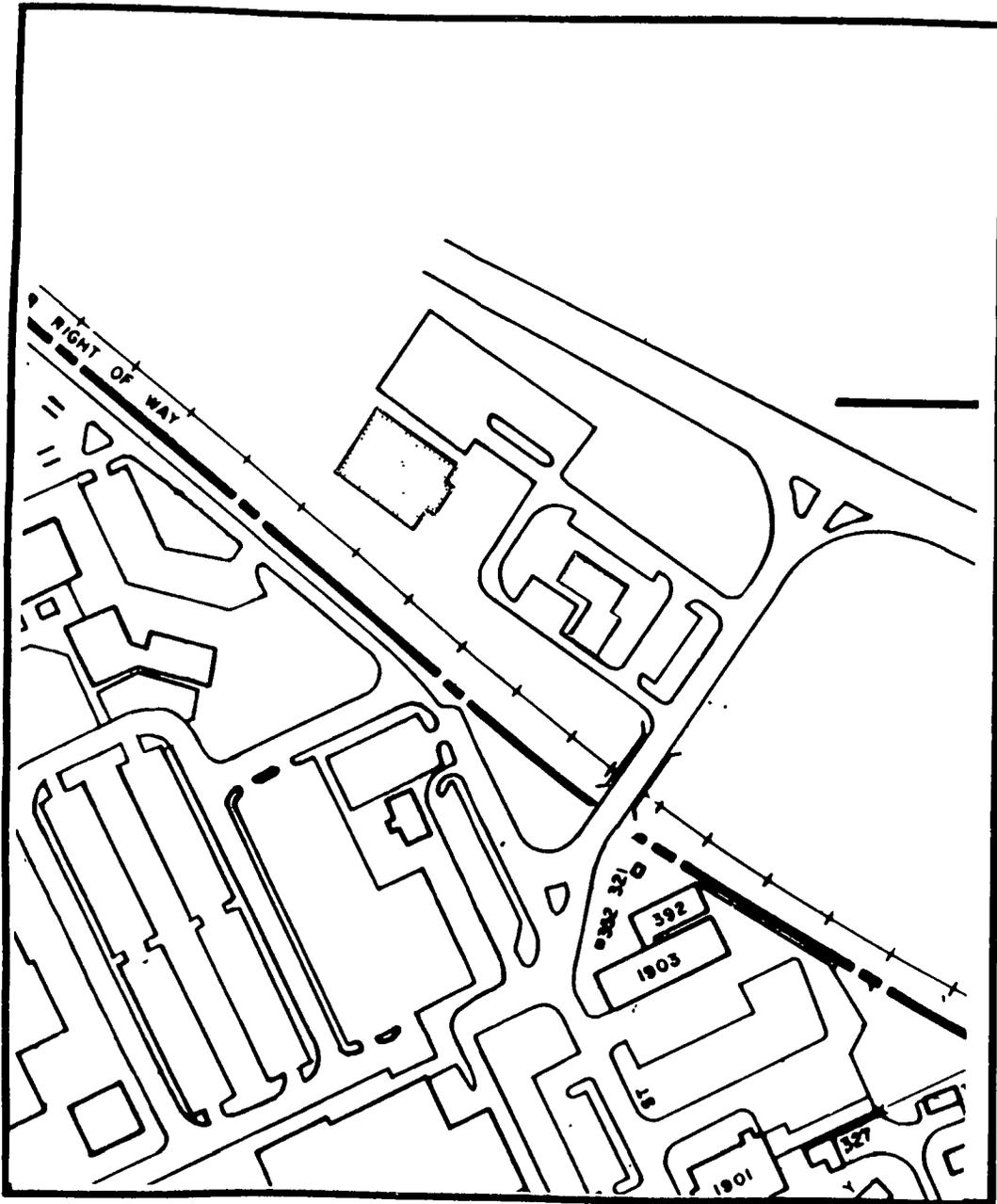
TITLE: P-333, CHAPEL ADDITION AND RELIGIOUS EDUCATION CENTER
COST: \$3,150,000
SCOPE: This project proposes to construct an air-conditioned, fire sprinkled addition containing a 500-seat chapel and two-story religious education center. Included in the project is the modification of the existing chapel into a seminar room, air conditioning and fire sprinklers for the existing building and all utility relocations and hook up.



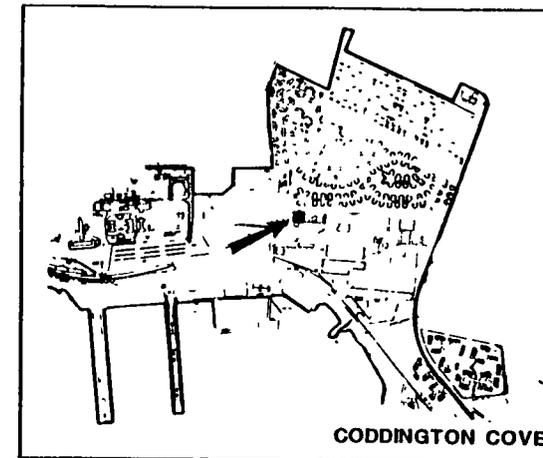
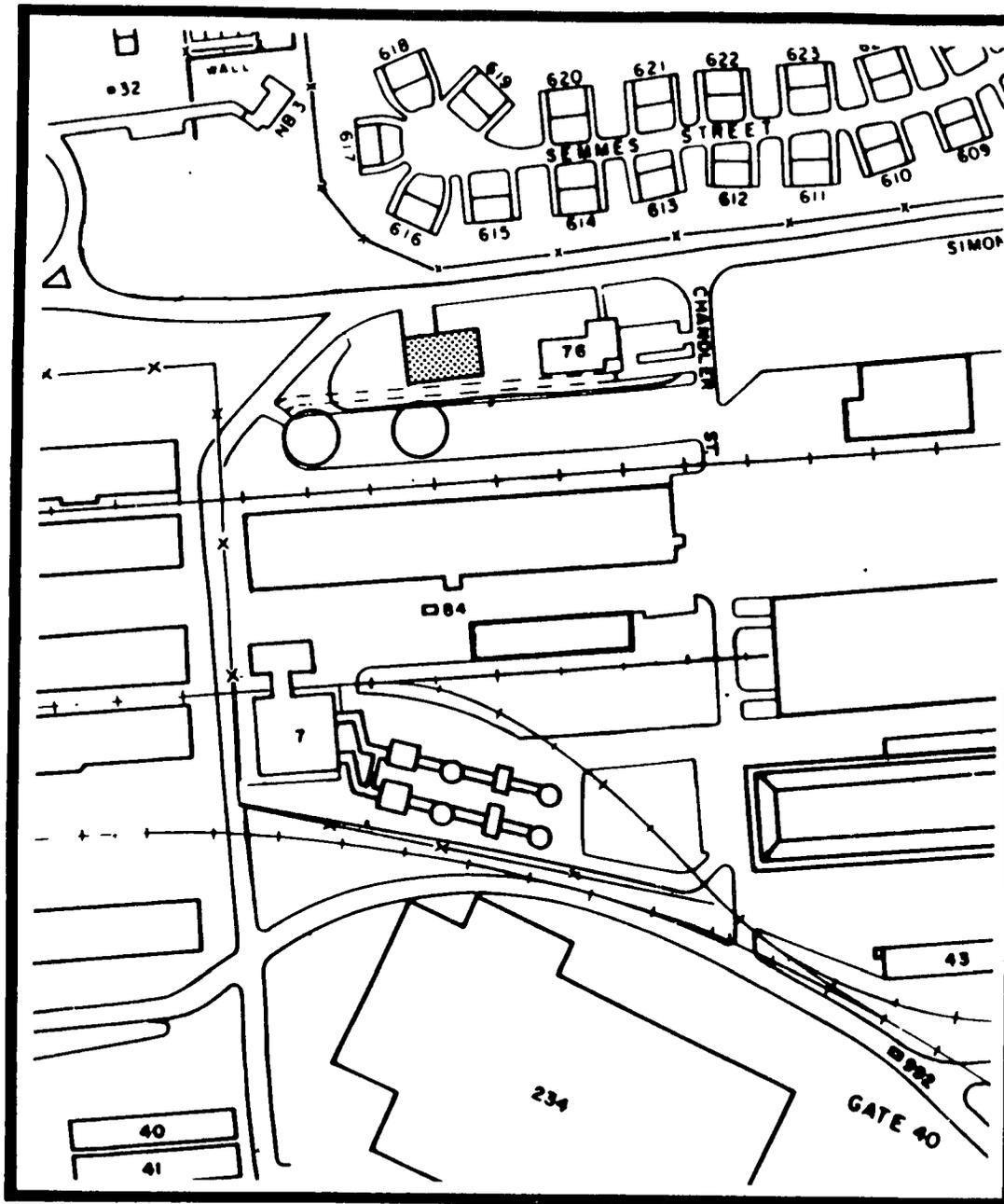
TITLE: P-352, BEQ, PHASE I

COST: \$5,200,000

SCOPE: This project will provide a permanent masonry, fireproofed building including utilities and site work. The building will be located on Coddington Point and will accommodate about 294 personnel.



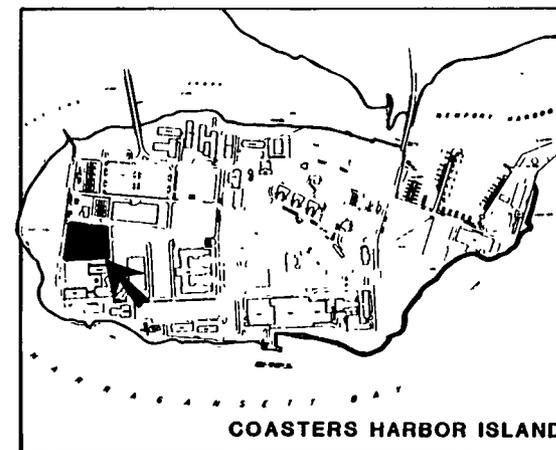
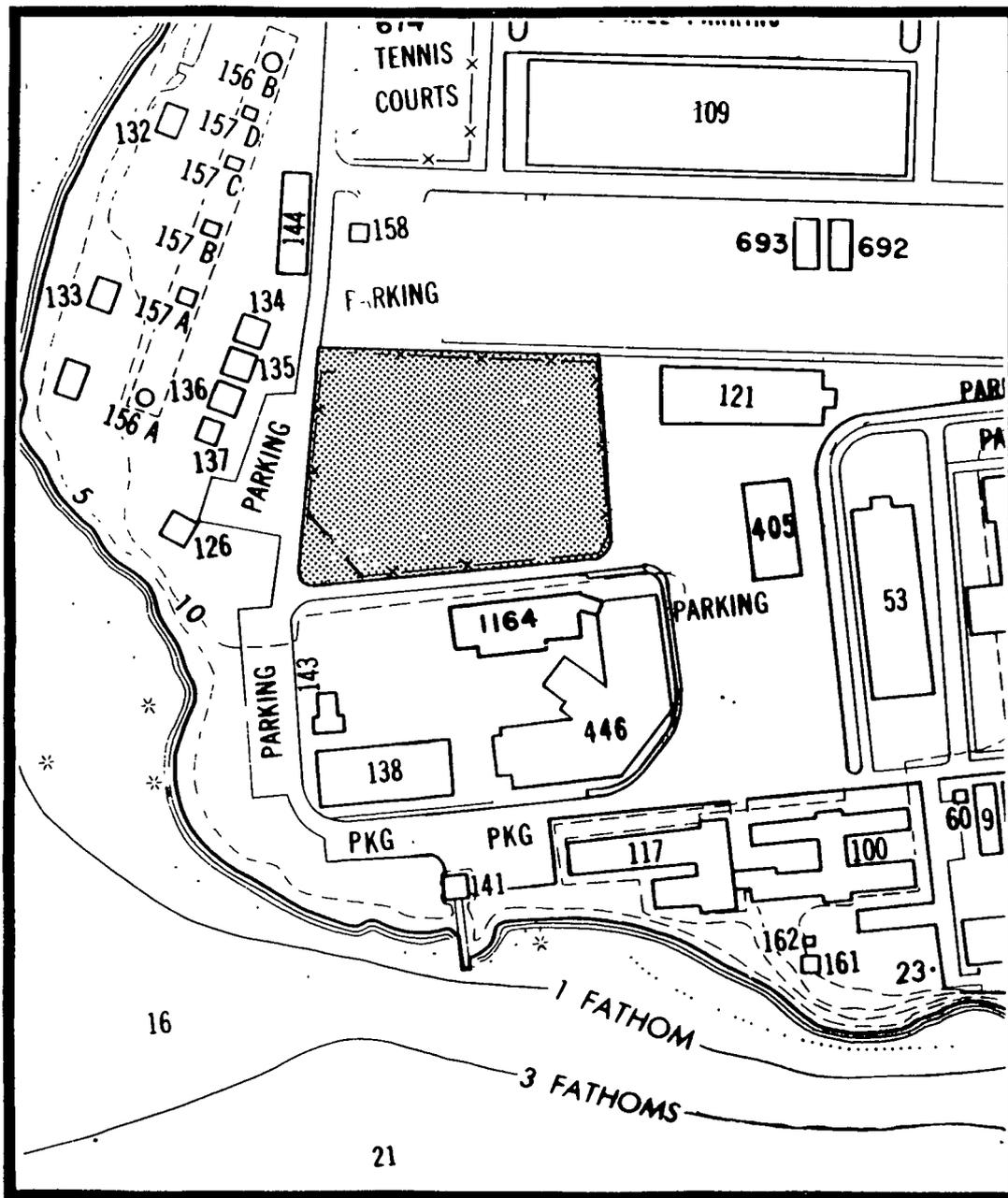
TITLE: P-363, GATE 4 Administration Building
COST: 1,000,000
SCOPE: This project will provide a permanent masonry and brick, light steel framed building with built-up roof, concrete floor and foundation, handicap access. The project includes administrative facilities for non-police functions presently located at Gate 1. The facility shall be constructed near Gate 4, with the main gate relocation in conjunction with the facility's occupancy.



TITLE: P-367 FIRE STATIONS,
 CODDINGTON COVE,
 CODDINGTON POINT, &
 MELVILLE

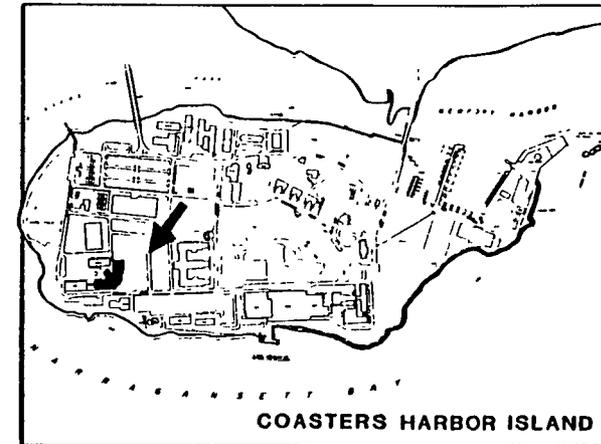
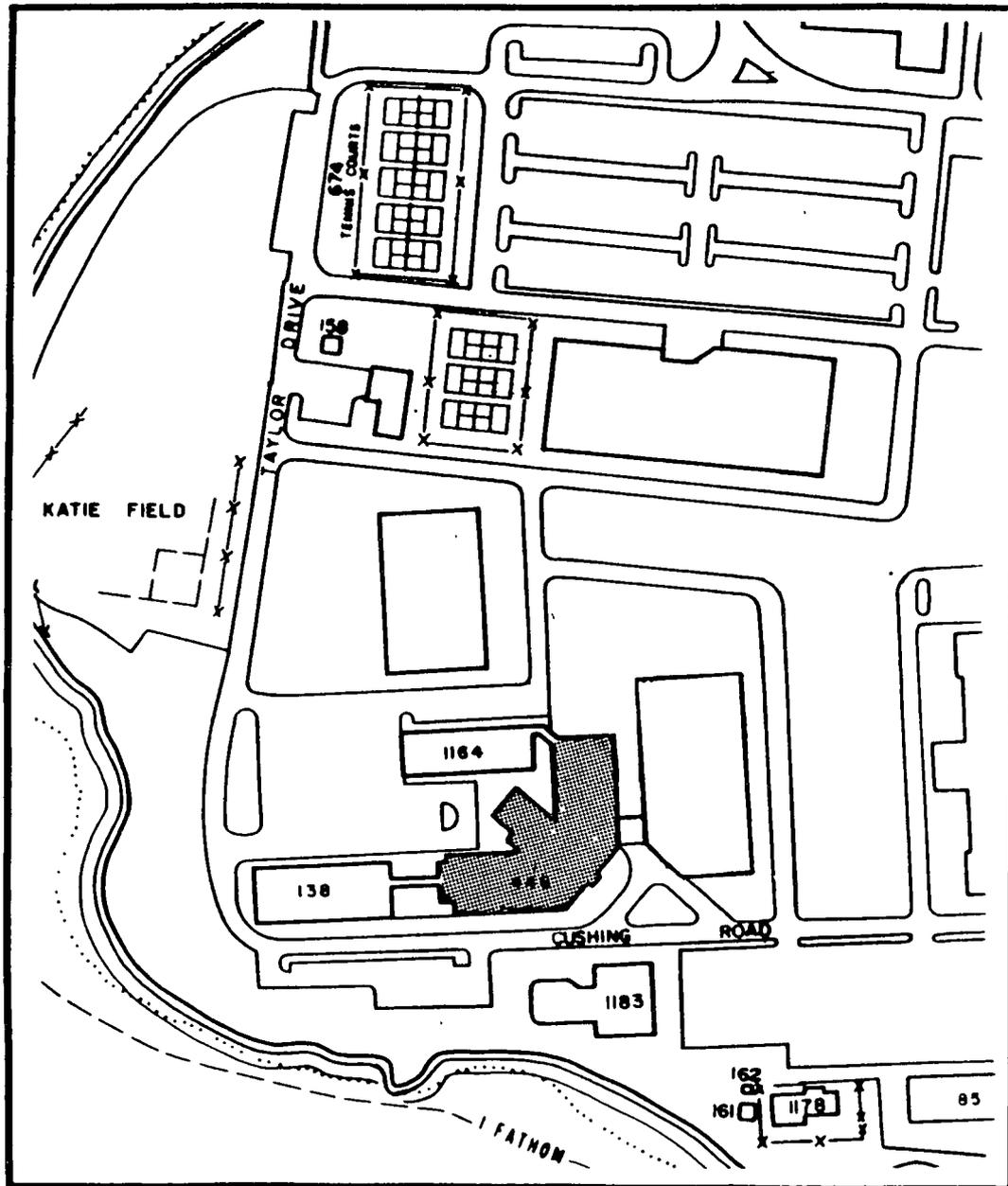
COST: \$2,150,000

SCOPE: The project will construct permanent buildings for use as Fire Station, Fire Headquarters, Central Fire Alarm at Coddington Point, Coddington Cove, and a Fire Station at Melville. The buildings will include all utility connections and the demolition of the existing fire stations and fire and fire alarm headquarters, Bldg. 10, 48, 1931.

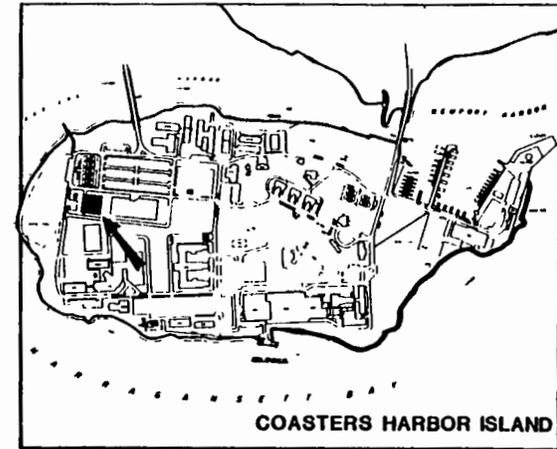
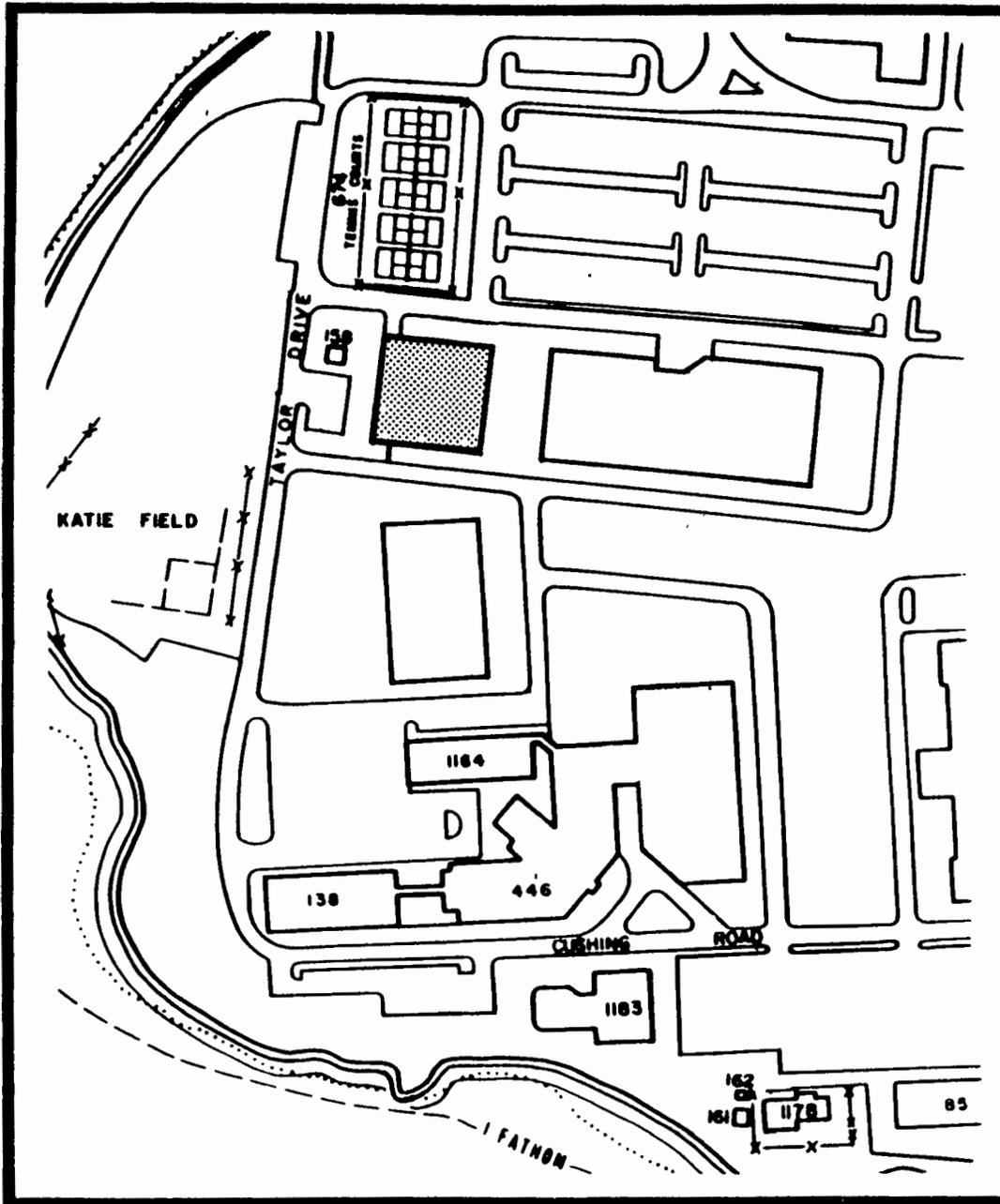


COASTERS HARBOR ISLAND

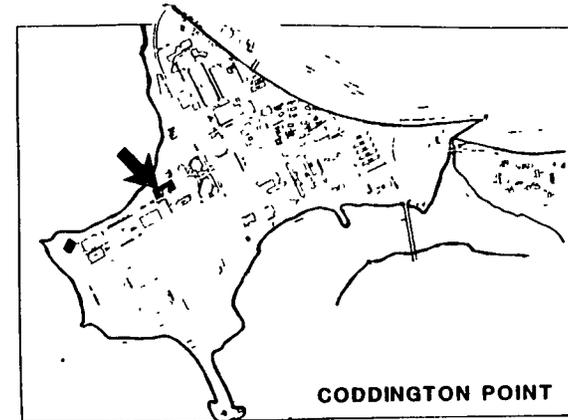
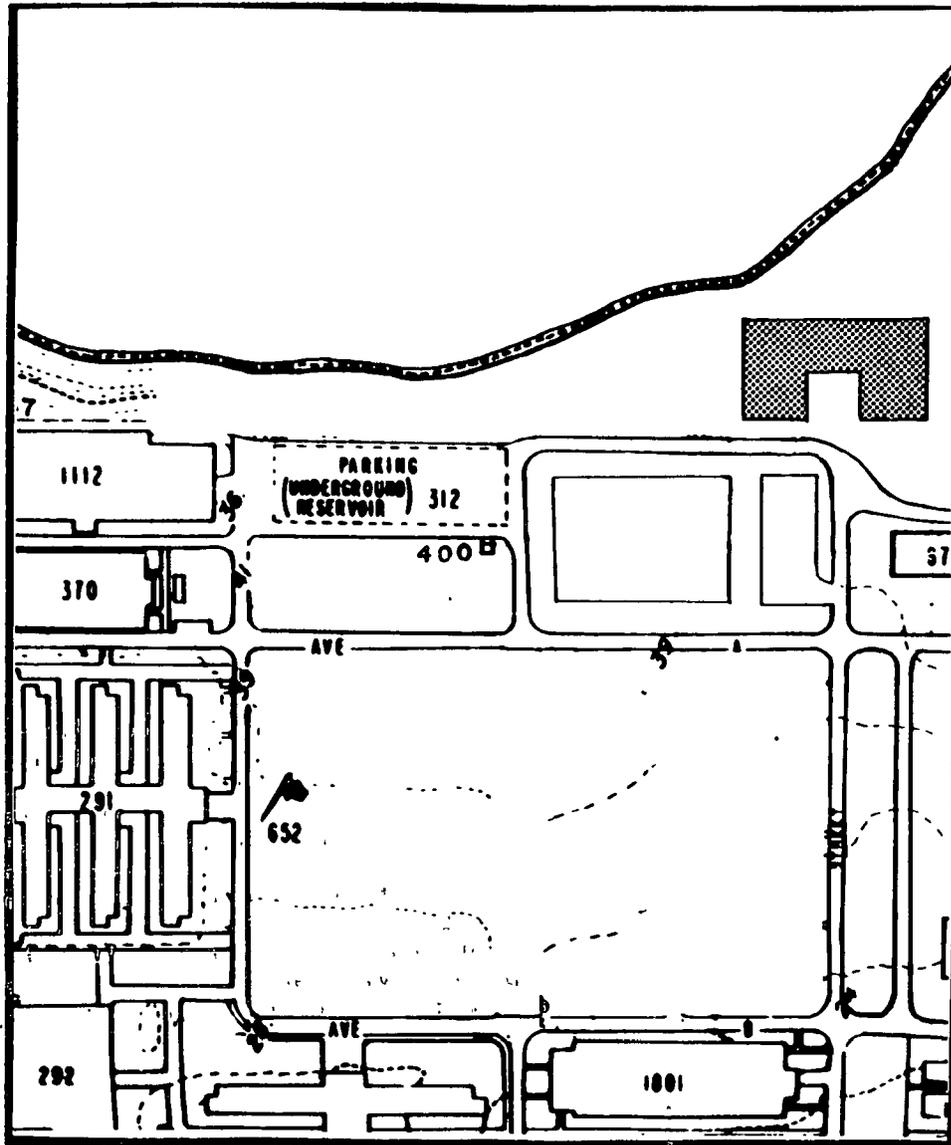
TITLE: P-380, SWOS PARKING LOT
 COST: \$600,000
 SCOPE: This project will construct a 300 space, bituminous concrete, lighted parking area and include landscaping around Building 1164. Parking will be provided for those personnel attending or who are on the staff of the Surface Warfare Officers School Command (SWOSCOLCOM) located on Coasters Harbor Island (CHI) at Newport, RI.



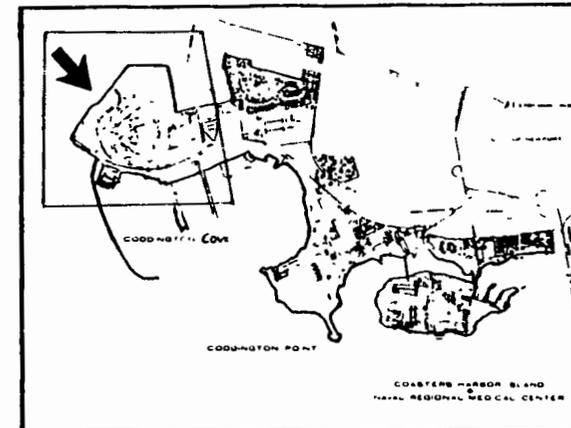
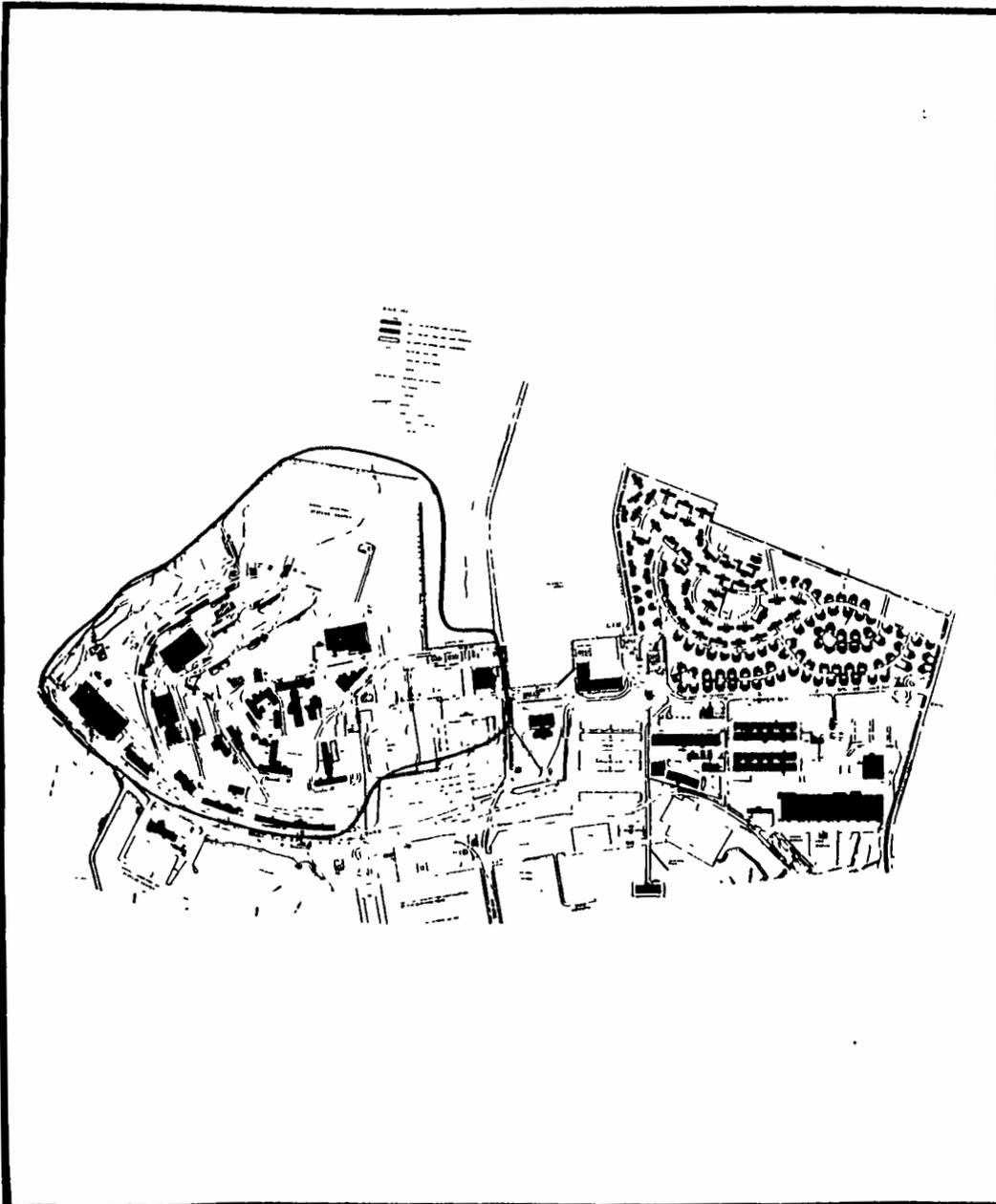
TITLE: P-385, AIR CONDITION BUILDING 446
 COST: \$710,000
 SCOPE: The project will provide new package rooftop air conditioning units for the north and east wings of Building 446. The project will result in a completely air conditioned facility, which will improve the environment of the building in the summer months and increase the learning ability of the students using the facility during the warm months of the year.



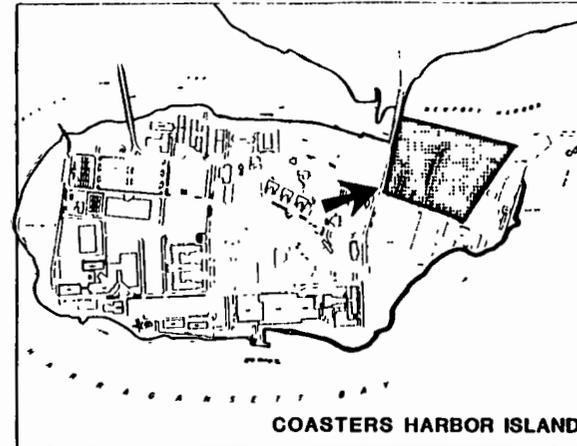
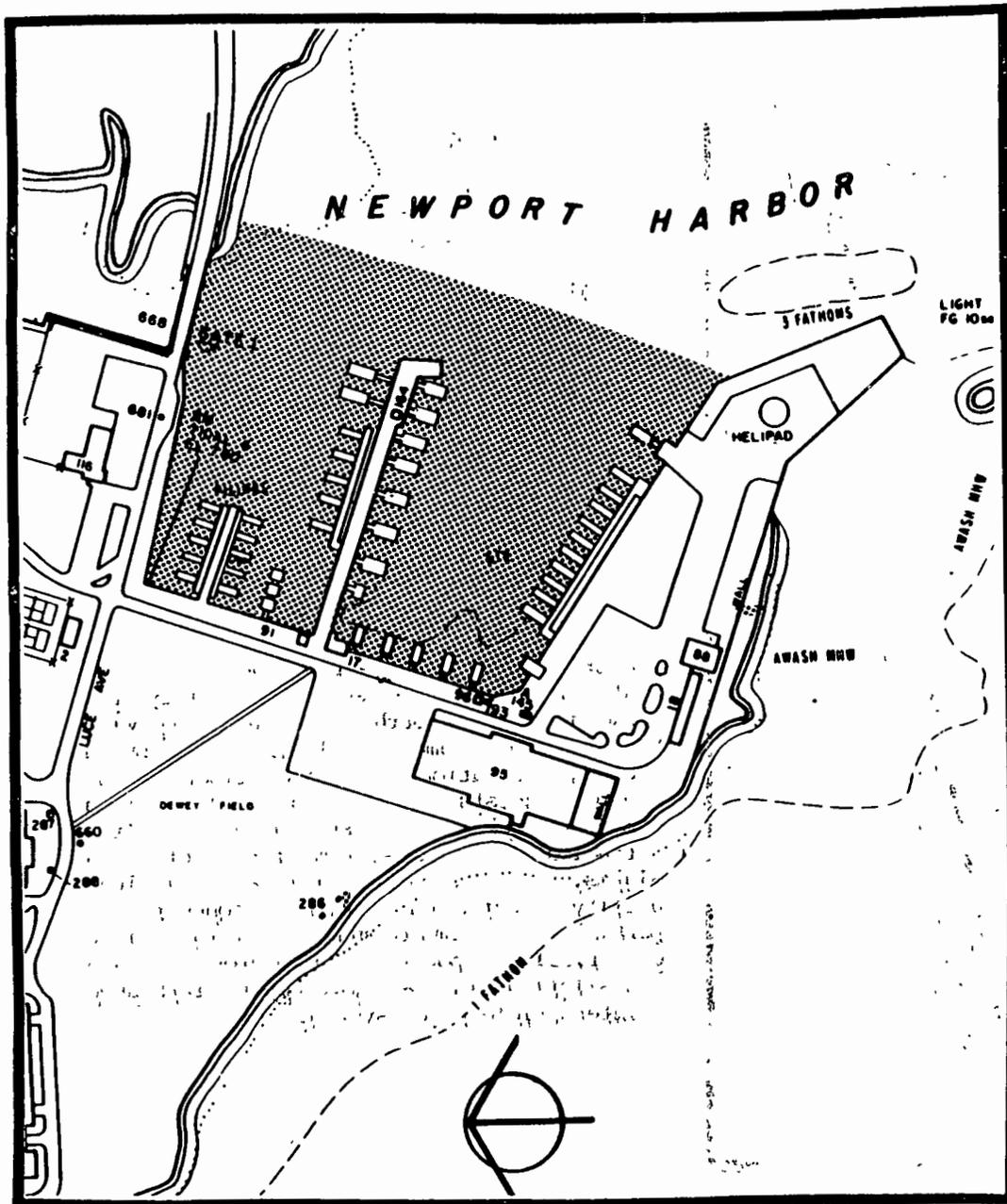
TITLE: P-372 INDOOR SWIMMING POOL, CHI
 COST: \$3,700,000
 SCOPE: This project will construct a permanent building to house a 50 meter x 25 meter indoor swimming pool. Included are dressing rooms, support spaces and demolition of Bldg. 121. The existing indoor swimming pool is overage and in poor condition.



TITLE: P-378, BACHELOR OFFICERS QUARTERS,
 PHASE III
 COST: \$13,000,000
 SCOPE: This project will provide for the construction of 262 efficiency apartment for O-2 and below Officers. The project is to include support facilities and utility connection. The project site is to be located on Coddington Point behind Building 578 an existing BOQ for O-2 and below Officers.



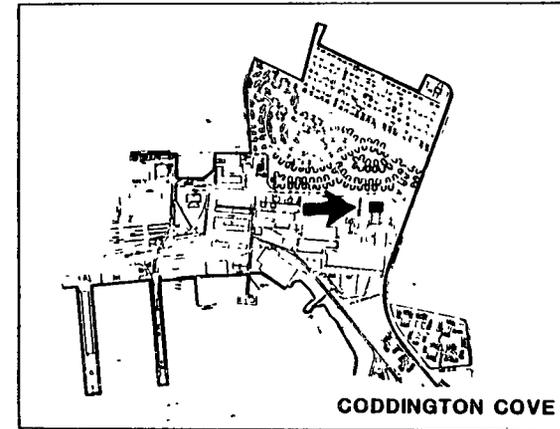
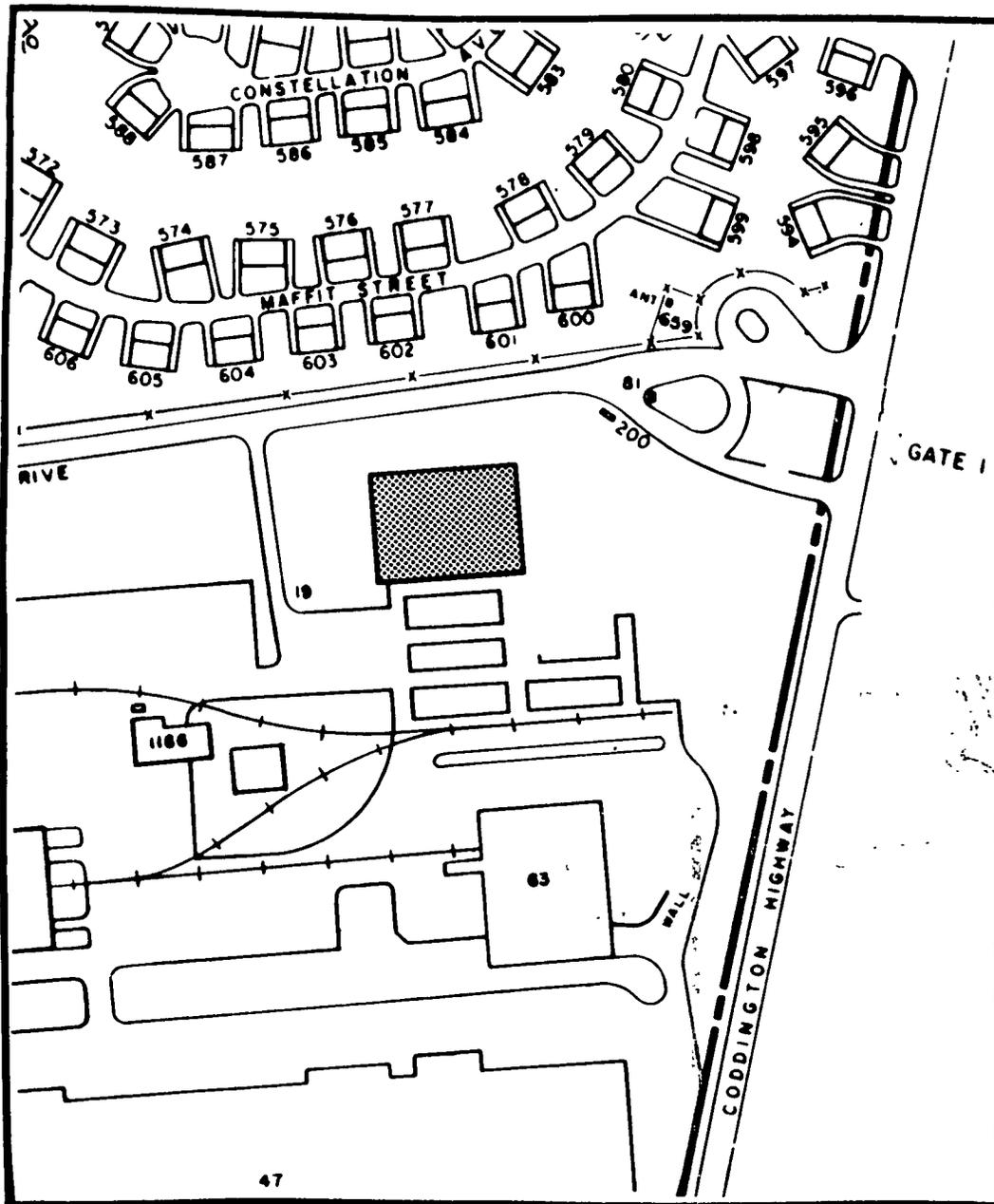
TITLE: P-300, NUSC STEAM & CONDENSATE LINE
 COST: \$1,260,000
 SCOPE: The project will replace all existing condensate line (14,400 lineal feet) and 1325 feet of existing direct-buried steam line, install new insulation of all of the new condensate line, and on 2700 feet of existing steam line in concrete trenches and construct a new 1300 foot section of direct-buried steam and condensate line to complete the NUSC steam-distribution loop and alleviate service problems which are aggravated by the present radial distribution system.



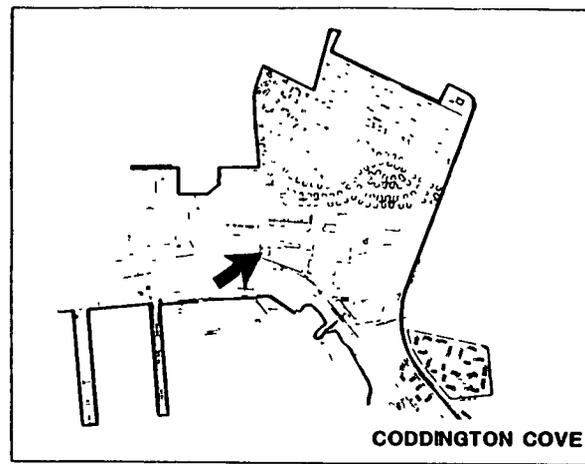
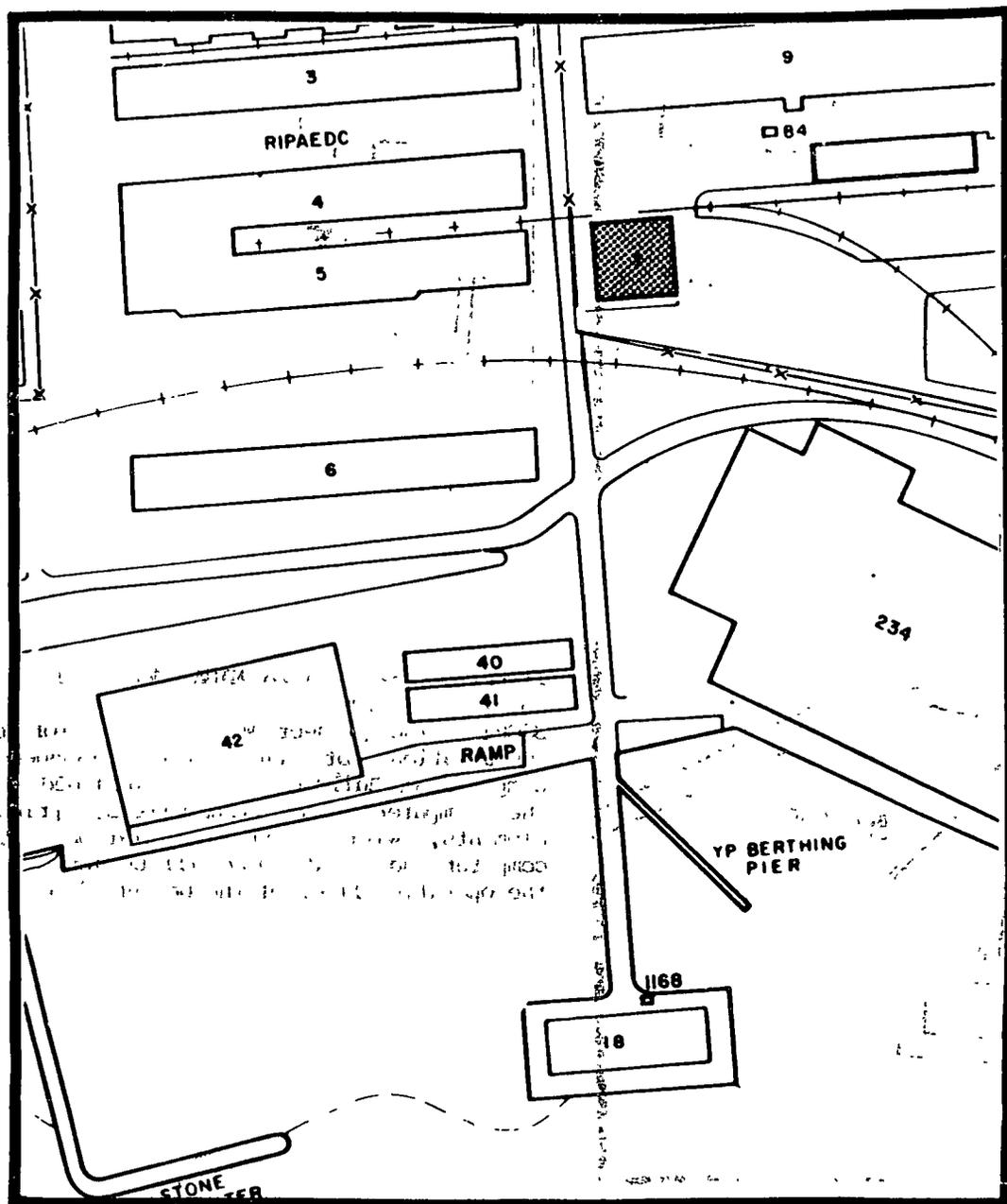
TITLE: P-305, MARINA IMPROVEMENT AND DREDGING

COST: \$332,000

SCOPE: The project includes dredging the marina adjacent to the floats and main pier to a depth of 7 to 10 feet below MLW. Also, the project will provide for the addition of a floating dock to accommodate 20 new berths and the extension and redecking of the boat launching ramp.



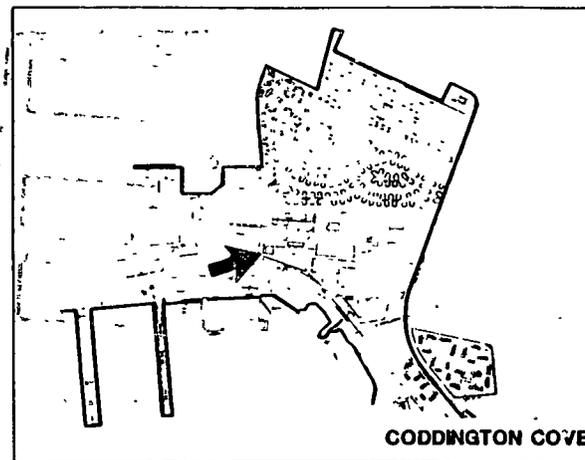
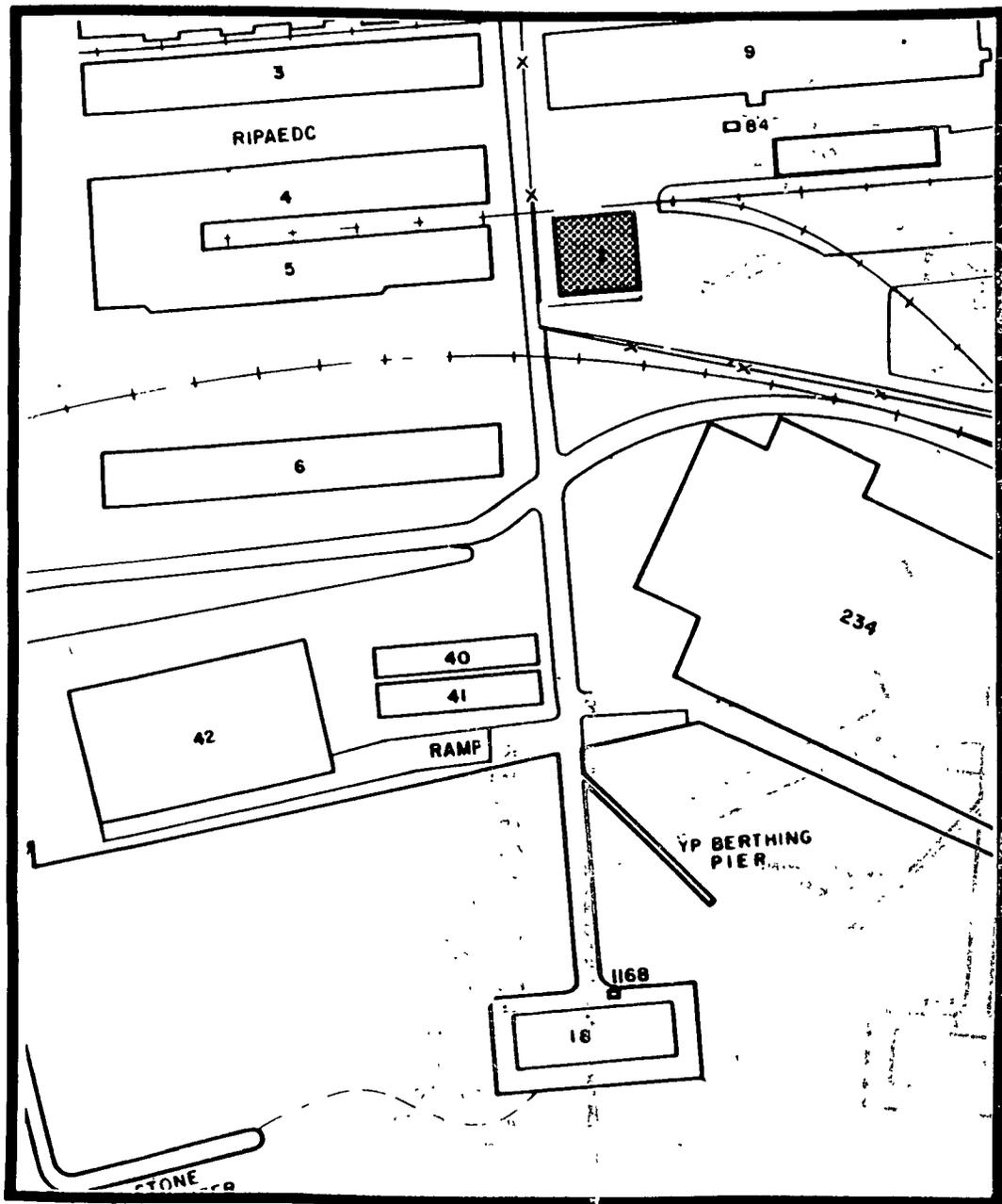
TITLE: P-310, Data Processing Center
 COST: \$4,320,000
 SCOPE: This project provides a centralized computer support facility for commands in the Northeast region. It will be a steel frame building, with spread footing foundation, composite floor beams, and bar joists, metal roof deck, raised computer flooring, shielding, vaults, intrusion detection system, fire protection alarms. The project will also include utility extensions and connections, parking, site improvements, diesel driven electrical power generators and installation of a government furnished uninterruptible power system.



TITLE: P-314, NETC, STEAM PLANT
CONVERSION

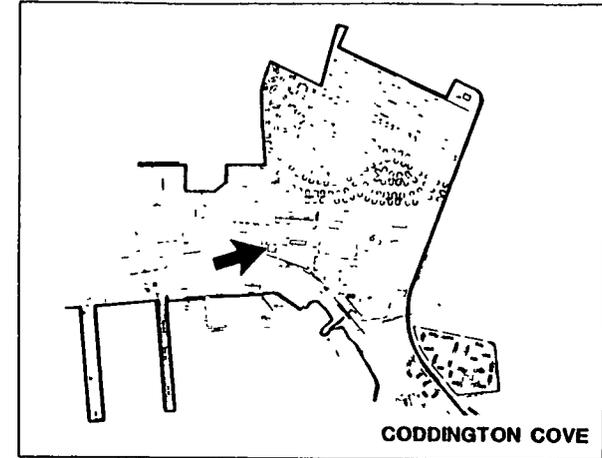
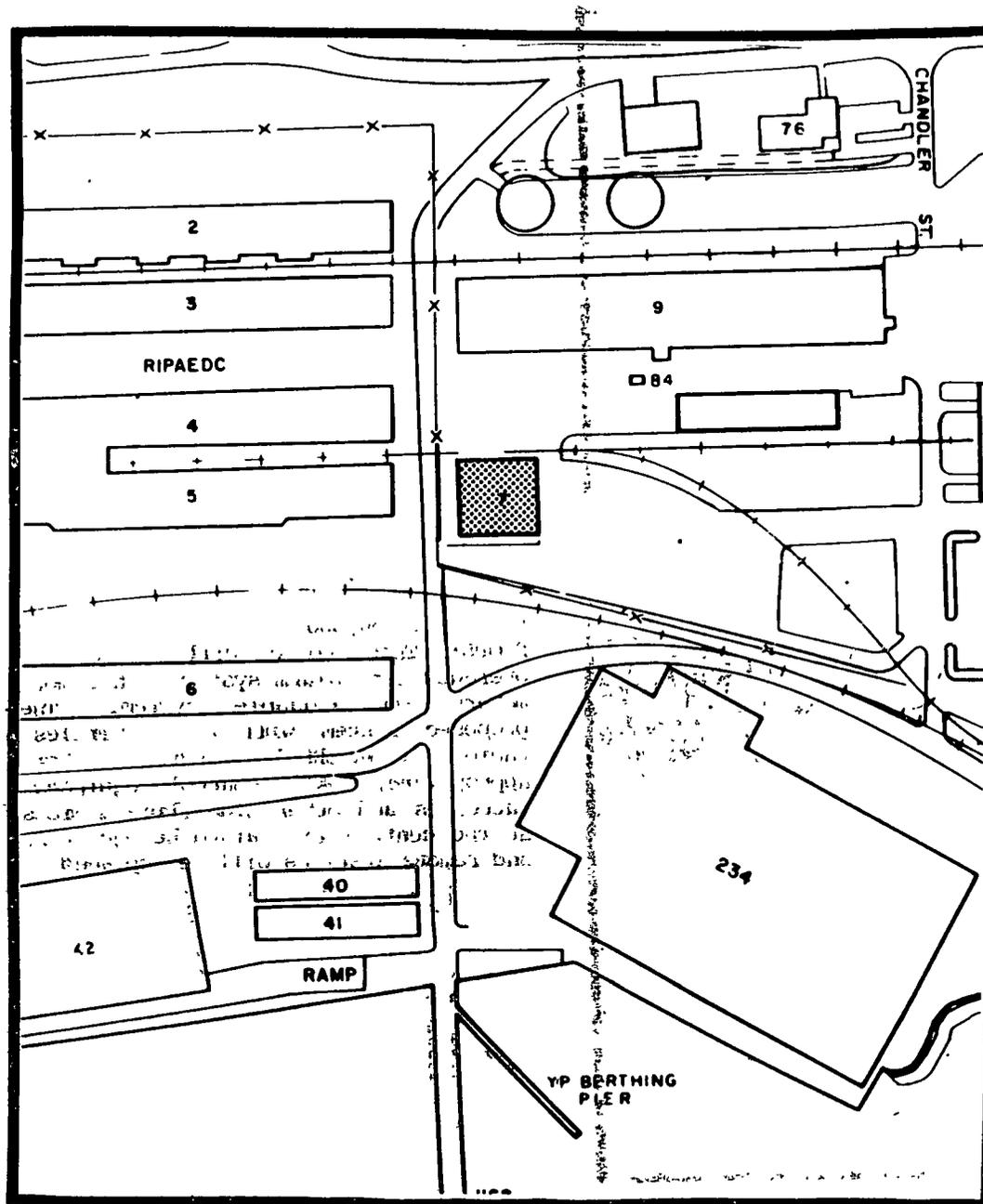
COST: \$50,000,000

SCOPE: The project will convert the existing Coddington Cove oil-fired steam generating plant, Units 1 & 2, (Building No. 7) to coal/oil (dual) fuel-fired units. In addition, the superheater outlet header steam conditions will be upgraded from 200 psig to 900 psig. The old unit No. 3 oil-fired boiler (out-of-service) will be dismantled and removed from the site. In its place, two new psig coal/oil (dual) fuel-fired (spreader stoker) steam generating units will be added to Building No. 7. These new units will be designated Units No. 3 and 4 respectively and will have coal/oil fuel fired capability.



TITLE: P-322, ENERGY MANAGEMENT COMPUTER
 COST: \$650,000

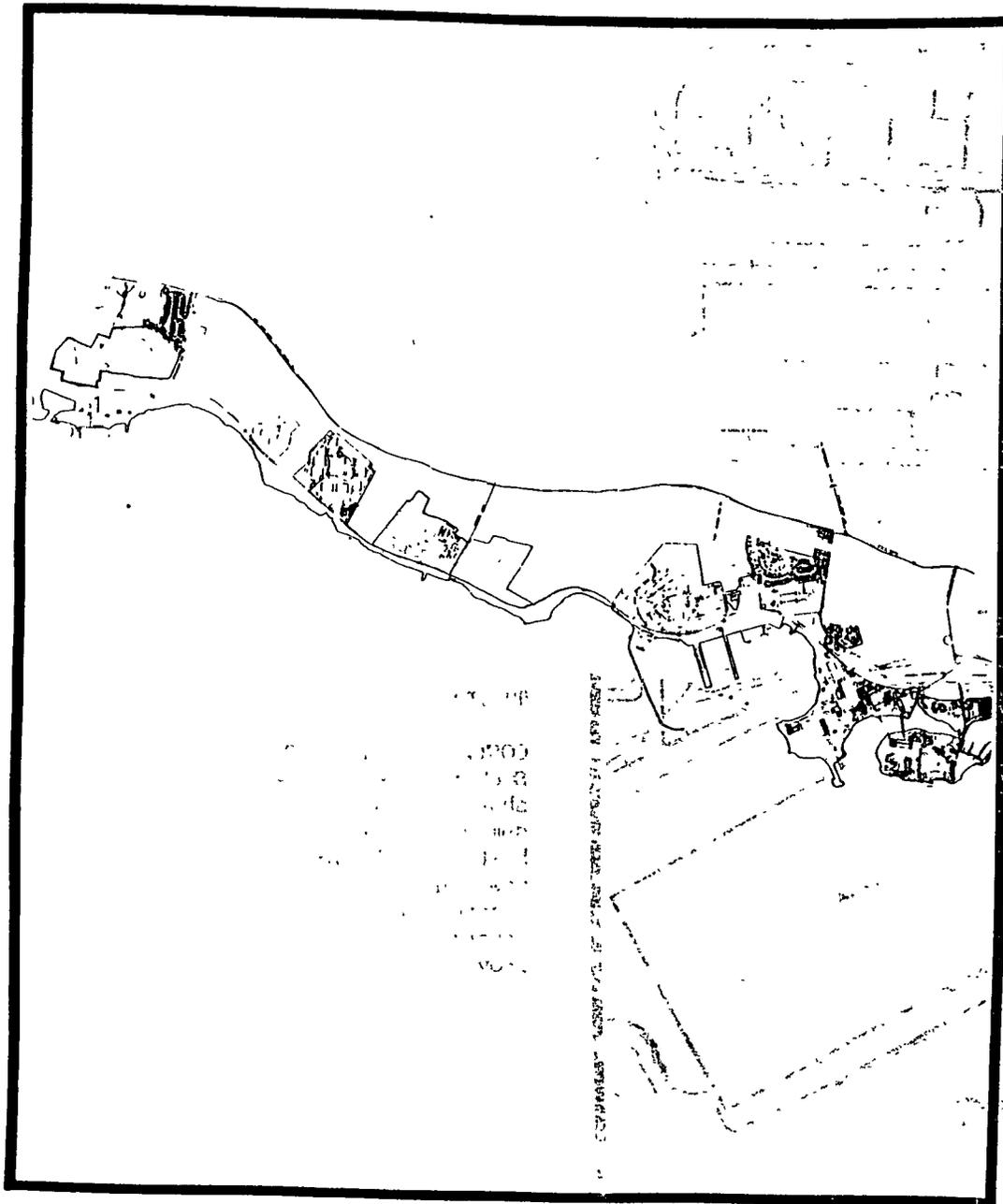
SCOPE: The project will provide for the installation of an energy management computer in Building No. 7. Included with the computers are transmitters, primary elements, wiring and installation. The computer and CRT display will be located on the operating floor of the boiler plant.



TITLE: P-331, NETC FACILITY ENERGY IMPROVEMENTS

COST: \$5,400,000

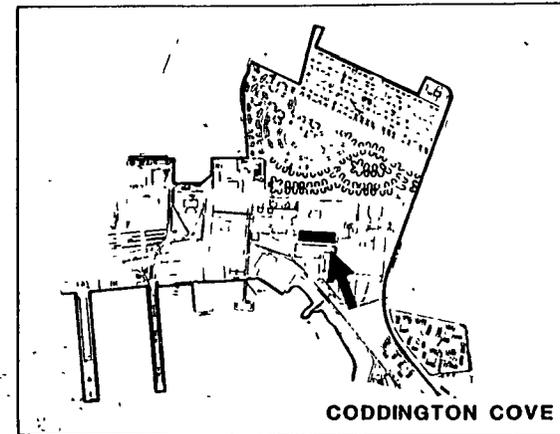
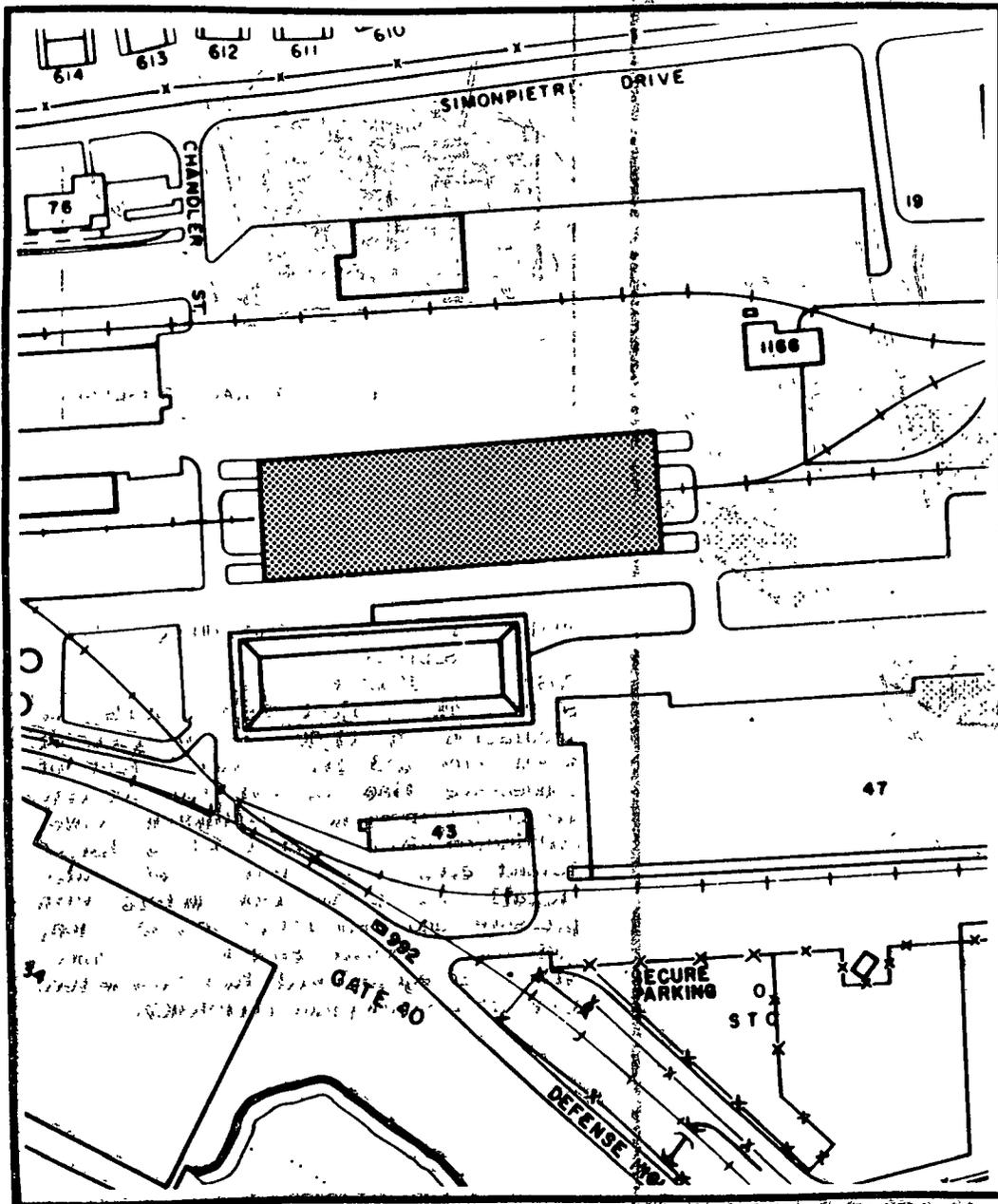
SCOPE: The project will enable shutdown of the steam plant in summer months by installing gas heaters at building, providing for a new pier steam plant, replacing absorption machines with centrifugals. The project will also provide for pipe relagging.



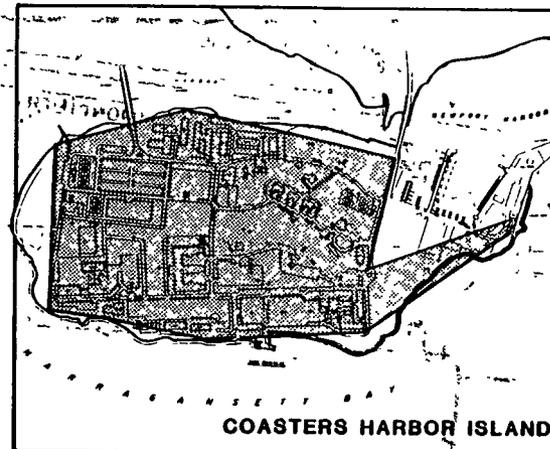
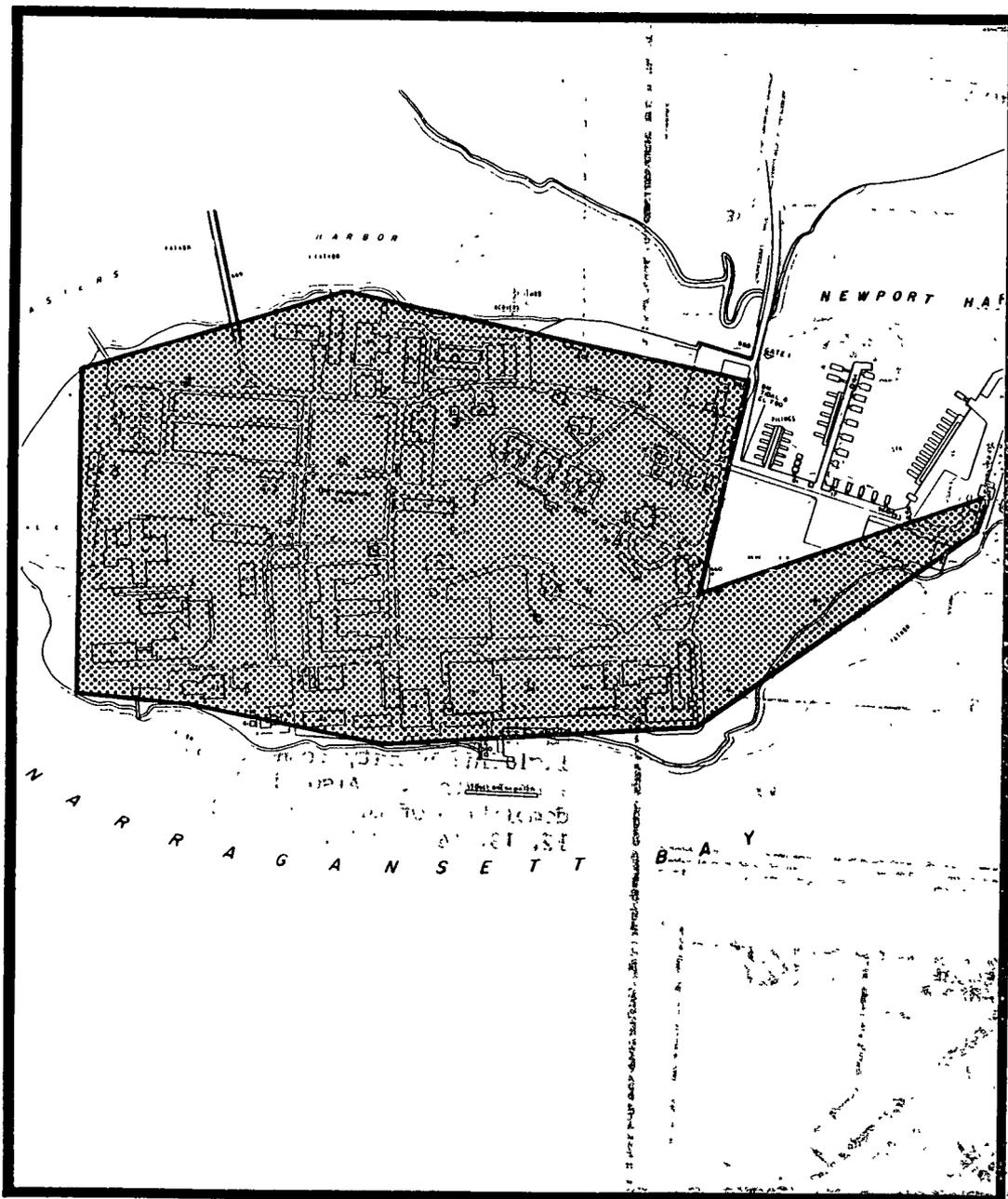
TITLE: P-340, FIRE ALARM SYSTEM,
500 BOX

COST: \$2,750,000

SCOPE: This project will replace the
overaged fire alarm system with a more
modern and reliable system. The
proposed system will be a wireless
radio controlled system where
appropriate. All control equipment
batteries and other signalling devices
at the central fire alarm headquarters
and remote stations will be replaced.



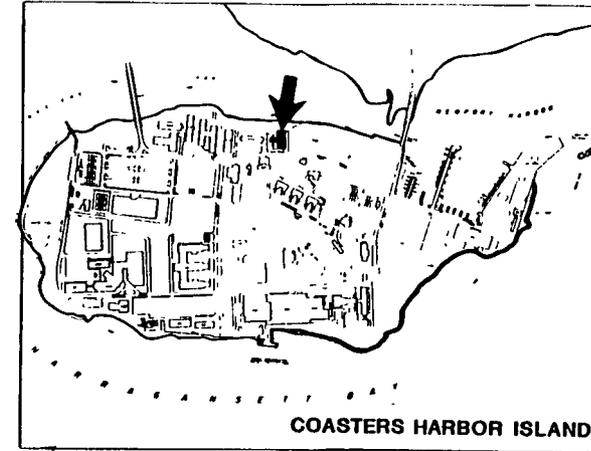
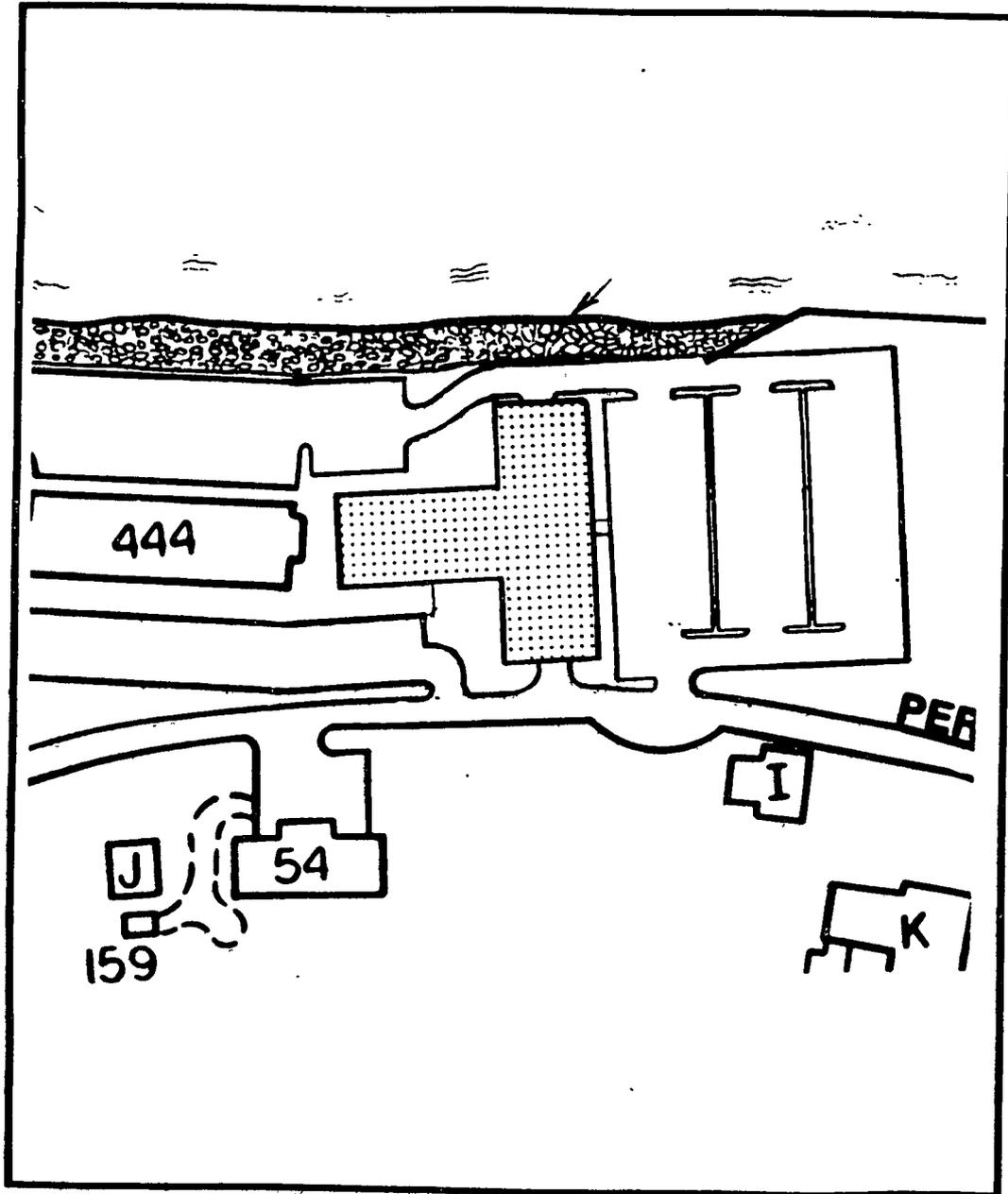
TITLE: P-366, WAREHOUSE
 COST: \$4,400,000
 SCOPE: This project will replace the existing warehouses with permanent, masonry, fireproofed buildings, including utility connections and site improvements. Also included is the demolition of the overaged buildings: 12, 13, 14, and 15.



TITLE: P-376 NETC STEAM AND CONDENSATE SYSTEMS

COST: \$1,125,000

SCOPE: The project will upgrade the insulation on 14,600 lineal feet of steam line and 11,050 lineal feet of condensate line in existing concrete trenches in the Coddington Cove, Coddington Point and Coasters Harbor Island areas. The project will also install six steam flow meters with pressure and temperature compensation, and six condensate flow meters. These will be integrated with fuel flow meters to monitor steam plant efficiency.



TITLE: P-390, BACHELOR OFFICERS
 QUARTERS, PHASE IV

COST: \$11,000,000

SCOPE: This project will provide for the construction of 150 one-bedroom apartments for O-3 and above officers with parking and support elements.

Due to the nonavailability of any viable alternative sites, the project is located in a floodplain. First floor elevation will be 21 feet above MLW and 4 feet above the flood zone.