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NAS JACKSONVILLE
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FINAL MASTER PLAN 2009 NAS JACKSONVILLE FL
10/15/2009
EDAW, INC



PREPARED FOR:
Naval Air Station
Jacksonville, Florida

PREPARED BY:
EDAW, Inc

Master Plan 2009

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List of Acronyms

AE: Assets Evaluation	CPRW: Commander, Patrol and Reconnaissance Wing
AFRC: Armed Forces Reserve Center	dBA: A-weighted decibels
AGL: Above Ground Level	DDJF: Defense Depot Jacksonville Florida
AICUZ: Air Installation Compatible Use Zone	DECA: Defense Commissary Agency
AIMD: Aircraft Intermediate Maintenance Department	DISA: Defense Information Systems Agency
AMSA: Army Maintenance Support Activity	DLA: Defense Logistics Agency
APZ: Accident Potential Zones	DNL: Day-night average sound exposure levels
ARE: Army Reserve Element	DoD: Department of Defense
ATC: Air Traffic Control	
AT/FP: Anti-Terrorism/Force Protection	EED: Electro-explosive devices
	ELMR: Enterprise Land Mobile Radio
BAMS: Broad Area Maritime Surveillance	EMR: Electromagnetic Radiation
BEQ: Bachelor Enlisted Quarters	EOC: Emergency Operations Center
BFR: Basic Facility Requirements	EPA: Environmental Protection Agency
BOSC: Base Operating Support Contract	EPG: Electronic Project Generator
BRAC: Base Realignment and Closure	ESQD: Explosive Safety Quantity Distance
BRACON: Base Realignment and Closure Construction	EUL: Enhanced Use Leasing
BUMED: Bureau of Medicine and Surgery	
	FACSFAC: Fleet Area Control Surveillance Facility
CALA: Combat Aircraft Loading Area	FASOTRAGRULANT: Fleet Aviation Specialized Operational Training Group, Atlantic
CBMU: Construction Battalion Mobile Unit	FCA: Fleet Concentration Area
CCN: Category Code Number	FCAP: Facilities Condition Assessment Program
CCU: Correctional Custody Unit	FCLP: Field Carrier Landing Practice
CERCLA: Comprehensive Environmental Response, Compensation and Liability Act	FDA: Florida Department of Agriculture
CIP: Capital Improvement Plan	FDEP: Florida Department of Environmental Protection
CNATRA: Chief of Naval Air Training	FDOT: Florida Department of Transportation
CNATT: Center for Naval Aviation Technical Training	FFSC: Fleet and Family Support Center
CNIC: Commander Navy Installations Command	FFWCC/FWC: Florida Fish and Wildlife Conservation Commission
CNRSE: Commander Navy Region Southeast	FICUN: Federal Interagency Committee on Urban Noise
CO: Commanding Officer	FISC: Fleet Industrial Supply Center
COMLANTFLT: Commander Atlantic Fleet	

FRC: Fleet Readiness Center, formerly NADEP (Naval Air Depot)

FRP: Facilities Requirement Plan

FRS: Fleet Replacement Squadron

GEMD: Ground Electronics Maintenance Division

GSIP: Global Shore Infrastructure Plan

HERF: Hazards of Electromagnetic Radiation to Fuel

HERO: Hazards of Electromagnetic Radiation to Ordnance

HERP: Hazards of Electromagnetic Radiation to Personnel

HSO: Healthcare Support Office

HSCWINGLANT: Helicopter Sea Control Wing, US Atlantic Fleet

HSMWINGLANT: Helicopter Maritime Strike Wing, US Atlantic Fleet

IAP: Installation Appearance Plan

IBD: Inhabited Building Distance

ICRMP: Integrated Cultural Resources Management Plan

iNFADS: internet Navy Facilities Assets Data Store

INRMP: Integrated Natural Resources Management Plan

IPL: Integrated Priority List

IRP: Installation Restoration Program

IRRS: Installation Readiness Reporting System

ITT: Info/Ticket Tours office

JEA: Jacksonville Electric Authority

LID: Low-Impact Development

MCAS: Marine Corps Air Station

MEPS: Military Entrance Processing Station

MILCON: Military Construction

MMA: Multi-Mission Maritime Aircraft

MOA: Military Operations Area/Memorandum of Agreement

MOB: Master Operating Base

MOCC: Mobile Operational Control Center

MSRON: Maritime Expeditionary Security Squadron

MWR: Morale, Welfare, Recreation

NAE: Naval Aviation Enterprise

NAF: Nonappropriated-Funded

NAS: Naval Air Station

NASMOD: National Airspace System Modernization

NAVAIRES: Naval Air Reserve

NAVCOMTELSTA: Naval Command Telecommunications Station

NAVFAC: Naval Facilities

NAVFAC SE: Naval Facilities Southeast

NAVHOSP: Naval Hospital

NAVSUP: Naval Supply Systems Command

NCIS: Naval Criminal Investigative Service

NE: Navy Enterprise

NECE: Naval Entomology Center of Excellence

NEFRPC: Northeast Florida Regional Planning Council

NEPA: National Environmental Policy Act

NEX: Navy Exchange

NJROTC: Naval Junior Reserve Officer Training Corps

NLSO: Navy Legal Service Office

NMCB: Navy Mobile Construction Battalion

NMCRS: Navy-Marine Corps Relief Society

NMSC: Navy Medicine Support Command

NOSC: Navy Operations Support Center

NRTF: Naval Radio Transmitter Facility

OFT: Operational Flight Trainer

OLF: Outlying Landing Field

OSHA: Occupational Safety and Health Administration

PAO: Public Affairs Office

PCB: Polychlorinated Biphenyl

POV: Privately Operated Vehicles

PPV: Public-Private Venture

PRT: Physical Readiness Test

PSD: Personnel Support Detachment

PVC: Polyvinyl Chloride

PWD: Public Works Department

QOL: Quality of Life

RA: Restricted Areas

RCC: Reserve Component Command, formerly REDCOM (Readiness Command)

RDAT&E: Research, Development, Acquisition, Testing, and Evaluation

RDC: Regional Dispatch Center

RF: Radio-Frequency

RLSO: Regional Legal Service Office

ROC: Regional Operations Center

ROTHR: Relocatable Over the Horizon Radar

RSIP: Regional Shore Infrastructure Plan

SAR: Search and Rescue

SCIF: Secure Compartmented Information Facility

SJRWMD: St. Johns River Water Management District

SPAWAR: Space and Naval Warfare Systems Command

SRM: Sustainment, Restoration and Modernization

STAR-21: Sea Warrior Training and Recruiting for the 21st Century

SWMP: Stormwater Management Plan

TOC: Tactical Operations Center, formerly TSC (Theater Support Command)

TPU: Temporary Personnel Unit

TSC: Theater Support Command

TSIP: Training Shore Infrastructure Plan

UAS: Unmanned Aerial System

UAV: Unmanned Aerial Vehicle

UFC: Unified Facilities Criteria

UFGS: Unified Facilities Guide Specifications

USFWS: United States Fish and Wildlife Service

USGBC: United States Green Building Council

VFR: Visual Flight Rule

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Executive Summary

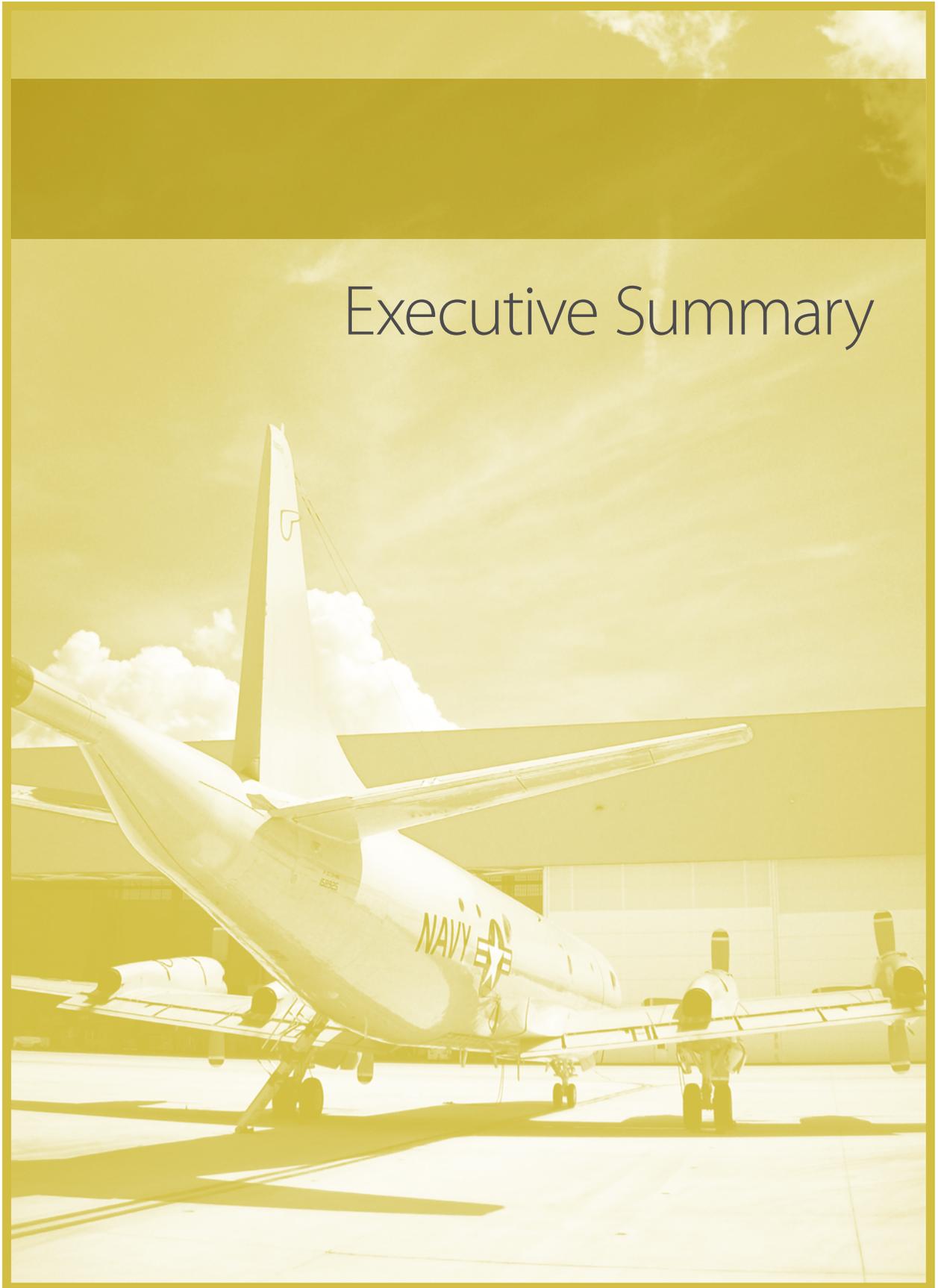




Figure E.1: The NAS Jacksonville Master Plan



Figure E.2: Hangar 511 will house long distance maritime patrol aircraft at NAS Jacksonville

Executive Summary

Vision: Naval Air Station Jacksonville will serve the Fleet, Fighter, and Family by supporting the people who will safely execute the mission with innovation, stewardship, and open communications.

Introduction

NAS Jacksonville's Master Plan vision comes together with the Naval Aviation Enterprise vision to "...deliver the right force, with the right readiness, at the right cost, at the right time--today and in the future."

NAS Jacksonville serves and will continue to serve as a Maritime Patrol, Master Helicopter, and Fleet Logistics Reserve base for the Navy. Maritime Patrol bases serve as the home field of operations for large scale concentrations of maritime patrol and reconnaissance (VP) squadrons. Similarly, Master Helo bases serve as the home field of operations for large scale concentrations of sea combat (HSC) and maritime strike (HSM) squadrons. Reserve Fleet Logistics bases provide worldwide medium airlift support with aircraft like the C-40A.

NAS Jacksonville's footprint is currently undergoing changes due to BRAC 2005 with the addition of the fixed-wing hangar (Hangar 511) near the Main Gate on Yorktown

Avenue. Another large project altering the face of NAS Jacksonville is the new rotary wing hangar (Hangar 1122/ Military Construction P312) on the east seawall. Overall, the incoming or growing missions at NAS Jacksonville are expected to balance out the outgoing or reducing missions, resulting in only a small increase in the total number of active duty personnel.

Goals

The following goals will support NAS Jacksonville's vision and master planning efforts:

- 1) Restructure the footprint considering Base Realignment and Closure (BRAC);
- 2) Increase efficiency by using consolidation and process improvement methods;
- 3) Improve resource visibility at the departmental level; and
- 4) Accomplish the mission with a lean, highly qualified, multi-disciplinary, motivated workforce.

These goals echo the guiding principles from *Navy Ashore Vision 2030*: the right bases, the right places, the right capabilities, and the right price. Efficiency and effectiveness will be measured by a single metric--aircraft ready for tasking at reduced cost.

The Master Plan has the greatest potential to affect building footprint locations of tenants and commands to meet the needs of NAS Jacksonville's current and changing missions. The Master Plan sets the framework for site planning and development that will support a lean, efficient, highly visible and highly motivated workforce.

The NAS Jacksonville Master Plan will serve as a guide for land use, site development, efficient use of facilities, and sustainable development over the next 20 years.

Sustainable Development

Since the completion of the previous Master Plan in 1997, one of the most significant changes of direction in the way the federal government and the Navy do business has been the adoption of sustainability principles. Sustainability is not a separate requirement; rather it is an approach to be used in meeting all other requirements.

Sustainable developments can be defined as "those that meet present needs without compromising the ability of future generations to meet their needs." (United Nations World Commission on Environment and Development,

1987). Making efficient use of limited budgets and resources is considered critical to accomplishing the military mission into the foreseeable future. Much of today's facilities were built in an era of cheap and seemingly endless energy supplies. This short-sighted and often wasteful approach no longer applies in an era of increasing resource scarcity.

Sustainable or "green" construction principles include energy and water conservation; using both recycled and recyclable materials; using local materials and products; using storm water to flush toilets and irrigate landscaping, reducing the demand on the potable water supply; and using paints, finishes, and furnishings that do not emit toxins. A "green" building typically uses 30 percent less energy than a standard building and helps the Navy accomplish more with less, but without sacrificing capability. "Green" buildings are also healthier and more pleasant to work in, improving workforce productivity.

The US Navy has adopted the Leadership in Energy and Environmental Development (LEED) standard, a system for rating the environmental performance of a construction or renovation project. LEED, developed and maintained by the US Green Building Council (USGBC), includes a tiered series of performance levels (Platinum, Gold, and Silver- certified). The US Navy has committed to achieve formal LEED certification for all projects at the Silver level. Sustainability has been mandated by a series of Executive Orders and is being progressively incorporated into military construction criteria, including the Unified Facilities Criteria (UFC) and the Unified Facilities Guide Specifications (UFGS).

Also since the completion of the 1997 Master Plan, the field of stormwater management has undergone a generational change that is having a significant impact on how facilities, pavements, and parking lots are designed. As a result, station personnel involved with facilities, pavement, and parking design must evolve beyond the traditional approach of "pipes and ponds" moving stormwater off the site as quickly as possible to the Low Impact Development (LID) approach of infiltrating stormwater on site. The LID approach reduces the cost of the system (reducing the number of pipes and the size of ponds or eliminating both altogether), increases groundwater recharge, and reduces the negative impacts of stormwater runoff (erosion and pollution) downstream. The LID approach can be implemented with tools like vegetated swales, pervious pavements, rain gardens, filter strips, green roofs, and rainwater capture and re-use (described in Section 14.0).

Objectives

The following objectives support NAS Jacksonville's goals for restructuring its footprint, increasing efficiency, improving resource visibility and accomplishing the mission:

- 1) Reduce the number of airfield safety waivers;
- 2) Improve Fire and Crash and Rescue operations;
- 3) Reduce automobile-bicycle-pedestrian conflicts;
- 4) Reorganize parking for greater efficiency;
- 5) Consolidate tenants and commands where possible;
- 6) Improve fitness center;
- 7) Create better food service locations and healthier food choices;
- 8) Improve Morale, Welfare and Recreation and Community Support facilities and services;



Figure E.3: The NAS Jacksonville Golf Club forms the central green space of the installation



Figure E.4: P-312 rotary-wing hangar on the eastern seawall



Figure E.5: The NAVFAC SE administrative building

- 9) Address stormwater issues;
- 10) Improve Chaplain and Navy Band facilities;
- 11) Create additional pedestrian and bicycle circulation; and
- 12) Improve Transit facilities and use.

This document serves as a master plan for NAS Jacksonville. The previous 1997 master plan was focused on changes to missions and personnel gained from the BRAC of nearby Naval Air Station Cecil Field. This document updates the previous master plan reflecting the new and changing missions at NAS Jacksonville and incorporates the changes underway due to BRAC 2005, Military Construction (MILCON) Projects, Special Projects, and Demolition Projects.

The Master Plan enables NAS Jacksonville to efficiently respond to current and anticipated future mission and tenant requirements within the context of the installation. The main base is the focus of the master plan although the NAS Jacksonville command controls a number of off-base sites in Florida and Puerto Rico. Florida sites include: Yellow Water Housing, three bombing ranges (Rodman, Lake George and Pinecastle Ranges), and Outlying Landing Field (OLF) Whitehouse. OLF Whitehouse supports Field Carrier Landing Practice (FCLP) for aircraft. No changes in mission or projects are anticipated at these sites. Puerto Rico sites include: Navy Operations Support Center (NOSC) Fort Buchanan; Naval Radio Transmitter Facility (NRTF) Aguada; Relocatable Over the Horizon Radar (ROTHR) Receiver Site, Fort Allen; and ROTHR Transmitter Site, Vieques. The Public Works Department at NAS Jacksonville supports planning and construction projects at these off-base sites.

The NAS Jacksonville Master Plan integrates concepts and recommendations from concurrent or previous studies and data. The 2009 concurrent studies including the Basic Facility Requirements (BFR), Parking Study, Traffic Study and Installation Appearance Plan (IAP) are summarized in this document, while more background information and technical detail can be found in the stand-alone studies.

Conceptual Framework Plan

The vision, goals and objectives of NAS Jacksonville were translated into a conceptual framework plan. The conceptual framework plan organized NAS Jacksonville into four major activity nodes surrounding the central green space of the golf course. The activity nodes are

characterized or defined by a half-mile, walkable radius around a predominant land use connected to other activity nodes by green space. The conceptual framework plan consists of the following activity nodes:

- 1) Administrative/Industrial Area Node - the northeast side of the installation containing the Fleet Readiness Center Southeast (FRC SE) and flightline activities;
- 2) Bachelor Housing/Support Services Node - the north central side of the installation;
- 3) Navy Exchange (NEX)/Community Support Node - the northwest side of the installation; and
- 4) Hospital/Health Services Node - the southeast side of the installation that includes family housing area.

The warehousing and ammunition storage area that makes up the southwest side of the installation is considered a minor activity node.

Additional concepts for organizing the physical space at NAS Jacksonville include:

- Site similar land uses and activities within similar activity nodes with no major land use changes necessary;
- Create connections between and among:
 - » the activity nodes;
 - » green space/open space; and
 - » drivers, transit users, bicyclists, and pedestrians.
- Increase alternative transportation options;
- Increase the amount of green space/open space; and
- Reduce the amount of impervious surface.

Master Plan

From the conceptual framework plan arose the detailed master plan, shown in Figure E.6. Projects are organized by the four major activity nodes shown in the detailed area plans later in this document. Note that individually listed projects may be combined into a single MILCON project for planning and funding purposes.

Administrative/Industrial Area

The administrative/industrial area node on the northeast side of the installation, containing the FRC SE and flightline, is composed of the following Master Plan (and Installation Appearance) projects:

- 1) Sixteen additional helicopter parking spaces and relocated helicopter landing pads; Fleet Area Control and Surveillance Facility (FACSFAC) and Range

- Operations Center; Boathouse;
- 2) Buildings 108 and 111 building demolition; Building 110 renovation; parking lot and green space additions; Air Traffic Control Tower; Air Cargo and Passenger Terminal;
 - 3) Aircraft parts staging facility;
 - 4) Combined Structural/Aircraft Crash Fire and Rescue Station;
 - 5) Modification of washracks for C-130 and P-8A;
 - 6) Parking lot redesign/new parking lots; IAP Hill relocated to PWD transportation yard;
 - 7) Food Service/Outdoor Lounge;
 - 8) FRC SE Industrial Space;
 - 9) Morale, Welfare and Recreation (MWR) Multi-Use Trail;
 - 10) Waterfront Park;
 - 11) Navy Band relocation to Building 921 and Building 12 demolition;
 - 12) Consolidated ordnance operations facility;
 - 13) Expanded engine test cell;
 - 14) Building 919 AT/FP improvements; and
 - 15) Building 921 AT/FP and parking lot design improvements.

Bachelor Housing/Support Services

The Bachelor Housing/Support Services Node on the north central side of the installation contains the following projects:

- 1) Building 848 training complex repair;
- 2) Integrated Training Center for Multi-Mission Maritime Aircraft;
- 3) Morale, Welfare, and Recreation All Hands Club;
- 4) Physical Fitness Center with indoor pool and multi-purpose sports field;
- 5) Consolidated operations support facility;
- 6) Navy Exchange Home and Garden Store;
- 7) Integrated Support Center - Training Auditorium, Library, Liberty Center, and Navy College;
- 8) Chapel renovation; and
- 9) MWR Multi-use trail.

Navy Exchange (NEX)/Community Support

The NEX/Community Support Node on the northwest side of the installation includes the following Master Plan

projects:

- 1) P-8 Standard washrack;
- 2) Heritage Park/Patriot's Point redesign;
- 3) NEX parking lot redesign;
- 4) Building 987/NEX expansion;
- 5) NEX Quick Lube and Car Wash; and
- 6) MWR Multi-use trail.

Hospital/Health Services

The Hospital/Health Services Node on the southeast side of the installation has the following projects:

- 1) Gateway Inn and Suites;
- 2) MWR Multi-use trail;
- 3) Hospital addition;
- 4) Child Development Center; and
- 5) Family Housing redevelopment (public-private venture).

Circulation and Parking Plan

Circulation consists of all forms of transportation: automobile, transit, bicycling and walking along with the infrastructure to support each: streets, parking lots, transit routes, stops and shelters, bicycle lanes, sidewalks, and multi-use trails. As NAS Jacksonville and the surrounding communities were designed primarily as a single-occupancy vehicle environment, the circulation plan seeks to create additional transportation alternatives that are safer, more pleasant and more sustainable in the future.

Transportation alternatives include the designation of on-street shared roadways, on-street striped roadways and off-street multi-use trails for bicycles. For pedestrians, major pedestrian corridors are designated for street and sidewalk improvements.

Capital Improvements Plan

A capital improvements plan (CIP) for all proposed projects and improvements are included in Section 15.0 of the Master Plan document. The CIP provides the general scope and cost for each Military Construction (MILCON) project along with timing recommendations for future facility planning at NAS Jacksonville. Timeframes are short-term (FY09-FY12), mid-term (FY13-FY18) and long-term (FY19 and beyond). BRAC Construction (BRACON) projects, Special Projects over \$750,000, and demolition projects currently programmed for the base are also included.

1.0

Purpose

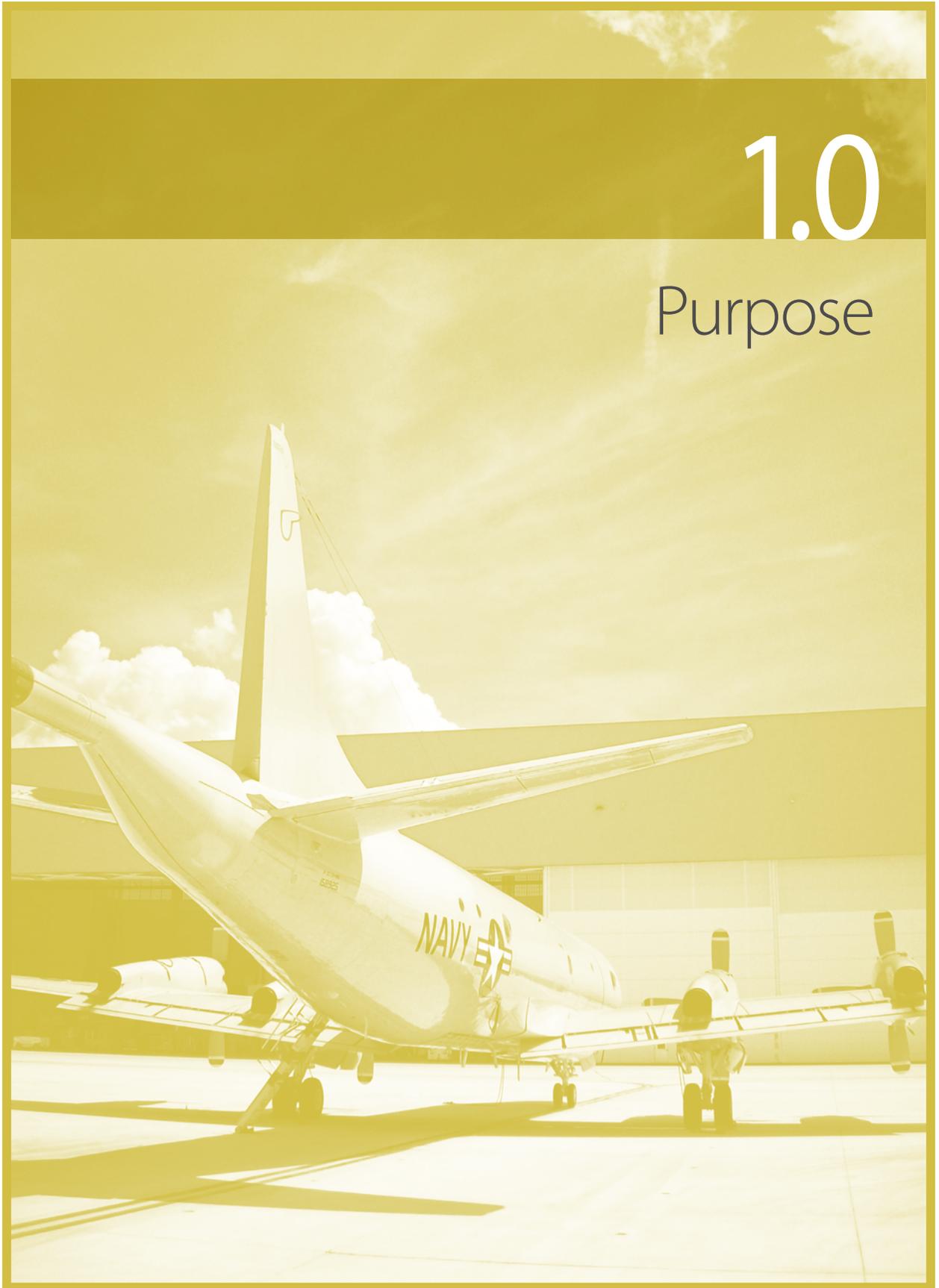




Figure 1.1: NAS Jacksonville from the St. Johns River



Figure 1.2: VP-30, the training squadron facility, at NAS Jacksonville

1.0 Purpose

The Naval Air Station Jacksonville Master Plan will serve as a guide for land use, site development, efficient use of facilities, and sustainable development over the next 20 years.

1.1 Introduction

This document serves as the master plan for Naval Air Station Jacksonville in Jacksonville, Florida. The previous master plan was prepared in 1997 and was focused on changes to missions and personnel gained from the Base Realignment and Closure (BRAC) of nearby Naval Air Station Cecil Field. This document updates the previous master plan reflecting the new and changing missions at NAS Jacksonville and incorporates the changes underway due to BRAC 2005.

Per the scope of work, the master plan will enable NAS Jacksonville to efficiently respond to current and anticipated future mission and tenant requirements within the context of the installation. The main base is the focus of the master plan although the NAS Jacksonville command controls a number of off-base sites in Florida and Puerto Rico. The Florida sites are: Yellow Water Housing, three bombing ranges (Rodman, Lake George, and Pinecastle Ranges), and Outlying Landing Field

(OLF) Whitehouse. OLF Whitehouse supports Field Carrier Landing Practice (FCLP) for aircraft. No changes in mission or projects are anticipated at these sites.

The Puerto Rico sites are: Navy Operations Support Center (NOSC) Fort Buchanan; Naval Radio Transmitter Facility (NRTF) Aguada; Relocatable Over the Horizon Radar (ROTHR) Receiver Site, Fort Allen; and ROTHR Transmitter Site, Vieques. The Public Works Department at NAS Jacksonville supports planning and construction projects at these off-base sites.

The NAS Jacksonville Master Plan integrates concepts and recommendations from concurrent or previous studies and data including:

- **2009 Parking Study;**
- **2009 Traffic Study;**
- **2009 Installation Appearance Plan (IAP);**
- **2008 Basic Facility Requirements (BFR);**
- **2008 Global Shore Infrastructure Plan (GSIP) Naval Aviation Enterprise;**
- **2009 Training Shore Infrastructure Plan (TSIP);**
- **2008 Hazards of Electromagnetic Radiation to Ordnance (HERO) Assessment;**
- **2007 Stormwater Master Plan;**
- **2007 Encroachment Action Plan;**
- **2006 Air Installations Compatible Use Zones (AICUZ) Update;**
- **2006 NAS Jacksonville Air Traffic Control Tower Site Assessment;**
- **2006 Public Safety Regional Shore Infrastructure Plan (RSIP);**
- **2005 Community Support, Morale, Welfare, and Recreation (MWR) Regional Shore Infrastructure Plan (RSIP);**
- **2004 Administrative Regional Shore Infrastructure Plan (RSIP);**
- **2003 Regional Shore Infrastructure Plan for the Jacksonville Fleet Concentration Area;**
- **2002 Airfield Redevelopment Plan;**
- **1997 Master Plan;**
- **Jacksonville Bombing Range Land Use Compatibility Study;**
- **Integrated Natural Resource Management Plan (INRMP);**
- **Integrated Cultural Resource Management Plan (ICRMP);**
- **Naval Installation Restoration Program Study; and**

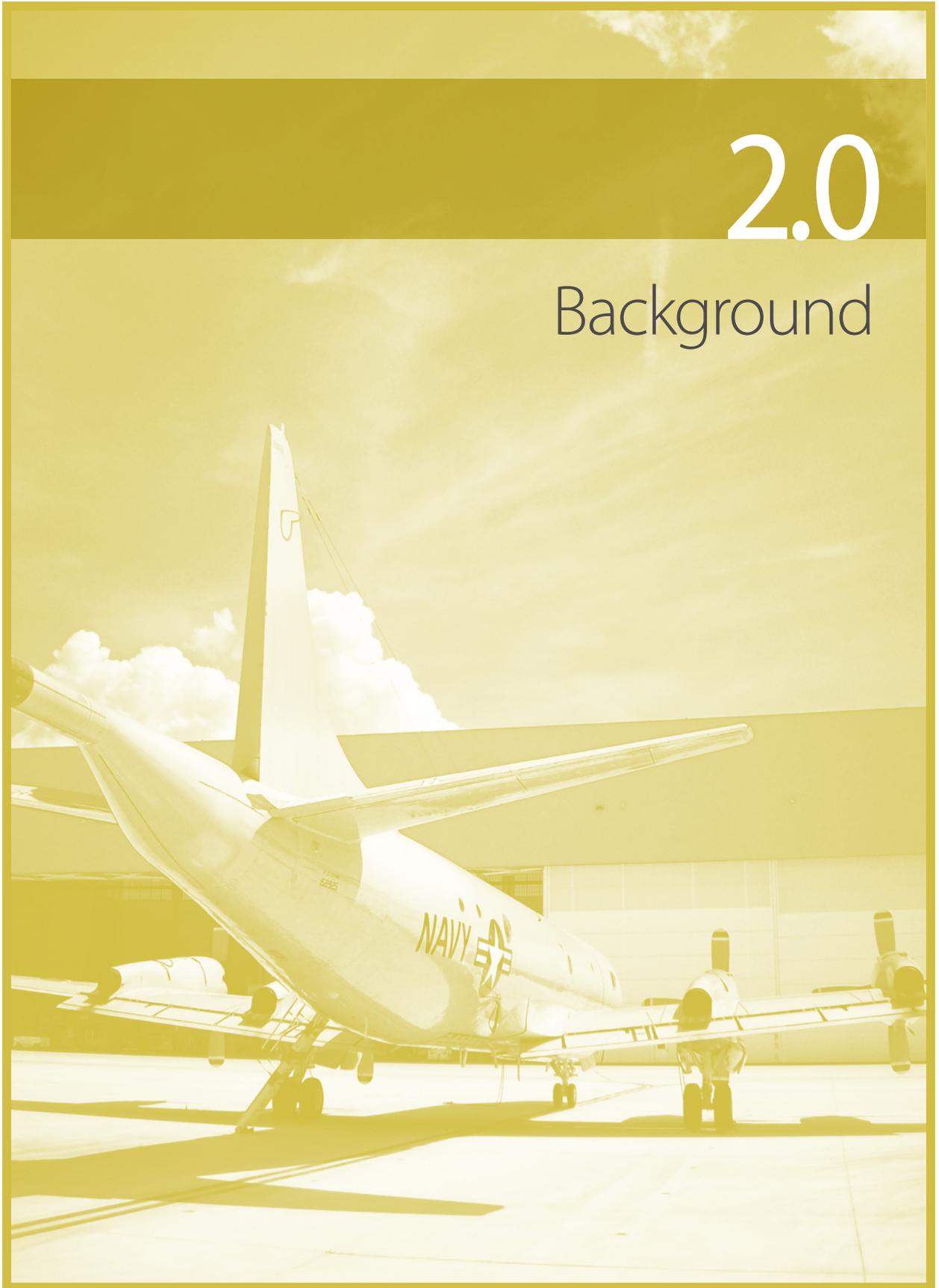
- **Military Construction (MILCON), BRAC Construction (BRACON), Special Projects, and Demolition Projects.**

Additional studies were reviewed for understanding the context of the NAS Jacksonville installation in the larger region. The 2008 and 2009 concurrent studies including the BFR, Parking Study, Traffic Study, and IAP are summarized in this NAS Jacksonville Master Plan document, while more background information and technical detail can be found in each of the stand-alone studies.

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2.0

Background



2.0 Background

The Naval Air Station Jacksonville Master Plan is one of the implementation tools of the overall Navy Shore Facilities Planning Process.

2.1 Planning Background

The Shore Facilities Planning Process in conjunction with the NAS Jacksonville Master Plan will serve as guides for tracking the station's growth, changes in land use, and site and facilities development. With the Regionalization and the Installation Claimant Consolidation Programs, the Navy is shifting toward managing and planning facilities in a larger regional context rather than planning for individual shore activities.

NAS Jacksonville was officially commissioned on October 15, 1940. Over 700 buildings were constructed to meet the demands of World War II, including a Navy hospital and prisoner-of-war facilities. Many of the buildings, such as the Navy chapel, were constructed to last only 20 years but remain in use today.

NAS Jacksonville grew in importance as an East Coast hub for aircraft as the era of the jet engine began. By the mid 1970s, the station's primary mission became anti-submarine warfare.

The previous NAS Jacksonville master plan was prepared in 1997 and was focused on changes to missions and personnel gained from the BRAC of nearby Naval Air Station Cecil Field.

Today, NAS Jacksonville is an important regional hub for both fixed wing and rotary wing aircraft. The station also hosts one of the three Navy maintenance depots in the country. This document updates the previous master plan reflecting the new and changing missions at NAS Jacksonville and incorporates the changes underway with fixed wing and rotary wing aircraft.

2.2 Shore Facilities Planning Process

The Navy's Regional Shore Infrastructure Planning (RSIP) Process is defined in NAVFAC Instruction 11010.45, *Comprehensive Regional Planning Instruction*. The

RSIP process model consists of three iterative levels (to ensure feedback and quality assurance) with associated tasks: 1) Preparing for the analysis through agreements, existing situation assessments, and visioning; 2) Analyzing, evaluating, and formulating a strategic action plan through alternatives evaluation; and 3) Ensuring that the plan is a living document through implementation, validation, and periodic updates. The NAS Jacksonville Master Plan is one of the implementation tools of the overall process.

The shore facilities planning process (Figure 2.1) consists of:

- Facility Requirements Development;
- Asset Evaluation;
- Facility Planning Analysis; and
- Implementation.

Facility Requirements Development

The UFC 2-000-05N (P-80) is the planning data and related space criteria to determine the size of proposed facilities or a measure of the adequacy of existing facilities. The application to existing facilities provides a basis for planning against deficiencies or disposing of excess property.

Basic Facility Requirements (BFR)

The end product of the Facility Requirements Development phase is a validated Basic Facility Requirements (BFR) for input into the internet Navy Facilities Assets Data Store (iNFADS). The BFR for NAS Jacksonville was completed in 2008.

Assets Evaluation

The Assets Evaluation phase is completed by the Navy's iNFADS team that performs physical walk-throughs, measurements, and ratings of Navy facilities.

Assets Evaluation (AE) and Property Records

The end product of the Assets Evaluation phase is a validated assets evaluation and updated property records in the iNFADS. The Assets Evaluation rates existing facilities as Adequate, Substandard, or Inadequate. The Navy's iNFADS team completed their survey of NAS Jacksonville facilities in 2008.

Out of the BFR and AE, facility deficiencies and surpluses are computed based on the measurements of adequate, substandard, and inadequate facilities minus the computed facility requirement. These facility deficits and

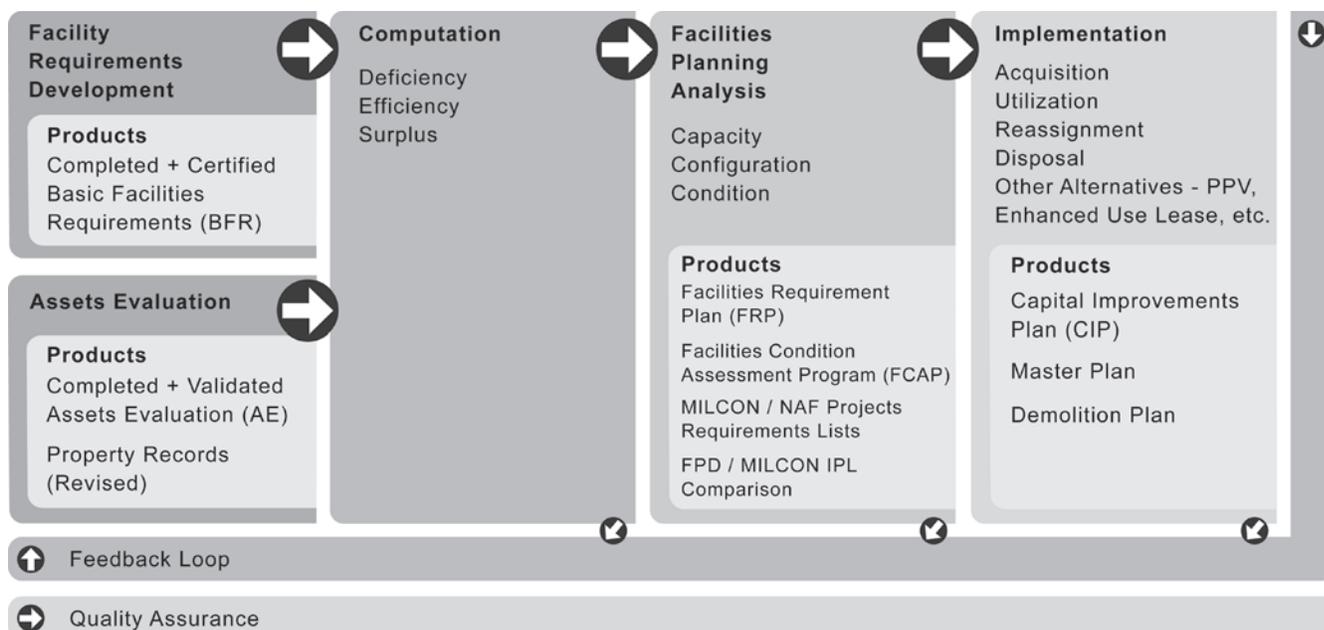


Figure 2.1: The Navy Shore Facilities Planning Process

surpluses help justify construction and demolition projects, respectively, in the development of the physical Master Plan.

Facilities Planning Analysis

The Facilities Planning Analysis phase evaluates the capacity, configuration, and condition data from the Facilities Requirements Development and Assets Evaluations phases, as well as more qualitative issues such as sustainability. The end products of the Facilities Planning Analysis include Facilities Requirement Plans (FRPs); Facilities Condition Assessments; Military Construction (MILCON)/Nonappropriated-Funded (NAF) Projects Requirements Lists; and FPD/MILCON Integrated Priority List (IPL) comparisons.

Implementation

The Implementation phase of the Shore Facility Planning Process ensures that plans are living documents that are regularly reviewed, validated and updated. The end products of the implementation phase include capital improvements plans (CIPs), demolition plans, and master plans. A capital improvement and demolition facility listing is included as part of this master plan. The master plan uses these facility project listings to site the facilities efficiently and effectively in the physical space that NAS Jacksonville occupies.

Additional design and planning studies completed in 2008

and early 2009 include the Installation Appearance Plan, Parking Study and Traffic Study. These studies have been coordinated with and integrated into this master plan document.

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3.0

Vision



3.0 Vision

Naval Air Station Jacksonville will serve the Fleet, Fighter, and Family by supporting the people who will safely execute the mission with innovation, stewardship, and open communications.

3.1 Goals

The following goals will support NAS Jacksonville's vision and master planning efforts:

- 1) Restructure the footprint considering Base Realignment and Closure (BRAC);
- 2) Increase efficiency by using consolidation and process improvement methods;
- 3) Improve resource visibility at the departmental level; and
- 4) Accomplish the mission with a lean, highly qualified, multi-disciplinary, motivated workforce.

Restructure Footprint

The NAS Jacksonville Master Plan has the greatest potential to affect building footprint locations to meet the needs of NAS Jacksonville's changing missions. The plan sets the framework for creating organized and efficient building footprint locations to support a lean, efficient, highly visible, and highly motivated workforce.

NAS Jacksonville's footprint is changing due to BRAC 2005 and MILCON projects. Two of the largest building footprint additions at NAS Jacksonville are the new rotary wing hangar (MILCON P312/Hangar 1122) on the eastern seawall and the fixed-wing hangar (BRAC/Hangar 511) near the Main Gate.

Both incoming and outgoing missions are listed below. Overall, the incoming/growing missions at NAS Jacksonville are expected to balance with the outgoing/reducing missions resulting in only a small increase in the overall number of personnel. Personnel loading and aircraft loading are detailed in Section 6.0 History and Current Activities.

Incoming/Growing

Incoming or growing missions at NAS Jacksonville include:



Figure 3.1: The P-8A Poseidon

- Commander, Patrol and Reconnaissance Wing-11 (CPRW-11);
- P-3 Fleet Replacement Squadron (FRS) (VP-30);
- Naval Air Reserves (NAVAIRES);
- Helicopter Maritime Strike Wing, US Atlantic Fleet (HSMWINGLANT);
- Naval Facilities Southeast (NAVFAC SE);
- Navy Region Gulf Coast (Pensacola) to Navy Region Southeast;
- Fleet Readiness Center Southeast (FRC SE) established; and
- Transfer all remaining intermediate and depot maintenance to FRC SE.

Outgoing/Reducing

Outgoing or reducing missions at NAS Jacksonville are listed below:

- VSWING-1 sundown 2009;
- Helicopter Sea Control Wing, US Atlantic Fleet (HSCWINGLANT) to Norfolk, VA;
- Correctional function to Charleston, SC; and

- Space Warfare System Center Charleston, SC Detachment Jacksonville disestablished.

In addition, the Master Plan looks at potential projects determined from the deficit-surplus analysis provided in the Basic Facility Requirements (BFR) - see Section 7.0 Planning Efforts.

Increase Efficiency

Process improvement methods are designed to “lean” business processes, thereby cutting costs and increasing efficiency. For example, FRC SE has implemented lean processes into its F/A-18 center barrel replacement program, reorganizing Building 101 shop space into best-practice, lean cells. An F/A-18 moves through each stage or cell of the replacement process every 15 days which delivers the aircraft back to the fighter faster.

Similarly, the Master Plan looks at reorganizing NAS Jacksonville into a more efficient layout with new building footprint. Greater efficiency will translate directly into sustainability for the Navy.

Improve Resource Visibility

Through planning and design elements, the Master Plan looks to elevate resource visibility at NAS Jacksonville.

Accomplish the Mission

In order to accomplish the mission with a lean, highly qualified, multi-disciplinary, motivated workforce, the Master Plan looks at improving support facilities for the workforce. Providing support facilities for health and fitness, recreation, childcare, and religious observance allows sailors to perform better on-duty with less worry for their families.

3.2 Objectives

The following objectives will support NAS Jacksonville's goals for restructuring its footprint, increasing efficiency, improving resource visibility, and accomplishing the mission:

- 1) Reduce the number of airfield safety waivers;
- 2) Improve Fire and Crash and Rescue operations;
- 3) Reduce automobile-bicycle-pedestrian conflicts;
- 4) Reorganize parking for greater efficiency;
- 5) Consolidate tenants and commands where possible;
- 6) Improve fitness center;

- 7) Create better food service locations and healthier food choices;
- 8) Improve Morale, Welfare and Recreation and Community Support facilities and services;
- 9) Address stormwater issues;
- 10) Improve Chaplain and Navy Band facilities;
- 11) Create additional pedestrian and bicycle circulation; and
- 12) Improve Transit facilities and use.

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4.0

Planning Process and Methodology





Figure 4.1: The new fixed-wing Hangar 511 at NAS Jacksonville

4.0 Planning Process and Methodology

The Naval Air Station Jacksonville planning process has been designed around a cooperative tenant and command; Naval Facilities Southeast; and consultant team effort, resulting in a comprehensive plan of installation and facility improvements to meet current and future mission needs.

4.1 Overall Timeline

The Master Plan is tenant and command-driven with a robust stakeholder input process to ensure that current and future needs will be met with the implementation of the plan. Multiple forms of stakeholder involvement included interviews, briefs, workshops, and conference calls. Table 4.1 outlines the stakeholder involvement process. Interviews, workshops, and briefs are briefly summarized below; full minutes and notes are included in the document Appendix. Please note that the following summaries are provided as an historical account of the planning process and reflect views and opinions based on the best available information at the time. Some of the views expressed may

no longer be relevant to the Master Plan due to changes in planning priorities over the course of the planning process.

4.2 Opportunities for Input

Opportunities for input throughout the master planning process included:

- Kick-off Brief;
- Stakeholder Interviews;
- Biweekly Conference Calls;
- Master Plan Workshop;
- Concept Brief;
- Draft Master Plan Brief; and
- Concurrent Planning Studies.

Kick-Off Brief

The kick-off brief for the NAS Jacksonville planning studies (Basic Facility Requirements, Parking Study, Traffic Study, Installation Appearance Plan, and Master Plan) was held in the VP-30 auditorium on 19 February 2008. All major tenants and commands were invited to attend.

At the kick-off brief, the consultant team made introductions, a project schedule was proposed, and the scope of each study was explained, including how the studies fit into the larger Shore Facilities Planning Process. The BFR, Parking Study, Traffic Study, IAP, and Master Plan would use previously completed studies as their starting point of baseline information. Note that the Traffic

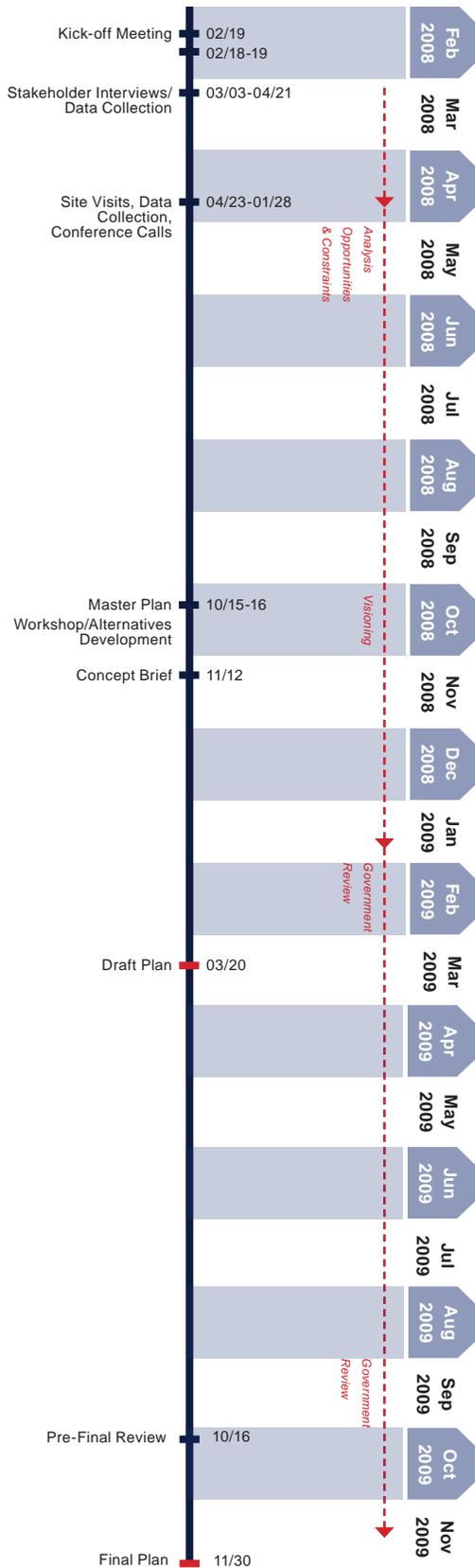


Figure 4.2: The Planning Process Timeline

Study was contracted later in the planning process.

Overall, the consultants emphasized that the planning process would be a cooperative process among tenants and commands, Public Works, NAVFAC, and the consultant team. Opportunities for input included stakeholder interviews; workshop attendance and input; follow-up meetings and conference calls; and review and feedback on planning documents. The overarching goal was an inclusive and comprehensive planning process for installation and facility improvements that would meet current and future mission needs at NAS Jacksonville. The kick-off brief is included in the document Appendix.

Stakeholder Interviews

The majority of stakeholder interviews were conducted at NAS Jacksonville during March and April 2008, although meetings with specific tenants and commands were held throughout the planning process to address specific areas of interest. Interviews of tenants and commands revealed a fairly consistent consensus on what the main issues were facing NAS Jacksonville. Tenant concerns and desires support the major themes developed within the Master Plan. Overall, a majority of tenants voiced concerns over vehicular traffic and pedestrian conflicts that resulted in safety issues. Tenants noted a lack of pedestrian and bicycle facilities, as well as some potential conflicts between pedestrians and vehicles along the main thoroughfares of Yorktown and Birmingham. Users noted inefficient distribution of parking areas with some users experiencing deficiencies in parking and others having an excess of parking.

Those tenants that are scattered among various buildings across the station noted that the travel time and parking inadequacies decreased their efficiency and therefore suggested consolidation into one building or adjacent buildings. Some tenants also desired either updated or expanded facilities to house their personnel and operational equipment needs.

Many tenants expressed a desire for improved and expanded fitness facilities, noting overcrowded conditions especially in the morning and the afternoon. In addition, some specific desires were made for either a theater for large meetings, presentations, or movies. Interviewees also suggested improved food choices, especially healthier food options. Below are summaries of the interviews organized by major tenant or command group; full meeting minutes are included in the document Appendix.

Air Operations Department

Since most of the facilities related to the airfield were built during World War II, many do not meet today's safety requirements. The Air Operations department suggested that a main goal of the Master Plan be the reduction of safety waivers related to the airfield. The recent Air Traffic Control Tower siting study was mentioned as a good starting point for relocating the tower so that it no longer requires a waiver. However, the study did not fully address where displaced users in building 110 and surrounding sites should be relocated. Hangars 113-116 along the flight line also currently require safety waivers, and Air Operations voiced a preference that these structures to be demolished.

Air Operations voiced a concern over peak vehicle traffic and congestion, especially around the Fleet Readiness Center Southeast (FRC SE) facilities. Parking supply is inadequate, with an interest expressed for the construction of a parking deck nearby. Other suggested station amenity enhancements included improved fitness facilities and marina.

Fuels

Fuels considers their facilities (Buildings 231 and 2109) to have some inadequacies. Building 2109 has inadequate electrical power supply. Fuels cited the need for 14 administrative workstations for personnel that would be more appropriate than the current seating arrangement where personnel are sitting too close to electrical transformers. A Sustainment, Restoration, and Modernization (SRM) project for a 3,000 square foot shed is expected to meet the need for air-conditioned parts storage for items like filters. Two 100,000 gallon storage tanks store J5 fuel for aircraft. Although Fuels would like to switch to J8 fuel which is less costly, rotary-wing aircraft cannot use J8 fuel. Ten trucks are used for fueling, although parking space is tight with room only for nine fuel trucks.

Helicopter Sea Control Wing Atlantic and Helicopter Maritime Strike Wing Atlantic (HSCWINGLANT and HSMWINGLANT)

The HS squadrons expressed that most of their facilities are relatively new and adequate for the mission. The HS-C squadrons will be vacating Hangars 115 and 116 upon relocation to Norfolk, Virginia. Existing aircraft parking was thought adequate although not adjacent to the new hangar building. Also, if the helicopter landing pads are moved, the refueling stations should also be relocated. The tenants expressed a strong desire to have

intermediate maintenance (the former AIMD) and FRC SE located nearby as all of the new aircraft will require major maintenance within 36 months.

Sea Control Wing Atlantic (SEACONWINGLANT)

This tenant has been decommissioned and their facilities will be available for re-use or redevelopment.

Fleet Readiness Center Southeast (FRC SE)

FRC SE is a major tenant with a significant footprint on base. FRC expressed a desire to consolidate personnel located at rented facilities at Cecil Field onto NAS Jacksonville. FRC believes there is also adequate room for increased efficiency on base, through the consolidation of personnel within the vicinity of their main facility, Building 101.

Commander, Patrol and Reconnaissance Wing Eleven (CPRW-11)

CPRW-11 also expressed an interest in consolidating personnel and operations into adjacent buildings. Their main hangar is Hangar 511 (BRAC P-302V, completed in May 2009) with an integrated training facility to be located across Yorktown Avenue (MILCONs P-623 and P-624). The interviewees noted a concern with inadequate parking for the new facility and with personnel having to cross Yorktown between the parking lot and the new hangar. CPRW-11 has a significant training schedule with need for dedicated training facilities.

Naval Computer and Telecommunications Station (NAVCOMTELSTA)

NAVCOMTELSTA also expressed an interest in consolidating personnel, although they recognize the infrastructure costs of doing so could be insurmountable. Some personnel need to be located near the flight line.

Safety Office

The Safety Office has four business lines including OSHA, Explosive, Traffic Safety, and Recreational off-duty safety. The motorcycle safety class is the most popular. The Safety Office uses the Morale, Welfare, and Recreation (MWR) car resale lot at Birmingham Avenue and Child Street for motorcycle safety classes. Currently the Safety Office holds on-line courses at the Navy College training office in Building 110. The Safety Officer recommended pedestrian crossings at intersections with traffic signals only, and is looking for ways to improve pedestrian and bicycle safety on base.

Naval Junior Reserve Officer Training Corps (NJROTC)

The NJROTC is not expected to grow its mission in the near future. Current facilities meet its mission needs, although some additional storage for trophies and rifles is desired. NJROTC makes use of the galley, billets, and Patriots Point for training purposes.

Navy Brig

The existing brig, building 409, is built to American Correctional Association standards and has two wings: one for short-term prison populations and one for non-judicial punishment populations. Pre-trial confinement is also conducted in the facility. The brig is the only one in the Fleet Concentration Area that houses female prisoners.

Due to BRAC, the short-term prison facility will be closed by 2011 and transferred to Charleston, South Carolina. After 2011, there will be no funding to run a pre-trial confinement facility.

Navy Exchange (NEX)

Navy Exchange does not receive funds from Congress, but instead relies on its own revenues to fund services and new facility construction. NEX also funds some Morale, Welfare, and Recreation (MWR) services. Current projects include the relocation of the Home and Garden Center and an addition to the Navy Exchange. Although current parking is adequate, the expansion of the Hospital pharmacy previously reduced the parking supply, so the NEX would like to absorb additional parking.

Defense Commissary Agency (DECA)

The DECA is located in Building 951 next to the NEX. Building 951 is adequate for DECA's needs and no future growth is expected. Parking is sufficient for Building 951 except during the holiday season when shoppers crowd into the NEX.

Navy Legal Service Office (NLSO) and Regional Legal Service Office (RLSO)

The legal services mission is not expected to increase in the near future and current facilities meet their needs. NLSO and RLSO are considering consolidating legal services throughout the Southeast to the Jacksonville or Mayport installations. Circulation issues focused on separating trial entrances for pre-trial detainees and the general public. In addition, many building entrances do not meet the Americans with Disabilities Act (ADA) standards.

Naval Entomology Center of Excellence (NECE)

NECE is a joint program with the USDA (United States Department of Agriculture) to test insecticides and applications of pesticides to assist the warfighter and the Defense War Fighting Plan. NECE holds training classes every month, and when their facilities are not in use, the space is used by FRC SE and other tenants.

NECE works closely with BUMED (Bureau of Medicine and Surgery) to review requirements for facilities. Future projects include laboratory space (currently in Building 947) and a wind tunnel. NECE noted the lack of pedestrian facilities such as sidewalks and crosswalks near their facilities.

Naval Hospital (NAVHOSP)

The Naval Hospital campus sits on 66 acres at NAS Jacksonville. The land is owned by Commander Navy Installations Command (CNIC), while maintenance is performed through IAP-Hill, the BOS contractor. Going forward, the NAVHOSP would like to reduce their role in maintenance of non-medical facilities (such as sidewalks) and focus on their core mission of providing healthcare to Navy personnel.

The pharmacy and Medical Dental Clinic have been expanded to meet their mission, while a three-story addition to the front of the hospital is currently in progress. Overnight visitors to the hospital can stay at the Navy Lodge, Bachelor Enlisted Quarters, or MWR cabins. Otherwise, visitors stay off base in local hotels.

BRAC has closed clinics in Athens and Atlanta, focusing military-provided services in the Jacksonville metro area.

US Customs and Border Patrol

Although a tenant, the Border Patrol owns and controls Hangar 1002 and surrounding parking for their exclusive use. All vehicle parking, aircraft parking, office space, and mechanical service needs are met by the current facility.

Public Works Department (PWD)

Public works hopes that the Master Plan will inform other tenants of major planning efforts on base including Naval Hospital, FRC SE, Housing, and MWR. Stormwater management is a major concern, and Public Works would like to implement their design for a "treated wastewater reuse" system to address stormwater problems as well as reduce the amount of potable water used on base. St. Johns River Water Management District (SJRWMD) will provide a matching grant for construction funds, but no

Navy funding is available yet.

The Public Works team also identified a desire for a pedestrian/bicycle circulation plan.

During the interview, Public Works noted that there is an inherent contradiction in the BFR process when it comes to BOS contractor space requirements. The BOS requires the contractor to provide their own support or storage facility on land provided by the base. Public Works does not provide space or facilities for the contractor, so this additional requirement is not captured by the BFR process.

Crash, Fire, and Rescue

The combined Fire, Crash and Rescue Department has three main facilities throughout the base and several administrative offices in Building 1. One facility is located on the airfield and violates airfield safety regulations. Another facility is located near the FRC SE warehouse district, but is severely constrained. The last facility is a small firehouse in the southern portion of the base to serve housing and the hospital. None of the facilities meet today's design standards for drive-through firehouses, and additional bunks are needed in the warehouse district station. None of the facilities can meet the three minute response time required on the heliport seawall fueling station, so a truck is required to be present every time a helicopter is being fueled.

Weapons

The Weapons mission is not expected to grow in the near future, and existing facilities meet their current needs. One small project is planned, the demolition of abandoned sheds.

Components for weapons are trucked in through the northern commercial gate and brought into the Weapons compound. Here weapons are assembled in ordnance facilities, after which, they are either stored on base or transported to their end destination. The Weapons Department does not respond to Explosive Ordnance Disposal calls at Jacksonville; instead, this is done out of Mayport.

Navy Mobile Construction Battalion 14

This reserve unit has nine permanent positions and over 100 personnel deployed at any one time. Like many reserve units, the unit has become de facto active duty. The NMCB has a small compound of temporary buildings built in the 1960s that have never been replaced by permanent structures. These buildings generally require

re-roofing every year, making them expensive to maintain. The tenants have need for covered storage and permanent facilities.

Construction Battalion Mobile Unit 202

The CBMU 202 unit is located across the street from the reserve CB's in a similar, but more up-to-date, compound. This year, the unit has completed construction of a two-story pre-engineered building to replace their aging facilities.

Morale, Welfare, and Recreation (MWR)

MWR felt the main focus for projects should be on Fitness and Liberty, which are programs serving ages 18-24 in an alcohol-free atmosphere. The group discussed various facilities needs and plans, including:

- The planned Physical Fitness Center with indoor pool and multi-purpose sports field for FY12;
- Drainage issues on athletic fields;
- Improvements needed to the running track;
- Desire to keep capped landfill as open space;
- Child Development Center planned for construction in 2009;
- Marina due for repairs and renovations soon;
- RV area also used for boat storage;
- All Hands Club to be built in 2009; and
- Desire for "X" sports, such as a BMX Bike trail.

Recent BFR calculations and population data is correct. MWR has included the increase in population in their facility planning process.

MILCON P-444 will replace Buildings 11 and 845 with a new Gateway Inn and Suites. No deficiencies in visitor's quarters are expected in the near future.

Navy Band

The Navy Band is housed in the old Brig, which is in a severely deteriorating condition, and also lacks a performance hall such as a theater. The current facility will become increasingly crowded as the tenant estimates 30 percent growth within 10 years to 65 personnel. The group has requested a facility more suited to their needs. In 2009, PWD will work to move the Navy Band into Building 921 after the current tenant (MOCC) moves out and into Building 851.

Housing

The housing office manages military family housing and

bachelor housing. A recent housing market analysis determined that the base needs 533 units, which will be met by the existing and proposed housing located at Patriot's Point and Yellow Water (adjacent to Cecil Field). The housing at Yellow Water will be converted to market rate and new family housing will be built off of Shindler Drive.

However, the housing office does not believe bachelor housing needs will be affected by BRAC 2005 changes. The housing office will be piloting a public-private partnership to privatize bachelor housing in the near future, at which point housing facilities will be updated.

Religious Ministries

The chaplain provides religious services for the local base and retiree population. The Chapel Complex is eligible for the National Historic Register. Repairs have been insufficient in the past, and extensive termite damage has had grave impacts on the roof and stained glass windows.

The Chaplain suggested one new larger non-denomination facility to replace the two segregated facilities. However, due to its historic eligibility, the Chapel Complex has been undergoing repair and renovations in 2009.

Naval Facilities Southeast (NAVFAC SE)

NAVFAC SE is the new regional organization overseeing facility maintenance, repair, and construction in the Southeast region. It is comprised of the disestablished SouthDIV, PWC JAX, and Engineering. Due to the reorganization, NAVFAC SE personnel at Jacksonville is expected to increase by a total of 600 people. BRAC project, P-305V, constructed Building 903 to house approximately 308 of the 416 personnel transferring from Charleston, and renovated Building 135-N for 130 personnel. Other NAVFAC SE personnel are housed in Buildings 103 and 902.

Construction plans for Building 903 did not include additional parking, even with the added employees. Based on the parking analysis in the BRAC project, however, no additional parking was required for the facility, but parking continues to be a concern for the NAVFAC SE personnel.

Reserves

The Reserves are located in the Armed Forces Reserve Center along Highway 17. Reserves include Army and Navy units. Current facilities meet their needs, including parking, as long as the units' drill weekends/schedules are coordinated so everyone is not on base at the same

time. Construction projects under consideration are a new hospital training facility for the 345th Combat Hospital Support and three medical detachments staff and reservists, as well as a new MEPS Center enlistment facility. Vehicular circulation to the Reserve Center is poor since the closure of the nearby gate off Birmingham.

Navy-Marine Corps Relief Society (NMCRS)

NMCRS is a nonprofit, charitable organization that provides financial, educational, or other assistance to active duty Navy and Marine Corps personnel, retirees, and dependants. No changes in mission or requirements are anticipated.

Security

Base security is located in the Pass and ID building and Building 876. Police dispatch is located in building 875. No new projects are under consideration at this time for Security.

Fleet and Family Support Center (FFSC)

The FFSC provides counseling and training opportunities on topics ranging from new parent support to financial planning to deployment readiness, among others. FFSC occupies a portion of Building 554 which recently underwent renovations and expanded into additional space in the building.

Regional Dispatch Center (RDC)/ Regional Operations Center (ROC)

The RDC dispatches emergency personnel to alarm calls while the ROC tracks day-to-day emergency issues such as gate runners, suicides, and hurricanes. The RDC is expecting to convert into a National Dispatch Center in the near future.

The Emergency Operations Center (EOC) is located in Building 110 on the second floor. In 2009, SPAWAR (Space and Naval Warfare Systems Command) established 400 square feet on the second floor of Building 919 as the home of Enterprise Land Mobile Radio (ELMR) equipment and contracted maintenance personnel. ELMR equipment upgrades the EOC's electronic gear and can relay data directly to police squad cars.

Temporary Personnel Unit (TPU)

The TPU manages the required document processing of transient personnel who are being discharged, are retiring, or are leaving on medical orders. The TPU also manages restrictive housing for those under disciplinary restraint.

Storage for personal effects is provided. While temporarily assigned to the TPU, transient personnel will be assigned various installation jobs based on their ability or skills.

VyStar Credit Union

VyStar has branches throughout the Jacksonville area with a branch located at NAS Jacksonville. The Navy owns the facility, however, VyStar funds its own major facility renovations. The credit union has a good relationship with base leadership and feels they receive great support.

Defense Depot Jacksonville Florida (DDJF)

DDJF handles distribution for supply and logistics functions at Jacksonville and other military bases, including Army and Air Force needs. The command for DDJF is the Defense Logistics Agency (DLA). Current facilities are anticipated to meet near-term needs, but a new general purpose warehouse in the southern warehousing area may be needed in the long-term. DLA will determine that need.

Delivery truck circulation begins at the northern commercial gate, down Allegheny Street, and then to warehouse shipping and receiving. From there, supplies are delivered to on-base tenants and off-base locations. The area around the Reserve building has poor vehicular circulation since the gate off Birmingham was closed. Parking is tight around Building 110, and DDJF would like to have food service in Building 110, although one recently closed.

Fleet Industrial Supply Center (FISC)

FISC reports to Naval Supply Systems Command (NAVSUP) and supports the entire region. The Supply Department (below) is a detachment also located at Jacksonville. DDJF handles distribution for FISC. FISC is the logistics function and is responsible for inventory management, contracting, material management, and other administrative related supply functions.

Supply Department

The Supply Department is a detachment of Fleet Industrial Supply Center (FISC). Supply's core responsibility is to store airplane parts in support of FRC SE. Facilities currently meet requirements and no net changes are expected as a result of BRAC 2005.

Navy Operations Support Center (NOSC)

NOSC is the new name for the Naval Air Reserve and Naval Reserves Center, and provides administrative support for over 60 reserve units. BRAC 2005 consolidated eight NOSC functions at NAS Jacksonville

but had little effect on the total number of personnel at Jacksonville. Building 966 meets their requirements. Building 964A, shared with the Hospital, is also used for medical support. Parking is adequate with the large lot adjacent to Building 966.

Personnel Support Detachment (PSD)

PSD provides personnel action and administrative support for all personnel assigned to NAS Jacksonville. Current space is not effectively used, with needs for a larger and more private conference space as well as separate areas for the three chiefs.

Navy College

Navy College current facilities meet the tenant's needs, but the proximity to the flight line makes teaching classes difficult due to reoccurring noise. The College would prefer to be relocated off the flight line.

Commander Navy Region Southeast (CNR SE)

Commander Navy Region Southeast is located in Building 919. The facility is adequate for their requirements. In 2009, SPAWAR established the ELMR equipment room in part of Building 919.

Biweekly Conference Calls

Biweekly conference calls began during the stakeholder interview process to keep the PWD/NAVFAC team current on study progress, detail action items for follow-up, and record decisions made throughout the planning process. Meeting minutes are included in the Appendix.

Master Plan Workshop

The master plan workshop was held 15-16 October 2008. The master plan workshop presented major themes from the stakeholder interviews (summarized above), existing conditions analyses maps, and activity node planning concepts, resulting in the development of two master plan alternatives for consideration. The master plan workshop brief is included in the document Appendix.

Concept Brief

The concept brief was held 12 November 2008. The two master plan alternatives created during the master planning workshop were further developed for the concept brief. Alternative #1 was considered the short-term and less expensive scenario, while Alternative #2 was considered the longer term and more sustainable scenario. The concept brief is included in the document Appendix. Each

alternative consisted of closeup views of the four major activity nodes: A) Administrative/Industrial, B) Bachelor Housing/Support Services, C) Navy Exchange/Community Support, and D) Hospital/Health Services. Please note that the alternative descriptions are provided as an historical account of the planning process and reflect views and opinions based on the best available information at the time and may no longer be relevant to the Master Plan due to changes in planning priorities over the course of the planning process.

Alternative #1

Proposed projects in Alternative #1 included:

- Renovation of Building 118 for Air Traffic Control Tower;
- Relocation of Crash, Fire, and Rescue station to demolished Building 168 and Hangar 116 sites;
- Relocation of FRC SE parking to demolished Buildings 103 and 105 sites;
- Separate Fitness Center and small auditorium; demolition of steam lines in area;
- Circulation plan to include MWR multi-use trail system and bike-sharing program;
- Addition of food service area to Administrative/Industrial node;
- Addition of green space to Administrative/Industrial node; and
- Number of gates and gate operations remain the same.

Alternative #2

Proposed projects in Alternative #2 included:

- Relocation of the Air Traffic Control Tower to Building 110 area with new cargo and air passenger terminals; relocation of DDJF, IAP-Hill, and Navy College tenants;
- Relocation of Crash, Fire, and Rescue station to existing wash rack location; wash rack relocation to Hangar 511 apron;
- Addition of FRC SE administration building;
- Creation of a consolidated Support Center to include: Liberty Center, Auditorium, Information Center, Navy College, and Main Fitness Center;
- Addition of satellite fitness centers in each activity node;
- Circulation plan to include MWR multi-use trail system and bike-sharing program;
- Addition of food service area to Administrative/Industrial node;
- Addition of green space to Administrative/Industrial

node; and

- Relocation of commercial gate to the south side of the installation off of Collins Road.

After the concept brief, a combination or hybrid of Alternatives #1 and #2 was developed as the way forward for a preferred alternative. The preferred alternative serves as the basis for this Master Plan document, although the plan has been refined through numerous iterations. Changes included the relocation of the Crash, Fire and Rescue Station as well as helicopter landing pads and operational parking areas.

Draft Master Plan Brief

The draft master plan brief occurred 06-07 May 2009. The draft master plan brief is included in the document Appendix. Comments from the brief have been incorporated into the final master plan document and maps.

Concurrent Planning Studies

NAS Jacksonville undertook the BFR Update, Parking Study, Traffic Study, and IAP concurrently with this Master Plan. Communication between the planning teams ensured the major findings and recommendations from each separate study was integrated into the Master Plan.

Coordination with the State Historic Preservation Office (SHPO)

With the completion of this Master Plan, it is recommended that the PWD continue coordinating with the SHPO to mitigate impacts to structures and districts that are potentially eligible for listing on the National Register of Historic Places as described in Section 8.0. Structures affected by the Master Plan include those that have safety waivers along the flightline that are proposed demolitions.

The Integrated Cultural Resources Management Plan (ICRMP), 2002, recommends that the Station enter into a Programmatic Agreement (PA) with the SHPO and the Advisory Council on Historic Preservation (ACHP) at the Department of the Interior in Washington, D.C. The PA will define the roles and responsibilities of the Navy, the SHPO, and the ACHP in order for NAS Jacksonville to meet its Section 106 responsibilities of the National Historic Preservation Act of 1966.

4.3 Opportunities and Constraints

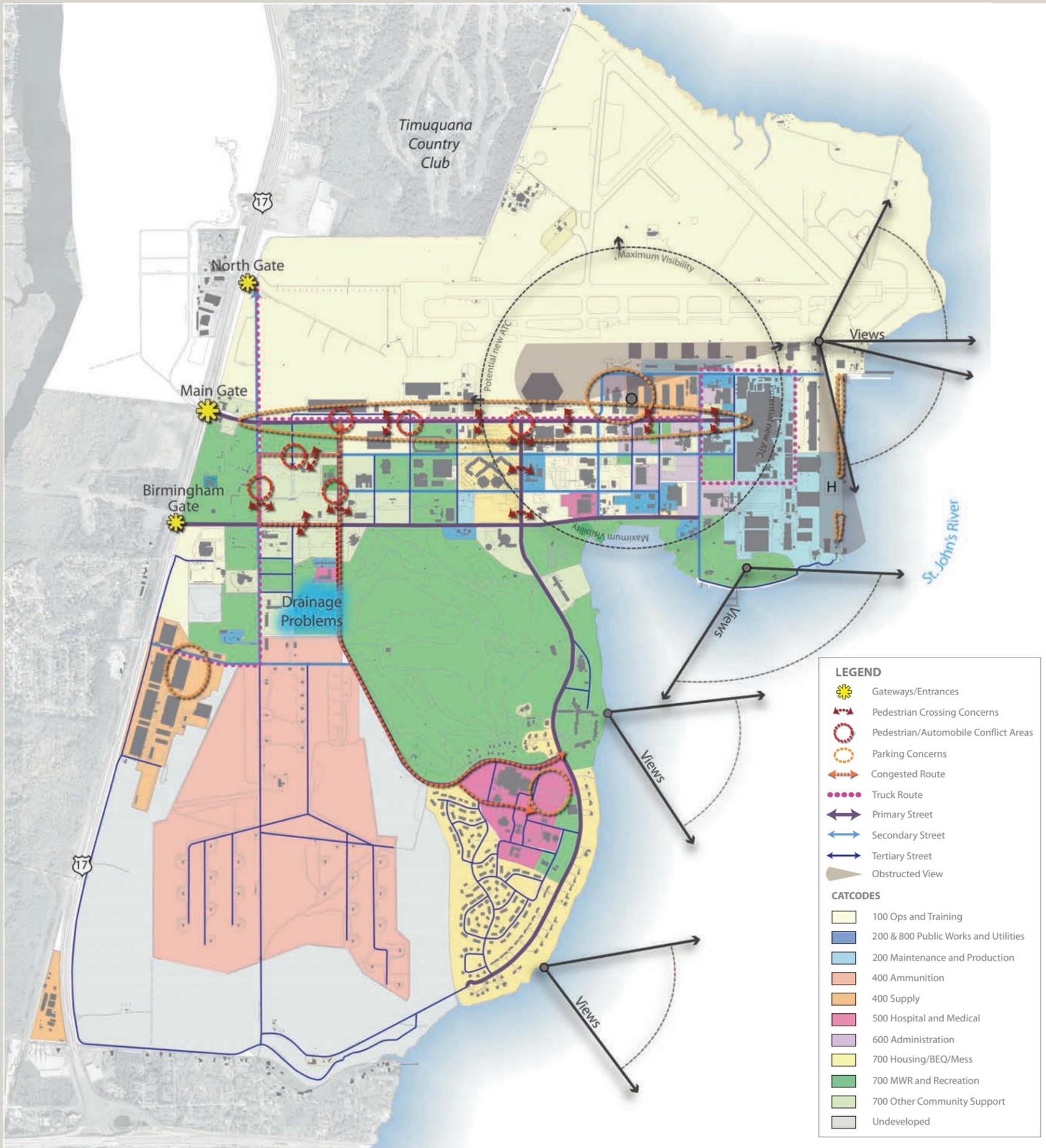
Figure 4.3, *Site Analysis*, depicts the major opportunities and constraints identified during stakeholder interviews. The various colors represent the functional land uses such as airfield operations, maintenance, ammunition, and supply. For example, maintenance users, shown in light blue, are located in the eastern industrial area of the station.

Circulation concerns recorded during stakeholder interviews are shown using dashed lines and arrows. Congested routes are primarily located near the main gate and around the Navy Exchange. Many stakeholders identified pedestrian crossing concerns along Yorktown Avenue, near Bachelor Housing, and around the Navy Exchange where traffic is heaviest.

Interviewees voiced a desire for more conveniently located parking, especially by tenants located along Yorktown Avenue, hospital users, and Navy College users. Supply users have a concern with parking along Swan Road, where truck traffic is heavy and requires widened areas for truck turning movements.

Locations with particularly desirable vistas are also shown on Figure 4.3, *Site Analysis*, especially along the St. Johns River near the housing and recreational areas. Obstructed views from the ATCT, shown in orange, exist along the eastern seawall and for the helicopter landing pads. In addition, partially obstructed views exist for fixed-wing aircraft parking and apron activity at Hangars 30, 511 and 1000.

FIGURE 4.3:
SITE ANALYSIS



NAS JACKSONVILLE MASTER PLAN



5.0

Local-Regional Profile



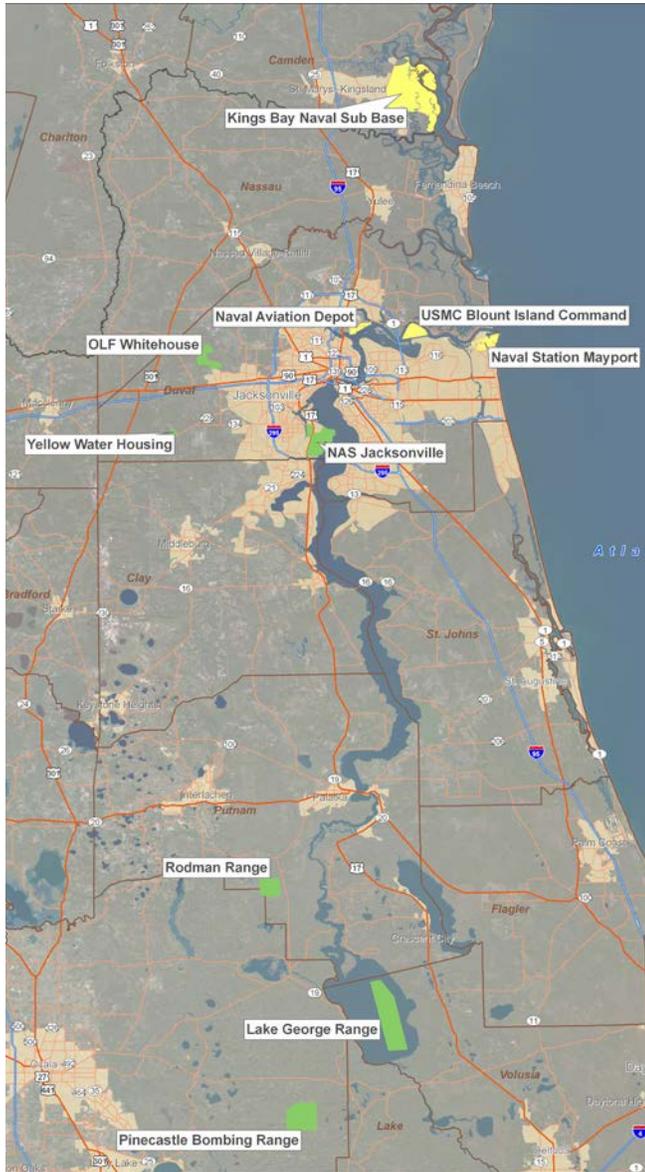


Figure 5.1: Local-Regional Naval installations

5.0 Local-Regional Profile

Naval Air Station Jacksonville and the local region are mutually dependent on one another for success. The quality of civilian services supports the Navy's ability to provide world-class military services, and the installation contributes over \$6 billion to the local-regional economy each year.

5.1 Local-Regional Land Use

Land use in the vicinity of NAS Jacksonville is a mix of strip/corridor commercial, industrial, and residential development. Commercial and recreational facilities abut the station's northern perimeter. On the west side across US 17, is an industrial park as well as Westside Regional Park, an active regional park. This heavily wooded park is owned by the US Department of the Navy and leased by the City of Jacksonville. East of NAS Jacksonville, across the St. Johns River, the land use is predominately residential.

In 2006, the City of Jacksonville supported the acquisition of 1,651 acres. This land contains the potential for over 4,000 units of residential development for perpetual preservation by the State of Florida. All of these lands are within the City of Jacksonville's Military Influence Zone of OLF Whitehouse. The City of Jacksonville will continue to review residential lands within the Military Influence Zones for their potential for acquisition for preservation.

5.2 Local Regulations

The City of Jacksonville Zoning Code contains an Airport District Zoning Ordinance and Military Influence Zone that regulate land uses located within areas around the NAS Jacksonville airfield. The Zoning Ordinance includes a list of permitted land uses that generally follow the Department of Defense's guidelines for compatible development. This ordinance also incorporates FAA and Military AICUZ guidelines to govern height limitations of civilian structures around airfields and compatibility zones around military aviation facilities.

To ensure safety and the education of citizens residing in properties that are located near military airports, the City requires disclosure of airport proximity to prospective owners or lessees in the Military Influence Zones. In cooperation with the US Military and to preserve the utility of the field for simulated night carrier landings or related missions, the City has designated, through land development regulations, a lighting regulation zone around OLF Whitehouse. This regulation requires that all artificial lighting equipment has positive optical control so that no light is emitted above the horizontal plane.

The City of Jacksonville has a formal site plan review process that uses an appointed Airport Advisory Committee. Prior to action, the Committee provides comment to the City Planning Commission prior to

approving or denying a development proposal within an identified airport district. In addition, a representative of NAS Jacksonville was appointed to the City's Comprehensive Plan steering committee to assist future land use planning in areas around the installation.

5.3 Base Infrastructure

Transportation Network

Roads

NAS Jacksonville is served by two major roadways: Interstate 295 and US 17, that border the western edge of the installation. I-295 circles the City of Jacksonville with a US 17 interchange directly to the south of the installation. Within the installation, a fairly uniform grid road network serves the northern half of the station while a winding street network serves the southern half. The four main east-west streets are Yorktown Avenue, Saratoga Avenue, Enterprise Avenue, and Birmingham Avenue. The three primary north-south streets are Allegheny Road, Child Street, and Mustin Road.

Rail

The Jacksonville region is served by the CSX and FEC railroads. The CSX line runs parallel to US 17, directly west of NAS Jacksonville. At one time, rail spurs served the flightline and the weapons area on the station.

Transit

The Jacksonville Transit Authority runs two bus routes in the vicinity of NAS Jacksonville: WS1 Ortega-NAS which travels on Base, and X4 Orange Park Express, which serves the Orange Park Mall. During stakeholder interviews, the use of the Jacksonville buses varied by tenant, with the most riders attributed to the hospital and Navy Exchange.

Water

The potable water treatment and distribution systems at NAS Jacksonville draw water from four groundwater supply wells which is treated at two treatment plants. The distribution system also includes two pumping stations and four elevated storage towers, one of which is used exclusively for fire protection.

The majority of the distribution system is cast-iron piping installed in the mid-1940s, as well as a sample of other piping materials including transite, ductile iron, and

polyvinyl chloride (PVC). Some lengths of the system have been replaced with ductile iron or lined with cement mortar. According to the Fleet Concentration Area Regional Shore Infrastructure Plan, 2003, a majority of the piping, valves, and hydrants are nearing the end of their useful lives.

Approximately 90 to 95 percent of the base sanitary sewer facilities were constructed between 1940 and 1945. NAS Jacksonville's wastewater is treated at a 3.0 million gallons per day (MGD) activated sludge plant on the north side of the base. Discharge from the treatment plant is by gravity to the St. Johns River. In the Jacksonville local region, sanitary sewer service is provided by the Jacksonville Public Works Department's Southwest Regional Wastewater Treatment Plant (WWTP) with a capacity of 5.0 MGD. In addition, a newer 10.0 MGD treatment plant has been constructed and there are a number of private sewage treatment plants within the local region providing more than adequate sanitary sewer service.

Storm Drainage

Like most of Florida, NAS Jacksonville is located on relatively flat land. The storm drainage system consists of various drainage basins and storm sewers. The storm drainage outlets into the St. Johns River are located approximately at mean sea water level, which results in submerged drainage outlets during heavy rains. When this occurs, the drainage system becomes ineffective, and parts of the station experience standing water, especially near the recreation fields.

The extent of impervious surfaces on NAS Jacksonville exacerbates its stormwater management challenges. NAS Jacksonville has a Stormwater Pollution Prevention Plan that addresses necessary measures for storm water management and compliance with Florida State regulations. The Public Works Department is interested in exploring sustainable options for stormwater management and reuse.

Electrical Service and Natural Gas

Electrical service is provided to NAS Jacksonville from the Jacksonville Electric Authority (JEA). The majority of the natural gas distribution system facilities at NAS Jacksonville is currently owned, operated, and maintained by local distribution company, TECO Peoples Gas. A small portion of NAS Jacksonville's distribution system located within the southern housing area (Patriot Point) is still owned by the US government but is maintained by TECO Peoples Gas. The local gas company presently performs

most of the repair and maintenance (FCA RSIP Sec.4 p. 28-35).

5.4 Socioeconomic Profile

Population Growth and Distribution

Over the past few years, the areas north and west of the St. Johns River have become more desirable for development. In fact, more than half of the building permits issued by the City of Jacksonville in 2002 were on the north and west sides of the river. To plan for growth pressures and assess the strengths and weaknesses of various portions of the city, Jacksonville undertook a Vision and Master Plan process for the six planning districts of the city in 2003. These plans included an assessment of population and growth trends and projected growth for 2025.

NAS Jacksonville is located in the Southwest planning quadrant of the city, which runs from the Clay County line to Normandy Boulevard. Recently, the Southwest planning area has emerged as an attractive, affordable residential choice. According to the city's Vision and Master Plan, this area is projected to grow in population by more than 40 percent by 2025 from 146,992 people to 188,313 people. Table 5.1, *Population Projections for the City of Jacksonville*, shows the projected population growth from the Vision and Master Planning process.

Economy

Jacksonville is home to more than 80 corporate and regional headquarters, including three Fortune 500 corporations. The region is also powered by a thriving small business community, as more than 90 percent of Jacksonville's businesses have fewer than 50 employees.

The low cost of conducting business in northeast Florida makes it one of the country's most desirable locations. Construction costs in Jacksonville are nearly 20 percent lower than the national average, and lease rates for industrial space in the Jacksonville area average \$5.12 per square foot for manufacturing and distribution space. The average asking lease rate for office space is \$19.02 per square foot. All of these costs are well below those in other major metropolitan areas.

	2005	2010	2015	2020	2025
Duval County	818,856	863,136	908,843	956,100	1,001,900
Jacksonville	774,113	816,838	862,375	907,883	951,989
Urban Core	44,434	44,911	45,207	44,923	44,646
Arlington	184,398	190,524	196,281	205,968	215,357
Southeast	204,529	218,438	228,730	245,270	261,300
Southwest	146,992	159,799	169,701	179,153	188,313
Northwest	141,045	144,945	153,577	157,782	161,859
North	52,714	58,221	68,879	74,786	80,511
Other	44,743	46,298	46,468	48,217	49,911

Table 5.1: Population Projections for the City of Jacksonville

Source: *City of Jacksonville Planning and Development Department, 2001.*

Jacksonville's seaport (JAXPORT) is the Number 2 automobile processing port in the United States. Due to recent expansions at deep-water port facilities, East Coast containerized shipping has swelled with increased trade from Asia. Mitsui O.S.K. Lines committed to begin direct shipping service between Asia and Jacksonville in July 2008. Mitsui's new terminal will be completed in early 2009.

Additionally, Hanjin from South Korea, has agreed to develop an additional new international terminal that will double the current level of container activity at JAXPORT.

The new Hanjin terminal is expected to generate at least \$1 billion in economic activity in northeast Florida and create thousands of new direct and indirect jobs for the region.

5.5 Political Environment

Local Government Structure

NAS Jacksonville is located within the consolidated government of Duval County/City of Jacksonville. In 1969 the Florida legislature merged the City of Jacksonville and Duval County governments into one operational entity. Legislative authority to plan and implement zoning regulations throughout the county, with the exceptions of the Beaches communities and the Town of Baldwin, rests entirely with the City government (AICUZ, pp. 1-8).

Intergovernmental Coordination

NAS Jacksonville lies in a complex and rich political landscape with multiple regional and state agencies. The City of Jacksonville is responsible for most of the coordination, but the installation plays a key role in representing its needs in the community. Other entities include:

- Florida Department of Transportation (FDOT)
 - is responsible for planning, construction, and maintenance of state and federal roads;
- St. Johns River Water Management District (SJRWMD)
 - is one of five water districts in the State of Florida.
 - The district is responsible for managing groundwater and surface water supplies by: 1) issuing permits that regulate water withdrawals; 2) buying land to preserve or restore vital wetlands; 3) conducting research; 4) mapping groundwater and surface water resources; and 5) conducting public outreach and education;
- Northeast Florida Regional Planning Council (NEFRPC) - the council is responsible for regional policies pertaining to environmental quality, economic vitality, and social cohesion;
- Duval County School Board - the school board is responsible for the public school system within Duval County;
- Florida Board of Regents - the board is responsible for the post-secondary school system, including the University of North Florida in Duval County;
- Jacksonville Port Authority - the authority develops, manages, and markets three publicly-owned port facilities and one private passenger cruise terminal to promote the growth of maritime and related industries in Jacksonville and north Florida. The authority coordinates with the US Army Corps of Engineers and the Florida Department of Environmental Protection; and
- Jacksonville Aviation Authority - the authority runs the civilian airport system in the county including Jacksonville International Airport, Craig Airport, Cecil Field, and Herlong Airport. The Authority serves as a point of contact for development review for proposals near NAS Jacksonville.

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6.0

History and Current Activities





Figure 6.1: The NAS Jacksonville airfield overlooking downtown Jacksonville

6.0 History and Current Activities

Naval Air Station Jacksonville is an important aviation and support activities hub for the Jacksonville Fleet Concentration Area.

6.1 History

NAS Jacksonville was officially commissioned on October 15, 1940 and quickly ramped up for World War II. Over 700 buildings were constructed before the end of World War II, including a Navy hospital and a prisoner of war compound. Many buildings, such as the chapel, were constructed to last only 20 years, but are still in use today.

As the era of the jet engine dawned, NAS Jacksonville grew in importance as a hub for aircraft on the East Coast. The installation is home to over 60 percent of the fleet air striking force in the Atlantic area (source: <http://www.globalsecurity.org/military/facility/jacksonville-history.htm> as of August 20, 2008). By the mid 1970s, the station's primary mission became antisubmarine warfare with the assignment of Helicopter Antisubmarine Wing One.

Today, NAS Jacksonville remains a hub for fixed wing and rotary wing aircraft. The station also hosts one of the three Navy maintenance depots in the country. Jacksonville's sunny skies and warm climate contributes to NAS Jacksonville's popularity with Navy personnel.

6.2 Mission

NAS Jacksonville is one of four fleet units in the Jacksonville Fleet Concentration Area (FCA), which also consists of Naval Submarine Base Kings Bay, Naval Station Mayport, and US Marine Corps Blount Island. Each fleet unit has a unique and necessary role within the FCA serving at least one mission critical function of either air or waterfront operations.

As outlined in the 2008 *Global Shore Infrastructure Plan*, NAS Jacksonville serves and will continue to serve as a Maritime Patrol, Master Helicopter, and Fleet Logistics Reserve base for the Navy, while OLF Whitehouse supports FCLP for aircraft. Maritime Patrol bases serve as the home field of operations for large scale concentrations of maritime patrol and reconnaissance (VP) squadrons. Similarly, Master Helo bases serve as the home field of operations for large scale concentrations of sea combat (HSC) and maritime strike (HSM) squadrons. The mission of Reserve Fleet Logistics bases is to provide worldwide medium airlift support. Most Reserve Fleet Logistics aircraft such as the C-40A are commercial derivatives and therefore are compatible with both military and civilian air traffic.

NAS Jacksonville provides support, training, maintenance facilities, and services for the P-3C, C-40A, and S/H-60F, with the S3s sundowning in 2009. By 2012, the P-8A will replace the P-3C and the M/H-60R will replace the S/H-60F, along with the arrival of C-130s as part of BRAC 2005.

The mission of the Air Station is to serve the Fleet, Fighter, and Family. The station strives to provide support to its people in order to safely execute the mission with innovation, stewardship, and open communications. The Master Plan will assist the station in meeting its four identified goals:

- Restructure footprint in light of Base Realignment and Closure (BRAC);
- Increase efficiency by using consolidation and process improvement methods;
- Improve resource visibility at the departmental level; and
- Accomplish the mission with a lean, highly qualified, multi-disciplinary, and motivated workforce.

6.3 Tenants

NAS Jacksonville hosts more than 100 tenants and commands that support the region and operational commands, substantially more than any other installation within the Fleet Concentration Area. The high number of tenants requires close coordination between Public Works and the tenants so that the tenants can provide the necessary resources and services for the US Navy. Major tenant activities are described below. Major tenant locations are depicted in Figure 6.8, *Existing Tenants*. The chain of command for NAS Jacksonville is displayed in Figure 6.9, *NAS Jacksonville Organizational Chart*.

Defense Depot Jacksonville Florida (DDJF)

DDJF maintains 13 warehousing facilities in the southwest part of the base adjacent to Roosevelt Highway and the warehousing area north of Yorktown Avenue. The DDJF mission is to plan, program, and manage efficient and effective receipt, storage, inventory, packaging, and distribution of assigned material. The primary type of material carried for customer support is aviation/ship repairable and consumable items. DDJF stores such items as aircraft engines, rotor blades and vanes, fuel tanks, and tires in support of its worldwide customer base.

Fleet and Industrial Supply Center (FISC)

FISC is co-located with DDJF in Building 110. The mission of FISC Jacksonville is to provide logistics support for Navy ships, aircraft squadrons, and shore commands in the

Southeast, including fuel, regional inventory management, customer service, household goods for relocating military personnel, and contracting support. FISC serves as a defense fuel support point for DLA-owned bulk petroleum products in support of assigned units, Navy activities, and other authorized customers.



Figure 6.2: NAVCOMTELSTA offers vital telecommunications support to its users



Figure 6.3: DDJF, FISC, and Navy College are co-located in Building 110 on Yorktown Avenue

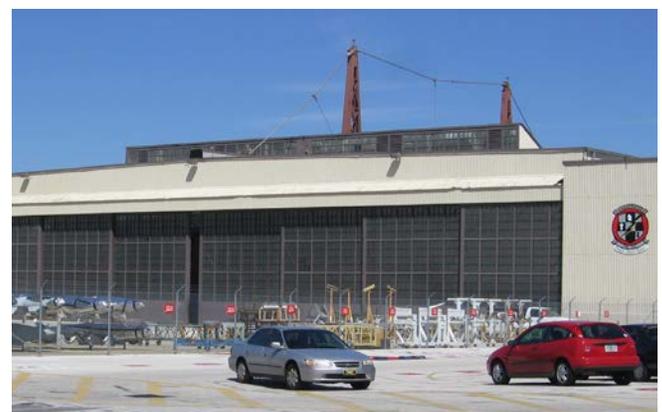


Figure 6.4: FRC SE area on the east side of the installation

Fleet Readiness Center (FRC SE, formerly NADEP)

Operating as a major industrial complex, FRC SE provides maintenance, engineering, logistic, and support services to the fleet's assets. FRC SE has the capability of performing rework, repair, and modification of aircraft and engine components. FRC SE occupies more than 100 acres on the installation, primarily in the eastern portion of the industrial area, south and west of flightline operations. As one of the largest civilian industrial employers in the region, FRC SE also plays a significant role in the northeast Florida economy.

Naval Computer and Telecommunications Station (NAVCOMTELSTA)

NAVCOMTELSTA maintains two facilities located at NAS Jacksonville. NAVCOMTELSTA also shares maintenance responsibilities with the Defense Enterprise Computing Center. The command's mission is to provide quality automated information system services and telecommunications support to their customers. High-speed telecommunications networks enable daily interchanges of data between NAVCOMTELSTA and other government installations throughout the world.

Navy Facilities Southeast (NAVFAC SE)

NAVFAC provides public works services, public utilities, public housing maintenance, transportation support, engineering services, on-shore facilities planning, and all other logistical support required by operating forces and shore activities serviced by this command. NAVFAC recently consolidated several departments, and has relocated personnel to NAS Jacksonville.

Naval Hospital (NAVHOSP)

NAVHOSP occupies more than 70 acres in the southern portion of the base outside of NAS Jacksonville's more intensive land use activity areas along Yorktown Avenue. Smaller NAVHOSP development include the Medical Clinic at Ajax and Enterprise Streets and the Pharmacy in the Commissary parking lot.

NAVHOSP provides healthcare services and support to active and retired military personnel, military dependents, and other beneficiaries authorized by law, US Navy regulations, and Department of Defense (DoD) directives. NAVHOSP also provides graduate and continuing medical education and other healthcare training programs. NAVHOSP is host to the Navy Medicine Support Command (NMSC, formerly the Healthcare Support Office or HSO), Jacksonville, in Buildings 554 and 2005, which coordinates,

administers, and oversees all activities of Naval Hospitals, medical clinics, and dental clinics within the southeast region.



Figure 6.5: The NAVFAC SE headquarters



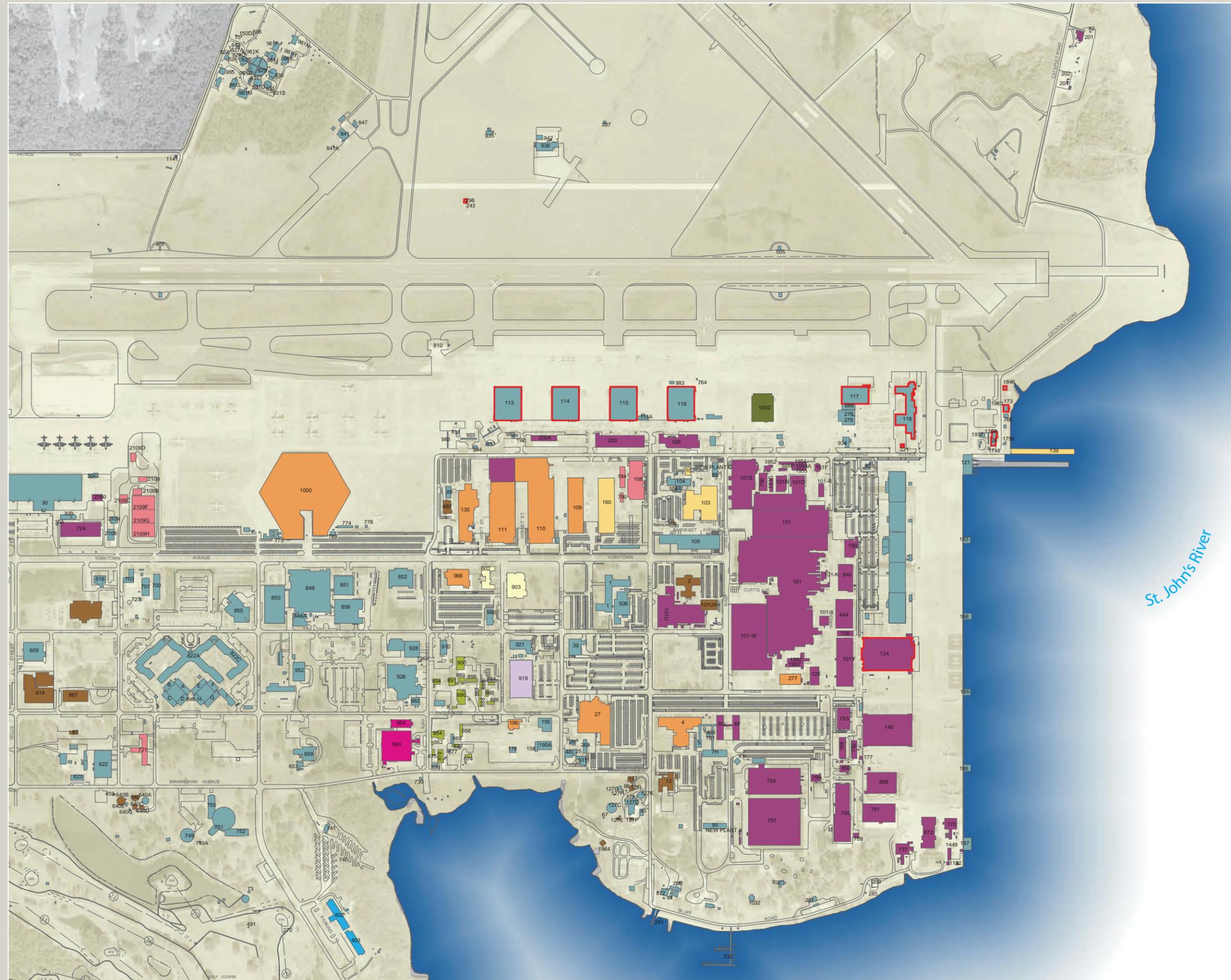
Figure 6.6: Naval Hospital



Figure 6.7: Detachment from NAS Jacksonville Naval Hospital assists Army reservists in setting up a temporary field hospital

FIGURE 6.8(1 of 4)

EXISTING TENANTS



NAS JACKSONVILLE MASTER PLAN

LEGEND

	NAS JAX		NEX/DECA
	FRCSE		CNRSE
	Customs		NMCB / CBMU
	DLA/DDJF		Reserves/ Other Military Tenants
	NAVFAC SE		Various*
	FISC		Future Demo**
	NAVHOSP		Safety Waivers

* Facility houses two or more tenants (Source: BFR, 2008)
** Programmed demolition projects (FY09-FY12)



SCALE IN FEET

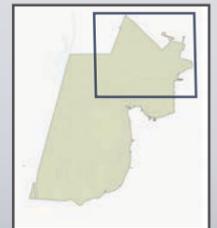
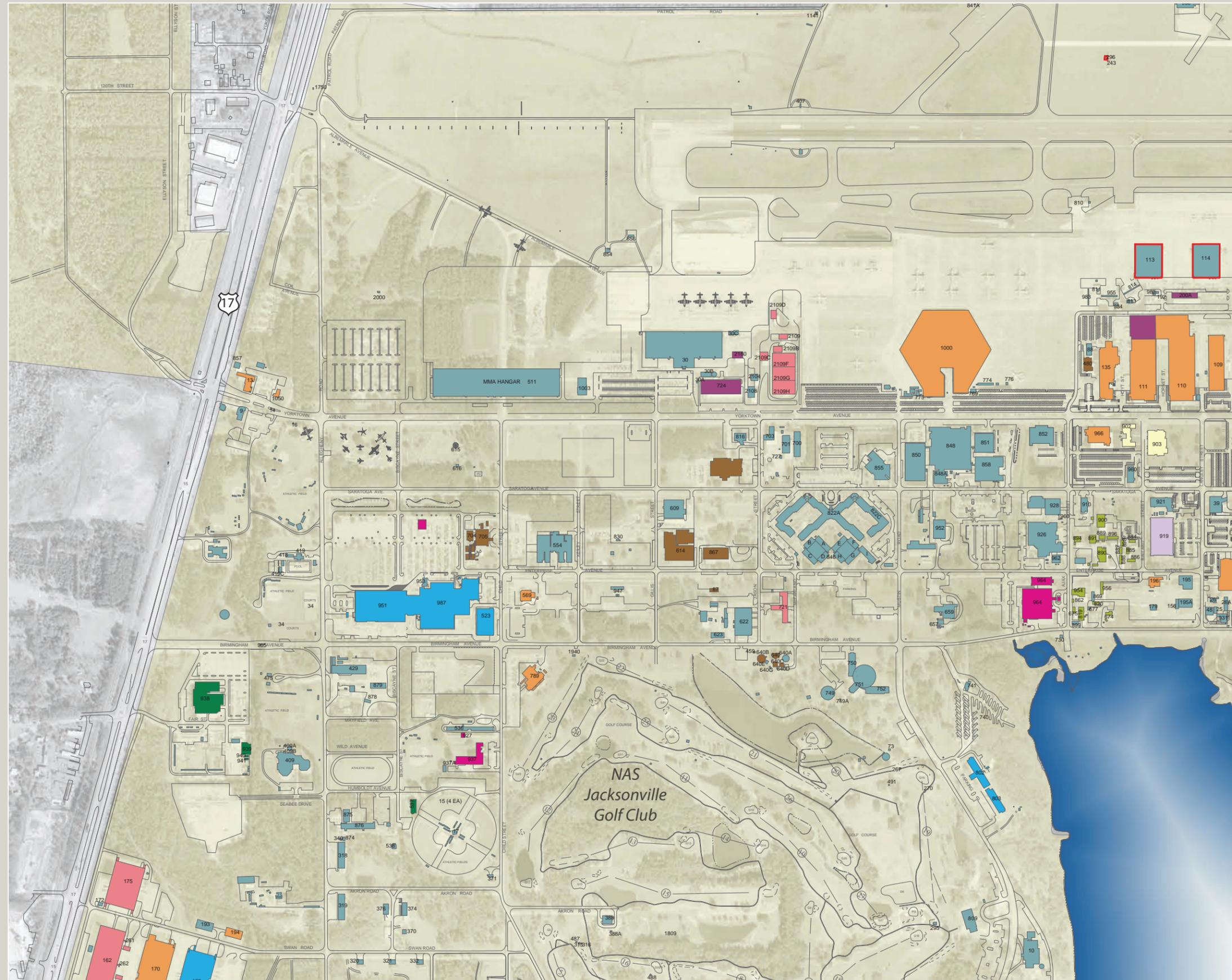


FIGURE 6.8(2 of 4)

EXISTING TENANTS



NAS JACKSONVILLE MASTER PLAN

LEGEND

	NAS JAX		NEX/DECA
	FRCSE		CNRSE
	Customs		NMCB / CBMU
	DLA/DDJF		Reserves/ Other Military Tenants
	NAVFAC SE		Various*
	FISC		Future Demo**
	NAVHOSP		Safety Waivers

* Facility houses two or more tenants (Source: BFR, 2008)
** Programmed demolition projects (FY09-FY12)



SCALE IN FEET



FIGURE 6.8(3 of 4)

EXISTING TENANTS



NAS JACKSONVILLE MASTER PLAN

LEGEND

	NAS JAX		NEX/DECA
	FRCSE		CNRSE
	Customs		NMCB / CBMU
	DLA/DDJF		Reserves/ Other Military Tenants
	NAVFAC SE		Various*
	FISC		Future Demo**
	NAVHOSP		Safety Waivers

* Facility houses two or more tenants (Source: BFR, 2008)
** Programmed demolition projects (FY09-FY12)

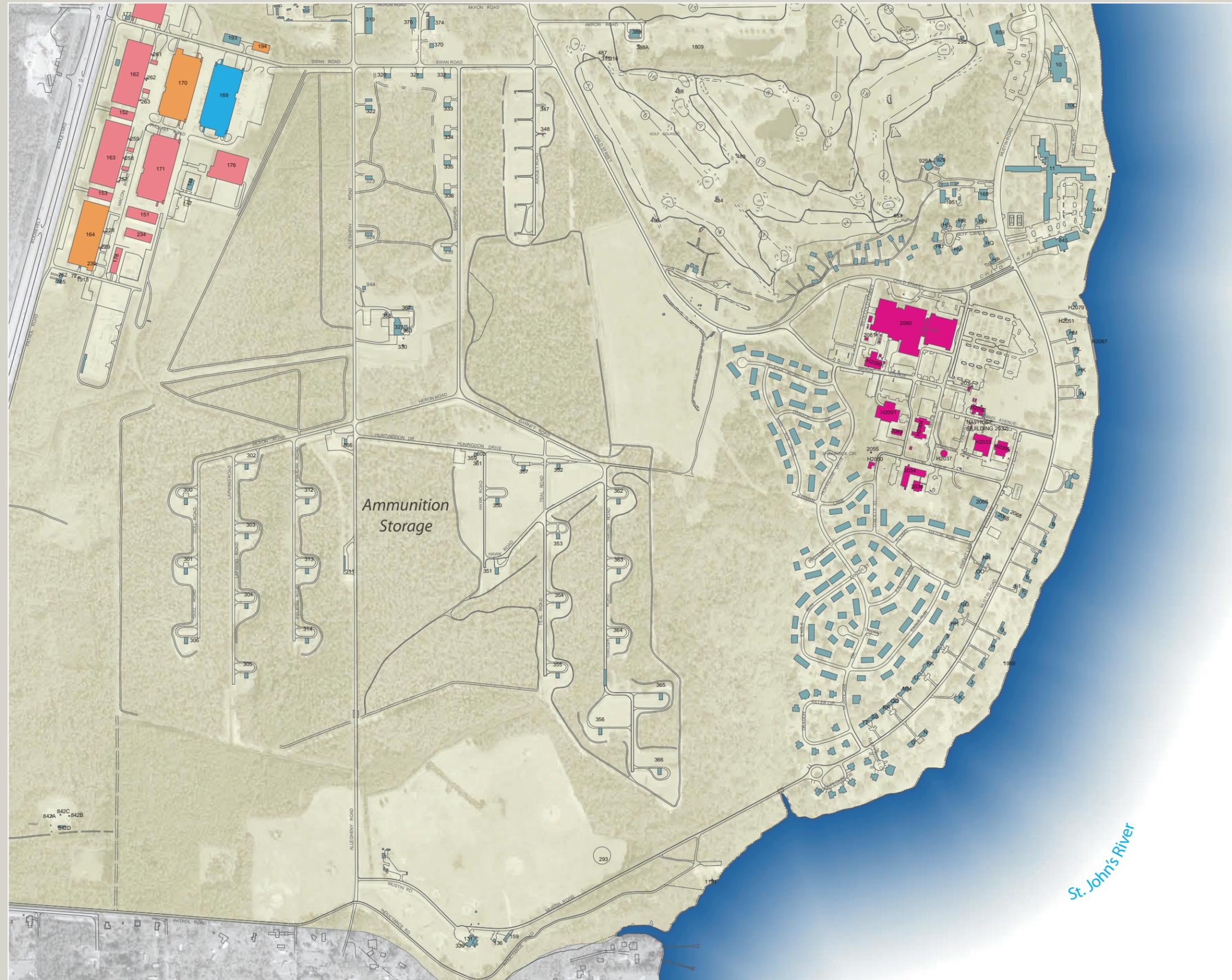


SCALE IN FEET



FIGURE 6.8(4 of 4)

EXISTING TENANTS



NAS JACKSONVILLE MASTER PLAN

LEGEND

	NAS JAX		NEX/DECA
	FRCSE		CNRSE
	Customs		NMCB / CBMU
	DLA/DDJF		Reserves/ Other Military Tenants
	NAVAC SE		Various*
	FISC		Future Demo**
	NAVHOSP		Safety Waivers

* Facility houses two or more tenants (Source: BFR, 2008)
** Programmed demolition projects (FY09-FY12)



SCALE IN FEET



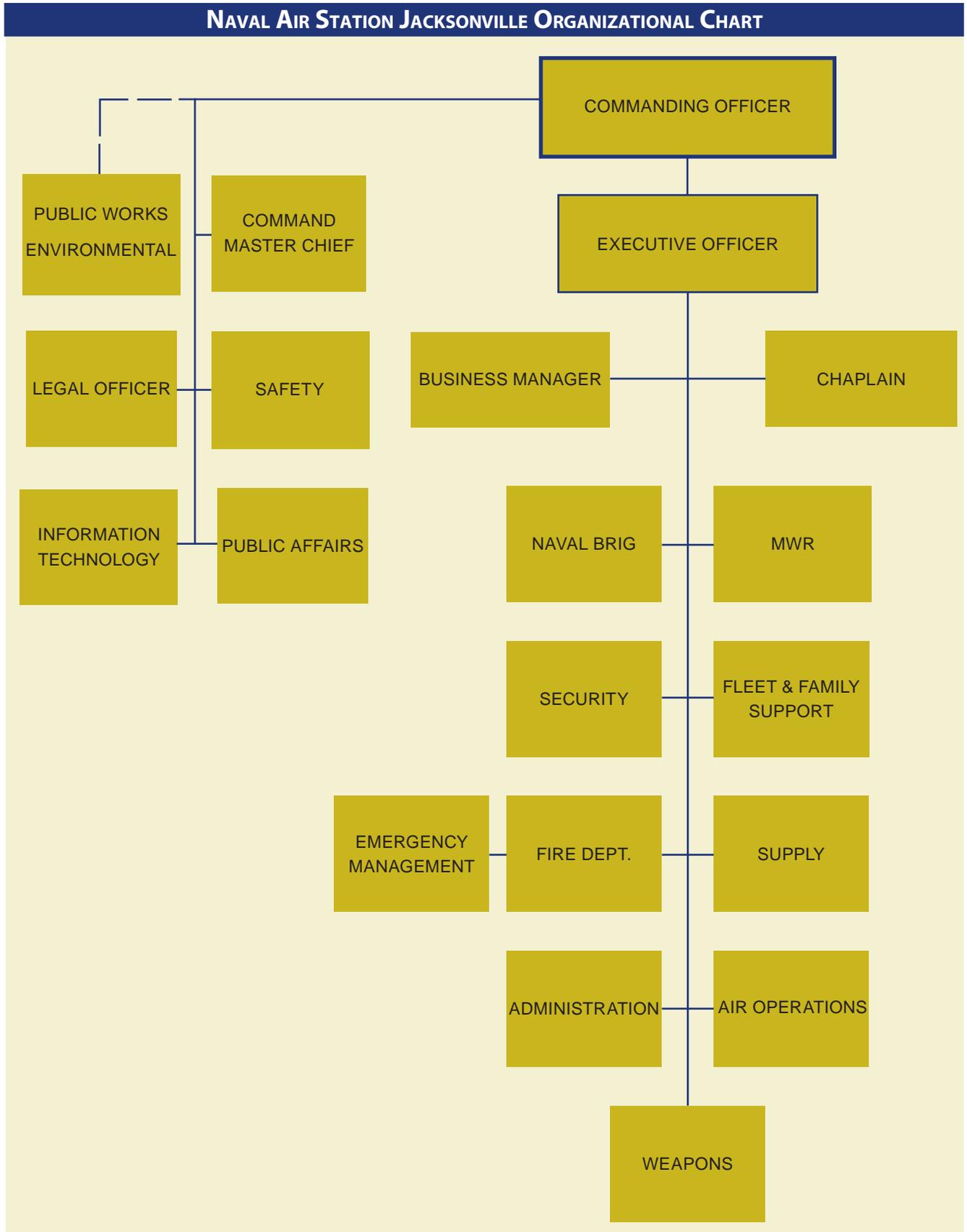


Figure 6.9: NAS Jacksonville Organizational Chart
 Source: NAS Jacksonville, 2008.

Armed Forces Reserve Center (AFRC)

The AFRC is located on the northwestern edge of the station. AFRC consists of one main facility of over 64,000 square feet, a vehicle maintenance facility, and parking areas. AFRC's primary mission is to provide training, administrative, medical, and logistical support to US Army and Navy reservists.

US Customs and Border Protection

The US Customs and Border Protection is the primary enforcement agency protecting the Nation's borders. It is the only border agency with an extensive air, land, and marine interdiction force along with an investigative component supported by its own intelligence branch. US Customs owns the hangar facility near the air passenger and cargo terminal.

6.4 Base Loading

As part of the Master Plan and the update to the Basic Facility Requirements (BFR), the base personnel loading and aircraft loading are projected to reflect the post-BRAC conditions (after 2011). The personnel loading for the base from the BFR, shown in Table 6.1, *NAS Jacksonville Base Loading*, is projected to 2013 based on data provided by the NAS Jacksonville Public Affairs Office (PAO) and the NAS Jacksonville Housing Office.

	OFFICER	ENLISTED	TOTAL
Active Duty ¹	1,914	7,225	9,139
Reserves ²			5,123
Civilian Employees ²			7,757
Contractors ²			3,850
Total Military, Civilian, Contractors			25,869
Retirees ²			40,397
Dependents			
Current dependents ²			38,283
Estimated increase to FY13			1,509
Total Dependents			39,792
Total NAS Jacksonville			106,058

Table 6.1: NAS Jacksonville Base Loading, Projected to 2013

1) FY13 numbers provided by NAS Jacksonville Housing Office, includes projected BRAC and squadron changes

2) FY07 numbers provided by NAS Jacksonville PAO

3) Estimated increase based on proportional number of dependents per current active duty population (EDAW)

The NAS Jacksonville command and the Public Works Department maintain and operate facilities and provide services and materials to meet the operational requirements of the assigned tenants and commands. Several of the largest commands operating at NAS Jacksonville are changing or relocating due to BRAC 2005. The Projected 2013 commands that will be located at NAS Jacksonville are:

- Commander, Patrol and Reconnaissance Wing-11 (CPRW-11), which consists of multiple fixed wing squadrons (VPU-1, VP-5, VP-8, VP-10, VP-16, VP-26, and VP-45);
- P-3 Fleet Replacement Squadron (FRS), (VP-30);
- Helicopter Maritime Strike Wing, US Atlantic Fleet (HSMWINGLANT), which consists of five rotary wing squadrons (HSM-42, HSM-70, HSM-72, HSM-74, and HSM-76);
- Naval Air Reserve (NAVAIRES), which consists of three fixed wing squadrons (VR-58, VR-62, and VP-62);
- Helicopter Sea Control Wing, US Atlantic Fleet (HSCWINGLANT) will finish its relocation by 2013, so all five squadrons will have transferred out of NAS Jacksonville (HS-3, HS-5, HS-7, HS-11, and HS-15); and
- VSWING-1 will complete its sundown in 2009. Prior to BRAC 2005, it consisted of six fixed-wing squadrons (VS-22, VS-24, VS-30, VS-31, and VS-32).

Aircraft

Air operations at NAS Jacksonville will support over 15 Active, Reserves, and Customs operational squadrons in the future.

The P-3 and P-3C aircraft are gradually being replaced by the P-8A between 2012 and 2018. To be consistent with the personnel loading data, aircraft loading is also projected to 2013. This loading, provided by the P-8 Transition Team at NAVFAC and NAS Jacksonville Air Operations Department, is shown in Tables 6.2 and 6.3.

AIRCRAFT TYPE	USER NAME	LOADING (2013)
T-45s & Boeing 737s	Transient	25
P-3s, Cheyennes, Cessnas, C-12 Helos	US Customs	15
EA6Bs, F18s	FRC SE	12

Table 6.2: Transient & Other Aircraft Loading

Daily loading based on annual averages. Source: NAS Jacksonville Air Ops Department, May 2008

TMS	SQUADRON NAME	USER NAME	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
HH-60H	HS-11	HSCWINGLANT	2	-	-	-	-	-	-	-	-	-	-
SH-60F	HS-11	HSCWINGLANT	4	4	4	4	4	-	-	-	-	-	-
HH-60H	HS-15	HSCWINGLANT	3	-	-	-	-	-	-	-	-	-	-
SH-60F	HS-15	HSCWINGLANT	4	4	-	-	-	-	-	-	-	-	-
HH-60H	HS-3	HSCWINGLANT	3	3	3	3	3	-	-	-	-	-	-
SH-60F	HS-3	HSCWINGLANT	4	-	-	-	-	-	-	-	-	-	-
HH-60H	HS-5	HSCWINGLANT	3	3	3	-	-	-	-	-	-	-	-
SH-60F	HS-5	HSCWINGLANT	4	4	4	-	-	-	-	-	-	-	-
HH-60H	HS-7	HSCWINGLANT	3	3	3	-	-	-	-	-	-	-	-
SH-60F	HS-7	HSCWINGLANT	4	4	4	-	-	-	-	-	-	-	-
MH-60R	HSM-70	HSMWINGLANT	-	11	11	11	11	11	11	11	11	11	11
MH-60R	HSM-72	HSMWINGLANT	-	-	-	-	11	11	11	11	11	11	11
MH-60R	HSM-74	HSMWINGLANT	-	11	11	11	11	11	11	11	11	11	11
MH-60R	HSM-76	HSMWINGLANT	-	-	-	-	-	-	11	11	11	11	11
MH-60R	HSM-42	HSMWINGLANT	-	-	14	14	14	14	14	13	13	13	13
T-34C	HSM WPNS SCHOOL	HSMWINGLANT	2	2	2	2	2	2	2	2	2	2	2
P-3C	VP-10	CPRW-11	-	-	8	8	-	-	-	-	-	-	-
P-8A	VP-10	CPRW-11	-	-	-	-	6	6	6	6	6	6	6
P-3C	VP-16	CPRW-11	8	8	8	8	8	-	-	-	-	-	-
P-8A	VP-16	CPRW-11	-	-	-	-	-	6	6	6	6	6	6
P-3C	VP-26	CPRW-11	-	-	8	8	-	-	-	-	-	-	-
P-8A	VP-26	CPRW-11	-	-	-	-	6	6	6	6	6	6	6
P-3C	VP-30	CPRW-11	17	15	13	13	11	11	9	6	4	3	3
P-8A	VP-30	CPRW-11	-	-	-	-	2	4	6	8	10	12	12
P-3C	VP-45	CPRW-11	8	8	8	8	8	8	-	-	-	-	-
P-8A	VP-45	CPRW-11	-	-	-	-	-	6	6	6	6	6	6
P-3C	VP-5	CPRW-11	8	8	8	8	8	-	-	-	-	-	-
P-8A	VP-5	CPRW-11	-	-	-	-	-	6	6	6	6	6	6
P-3C	VP-8	CPRW-11	-	8	8	8	8	8	-	-	-	-	-
P-8A	VP-8	CPRW-11	-	-	-	-	-	-	6	6	6	6	6
P-3C	VPU-1	CPRW-11	-	3	3	3	3	3	3	3	3	3	3
P-8A	VPU-1	CPRW-11	-	-	-	-	-	-	-	-	-	-	-
P-3C	VP-62	NAVAIRES	6	6	6	6	6	6	6	6	-	-	-
P-8A	VP-62	NAVAIRES	-	-	-	-	-	-	-	-	-	-	-
C-40A	VR-58	NAVAIRES	3	3	3	3	3	3	3	3	3	3	3
C-130T	VR-62	NAVAIRES	-	-	-	3	3	3	4	4	4	4	4
S-3B	VS-22	VSWING-W	6	-	-	-	-	-	-	-	-	-	-
S-3B	VS-32	VSWING-W	-	-	-	-	-	-	-	-	-	-	-
S-3B	VS-31	VSWING-W	-	-	-	-	-	-	-	-	-	-	-
	Selected Totals		92	108	132	121	128	125	127	125	119	120	120

Table 6.3: NAS Jacksonville Military Aircraft Loading (by Fiscal Year)

Note: Table does not include Customs/ Border Patrol or transient aircraft. Source: NAVFAC Atlantic and P-8 Transition Team, May 2008

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7.0

Planning Efforts





Figure 7.1: A Navy view of the St. Johns River

7.0 Planning Efforts

A comprehensive assessment of previous and concurrent planning efforts are included in the Naval Air Station Jacksonville Master Plan to ensure compatibility with previously adopted goals and policies.

7.1 Planning Efforts

Existing Plans

Previous planning efforts related to space planning on NAS Jacksonville were evaluated for the Master Plan:

- Airfield Redevelopment Plan (2002);
- Traffic Engineering and Parking Study (2002);
- Southeast Regional Aviation Plan (2002);

- Regional Shore Infrastructure Plan (RSIP) for the Jacksonville Fleet Concentration Area (2003);
- Administrative Regional Shore Infrastructure Plan (2004);
- Community Support, Morale, Welfare, and Recreation Regional Shore Infrastructure Plan (2005);
- NAS Jacksonville Air Traffic Control Tower Site Assessment (2006);
- Stormwater Management Plan (2007);
- Training Shore Infrastructure Plan (2009); and
- Global Shore Infrastructure Plan, Naval Aviation Enterprise (2008).

A brief summary of each of these plans is provided below.

Airfield Redevelopment Plan (2002)

The overall goal of the Airfield Redevelopment Plan is to achieve cost effective operational efficiency of airfield functions at the Naval Air Station in Jacksonville. Concept goals focus on stream-lining functional relationships, addressing airfield safety criteria, and improving facilities. The plan organizes land use so that the flightline is dedicated to flightline functions and recommends the

demolition of 60-year old, inadequate facilities and eliminates significant airfield safety waivers. The plan simplifies vehicular circulation and creates vehicular parking that conforms to current Anti-Terrorism/Force Protection criteria. The plan focuses on establishing a well-defined separation between Fleet Readiness Center industrial functions and airfield operations. The plan also includes a list of constraints, safety waivers, initial estimations of construction costs in 2002 dollars, and an implementation schedule.

Traffic Engineering and Parking Study (2002)

This study included a parking inventory and maximization exercise as well as an operational evaluation of five intersections:

- Roosevelt Boulevard (US 17) and Yorktown Avenue/Main Gate;
- Roosevelt Boulevard (US 17) and Birmingham Avenue;
- Birmingham Avenue and Allegheny Road;
- Birmingham Avenue and Child Street; and
- Birmingham Avenue and Mustin Road.

Parking recommendations and cost estimates included new parking lots, better utilization and striping of existing lots, and intersection improvements throughout the base.

Southeast Regional Aviation Plan (2002)

The Southeast Regional Aviation Plan addresses the aviation assets and future requirements of aviation commands and activities that support operational fleet units in the southeastern US and the Caribbean. Existing aviation assets were inventoried and assessed as to their adequacy to support the current aviation mission throughout the region.

In summary, the plan determined that a critical shortage of aircraft apron space existed at NAS Jacksonville, but there was a surplus of aircraft maintenance hangar space. However, with the exception of Hangars 30 and 1000, the existing aircraft maintenance hangar inventory was built pre-1950 and is antiquated, not meeting today's airfield safety setback requirements. Recommendations include increasing aircraft parking apron space, renovating some hangars and replacing others, and relocating helicopter landing pads off of the seawall.

Regional Shore Infrastructure Plan for the Jacksonville Fleet Concentration Area (2003)

The purpose of the Regional Shore Infrastructure Plan (RSIP) is to develop a comprehensive facilities and

infrastructure plan, to support the long range vision for the US Navy presence in the Jacksonville Fleet Concentration Area (FCA), and to ensure optimum use of scarce resources through the next decade and beyond. The Jacksonville FCA RSIP identifies alternatives for optimizing the use of facilities and incorporates strategic visions through functional consolidation, regionalization, and joint use with other government and private entities. In addition, the Jacksonville FCA RSIP provides a framework for integration and coordination of decision making for military construction (MILCON), special projects, and demolition.

An analysis of the facilities using the Installation Readiness Reporting System (IRRS) concluded that Logistics/Warehousing and Fuel Management functions achieve mission readiness as do Communications functions, and Public Works and utilities. Those functions that are not meeting readiness standards (mostly based on inadequate facilities) are:

- Airfield Operations;
- Training;
- Maintenance;
- Ordnance;
- Health Services;
- Command and Control;
- Housing;
- Personnel/Community Support; and
- Public Safety.

The proposed land use plan for NAS Jacksonville supports the recommendations from the 2002 Southeast Regional Aviation Plan and then-current list of MILCON projects on CNRSE's Integrated Priority List (IPL) and COMLANTFLT (Commander Atlantic Fleet) special projects. Some of these projects have been constructed since the publication of this report, while many were reconfigured or eliminated and therefore never built. The guiding principle to the long range land use plan is to consolidate uses based on their needs and sensitivity to noise.

Administrative RSIP (2004)

The purpose of the Regional Shore Infrastructure Plan (RSIP) for the Jacksonville Fleet Concentration Area (FCA) is to develop a credible and attainable strategy to optimize use of the administrative space in the Jacksonville FCA by the year 2015. The RSIP is a Functional Plan and complements the Southeast Regional Aviation Plan, Southeast Waterfront Operations Plan, and is consistent with other relevant regional and installation-based planning

documents.

Administrative facilities were categorized into three levels, and several alternatives were explored. Recommendations incorporated third party financing by leveraging the 44-acre undeveloped parcel in the southwestern corner of the installation. The plan recommends recapitalizing and centralizing administrative functions into a campus located away from the operations and industrial areas. The campus would be centered on a Consolidated Administrative Complex that would include a new 66,000 square foot conference center.

Community Support Morale, Welfare, and Recreations RSIP (2005)

The Community Support/MWR RSIP identifies the facilities required to support the Fleet and Family Service Center (FFSC) and the MWR "Spotlight Programs", describes regional and active Quality of Life (QOL) communities and provides an implementation plan that meets all activity and regional program objectives. Basic Facility Requirements (BFRs) for the Community Support/MWR RSIP category codes were updated to support implementation of Capital Improvement Plan (CIP) projects.

Of the six MWR Spotlight Programs (Fitness and Sports, Single Sailor Recreation, Child Development, Outdoor Recreation, Information Tour and Travel [ITT], and Youth Development), only three are effectively accomplishing their respective missions. Spotlight Programs not meeting needs include:

- Fitness and Sports (Catcode Number-CCN 740-44) needs are only being met by 39 percent of facility assets. The Bathhouse functions (CCN 740-89) are also at a deficit with only 72 percent of the needs being met by current facilities. Historically, bathhouse needs are typically met by locker rooms in fitness centers, thereby increasing the deficit in CCN 740-44;
- Child Development Centers (CCN 740-74) needs are only being met by 58 percent of facility assets; and
- Single Sailor Recreation (CCN 740-54) needs are only being met by 72 percent of facility assets.

Community Support/MWR functions that do not fall into Spotlight Program categories also have significant functional deficiencies. Some other facilities not meeting their needs are:

- CCN 740-63 Enlisted Club E1-E3 (0%);
- CCN 750-60 Marina (47%);
- CCN 740-25 Fleet and Family Service Center (54%);
- CCN 740-76 Library (60%);

- CCN 740-67 Consolidated Mess (67%);
- CCN 750-34 Wading Pool (67%);
- CCN 750-30 Outdoor Pool (78%);
- CCN 740-54 Recreation Center (72%); and
- CCN 740-89 Bathhouse (72%) - this is in addition to the fitness center needs.

Summary of proposed projects:

- New Auto-Hobby Shop;
- Gun/Skeet/Trap Renovation;
- Bathhouse Renovation;
- Outdoor Playing Courts and Fields;
- Connect and Extend Running Trails; and
- Mustin Road Pedestrian Safety Improvements.

Air Traffic Control Tower Site Assessment (2006)

The assessment summary at the beginning of this document states that no tower site alternative meets all mandatory UFC 3-260-01 requirements or FAA Order 6480.4 mandatory requirements; however, two alternatives are presented in the summary. The first is to build the tower near Site F (the northeast corner of Building 110) and implement the Airfield Redevelopment Plan (2002), and the second is to renovate the existing tower. The proposal for a new tower requires significant capital expenditure, including the construction of new facilities for displaced tenants around the site and the demolition of safety-violation hangars and the existing tower. The other solution to renovate the existing tower would cost considerably less and maintain the existing safety waivers. This is similar to the situation at Marine Corps Air Station (MCAS) in Quantico, Virginia.

Stormwater Management Plan, May 2007

The primary objective of the Stormwater Management Plan (SWMP) is to develop conceptual stormwater management systems for future MILCON, BRAC, Special/Demolition, SPAWAR and Seabee Projects expected to occur through the 2009 fiscal year. The recommended conceptual stormwater management system includes regional wet detention ponds, stormwater reuse systems, manhole treatment systems, underground storage systems, and linear dry retention ponds and/or swales adjacent to existing roadways. Porous pavement is also recommended to minimize the volume of runoff.

Six potential regional wet detention ponds have been identified within five of the major sub-basins at NAS

Jacksonville:

- Basin 15 (one new regional pond between Roosevelt Boulevard and Allegheny);
- Basin 16 (one new regional pond along Roosevelt and Birmingham);
- Basin 17 (one regional pond expansion to Casa Linda Lake);
- Basin 18 (two new regional ponds between Birmingham and the St. Johns River); and
- Basin 19 (one regional pond expansion between Birmingham and the St. Johns River).

These regional ponds have the capacity to collectively treat and/or attenuate approximately 652 acres of drainage area and provide capacity for approximately 150 acres of future impervious area.

Pond 52 is Casa Linda Lake within the golf course, which currently treats stormwater runoff from portions of Basin 17. Currently, Casa Linda Lake does not meet the regulations mandated by the St. Johns River Water Management District (SJRWMD), Florida’s managing agency charged with regulating surface water and groundwater supplies in the Jacksonville area. A simple adjustment to the existing outfall structure in the lake will bring the pond into conformance and accommodate an additional 38 acres of impervious future development in Basin 17. Based on SJRWMD credits, the impervious future development that could be accommodated in the Basin can be increased to 57 acres if Casa Linda Lake is used for irrigating the golf course.

A reuse system is also recommended for consideration at the existing aircraft wash facility in Basin 14 at the airfield apron near building 1000. This system is recommended to be comprised of above-ground storage cisterns or the nearby existing stormwater pond (Pond 49 on Ajax Street between Sarasota Avenue and Yorktown Avenue) where reuse water can be pumped to the aircraft wash facility. If the wash rack is re-located and uses recycled water, the necessary capacity of stormwater facilities in the new Basin may be reduced.

Underground storage systems are also recommended for the treatment and attenuation of stormwater runoff. Nine existing parking areas are recommended to provide treatment for approximately 28 acres of future development. A majority of these facilities are located in the industrialized area of the base. Major underground facilities are located:

- Under the block where Building 103 is located;

- The parking lots adjacent to Building 2 along Yorktown and Wasp;
- The parking lot bound by Yorktown, Ajax, Sarasota, and Ballard;
- The parking lot bound by Enterprise, Ajax, Birmingham, and Langley;
- The parking lot bound by Sarasota, Langley, Enterprise, and Ranger;
- The parking lots located on the block bound by Patoka, Langley, Sarasota, Ranger, and Yorktown;
- The long parking lot fronting Enterprise Avenue; and
- An underground storage system is also recommended for the six-acre parking facility associated with the P302V hangar and apron project.

Approximately 7,340 feet of potential roadside linear treatment swales and/or dry retention treatment ponds are identified. These systems, adjacent to existing roadways throughout the base such as Allegheny, Biscayne, Birmingham, and Mustin have the potential to provide treatment for approximately two acres of pavement for future development projects with little or no room for on-site treatment systems.

An alternative to the installation of concrete and asphalt surfaces is the use of porous pavement, grids, and modular pavement systems. These optional surfaces would reduce the amount of runoff from future development sites.

Training Shore Infrastructure Plan for the Jacksonville Fleet Concentration Area (March 2009)

The Training Shore Infrastructure Plan (TSIP) vision for NAS Jacksonville is to provide and maintain a Naval Aviation Enterprise-centric training campus that delivers superior, specialized aviation technical training resulting in the highest levels of fleet readiness. In addition, shore infrastructure should maintain flexibility to accommodate skill-building for existing and future platforms and missions while minimizing the need to build MILCON solutions.

At NAS Jacksonville, incoming training requirements are being mostly accommodated in existing footprint. Thirty-seven buildings at NAS Jacksonville house training functions, with 20 of those 37 buildings 100 percent occupied by training functions. The majority of the buildings are rated as adequate in iNFADS. Building 674 is rated as substandard, while Buildings 12 and 820 are rated as inadequate.

Among the recent, short-range, mid-range, and long-range actions planned to meet the vision of the TSIP are:

- Recent/In-Progress Actions:
 - » Realign and consolidate Buildings 848 and 858 training space for CNATTU/FASO merger;
 - » Accommodate new MH-60 Romeo trainers in renovated space; and
 - » Relocate Sea Warrior Training and Recruiting for the 21st Century (STAR-21) to NAS Pensacola;
- Short-Range Actions:
 - » S-3 Community disestablished; headquarters and training space vacated;
 - » Co-locate CRPW-11 headquarters with CPRW-11 training;
 - » Accommodate MOCC (non-training) in Building 851;
 - » Accommodate training for new VP Weapons School;
 - » Reuse S-3 training space in Building 115A for Airfield Management storage;
 - » Construct new CBMU headquarters building (NF2-07); demo buildings 674 and 675;
 - » Relocate Navy Band from Building 12 to Building 921;
 - » Accommodate two P-3 trainers from NAS Brunswick; and
 - » Demo Buildings 12, 612 and divest Buildings 115A and 851 as training space;
- Mid-Range Actions:
 - » Accommodate the MMA IAT (Trainer) in existing facilities temporarily;
 - » Accommodate MMA OLT (Trainer) in existing facilities temporarily;
 - » Construct MMA Integrated Training Center (P-623 and P-624); and
 - » Construct new Training Auditorium (CBMU Project NF16-080); and
- Long-Range Actions:
 - » Construct new Physical Fitness Center (P-217) and relocate Search and Rescue (SAR) training; and
 - » Demo Building 614.

Global Shore Infrastructure Plan, Naval Aviation Enterprise (2008)

The purpose of the Global Shore Infrastructure Plan (GSIP) is to establish an enterprise framework for the implementation of the Navy's transformation strategy. The Navy Enterprise (NE) was established to increase efficiency in attaining readiness, ensure future mission

capability, and enhance decision-making concerning mission and capability priorities, resource allocation, and risk. The GSIP program also provides a global perspective on infrastructure requirements that support the Naval mission. The NAE GSIP focuses on specific infrastructure needs of Naval Aviation.

Stakeholders in the GSIP planning process developed a vision, guiding principles, planning assumptions, base templates, Business Rules, and assessments of current installation capabilities and gaps that impact readiness.

The NAE vision from *Naval Aviation Vision 2020* is to "... deliver the right force, with the right readiness, at the right cost, at the right time--today and in the future." Guiding principles from *Navy Ashore Vision 2030* fell into four broad categories: the right bases, the right places, the right capabilities, and the right price. The efficiency and effectiveness of the NAE will be measured by a single metric--aircraft ready for tasking at reduced cost.

Stakeholders identified planning issues (that became NAE planning initiatives) affecting the Enterprise at a global level: new platform impacts on infrastructure, preservation of existing land assets, BRAC 2005 impacts, intermediate and depot level integration, reducing ashore footprint, and aging infrastructure, among others. New platform impacts identified for NAS Jacksonville include the P-8A, MH-60 R, and the potential introduction of Broad Area Maritime Surveillance (BAMS) Unmanned Aerial System (UAS) air vehicles. CNIC's Footprint Reduction Charter is an ongoing initiative to reduce ashore footprint by 30 million square feet - providing the right footprint for the right readiness and not one square foot more.

Of the numerous base templates, NAS Jacksonville is serving and will continue to serve as a Maritime Patrol, Master Helicopter, and Fleet Logistics Reserve base for the Navy, while OLF Whitehouse supports FCLP for aircraft. Maritime Patrol bases serve as the home field of operations for large scale concentrations of maritime patrol and reconnaissance (VP) squadrons. Similarly, Master Helo bases serve as the home field of operations for large scale concentrations of sea combat (HSC) and maritime strike (HSM) squadrons. Reserve Fleet Logistics bases provide worldwide medium airlift support.

Primary capability packages analyzed by the GSIP include: Airfield Operations; Maintenance; Ordnance/Weapons Operations; Research, Development, Acquisition, Testing and Evaluation (RDAT&E); Training; and Waterfront Operations. Primary capability packages not applicable

to NAS Jacksonville are RDAT&E and Waterfront Operations. NAS Jacksonville scored generally “good” on the other capability packages, with the exception of a gap under Airfield Operations for required hangar and ramp modifications to support the P-8A. However, P-630 - the P-8A CONUS MOB #1 Facility Upgrades project for FY10, directly addresses this gap.

Installation Master Plan

An overarching and recurring theme in many of the plans is to consolidate similar land uses together into campuses, such as airfield operations, industrial uses, warehousing and supply, administrative, housing, and training.

Understandably, the plans each focus on one specific use. This Master Plan, rather, provides a comprehensive approach to land use planning, and by doing so, considers the implications of relocating users through consolidation.

This Master Planning effort occurred concurrently with the BFR, IAP, Parking Study, and Traffic Study. Ideas from the previously summarized planning efforts and the concurrent studies have been integrated into this Master Plan.

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8.0

Development Constraints





Figure 8.1: NAS Jacksonville's shoreline on the St. Johns River

8.0 Development Constraints

An assessment of development constraints aids in identifying the issues and opportunities for the Naval Air Station Jacksonville Master Plan.

8.1 Environmental and Cultural Resources:

Floodplains and Wetlands

Development at NAS Jacksonville has heavily modified much of the natural vegetative cover at the station. Based on a 1997 inventory of natural areas at the station, less than 500 acres of the 3,800 acres at the station were

found to contain natural vegetative communities, and the floodplain swamp community occurs most frequently (FCA RSIP, 2003, Section 4). Management of these natural areas is in accordance with the NAS Jacksonville Integrated Natural Resources Management Plan (INRMP). The Jacksonville Fleet Concentration Area RSIP organizes the station's natural habitats into four areas, as they are described in the Fleet Concentration Area Regional Shore Infrastructure Plan, 2003:

- **Ortega River Floodplain Natural Area:** The floodplain marsh and swamp along the Ortega River (west of US Route 17) constitutes the largest uninterrupted natural area at the station. Much of this area has been leased by the City of Jacksonville and established as the Westside Regional Park. The City of Jacksonville Westside Regional Park is a 509-acre nature park with a nature center, wildlife watch tower, outdoor classroom, picnic areas, pavilion, grills, restroom, playground, nature/hiking trails, biking trails, and archery range;
- **South Station Natural Areas:** These fragmented natural areas consist of flatwoods, upland mixed forest, and

dome swamp interrupted by a grid of paved roads that lead to munitions storage bunkers. Areas within the flatwoods are in good condition, especially at the south end where mature longleaf and slash pines form the canopy. The southeast corner of this area is one of the more scenic natural areas on the base due to its large trees and intact understory. A disturbed dome swamp is about 1,000 feet southwest and outside of the weapons compound. A mature pine plantation borders this natural area to the west and southwest. The north piece, south of the golf clubhouse, borders a three-to four-foot wide creek that flows into the St. Johns River. Portions of this area consist of large trees such as southern magnolia;

- On the east side, a partially cleared two acres is bordered by Lake Scotlis, a two-acre man-made lake. The Lake Scotlis Nature Trail follows an exercise course as it winds around the lake and through the flatwoods for about 1.4 miles. The lake area is used for passive recreation and picnicking. This tract is disturbed by roads, clearings, and drainage ditches, as well as the base golf course, which wraps around three sides. A wet swale with stagnant water runs south from the lake for about 600 feet and has a dense canopy of tall slash pines with abundant cinnamon fern. A 100- to 300-foot wide band of similar slash and loblolly pines (with younger hardwoods below) extends south of Akron Road; and
- St. Johns River Natural Areas: Two narrow but scenic fragments of floodplain swamp remain along the St. Johns River south of the heavily developed industrial zone. These areas of natural shoreline along the St. Johns River are valuable as greenspace for passive recreation activities like picnicking, hiking, and bird watching. These areas have a canopy of mature bald cypress and well-developed shrub and groundcover strata. A buffer of large live oaks and loblolly pines with mowed turf beneath lies between Mustin Road and the swamp. Mustin Road separates this wetland from the upland mixed forest. The floodplain swamp continues north along a small stream at the southeast corner of the weapons magazine area.

Another piece of natural riverfront is located in a restricted access area, sandwiched between the north side of the frequently mowed airfield areas and the St. Johns River. This disturbed shoreline has a 20-acre section of floodplain swamp, a very narrow ribbon of estuarine tidal marsh, and a spoil island covered with slash pines. The floodplain swamp occurs along a natural drainage area that receives runoff from the airstrip. Adjacent mud flats and sandbars are exposed at low tide.

Freshwater marshes and swamps, the critical types of wetlands on NAS Jacksonville, are identified in Figure 8.3, *Environmental Constraints*. The Navy may not propose



Figure 8.2: Jacksonville bald eagle

Image Courtesy Brian Grant, 07/08/2007

any actions that could potentially destroy or harmfully alter these areas and recommends that any construction, planning, or land use follow criteria outlined in the Coastal Management Program, approved in February, 1981.

Wildlife

Most of the wildlife located on NAS Jacksonville are those that have adapted to urban habitats. There are, however, two plant and nine animal species of concern located on the installation, based on the 1997 inventory of rare, threatened or endangered species. Neither of the plant species is currently listed as protected by the Florida Department of Agriculture (FDA) or the US Fish and Wildlife Service (USFWS).

Six of the nine identified wildlife species, and four additional wildlife species identified as a result of recent Installation Natural Resources Management Plan (INRMP) planning efforts, are listed by the Florida Fish and Wildlife Conservation Commission (FFWCC) and/or the USFWS. The INRMP further describes the occurrence of these species at NAS Jacksonville and the Navy's management goals and objectives regarding these species.

Gopher tortoise habitat is located at four locations at NAS Jacksonville: at the weapons magazine concentrated on underground bunkers, within the scrubby flatwoods west of US Route 17, along the par course exercise trail, and north of the airfield. The aquatic habitats along the St. Johns and

Ortega rivers are home to little blue herons, snowy egrets, least terns, and wood storks. Manatees are known to occur in portions of the St. Johns River. The NAS Jacksonville/ St. Johns River coastline is designated by the FFWCC as a “Slow Speed Variable Width Buffer” that extends 200 to 500 feet beyond the dock line (see 68C-22.027 (1)(b) 6).

The bald eagle has been observed in flight over portions of the station and the adjacent to St. Johns River. The mature pine stands particularly in the ordnance area, the golf course, and north of the airfield are known nesting sites for bald eagles. Table 8.1, *Threatened and Endangered Wildlife Species Observed at NAS Jacksonville*, lists these species and others observed on the Station.

Cultural Resources:

The 1999 report entitled *National Register Eligibility Testing of Archaeological Sites 8DU11616, 8DU11625, 8DU11626, and 8DU11629, Jacksonville Naval Air Station, Duval County, Florida* resulted in a finding of “not significant” for each of the archeological sites examined. As such, NAS

Jacksonville has no archaeological sites eligible for or listed on the National Register of Historic Places. The 1997 inventory of historic structures identified seven potentially eligible architectural properties. Shown in Figure 8.3, *Environmental Constraints*, these are:

- Power Plant 1 (Facility 104);
- Aircraft Storehouse Building (Facility 109);
- Landscape Hanger 117 (Facility 117);
- Staff Garage, or Battery Shop (Facility 125); and
- Chapel (Facility Nos. 750-752).

Also present on the installation are five potential historic districts considered eligible for listing on the National Register of Historic Places. These include the Landplane Hanger Historic District, Magazine Historic District, Seaplane Hanger Historic District, Senior Officer’s Quarter’s Historic District, and Warehouse Historic District.

It will be the responsibility of NAS Jacksonville to submit the Master Plan to the State Historic Preservation Office (SHPO) for review and consultation. Section 13.0 discusses the recommended mitigation approach for the proposals that affect these structures.

Environment Regulatory Hazardous Waste/Materials Generation and Storage

NAS Jacksonville is categorized as a Class I generator of hazardous waste, which defines it as producing 1,000 kilograms or more of hazardous waste, or more than 1 kilogram of acutely hazardous material, in a calendar month (FCA RSIP Section 4, p11). Hazardous materials are collected, transported, and disposed of by contracts administered by the Defense Reutilization and Marketing Office. Paint waste, rags with paint thinner, and electroplating waste make up the largest components of hazardous waste generated at the station. Figure 8.3, *Environmental Constraints*, illustrates environmental hazard sites at NAS Jacksonville.

THREATENED AND ENDANGERED WILDLIFE SPECIES OBSERVED AT NAS JACKSONVILLE			
Scientific Name	Protected Status		
	Common Name	State Status	Federal Status
Reptiles			
<i>Alligator mississippiensis</i>	american alligator	SSC	T
<i>Drymarchon corais couperi</i>	eastern indigo snake	T	T
<i>Gopherus polyphemus</i>	gopher tortoise	SSC	N
Birds			
<i>Egretta caerulea</i>	little blue heron	SSC	N
<i>Egretta thula</i>	snowy egret	SSC	N
<i>Haliaeetus leucocephalus</i>	bald eagle	T	T
<i>Mycteria Americana</i>	wood stork	E	E
<i>Sterna antillarum</i>	least tern	T	N
Mammals			
<i>Sciurus niger shermani</i>	sherman's fox squirrel	SSC	N
<i>Trichechus manatus</i>	west indian manatee	E	E

Table 8.1: Threatened and Endangered Wildlife Species Observed at NAS Jacksonville

N-Not Listed

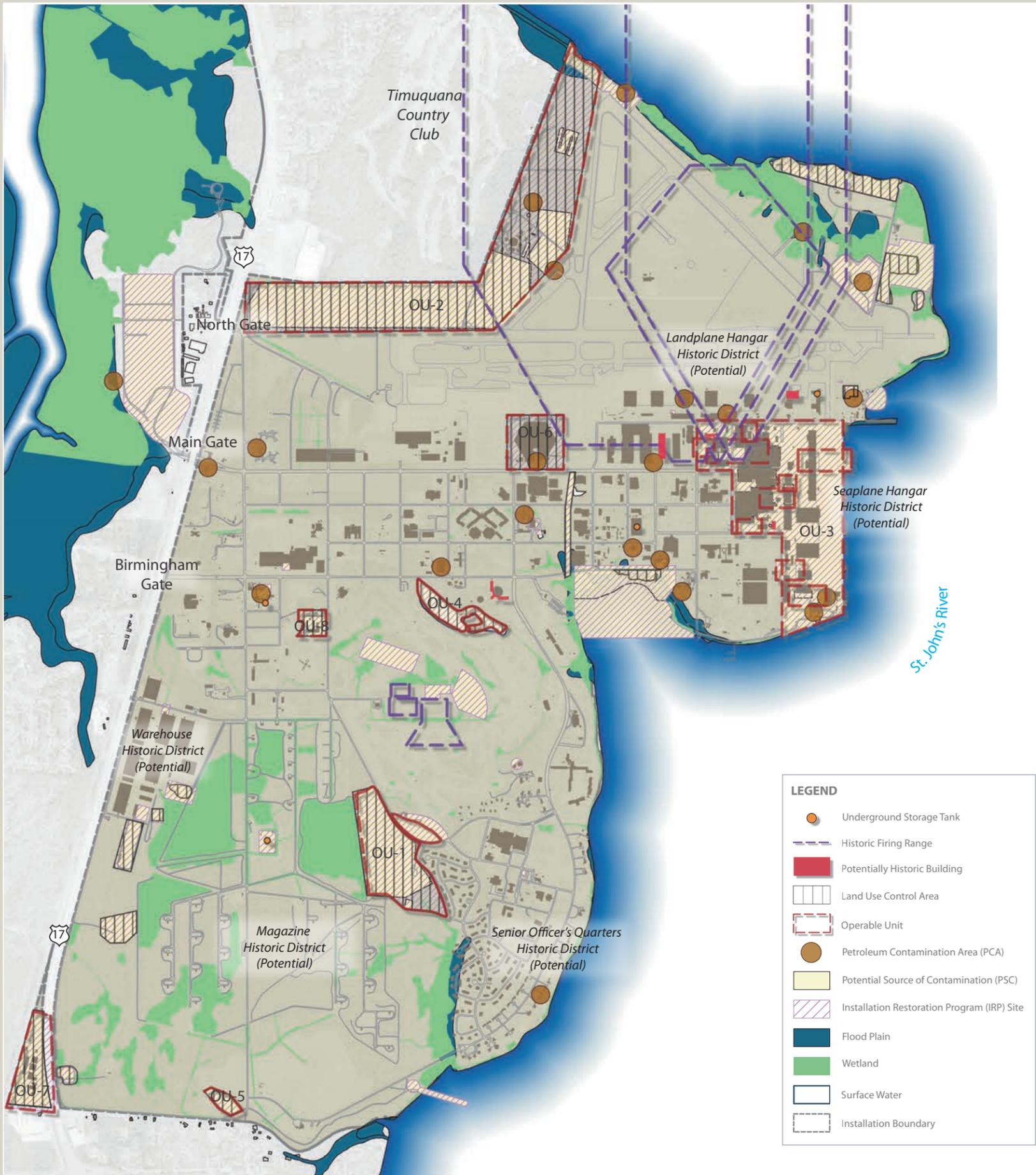
T-Threatened

E-Endangered

SSC-Species of Special Concern

Source: The Nature Conservancy/Florida Natural Areas Inventory 1997, FWC (formerly Florida Game and Fish Division) List of Endangered Species, Threatened Species and Species of Special Concern 1997

FIGURE 8.3:
ENVIRONMENTAL CONSTRAINTS



NAS JACKSONVILLE
MASTER PLAN



IRP Sites

As part of Installation Restoration Program (IRP), the Navy identifies sites that need additional investigation. Figure 8.3, *Environmental Constraints*, shows these sites. The cleanup of these potential contamination sources was conducted under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, also known as the Superfund). Three sites, called Operable Units, have undergone remediation, including Gas Hill.

IRP Operable Unit One, between Child Street and Huntington Drive, contains a landfill and a polychlorinated biphenyl (PCB) disposal area. The final remedy for the site included a cap for the landfill, continued remediation of the soil, and ongoing monitoring of natural attenuation for the groundwater. Water wells are not permitted here, and trees may not be planted on the site.

IRP Operable Unit Two, located between the northern installation boundary between the Timuquana Country Club, has also been mitigated. The final remedy was that no further action is needed, with land use controls groundwater.

Operable Unit Three, the Industrial Area, has known chlorinated solvent contamination at several locations and contaminated sediments near a sewer outfall. The site is undergoing investigation and remediation of the soils and groundwater. There are no Land Use Controls in the Industrial Area.

Other Land Use Control areas are regularly inspected by the Installation Restoration Program Manager's office. Shown in the hatched symbol in Figure 8.3, *Environmental Constraints*, these include Casa Linda Lake, the historic brick stormwater drain between Mustin Road and Ajax Street, various areas along St. Johns River, and drum storage sites south of the warehouse district.

Sediments in Casa Linda Lake are contaminated with hydrocarbons and fish tissue has been found to contain elevated levels of PCBs. The Navy's preferred alternative is institutional controls (catch and release fishing) and the placement of wild animal decoys to deter birds from eating the fish.

Other Land Use Controls mandate that the soil is left undisturbed. Some sites require fencing to prevent personnel exposure to contaminants, and signage is placed at the site to prevent unauthorized digging. All digging permits are routed through the Installation Restoration Program Manager's office for review to eliminate the

potential for disturbance of IRP sites.

The Environmental Protection Agency, Florida Department of Environmental Protection, and NAS Jacksonville have signed a Memorandum of Agreement (MOA) concerning long-term land use controls. The purpose of the MOA is to document how NAS Jacksonville will assure EPA and FDEP how the long-term land use controls that are selected as final remedies will stay in place.

8.2 Operational Constraints

This section describes the Operational Constraints at NAS Jacksonville as depicted in Figure 8.4, *Operational Constraints*. These include Airfield and Runway clearances, Hazards of Electromagnetic Radiation to Ordnance (HERO) Arcs, and other operational needs.

Runway Safety Clearances/Imaginary Surfaces

In order to assure the safe operation of aircraft, the height of objects located adjacent to runways must be restricted and airfield safety clearances for fixed-wing aircraft and helicopter installations must be established. Based on Federal Aviation Regulation Part 77 and Naval Facilities Engineering Command (NAVFAC) P-971, the seven surfaces and criteria that apply to existing airfield conditions at NAS Jacksonville are described below (FCA RSIP Section 4-15).

Primary Surface

The primary surface is a surface on the ground centered lengthwise on the runway and normally extending 200 feet beyond the end of the runway. The primary surface width for Class A runways is 1,000 feet and the primary surface width for Class B runways is 2,000 feet. A Class A runway is intended for smaller, lighter aircraft and is less than 8,000 feet in length. A Class B runway is intended for heavier aircraft and is at least 8,000 feet in length. In the case of the 6,000-foot Runway 14/32 the northwest end has been offset 2,200 feet. Thus, the primary surface terminates approximately 2,000 feet before the end of the pavement. According to *14 CFR Part 77.28 Military airport imaginary surfaces*, at established bases where substantial construction has occurred in accordance with a previous lateral clearance criteria, the 2,000-foot width may be reduced to the former criteria. At NAS Jacksonville, the primary surface is 1,500 feet wide for both Runway 14/32 and Runway 9/27.

Clear Zone Surface

The areas adjacent to the runway thresholds require special restrictions to provide aircraft overrun areas and unrestricted visibility of airfield lighting. The thresholds (end clear zone) have been displaced at both ends of the existing runway. The clear zone surface is divided into three areas that each have specific restrictions. The Type I clear zone begins 200 feet from the end of the primary surface, extends for 1,000 feet, and is 1,500 feet wide. This area must be cleared, graded, and free of above-ground objects (except airfield lighting). The Type II clear zone is used only for Class B runways and is an extension of the Type I clear zone except that the width is only 500 feet. This area must also be graded and cleared of above-ground objects. A Type III clear zone is laterally adjacent to the Type II clear zone. Objects in this zone shall not penetrate the approach-departure surface. Natural vegetation is to be topped 10 feet below the approach departure surface. Habitable buildings shall not be located in any of these three zones.

Approach-Departure Clearance Surface

The approach surface is an inclined plane, symmetrical about the runway centerline extended. This surface has a 50-to-1 slope for a Class B runway and extends until it reaches a height of 500 feet above the established airfield elevation. The approach surface flares uniformly at 7 degrees, 58 minutes, 11 seconds and begins at the same width as the primary surface. Beyond the 500-foot height level, the surface continues to extend horizontally until reaching a point 50,000 feet from the point of beginning.

Inner Horizontal Surface

This surface is an oval-shaped plane at a height of 150 feet above the established airfield elevation.

Conical Surface

The conical surface extends from the periphery of the inner horizontal surface outward and upward at a slope of 20-to-1 to a height of 500 feet above the established airfield elevation.

Outer Horizontal Surface

The outer horizontal surface is a level, imaginary plane located 500 feet above the established airfield elevation. This surface extends outward from the periphery of the conical surface for 30,000 feet.

Transitional Surface

The transitional surface is composed of inclined planes that connect the primary surface and the approach-departure clearance surface to the inner horizontal surface, conical surface, and outer horizontal surface. The slope is 7-to-1 outward and upward at right angles to the runway centerline and centerline extended. The rules governing imaginary surfaces require that, with the exception of certain airfield lighting and navigational aids, objects will be sited so as not to penetrate the imaginary surfaces. All objects (natural, man-made, stationary, or mobile) that penetrate the imaginary surfaces are considered to be obstructions to air navigation. Once safety clearances have been established at an air installation, there may be occasions when it is not feasible to meet the designated standards. In such cases, a waiver must be obtained from the Naval Air Systems Command.

Accident Potential Zones

APZs are established to identify areas of increased aircraft mishap potential. Within these zones, certain types of incompatible land development and/or activities are prohibited or restricted. As is the case at NAS Jacksonville, the APZs encompass lands outside of the boundaries of NAS Jacksonville and, thus, are a major consideration in Air Installation Compatible Use Zone (AICUZ) planning.

Clear Zone

The area along the runway and immediately beyond the end of the runway constitutes the Clear Zone. The area possesses a high potential for accidents and has been acquired by the station and kept clear of obstructions to flight. Due to the characteristics of flight operations at Navy installations, a fan-shaped clear zone is used. The takeoff safety zone for visual flight rule (VFR) rotary-wing facilities is used as the Clear Zone. It is defined as that area extending under the VFR approach/departure surface until the surface is 50 feet above the established landing area elevation. The Clear Zone for Runway 9/27 and Runway 14/32 lies over the undeveloped eastern side of NAS Jacksonville and extends out over the St. Johns River. The Clear Zone for Runway 9/27 extends west of the runway just beyond US Route 17. For Runway 14/32, the Clear Zone extends just northwest of the end of the runway and is located entirely within NAS Jacksonville.

Accident Potential Zone I

As a result of the predominance of traffic on Runway 9/27, APZ I is established from the Clear Zone end at 3,000 feet

or out to the maximum distance of 10,000 feet, within the standard approach fan, from the ends of Runways 9/27 only.

Accident Potential Zone II

APZ II is that area outside the Clear Zone and APZ I inside the 500-foot above ground level (AGL) flight shadow. It is less critical than APZ I but does possess a potential for accidents. Analysis of accidents does not show a pattern of accidents falling under the 500-foot flight shadow outside the Clear Zone or APZ I that might modify the shape of APZ II. The flight shadow shown as APZ II on all runways is that area below the point where the descending aircraft reaches 500-feet AGL. In the turns of base leg, as the aircraft approaches the 90 degree turn point of the landing path, the zone allows for a 1,500-foot inboard and 3,000-foot outboard deviation in flight path. On straight-in approaches the 500-foot AGL limit is reached at approximately 9,000 feet from the runway end on the minimum glide slope of 3-degrees. The APZ II associated with Runway 9/27 is fan-shaped, extending beyond the associated APZ-B. This zone also lies entirely over the St. Johns River. Runway 14/32's APZ II also is fan-shaped, lying over the northern section of Venetia Terrace. APZ II for Runway 14/32 extends over Venetia Terrace before turning northeast over the St. Johns River.

Noise Contours

The most recent aircraft noise study completed for NAS Jacksonville forecasted noise exposure contours for the year 1998 (FCA RSIP, Sec4 p17). These noise contours, shown in Figure 8.4, *Operational Constraints*, represent day-night average sound exposure levels (DNLs) in terms of A-weighted decibels (dBA). These two noise metrics are recognized as the best measure for describing human perception of sound resulting from the long-term noise exposure that occurs at and near airport environments. Land use planning guidelines for evaluating land use compatibility in the vicinity of airports, endorsed by the Federal Interagency Committee on Urban Noise (FICUN), define the levels of compatibility and incompatibility among various land uses and noise contour levels. Off-station incompatible land uses are included in this discussion for reference, but are addressed through NAS Jacksonville's Air Installation Compatible Use Zone (AICUZ) program.

The noise levels closest to the runway were found to have a DNL between 75 dBA and 80 dBA. Land uses that are generally considered compatible with this noise exposure level without restriction include manufacturing,

transportation, utilities, some retail trade, cemeteries, agriculture, forestry, fishing, and mining. Land uses that are incompatible include noise sensitive uses such as residential, some retail trade, hospitals, education, outdoor assembly areas, outdoor recreational activities, and parks. At NAS Jacksonville, all areas that fall within this noise contour are almost entirely within the station; however a small area extends to the east over the St. Johns River and to the west over the US Route 17 corridor. No dwelling units are included in this area, which is composed primarily of commercial and industrial establishments. Existing land uses include airfield operations and fuels storage, and forestry/natural areas, which are compatible with the noise exposure levels.

A greater area falls within the noise contour with a DNL between 70 dBA and 75 dBA. Land uses that are generally considered compatible with this noise exposure level include those already listed for the 75 dBA to 80 dBA contour, plus some outdoor assembly areas, outdoor recreation land uses, and parks. Service and residential land uses are usually discouraged, but can be compatible with adequate sound attenuation to reduce indoor noise levels. At NAS Jacksonville, the 70 dBA to 75 dBA noise contour is mostly within the station, but extends out over the St. Johns River to the east and north of the station and over private lands to the north of the station. There are no identified incompatible land uses located within NAS Jacksonville.

The 65 dBA to 70 dBA contour encompasses a greater area off-station to the north, east, and west. Land uses that are generally considered compatible with this noise exposure level are similar to those for the 70 dBA to 75 dBA noise contour, however less sound attenuation is needed for service and residential land uses to reduce indoor noise levels. There are no identified incompatible land uses located within NAS Jacksonville. Off-station incompatible land uses are addressed through the AICUZ program.

Airfield Safety Violations/Waivers

All structures on NAS Jacksonville must meet the safety setbacks and height limitations within the Imaginary Surfaces defined above. Over time as aircraft have gotten larger, many of these surfaces have increased in size, placing existing structures within the larger setbacks and therefore making them non-compliant. A safety waiver must be requested for these structures and any new structures that are necessary for military operations. Table 8.2, *Airfield Safety Waivers for NAS Jacksonville*, on the

Waiver	Date Granted	Description
J-01	2/7/1961	Power check facilities
J-07	4/21/1964	Antenna (quadrant array)
J-10a	1/27/1971	Building structure (various)
J-10b	1/27/1976	Structures 296, 243, 478, and 479
J-10c1	1/27/1976	Wash rack power station
J-10c2	1/27/1976	Hangars 113, 114, 115, 116, and 117
J-10c3	1/27/1976	Air Operations (Building 118)
J-10d	7/27/1976	Radar tower (Building 221)
J-10e		Fuel storage facilities
J-10f		Fuel storage facilities
J-10g		Approach lighting system
J-10h1		Jet engine test facility
J-10h2		Jet blast deflector
J-10h3		Aircraft parking
J-10h4		Runway visual range equipment
J-10h5		Antennas, transmitter, and receiver
J-14a	1/27/1976	Obstructions (various)
J-14b	1/27/1976	Trees in approach zone
J-14c	1/27/1976	Trees in 7:1 Laser Tracking System
J-14d	1/27/1976	Buildings 173, 1846, and piers
J-14e	1/27/1976	Obstruction poles 78 and 119
J-14f	1/27/1976	Traffic signal
J-15a	1/23/1978	AN-FPN-63 and reflectors
J-15b	1/23/1978	Reflector
J-15c	1/23/1978	Reflector
J-15d	1/23/1978	Reflector
J-15e	1/23/1978	Reflector
J-15f	1/23/1978	Reflector
J-15g	1/23/1978	Reflector
J-16	3/6/1979	Threshold Displacement
J-19	8/27/1984	Anemometer (14 feet)
J-22	11/12/1986	Fence and shelter
J-23	3/11/1987	Tactical Air Navigation system and fuel tanks
J-24	6/18/1987	Optical Landing System power transformer
J-25	6/29/1987	Security fence
No. 1	5/15/1962	Holding post markers
J-28	2/8/1990	Security fence, 8 feet high (Building 24)
J-29	1/15/1991	Installation of precision approach path indicator system
J-31	2/20/1992	Construction of 10-foot by 16-foot building, 740 feet northeast of centerline of Runway 13/31

Table 8.2: Airfield Safety Waivers for NAS Jacksonville

Source: 2006 Draft AICUZ Report; 2002 Final Airfield Redevelopment Plan

following page enumerates the existing safety waivers on the installation. Safety waivers that have expired or been cancelled are not included in the table. One goal of the Master Plan is to reduce the number of these waivers.

Aircraft Parking and Circulation

FRC SE must be able to tow aircraft from the airfield to maintenance hangars for rework, repair or repainting. Since the construction of the new rotary-wing hangar on the east seawall, the remaining tow route is along Wasp Street and Enterprise Street east of Wasp Street towards the seawall.

Anti-Terrorism/Force Protection Requirements (AT/FP)

Anti-Terrorism/Force Protection (AT/FP) regulations affect building siting throughout the installation with regards to proximity to parking areas and roads. According to the Unified Facilities Criteria (UFC) 4-010-01, Department of Defense Minimum Antiterrorism Standards for Buildings, new buildings with 50 or more persons (Primary Gathering Buildings) and all billeting facilities occupied by more than 11 persons require a 148-foot (45 m) minimum setback from installation boundaries and an 82-foot (25 m) setback from on-base parking and roadways. Other buildings require at least a 33-foot (10 m) setback from either the base perimeter or on-base roads and parking. Existing structures are usually grandfathered in, but all new construction must comply with minimum AT/FP standards for a base with a secured perimeter. Figure 8.4, *Operational Constraints*, depicts the AT/FP setback requirements on the Station.

Explosive Safety Quantity Distance (ESQD) Arcs

ESQD arcs define the minimum permissible distance between a quantity of explosives and any inhabited building, public assembly area, or station boundary (FCA RSIP Sec 4 p 18). The purpose for delineating ESQD arcs is, in the event of an accident, to prevent the damage of buildings and personnel not directly associated with an explosives processing or handling operation and to prevent the propagation of an explosion from one explosive source to another. Figure 8.4, *Operational Constraints*, shows the locations of the ESQD arcs at NAS Jacksonville. The ESQD arcs are limited almost entirely to the magazine area at the southern end of the installation. A smaller area affected by ESQD arcs is also located on the north end of the station on the airfield. None of the arcs affect areas outside the installation.

Ordnance Haul Routes

Figure 8.4, *Operational Constraints*, shows the four ordnance haul routes at NAS Jacksonville. All routes originate at the Weapons Compound Gate at Akron Road and are listed below.

Explosive Route #1

- Left on Akron Road;
- Right on Allegheny Road to an immediate right before the Commercial Gate;
- Left on Albemarle Avenue (no sign);
- Through Gate #FL-106 onto Patrol Road past the sewage treatment plant; and
- Right at the flagpole through Gate #FL-102 to CALA.

Explosive Route #2A

- Right on Akron Road;
- Left on Child Street;
- Right on Birmingham Avenue; and
- Left on Mustin Road through Gate #FL-112 to Hangar 1000.

Explosive Route #2B

- Right on Akron Road;
- Left on Child Street;
- Right on Birmingham Avenue;
- Left on Ranger Street; and
- Right on Enterprise Avenue through Gate #FL-124 for helicopter hangars or seawall; through Gate #12 on left for FRC SE.

Emergency Explosive Route #3

- Right on Akron Road;
- Left on Child Street;
- Right on Birmingham Avenue;
- Left on Ranger Street; and
- Left on Bluff Road to Gate #FL-126.

Electromagnetic Radiation

Radio and radar transmitting equipment produce high intensity electromagnetic fields that pose potential Hazards of Electromagnetic Radiation to Ordnance (HERO), to Fuel (HERF), and Personnel (HERP). An electromagnetic radiation hazard occurs when civil or military transmitting equipment can generate an electromagnetic field sufficient to cause premature initiation of electro-explosive devices (EEDs) contained in ordnance systems, create sparks

of sufficient magnitude to ignite flammable mixtures that must be handled in affected areas, and/or cause harm to personnel and wildlife. The various Electromagnetic Radiation (EMR) arcs are defined as follows:

- HERO is concerned with the accidental actuation of EEDs or otherwise activating electrically initiated ordnance due to radio-frequency (RF) electromagnetic fields.
- HERP is the danger of producing harmful biological effects in humans by exposure to RF electromagnetic fields. Exposure limits are based on the thermal effect or heating of tissue due to the absorption of RF energy. These limits are based on RF exposure over an averaging time dependent on radio frequency and type of exposure. However, a typical averaging time is just 6 minutes (0.1 hours). Personnel can be exposed to higher RF fields but for shorter periods of time. Safe separation distances are based on the exposure limits for a six-minute interval. RF field strengths increase closer to antennas and allowable exposure times drop accordingly. HERP safe separation distances are based on the Permissible Exposure Limits (PELs) provided in (DoD) Instruction 6055.11 (dated February 21, 1995).
- HERF is the danger of igniting volatile combustibles by spark ignition due to RF electromagnetic fields of sufficient intensity.

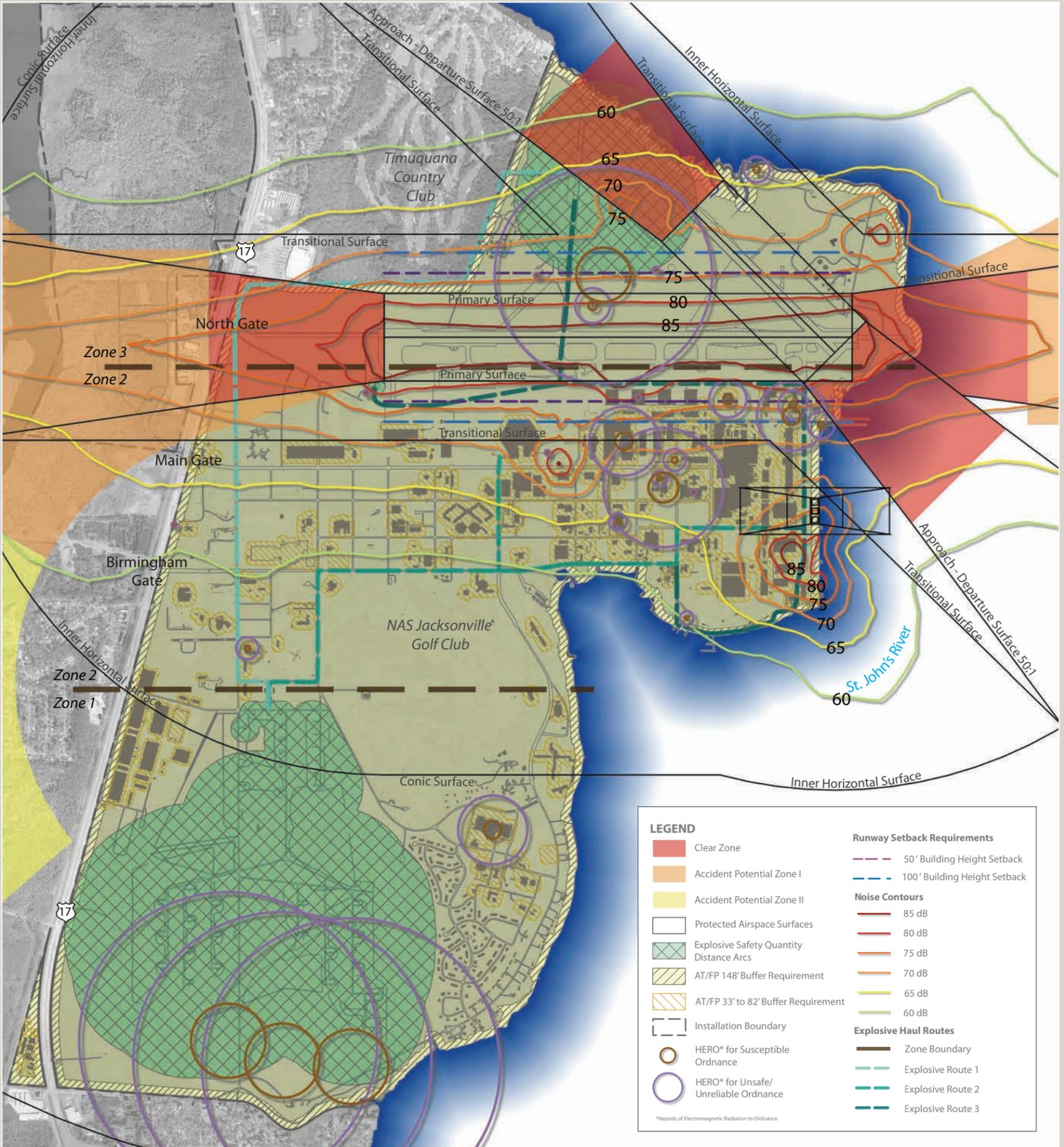
The most significant EMR that is considered hazardous to ordnance (HERO) is further classified as follows:

- Any ordnance item that is percussion initiated, sufficiently shielded, or otherwise so protected that all EEDs contained by the item are immune to adverse effects (safety or reliability) when the item is employed in its expected RF environment, provided that the general HERO requirements are observed.
- Any ordnance proven by tests to contain EEDs that can be adversely affected by RF energy to the point that the safety and reliability of the system is in jeopardy when the system is employed in expected RF environments.
- Any ordnance item is defined as being HERO when its internal wiring is physically exposed; when tests are being conducted on the item that result in additional electrical connections to the item; when EEDs having exposed wire leads are present, handled, or loaded; when the item is being assembled or disassembled; or when ordnance items that fall into this classification may be exempted from being classified as HERO as the result of HERO tests conducted to determine specific susceptibility.

The HERO Assessment Survey completed on NAS Jacksonville in June 2008 analyzed the actual and calculated distances required for EEDs. Figure 8.4,

Operational Constraints, shows the two operational constraints related to HERO setbacks, HERO for susceptible ordnance and HERO for unsafe ordnance. Tenants should be aware of these distances while handling and transporting various ordnance.

FIGURE 8.4:
OPERATIONAL CONSTRAINTS



NAS JACKSONVILLE MASTER PLAN



9.0

Existing Land Use





Figure 9.1: NAS Jacksonville's officers' row

9.0 Existing Land Use

Naval Air Station Jacksonville is a 3,800-acre installation enabling naval aviation readiness activities. These activities can have both positive and negative effects on the surrounding community. An assessment of existing land uses on the installation informs the Master Plan for current and future tenant needs.

9.1 Installation Land Use

Currently, over 85 percent of the land owned by NAS Jacksonville is developed. A majority of the remaining undeveloped land is constrained by safety zones and sensitive environmental lands such as ESQD arcs, accident potential zones, and wetlands. Most of the developed land

on the station is organized by the functions and activities needed to support the US Navy. Some functional land uses are purposefully separated to protect the security and safety of personnel. Other land uses are tightly woven together, reflecting the mutually beneficial efficiencies of co-locating the different functions.

Functional Categories

Land use categories are based on the functions and activities that take place on the station. Within NAS Jacksonville, the functional land uses can broadly be defined into 12 categories: Airfield Operations, Training, Fuels, Public Works and Utilities, Maintenance, Supply and Warehousing, Ordnance and Ammunition, Hospital and Health Services, Administration/Command and Control, Public Safety, Housing, and Personnel/Community Support. These are depicted in Figure 9.17, *Functional Relationship Diagram*.

This section provides a description for the existing conditions of these functional areas at NAS Jacksonville.

Airfield Operations

The second largest functional land use at NAS Jacksonville is airfield operations, shown in the cream color in Figure

9.17, *Functional Relationship Diagram*. Almost the entire northern one-third of the station is dedicated to land uses that directly or indirectly support airfield operations. Airfield support includes all functions and sub-functions that are in direct operational support of the airfield. Operations include support of aircraft operations, ground servicing of aircraft, passenger processing, and weapons and air cargo handling. All of these functional land uses are located in the northern portion of the station, adjacent to the runways.

Airfield support has two main functions: Air Operations and Other Air Operations. All activities that provide direct support for aircraft operations and ground services fall into the Air Operations functional classification. The sub-functions include: Airfield Logistics, Air Traffic Control, Aviation Fuel Support, Ground Electronics, and Transient Line/Airfield Facilities.

Activities that provide support for the airfield that is not directly related to airfield operations fall into Other Air Operations functional classification. There are five sub-functions: Auxiliary Airfield Support, Cargo Handling, Crash and Rescue, Passenger Terminal Operations, and Weapons. Crash and Rescue is combined with Fire Suppression/Public Safety on NAS Jacksonville and will be discussed in the Public Safety section below. Weapons are handled by the Ordnance personnel and will be discussed in the Ordnance Ammunitions section.

Other than the Ordnance functional land use category, Airfield Operations have the most land space requirements necessary to ensure a safe environment for aviators and personnel on the ground. Safety zones, described in the Operational Constraints section of this document, are to protect people in the unlikely event of an aircraft mishap. These safety standards require that some land go completely undeveloped, or that structures are built to a maximum height. Unfortunately, many structures built directly on the flight line serving Airfield Operations do not meet these safety standards and require safety violation waivers. A reduction of these waivers is a one of the goals of the Master Plan.

Training

Many different types of training occur on NAS Jacksonville, including class-room based training, situational training, and air training. Situational training occurs at the gym and in the Search and Rescue Swimmers School pool. Air training occurs on the flight line as well as in simulators managed by the different squadrons.

NAS Jacksonville tenants provide technical training

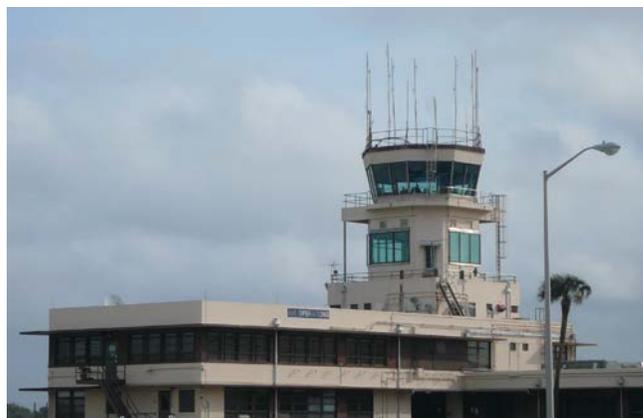


Figure 9.2: Air Traffic Control Tower at NAS Jacksonville



Figure 9.3: Aircraft inspection on the airfield



Figure 9.4: Air Cargo Terminal at NAS Jacksonville

for officers and enlisted personnel in the operation, maintenance, and repair of aircraft and associated equipment. Fleet Aviation Specialized Operational Training Group, Atlantic (FASOTRAGRULANT) also provides specialized courses, requiring equipment and facilities to simulate situations to train for survival, evasion, undersea warfare, and computer-based classes.

NAS Jacksonville also provides for a significant amount of air training, which accounts for a majority of training activities on the station. The Chief of Navy Air Training (CNATRA) commands for the Navy come to NAS Jacksonville for two-week durations eleven times per year. During these two-week periods, approximately 50-80 aircraft are at the installation at one time. Depending on the location and availability of aircraft carriers, NAS Jacksonville accommodates aircrews and aircraft participating in carrier qualification exercises (FCA RSIP Sec4 pp46-48).

Training ranges include the Jacksonville Complex, located south of NAS Jacksonville, and are comprised of Military Operations Areas (MOAs) and Restricted Areas (RAs). The Palatka (1 and 2) MOA is used for delivery runs. There are three RAs including: Lake George, Pinecastle, and Rodman. Live ordnance is authorized in the Pinecastle range only.

NAS Jacksonville is also home to Patrol Squadron Thirty (VP-30), the Navy's largest aviation squadron. VP-30 is the US Navy's Maritime Patrol Fleet Replacement Squadron and provides aircraft-specific training for pilots, Naval Flight Officers, and enlisted Air crewmen prior to reporting to the fleet.

Fuels

Fuel management includes processes related to receipt, storage, and delivery of fuel to activities within the region. The majority of bulk fuel management within the Jacksonville FCA is operated by Fleet and Industrial Supply Center (FISC) Jacksonville. FISC Jacksonville provides supply support services to US Atlantic Fleet Units and transient fleet units. FISC Jacksonville receives bulk fuel from commercial sources and provides bulk fuel for flight line operations at NAS Jacksonville. The fuels area is located south of the western end of the runway. Fuels are also supplied to Navy Exchange (NEX) for general pumping at the Gas and Service Station on Birmingham Avenue. On Figure 9.17, *Functional Relationship Diagram* Fuels, Training, and Airfield Operations are all depicted in the cream color.



Figure 9.5: Aviation Ordnanceman reads weapons inspection procedures



Figure 9.6: Instruction at The Center for Naval Aviation Technical Training Unit Jacksonville



Figure 9.7: Air Operations equipment and fuel storage tank at NAS Jacksonville



Figure 9.8: The Public Works Department



Figure 9.9: An aviation structural mechanic



Figure 9.10: FRC SE is located in the industrial section of the station in Building 101

Public Works and Utilities

Public Works has recently been incorporated into NAVFAC SE. NAVFAC SE is a US Navy Command that is responsible for the delivery of Public Works services to US Navy and other DoD activities located in the Jacksonville area. NAVFAC SE and Public Works provides a full range of public works services, including facilities maintenance and repair, utilities maintenance and operation, transportation, professional services including planning, real property management, environmental services, engineering design and consultation, and facility services such as grounds maintenance, custodial, and refuse collection (FCA RSIP Sec4 p46).

NAVFAC SE functions are scattered throughout the station. A new facility completed in 2009 will house relocating personnel south of Yorktown Avenue. Public Works is expected to remain in their current location along Enterprise Avenue. Public Works and Utilities are depicted in the medium blue color on Figure 9.17, *Functional Relationship Diagram*.

Maintenance

The maintenance land use consists of Fleet Readiness Center Southeast (FRC SE), which is an industrial facility that accounts for three percent of NAS Jacksonville land use. The FRC SE was recently created from a combination of the Navy Depot (NADEP) and Aircraft Intermediate Maintenance Department (AIMD). The combination of the two maintenance departments creates a full-service maintenance division capable of performing general maintenance tasks, special repairs, intermediate overhauls, and complete rebuilding and modifications. The FRC SE at NAS Jacksonville is one of three naval aviation depots in the country commissioned by the Navy; the other two depots are located in Cherry Point, North Carolina and San Diego, California.

FRC SE provides a source of hands-on maintenance training for the Fleet and integrates engineering/logistics with maintenance to provide total life cycle support. The FRC SE campus is located south of the Air Operations land uses and directly west of the new Type I Hangar on the seawall, shown in dark blue on Figure 9.17, *Functional Relationship Diagram*. The facility is a large historic hangar converted to meet the needs of FRC, and has been added onto at various times.

Site requirements for FRC are restrictive, and surrounding land uses provide little flexibility for expansion. The maintenance operations are quite large, covering over

125 acres, and its facilities need to be co-located. FRC's location adjacent to air operations' land uses is required in order to have access to the airfield.

In an effort to expand maintenance space, the Bachelor Enlisted Quarters (BEQ) were recently demolished, save two structures. These two buildings were converted into administrative space, some of which is used by FRC SE engineers who must have access to FRC equipment. Other line engineers are housed at a rented facility at Cecil Field. Ideally, these engineers could be relocated onto NAS Jacksonville to reduce travel times and trips between facilities.

Intermediate maintenance and production for individual squadrons occurs along the flight line where personnel have easy access to aircraft. These maintenance and production uses are shown in turquoise blue on Figure 9.17: Functional Relationship Diagram.

Supply and Warehousing

These functions, shown in orange on Figure 9.17, *Functional Relationship Diagram*, are located in two general locations at NAS Jacksonville and occupy three percent of the total land. (FCA RSIP Sec4 p43). Included are Defense Depot Jacksonville, Florida (DDJF), Fleet Industrial Supply Center (FISC), the NAS Jacksonville Supply Department, and the Commissary and Exchange Warehouses. The main warehouse area is located on the southwestern portion of the station in a campus along Swan Road. Other locations are along the north side of Yorktown Avenue, south of the runway, as well as some buildings adjacent to FRC uses. With the exception of supply facilities serving aircraft maintenance activities, logistics/supply/warehousing functions located near the air operations area north of Yorktown may be more efficient if they are co-located near the warehouse campus adjacent to Highway 17.

Ordnance/Ammunition

The NAS Jacksonville Weapons Department Integrated Product Team provides and operates an ammunition facility by requisitioning, receipt, inspection, storage, security, issue, inventory control, and transportation of conventional weapons ammunition and explosives in direct support of mission readiness, tenant commands, fleet units, and others as may be assigned (FCA RSIP Sec 4 p44-45). Shown in the peach color on Figure 9.17, *Functional Relationship Diagram*, ordnance operations and storage utilize twelve percent of the station, over 420 acres. Located in a secure area south of Swan Road, the



Figure 9.11: Building 110 is shared by various tenants



Figure 9.12: Advanced Under Sea Weapons Department at NAS Jacksonville



Figure 9.13: Hospital Corpsman uses a Gamma Camera to scan for possible hidden fractures

surrounding land must remain undeveloped due to ESQD arcs.

Hospital and Health Services

Medical land uses are located primarily in the Navy Hospital (NAVHOSP) area and occupy one percent of the total land of NAS Jacksonville land. Shown in pink on Figure 9.17, NAVHOSP is located in the south portion of the base along Mustin Road south of Child Street. The Hospital recently expanded the Pharmacy, and has plans to add an addition onto the front of the existing hospital.

Health and dental care services are funded separately from the installation. The NAVHOSP Jacksonville is a general medical and surgical hospital offering both inpatient and outpatient care to active duty military men and women, military retirees, and their families. The hospital also has the Navy's largest Family Physician Training Program and is fully accredited by the Joint Commission on the Accreditation of Health Care Organizations (FCA RSIP Sec48-50).

The hospital provides most of the general specialties including family practice, internal medicine, surgery, obstetrics, gynecology, psychiatry, radiology, ophthalmology, urology, pediatrics, ear nose and throat, neurology, and orthopedics. The hospital has a Level II Emergency Room providing emergency medical care for all eligible beneficiaries.

Administration/Command and Control

The Command and Control Function provides direction, support, and services primarily to the installation staff and are not managed as part of another major business area (FCA RSIP Sec4 p39). Sub-functions include Command/Administration, Public Safety, General and Administrative (G&A) activities, Legal, Public Affairs, Confinement/Corrections Service, and Transient Personnel Unit (TPU). Much of the command and control land uses are located south of Yorktown Avenue and west of the Fleet Readiness Center (FRC) complex. Some outlying Administration users are also located at the Main Gate, where Public Safety is housed. Administrative functions are shown in lavender on Figure 9.17, *Functional Relationship Diagram*.

The descriptions below identify some of the Command and Control activities provided by tenant commands:

- Naval Legal Service Office Southeast: This office provides comprehensive quality legal services. These services include defense services, claims services, and award-winning legal assistance services for

personal legal matters of active duty, retired members, and their dependents;

- Naval Criminal Investigative Service (NCIS) Resident Agency Jacksonville: The NCIS is a worldwide organization charged with the responsibility of investigating major criminal violations affecting the US Navy and Marine Corps. The organization has three main functions: criminal investigation of general crime, procurement fraud, and counterintelligence. NCIS is headed by a civilian director reporting directly to the Secretary of the Navy;
- Navy College Office: The Navy College Office provides education counseling, college placement, high school General Equivalency Diploma, and college credit tests to sailors, dependents, and civil servants. The office also manages voluntary on-base off-duty education programs for the host Commanding Officer, as well as manages and administers the Navy Tuition Assistance Program; and
- Transient Personnel Unit: The mission of the TPU is to ensure the processing of transient personnel who are en route to an assignment or pending separation; or in discipline or restricted status. These personnel include those serving non-judicial punishment awarded by the Commanding Officer (CO) or sentences awarded at courts-martial awaiting administrative processing.

Public Safety

Under the umbrella of Administrative use, Public Safety is a vital function on NAS Jacksonville. In addition to Police and guard duties, the Public Safety functions include fire and emergency response services (FCA RSIP Sec4 p45). Shown in lavender, the fire and emergency service includes emergency response and fire fighting capabilities for structural fires, aircraft rescue fire fighting response, specialized rescue, and hazardous materials incidents. Public Safety also provides inspections, assistance in arson investigations, and management/support for the installation's Disaster Preparedness Division and recovery efforts. It also maintains aircraft arresting gear and optical landing systems pertinent to the mission of NAS Jacksonville and OLF Whitehouse. Fire suppression and Crash and Rescue are combined at NAS Jacksonville. There are three fire stations on station: one on the air field, one adjacent to the FRC SE campus, and the other near family housing and the Hospital. Police and security services are located in Building 9 near the front gate.

Housing

Shown in yellow on Figure 9.17, *Functional Relationship Diagram*, Housing is separated into two locations on the station: Bachelor Enlisted Housing, located between

Saratoga and Enterprise Avenues west of Mustin Road, and Family Housing, south of Child Street along Hurricane Drive. Housing accounts for three percent of NAS Jacksonville land. Bachelor officers quarters (BOQ) and Visitor's Quarters are located along Mustin Road (FCA RSIP Sec 4 p 50-51).

Additional housing for NAS Jacksonville personnel is provided at an off-base housing community called Yellow Water. NAS Jacksonville has entered into a public-private partnership to renovate and construct existing family housing. The station is also considering a pilot program to renovate and manage bachelor quarters.

Personnel/Community Support

Personnel/Community Support function includes Morale, Welfare, and Recreation (MWR); Food Services; Family Services; Child Development; Military Personnel (MILPER) Services; and Other Mission Support functions. MWR supports a gymnasium that offers exercise and aerobic fitness equipment, weights, basketball court, racquetball courts, and an indoor pool. The Fitness Center offers a complete line of Body Masters machines and aerobic fitness equipment. There is a separate weight area complete with Olympic weights, dumbbells, and benches. Qualified instructors offer a variety of aerobics and step classes seven days a week. Wellness clinics are offered, including blood pressure checks and body fat testing. These facilities are centrally located along Enterprise Avenue.

NAS Jacksonville has a Fleet and Family Services Center (FFSC) that provides counseling, educational, and referral services to military personnel and their families to support fleet readiness. Programs include: family and marriage counseling, divorce mediation, individual counseling, stress class management, transition assistance programs, personnel financial assistance programs, new parent support, and family advocacy programs. NAS Jacksonville has a Child Development Center that offers traditional day care services and a Family Home Child Care program. A new Child Development Center is programmed for construction in 2009. The new facility will be located south of Child Street along Mustin Avenue.

Other Community Support Functions, shown in a lighter shade of green on Figure 9.17, include the Navy Exchange (NEX), Navy Band, and Navy Chapel. Navy Band Jacksonville provides musical services that inspire patriotism, enhance retention, provide a positive Navy image, reinforce recruiting efforts, and provide a

Navy presence throughout the Jacksonville area and southeastern US. The Chapel provides a gathering place of personnel seeking emotional and spiritual support and serves as houses of worship to all denominations.



Figure 9.14: The NAS Jacksonville MWR marina

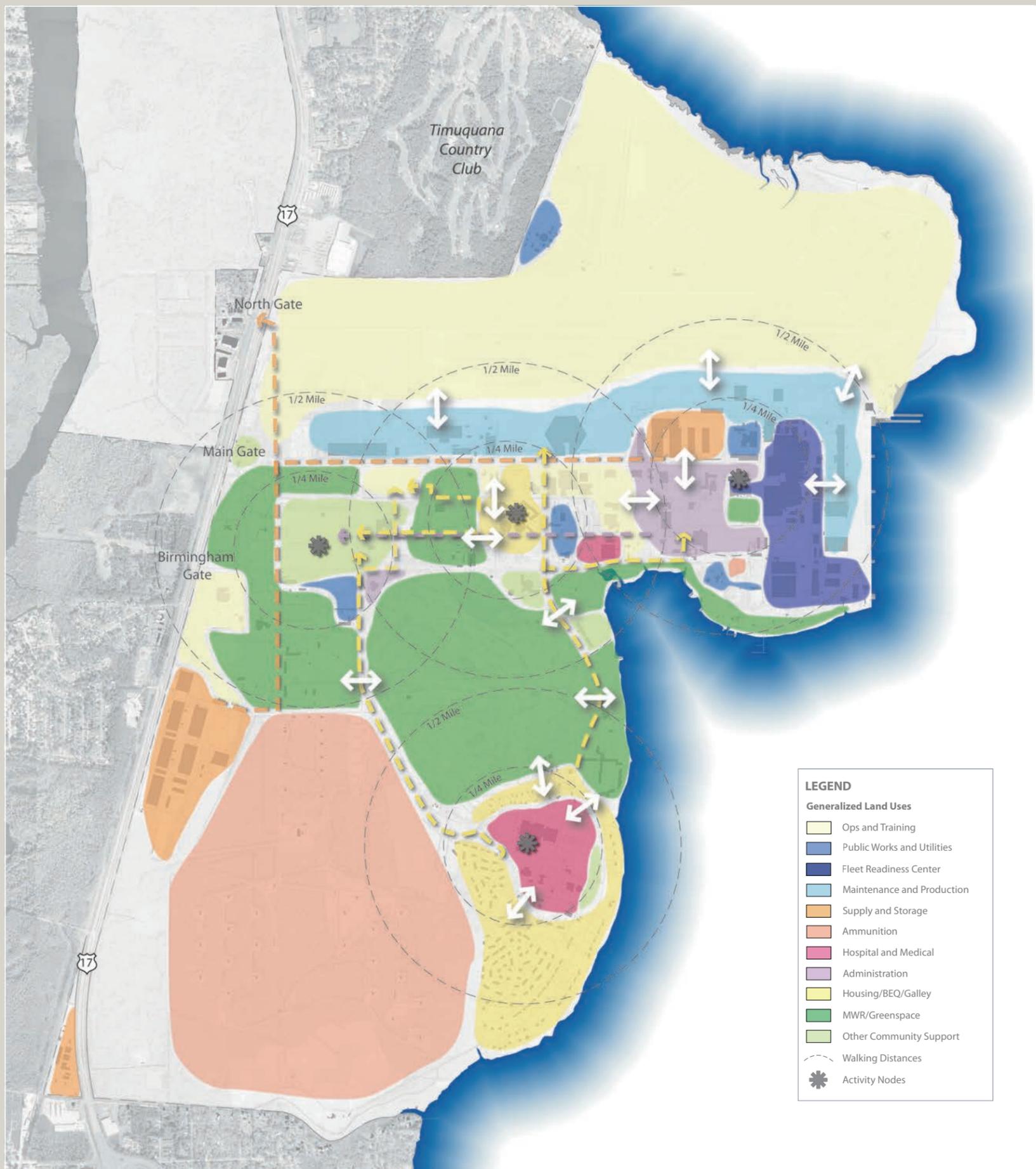


Figure 9.15: The base refueling facility for compressed natural gas



Figure 9.16: Unaccompanied personnel housing

FIGURE 9.17:
FUNCTIONAL RELATIONSHIP DIAGRAM



NAS JACKSONVILLE

MASTER PLAN



10.0

Circulation and Parking





Figure 10.1: NAS Jacksonville's Air Traffic Control Tower

10.0 Circulation and Parking

Naval Air Station Jacksonville has a well-defined grid street pattern with nearly 30 percent of its land area devoted to circulation and parking.

10.1 Parking Study

The Parking and Traffic Studies were conducted simultaneously with the Master Plan with recommendations coordinated between the plans. A summary of the existing and future conditions are provided below. Refer to the full Parking and Traffic Studies for additional information.

Existing Conditions

Eighty-two parking lots on the installation were evaluated for utilization. Figure 10.2 depicts the lots evaluated and are color coded to indicate utilization rates. Those shown

in green have utilization at less than 80 percent; yellow indicates utilization between 80 and 90 percent; and red indicates utilization greater than 90 percent. The findings are summarized below.

- 23 lots are over 90 percent utilized; 11 are in the FRC SE industrial complex;
- 14 lots have a utilization rate between 80 and 89 percent;
- 45 lots have a utilization rate below 80 percent; and
- There is no clear concentration of high utilization lots.

Based on tenant interviews and usage pattern, the installation was divided into four focus areas for parking analysis. Shown in Figure 10.3, *Parking Focus Areas on NAS Jacksonville*, Focus Area 1, coded in yellow, is located on the eastern-most side of the installation and includes the Industrial Complex, FRC SE, rotary-wing hangars, Air Traffic Control, Public Works, and various administrative users. Focus Area 2, coded in orange, is generally bound by Ranger Street and Albermarle Avenue. Focus Area 3, shown in red, includes buildings 848, 850, and 858. Focus Area 4, shown in green is Hangar 1000 and its parking lot. Focus Area 5, shown in blue, is located north of Yorktown Avenue in the general location of the new fixed-wing hangar. Key findings are presented below:



Figure 10.2: Parking Lot Utilization Rates at NAS Jacksonville

Lots shown in red have a utilization rate greater than 90 percent; lots shown in yellow have a utilization rate between 80 and 90 percent; lots shown in green have a utilization rate less than 80 percent.

Focus Area 1:

- 4,193 existing parking spaces;
- Existing parking demand of 3,610 spaces; and
- Perceived lack of parking by FRC SE personnel utilizing southern lots.

Focus Area 2:

- 2,198 existing parking spaces; and
- Existing parking demand of 2,140 spaces due to improper distribution of parking between focus areas 1 and 2.

Focus Area 3:

- 830 existing parking spaces; and
- Existing parking demand of 550 spaces.

Focus Area 4:

- 960 existing parking spaces;
- Existing parking demand of 1,130 spaces; and
- Galley parking lot used for overflow.

Focus Area 5:

- 781 existing parking spaces; and
- Existing parking demand of 650 spaces.



Figure 10.3: Parking Focus Areas on NAS Jacksonville

Focus area 1 shown in yellow; focus area 2 in orange; focus area 3 in red; focus area 4 in green; and focus area 5 in blue.

Future Conditions

Future parking condition on the installation are affected by both changes in supply and demand. Construction projects will also have an affect on parking supply. For example, the demolition of Building 2 could increase supply in the industrial area of the Station by 90 spaces if stormwater management measures can control the runoff from the increased impervious surface area. The Anti-Terrorism/Force Protection (AT/FP) regulations require a setback from structures, affecting the parking capacity of many existing lots. This regulation and other planned construction projects are considered for the future parking supply on NAS Jacksonville.

Due to BRAC and other transformation alignments, demand for parking will increase with the addition of new personnel to the Station. Larger increases in personnel are expected for:

- Patrol and Reconnaissance Wing 11;
- Mobile Operations Command Center (MOCC);
- Naval Facilities Engineering Command Southeast (NAVFAC SE);
- Commander Helicopter Sea Combat Wing Atlantic (CHSCWL) and Commander Helicopter Maritime Strike Wing Atlantic (CHSMWL);
- Fleet Readiness Center Southeast (FRC SE) Intermediate Maintenance Division; and
- FACSFAC/Air Operations.

A handful of tenants will be seeing a minor increase in personnel including: the Navy Band, Carrier Technical Support Center Ashore, Fleet Industrial Supply Center (FISC), Naval Criminal Investigative Service (NCIS), Naval Air and Technical Data Engineering Service Command, CNRSE Reserve Component Commander, Defense Depot Jacksonville Florida (DDJF), Fuel and Cyrogenics Division, and Navy College.

The Sea Control Wing, US Atlantic Fleet is decreasing personnel; Navy Family Housing is also slightly decreasing personnel. Considering these future conditions, notable surpluses and deficits are summarized by Focus Area below:

Focus Area 1

- 3,960 future parking spaces;
- Future parking demand of 3,300 spaces; and
- Adequate parking in the future.

Focus Area 2

- 2,116 future parking spaces;
- Future parking demand of 2,050 spaces; and
- Adequate parking spaces in the future but improperly distributed parking within Focus Areas 1 and 2.

Focus Area 3

- 830 future parking spaces;
- Future parking demand of 750 spaces; and
- Sufficient parking in the future.

Focus Area 4

- 960 future parking spaces;
- Future parking demand of 1,030 spaces; and
- Sufficient parking in the future with the use of galley parking for overflow.

Focus Area 5

- 1,456 future parking spaces;
- Future parking demand of 1,440 spaces;
- Potential parking deficiency during periods of personnel turnover (shift changes); and
- Sufficient parking in the future. Use of The Zone parking lot for overflow parking during intermediate periods.

Recommendations

- Construct new parking lot on block with Buildings 102, 104, 108, 184, and 790;
 - » Parking lot of at least 400 spaces;
 - » Require the relocation of staff and demolition of Buildings 102, 104 108, 184 and 790; and
 - » Users of buildings in the area and FRC SE users in lot N (see Figure 10.4 below).
- Improve and minimize assigned parking space markings;
- Eliminate or pave grass/gravel parking areas and update stormwater study to accommodate surfaces;
- Create a centralized parking facility near recreational fields, especially near the outdoor pool, see Figure 10.5;
- Review, improve, and implement a parking enforcement program to discourage illegal parking;
- Relocate internal DDJF Warehouse parking to improve truck operations (see Figure 10.6 below);
- Better advertise parking for building customers with the use of signage;
- Continue to promote car-pooling, van-pooling,

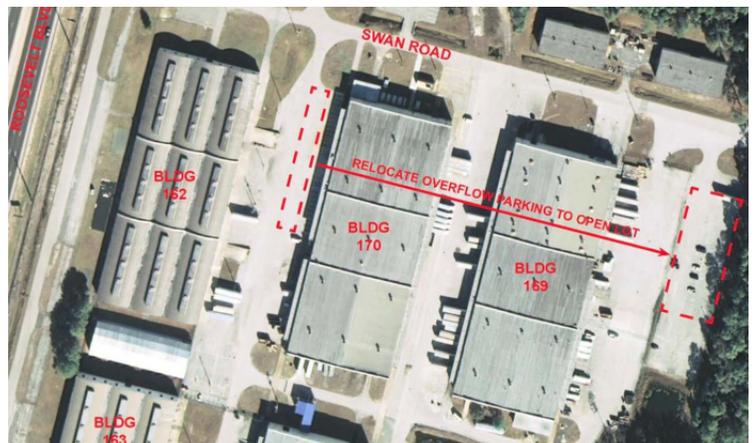
Figure 10.4: Construction of new lot
Includes demolition of Buildings 102 and 104.



Figure 10.5: New recreational parking facility
New facility will relieve illegal parking in the area.



Figure 10.6: Relocate DDJF parking
Relocate parking to an under-used lot on the warehouse complex within 1,000 feet of building.



teleworking, and mass transit use;

- Mitigate inadequate parking at NMCB-14 by designating Lots E and N for weekend only use for NMCB-14 (see Figure 10.7);
- Continue working with City of Jacksonville for bus service improvements;
- Designate expectant mother parking at NEX;
- Designate additional parking for base security within close walking distance (at Building 318) for periodic training exercises (see Figure 10.8); and
- A parking deck was evaluated but is not recommended.

Figure 10.7: Assign weekend parking for NMCB-14
Lots E and N are within walking distance of the NMCB-14 compound.



Figure 10.8: Additional parking for base security
Both parking lots are within 1,000 feet of building 876 and not widely used during the daytime.



10.2 Traffic Study

A traffic study was conducted in conjunction with the Master Plan. The purpose of the traffic study is to identify roadway infrastructure needs given future planning efforts and to incorporate these needs into any planning considerations. The objectives of the study include:

- Update the traffic study conducted in November 2002 by Gannett Fleming;
- Assess the adequacy of the existing Yorktown and Birmingham corridors to meet future traffic projections given the planning considerations outlined in this Master Plan; and
- Develop recommendations to improve the corridors of study.

Study Area and Major Corridors

The study area consists of the two main corridors: Yorktown Avenue and Birmingham Avenue. There is a great deal of current and proposed construction/demolition along each of these corridors.

The study analyzed the amount of truck traffic entering the commercial gate and its effect on the flow of east/westbound traffic along Yorktown and Birmingham Avenues. Many of the trucks that enter the commercial gate make their way south along Allegheny Road to the Defense Depot Jacksonville Florida (DDJF) warehouses off of Swan Road, passing through the intersections of Yorktown and Birmingham along the way. The study considered the traffic-related benefits of moving the commercial gate closer to the DDJF warehouses.

Issues and Opportunities

The existing traffic signal timings along Yorktown and Birmingham Avenue are set to provide maximum time to the east-west movements in order to move traffic into and out of the base. As a result, unacceptable delays occur for traffic moving north or south at the intersections of Yorktown with Allegheny Road, Mustin Street, and Wasp Street.

The Birmingham corridor showed an existing unacceptable delay in some turning movements at its intersection with Allegheny. There are also some delays at Child Street and Mustin Street. These movements will only degrade further with the future increase in traffic.

Strategies

Roadway Recommendations

Recommendations to improve the existing and future conditions along Yorktown Avenue include:

- Upgrade and interconnect the traffic signal controllers and coordinate the network;
- Optimize the traffic signal timings to maximize the vehicular capacity of the existing roadway;
- Construct a southbound right turn lane at Allegheny Road to provide a dedicated lane for outbound traffic in the PM;
- Modify the pavement markings for the existing northbound left turn lane at Allegheny Road to increase the turn lane length by 110 feet to provide more storage for vehicles making this movement;
- Install a traffic signal with pedestrian push buttons at Wasp Street to provide dedicated time to the eastbound movement in the PM and create a safer condition for the high volume of pedestrians crossing at this intersection; and
- Install pedestrian push buttons at the intersections with Allegheny Street and Child Street to increase pedestrian safety for the projected increase in crossings with the construction of the MMA Hangar and the ITC.

Recommendations to improve the existing and future conditions along Birmingham Avenue include:

- Optimize and coordinate the traffic signal timings to maximize the capacity of the existing roadway;



Figure 10.9: Pedestrian actuated crossing

A push button activates this traffic signal so pedestrians can cross traffic safely.

- Construct a southbound right turn lane at Allegheny Road to provide a dedicated lane for traffic making this movement in the PM;
- Modify the pavement markings for the existing northbound left turn lane at Allegheny Road to increase the turn lane length by 80 feet to provide more storage for vehicles making this movement;
- Construct northbound and southbound left turn lanes at the intersection with Child Street to provide dedicated signal time for these movements; and
- Modify the pavement markings on the northbound approach of the intersection with Mustin to create a dedicated left turn lane and a thru-right turn lane, and widen the north side of the intersection to align the northbound thru lane.

Commercial Gate Recommendations

Allegheny Road was analyzed for commercial vehicle traffic to determine the volume of trucks entering the Commercial Gate and traversing Allegheny Road. The impact of a high volume of commercial vehicle traffic through the intersections with Yorktown and Birmingham could negatively impact the eastbound and westbound movements and could potentially warrant the relocation of the Commercial Gate. However, the traffic study found there to be only 29 commercial vehicles traversing this network over a six hour period. Based on these findings, it is not recommended to relocate the Commercial Gate solely to remove commercial vehicle traffic from Allegheny Road.

Recommendations for the Commercial Gate include:

- Continue to allow passenger cars to enter and exit the Commercial Gate to mitigate traffic related impacts to the Yorktown and Birmingham corridors caused by the construction of the MMA Hangar; and
- Determine and provide the necessary commercial vehicle queuing length needed to eliminate the impediment of passenger cars through the Commercial Gate.

10.3 Pedestrian and Bicycle Environment

Circulation consists of all forms of transportation: automobile, transit, bicycling, and walking along with the infrastructure to support each: streets, parking lots, transit routes, stops and shelters, bicycle lanes, sidewalks, and multi-use trails. As NAS Jacksonville and the surrounding communities were designed primarily as a single-occupancy vehicle environment, the circulation plan seeks

to create additional transportation alternatives that are safer, more pleasant, and more sustainable in the future.

The existing pedestrian and bicycle environment on the station are inconsistent varying in condition. Transportation alternatives include the designation of on-street shared roadways, on-street striped roadways, and off-street multi-use trails for bicycles. For pedestrians, major pedestrian corridors are designated for street and sidewalk improvements. The Development Plan, Section 12.0, shows recommendations for pedestrian and bicycle improvements.

10.4 Transit

Existing transit on the station is provided by the City of Jacksonville. Section 12.0 includes recommendations for improving the transit experience at NAS Jacksonville.

11.0

Facility Assets

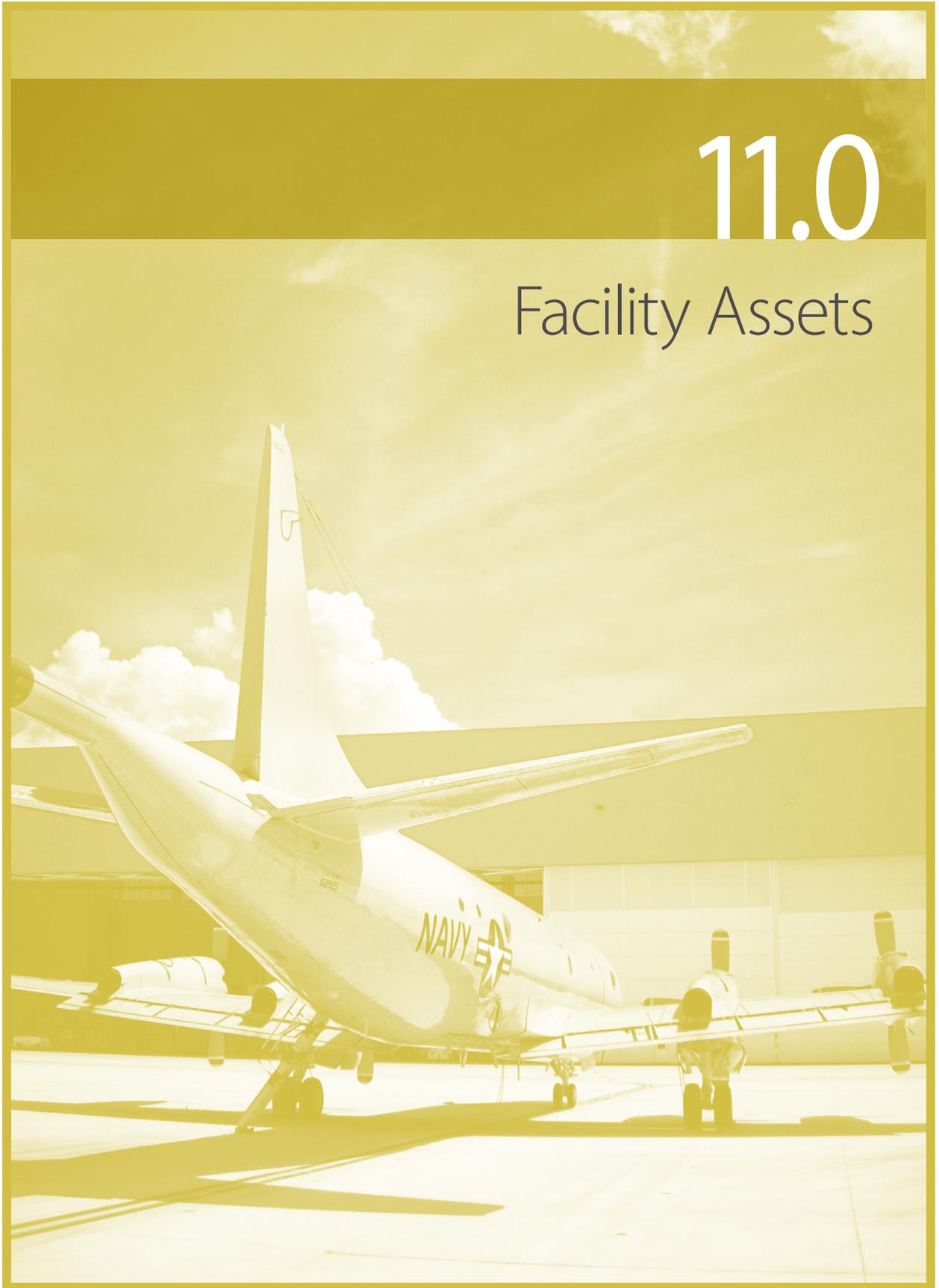




Figure 11.1: The helo hangar on the eastern seawall at NAS Jacksonville

11.0 Facility Assets

Naval Air Station Jacksonville's facilities must meet the demands of today's advanced military technologies.

11.1 Existing Facilities

Today's military must be able to quickly respond to the changing global environment and be able to deploy personnel and equipment across the world in a short period of time. Because military situations are in an ever-changing state, NAS Jacksonville, like most modern military installations, is constantly undergoing modification. This section explores the existing facilities at NAS Jacksonville as to how they meet the adequacy for modern military readiness.

11.2 Ongoing Development

NAS Jacksonville is actively preparing for the transformation and mission changes that are underway

at the installation. The major planned and programmed construction is summarized below.

MILCON/BRACON/Repair/Demolition Projects

Below is a summary of MILCON, BRACON, Repair, and Demolition projects. These projects are depicted on Figure 11.2, *Construction Projects* and Figure 11.3 *Demolition-Associated Projects*. Note that if a project has a major demolition component, it is shown on Figure 11.3 and not repeated on Figure 11.2.

Programmed Projects FY09-12

- P192: Child Development Center:
 - » Includes 31,000 sf building and 800 sf storage building; and
 - » Demolish Buildings 704, 705, 705-A, 705-B, 705-C, 705-D, and 4 re-locatable structures.
- P217: Physical Fitness Facility:
 - » Construct new physical fitness facility with indoor pool and multi-purpose sports field; and
 - » Demolish Buildings 87, 614, 614A, 789, and 867.
- P620: Addition to Building 873, Engine Test Cell Facility;

- P623: P-8A Integrated Training Center (ITC):
 - » Construct a two-story operational training facility for Multi-Mission Maritime Aircraft (MMA)/P-8A; and
 - » Includes space for 10 Operational Flight Trainers (OFT), 6 Weapons Tactics Trainers, Part Task Trainers, support equipment, bridge cranes over the OFT devices, computer-based training stations, internal and external network communication equipment, training media storage, maintenance support shops, administrative offices, study rooms, briefing areas, and Secure Compartmented Information Facilities (SCIF).
- P624: Integrated Training Center (ITC):
 - » Includes space for Integrated Avionics Trainer and Ordnance Load Trainer.
- P628: OLF Whitehouse Control Tower:
 - » Replace existing tower; and
 - » Includes new National Airspaces System Modernization Program (NASMOD) system.
- P630: Modify Facilities for P-8A MMA CONUS MOB#1:
 - » Modifies P-3 Hangar 511 (completed in 2009) to accommodate new P-8;
 - » Includes wash rack and rinse; and
 - » Restripe apron; modify compass calibration pad.
- N09-20: MWR All Hands Club;
- NF2-07: CBMU-202 HQ Building;
- NF16-08: Training Auditorium;
- NF17-08: Weapons Area Storage Building - construct 8,000-square foot pre-engineered metal weapons storage area building in vicinity of secure Public Works/CBU410 operational area;
- RM09-08: Repair Building 118, Air Traffic Control Tower; and
- DE01-09: Demolish fuel system on Pier 139; Buildings 12, 72, 127, 127E, 127F, 459, 640, 640B, 640C, 640D, 640F, 1271, 1913, 1960, and 1964; relocate Navy Band to Building 921 and MOCC to Building 851.
- P250: Ordnance Operations Facility:
 - » Includes new 16,000 sf building and 1,000 sf magazine;
 - » Demolish buildings 101N, 101G, and 480; and
 - » Consolidate some operations occurring in 101, 101K, and 101S into a single facility.
- P251: Construct MEPS;
- P277: Crash, Fire, and Rescue Station:
 - » Renovate Building 200; and
 - » Demolish Buildings 115, 168, 200A, and 936.
- P444: Bachelor Enlisted Quarters:
 - » Demolish Buildings 11 and 845; and
 - » Construct 204 rooms in new Navy Gateway Inn and Suites.
- P525: Runway, 9/27 Overrun Pavement:
 - » Construct 1,000 linear feet of pavement on western end.
- P622: Air Traffic Control Tower:
 - » Demolish Buildings 111, 113, 114, 117, 118, 279, 666, and 934; and
 - » Consolidate activities in Building 110.
- NEX: Construct quick lube and car wash;
- RM06-97: Repair Building 110;
- RM07-08: Repair Galley Building 855;
- RM08-08: Repair Chapel Buildings 750, 751, and 752;
- RM09-0021: Repair Building 1;
- RM18-08: Repair Building 848 Training Complex; and
- RM19-08: Construct wastewater re-use system.

Active Projects

- N251302 NEX: Home and Garden Store;
- N450504 NEX: Addition to Building 987;
- P971: Hospital addition;
- R18-96: Hangar 1000 repair; and
- DE01-05 Demolish various aging facilities:
 - » Demolish Buildings 2, 7H, walkway, 612, 101UA, 104A, 104, 106 foundation; and
 - » Partial demo of Buildings 131, 136, 159, 339, 607, 614B, storage annexes 5, 12, 24, 26, 323, 324, 338, 347, 348, 554, 674, 675, 820, 890, 944, 1756, and 1937.

Unprogrammed/Planned Projects

- P204: Consolidated Operation Support Facility:
 - » Includes a 62,000 sf facility;
 - » Demolish Buildings 168, 554, and 947; and
 - » Consolidate and reduce administrative support for Command Office and smaller supporting units.
- P246: Aircraft Parts Staging Facility:
 - » New structure physically replacing buildings 1954,

Completed Projects

- P265 Aircraft Parking Apron:
 - » New parking apron for P-3.
- P302V Aircraft Hangar (511) and Parking Apron (Increments 1-3):
 - » Will provide hangar spaces and aircraft parking areas to support the BRAC relocations;
 - » 150,000 square yards of parking and 6,600 square yards of access apron; and
 - » Hangar space includes high bay area, administrative area, and crew/maintenance areas.
- P305V FEC Southeast Engineering Operations Center:
 - » New facility to house staff relocating from Charleston; and
 - » Staff will eventually be located in three buildings: new facility (Building 903), 135, and 902;
- P312 Helo Hangar Replacement:
 - » Demolish hangars 122 and 123 and replace with one Type 1 Hangar;
 - » Relocate paint hangar to 124;
 - » Demolish and replace aircraft apron; and
 - » Includes parking for 933 vehicles; and
- P333V Fleet Support Facility.

Also shown on Figure 11.2, *Construction Projects* and Figure 11.3, *Demolition-Associated Projects* are suggestions made by stakeholders during interviews, a summary of BFR findings, and surplus assets that are not re-purposed for other users. This is further described in the following section, 11.3 Facility Requirements.

11.3 Facility Requirements

The recent Basic Facility Requirements (BFR) is an update to the 2004 BFR for specific Category Code Numbers (CCNs). The 2008 BFR Update was developed using the Navy's current facility planning guidance UFC 2-000-05N (P-80).

The Navy's Facility Planning Process requires an evaluation of mission requirements, as well as an evaluation of existing assets, to develop planning actions. The first step in the Navy's Facilities Planning Process involves the identification of NAS Jacksonville's future space requirements. These requirements are then compared to existing assets to determine whether the Naval Air Station possesses the facilities necessary to support the mission of each of the tenants. The Master

Plan uses this analysis as a guide to locate physical space for the deficiencies and users for the surpluses.

Below is a summary of key deficits and surpluses identified by the BFR. Refer to the full BFR document for further details. Table 11.1, *BFR Summary for NAS Jacksonville*, presents a summary of the BFR data for the key deficits and surpluses.

BFR Key Deficits

The greatest deficits are in the category codes for air operations, community support, administrative space for FRC SE, and training. Note that the 2009 TSIP identifies the training assets at NAS Jacksonville in more detail (including space in additional CCNs), along with the actions to consolidate, realign, and accommodate training spaces in order to minimize the need for MILCON projects (see Section 7.0, *Planning Efforts*).

Key Operational Facility Deficits

- Aircraft Parking Apron;
- Aircraft Fuels Storage;
- Air Cargo Terminal;
- Fire/Rescue Station;
- Operations Control Center;
- Training;
- FRC Shop Space (selected CCNs) and Administrative Space; and
- Ground Support Equipment Shed.

Key Support Facility Deficits

- Chapel/Religious Education;
- Bowling;
- Fitness Center;
- Liberty Center;
- Child Development Center;
- Library;
- Outdoor Courts; and
- Outdoor Pool.

The BUMED, NEX, DLA, and DECA perform separate requirements analyses and are not included in the BFR.

Other activities occur at NAS Jacksonville that present additional hangar requirements based on historic use of the field for training activities. These include aircraft training requirements for Commander, Strike Force Training Atlantic exercises and other Chief of Naval Air Training-sponsored training. These aircraft detachment (det) requirements

for training purposes are not included in this BFR since requirements for CCN 211-07 can only be based on stationed aircraft at NAS Jacksonville per UFC-2-000-05N guidance. However, these requirements should be accounted for in facility planning if this training continues in the future, based on historic requirements associated with the dets involved. In the Master Plan, Hangar 1000 is being reserved for transient aircraft.

BFR Key Surpluses

Key surpluses are in the category codes of maintenance hangar space, and public works. Some of these facilities may be useful space for users who are showing a deficit. However, user needs and safety requirements may preclude these facilities from being re-purposed.

Key Operational Facility Surpluses

- Maintenance Hangar Space;
- FRC Shop Space (for selected CCNs); and
- Data Processing Space (DISA).

Key Support Facility Surpluses

- Brig

The Master Plan incorporates some of the BFR-identified facility deficits into the Development Plan if NAS Jacksonville supported the development of these facilities during the planning process. The Development Plan is presented in the following section.

FUNCTION	UNITS	REQUIREMENT	ASSETS	SURPLUS/ DEFICIT	CATCODES
Air Operations	SF	296,004	215,153	-80,851	131-15 to 133-75; 137-10 to 143-80; 155-21
Apron/Runway	SY	1,169,698	788,834	-380,864	111-10 to 113-40
Fuels	GA	2,306,990	2,016,290	-290,700	121-50 to 122-30
Fire & Rescue*	SF	45,775	23,214	-22,561	141-25, 730-10
Training and Education**	SF	557,216	472,159	-85,057	171-10, 171-20, 171-35
FRC SE Maintenance	SF	1,582,964	1,564,898	-18,066	211-11 to 211-86; 211-90 to 211-95
Maintenance Hangars	SF	765,670	858,020	92,350	211-05 to 211-07
Public Works	SF	71,200	162,833	91,633	219-10 to 219-77
Ordnance/Weapons	SF	67,182	70,147	2,965	421-12 to 421-72
Supply & Warehousing	SF	1,207,720	1,190,049	-17,671	441-10 to 441-35
Administration	SF	894,004	709,417	-184,587	610-10
Bachelor Housing***	PN	2,588	3,038	450	721-11 to 722-10; 724-11 to 724-14
Community Support	SF	1,738,334	1,375,867	-362,467	730-36 to 730-75; 730-77 to 730-85; 740-12; 740-18 to 740-28; 740-34 to 740-70; 740-74 to 740-81; 740-87 to 740-91; 750-39
NEX	SF	393,463	378,369	-15,094	740-01 to 740-09, 740-16, 740-30 to 740-32, 740-71, 740-85 to 740-86
Medical****	SF	123,489	108,495	-14,994	510-77, 530-10 to 530-50, 550-10

Table 11.1: BFR Summary for NAS Jacksonville

*The existing crash and rescue facility does not meet current requirements for truck storage.

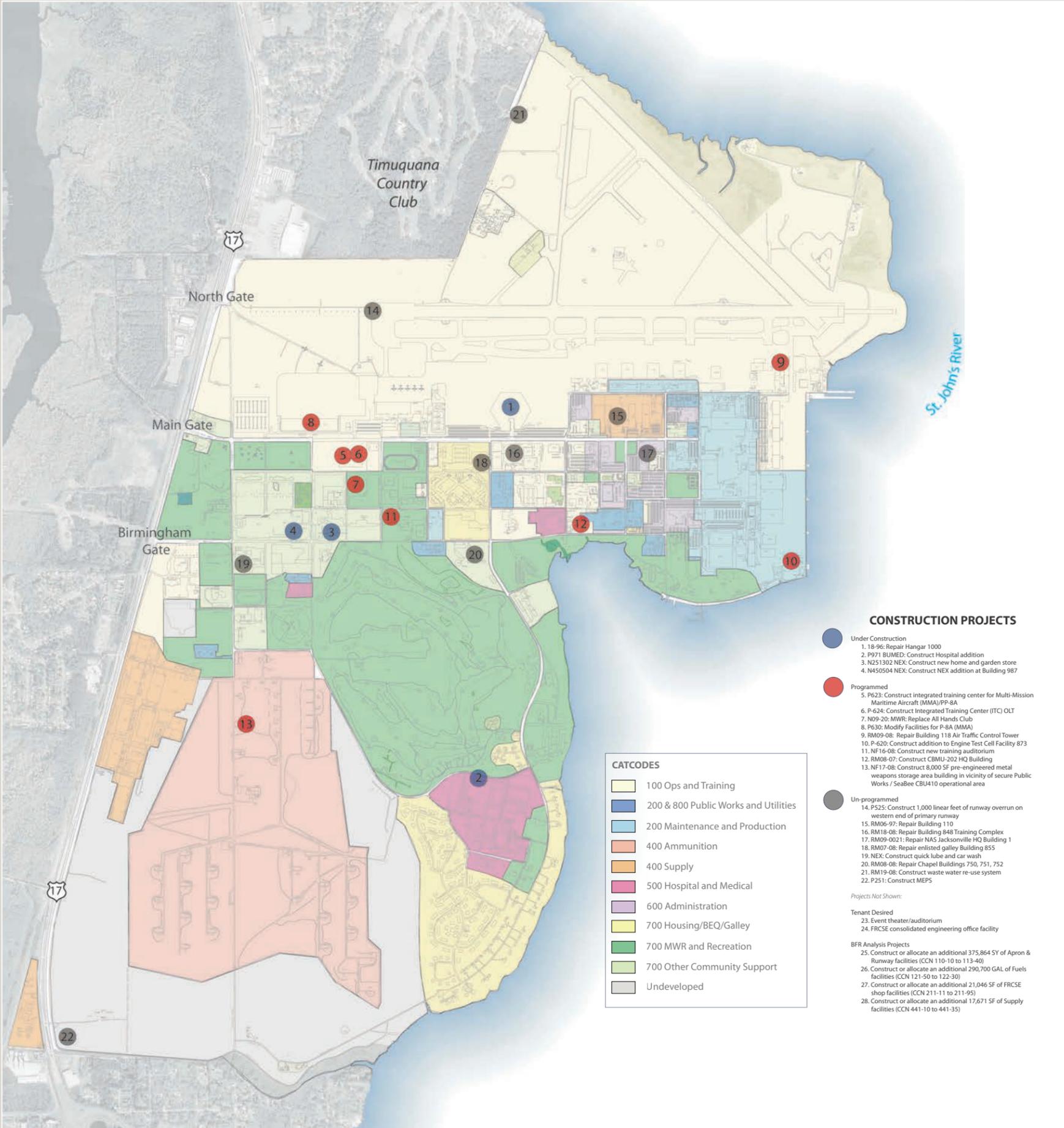
**The TSIP reports a total of 639,986 SF as training space assets, but includes space in additional CCNs 143-80, 171-15, 171-25, 171-45, 171-77, 550-10, and 610-10.

***This surplus reflects the large enlisted dining facility (CCN 722-10)

****This deficit reflects the need for laboratory space

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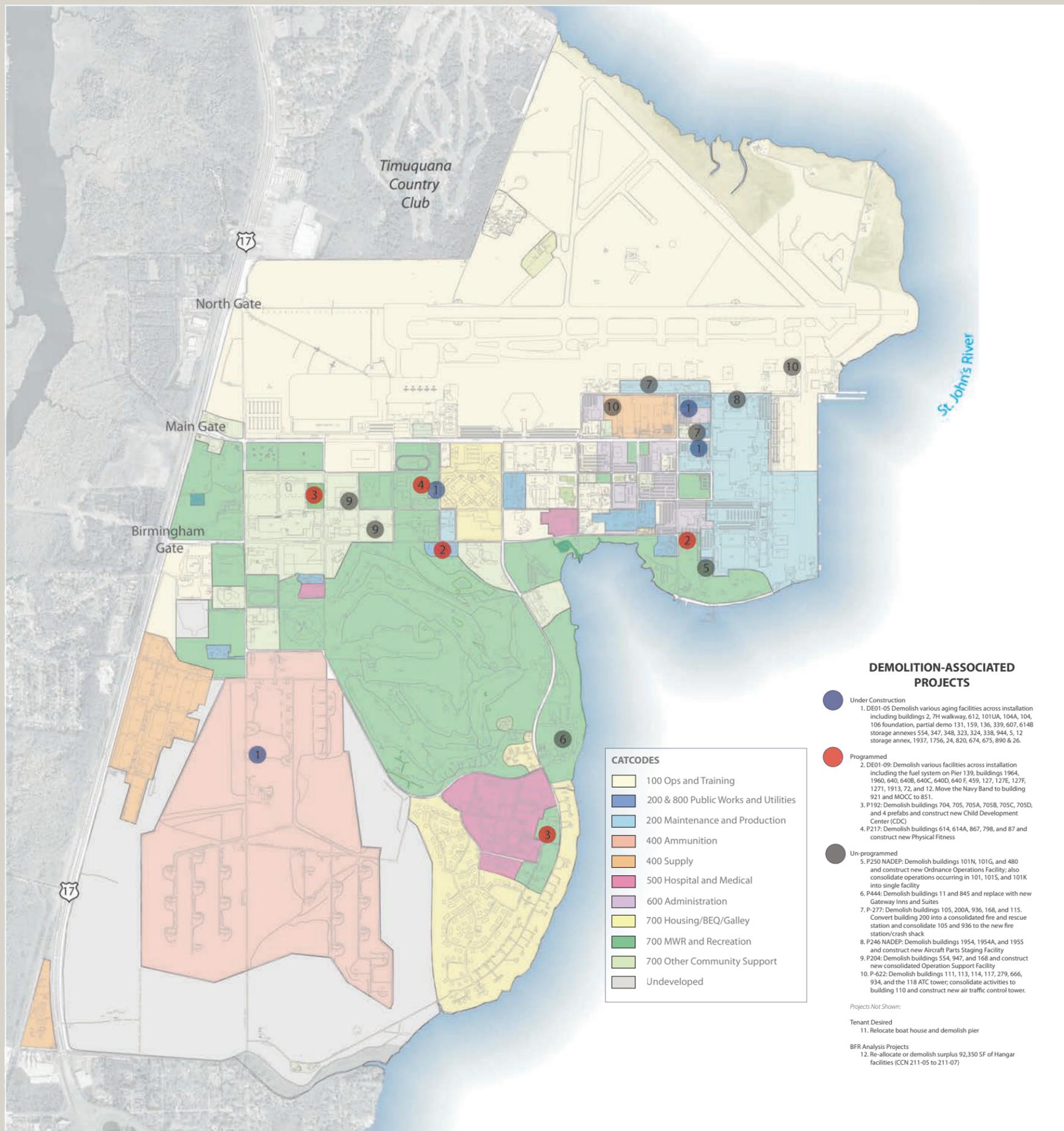
FIGURE 11.2:
CONSTRUCTION PROJECTS



NAS JACKSONVILLE MASTER PLAN



FIGURE 11.3:
DEMOLITION-ASSOCIATED PROJECTS



NAS JACKSONVILLE

MASTER PLAN



12.0

Development Plan



12.0 Development Plan

The Naval Air Station Jacksonville Master Plan organizes the installation into four major activity centers, or nodes, each with a functional specialization. The nodes are connected by a series of green spaces, that include recreational facilities and a multi-use trail.

12.1 Conceptual Framework Plan

The vision, goals, and objectives of NAS Jacksonville were translated into a conceptual framework plan. The conceptual framework plan organizes NAS Jacksonville into four major nodes, or activity centers, surrounding the central green space of the golf course. The activity centers are characterized or defined by a half-mile, walkable radius around a predominant land use connected to other activity nodes by green space and transportation options. Figure 12.1, *Conceptual Framework Plan*, depicts the organizational framework on which the Master Plan is designed. The four activity nodes are:

- **Administrative/Industrial Node:** located on the northeast side of the installation. This node contains the Command functions and other Administrative uses. Along the quarter-mile and half-mile periphery of the node are concentrations of industrial, air operations, and flightline activities. Passive greenspace and boat landings are located within a half-mile walking distance along the St. Johns River;
- **Bachelor Housing/Training Node:** located in the north central section of the installation. This node centers around the Bachelor Housing complex and contains a majority of training facilities that occur on the station. Also within a short walking distance is a concentration of active recreation uses including The Zone and the gym. The golf course and other passive open spaces are located within a half mile;
- **Navy Exchange (NEX)/Community Support Node:** located on the northwest side of the installation. This node is focused on the NEX shopping district. Active outdoor recreational facilities such as the pool and athletic fields are located within a half-mile walking distance; and
- **Hospital/Health Services Node:** located in the

southeast section of the installation. This activity node centers on the Hospital complex, and includes many family and child support facilities such as the planned Child Development Center and the relocated Youth Center. Family housing is located within a short walking distance, as is the golf course.

The warehousing and ammunition storage area that make up the southwest side of the installation is considered a minor activity node. Due to its function, however, extensive pedestrian activity should be minimal in this area.

These activity nodes organize the physical space of the installation. Additional concepts for planning at NAS Jacksonville include:

- *No major land use changes.* This plan minimizes the disruption and associated costs of a major land use changes on the station;
- *Locate similar land uses and activities together.* New training facilities should be located within the Bachelor Housing/Training Node, new Administrative facilities should be located within the Administrative/Industrial node, and so forth;
- *Increase the amount of green space on the installation.* This improves the quality of life for personnel on the station and the overall regional environmental quality;
- *Reduce the amount of impervious surfaces.* When alternatives are available, plan for lower-impact construction materials. Pervious pavements, green roofs, greywater cisterns, and smaller building footprints all help reduce the amount of stormwater that occurs on the installation. These construction methods reduce the long-term operating costs to the Navy;
- *Improve connectivity on the installation for all users;*
 - » Provide pedestrian, bicycle, transit, and vehicular connection between and among the activity nodes;
 - » Connect the open spaces and recreational facilities with linear green spaces, trails, and other pedestrian facilities to the greatest extent possible; and
 - » Preserve the existing roadways. The station is fortunate to have a strong grid street network in the northern section. Most of the original grid remains, but some disintegration of the grid has occurred in the recent past. New facilities should not propose the closure of existing roads if possible; and
- *Increase alternative transportation options.* Figure 12.1, *Conceptual Framework Plan*, shows a potential circulator route for a bus or van that connects each of the activity nodes. Also, the multi-use trail and on-street bicycle lanes provide an alternative route that links the nodes together and provides increased mobility choices.

FIGURE 12.1:
CONCEPTUAL FRAMEWORK PLAN



LEGEND

- Activity Nodes
- Walking Distances
- Potential Circulator
- On-street Bike Route
- Multi-use Trail
- Existing Greenspace and/or MWR
- Tertiary Road Streetscape
- Secondary Road Streetscape
- Primary Road Streetscape

NAS JACKSONVILLE

MASTER PLAN

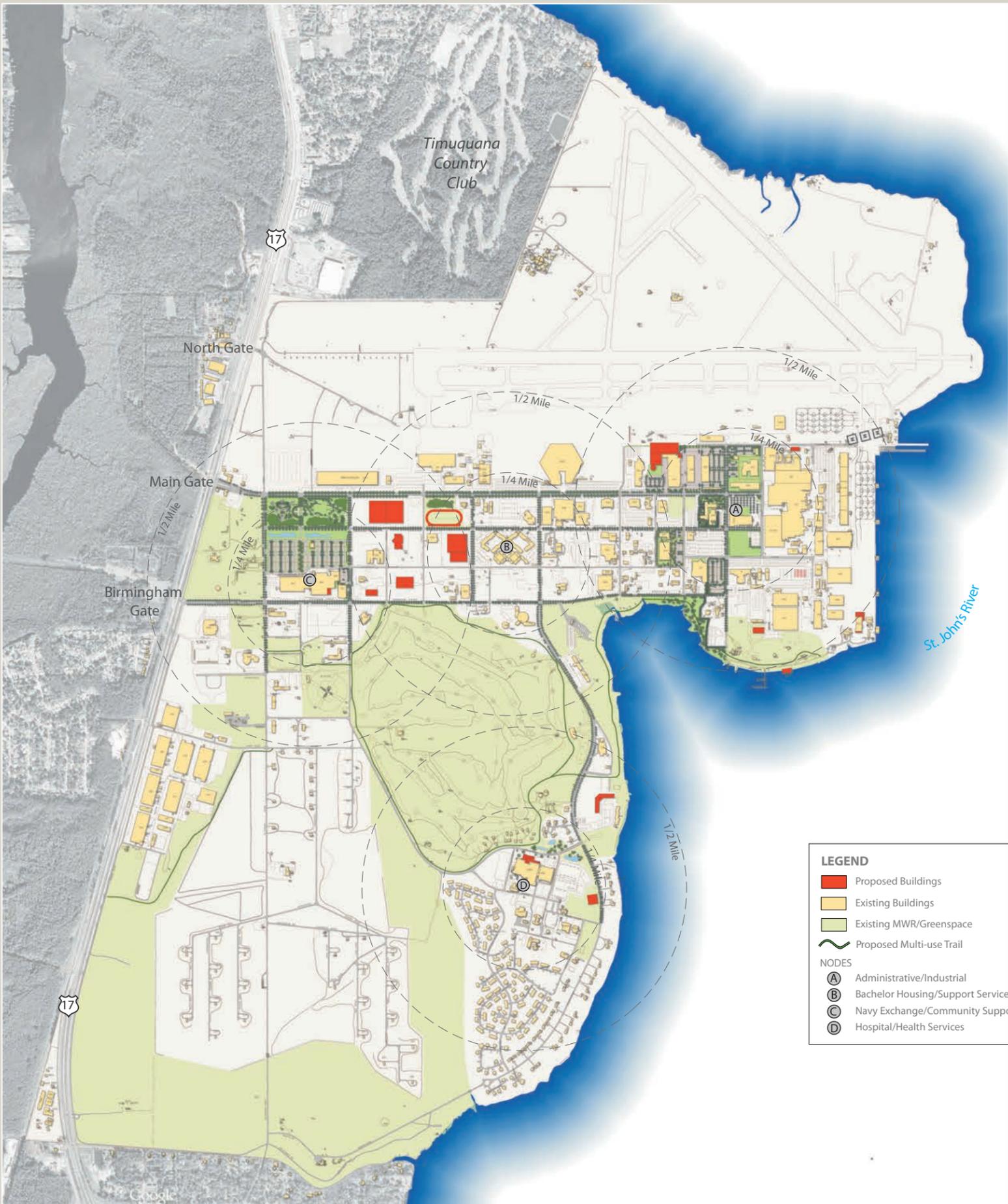


SCALE IN FEET

0 700 1400 2100

A north arrow pointing upwards and a graphic scale bar with markings at 0, 700, 1400, and 2100 feet.

FIGURE 12.2:
ILLUSTRATIVE MASTER PLAN



NAS JACKSONVILLE

MASTER PLAN



12.2 Master Plan

From the conceptual framework plan arose the detailed master plan, shown on the previous page in Figure 12.2, *Illustrative Master Plan*.

Big Moves

Although major land use changes are not called for in the Master Plan, several big moves are made to more efficiently organize the station. Several users that are spread across the station are relocated and consolidated at NAS Jacksonville. Improvements to parking distribution and circulation maximize the efficiency of existing facilities. Each of these Big Moves meet the overarching goal to improve efficiency and environmental quality, thereby, lowering the long-term costs to the Navy.

Consolidation

The Master Plan does not preclude the Public Works Department from continuing to manage the space requirements of tenants. However, several larger relocations are called for in the plan:

- All users in Building 118 are relocated to Building 110 and the new Air Traffic Control Tower;
- BOSC consolidated into the transportation compound near Building 27 the Public Works Department;
- Many training activities are consolidated into Building 848;
- Navy Band is relocating from Building 12 to Building 921; and
- Users in hangars 113, 114, and 115 are already planned to be relocated to other Navy installations.

New Facilities and Demolitions

The Master Plan calls for handful of new facilities. In addition to those that are already planned, these include:

- 16 new rotary-wing aircraft parking spots;
- 3 re-located helicopter landing pads;
- Air Traffic Control Tower;
- Air Passenger and Cargo Terminal;
- Combined Structural/Aircraft Fire and Rescue Station;
- Boathouse;
- Integrated Community Support Center-Training Auditorium, Library, Liberty Center, and Navy College; and
- Hospital Administrative building addition.

In addition to those that are already planned on the station, additional proposed demolitions include:

- Building 118 and the Air Traffic Control Tower;
- Air Passenger and Cargo Terminal and associated buildings 117, 278, 279, and 666;
- Hangars 113-116; and
- Buildings 102, 104A, 104, 108, 184, and 790.

Parking and Alternative Mode Circulation

A new multi-use path and trail system is proposed to link together the major activity centers and campuses on the station. The path system is a combination of off-street trails, on-street bike lanes, and share-the-road routes where vehicular traffic volumes are low. Figure 12.3 illustrates the multi-use path system, showing the three different configurations. Refer to the Installation Appearance Plan for further details.

Streetscaping projects are recommended across the installation to improve walking conditions and overall appearance. Each road is categorized based on its function as either a Primary or Secondary roadway. The Installation Appearance Plan provides varying cross-sections for these categories. Primary roadways include:

- Yorktown Avenue; and
- Birmingham Avenue.

Secondary roadways include:

- Enterprise Avenue;
- Saratoga Avenue;
- Albemarle Avenue;
- Ranger Street;
- Child Street;
- Allegheny Road;
- Swan Road; and
- Mustin Road.

In addition to improving the pedestrian experience on the installation, several new parking lots are distributed across the station. Two new large parking lots are proposed in the Administrative/Industrial Node:

- 525 space parking lot near the FRC SE main facility (where Buildings 102, 104, 108, 184, and 790 are currently located). This lot should include low impact development (LID) elements and an underground stormwater detention facility; and
- 157 space parking lot next to the proposed Air Traffic Control Tower and Air Cargo/Passenger terminal.

Several smaller parking lots are proposed in the Navy Exchange/Community Support node, specifically to address needs for Base Security and outdoor recreational facility users.

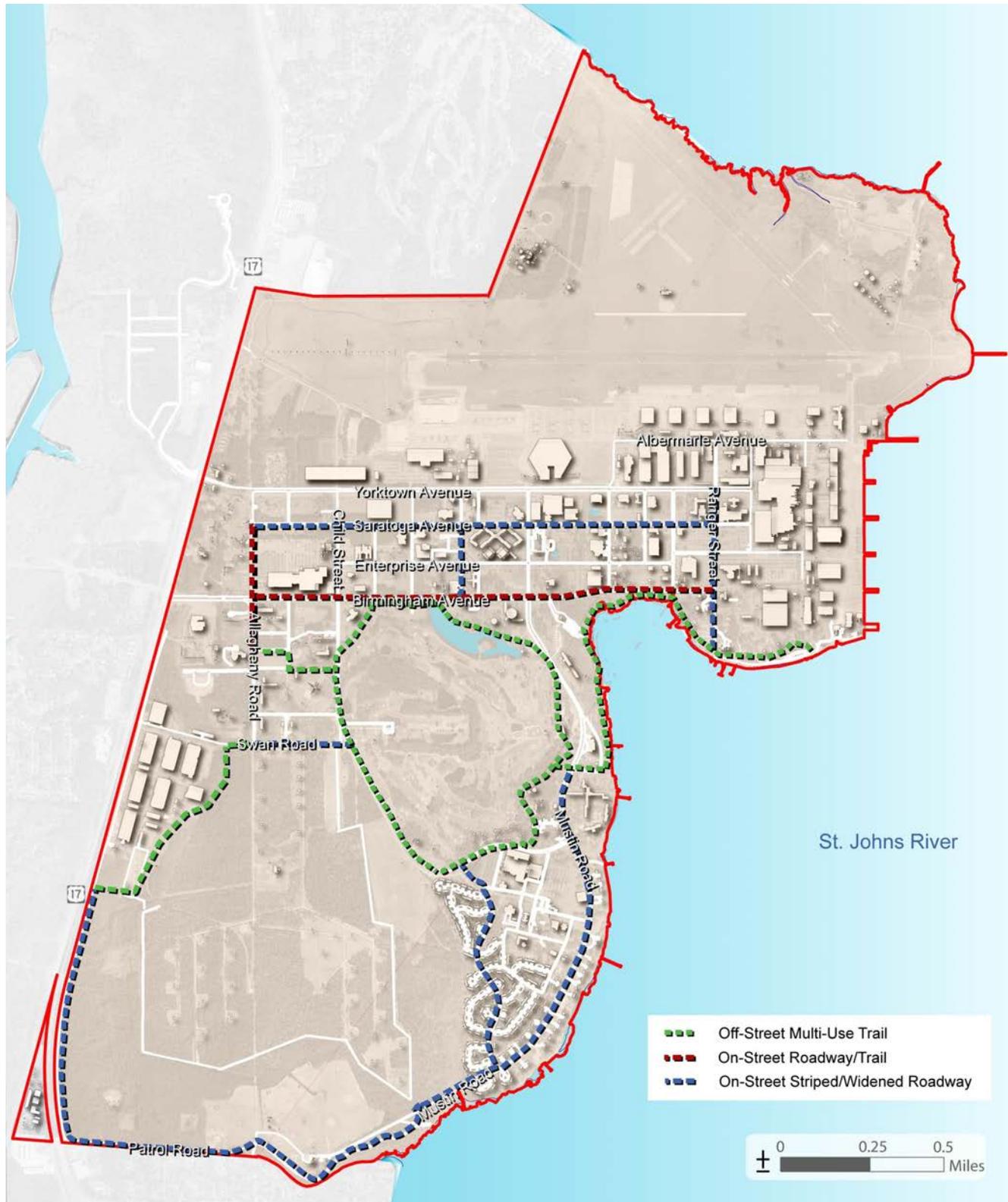


Figure 12.3: Bike and Pedestrian Trail System

The multi-use path system at NAS Jacksonville is comprised of an off-street and on-street network. Some streets are currently wide enough for a separate on-street bike lane. Other streets have low vehicular volumes to allow a shared route without marked lanes.

The Master Plan and Installation Appearance Plan also call for several existing parking lots to be re-configured to increase safety and perimeter security, and to improve stormwater management on the station. These include:

- The NEX parking lot;
- The parking lot east of Building 27;
- Building 919 parking lot; and
- Building 921 parking lot.

All new and re-configured parking lots should use low-impact development (LID) elements. A full explanation of LID is provided in the IAP and Section 14.0, with a brief summary below.

The field of stormwater management has undergone a generational change that is having a significant impact on how facilities, pavements, and parking lots are designed. As a result, the planning and design process must evolve beyond the traditional approach of “pipes and ponds” moving stormwater off the site as quickly as possible to the Low Impact Development (LID) approach of infiltrating stormwater on site. The LID approach reduces the cost of the system (reducing the number of pipes and the size of ponds or eliminating both altogether) and reduces the negative impacts of stormwater runoff (erosion and pollution) downstream.

Low impact development refers to strategies in the landscape which serve to reduce stormwater runoff, reduce

heat island gain, and increase groundwater recharge and water quality. Heat islands are created when natural areas and vegetation are replaced by large expanses of concrete and asphalt for roads, parking lots, buildings, and other structures.

Two critical elements should be considered in low impact development: porous paving and bioretention areas. Porous paving reduces stormwater runoff and cleanses the first flush of rain through an aggregate base of pavers.

Bioretention areas are shallow depressions that receive stormwater runoff and facilitate the slow percolation of that water into the ground below. Planted with water tolerant perennials, sedges, and grasses, bioretention areas provide a beautiful landscape solution that cleanses stormwater, reduces heat island gain, and provides wildlife habitat.

Figure 12.4 below illustrates many LID elements that are recommended for NAS Jacksonville. These elements should be incorporated wherever possible on parking lot projects recommended in the Master Plan.

Close-up details of the four activity nodes are shown in Figures 12.5, *Master Plan Activity Nodes*. Section 13.0 organizes the information by tenants and functions.

Administrative/Industrial Node

The Administrative/Industrial Node on the northeast side of



Figure 12.4: LID elements shown in the NEX parking lot re-configuration
LID elements should be incorporated into all new and re-configured parking lots on the station

the installation containing FRC SE and flightline activities has the following Master Plan projects:

- 1) Sixteen additional helicopter parking spaces and relocated helicopter landing pads; Fleet Area Control and Surveillance Facility (FACSFAC) and Range Operations Center; Boathouse;
- 2) Buildings 108 and 111 building demolition; Building 110 renovation; parking lot and green space additions; Air Traffic Control Tower; Air Cargo and Passenger Terminal;
- 3) Aircraft parts staging facility;
- 4) Combined Structural/Aircraft Crash Fire and Rescue Station;
- 5) Modification of washracks for C-130 and P-8A;
- 6) Parking lot redesign/new parking lots; IAP Hill relocated to PWD transportation yard;
- 7) Food Service/Outdoor Lounge;
- 8) FRC SE Industrial Space;
- 9) Morale, Welfare, and Recreation (MWR) Multi-Use Trail;
- 10) Waterfront Park;
- 11) Navy Band relocation to Building 921 and Building 12 demolition;
- 12) Consolidated ordnance operations facility;
- 13) Expanded engine test cell;
- 14) Building 919 AT/FP improvements; and
- 15) Building 921 AT/FP and parking lot design improvements.

Transportation alternatives include the designation of on-street shared roadways, on-street striped roadways, and off-street multi-use trails for bicycles. For pedestrians, major pedestrian corridors are designated for street and sidewalk improvements. Streetscape and roadway improvements are recommended along Yorktown Avenue, Saratoga Avenue, Birmingham Avenue, Ranger Street, Wasp Street, Langley Street, and Ballard Street.

Bachelor Housing/Support Services

The Bachelor Housing/Support Services Node on the north central side of the installation contains the following projects:

- 1) Building 848 training complex repair;
- 2) Integrated Training Center for Multi-Mission Maritime Aircraft;
- 3) Morale, Welfare, and Recreation All Hands Club;

- 4) Physical Fitness Center with indoor pool and multi-purpose sports field;
- 5) Consolidated operations support facility;
- 6) Navy Exchange Home and Garden Store;
- 7) Integrated Support Center - Training Auditorium, Library, Liberty Center, and Navy College;
- 8) Chapel renovation; and
- 9) MWR Multi-use trail.

Streetscape and roadway improvements are recommended along Yorktown Avenue, Saratoga Avenue, Enterprise Avenue, Birmingham Avenue, Ajax Street, Mustin Road, Jason Street, and Gills Street.

Navy Exchange (NEX)/Community Support

The NEX/Community Support Node on the northwest side of the installation includes the following Master Plan projects:

- 1) P-8 Standard washrack and greywater reclamation cistern;
- 2) Heritage Park/Patriot's Point redesign;
- 3) NEX parking lot redesign;
- 4) Building 987/NEX expansion;
- 5) NEX Quick Lube and Car Wash; and
- 6) MWR Multi-use trail.

Streetscape and roadway improvements are recommended along Yorktown Avenue, Saratoga Avenue, Enterprise Avenue, Birmingham Avenue, Allegheny Road, Child Street, Biscayne Street, Mayfield Avenue, and Wild Avenue.

Hospital/Health Services

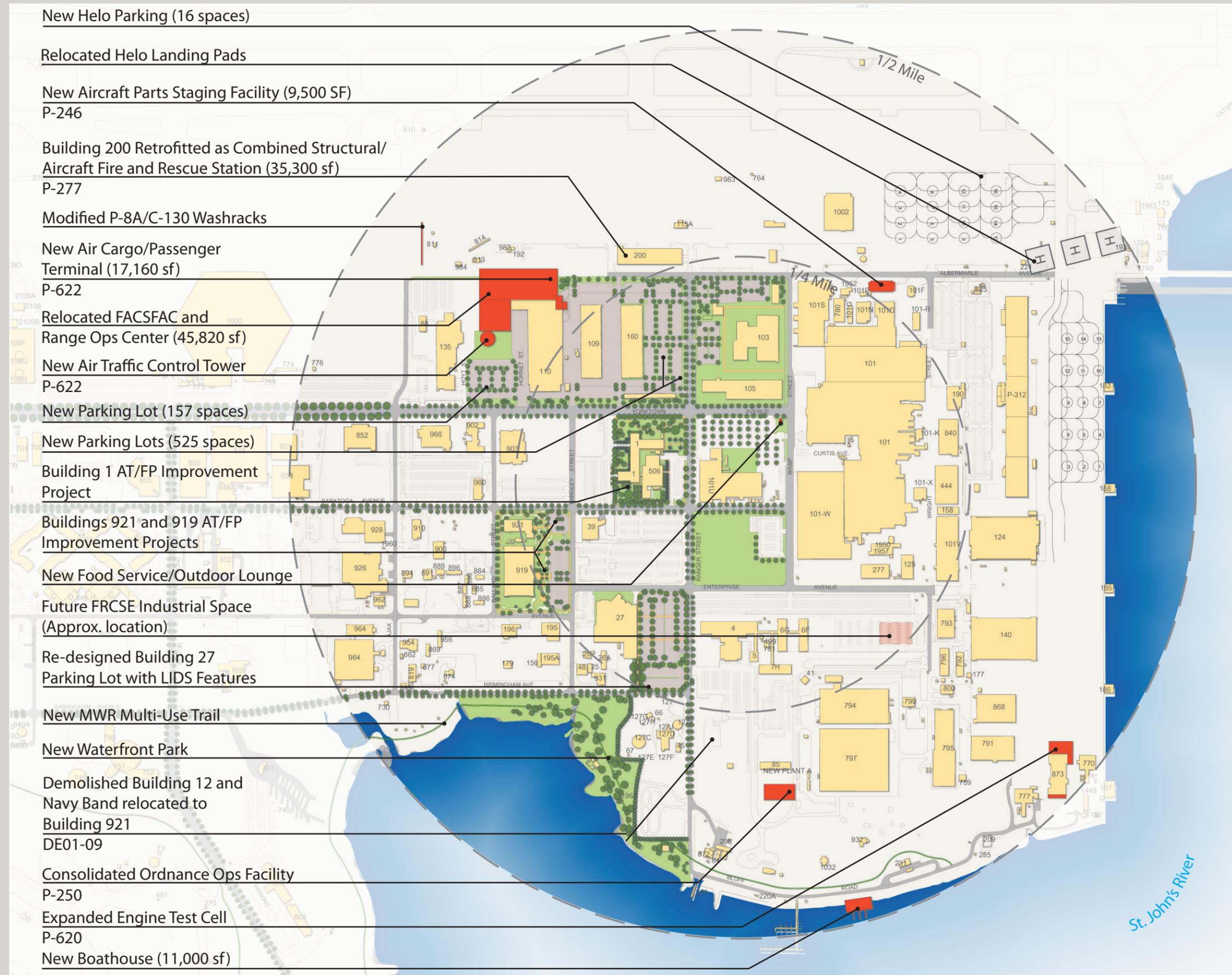
The Hospital/Health Services Node on the southeast side of the installation has the following projects:

- 1) Gateway Inn and Suites;
- 2) MWR Multi-use trail;
- 3) Hospital addition;
- 4) Child Development Center; and
- 5) Family Housing redevelopment (public-private venture).

Streetscape and roadway improvements are recommended along Mustin Road and Child Street.

Outside the four major activity nodes, the Military Entrance Processing Station (MEPS) facility is proposed for the south side of the installation near Collins Road.

FIGURE 12.5: (1 of 4)
ADMINISTRATIVE/INDUSTRIAL NODE



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M A S T E R P L A N

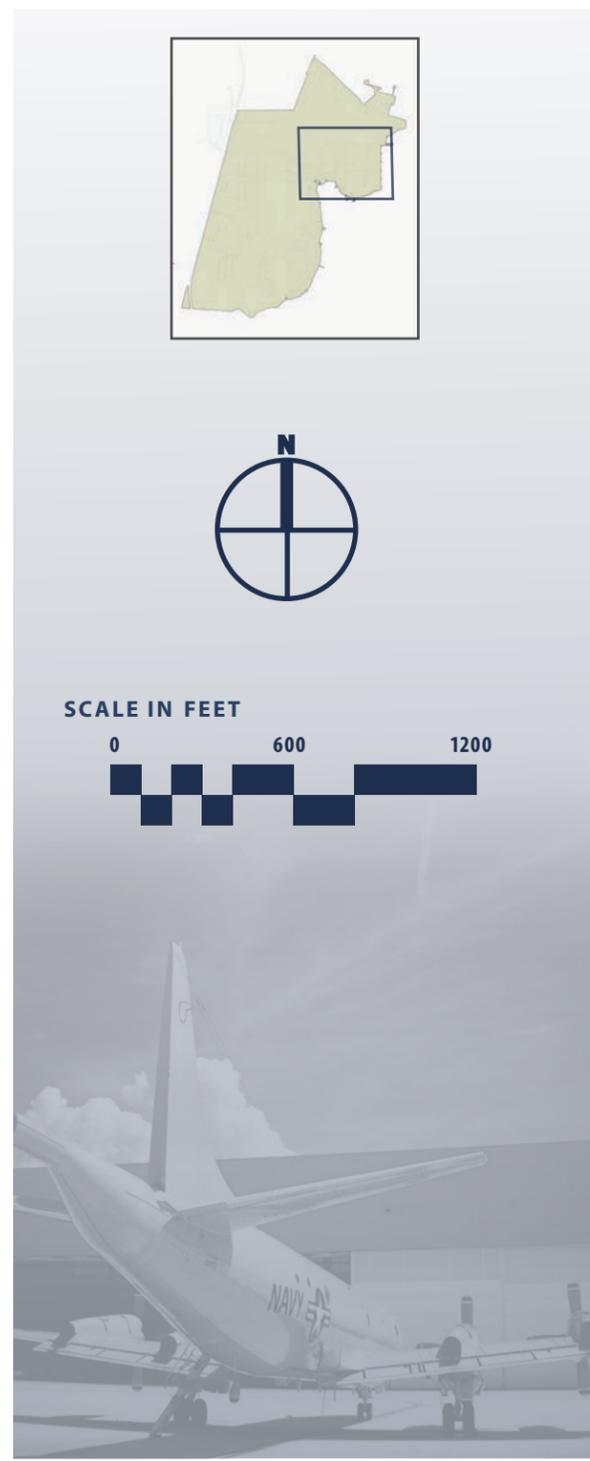
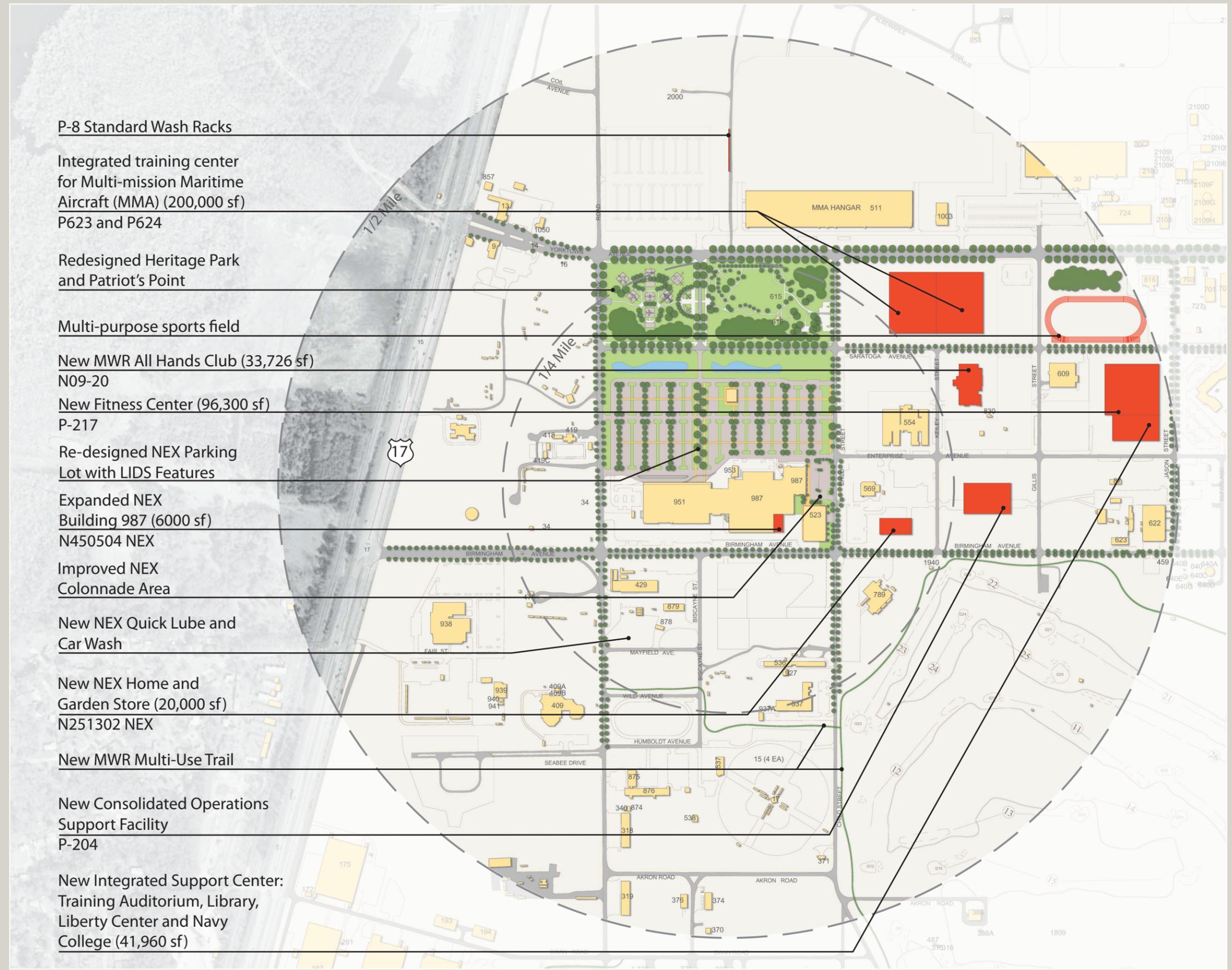


FIGURE 12.5: (3 of 4)
NAVY EXCHANGE/COMMUNITY SUPPORT NODE



P-8 Standard Wash Racks

Integrated training center for Multi-mission Maritime Aircraft (MMA) (200,000 sf) P623 and P624

Redesigned Heritage Park and Patriot's Point

Multi-purpose sports field

New MWR All Hands Club (33,726 sf) N09-20

New Fitness Center (96,300 sf) P-217

Re-designed NEX Parking Lot with LIDS Features

Expanded NEX Building 987 (6000 sf) N450504 NEX

Improved NEX Colonnade Area

New NEX Quick Lube and Car Wash

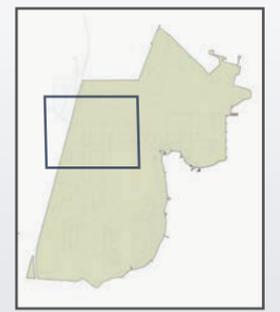
New NEX Home and Garden Store (20,000 sf) N251302 NEX

New MWR Multi-Use Trail

New Consolidated Operations Support Facility P-204

New Integrated Support Center: Training Auditorium, Library, Liberty Center and Navy College (41,960 sf)

NAS JACKSONVILLE
M A S T E R P L A N



13.0

Major Functions



13.0 Major Functions

This section groups the master planning recommendations by function to facilitate planning and budgeting efforts. Recommendations included here are restated from Section 12.0.

13.1 Warehouse and Supply

Prior to making any of the Big Moves recommended in the Master Plan, consolidation of warehousing and supply users in Building 111 to the southwestern portion of the station must occur. The BFR indicates that current facilities at the Warehouse and Supply Campus meet the station's needs. However, a careful inventory of stored materials and logistics equipment needs will assist these users in this significant effort. A full Regional Shore Infrastructure Planning (RSIP) effort may not be necessary or prudent given the timing constraints necessary to complete this consolidation.

13.2 Training

A complete Regional Shore Infrastructure Planning effort for training functions is currently underway. The Master Plan makes some recommendations based on the BFR findings and movements necessitated by other functions on the station. The BFR found that classroom space on the station is adequate, but a shortage of assembly space exists. Some functional consolidation is also recommended in the master plan to improve mission efficiency.

Classrooms

Many training activities are consolidated into Building 848. The Master Plan recommends a general facility improvement to Building 848. The addition of the Integrated Training Center for MMA will expand classroom training and simulator space for the P-8 wing.

Phasing requirements may necessitate the temporary relocation of the Navy College classroom space until the construction of the Integrated Support Center is complete. Due to the preponderance of evening classes, this should not have a negative effect on most station users.

Assembly

The BFR reinforces the stakeholder input concerning the lack of assembly space on the station. The Master Plan recommends an Integrated Support Center. The center should be constructed as an addition to the planned physical fitness center and should include a Training Auditorium, Library, Liberty Center, and Navy College classroom space.

13.3 Air Operations

As one of the major missions on NAS Jacksonville, the Master Plan calls for several significant relocation and construction projects that affect Air Operations on the station. These Big Moves include the construction of a new Air Traffic Control Tower, the demolition of the existing tower and Building 118, the construction of a new cargo and personnel terminal, and relocation of ground operations personnel into the new tower.

Air Traffic Control Tower

A new tower is recommended to be located in the vicinity of Building 110 and 111. This will require the relocation of current users, especially warehousing, supply, and training. Due to standard planning budget timelines and the anticipated upgrade of existing equipment, it is anticipated that the equipment upgrade will occur prior to the construction of the new tower. This will result in some inefficient expenditure as the equipment will need to be relocated to the new tower after it is installed in the existing tower. If appropriate, steps can be taken to avoid this duplication of efforts. However, the phasing recommendations for the Master Plan anticipate standard planning timelines.

This project includes the demolition of Building 118, which houses the Fleet Area Control and Surveillance Facility (FACSFAC) personnel. A new FACSFAC and Range Operations Center is recommended alongside the new Air Traffic Control Tower and the air cargo and passenger terminal.

Terminal

The BFR indicates a shortage of cargo terminal facilities. The Master Plan recommends the construction of a new joint air cargo and passenger terminal. Although this facility could be constructed in conjunction with the Air Traffic Control Tower, it is not necessary. This project requires the demolition of the existing terminal facilities in

Buildings 117, 278, 279, and 666.

Aircraft Parking

As aircraft and helicopter squadrons have relocated to NAS Jacksonville, parking for these aircraft has grown scarce. The Master Plan calls for the construction of 16 new rotary-wing parking spaces and relocation of three helicopter landing pads in proximity to helicopter parking spaces. This project requires the demolition of the existing Air Traffic Control Tower, the existing terminal facilities, and Building 118.

To improve parking configuration of fixed-wing aircraft, the Master Plan recommends the relocation of one of the P-8 Standard wash racks near the new Hangar 511 and the installation of a greywater reclamation cistern for wash rack water usage.

Hangars

Although originally intended for fixed-wing aircraft storage and maintenance, Hangars 113, 114, 115, and 116 are currently serving various functions including rotary-wing maintenance, general storage, and even assembly space. Each of these hangars is located within safety hazard zones and require safety waivers. The Master Plan recommends the demolition of each of these hangars. Hangar 1000 will have bays reserved for transient aircraft.

13.4 Public Safety

The major recommendations that affect Public Safety operations on the station include the construction of a Combined Structural/Aircraft Crash, Fire and Rescue Station near the flightline with the renovation of Building 200. This project should be done prior to the renovation of Building 105 and the demolition of surrounding structures for a reconfigured parking lot and stormwater facility.

Gates

No major changes to gate operations are proposed. However, a study is necessary to determine the queue length for commercial vehicles so that congestion is minimized at the commercial gate.

The Station has a project for a new Military Entrance Processing (MEPS) Station near Collins Road on the south side of the installation.

Boathouse

The current boathouse has exceeded its anticipated life

cycle and is within a safety hazard zone along the flightline. The Master Plan recommends construction of a new boathouse on the east side of the station near the existing marina. Demolition of the current boathouse is also recommended.

13.5 Public Works and Utilities

NAVFAC SE

A new administrative facility has been completed at NAS Jacksonville to house the relocating personnel. The Master Plan anticipates the complete implementation of the current plans including the consolidation of users from Building 2 and the demolition of this structure. A greenspace should be maintained on the site of Building 2 to improve stormwater runoff in this industrial area.

Industrial and Public Works tenants in Buildings 102, 104, and 104A should also be relocated to other facilities. Each of these buildings is recommended for demolition to make way for a new parking lot and stormwater management facility.

The Master Plan recommends the consolidation of the BOSC into the transportation yard near Building 27 from Building 105 and surrounding facilities. This will increase Public Works efficiency and facilitate the construction of a new parking lot and stormwater facility around the Building 105 site.

Public Works

As described in Section 8.0 Development Constraints, NAS Jacksonville has seven structures and five districts that are potentially eligible for listing on the National Register of Historic Places. Several of these structures are affected by the Master Plan, especially those that have safety waivers along the flightline. It is recommended that the Public Works Department continue coordinating with the SHPO to mitigate these impacts.

The ICRMP recommends that the Station enter into a Programmatic Agreement (PA) with the SHPO and the Advisory Council on Historic Preservation (ACHP) at the Department of the Interior. The PA will define the roles and responsibilities of the Navy, the SHPO, and the ACHP. It will allow the installation to meet its Section 106 responsibilities of the National Historic Preservation Act.

The PA allows the Navy to consider all of the historic assets on the installation comprehensively rather than in a piecemeal fashion. Discussion with the SHPO and ACHP

should allow NAS Jacksonville to focus its preservation efforts on those structures that are determined to meet historic value as well as modern safety standards and military operation needs. Structures along the flightline that require safety violation waivers should be exempt from preservation. The Master Plan recommends the demolition of these structures. However, renovation and preservation of the Chapel complex would allow the Navy to meet its historic preservation obligations and continue safe military operations.

Traffic and Circulation

Streetscape, roadway, and sidewalk improvements are recommended for the following roadways:

- Yorktown Avenue;
- Saratoga Avenue;
- Birmingham Avenue;
- Enterprise Avenue;
- Ranger Street;
- Wasp Street;
- Langley Street;
- Ballard Street;
- Ajax Street;
- Mustin Road;
- Jason Street;
- Gills Street;
- Allegheny Road;
- Child Street;
- Biscayne Street;
- Mayfield Avenue; and
- Wild Avenue.

Roadways

Recommendations to improve the existing and future conditions along Yorktown Avenue include:

- Upgrade and interconnect the traffic signal controllers and coordinate the network;
- Optimize the traffic signal timings to maximize the vehicular capacity of the existing roadway;
- Construct a southbound right turn lane at Allegheny Road to provide a dedicated lane for outbound traffic in the PM;
- Modify the pavement markings for the existing northbound left turn lane at Allegheny Road to increase the turn lane length by 110 feet to provide more storage for vehicles making this movement;

- Install a traffic signal with pedestrian push buttons at Wasp Street to provide dedicated time to the eastbound movement in the PM and create a safer condition for the high volume of pedestrians crossing at this intersection; and
- Install pedestrian push buttons at the intersections with Allegheny Street and Child Street to increase pedestrian safety for the projected increase in crossings with the construction of the MMA Hangar and the ITC.

Recommendations to improve the existing and future conditions along Birmingham Avenue include:

- Optimize and coordinate the traffic signal timings to maximize the capacity of the existing roadway;
- Construct a southbound right turn lane at Allegheny Road to provide a dedicated lane for traffic making this movement in the PM;
- Modify the pavement markings for the existing northbound left turn lane at Allegheny Road to increase the turn lane length by 80 feet to provide more storage for vehicles making this movement;
- Construct northbound and southbound left turn lanes at the intersection with Child Street to provide dedicated signal time for these movements; and
- Modify the pavement markings on the northbound approach of the intersection with Mustin to create a dedicated left turn lane and a thru-right turn lane, and widen the north side of the intersection to align the northbound thru lane.

Parking

Parking facility and operational improvements include:

- Construct new parking lot on block with Buildings 102, 104, 108, 184, and 790;
 - » Parking lot of at least 400 spaces;
 - » Require the relocation of staff and demolition of Buildings 102, 104, 108, 184, and 790; and
 - » Users of buildings in the area and FRC SE users in lot N.
- Improve and minimize assigned parking space markings;
- Eliminate or pave grass/gravel parking areas and update stormwater study to accommodate surfaces;
- Create a centralized parking facility near recreational fields, especially near the outdoor pool;
- Review, improve, and implement a parking enforcement program to discourage illegal parking;
- Relocate internal DDJF Warehouse parking to improve truck operations;
- Better advertise parking for building customers with the

use of signage;

- Continue to promote car-pooling, van-pooling, teleworking, and mass transit use;
- Mitigate inadequate parking at NMCB-14 by designating Lots E and N for weekend only use for NMCB-14;
- Continue working with City of Jacksonville for bus service improvements;
- Designate expectant mother parking at NEX;
- Designate additional parking for base security within close walking distance (at Building 318) for periodic training exercises; and
- A parking deck was evaluated but is not recommended.

13.6 Maintenance and Production

Hangars/Facilities

Hangars 113, 114, 115, and 116 are all recommended for demolition. Maintenance uses temporarily located in these structures should be consolidated into the Administrative/Industrial node. Additional maintenance and storage projects include:

- Aircraft parts staging facility;
- Consolidate ordnance operations facility; and
- Expanded engine test cell facility.

13.7 MWR and Community Support

NEX

The Navy Exchange plans and implements its own construction projects and services. It is recommended that NEX continue coordinating with Public Works and other major tenants on the station to assure a cohesive and efficient military installation. The projects included in the Master Plan include:

- NEX parking lot redesign with low-impact design techniques;
- Building 987 expansion;
- Home and Garden Store; and
- Quick Lube and Car Wash.

MWR

Morale, Welfare, and Recreation (MWR) also plans and constructs their facilities and operations. The Master Plan includes the following projects:

- Morale, Welfare, and Recreation (MWR) Multi-use trail;
- Construct new Morale, Welfare, and Recreation All Hands Club;
- Demolish of the old “Zone” and construct new multi-purpose sports field;
- Fitness Center;
- Integrated Support Center - Training Auditorium, Library, Liberty Center, and Navy College;
- Food Service/Outdoor Lounge;
- Waterfront park;
- Redesigned Heritage Park/Patriot’s Point; and
- Child Development Center.

Fleet and Family Support Center

A new consolidated operations support facility is included as a project in the Master Plan.

Navy Band

The Master Plan recommends relocating the Navy Band from Building 12 to Building 921. It is recommended that Building 12 be demolished.

Chapel

The Chapel is in dire need of renovation. Restoring the chapel would accomplish the Navy’s duty of administering the Federal and State Historic Preservation requirements.

Housing

Housing plans on the installation include privatization and reconstruction of a majority of the family housing area. Projects included in the Master Plan include the planned reconstruction of the Gateway Inn and Suites.

13.8 Hospital and Medical

The Navy Hospital plans and programs their construction projects dependent on service needs. The Master Plan includes the Hospital addition project already programmed.

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14.0

Visual Appearance





Figure 14.1: Main entrance to FRC SE compound

14.0 Visual Appearance

Naval Air Station Jacksonville is suburban in character and does not have a central gathering space. To address this, the IAP reinforces the four activity nodes with proposed special projects and overall design guidelines.

14.1 Installation Appearance Plan

The Installation Appearance Plan (IAP) provides the official direction and guidance for designing, developing, and reviewing all physical development (including new construction as well as exterior renovation) at NAS Jacksonville. Aligning with the guiding principles of NAV2035, the IAP promotes an environment that fosters civic beauty, enhances pride and professionalism, protects natural and cultural resources, preserves the existing architectural fabric, and improves the overall quality of life for personnel and the public alike.

Overview

The IAP establishes overall guidelines for site planning, landscape architecture, architecture, and signage; each of these under the umbrella of sustainability. Then the document proposes ten special projects that meet these guidelines and reinforce the Master Plan activity nodes. Specific guidelines for site planning, signage, and other design elements can be found in the complete IAP document.

Windshield Summary of Facilities

A survey of existing structures was completed for use in the Installation Appearance Plan. Each structure was evaluated for its architectural, circulation, landscape architecture, signage, perimeter and security, and sustainable planning and design.

Design Framework

An overall installation design theme sets the framework for guidelines and standards. This theme integrates the goals for the built environment with the broader non-facility goals and objectives of the mission at NAS Jacksonville as follows:

- Reinforce the hierarchy of primary and secondary streets through streetscape and signage enhancements;
- Adopt a consistent palette of site furnishings;

- Take leadership in demonstrating Low Impact Design (LID) strategies and other sustainable practices to control stormwater and improve water quality;
- Ensure that new buildings blend with existing buildings in scale, massing, form, materials, and color; and
- Create a campus-like environment on the installation through enhancements to the open spaces and streetscape

Special Projects

The proposed special projects are intended to be illustrative of recommended improvements included in the IAP guidelines for landscape, architecture, and signage. Each of these projects identifies aesthetic issues at specific areas on base and offers a set of recommendations to improve or mitigate these issues. For further details, please consult the full IAP document.

The recommended IAP Special Projects included in the Master Plan are:

- Yorktown Avenue streetscape;
- Heritage Park/Patriot's Grove redesign;
- NEX/Commissary parking lot redesign;
- Building 27 parking lot redesign;
- Waterfront park along St. Johns River;
- Multi-use trail;
- Dining Hall/Galley modifications;
- NEX/Commissary colonnade;
- Outdoor pavilion across from Building 101; and
- Building 1 AT/FP redesign.

14.2 Sustainability

In an effort to reduce the environmental impacts associated with conventional development practices, the concept of sustainable design and construction has taken center stage in the building industry for the private and public sectors, including federal buildings. "Green design," as it is often called, reduces construction and operation costs for new and existing buildings; improves health, comfort, and even productivity of building occupants; and reduces pollution.

Existing Federal Mandates and Requirements

Sustainability has been mandated by a series of Executive Orders and is being progressively incorporated into military construction criteria, including the Unified Facilities Criteria

(UFC) and the Unified Facilities Guide Specifications (UFGS). Federal mandates and legislation related to sustainability include:

- Executive Order 13423, Strengthening Federal Environmental, Energy, and Transportation Management (2007);
- Executive Order 13148, Greening the Government Through Leadership in Environmental Management (2000);
- Executive Order 13123, Greening the Government Through Efficient Energy Management (1999);
- Federal Leadership in High Performance and Sustainable Buildings (MOA, 2006);
- Energy Policy Act (EPACT, 2005);
- Clear Air Act of 1990 (as amended in 1997);
- National Energy Conservation Policy Act of 1978 (as amended in 1985);
- Clean Water Act (1973); and
- National Environmental Policy Act (1969);.

Technical references related to incorporating sustainability in projects include:

- UFC 3-210-02, POV Site Circulation and Parking;
- UFC 3-210-06A, Site Planning and Design;
- UFC 3-210-10, Low Impact Development;
- UFC 4-030-01, Sustainable Development; and
- UFC 4-030-02, Sustainable Installation Guide (Draft).

Existing National Standards

Established by the US Green Building Council (USGBC), the Leadership in Energy and Environmental Design (LEED®) Rating Systems provide guidelines for measuring the sustainability of different types of construction projects. LEED includes a tiered series of performance levels (Platinum, Gold, and Silver- certified). The US Navy has committed to achieve formal LEED certification for all projects at the Silver level. The Navy often reviews LEED standards and applies applicable design elements to construction projects to improve the working environment for personnel and reduce long-term costs. Per UFC 3-210-10 Low Impact Development, 3-4.2 LEED Green Building Rating System, Navy policy encourages use of the LEED checklist.

The suite of LEED rating systems that may pertain to building renovations or site improvements on Navy installations includes LEED for New Construction (LEED-NC), LEED for Neighborhood Development (LEED-

ND), LEED for Existing Buildings (LEED-EB), LEED for Commercial Interiors (LEED-CI), and LEED for Healthcare. Planning for any building improvements, interior renovations, new construction, and site improvements should include a review of the applicable rating system to identify opportunities for sustainable design.

LEED for New Construction (LEED-NC)

A list of the specific LEED-NC prerequisites and credits that apply to installation appearance is available through the Navy Installation Appearance Guide (IAG) on the NAVFAC Portal, and several additional opportunities that are identified below. There are six review categories for LEED-NC including Sustainable Sites, Water Efficiency, Energy and Atmosphere, Materials and Resources, Indoor Environmental Quality, and Innovation and Design Process.

The Sustainable Sites section addresses the strategic selection and development of the site itself. Elements included in the Master Plan include:

- Incorporate alternative transportation strategies such as public transit, bicycle, and carpools;
- Protect and restore habitat, natural areas, and open space;
- Incorporate stormwater treatment features to improve the quality and quantity of runoff through Low Impact Development (LID) and other acceptable best management practices, also known as Integrated Management Practices;
- Mitigate the heat island effect caused by paved areas and roofs; and
- Reduce light pollution.

The Water Efficiency section addresses techniques limiting the amount of potable water used for landscaping and by occupants. A key feature of this section that relates to appearance is the installation of water-efficient landscaping. The IAP includes a list of local plants that are encouraged in future landscape plans.

The Energy and Atmosphere section addresses the management and operations of the building systems; there are no features of this section that relate to building or site appearance.

The Materials and Resources section addresses extending the life of resources through recycling and reuse, as well as selecting local, rapidly renewable, and environmentally responsible construction materials. A key feature of this section that relates to appearance is the selection of regional materials, particularly masonry or natural stone used for building exteriors or signage components, that

may provide an aesthetic typical of the region. The Indoor Environmental Quality and Innovative Design Process sections do not relate to the Master Plan.

LEED for Neighborhood Development (LEED-ND)

Prerequisites and credits for LEED-ND, which is currently in a pilot version, are applied in four categories: Location and Linkage, Pattern and Design, Green Construction, and Innovation and Design.

The Smart Location and Linkage section addresses the strategic location of the site; its integration into its surroundings, both natural and built; and design of development sites and rights-of-way. Key features of this section that relate to appearance are as follows:

- Conserve wetlands and water bodies; and
- Protect and enhance wildlife habitat and wetlands through site design, restoration, and conservation management.

The Neighborhood Pattern and Design section addresses the urban design of a development as a whole, including integration of uses, connection to the surrounding community, and pedestrian accessibility. Key features of this section that relate to appearance are as follows:

- Reduce parking footprints;
- Design “walkable streets” to encourage pedestrian activity and promote public health;
- Incorporate transit facilities, such as bus shelters and informational signage; and
- Provide public spaces for passive or active use to encourage public health.

The Green Construction and Technology section addresses the sustainable and energy-saving features integrated into the development. Key features of this section that relate to appearance are as follows:

- Renovate or reuse historic buildings;
- Minimize site disturbance;
- Orient buildings to maximize passive solar design; and
- Incorporate on-site renewable energy sources.

NAS Jacksonville Strategies

This section identifies key sustainability strategies that are recommended by the IAP to meet the goals of the LEED rating systems.

Alternative Transportation

Alternative transportation strategies include:

- Provide sidewalks to interconnect all main buildings to each other;
- Provide bus shelters at all bus stops;
- Provide bicycle racks at all main buildings;
- Provide showering/change facilities at major administrative buildings or employment centers;
- Provide multi-use trails and bicycle lanes along roads as designated in the Master Plan and IAP; and
- Provide electric cart parking spaces at the entrances to major buildings to encourage use of alternative energy vehicles.

Reduced Development Footprint

Development footprint reduction strategies include:

- Site new buildings near existing buildings, parking areas, and utility corridors;
- Reduce parking areas where parking lots are under-utilized or inefficient; and
- Consider multi-story buildings instead of horizontal one-story buildings where building uses will allow.

Cool Roofs and Pavement

Cool roof and cool pavement strategies include:

- Provide high albedo (i.e., high SRI [Solar Reflectance Index]) roof materials where architecturally appropriate while recognizing wind and storm resistance, cost, and durability; and
- Provide high albedo pavements, such as concrete, for walkways and selected parking areas, instead of asphalt.

Porous Pavement

Porous or pervious pavement strategies include:

- Provide porous pavers in lieu of asphalt in parking areas where it is suitable relative to the number of cars and daily use;
- Provide porous paving such as gravel, stone dust, or mulch on walking trails, instead of asphalt; and
- Provide open grid grass pavers at overflow parking areas.

Tree Planting

Tree planting and placement strategies include:

- Provide shaded walkways between and among major buildings to encourage walking;
- Provide tree islands in parking areas to provide shade and reduce heat gain of pavement;
- Provide deciduous trees on south and west sides of major buildings to shade summer sun and allow winter

sun to penetrate;

- Provide shade trees at building entries, break areas, and housing areas where social gatherings are likely to occur; and
- Provide evergreen trees for screening of objectionable views.
- Choose trees that allow for lower-cost long-term maintenance.

Biofiltration

Biofiltration elements and strategies include:

- Provide rain gardens or other bioretention swales (vegetated swales or filter strips) within or adjacent to parking areas as appropriate where space allows;
- Provide bioretention swales along primary roads without curb sections;
- Disconnect downspouts from underground drainage system and allow rain water to infiltrate into French drains or rain gardens adjacent to the building where appropriate; and
- Provide sand filter curb drains in place of standard engineered curb inlets where appropriate.

Vegetated Roofs

Vegetated roof strategies include providing a vegetated roof for flat roof applications where structural loads permit and as appropriate with the building's architectural style and within project budget limitations.

Rainwater Recycling

Rainwater recycling strategies include providing rain barrels or cisterns at downspouts of administrative, housing, and other support buildings where appropriate to collect and distribute harvested water for flushing toilets or irrigating landscape plants.

Exterior Lighting

Exterior lighting strategies include providing full cutoff exterior light fixtures that do not exhibit glare or light spill upward.

Renewable Energy

Renewable energy strategies include:

- Provide solar powered light fixtures in remote areas of the installation that are away from the power grid
- Provide roof mounted solar panels on selected buildings where appropriate; and
- Provide micro wind turbines on selected buildings in industrial or airfield districts where appropriate.

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15.0

Capital Improvements Plan



15.0 Capital Improvements Plan

The Naval Air Station Jacksonville Capital Improvements Plan is one of the implementation tools of the overall Master Plan and Navy Shore Facilities Planning Process.

15.1 Capital Improvements Plan

A capital improvements plan (CIP) for all proposed projects and improvements are included in the Master Plan document. The CIP provides the general scope and cost for each Military Construction (MILCON) project along with timing recommendations for future facility planning at NAS Jacksonville. Timeframes are short-term (FY09-FY12), mid-term (FY13-FY18) and long-term (FY19 and beyond). BRAC Construction (BRACON) projects, Special Projects over \$750,000, and demolition projects currently programmed for the base are also included.

Table 15.1 shows all current and proposed MILCON, BRACON, Special Projects, and Demolition Projects. Active projects and non-EPG IAP projects, although shown in the Master Plan, are not included in Table 15.1.

CONSTRUCTION AND DEMOLITION PROJECTS				
PROJECT	TIME-FRAME	DESCRIPTION	UNIT OF MEASUREMENT	COST (\$000)
DE01-09	Short	Demolish various facilities across installation including the fuel system on Pier 139, buildings 1964, 1960, 640, 640B, 640C, 640D, 640F, 459, 127, 127E, 127F, 1271, 1913, 72, and 12. Move the Navy Band to building 921 and MOCC to 851	SF	TBD
N09-20	Short	New MWR All Hands Club	34,000 SF	TBD
NF-16-09	Short	Training Auditorium	SF	TBD
P-192	Short	New Child Development Center: Includes 31,000 sf building with 800 sf storage; Demolish buildings 614A, 704, 705, 705A, 705B, 705C, 705D, and 4 prefabs	31,800 SF	TBD
P-217	Short	New Physical Fitness Center with indoor pool and multi-purpose sports field; Demolish buildings 614, 867, 798, and 87	SF	TBD
P-620	Short	Construct Addition to Engine Test Cell Facility 873	14,000 SF	TBD
P-623	Short	Construct Integrated Training Facility for Multi-Mission Maritime Aircraft (MMA)/P-8 Phase I	100,000 SF	TBD
P-624	Short	Construct Integrated Training Facility for Multi-Mission Maritime Aircraft (MMA)/P-8 Phase II	100,000 SF	TBD
P-630	Short	Modify Facilities for P-8A CONUS MOB#1: Modify Hangar 511 for P-8	SF	TBD
RM08-07	Short	CBMU-202 HQ Building	SF	TBD
RM09-08	Short	Repair Building 118, Air Traffic Control Tower	SF	TBD
NEX	Mid	New NEX Quick Lube and Car Wash	SF	TBD
P-204	Mid	New Consolidated Operations Support Facility; Demolish buildings 168, 554, and 947	62,000 SF	TBD
P-246	Mid	New Aircraft Parts Staging Facility; Demolish buildings 1954, 1954A, and 1955	SF	TBD
P-250	Mid	New Consolidated Ordnance Operations Facility; Demolish buildings 101N, 101G, and 480 and consolidate operations occurring in 101, 101S, and 101K into new facility	SF	TBD
P-251	Mid	Construct MEPS	SF	TBD

Table 15.1: Capital Improvements Plan Project List

CONSTRUCTION AND DEMOLITION PROJECTS				
PROJECT	TIMEFRAME	DESCRIPTION	UNIT OF MEASUREMENT	COST
P-277	Mid	Retrofit Building 200 as a Combined Structural/ Aircraft Fire and Rescue Station; Demolish buildings 200A, 936, 168, and 115; Consolidate 105 and 936 to the new fire station/crash shack	35,300 SF	TBD
P-444	Mid	New Gateway Inns and Suites; Demolish buildings 11 and 84	SF	TBD
P-525	Mid	Runway 9/27 Pavement Overrun	SY	TBD
P-622	Mid	New air traffic control tower; Convert space in warehouse 110N for Air Cargo Terminal and Air Passenger Terminal; Demolish buildings 111, 113, 114, 115, 117, 278, 279, 666, 934, and the 118 ATC tower; consolidate activities to building 110.	SF	TBD
P-628	Mid	OLF Whitehouse Control Tower; Replace existing tower with NASMOD system	SF	TBD
RM08-08	Mid	Repair Chapel Buildings 750, 751, 752	SF	TBD
RM18-08	Mid	Repair Building 848 Training Complex	SF	TBD
RM09-3939	Mid	Building 1 AT/FP improvements		\$574
RM09-3940	Mid	Building 919 AT/FP improvements, parking lot redesign		\$1,087
RM09-3941	Mid	Dining Hall/Galley modifications		\$774
RM09-3942	Mid	Building 921 AT/FP improvements, parking lot redesign		\$432
RM09-3943	Mid	Outdoor Pavilion and parking lot improvements		\$490
P-XXX	Mid	Relocated Helo Landing Pads northeast of P-312 Hangar	3	TBD
P-XXX	Mid	Combine Wash Racks (Facility Nos. 988 and 955)	1	TBD
P-XXX	Mid	Construct one P-8 Standard Wash Rack west of Hangar 511 Apron	1	TBD
P-XXX	Mid	Relocate FACSFAC and Range Ops Center	45,820 SF	TBD
P-XXX	Mid	New Integrated Support Center: Training Auditorium, Library, Liberty Center, and Navy College	SF	TBD
P-XXX	Mid	Circulator Shuttle System connecting the four activity nodes via Child Street, Mustin Road, Birmingham Avenue, Ranger Street, and Saratoga Avenue.	LF	TBD
P-XXX	Mid	New Parking Lot at Air Cargo/Passenger Terminal	157 Spaces	TBD
P-XXX	Mid	New Parking Lot at Building 103; Demolish Building 102, 108, 184, 790, partial demo of Building 104	525 Spaces	TBD
P-XXX	Mid-Long	Pedestrian Streetscape Improvements on: Birmingham Avenue (Roosevelt Blvd. to Ranger St.); Saratoga Avenue (Entire Corridor); Allegheny Road (Yorktown Ave. to Humbolt Ave.); Child Street (Yorktown Ave. to B-937); Jason Street (Entire Corridor); Mustin Street (Yorktown Ave. to Adams Ave.); Ranger Street (Yorktown Ave. to Marina)	LF	TBD
P-XXX	Long	FRC SE Industrial Space	SF	TBD
DE-XXX	Long	Construct New Boathouse east of marina; Demolish existing Boathouse, Building 121	11,000 SF	TBD

Table 15.1: Capital Improvements Plan Project List, continued

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Appendices



Appendices

Briefs

Meeting Minutes

Stakeholder Interviews

Electronic Project Generator (EPG) Projects

Briefs



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Kick-Off Brief



**2008
NAS Jacksonville
Master Plan & BFR Update**

KICK-OFF MEETING
February 19, 2008

EDAW | AECOM

2008 NAS Jacksonville

Installation Master Plan



AGENDA

- Introductions
- Project Team
- Project Scope
- Project Schedule
- Planning Process and Methodology
- Data Requested
- Contact Information



Slide 2 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF EDAW | AECOM

February 19, 2008

Kick-Off Brief

PROJECT TEAM



- **NAVAFAC**
 - Kathryn Coggeshall, NAVAFAC Southeast
 - Sharon Hill, NAVAFAC Atlantic
- **NAS JAX**
 - Commander Chuck Lewis, NAS JAX Public Works Officer
 - Frank Lazarra, NAS JAX Public Works Department
 - John Young, NAS JAX Public Works Department
- **Consultant Team:**
 - EDAW (Master Plan, Installation Appearance Plan)**
 - Richard Dorrier, Project Principal
 - Ellen Heath, Project Principal
 - Pat Peters, Project Manager
 - Matthew Longacher, Project Planner
 - Jessica Wolff, Landscape Architect
 - HSMM (Parking Study, CADD Floorplans)**
 - Frank Fabian, Civil/Transportation
 - Robert Allen, Architect
 - TEC (Basic Facility Requirements)**
 - Bill Wilbert, Senior Planner



Slide 3 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF EDMM AECOM

2008 NAS Jacksonville

Installation Master Plan

TEAM EXPERIENCE



- **Navy/Marine Corps Master Planning**
 - Kings Bay Naval Submarine Base Master Plan
 - Naval Station Norfolk 2010 Plan
 - Naval Station Rota Master Plan
 - Futenma Relocation Facility (FRF) Bilateral Master Plan, Okinawa, Japan
- **US Army**
 - Fort McPherson/Fort Gillem Installation Design Guidelines
 - Fort Benning Installation Design Guidelines
 - Fort Campbell Planning Charrette & Joint Land Use Study
- **Navy Regional Shore Infrastructure Plans (RSIPs)**
 - SE Bachelor Housing
 - SE Waterfront
- **Private-Sector Development & Planning**
 - Celebration, Florida
 - Joe Corporation
 - Ave Maria University, Naples
- **Sustainable (LEED) Planning & Design**



Slide 4 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF EDMM AECOM

February 19, 2008

Kick-Off Brief

SCOPE OF WORK



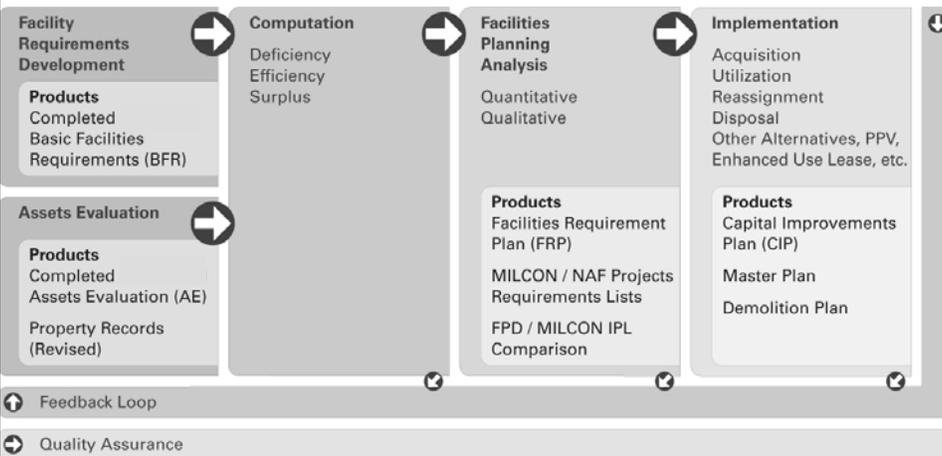
- **Five planning components:**
 - 1) Basic Facility Requirements (BFR) Update
 - 2) Master Plan
 - Analysis of Opportunities and Constraints (land use, circulation, parking)
 - Area Development Plan
 - Capital Improvements Plan
 - 3) Parking Plan Update
 - 4) Installation Appearance Plan (IAP)
 - 5) CADD Floor Plans
- **Update changes to NAS Jacksonville mission and facilities**
- **Involves cooperative NAVFAC/Consultant team planning effort**

Slide 5 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF EDMM AECOM

2008 NAS Jacksonville

Installation Master Plan

SHORE FACILITIES PLANNING PROCESS



```
graph LR; A[Facility Requirements Development] --> B[Computation]; B --> C[Facilities Planning Analysis]; C --> D[Implementation]; D --> A; D --> B; D --> C; D --> FE[Feedback Loop]; D --> QA[Quality Assurance];
```

Facility Requirements Development
Products: Completed Basic Facilities Requirements (BFR)

Assets Evaluation
Products: Completed Assets Evaluation (AE), Property Records (Revised)

Computation
Deficiency, Efficiency, Surplus

Facilities Planning Analysis
Quantitative, Qualitative
Products: Facilities Requirement Plan (FRP), MILCON / NAF Projects Requirements Lists, FPD / MILCON IPL Comparison

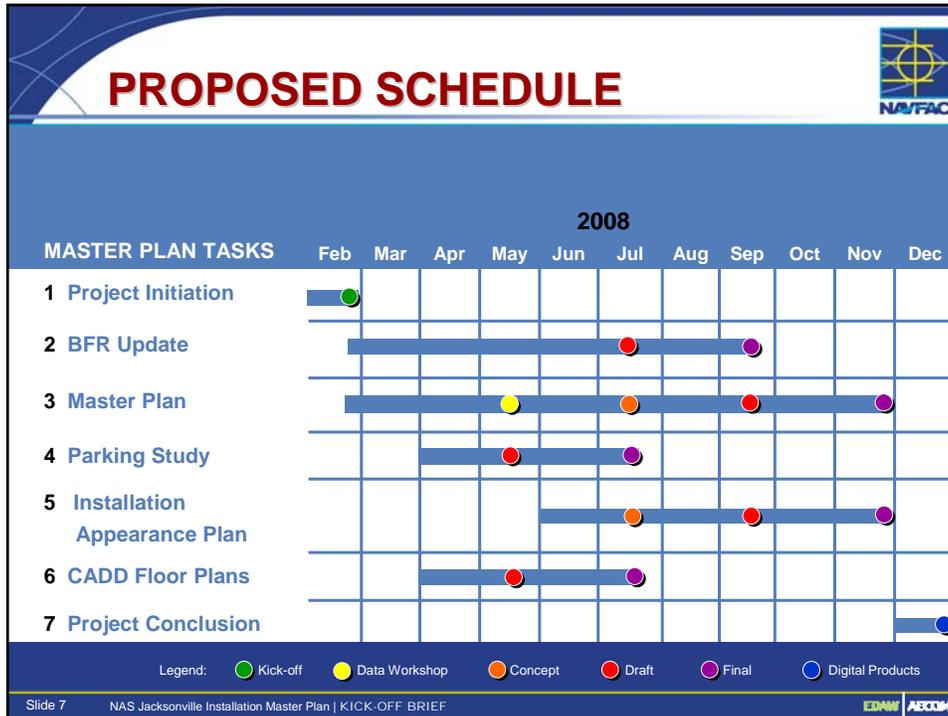
Implementation
Acquisition, Utilization, Reassignment, Disposal, Other Alternatives, PPV, Enhanced Use Lease, etc.
Products: Capital Improvements Plan (CIP), Master Plan, Demolition Plan

Feedback Loop
Quality Assurance

Slide 6 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF EDMM AECOM

February 19, 2008

Kick-Off Brief



2008 NAS Jacksonville

Installation Master Plan

BFR UPDATE

- Begins with 2004 Basic Facility Requirements (BFR) as starting point and updates recent and forecasted changes to mission
- Joint NAVFAC/Consultant team effort
- Process:
 - Data collection/tenant interviews
 - Verify new requirements
 - Installation verification/on-site review
 - Draft & Final Reports



Slide 8 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF

February 19, 2008

Kick-Off Brief

MASTER PLAN



- Update Military Construction (MILCON) project siting, scope, timing, new footprint
- Builds upon previous master planning efforts and incorporates recent changes
- Develop Area Plans for base
- Incorporate sustainability concepts – Unified Facilities Criteria (UFC) & Leadership in Energy and Environmental Design (LEED)

➤ Process:

- Data collection/tenant interviews
- Data analysis workshop (assets and requirements, development constraints)
- Concept, Draft & Final Briefs/Reports



Slide 9 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF EDMM AECOM

2008 NAS Jacksonville

Installation Master Plan

INSTALLATION APPEARANCE PLAN (IAP)



- Update to previous Base Exterior Architecture Plan (BEAP) completed in 1997
- IAP replaces BEAPs and provides coherent design and color palettes for all Naval Bases
- Provides landscaping, street furniture, signage, architectural guidelines for NAS Jacksonville
- Provides conceptual site plans

➤ Process:

- Data collection/site visits
- Design elements inventory
- Concept Workshop
- Draft/Final Reports



Slide 10 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF EDMM AECOM

February 19, 2008

Kick-Off Brief

PARKING PLAN



- Update to 2002 Parking Study
- Integration with Master Plan and Installation Appearance Plan (IAP)
- Focus on flight line parking issues as well as secondary locations throughout the base

➤ **Process:**

- Data collection/tenant interviews
- Concept Plan Workshop
- Draft/Final Reports



Slide 11 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF EDMM AECOM

2008 NAS Jacksonville

Installation Master Plan

CADD FLOOR PLANS



- Provides digital floor plans for key buildings
- Updates current space allocations
- Provides current data for future space management by Public Works Department

➤ **Process:**

- Collect data/previous floor plan information
- Conduct building walk-throughs (April-May timeframe)
- Digital Floor Plan Data



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February 19, 2008

Kick-Off Brief

PREVIOUS NAS JAX STUDIES COMPLETED TO DATE



- **Regional Shore Infrastructure Plans (RSIPs)**
 - JAX Fleet Concentration Area Administrative
 - JAX Fleet Concentration Area Overview
 - Logistics
 - Community Support Morale, Welfare & Recreation (MWR)
 - Public Safety
- **Aviation Planning/Safety**
 - Southeast Regional Aviation Plan
 - Airfield Redevelopment Plan
 - Air Traffic Control Tower Location Study
 - Encroachment Action Plan for NAS JAX and Outlying Landing Field Whitehouse
- **Master Planning/Design Guidelines/Facility Requirements**
 - Master Plan 1997
 - Base Exterior Architecture Plan (BEAP) 1997
 - Basic Facility Requirements (BFR) 2004
 - Traffic Engineering and Parking Study 2002
 - Military Construction (MILCON) Project Map/Special Projects

Slide 13 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF EDMM AECOM

2008 NAS Jacksonville

Installation Master Plan

YOUR ROLE IN THE PLANNING PROCESS



- **Cooperative Tenant/NAVFAC/Consultant team planning effort**
- **Designate Points of Contact**
 - Ability to speak for the command
 - Scheduling - Stakeholder interviews and walk-throughs (CADD Floor Plans)
 - Data collection
 - Workshop attendance and input (Master Plan, Installation Appearance Plan & Parking Plan)
 - Follow-up questions
 - Feed-back on Master Plan, IAP & Parking Plan
 - Follow progress of studies through completion
- **GOAL: Comprehensive planning of installation and facilities improvements to meet your current/future mission needs**

Slide 14 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF EDMM AECOM

February 19, 2008

Kick-Off Brief

INTERVIEW REQUIREMENTS



- **Contact Information** (name, number & e-mail address)
- **Current Mission**
- **Current & Projected Loading**
- **Organization Chart**
- **Command Brief**
- **Buildings Occupied/Current Utilization**
- **Space Requirements**
- **Proposed Improvements/Moves/Changes**
- **Unique Requirements/Operational Issues**
- **Previous Studies/Supporting Data**
- **Other Relevant Planning Information**

Slide 15 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF EDMM AECOM

2008 NAS Jacksonville

Installation Master Plan

CONTACT INFORMATION

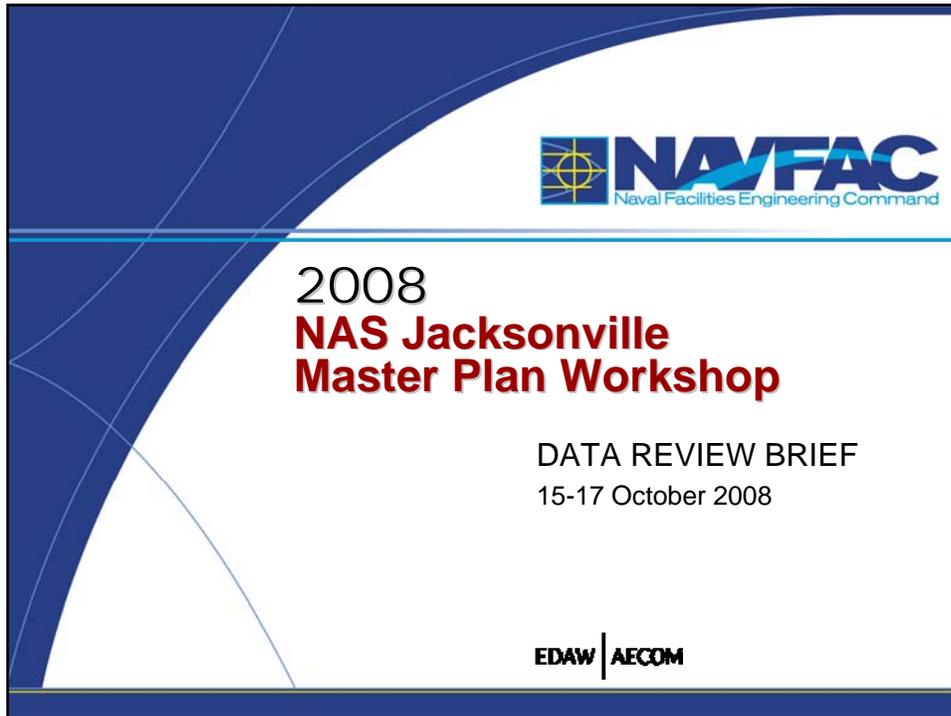


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Slide 16 NAS Jacksonville Installation Master Plan | KICK-OFF BRIEF EDMM AECOM

February 19, 2008

Data Review Brief



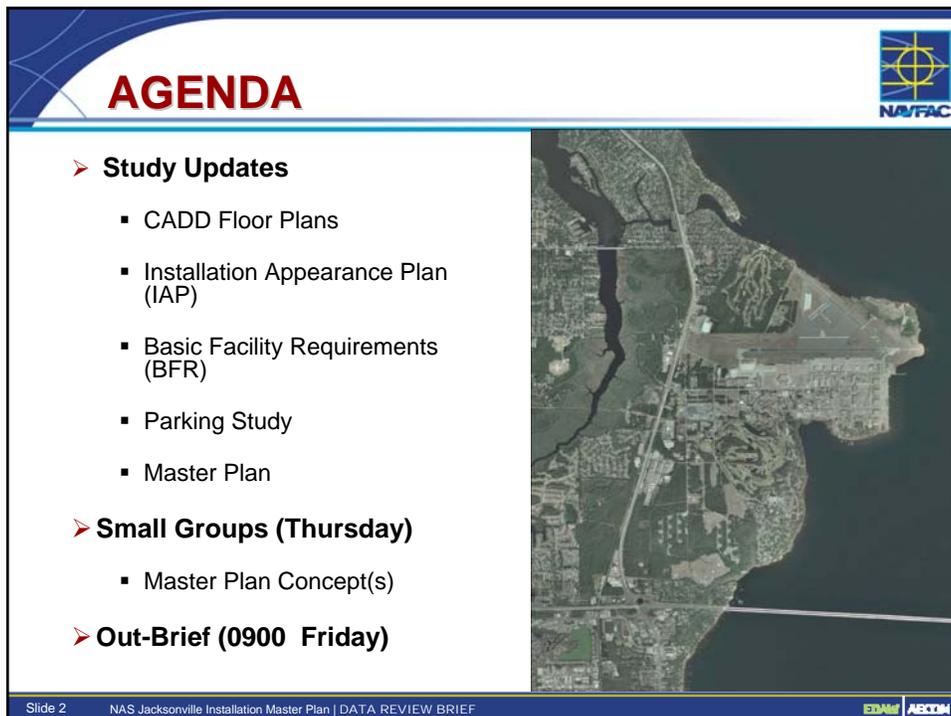
NAVFAC
Naval Facilities Engineering Command

**2008
NAS Jacksonville
Master Plan Workshop**

DATA REVIEW BRIEF
15-17 October 2008

EDAW | AECOM

2008 NAS Jacksonville Installation Master Plan



AGENDA

➤ Study Updates

- CADD Floor Plans
- Installation Appearance Plan (IAP)
- Basic Facility Requirements (BFR)
- Parking Study
- Master Plan

➤ Small Groups (Thursday)

- Master Plan Concept(s)

➤ Out-Brief (0900 Friday)

Slide 2 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF EDAW | AECOM

15-17 October 2008

Data Review Brief

PROJECT TEAM



- **NAVAFAC**
 - Sharon Hill, NAVAFAC Atlantic
- **NAS JAX**
 - Commander Chuck Lewis, NAS JAX Public Works Officer
 - Frank Lazarra, NAS JAX Public Works Department
 - John Young, NAS JAX Public Works Department
- **Consultant Team:**
 - EDAW (Basic Facility Requirements, Master Plan, Installation Appearance Plan)**
 - Richard Dorrier, Project Principal
 - Ellen Heath, Project Principal
 - Pat Peters, Project Manager
 - Jessica Wolff, Landscape Architect
 - HSMM (Parking Study, CADD Floorplans, IAP)**
 - Frank Fabian, Don Piron, Civil/Transportation
 - Jerry Cole, Robert Allen, Architecture
 - TEC (Basic Facility Requirements)**
 - Bill Wilbert, Bill Eddy, Senior Planners



Slide 3 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF EDMM ABCOM

2008 NAS Jacksonville Installation Master Plan

CADD FLOOR PLANS



- Provides digital floor plans for key buildings
- Updates current space allocations
- Provides current data for future space management by Public Works

- **Process:**
 - Collect data/previous floor plan information
 - Conduct building walk-throughs
 - **Prepare Digital Floor Plan Data**
 - Draft Submission (October)
 - Final Submission (November)



Slide 4 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF EDMM ABCOM

15-17 October 2008

Data Review Brief

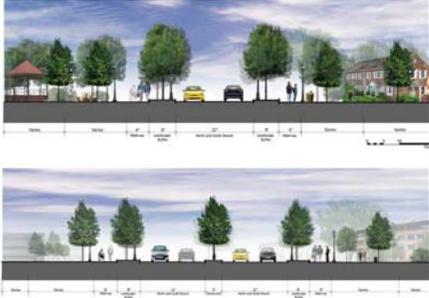
INSTALLATION APPEARANCE PLAN (IAP)



- Update to previous/1997 Base Exterior Architecture Plan (BEAP)
- IAP replaces BEAP and provides coherent design and color palettes for all Naval Bases
- Provides landscaping, street furniture, signage, architectural guidelines for NAS Jacksonville
- Provides conceptual site plans

➤ **Process:**

- Data collection/site visits (05-06 August 2008)
- **Design elements inventory**
- Concept Workshop (November)
- Draft/Final Reports (December/January)



Slide 5 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF EDMM AECOM

2008 NAS Jacksonville Installation Master Plan

BFR UPDATE



- Begins with 2004 Basic Facility Requirements (BFR) as starting point and updates recent and forecasted changes to mission

➤ **Process:**

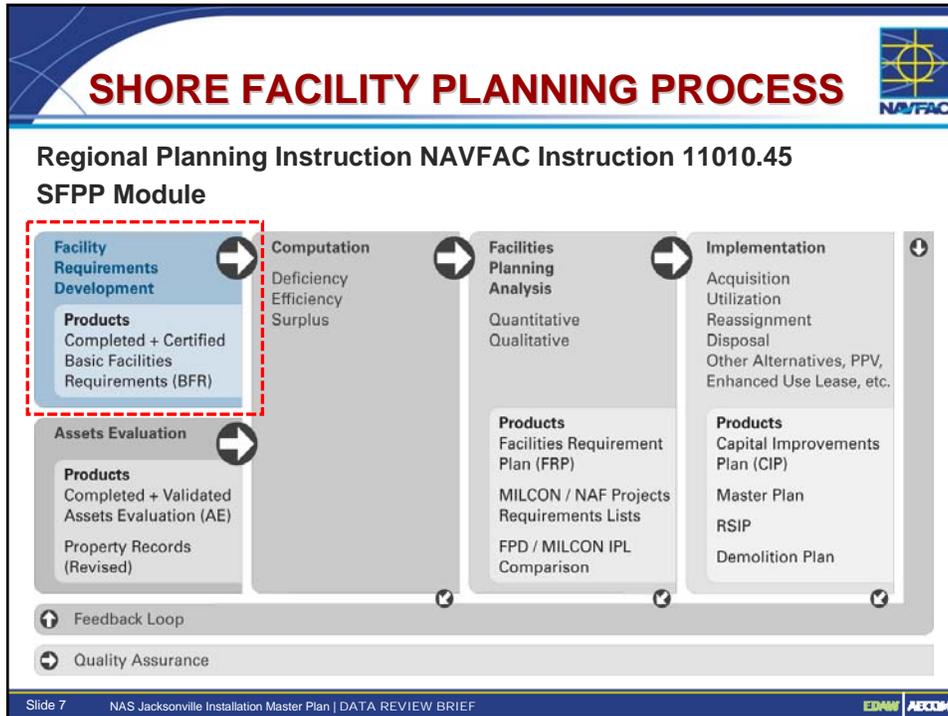
- Data collection/tenant interviews
- Calculate requirements
- On-site review with PWD & INFADS Team
- **Draft Report to NAVFAC and NAS Jacksonville for comments (July 2008)**
- BFR Revisions
- Final Report



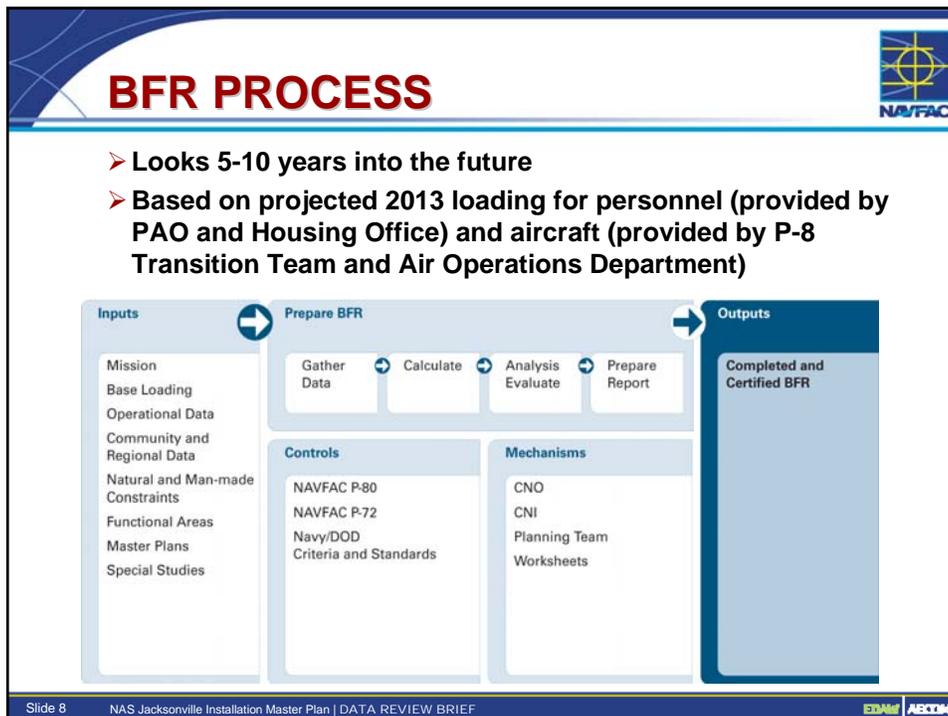
Slide 6 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF EDMM AECOM

15-17 October 2008

Data Review Brief



2008 NAS Jacksonville Installation Master Plan



15-17 October 2008

Data Review Brief

BFR PROCESS



- Requirements are typically based on UFC 2-000-05N (formerly NAVFAC P-80) guidance for each Category Code (CCN)
- Sample criteria from UFC 2-000-05N:

Table 73010-1 Fire Station

	Headquarter Fire Station						Satellite Fire Station					
	1		2		3		1		2		3	
Total Crew Force	11		21		32		11		21		32	
Number of Crew Bedrooms	5		10		14		5		10		14	
COMPONENT	Net Area		Net Area		Net Area		Net Area		Net Area		Net Area	
	m ²	SF	m ²	SF	m ²	SF	m ²	SF	m ²	SF	m ²	SF
Alarm Communication Center												
Communications Control Room	19	200	19	200	37	400	19	200	19	200	37	400
Kitchenette	0	0	3	35	3	35	0	0	3	35	3	35
Private Rest Room	4	43	4	43	4	43	4	43	4	43	4	43
Telecommunications/Computer Room ¹	5	50	5	50	19	200	5	50	5	50	19	200
Subtotal Alarm Communications Center	28	293	31	328	63	678	28	293	31	328	63	678
Training Facilities												
Training Room ²	0	0	32	340	39	420	0	0	32	340	39	420
Asst. Chief of Training Office	0	0	0	0	12	130	0	0	0	0	0	0
Testing Room	0	0	9	100	9	100	0	0	9	100	9	100
Tech Library/Audiovisual Storage	7	80	9	100	14	150	7	80	9	100	14	150
Physical Fitness	20	220	30	320	45	480	20	220	30	320	45	480
Subtotal Training Facilities	27	300	80	860	119	1,280	27	300	80	860	107	1,150
Living Quarters												
Private Bedrooms @ 110SF/Br ²	51	550	102	1,100	143	1,540	51	550	102	1,100	143	1,540
Restroom/Showers	28	300	35	375	42	450	28	300	35	375	42	450
Personal Lockers	13	140	23	250	34	370	13	140	23	250	34	370
Laundry	9	100	14	150	15	165	9	100	14	150	15	165
Subtotal Living Quarters	101	1,090	174	1,875	234	2,525	101	1,090	174	1,875	234	2,525

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NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF


2008 NAS Jacksonville Installation Master Plan

BFR PROCESS



- Other criteria used to determine requirements included:
 - Interviews
 - Information from other planning documents (e.g., Logistics and MWR RSIPs)
 - Data from 2004 BFR
 - Existing assets (floor plans and iNFADS data)
- Some tenants have separate requirement methodologies (e.g., BUMED, NEX, DLA, DECA). Information on these CCNs is included as available.
- Some Category Codes do not require BFRs in accordance with NAVFAC P-72 (NAVAIDS, utilities, family housing, etc.)

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15-17 October 2008

Data Review Brief



SAMPLE BFR SHEET

Basic Facilities Requirement (BFR)
2008 Update

Activity UIC: **900207** Category Code: **730-10**
Activity Name: **Naval Air Station Jacksonville, Florida** Nomenclature: **Fire Station**
User UIC: **900207**
User Department/Organization: **Fire Department, NAS Jacksonville**

DESCRIPTION

The Category Code applies to fire stations with structural and load fire missions, air or sea rescue operations, as well as combined structural fire and rescue operations. Fire stations consist of an alarm communications center, training facilities, living quarters, recreational facilities, administrative offices, an equipment maintenance area and an equipment shed. Requirements for the Assault Fire and Rescue Station are not included in this Category Code (see separately the BFR for CCA 141, 22 and 141, 22).

ALLOWANCE

AFIC 2-265-0204, 31 Jan 2005, provides space allowances for fire stations, based on the number of engine companies, which are determined by response time requirements provided by the Regional Fire Marshal. Office Allowances for the fighting apparatus space are determined by the specific equipment housed in the station.

NAS Jacksonville has two fire stations (not including the Assault Fire and Rescue Station on the airfield): a main station with two engine companies in Building 105, and a satellite station with one engine company in Building 105 in the family housing area. The main station requires 12 truck stalls, the satellite station requires two truck stalls. Based on Tables 75015.1 and 75015.2, space allowances for NAS Jacksonville Fire Station are as follows:

	1st Fire Station	Satellite Fire Station
Construction	2,000 sq ft	1,000 sq ft
Equipment	100 sq ft	50 sq ft
Living Quarters	800 sq ft	400 sq ft
Living Quarters*	400 sq ft	200 sq ft
Recreational/Training	1,200 sq ft	600 sq ft
Administrative	200 sq ft	100 sq ft
Food/ Mess/ Storage/ Washroom	1,200 sq ft	600 sq ft
Equipment	1,200 sq ft	600 sq ft
Excluded for all space including the Apparatus Room	6,110 sq ft	3,055 sq ft
Open to Green Machine (100)	2,700 sq ft	1,350 sq ft
Apparatus Room (100)	3,600 sq ft	1,800 sq ft
Excluded Machine (100)	800 sq ft	400 sq ft
Total	14,330	7,305

*Based on equipment data provided by Fire Dept Chief, May 2008 and approx provided below.

REQUIREMENT

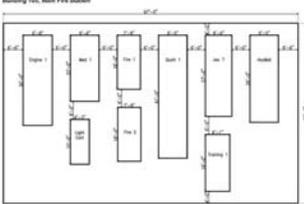
Main Station: 14,330 CSF
Satellite Station: 7,305 CSF
Total Requirement: 21,635 CSF

Naval Air Station Jacksonville, Florida Page 1

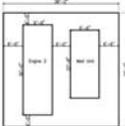
Basic Facilities Requirement (BFR)
2008 Update

EQUIPMENT DIAGRAMS

Building 105, Main Fire Station



Building 105, Family Housing Access Station



Naval Air Station Jacksonville, Florida Page 2

Slide 11
NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF



2008 NAS Jacksonville Installation Master Plan



BFR UPDATE: KEY DEFICITS

- **Key Operational Facility Deficits**
 - Aircraft Parking Apron
 - Aircraft Fuels Storage
 - Air Cargo Terminal
 - Fire/Rescue Station
 - Operations Control Center
 - Training (Training RSIP may provide more detailed data)
 - FRC Shop Space (selected CCNs)
 - Ground Support Equipment Shed
- **Key Support Facility Deficits***
 - Chapel/Religious Education
 - Bowling
 - Fitness Center
 - Liberty Center
 - CDC
 - Library
 - Outdoor Courts
 - Outdoor Pool

* Note: BUMED, NEX, DLA do their own requirements analyses.




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BFR UPDATE: KEY SURPLUSES



- **Key Operational Facility Surpluses**
 - Maintenance Hangar Space
 - FRC Shop Space (selected CCNs)
 - Data Processing Space (DISA)
- **Key Support Facility Surpluses**
 - Brig



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2008 NAS Jacksonville Installation Master Plan

NEXT STEPS



- Draft provided to NAVFAC and PWD for distribution
- Review/comment by tenants (October)
- Final BFR preparation incorporating comments (October/November)
- Final BFR provided to NAVFAC and PWD (November/December)
- iNFADS updates by NAS-Jax iNFADS Team
- Integration with Master Plan



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Data Review Brief

PARKING STUDY



- Parking Study Objectives
- Parking Study Area
- Previous Studies
- Data Collection and Methodology
- Existing Conditions
- Future Conditions
- Recommendations



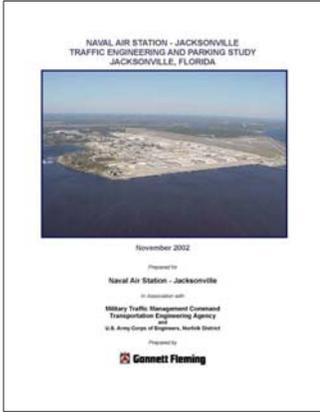
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PARKING STUDY OBJECTIVES



- Update the parking study conducted in November 2002 by Gannett Fleming
- Assess the adequacy of existing parking facilities to meet future parking demands
- Develop recommendations to eliminate future parking shortfalls



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STUDY AREA



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2008 NAS Jacksonville Installation Master Plan

PREVIOUS STUDIES



- **PARKING STUDY, Military Traffic Management Command Transportation Engineering Agency (MTMCTEA), 1996**
 - Parking space utilization throughout the installation was 90.1 percent
 - Utilization at many of the FRC parking lots was 100 percent
 - The installation is deficient 474 parking spaces for existing personnel and an additional 1,216 parking spaces would be needed for new personnel
 - Recommended the construction of a parking garage and implementation of a park-and-ride and/or ridesharing program
- **TRAFFIC ENGINEERING AND PARKING STUDY, GANNETT FLEMING, 2002**
 - The current parking shortfall is 820 parking spaces
 - An estimated increase in personnel would create an additional parking shortage of 640 spaces, for a total of 1,460 spaces
 - Recommendations included:
 - Optimization of existing parking lots at Buildings 27, 122, 123, 124 and 140



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PREVIOUS STUDIES



- Construction of new surface parking lots at the Building 8 and 148 demolition sites, the 6 series buildings demolition site, and the Buildings 7J through 7L demolition site
- Expansion of the existing parking lots at Buildings 884/900 and 197
- Consideration of a parking garage, park-and-ride program, and ridesharing program



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2008 NAS Jacksonville Installation Master Plan

DATA COLLECTION AND METHODOLOGY

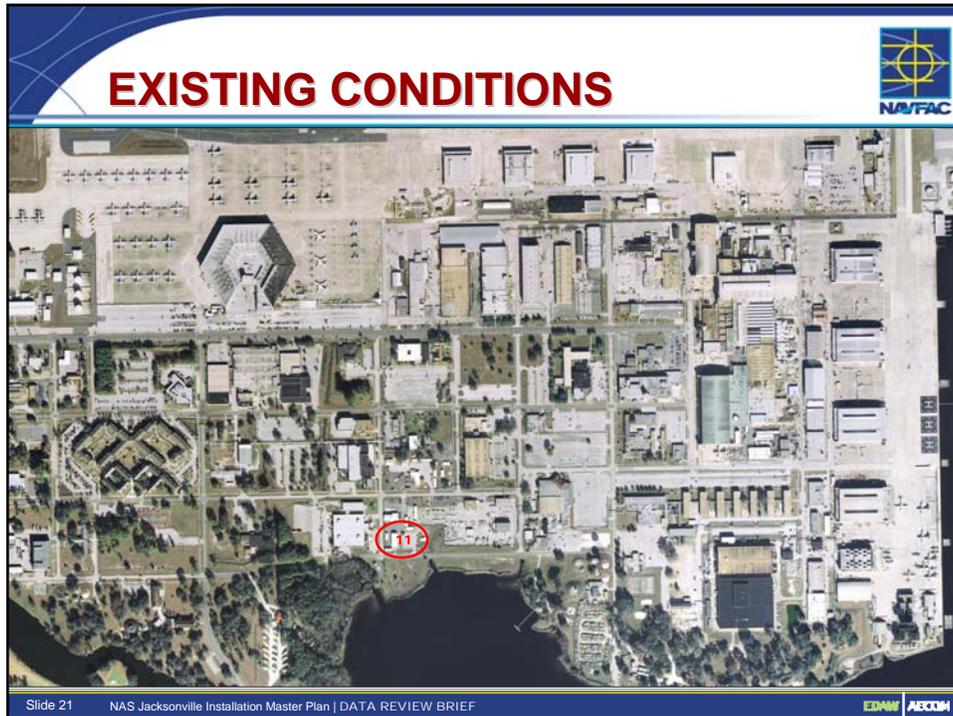


- Goal in analysis was to determine and compare existing and future parking demand to the number of available parking spaces
- Utilized information obtained in Master Plan and BFR update interviews and questionnaires as a starting point
- Tenant interviews conducted at NAS Jacksonville from 21-23 April
 - Identified existing and future parking issues
 - Aided in determining where more detailed analysis would be needed
- Additional telephone interviews conducted
 - Established existing and future parking demand
- Parking lot utilization data collected 28-29 May
 - Utilization observed between the hours of 0730-1100 and 1300-1400 on each of these days
 - Verification of aerial photography parking survey

Slide 20 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF EDMM AECOM

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EXISTING CONDITIONS

➤ A survey of the existing parking lot utilization for 82 parking lots found:

- 23 parking lots with a utilization between 90-100% (11 FRCSE)
- 14 parking lots with a utilization between 80-89%
- 45 parking lots with a utilization <80%
- No clear concentrated area of high utilization

LEGEND

- PARKING AREA AT 90-100% OCCUPANCY
- PARKING AREA AT 80-89% OCCUPANCY
- PARKING AREA AT <80% OCCUPANCY
- PARKING AREA UNDER CONSTRUCTION

Slide 22 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF

EDMM AECOM

The image shows a site plan map of the NAS Jacksonville installation. The map is color-coded to represent parking lot utilization levels. A legend on the left side of the map defines the colors: red for 90-100% occupancy, yellow for 80-89% occupancy, green for <80% occupancy, and grey for parking areas under construction. The map shows a high concentration of red and yellow areas in the central and right-hand portions of the installation, while the left-hand portion is mostly green.

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Data Review Brief

EXISTING CONDITIONS



- **Focus areas selected based on:**
 - Potential parking shortage locations (as identified in tenant interviews and preliminary site visit)
 - Tenant locations and respective parking areas
- **Where gaps in data collection were not able to be filled, assumptions were made**
 - The building square footage (amount and type) was used to determine the number of personnel in Buildings 1, 30 and 135

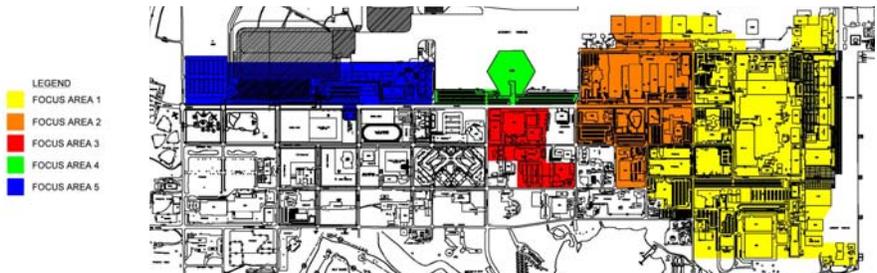
Slide 23 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF  

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EXISTING CONDITIONS



- **Analysis of focus areas found:**
 - Focus area 1:
 - 4,518 existing parking spaces
 - Existing parking demand of 3,770 spaces
 - Perceived lack of parking for FRCSE personnel utilizing lots E and N
 - Focus area 2:
 - 1,937 existing parking spaces
 - Existing parking demand of 2,150 spaces
 - Due to improper distribution of parking between focus areas 1 and 2
 - Focus area 3:
 - 752 existing parking spaces
 - Existing parking demand of 550 spaces
 - Focus area 4:
 - 960 existing parking spaces
 - Existing parking demand of 810 spaces
 - Galley parking lot used for overflow
 - Focus area 5:
 - 781 existing parking spaces
 - Existing parking demand of 560 spaces



LEGEND
FOCUS AREA 1
FOCUS AREA 2
FOCUS AREA 3
FOCUS AREA 4
FOCUS AREA 5

Slide 24 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF  

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FUTURE CONDITIONS



➤ **Assumptions made in determining future building personnel numbers:**

- The number of Wing-11 visitors to Buildings 506 and 848 will double with incoming units
- 25% increase to Wing-11 staff
- Daytime personnel strength at hangar 511 will be 1100

Slide 25 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF EDMM AECOM

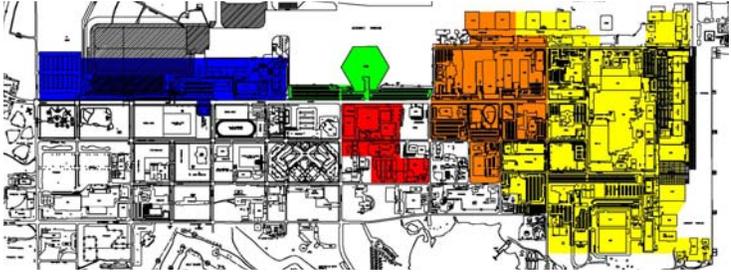
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FUTURE CONDITIONS



➤ **Analysis of focus areas found:**

<ul style="list-style-type: none">▪ Focus area 1:<ul style="list-style-type: none">▪ 5,204 future parking spaces▪ Future parking demand of 3,770 spaces▪ Focus area 2:<ul style="list-style-type: none">▪ 1,927 future parking spaces▪ Future parking demand of 2,120 spaces▪ Focus area 3:<ul style="list-style-type: none">▪ 752 future parking spaces▪ Future parking demand of 660 spaces	<ul style="list-style-type: none">▪ Focus area 4:<ul style="list-style-type: none">▪ 960 future parking spaces▪ Future parking demand of 890 spaces▪ Focus area 5:<ul style="list-style-type: none">▪ 1,534 future parking spaces▪ Future parking demand of 1,460 spaces
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LEGEND

- FOCUS AREA 1
- FOCUS AREA 2
- FOCUS AREA 3
- FOCUS AREA 4
- FOCUS AREA 5

Slide 26 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF EDMM AECOM

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RECOMMENDATIONS



➤ **IMPROVE ASSIGNED PARKING SPACE MARKING**



Slide 27 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF  

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RECOMMENDATIONS



➤ **ALLEVIATE THE BUILDING 110 PARKING DEFICIENCY**



Slide 28 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF  

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RECOMMENDATIONS

➤ ALLEVIATE THE BUILDING 110 PARKING DEFICIENCY (ALTERNATE OPTION)



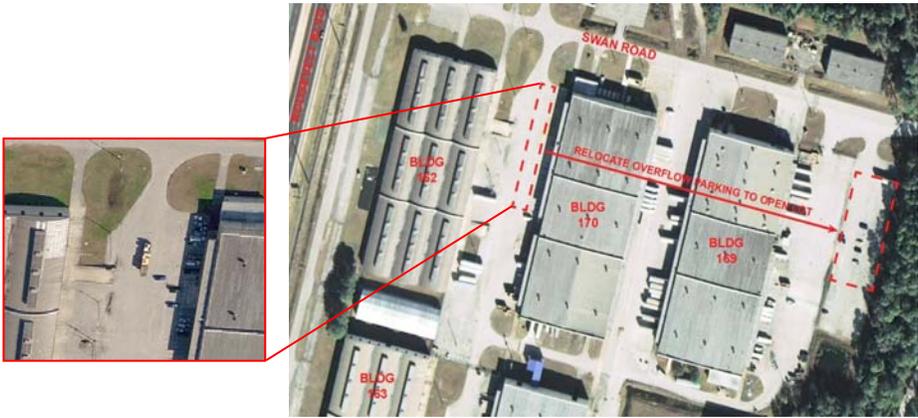
The aerial map shows a grid of streets including Ajax Street, Ballard Street, Langley Street, Workman Avenue, Sparatone Avenue, and Swanton Avenue. Buildings are labeled BLDG 111, BLDG 110, BLDG 903, BLDG 921, and BLDG 919. A yellow dashed box highlights BLDG 903. Red dashed boxes indicate 'DESIGNATE 76 SPACES TO BLDG 110' and 'RELOCATE 76 BLDG 903 SPACES TO NEW LOT'. An inset photo shows a large, paved parking lot area.

Slide 29 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF

2008 NAS Jacksonville Installation Master Plan

RECOMMENDATIONS

➤ RELOCATE PARKING WITHIN THE DDJF WAREHOUSE COMPLEX



The aerial map shows a warehouse complex with buildings labeled BLDG 152, BLDG 170, BLDG 169, and BLDG 153. Swan Road is visible at the top. A red dashed box outlines a parking area with the text 'RELOCATE OVERFLOW PARKING TO OPEN LOT'. An inset photo shows a close-up of a building.

Slide 30 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF

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RECOMMENDATIONS

➤ MITIGATE INADEQUATE PARKING FOR NMCB-14

Slide 31 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF

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RECOMMENDATIONS

➤ ELIMINATE PARKING ALONG SECURITY FENCING

Slide 32 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF

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RECOMMENDATIONS

➤ **DESIGNATE ADDITIONAL PARKING FOR BASE SECURITY**



Slide 33 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF

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RECOMMENDATIONS

➤ **MITIGATE BUILDING 506 PARKING DEFICIENCY**



Slide 34 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF

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RECOMMENDATIONS



- ASSIGNED PARKING SPACE ENFORCEMENT
- CREATE RECREATIONAL PARKING FACILITIES
- ELIMINATE OR PAVE GRASS AND GRAVEL PARKING AREAS
- PROMOTE CAR/VAN-POOLING, MASS TRANSIT, AND TELECOMMUTING
- CONTINUE TO WORK WITH THE CITY TO IMPROVE BUS ROUTES TO NAS JACKSONVILLE
- ADD EXPECTANT MOTHER PARKING AT THE NEX/COMMISARY
- BETTER ADVERTISE PARKING FOR BUILDING “CUSTOMERS”
- CONSTRUCTION OF A PARKING GARAGE OR PARKING DECK EVALUATED BUT NOT RECOMMENDED

Slide 35 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF  

2008 NAS Jacksonville Installation Master Plan

NEXT STEPS



- Review tenant comments
- Incorporate comments into final draft (November/December)
- Review and assess Master Plan for parking impacts and adjust accordingly (November/December)
- Final draft provided to NAVFAAC and PWD (December/January)



Slide 36 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF  

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Data Review Brief

MASTER PLAN



- Update Military Construction (MILCON) project siting, scope, timing, new footprint
- Builds upon previous master planning efforts and incorporates recent changes
- Develop Area Plans for base
- Incorporate sustainability concepts – Unified Facilities Criteria (UFC) & Leadership in Energy and Environmental Design (LEED)
- Process:
 - Data collection/tenant interviews
 - **Data analysis workshop (assets and requirements, development constraints)**
 - Concept, Draft & Final Briefs/Reports



Slide 37 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF

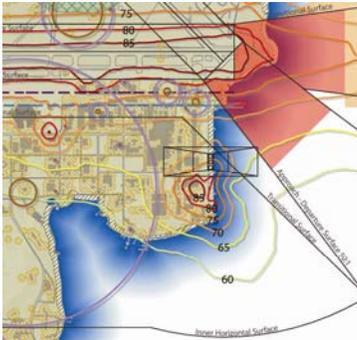


2008 NAS Jacksonville Installation Master Plan

MASTER PLAN



- Key Findings:
 - Tenant Issue Summary
 - Regional Military Facilities
 - Site Analysis
 - Functional Diagram
 - Environmental Constraints
 - Operational Constraints
 - Construction Projects
 - Demolition-Associated Projects
 - Developable Areas
 - Concept Diagram



Slide 38 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF



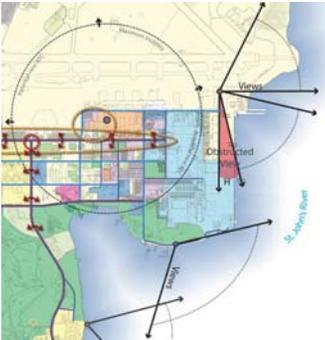
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INTERVIEW SUMMARY



- Reduce the Number of Airfield Safety Waivers
- Improve Fire, and Crash and Rescue Operations
- Traffic/Safety/Gate Concerns
- Parking, Parking, Parking
- Pedestrian and Bicycle Circulation
- Transit Use
- Tenant/User Consolidation
- Better Food Service Locations and Choices (MWR, NEX)
- New Fitness Center
- New and Improved MWR Facilities
- Stormwater Issues
- New Chaplain and Navy Band Facilities



Slide 39 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF



2008 NAS Jacksonville Installation Master Plan

YOUR ROLE IN THE PLANNING PROCESS



- **Cooperative Tenant/NAVAFAC/Consultant team planning effort**
- **Points of Contact**
 - Ability to speak for the command
 - Scheduling - Stakeholder interviews and walk-throughs (CADD Floor Plans)
 - Data collection
 - Workshop attendance and input (Master Plan, Installation Appearance Plan & Parking Study)
 - Follow-up questions
 - Feed-back on Master Plan, IAP & Parking Study
 - Follow progress of studies through completion
- **GOAL: Comprehensive planning of installation and facilities improvements to meet your current/future mission needs**

Slide 40 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF



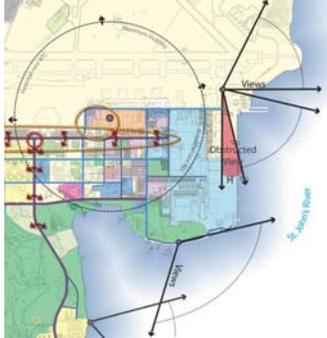
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NEXT STEPS



- Integration with BFR, Parking Study and IAP
- Concept and Draft provided to NAVFAC and PWD for distribution (November/December)
- Review/comment by tenants (December/January)
- Final Master Plan incorporating comments provided to NAVFAC and PWD (January)



Slide 41 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF



2008 NAS Jacksonville Installation Master Plan

CONTACT INFORMATION



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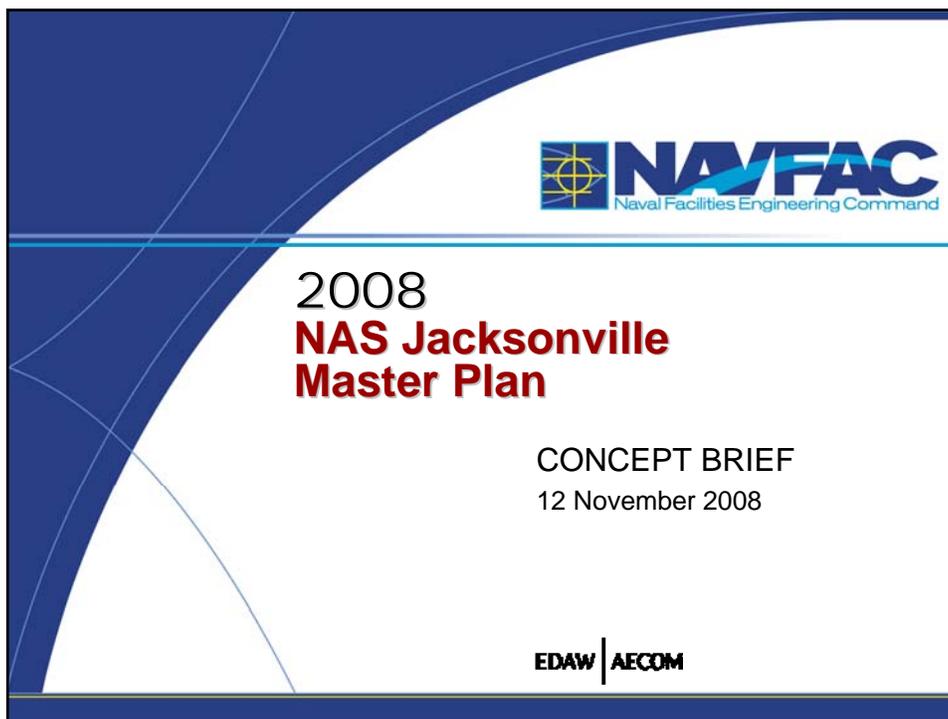


Slide 42 NAS Jacksonville Installation Master Plan | DATA REVIEW BRIEF



15-17 October 2008

Concept Brief



NAVFAC
Naval Facilities Engineering Command

**2008
NAS Jacksonville
Master Plan**

CONCEPT BRIEF
12 November 2008

EDAW | AECOM

2008 NAS Jacksonville

Installation Master Plan



AGENDA

- Introduction
- Planning Analysis
 - Base Vision
 - Base/Plane Loading
- Development Constraints
- Facility and Parking Requirements
- Planning Concepts
 - Development Framework
 - Proposed Land Use and Circulation
- Next Steps
 - Capital Improvements Plan
 - Integrated Project List
 - Phasing

Slide 2 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF EDAW | AECOM

12 November 2008

Concept Brief

MASTER PLAN SCOPE



General Task
Develop a master plan for NAS-Jax as a guide for site development, efficient use of facilities, sustainable development over the next 20 years.

Planning Tasks

- Data Collection and Analysis
- Opportunities and Constraints
- Visioning/Analysis
- Draft Plan
 - Concept Brief
 - Draft Plan
- Final Plan



Slide 3 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF  

2008 NAS Jacksonville

Installation Master Plan

NAS-JAX VISION



NAS-Jacksonville will:

Serve the Fleet, Fighter and Family by supporting the people to safely execute the mission with innovation, stewardship and open communications.

- Restructure the footprint considering BRAC changes
- Increase efficiency
- Improve resource visibility
- Accomplish the mission



Slide 4 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF  

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Concept Brief

NAS-JAX TENANTS



There are over 100 tenants at NAS-JAX, far more than any other facility in the Fleet Concentration Area.

Major Tenants

- CHSMWL
- CPRW-11
- DDJF
- FISC
- FRCSE
- NAS-Jax
- NAVCOMTELSTA
- NAVFAC
- NAVHOSP
- Armed Forces Reserve Center
- U.S. Customs



Slide 5 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF EDMM AECOM

2008 NAS Jacksonville

Installation Master Plan

NAS-JAX RELOCATIONS



Incoming/Growing

- Patrol Wing 11 (PATWING-11) to JAX
- P-3 Fleet Replacement Squadron (FRS) (VP-30) JAX
- Naval Air Reserve (NAVAIRES) to JAX
- Helicopter Antisubmarine Wing (HSWINGLANT-1) to JAX
- NAVFAC SE to JAX
- Navy Region Gulf Coast (Pensacola) to Navy Region SE-JAX
- Establish Fleet Readiness Center Southeast (FRCSE)



Slide 6 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF EDMM AECOM

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NAS-JAX RELOCATIONS



Outgoing/Reducing

- Helicopter Antisubmarine Wing (HSWINGLANT-11) to Norfolk
- Patrol Wing 1 (PATWING-1) to Norfolk
- VSWING-1 Sundown 2008
- Correctional Function to Charleston
- Disestablish Space Warfare System Center Charleston, SC Det JAX
- Disestablish Naval Air Depot (NADEP), NADEP JAX (Det JAX), Aircraft Intermediate Maintenance Department (AIMD)
- Relocate Depot Maintenance (Avionics, Hydraulics, Landing Gear and Structural Components) to Mayport



Slide 7 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF  

2008 NAS Jacksonville

Installation Master Plan

NAS-JAX RELOCATIONS



Outgoing/Reducing

- Transfer all remaining intermediate and depot maintenance to FRCSE JAX
- Disestablish/privatize storage and distribution functions for tires, packaged petroleum, oils, lubricants, compressed gases
- Relocate supply, storage, and distribution (not necessary to support FRCSE or serve as a wholesale forward distribution point) to Warner Robins Strategic Distribution Platform



Slide 8 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF  

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Concept Brief

NAS-JAX BASE LOADING

FY2007 Active Duty Population

- 8,792
- Increase of 347

	Officer	Enlisted	Total
Active Duty ¹	1,914	7,225	9,139
Reserves ²			5,123
Civilian Employees ²			7,757
Contractors ²			3,850
Total Military, Civilian, Contractors			25,869
Retirees ²			40,397
Dependents			
Current dependents ²			38,283
Estimated increase to FY13			1,509
Total Dependents			39,792
Total NAS JAX			106,058

¹ FY13 numbers provided by NAS Jacksonville Housing Office; includes projected BRAC and squadron changes

² FY07 numbers provided by NAS Jacksonville PAO

³ Estimated increase based on proportional number of dependents per current active duty population (EDAW)

Slide 9
NAS Jacksonville Installation Master Plan | CONCEPT BRIEF

2008 NAS Jacksonville

Installation Master Plan

NAS-JAX AIRCRAFT LOADING

Table 3 NAS Jacksonville Transient & Other Aircraft Loading

Aircraft Type	User Name	Loading (2013)
T-45s and Boeing 737s	Transient	25
P-3s, Cheyennes, Cessnas, C-12 Helos	US Customs	15
EA6Bs, F18s	FRCSE	12

Source: NAS Jax Air Ops Dept, May 2008

NAS Jacksonville Aircraft Loading- projected to 2018

TIME	SQUADRON NAME	USER NAME	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
HH-60H	HS-11	HSWINGLANT-11	2	-	-	-	-	-	-	-	-	-	-
SH-60F	HS-11	HSWINGLANT-11	4	4	4	4	4	-	-	-	-	-	-
HH-60H	HS-15	HSWINGLANT-11	3	-	-	-	-	-	-	-	-	-	-
SH-60F	HS-15	HSWINGLANT-11	4	4	-	-	-	-	-	-	-	-	-
HH-60H	HS-3	HSWINGLANT-11	3	3	3	3	3	-	-	-	-	-	-
SH-60F	HS-3	HSWINGLANT-11	4	-	-	-	-	-	-	-	-	-	-
HH-60H	HS-5	HSWINGLANT-11	3	3	3	-	-	-	-	-	-	-	-
SH-60F	HS-5	HSWINGLANT-11	4	4	4	-	-	-	-	-	-	-	-
HH-60H	HS-7	HSWINGLANT-11	3	3	3	-	-	-	-	-	-	-	-
SH-60F	HS-7	HSWINGLANT-11	4	4	4	-	-	-	-	-	-	-	-
HH-60H	HSM-70	HSWINGLANT-1	-	11	11	11	11	11	11	11	11	11	11
MH-60R	HSM-72	HSWINGLANT-1	-	-	-	-	11	11	11	11	11	11	11
MH-60R	HSM-74	HSWINGLANT-1	-	11	11	11	11	11	11	11	11	11	11
MH-60R	HSM-76	HSWINGLANT-1	-	-	11	11	11	11	11	11	11	11	11
MH-60R	HSM-44	HSWINGLANT-1	-	-	-	-	-	-	-	-	-	13	13
T-34C	SEA CON WPHS SCHOOL	HSWINGLANT-1	2	2	2	2	2	2	2	2	2	2	2
P-3C	VP-10	PATWINGLANT-11	-	-	8	8	-	-	-	-	-	-	-
P-8A	VP-10	PATWINGLANT-11	-	-	-	6	6	6	6	6	6	6	6
P-3C	VP-18	PATWINGLANT-11	8	8	8	8	-	-	-	-	-	-	-
P-8A	VP-18	PATWINGLANT-11	-	-	-	6	6	6	6	6	6	6	6
P-3C	VP-26	PATWINGLANT-11	-	-	8	8	-	-	-	-	-	-	-
P-8A	VP-26	PATWINGLANT-11	-	-	-	6	6	6	6	6	6	6	6
P-3C	VP-30	PATWINGLANT-11	17	16	13	13	11	11	8	6	4	3	3
P-8A	VP-30	PATWINGLANT-11	-	-	-	2	4	6	8	10	12	12	12
P-3C	VP-45	PATWINGLANT-11	8	8	8	8	8	-	-	-	-	-	-
P-8A	VP-45	PATWINGLANT-11	-	-	-	6	6	6	6	6	6	6	6
P-3C	VP-45	PATWINGLANT-11	8	8	8	8	8	-	-	-	-	-	-
P-8A	VP-5	PATWINGLANT-11	-	-	-	6	6	6	6	6	6	6	6
P-3C	VP-62	PATWINGLANT-11	6	6	6	6	6	6	6	6	6	6	6
P-8A	VP-62	PATWINGLANT-11	-	-	-	-	-	-	-	-	-	-	-
P-3C	VP-8	PATWINGLANT-11	-	8	8	8	8	-	-	-	-	-	-
P-8A	VP-8	PATWINGLANT-11	-	-	-	6	6	6	6	6	6	6	6
P-3C	VP-1	PATWINGLANT-11	-	3	3	3	3	3	3	3	3	3	3
P-8A	VP-1	PATWINGLANT-11	-	-	-	-	-	-	-	-	-	-	-
C-40A	VR-68	NAVAIRES	3	3	3	3	3	3	3	3	3	3	3
C-130T	VR-62	NAVAIRES	-	-	3	3	3	3	4	4	4	4	4
S-3B	VS-22	VSING-1	6	-	-	-	-	-	-	-	-	-	-
S-3B	VS-32	VSING-1	-	-	-	-	-	-	-	-	-	-	-
S-3B	VS-31	VSING-1	-	-	-	-	-	-	-	-	-	-	-

Selected Totals	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
	62	108	120	118	123	116	113	113	106	120	120

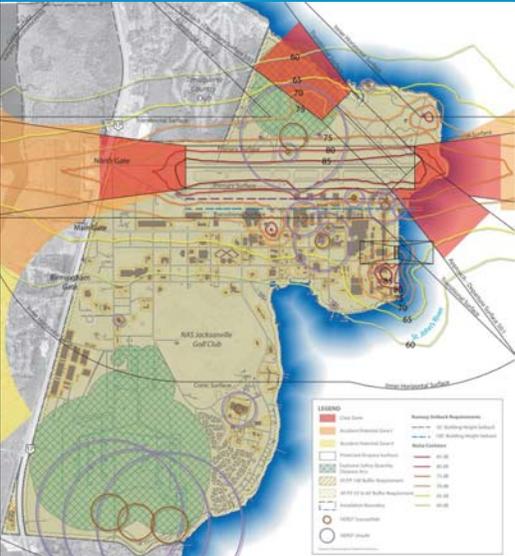
Note: Table does not include Customs or transient aircraft
Source: P-8 Transition Team and NAVFAC Atlantic, May 2008

Slide 10
NAS Jacksonville Installation Master Plan | CONCEPT BRIEF

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Concept Brief

DEVELOPMENT CONSTRAINTS



- Clear Zones
- Accident Potential Zones
- Protected Airspace Surfaces
- Runway Setbacks
- Noise Contours
- Explosive Safety Quantity Distance (ESQD) Arcs
- Anti-Terrorism/Force Protection (AT/FP) Buffers
- Hazards of Electromagnetic Radiation to Ordnance (HERO)



Slide 11
NAS Jacksonville Installation Master Plan | CONCEPT BRIEF




2008 NAS Jacksonville

Installation Master Plan

DEVELOPMENT CONSTRAINTS



- Potential Asbestos Contamination
- Underground Storage Tanks
- Spill Locations
- Historic Firing Ranges
- Potential Historic Buildings
- Land Use Control Areas
- Petroleum Contamination Area
- Potential Source of Contamination
- Installation Restoration Program Sites
- Floodplain
- Wetlands
- Surface Water



Slide 12
NAS Jacksonville Installation Master Plan | CONCEPT BRIEF




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DEVELOPMENT CONSTRAINTS

- Developable Areas
- Developable Areas (with Constraints)
- Undevelopable Areas

Slide 13 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF EDMM AECOM

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Installation Master Plan

BFR KEY DEFICITS

- **Key Operational Facility Deficits**
 - Aircraft Parking Apron
 - Aircraft Fuels Storage
 - Air Cargo Terminal
 - Fire/Rescue Station
 - Operations Control Center
 - Training (Training RSIP may provide more detailed data)
 - FRC Shop Space (selected CCNs) and Administrative Space
 - Ground Support Equipment Shed
- **Key Support Facility Deficits***
 - Chapel/Religious Education
 - Bowling
 - Fitness Center
 - Liberty Center
 - CDC
 - Library
 - Outdoor Courts
 - Outdoor Pool

* Note: BUMED, NEX, DLA, DECA do their own requirements analyses.

Slide 14 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF EDMM AECOM

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BFR KEY SURPLUSES



- **Key Operational Facility Surpluses**
 - Maintenance Hangar Space
 - FRC Shop Space (selected CCNs)
 - Data Processing Space (DISA)
- **Key Support Facility Surpluses**
 - Brig



Slide 15 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF  

2008 NAS Jacksonville

Installation Master Plan

PARKING STUDY



➤ **Key Findings-Existing Conditions:**

- **Focus Area 1:**
 - 4,518 existing parking spaces
 - Existing parking demand of 3,770 spaces
 - Perceived lack of parking for FRCSE personnel utilizing southern lots
- **Focus Area 2:**
 - 1,937 existing parking spaces
 - Existing parking demand of 2,150 spaces
 - Due to improper distribution of parking between focus areas 1 and 2
- **Focus Area 3:**
 - 752 existing parking spaces
 - Existing parking demand of 550 spaces
- **Focus Area 4:**
 - 1,210 existing parking spaces
 - Existing parking demand of 1,100 spaces
 - Galley parking lot used for overflow
- **Focus Area 5:**
 - 781 existing parking spaces
 - Existing parking demand of 560 spaces



LEGEND
FOCUS AREA 1
FOCUS AREA 2
FOCUS AREA 3
FOCUS AREA 4
FOCUS AREA 5

Slide 16 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF  

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MASTER PLAN OBJECTIVES



- Reduce the Number of Airfield Safety Waivers
- Improve Fire and Crash and Rescue Operations
- Traffic/Safety/Gate Concerns
- Parking
- Tenant/User Consolidation
- New Fitness Center
- Better Food Service Locations and Choices (MWR, NEX)
- New and Improved Community Support and MWR Facilities
- Address Stormwater Issues
- New Chaplain and Navy Band Facilities
- Pedestrian and Bicycle Circulation
- Transit Use



Slide 19
NAS Jacksonville Installation Master Plan | CONCEPT BRIEF




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Installation Master Plan

SAFETY WAIVERS



Table 5-1
Summary of Waivers

Station	Waiver	Date Granted	Date Expires	Date Cancelled	Description
NAS Jacksonville	J-01	02/07/61			Power check facilities
NAS Jacksonville	J-02	09/12/61		01/27/76	GCA stop
NAS Jacksonville	J-03	09/12/61			Loft bombing towers
NAS Jacksonville	J-04	02/07/71			Taxi guidance sign
NAS Jacksonville	J-05	02/14/63		01/27/76	Rake tower at Stevens Lake
NAS Jacksonville	J-05	02/14/63			Target layout
NAS Jacksonville (Townsend)	J-06	09/24/63			Putnam bombing range
NAS Jacksonville	J-07	04/21/64			Antenna (quadrant array)
NAS Jacksonville	J-08				Use of impact areas
NAS Jacksonville	J-09a	01/28/71	01/31/79		Various obstructions, etc.
NAS Jacksonville	J-09b	01/28/71	01/31/79		Sewage pipeline
NAS Jacksonville	J-10a	01/27/71			Building structure (various)
NAS Jacksonville	J-10b	01/27/76			Structures 296, 243, 478, and 479
NAS Jacksonville	J-10c1	01/27/76			Wash rack power station
NAS Jacksonville	J-10c2	01/27/76			Hangers 113, 114, 115, 116, and 117
NAS Jacksonville	J-10c3	01/27/76			Air Operations (Building 118)
NAS Jacksonville	J-10d	01/27/76			Radar tower (Building 221)
NAS Jacksonville	J-10e				Fuel storage facilities
NAS Jacksonville	J-10f				Fuel storage facilities
NAS Jacksonville	J-10g				Approach lighting system
NAS Jacksonville	J-10h1				Jet engine test facility
NAS Jacksonville	J-10h2				Jet blast deflector
NAS Jacksonville	J-10h3				Jet blast deflector
NAS Jacksonville	J-10h4				Runway visual range equipment
NAS Jacksonville	J-10h5				Aircraft parking
NAS Jacksonville	J-10h5				Antennas, transmitter, and receiver
NAS Jacksonville	J-11	04/21/71	07/01/72		Parking apron
NAS Jacksonville	J-12	04/11/73	06/30/76		AN/FPS-36 GCA
NAS Jacksonville	J-13a	01/16/76	10/31/84		Interior taxiway width
NAS Jacksonville	J-13b	01/16/76	10/31/84		No peripheral taxiway
NAS Jacksonville	J-13c	01/16/76	10/31/84		Parking apron clearance
NAS Jacksonville	J-13d	01/16/76	10/31/84		Clearance FM obstruction
NAS Jacksonville	J-13e	01/16/76	10/31/84		Peripheral taxiway
NAS Jacksonville	J-13f	01/16/76	10/31/84		Width of access apron
NAS Jacksonville	J-13g	01/16/76	10/31/84		Taxiway clearance
NAS Jacksonville	J-13h	01/16/76	12/31/87		Taxiway clearance
NAS Jacksonville	J-13i	01/16/76	12/31/87		Hangar 124
NAS Jacksonville	J-14a	01/27/76			Obstructions (various)
NAS Jacksonville	J-14b	01/27/76			Trees in approach zone

Source: November 2006 AICUZ Update

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NAS Jacksonville Installation Master Plan | CONCEPT BRIEF




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SAFETY WAIVERS

**Table 5-1
Summary of Waivers**

Station	Waiver	Date Granted	Date Expires	Date Cancelled	Description
NAS Jacksonville	J-14c	01/27/76			Trees in 7:1 LTS
NAS Jacksonville	J-14d	01/27/76			Buildings 173, 1846, and piers
NAS Jacksonville	J-14e	01/27/76			Obstruction poles 78 and 119
NAS Jacksonville	J-14f	01/27/76			Traffic signal
NAS Jacksonville	J-15a	01/23/78			AN/FN-63 and reflectors
NAS Jacksonville	J-15b	01/23/78			Reflector
NAS Jacksonville	J-15c	01/23/78			Reflector
NAS Jacksonville	J-15d	01/23/78			Reflector
NAS Jacksonville	J-15e	01/23/78			Reflector
NAS Jacksonville	J-15f	01/23/78			Reflector
NAS Jacksonville	J-15g	01/23/78			Reflector
NAS Jacksonville	J-16	03/06/79			Threshold Displacement
NAS Jacksonville	J-17	12/02/81	04/30/82	05/10/82	Dredging
NAS Jacksonville	J-18	11/21/83	01/14/84		Threshold Displacement
NAS Jacksonville	J-19	08/27/84			Anemometer (14 feet)
NAS Jacksonville	J-20	02/14/85	04/30/86		Threshold Displacement
NAS Jacksonville	J-22	11/12/86			Fence and shelter
NAS Jacksonville	J-23	03/11/87			TACAN and fuel tanks
NAS Jacksonville	J-24	06/18/87			OLS power transformer
NAS Jacksonville	J-25	06/29/87			Security fence
NAS Jacksonville	J-26	11/24/87	02/29/88		Displaced threshold
NAS Jacksonville	J-27	03/23/88			Runway resurface
NAS Jacksonville	No. 1	05/16/87	12/31/88		Holding post markers
NAS Jacksonville	J-28	02/08/90			Security fence, 8 feet high (Building 24)
NAS Jacksonville	J-29	01/15/91			Installation of precision approach path indicator system
NAS Jacksonville	J-30	01/15/91	04/30/91		Temporary displacement of threshold (Runway 09/27)
NAS Jacksonville	J-31	02/20/92			Construction of 10-foot by 16-foot building, 740 feet northeast of centerline of Runway 13/31
OLF Whitehouse	W-5	07/27/95			Permits LSO shelters on the primary surface, except during fixed-wing operations

Key:
 GCA = Ground-controlled approach.
 LSO = Landing signal operators.
 LTS = Laser tracking system.
 OLS = Optical landing system.
 TACAN = Tactical air navigation.

Source: November 2006 AICUZ Update

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NAS Jacksonville Installation Master Plan | CONCEPT BRIEF
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FRAMEWORK PLAN



- **Four Major Activity Nodes**
 - A) Industrial
 - B) Bachelor Housing/Support Services
 - C) NEX/Community Support
 - D) Hospital/Health Services
- **Place Like Activities in Like Nodes**
- **No major land use changes**
- **Connections**
 - To each other
 - To green space/open space
 - Street network/don't close streets
- **Green Space/Open Space**
- **Parking Area/Hard Surface reduction**
- **Walking Distances**

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CIRCULATION PLAN



- Pedestrian
- Bicycle
- Transit/Shuttle
- Street Network/Parking
- Tow Routes
- Gate Operations

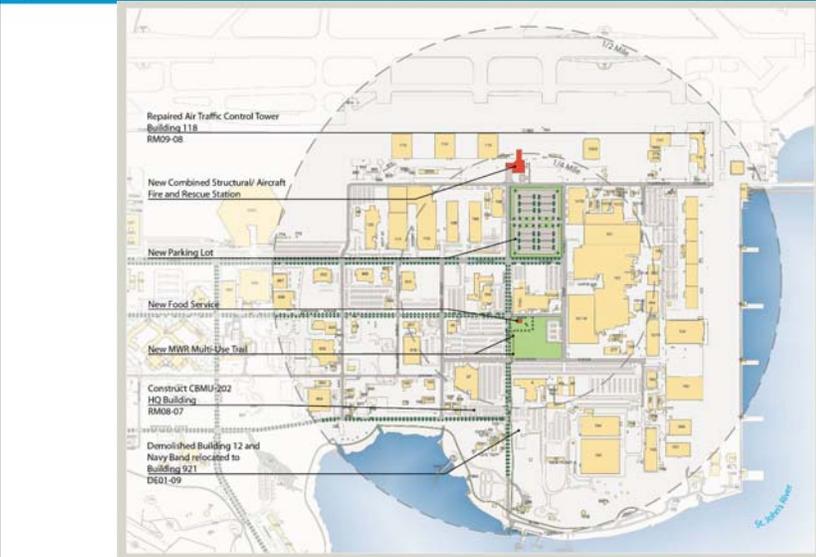
- Traffic Study ongoing...

Slide 23 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF EDMM | AECOM

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Installation Master Plan

ALTERNATIVE #1 - NODE A



- Repaired Air Traffic Control Tower
Building 118
RM09-08
- New Combined Structural/ Aircraft
Fire and Rescue Station
- New Parking Lot
- New Food Service
- New MWR Multi-Use Trail
- Construct CBMP-202
HQ Building
RM08-07
- Demolished Building 12 and
Navy Band relocated to
Building 021
DE01-09

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ALTERNATIVE #1 – NODE B

Repaired Building 848 Training Complex
RM18-08

Physical Fitness Center and multi-purpose sports field
P217

Integrated training center for Multi-mission Maritime Aircraft (MMA)
P623

New MWR Zone

New Training Auditorium
NF16-08

New NEX Home and Garden Store
N450504 NEX

New MWR Multi-Use Trail

Renovated Chapel Buildings
RM06-08

Slide 25 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF

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The slide features a site plan for Node B. A large dashed circle highlights the central area. Various buildings and zones are marked with red boxes and lines pointing to a legend on the left. The legend includes: 'Repaired Building 848 Training Complex RM18-08', 'Physical Fitness Center and multi-purpose sports field P217', 'Integrated training center for Multi-mission Maritime Aircraft (MMA) P623', 'New MWR Zone', 'New Training Auditorium NF16-08', 'New NEX Home and Garden Store N450504 NEX', 'New MWR Multi-Use Trail', and 'Renovated Chapel Buildings RM06-08'. The slide footer contains 'Slide 25 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF' and logos for 'EDMM' and 'AECOM'.

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Installation Master Plan

ALTERNATIVE #1 - NODE C

Physical Fitness Center and multi-purpose sports field
P217

Integrated training center for Multi-mission Maritime Aircraft (MMA)
P623

New MWR Zone

New Training Auditorium
NF16-08

Multi-Use Trail

Expanded NEX Building 987
N450504 NEX

New NEX Quick Lube and Car Wash

New MEPS Facility
P251

New NEX Home and Garden Store
N451302 NEX

Slide 26 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF

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The slide features a site plan for Node C. A large dashed circle highlights the central area. Various buildings and zones are marked with red boxes and lines pointing to a legend on the left. The legend includes: 'Physical Fitness Center and multi-purpose sports field P217', 'Integrated training center for Multi-mission Maritime Aircraft (MMA) P623', 'New MWR Zone', 'New Training Auditorium NF16-08', 'Multi-Use Trail', 'Expanded NEX Building 987 N450504 NEX', 'New NEX Quick Lube and Car Wash', 'New MEPS Facility P251', and 'New NEX Home and Garden Store N451302 NEX'. The slide footer contains 'Slide 26 NAS Jacksonville Installation Master Plan | CONCEPT BRIEF' and logos for 'EDMM' and 'AECOM'.

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ALTERNATIVE #1 - PROS + CONS



PROS (continued)

- Less Expense – Short Term
- Implementation – Short Term (5-year timeframe)
- Get out of steam business
- No major land use changes

CONS

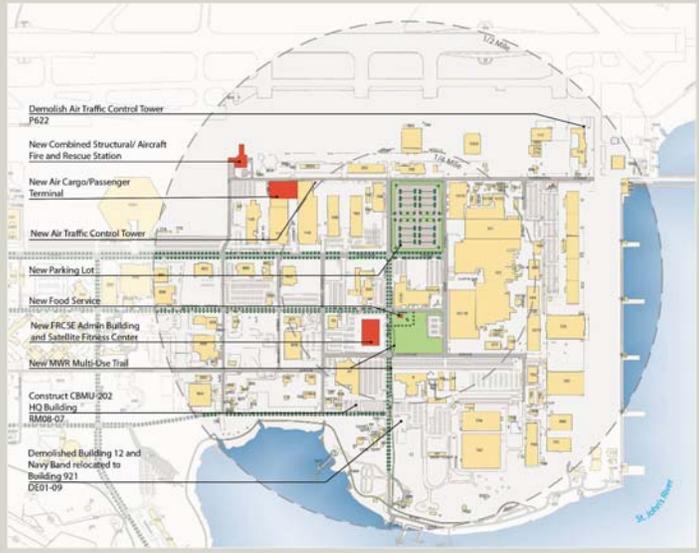
- Revisit Issues in the Long Term
- Doesn't solve all problems and issues
- Not ideal scenario

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ALTERNATIVE #2 - NODE A



Demolish Air Traffic Control Tower P522

New Combined Structural/ Aircraft Fire and Rescue Station

New Air Cargo/Passenger Terminal

New Air Traffic Control Tower

New Parking Lot

New Food Service

New FRCSE Admin Building and Satellite Fitness Center

New MWR Multi-Use Trail

Construct CBMU-202 HQ Building RM08-07

Demolished Building 12 and Navy Band relocated to Building 921 DE01-09

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ALTERNATIVE #2 - NODE B

Repaired Building 848 Training Complex RM18-08

Multi-purpose sports field

Integrated training center for Multi-mission Maritime Aircraft (MMA) P623

New MWR Zone

Consolidated Support Center, Training Auditorium, and Satellite Fitness Center

New NEX Home and Garden Store N450504 NEX

New MWR Multi-Use Trail

Renovated Chapel Buildings RM08-08

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ALTERNATIVE #2 - NODE C

Relocated Wash Racks

Multi-purpose sports field P217

Integrated training center for Multi-mission Maritime Aircraft (MMA) P623

New Consolidated Support Center, Training Auditorium, and Satellite Fitness Center

New MWR Zone

New MWR multi-Use Trail

Expanded NEX Building 987 N450504 NEX

New Satellite Fitness Center

New NEX Quick Lube and Car Wash

New MPFS Facility P251

New NEX Home and Garden Store N251302 NEX

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ALTERNATIVE #2 - NODE D

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ALTERNATIVE #2 - PROS

- **OPERATIONAL**
 - Reduce the Number of Airfield Safety Waivers (3), more apron parking
 - Improve Fire, and Crash and Rescue Operations
 - Renovated Chaplain and Navy Band Facility move
- **SUPPORT**
 - Satellite Fitness Centers
 - Consolidated MWR Support Facilities
- **SUSTAINABILITY/CIRCULATION**
 - New Commercial Gate (out of Clear Zone)
 - Parking relocation
 - Added Pedestrian and Bicycle Circulation
 - Transit Use
 - Address Stormwater Issues

- No major land use changes
- Longer Term Vision

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ALTERNATIVE #2 - CONS



➤ **CONS**

- More Expense - Short Term
- Lack of MWR Business Model Support for satellite facilities
- Implementation – Long Term



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ALTERNATIVES COMPARISON



NAS-Jax Master Plan Alternatives Comparison		
	Alternative #1	Alternative #2
Operations		
➤ Reduce the Number of Airfield Safety Waivers		
➤ Relocate existing air traffic control tower		✓
➤ Remove hangar 116	✓	
➤ Remove hangars 113, 114 and 115		✓
➤ Relocate commercial gate		✓
➤ Relocate temporary aircraft parking		✓
➤ Improve Air Operations		
➤ Renovate existing tower	✓	
➤ Construct new tower		✓
➤ Construct new passenger and cargo terminal		✓
➤ Relocate wash rack		✓
➤ Improve Fire and Crash and Rescue Operations		
➤ New site is centrally located	✓	✓
➤ Traffic/Safety/Gate Concerns		
➤ Relocate commercial gate out of clear zone	✓	✓
➤ Alternative circulation to Yorktown Avenue	✓	✓
➤ Parking		
➤ FRCSE parking relocation/redistribution	✓	✓
➤ Navy College relocation frees up parking		✓
➤ Tenant/User Consolidation		
➤ Wing 11 activities relocated near new hangar	✓	✓
➤ FRCSE users at Cecil Field consolidated at NAS-Jax		✓
➤ DDJF consolidated in warehouse district		✓
➤ IAP Hill relocated near Public Works		✓
➤ NAVCOMTELSTA collocated with Operations Control Center		✓
➤ Fire service consolidated with Crash and Rescue in new facility	✓	✓

Slide 36
NAS Jacksonville Installation Master Plan | CONCEPT BRIEF




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ALTERNATIVES COMPARISON

NAS-Jax Master Plan Alternatives Comparison		
Support	Alternative #1	Alternative #2
> New Fitness Center		
> One central location	✓	
> One large central site and multiple satellite locations		✓
> Eliminate steam lines	✓	✓
> Better Food Service Locations and Choices (MWR, NEX)		
> Each activity center has food options within walking distance		✓
> New and Improved Community Support and MWR Facilities		
> New consolidated support center with improved facilities		✓
> Smaller auditorium space	✓	
> Meet current need for auditorium space		✓
> New Chaplain and Navy Band Facilities		
	✓	✓
Sustainability		
> Address Stormwater Issues		
	✓	✓
> Pedestrian and Bicycle Circulation		
> Each activity center has food/fitness/greenspace/alternative transit options		✓
> Bike-sharing program and marked bike lanes	✓	
> Improved multi-use trail system connects all activity centers	✓	✓
> Transit Use		
> Internal circulator system connects each activity center	✓	✓
> Long Term Solutions		
		✓

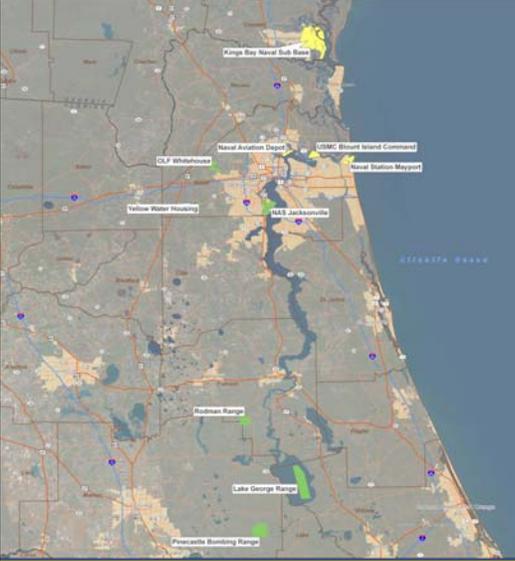
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SCHEDULE/NEXT STEPS

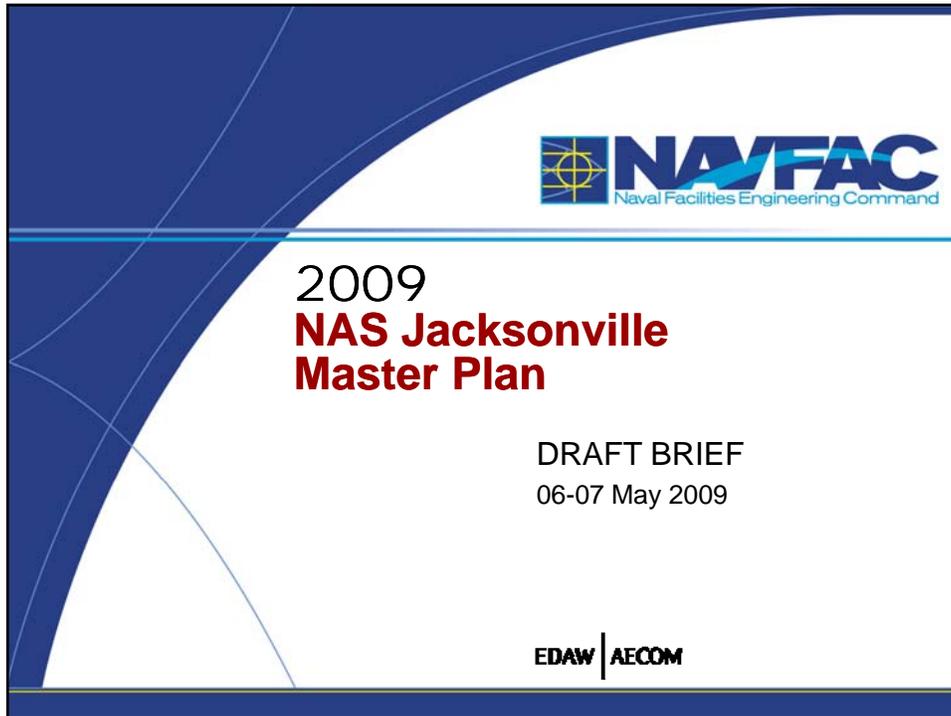


- Refine Preferred Alternative
- Draft provided to NAVFAC and PWD for distribution (December)
- Review/comment by tenants (January)
- Final Master Plan incorporating comments provided to NAVFAC/PWD (January/February)

Slide 38
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Draft Brief



NAVFAC
Naval Facilities Engineering Command

**2009
NAS Jacksonville
Master Plan**

DRAFT BRIEF
06-07 May 2009

EDAW | AECOM

2009 NAS Jacksonville

Installation Master Plan



AGENDA

- Introduction
- Master Plan – DRAFT Presentation
- Traffic Study Presentation
- Next Steps
 - Address Comments
 - Wrap up other studies
 - Installation Appearance Plan
 - Parking
 - Traffic
 - Master Plan - FINAL



Slide 2 NAS Jacksonville Installation Master Plan | DRAFT BRIEF EDAW | AECOM

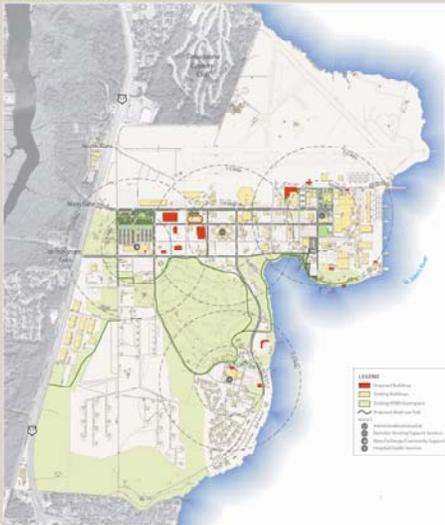
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EXECUTIVE SUMMARY



FIGURE 12.2:
MASTER PLAN



- Vision
- Goals
- Objectives
- Conceptual Framework Plan
- Master Plan
 - Administrative/Industrial Area
 - Bachelor Housing/Support Services
 - Navy Exchange/Community Support
 - Hospital Health Services
 - Circulation and Parking Plan
 - Capital Improvements Plan

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PURPOSE



Develop a Master Plan for NAS Jacksonville as a guide for site development, efficient use of facilities, and sustainable development over the next 20 years.

Previous/Concurrent Studies

- Regional Shore Infrastructure Plans
- HERO Assessment
- Stormwater Master Plan
- Airfield Redevelopment/ATCT Study
- ICRMP/INRMP
- Basic Facilities Requirements
- Installation Appearance Plan
- Parking Study
- Traffic Study
- Construction and Demo Projects



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BACKGROUND



Navy Shore Facility Planning Process:

- Facility Requirements Development (UFC 2-000-05N/P-80, BFR)
- Assets Evaluation (iNFADS team)
- Facilities Planning Analysis (MILCONs, Integrated Priority List)
- Implementation Products
 - Master Plan
 - Capital Improvements Plan
 - Demolition Plan

Facility Requirements Development Products Completed + Certified Basic Facilities Requirements (BFR)	➔	Computation Deficiency Efficiency Surplus	➔	Facilities Planning Analysis Quantitative Qualitative	➔	Implementation Acquisition Utilization Reassignment Disposal Other Alternatives, PPV, Enhanced Use Lease, etc.
Assets Evaluation Products Completed + Validated Assets Evaluation (AE) Property Records (Revised)	➔			Products Facilities Requirement Plan (FRP) MILCON / NAF Projects Requirements Lists FPD / MILCON IPL Comparison		Products Capital Improvements Plan (CIP) Master Plan RSIP Demolition Plan

Feedback Loop
Quality Assurance

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Installation Master Plan

VISION & GOALS



NAS Jacksonville will:

Serve the Fleet, Fighter and Family by supporting the people to safely execute the mission with innovation, stewardship and open communications.

- Restructure the footprint considering BRAC changes
- Increase efficiency
- Improve resource visibility
- Accomplish the mission



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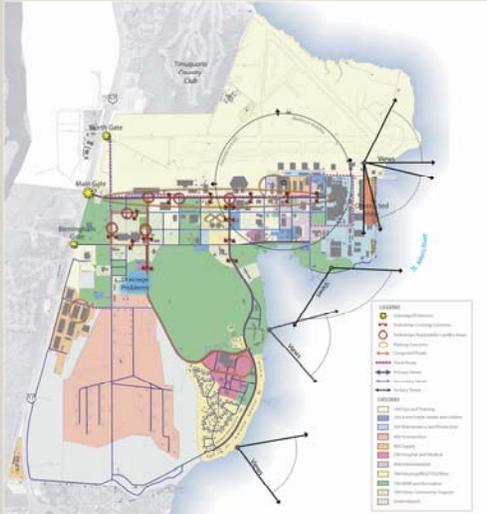
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OBJECTIVES



FIGURE 4.3: SITE ANALYSIS



- Reduce the Number of Airfield Safety Waivers
- Improve Fire and Crash and Rescue Operations
- Reduce automobile-bicycle-pedestrian conflicts
- Reorganize Parking
- Tenant/Command Consolidation
- Improve Fitness Center
- Better Food Service Locations and Choices (MWR, NEX)
- Improve MWR and Community Support Facilities
- Address Stormwater Issues
- Improve Chaplain and Navy Band Facilities
- Create additional Pedestrian and Bicycle Circulation
- Improve Transit Use/Facilities

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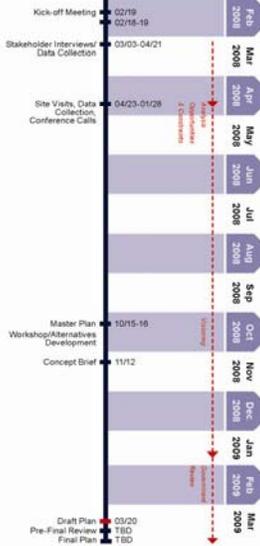
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PLANNING PROCESS



- Kick-off Meeting
- Stakeholder Interview Summary
- Site Visits, Data Collection, and Conference Calls
- Master Plan Workshop and Alternatives Development
- Concept Brief
- Draft Master Plan
- Final Master Plan



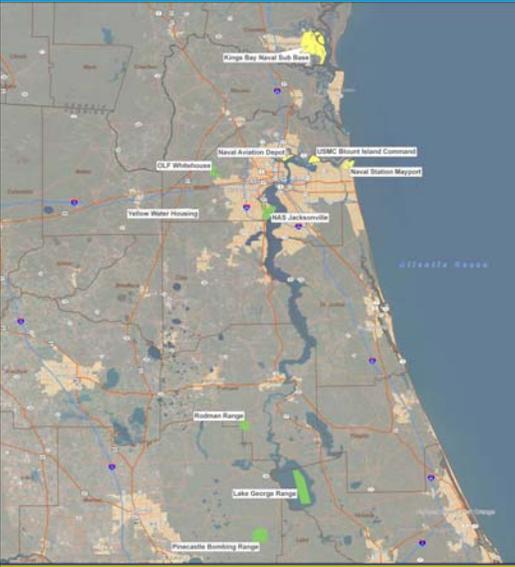
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REGIONAL PROFILE



- Regional Land Use
- Local Regulations
 - Airport District Zoning Ordinance
 - Military Influence Zones
- Base Infrastructure
 - Roads/Rail/Transit
 - Water
 - Stormwater
 - Electrical
 - Natural Gas
- Socioeconomics
 - Population Increase 40%
 - Economic activity (JAXPORT)
- Political Environment

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HISTORY & CURRENT ACTIVITIES

- History
- Mission
- 100+ Tenants and Commands
 - DDJF
 - FISC
 - FRCSE
 - NAVCOMTELSTA
 - NAVFAC SE
 - NAVHOSP
 - AFRC
 - US Customs
 - NAS Jacksonville
 - NEX
- Base Loading (Aircraft and Personnel)

NAVAL AIR STATION-JACKSONVILLE ORGANIZATIONAL CHART

```

graph TD
    CO[COMMANDING OFFICER  
Captain Jack Scorty] --> EO[EXECUTIVE OFFICER  
Captain Steve Holmes]
    CO --> CM[COMMAND MASTER CHIEF  
Jeff Hudson]
    CO --> S[SAFETY  
Ron Williamson]
    EO --> ENV[ENVIRONMENTAL  
Kevin Garband]
    EO --> BM[BUSINESS MANAGER  
Pam Beach]
    EO --> CH[CHAPLAIN  
Captain Mike Mearns]
    CM --> LO[LEGAL OFFICER  
LT Rachael Eisenbatt]
    CM --> PA[PUBLIC AFFAIRS  
Rick Crews]
    CM --> IT[INFORMATION TECHNOLOGY  
Terrance Marshall]
    ENV --> NB[NAVAL BRIG  
LT Dennis Mijica]
    ENV --> MWR[MWR  
John Bushick]
    BM --> SEC[SECURITY  
CDR James D. Thompson]
    BM --> FFS[FLEET & FAMILY SUPPORT  
Carilyn McCorvey]
    CH --> SUP[SUPPLY  
CDR Terry Surlyle]
    CH --> AO[AIR OPERATIONS  
CDR Robert Sargoner]
    NB --> EM[EMERGENCY MANAGEMENT  
Randy Hall]
    NB --> FIRE[FIRE DEPT  
Randy Hall]
    NB --> ADM[ADMINISTRATION  
CDR Bowler (CDR Schroeder)]
    NB --> WEAP[WEAPONS  
David Fowler]
    FFS --> SUP
    AO --> SUP
    
```

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NAS JAX RELOCATIONS



Incoming/Growing

- Patrol Wing 11 (PATWING-11) to JAX
- P-3 Fleet Replacement Squadron (FRS) (VP-30) JAX
- Naval Air Reserve (NAVAIRES) to JAX
- Helicopter Antisubmarine Wing (HSWINGLANT-1) to JAX
- NAVFAC SE to JAX
- Navy Region Gulf Coast (Pensacola) to Navy Region SE JAX
- Establish Fleet Readiness Center Southeast (FRCSE)



Source: BRAC Commission Report, 2005.

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NAS JAX RELOCATIONS



Outgoing/Reducing

- Helicopter Antisubmarine Wing (HSWINGLANT-11) to Norfolk
- Patrol Wing 1 (PATWING-1) to Norfolk
- VSWING-1 Sundown 2009
- Correctional Function to Charleston
- Disestablish Space Warfare System Center Charleston, SC Det JAX
- Disestablish Naval Air Depot (NADEP), NADEP JAX (Det JAX), Aircraft Intermediate Maintenance Department (AIMD)
- Relocate Depot Maintenance (Avionics, Hydraulics, Landing Gear and Structural Components) to Mayport



Source: BRAC Commission Report, 2005.

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NAS JAX RELOCATIONS



Outgoing/Reducing

- Transfer all remaining intermediate and depot maintenance to FRCSE JAX
- Disestablish/privatize storage and distribution functions for tires, packaged petroleum, oils, lubricants, compressed gases
- Relocate supply, storage, and distribution (not necessary to support FRCSE or serve as a wholesale forward distribution point) to Warner Robins Strategic Distribution Platform



Source: BRAC Commission Report, 2005.

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HISTORY & CURRENT ACTIVITIES



AIRCRAFT TYPE	USER NAME	LOADING (2013)
T-45s & Boeing 737s	Transient	25
P-3s, Cheyennes, Cessnas, C-12 Helos	US Customs	15
EA0Bs, F18s	FRCSE	12

Table 6.1: NAS-Jacksonville Transient & Other Aircraft Loading daily loading based on annual averages. Source: NAS-Jacksonville Air Ops Department, May 2008

	OFFICER	ENLISTED	TOTAL
Active Duty ¹	1,914	7,225	9,139
Reserves ²			5,123
Civilian Employees ²			7,757
Contractors ²			3,850
Total Military, Civilian, Contractors			25,869
Retirees ²			40,397
Dependents			
Current dependents ²			38,263
Estimated increase to FY13			1,509
Total Dependents			39,792
Total NAS-Jacksonville			106,058

Table 6.2: NAS-Jacksonville Base Loading, Projected to 2013

- 1) FY13 numbers provided by NAS-Jacksonville Housing Office, includes projected BRAC and squadron changes
- 2) FY07 numbers provided by NAS-Jacksonville PAO
- 3) Estimated increase based on proportional number of dependents per current active duty population (EDAW)

* FY2007 Active Duty Population: 8,792; Increase of 347

TMS SQUADRON NAME	USER NAME	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
HN-60H	HS-11	2	-	-	-	-	-	-	-	-	-	-
SH-60F	HS-11	4	4	4	4	-	-	-	-	-	-	-
HN-60H	HS-15	3	-	-	-	-	-	-	-	-	-	-
SH-60F	HS-15	4	4	-	-	-	-	-	-	-	-	-
HN-60H	HS-3	3	3	3	3	-	-	-	-	-	-	-
SH-60F	HS-3	4	-	-	-	-	-	-	-	-	-	-
HN-60H	HS-5	3	3	3	-	-	-	-	-	-	-	-
SH-60F	HS-5	4	4	-	-	-	-	-	-	-	-	-
HN-60H	HS-7	3	3	3	-	-	-	-	-	-	-	-
SH-60F	HS-7	4	4	4	-	-	-	-	-	-	-	-
WH-60R	HSM-26	-	11	11	11	11	11	11	11	11	11	11
WH-60R	HSM-27	-	-	-	-	11	11	11	11	11	11	11
WH-60R	HSM-24	-	11	11	11	11	11	11	11	11	11	11
WH-60R	HSM-26	-	11	11	11	11	11	11	11	11	11	11
WH-60R	HSM-44	-	-	-	-	-	-	-	-	-	13	13
F-35C	SEA CON WPA SQUADRON	2	2	2	2	2	2	2	2	2	2	2
P-3C	VP-6B	-	8	8	-	-	-	-	-	-	-	-
P-3A	VP-16	-	-	-	6	6	6	6	6	6	6	6
P-3C	VP-16	8	8	8	8	8	-	-	-	-	-	-
P-3A	VP-16	-	-	-	-	6	6	6	6	6	6	6
P-3C	VP-26	-	8	8	-	-	-	-	-	-	-	-
P-3A	VP-26	-	-	-	6	6	6	6	6	6	6	6
P-3C	VP-30	17	15	13	13	11	11	9	6	4	3	3
P-3A	VP-30	-	-	-	2	4	6	8	10	12	12	12
P-3C	VP-43	8	8	8	8	8	-	-	-	-	-	-
P-3A	VP-43	-	-	-	-	6	6	6	6	6	6	6
P-3C	VP-5	8	8	8	8	-	-	-	-	-	-	-
P-3A	VP-5	-	-	-	-	6	6	6	6	6	6	6
P-3C	VP-62	6	6	6	6	6	6	6	6	6	6	6
P-3A	VP-62	-	-	-	-	-	-	-	-	-	-	-
P-3C	VP-8	8	8	8	8	-	-	-	-	-	-	-
P-3A	VP-8	-	-	-	-	6	6	6	6	6	6	6
P-3C	VP-14	3	3	3	3	3	3	3	3	3	3	3
P-3A	VP-14	-	-	-	-	-	-	-	-	-	-	-
C-53A	VS-15	3	3	3	3	3	3	3	3	3	3	3
C-130T	VS-62	3	3	3	3	3	3	4	4	4	4	4
S-3B	VS-22	6	-	-	-	-	-	-	-	-	-	-
S-3B	VS-32	-	-	-	-	-	-	-	-	-	-	-
S-3B	VS-31	-	-	-	-	-	-	-	-	-	-	-
Selected Totals		92	108	120	118	126	116	113	112	106	120	120

Table 6.3: NAS-Jacksonville Military Aircraft Loading
Note: Table does not include Customs/Border Patrol or transient aircraft. Source: NAVFAC Atlantic and P-8 Transition Team, May 2008

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PLANNING EFFORTS



- Previous/Concurrent Studies
 - > Airfield Redevelopment Plan
 - > Traffic Engineering and Parking Study
 - > Southeast Regional Aviation Plan
 - > RSIP for Jacksonville FCA
 - > Administrative RSIP
 - > Community Support/MWR RSIP
 - > Air Traffic Control Tower Site Assessment
 - > Stormwater Management Plan
 - > Basic Facility Requirements
 - > Installation Appearance Plan
 - > Parking Study
 - > Traffic Study



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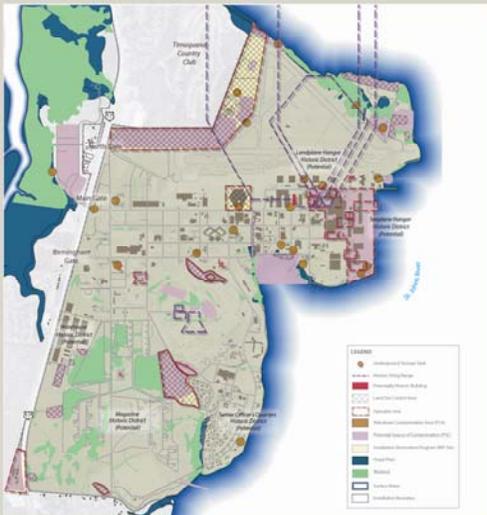
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DEVELOPMENT CONSTRAINTS



FIGURE 8.3:
ENVIRONMENTAL CONSTRAINTS



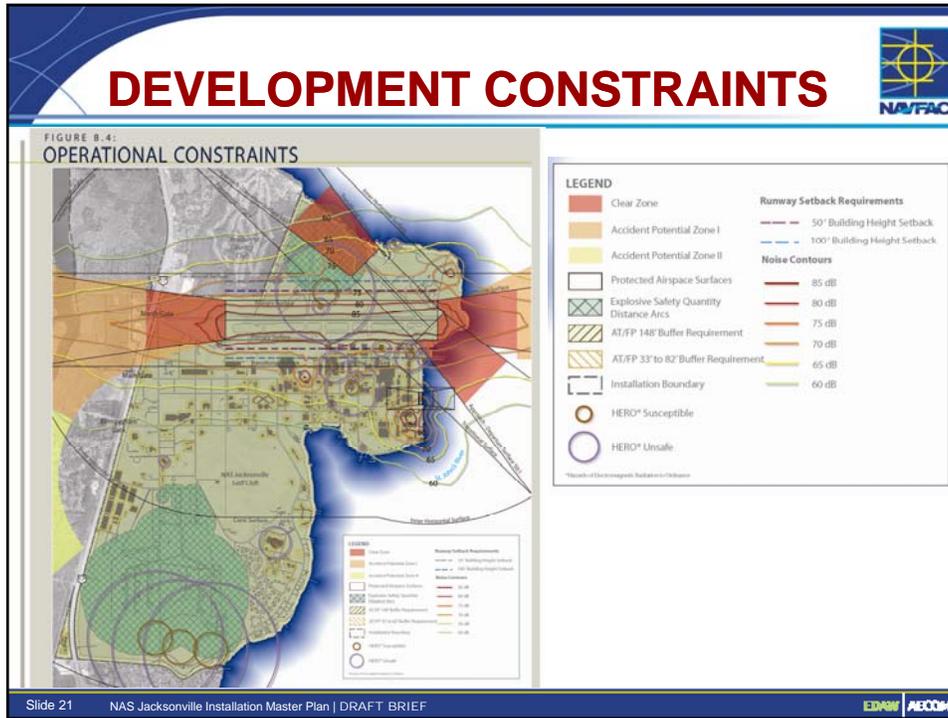
LEGEND

- Underground Storage Tank
- Historic Firing Range
- Potentially Historic Building
- Land Use Control Area
- Operable Unit
- Petroleum Contamination Area (PCA)
- Potential Source of Contamination (PSC)
- Installation Restoration Program (IRP) Site
- Flood Plain
- Wetland
- Surface Water
- Installation Boundary

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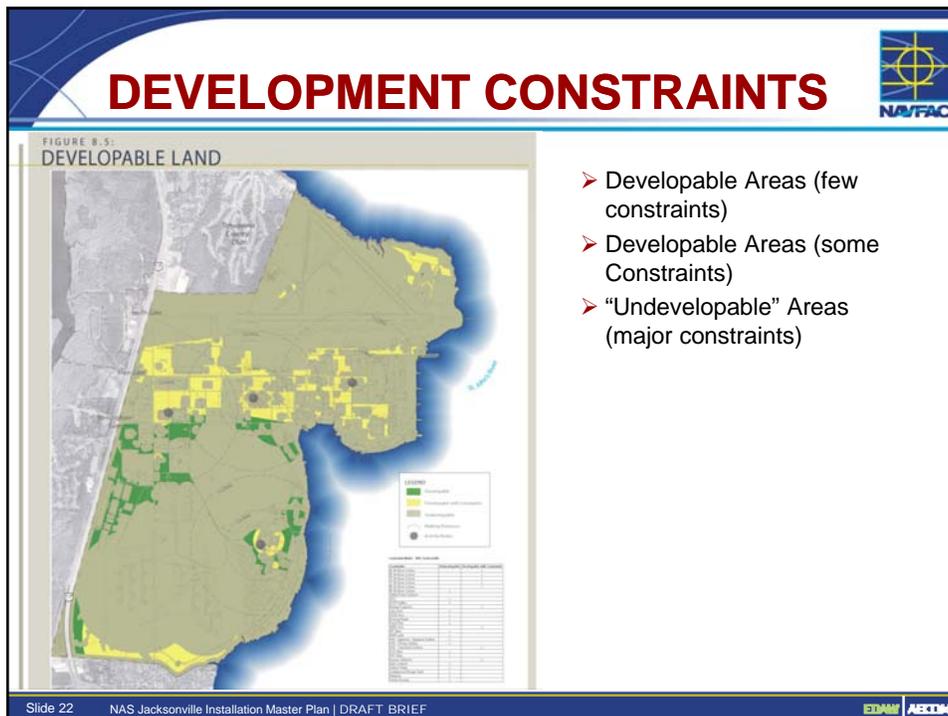
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SAFETY WAIVERS



Waiver	Date Granted	Date Expires	Date Cancelled	Description
J-01	2/7/1981			Power check facilities
J-02	8/2/1981		1/27/1978	Ground-controlled Approach shop
J-03	8/2/1981			Lift hoisting towers
J-04	2/7/1971			Taxi guidance sign
J-05	2/14/1963		1/27/1978	Rake tower at Stevens Lake
J-05	2/14/1963		1/27/1978	Target layout
J-08	8/24/1963			Platform bombing range
J-07	4/2/1964			Antenna (squadant array)
J-09				Use of impact areas
J-09a	1/28/1971	1/31/1979		Various obstructions, etc.
J-09b	1/28/1971	1/31/1979		Deverage apron
J-10a	1/27/1971			Building structure (warehouse)
J-10b	1/27/1978			Structures 206, 243, 476, and 479
J-10c1	1/27/1978			Wash rack power station
J-10c2	1/27/1978			Hangers 113, 114, 115, 116, and 117
J-10c3	1/27/1978			Air Operations (building 118)
J-10d	1/27/1978			Radar tower (Building 22)
J-10e				Fuel storage facilities
J-10f				Fuel storage facilities
J-10g				Approach lighting system
J-10h1				Jet engine test facility
J-10h2				Jet blast deflector

Waiver	Date Granted	Date Expires	Date Cancelled	Description
J-10i3				Aircraft parking
J-10i4				Runway visual range equipment
J-10i5				Antenna, transmitter and receiver
J-11	4/2/1971	2/1/1972		Parking apron
J-12	4/11/1973	8/30/1978		AHCP PR-36 Ground-Controlled Approach
J-13a	1/16/1976	10/31/1984		Interior facility width
J-13b	1/16/1976	10/31/1984		No peripheral facilities
J-13c	1/16/1976	10/31/1984		Parking apron clearance
J-13d	1/16/1976	10/31/1984		Clearance FM obstruction
J-13e	1/16/1976	10/31/1984		Peripheral facilities
J-13f	1/16/1976	10/31/1984		Width of access apron
J-13g	1/16/1976	10/31/1984		Taxiway clearance
J-13h	1/16/1976	12/31/1987		Taxiway clearance
J-13i	1/16/1976	12/31/1987		Hanger 124
J-14a	1/27/1978			Obstructions (warehouse)
J-14b	1/27/1978			Trees in approach zone
J-14c	1/27/1978			Trees in 7.1 Laser Tracking System
J-14d	1/27/1978			Buildings 173, 184B, and 185
J-14e	1/27/1978			Obstruction zones 78 and 119
J-14f	1/27/1978			Traffic signal
J-15a	1/23/1978			Air FPLs 63 and reflectors
J-15b	1/23/1978			Reflector
J-15c	1/23/1978			Reflector
J-15d	1/23/1978			Reflector
J-15e	1/23/1978			Reflector
J-15f	1/23/1978			Reflector
J-16	3/8/1979			Threshold Displacement
J-17	12/2/1981	4/30/1982	5/10/1982	Dredging
J-18	11/27/1983	5/14/1984		Threshold Displacement
J-19	8/23/2024			Aspenrowler (14 feet)
J-20	2/14/1985	4/30/1988		Threshold Displacement
J-21	11/7/1988			Fence and shelter
J-22	2/1/1987			Tactical Air Navigation system and fuel tanks
J-24	8/18/1987			Optical Landing System power transformer
J-25	8/28/1987			Security fence
J-26	11/24/1987	2/28/1988		Displaced threshold
J-27	8/23/1988	12/31/1988		Runway resurfacing
No. 1	2/15/1982			Holding post markers
J-28	3/8/1990			Security fence, 8 feet high (Building 24)
J-29	1/15/1991			Installation of precision approach path indicator system
J-30	1/15/1991	4/30/1991		Temporary displacement of threshold (Runway 08/22)
J-31	2/25/1992			Construction of 10-foot by 16-foot building, 360 feet northeast of centerline of Runway 13/31

Table 8.2: Airfield Safety Waivers for NAS-Jacksonville, continued
Source: 2009 OIA/NAFAC report

2009 NAS Jacksonville

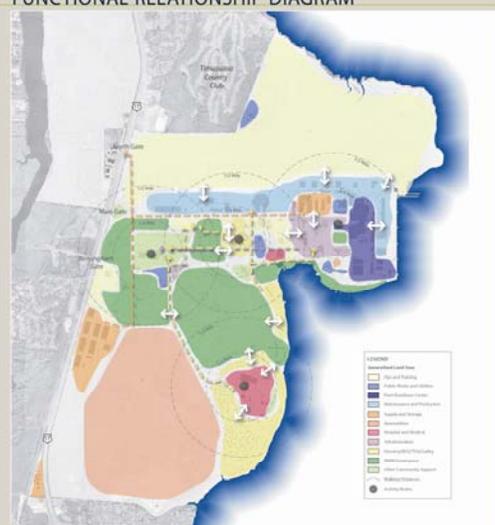
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EXISTING LAND USE



- 85% of land is developed
- Remaining areas have some or no constraints
- Functions
 - Airfield Operations
 - Training
 - Fuels
 - Public Works and Utilities
 - Maintenance/Production
 - Fleet Readiness Center
 - Supply and Warehousing
 - Ordnance and Ammunition
 - Hospital/Medical
 - Administration
 - Public Safety
 - Housing and Personnel

FIGURE 9-17:
FUNCTIONAL RELATIONSHIP DIAGRAM



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CIRCULATION & PARKING

- Parking
- Traffic
- Pedestrian and Bicycle – street improvement designations
- Transit

Figure 12.3: Bike and Pedestrian Trail System. The multi-use path system at NAS Jacksonville is comprised of an off-street and on-street network. Some streets are currently wide enough for a separate on-street bike lane. Other streets have low vehicular volumes to allow a shared route without marked lanes.

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Installation Master Plan

PARKING-FUTURE CONDITIONS

➤ Analysis of focus areas found:

- **Focus area 1:**
 - 3,960 future parking spaces
 - Future parking demand of 3,300 spaces
- **Focus area 2:**
 - 2,116 future parking spaces
 - Future parking demand of 2,050 spaces
 - Redistribution required between Areas 1 & 2
- **Focus area 3:**
 - 830 future parking spaces
 - Future parking demand of 750 spaces
- **Focus area 4:**
 - 960 future parking spaces
 - Future parking demand of 1,030 spaces
- **Focus area 5:**
 - 1,456 future parking spaces
 - Future parking demand of 1,440 spaces
 - Parking deficiency during transition from P-3 to P-8
 - Overflow parking at the "Zone" parking lot

LEGEND
FOCUS AREA 1
FOCUS AREA 2
FOCUS AREA 3
FOCUS AREA 4
FOCUS AREA 5

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PARKING STUDY



- **Recommendations:**
 - Construct New Parking Lot in Building 102, 104, and 105 block (400 spaces)
 - Improve/Minimize Assigned Parking Space Marking
 - Eliminate/Pave Grass/Gravel Parking Areas
 - Create Recreational Parking Facilities
 - Parking Enforcement/Discourage Illegal Parking
 - Relocate DDJF Warehouse Parking
 - Better Advertise Parking for Building Customers
 - Promote Transportation Alternatives

Figure 10.4: Construction of new lot.
Includes demolition of Buildings 102, 104, and 105.

Figure 10.5: New Recreational Parking Facility.
New facility will solve illegal parking in the area.

Figure 10.6: Relocate DDJF Parking.
Relocate parking to an under-used lot on the warehouse complex within 1,000 feet of building.



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PARKING STUDY



- **Recommendations:**
 - Mitigate Inadequate Parking at NMCB-14
 - Improve City of Jacksonville Bus Service
 - Add Expectant Mother Parking at NEX
 - Designate Additional Parking for Base Security
 - Evaluation of Parking Deck (Not Recommended)

Figure 10.7: Assign Weekend Parking for NMCB-14.
Lots E and N are within walking distance of the NMCB-14 compound.

Figure 10.8: Additional Parking for Base Security.
Both parking lots are within 1,000 feet of building 40x and not widely used during the daytime.



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TRAFFIC STUDY



- Background
- Existing Conditions
- Recommendations

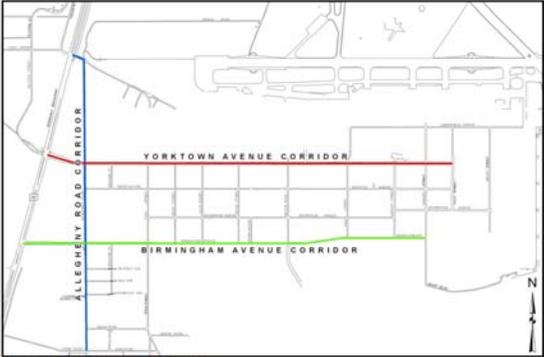


FIGURE 2-2: CORRIDORS OF STUDY

Slide 29
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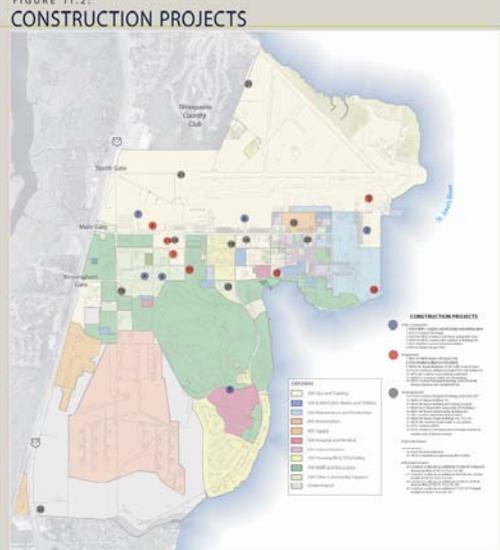
Installation Master Plan

FACILITY ASSETS



- **Under Construction**
 1. P302V BRAC: Construct aircraft hangar and parking apron
 2. P312: Construct HS hangar
 3. N251302 NEX: Construct new home and garden store
 4. N450504 NEX: Construct NEX addition at building 987
 5. P571 BIUMED: Construct Hospital addition
 6. R18-96: Repair Hangar 1000
- **Programmed**
 7. M09-20: MWR: Replace All Hands Club
 8. P630: Modify facilities for P-8A (DWA)
 9. R009-08: Repair Building 118 Air Traffic Control Tower
 10. P-6-20: Construct addition to Engine Test Cell Facility 873
 11. N816-08: Construct new training auditorium
 12. R008-07: Construct CBMU-202 HQ building
 13. P623: Construct integrated training center for Multi-Mission Maritime Aircraft (DWA)/P-8A
- **Un programmed**
 14. P-6-24: Construct Integrated Training Center (ITC) OLT
 15. R006-97: Repair Building 110
 16. R018-08: Repair Building 848 Training Complex
 17. R009-0071: Repair NAS Jacksonville HQ Building 1
 18. R067-08: Repair enlisted galley building 855
 19. NEX: Construct quick lube and car wash
 20. R008-08: Repair Chapel Buildings 750, 751, 752
 21. R019-08: Construct waste water re-use system
 22. P251: Construct MEPS
 23. P525: Construct 1,000 linear feet of runway overrun on western end of primary runway
- Projects Not Shown:**
- Tenant Desired**
 24. Event theater/auditorium
 25. FR-SE consolidated engineering office facility
- BFR Analysis Projects**
 26. Construct or allocate an additional 375,864 SF of Apron & Runway facilities (CCN 110-10 to 113-40)
 27. Construct or allocate an additional 290,700 GAL of Fuels facilities (CCN 121-50 to 122-30)
 28. Construct or allocate an additional 21,046 SF of FR-SE shop facilities (CCN 211-11 to 211-93)
 29. Construct or allocate an additional 17,671 SF of Supply facilities (CCN 441-10 to 441-33)

FIGURE 11.2:
CONSTRUCTION PROJECTS



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FACILITY ASSETS

Under Construction

- DE01-05 Demolish various aging facilities across installation including buildings 2, 7H walkway, 612, 101 UA, 104A, 104, 106 foundations, partial demo 131, 156, 136, 336, 402, 434B storage annexes 554, 347, 348, 323, 324, 338, 944, 5, 12 storage annex, 1937, 1756, 24, R26, 674, 675, 890 & 26.

Programmed

- DE01-09 Demolish various facilities across installation including the fuel system on Pier 139; buildings 1964, 1960, 640, 640B, 640C, 640D, 640E, 655, 127, 127E, 127F, 1271, 1913, 72, and 12. Move the Navy Band to building 921 and MOCC to 853.
- P192 Demolish buildings 614A, 704, 705, 705A, 705B, 705C, 705D, and 4 prefabs and construct new Child Development Center (CDC).
- P217 Demolish buildings 614, 867, 798, and 87 and construct new Physical Fitness.
- P250 NADDP Demolish buildings 101N, 101G, and 480 and construct new Ordnance Operations Facility; also consolidate operations occurring in 101, 101S, and 101K into single facility.

Un-programmed

- P444 Demolish buildings 11 and 945 and replace with new Gateway Inns and Suites.
- DE02-09 Demolish buildings 659, 657 and consolidate activities to 846; also demolish 152, 153, and 294 and consolidate DDIF activities to building 170.
- P246 NADDP Demolish buildings 1954, 1954A, and 1955 and construct new Aircraft Parts Staging Facility.
- P204 Demolish buildings 554, 947, and 168 and construct new consolidated Operation Support Facility.
- P422 Demolish buildings 111, 113, 114, 117, 279, 666, 934, and the 118 AIC tower; consolidate activities to building 110 and construct new air traffic control tower.
- P-277 Demolish buildings 105, 200A, 936, 168, and 115. Construct consolidated fire and rescue station and consolidate 105 and 936 to the new fire station/crash shack.

Projects Not Shown:

Tenant Desired
12. Relocate boat house and demolish pier

BFR Analysis Projects

13. No allocate or demolish surplus 922350 SF of Hangar facilities (CCN 211-05 to 211-07)

FIGURE 11.3: DEMOLITION-ASSOCIATED PROJECTS

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Installation Master Plan

BFR KEY DEFICITS

➤ **Key Operational Facility Deficits**

- Aircraft Parking Apron
- Aircraft Fuels Storage
- Air Cargo Terminal
- Fire/Rescue Station
- Operations Control Center
- Training (Training RSIP may provide more detailed data)
- FRC Shop Space (selected CCNs) and Administrative Space
- Ground Support Equipment Shed

➤ **Key Support Facility Deficits***

- Chapel/Religious Education
- Bowling
- Fitness Center
- Liberty Center
- CDC
- Library
- Outdoor Courts
- Outdoor Pool

* Note: BUMED, NEX, DLA, DECA do their own requirements analyses.

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BFR KEY SURPLUSES



- **Key Operational Facility Surpluses**
 - Maintenance Hangar Space
 - FRC Shop Space (selected CCNs)
 - Data Processing Space (DISA)

- **Key Support Facility Surpluses**
 - Brig



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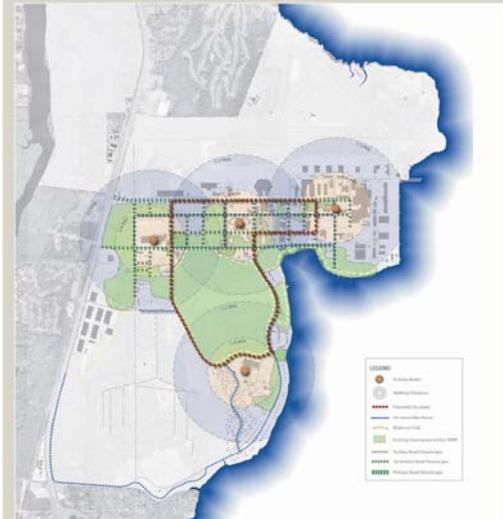
2009 NAS Jacksonville

Installation Master Plan

DEVELOPMENT PLAN



FIGURE 12.1:
CONCEPTUAL FRAMEWORK PLAN



- **Four Major Activity Nodes**
 - A) Administrative/Industrial
 - B) Bachelor Housing/Support Services
 - C) NEX/Community Support
 - D) Hospital/Health Services
- **Place Like Activities in Like Nodes**
- **No major land use changes**
- **Connections**
 - To each other
 - To green space/open space
 - Street network/don't close streets
- **Green Space/Open Space**
- **Parking Area/Hard Surface reduction**
- **Walking Distances**

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DEVELOPMENT PLAN



FIGURE 12.2:
MASTER PLAN



- **Big Moves**
 - Consolidation
 - New Facilities and Demolitions
 - Alternative Transportation Modes
- **Four Development Nodes**
 - Administrative/Industrial
 - Bachelor Housing /Support Services
 - NEX/Community Support
 - Hospital/Health Services

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Installation Master Plan

MAJOR FUNCTIONS



FIGURE 12.2:
MASTER PLAN

Master Plan by major function:

- Warehouse and Supply
- Training
- Air Operations
- Public Safety
- Public Works and Utilities
- Maintenance and Production
- MWR and Community Support
- Hospital and Medical



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VISUAL APPEARANCE



- Installation Appearance Plan Projects
- Sustainability (LEED-New Construction) Strategies
 - Alternative Transportation
 - Reduced Development Footprint
 - Cool Roofs and Pavement
 - Porous Pavement
 - Tree Planting
 - Biofiltration
 - Vegetated Roofs
 - Rainwater Recycling
 - Exterior Lighting
 - Renewable Energy



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ADMINISTRATIVE/INDUSTRIAL



FIGURE 12.5: (1 of 4)
ADMINISTRATIVE/INDUSTRIAL NODE



- New Helo Parking (16 spaces)
- Relocated Helo Landing Pads
- New Aircraft Parts Storage Shed (9500 SF)
P-248
- Hangar 116 Reserved for Transient Aircraft
- New Combined Structural/ Aircraft Fire and Rescue Station (22,585 sf)
P-277
- Combined Washracks
- Relocated FAC/STAC and Range Ops Center (45,620 sf)
- New Air Cargo/Passenger Terminal (17,100 sf)
- DDIF Relocated to Warehouse Area
P-422
- New Air Traffic Control Tower
P-422
- New Parking Lot (385 spaces)
- New Parking Lot (800 spaces)
(AP Hill Relocated to PWI Area)
- New Road Service/Dispatcher Lounge
- Future FRCSE Industrial Space (Approx. location)
- Re-designed Building 27
Parking Lot with LED Features
- New MWR Multi-Use Trail
- New Waterfront Park
- Demolished Building 12 and Navy Band relocated to Building 221
DEI-09
- Consolidated Ordnance Ops Facility
P-350
- Expanded Engine Test Cell
P-620
- New Warehouse (11,000 sf)

NAS JACKSONVILLE



SCALE IN FEET
0 500 1000

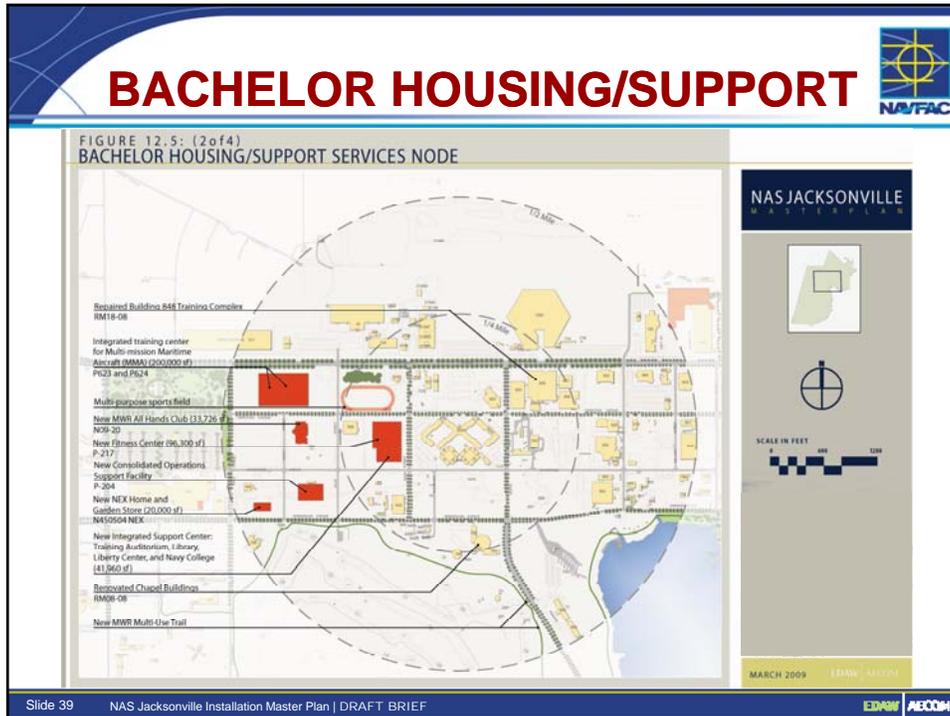
MARCH 2009 EDAW AECOM

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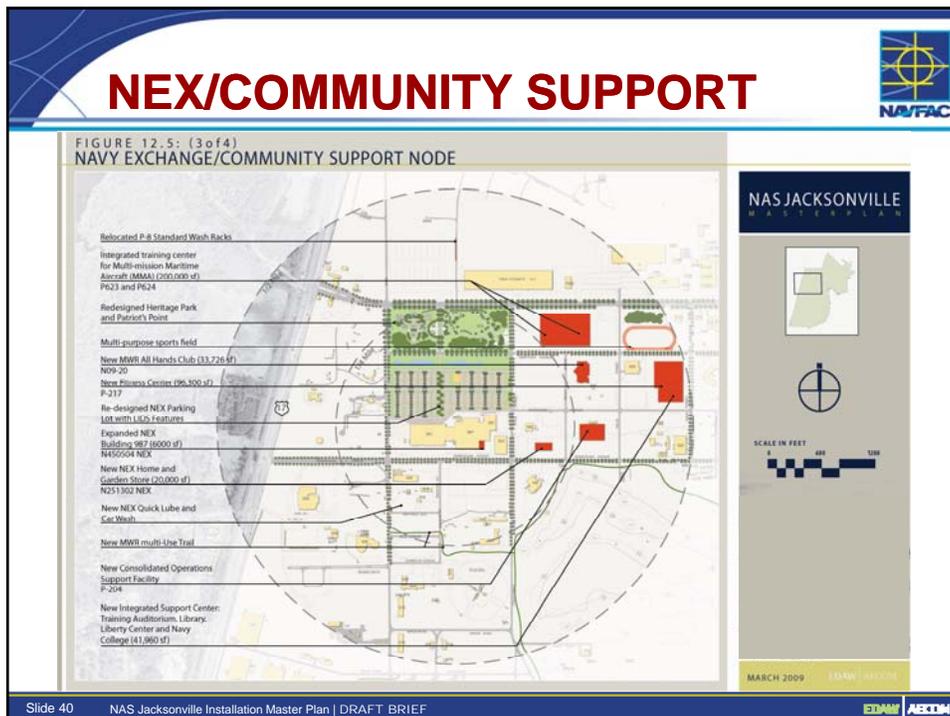
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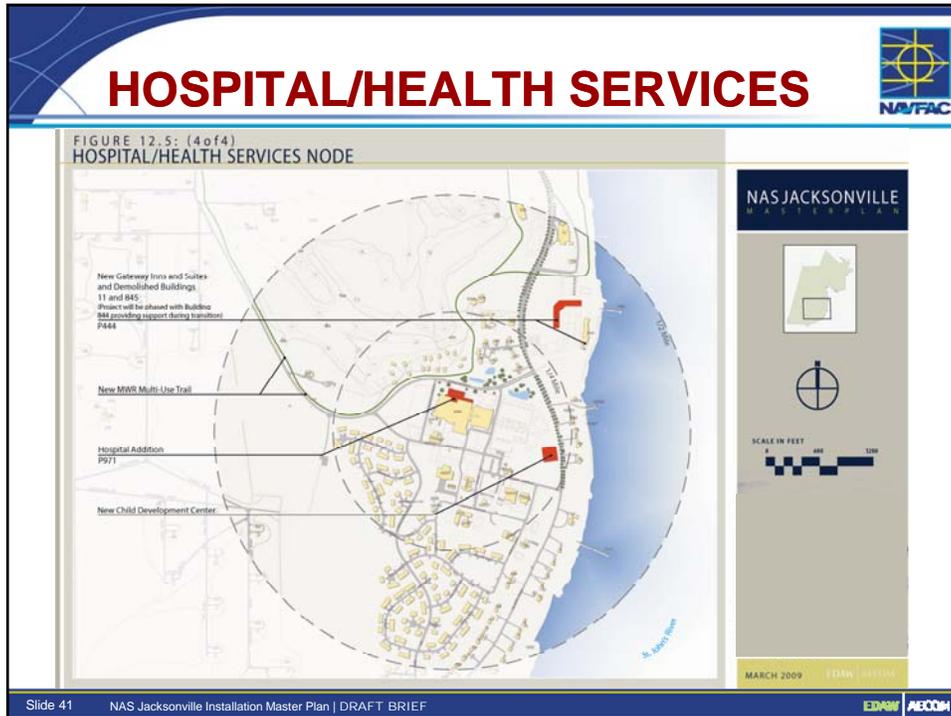
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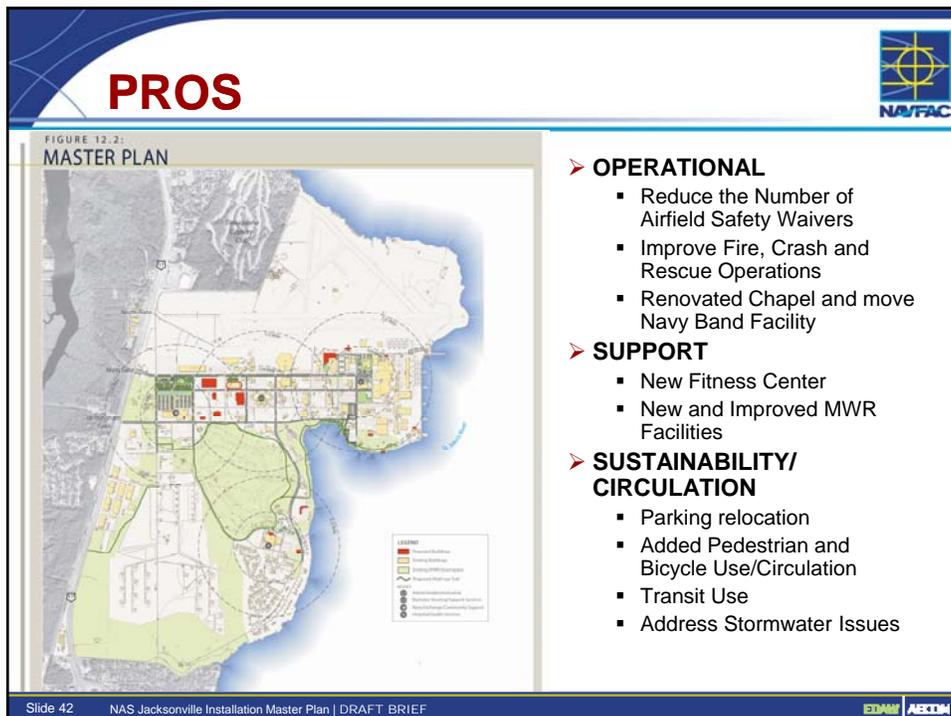
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PROS + CONS



FIGURE 12.2:
MASTER PLAN



PROS (continued)

- No Major Land Use Changes
- Less Expense – Short Term
- Implementation – Short Term (5-year timeframe)
- Get out of steam business

CONS

- Doesn't solve all problems and issues until Mid-Long Term
- Not ideal scenario/compromise

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2009 NAS Jacksonville

Installation Master Plan

CAPITAL IMPROVEMENTS PLAN



CONSTRUCTION PROJECTS				
PROJECT	TIMEFRAME	DESCRIPTION	UNIT OF MEASUREMENT	COST
N09-20	Short	New MWR All Hands Club	34,000 SF	TBD
P-426	Short	Construct Addition to Engine Test Cell Facility #73	14,000 SF	TBD
P-423	Short	Construct Integrated Training Facility for Multi-Mission Maritime Aircraft (MMA) P-3 Phase I	100,000 SF	TBD
P-424	Mid	Construct Integrated Training Facility for Multi-Mission Maritime Aircraft (MMA) P-3 Phase II	100,000 SF	TBD
NEX	Short	New NEX Quick Lube and Car Wash	SF	TBD
N291902 NEX	Short	Construct NEX Home and Garden Store	20,000 SF	TBD
N416104 NEX	Short	Expand NEX Building #87	6,000	TBD
RM08-08	Short	Repair Chapel Buildings 750, 751, 752	SF	TBD
P-XXX	Mid	Relocate Helo Landing Pads northeast of P-312 Hanger	3 Pads	TBD
P-XXX	Mid	Combine Wash Racks (Facility Nos. 988 and 955)	N/A	TBD
P-XXX	Mid	Construct one P-4 Standard Wash Rack west of Hangar 511 Apron	N/A	TBD
P-971	Short	Construct BUMED Hospital Addition	23,000 SF	TBD
P-XXX	Mid	Relocate FACS/FAC and Range Ops Center	45,820 SF	TBD
P-XXX	Mid	New Integrated Support Center: Training Auditorium, Library, Liberty Center, and Navy College	41,900 SF	TBD
RM18-08	Short	Repair Building 848 Training Complex	SF	TBD
P-XXX	Mid-Long	Pedestrian Streetscape Improvements on: Birmingham Avenue (Roosevelt Blvd. to Ranger St.); Saratoga Avenue (Entire Corridor); Allegheny Road (Yorktown Ave. to Humbolt Ave.); Child Street (Yorktown Ave. to B-937); Jason Street (Entire Corridor); Mustin Street (Yorktown Ave. to Adams Ave.); Ranger Street (Yorktown Ave. to Marina)	Linear Feet	TBD
P-XXX	Short-Mid	Circular Shuttle System connecting the four activity nodes via Child Street, Mustin Road, Birmingham Avenue, Ranger Street, and Saratoga Avenue.	Linear Feet	TBD
P-XXX	Long	Future FRCSE Industrial Space (Approx. location)	SF	TBD

DEMOLITION-ASSOCIATED PROJECTS				
PROJECT	TIMEFRAME	DESCRIPTION	UNIT OF MEASUREMENT	COST
DE01-09	Short	Demolish various facilities across installation including the fuel system on Pier 138, buildings 1964, 1965, 649, 648B, 648C, 648D, 649F, 649, 627, 1276, 1275, 1271, 1913, 72, and 12. Move the Navy Band to building 621 and MCCC to 651	SF	TBD
P-192	Short	New Child Development Center; Demolish buildings 614A, 704, 705, 705A, 705B, 705C, 7100, and 4 garages	SF	TBD
P-217	Mid	New Physical Fitness Center; Demolish buildings 614, 697, 798, and 87	SF	TBD
P-210	Mid	New Consolidated Ordnance Operations Facility; Demolish buildings 101N, 1010, and 488 and consolidate operations occurring in 101, 101S, and 101K into new facility	SF	TBD
P-444	Mid	New Gateway Inns and Suites; Demolish buildings 11 and 64	SF	TBD
DE02-09	Short	Demolish buildings 630, 637 and consolidate activities to 848; also demolish 152, 153, and 234 and consolidate DDJP activities to building 170	SF	TBD
P-246	Short	New Aircraft Parts Staging Facility; Demolish buildings 1924, 1940A, and 1955	SF	TBD
P-204	Short	New Consolidated Operations Support Facility; Demolish buildings 554, 647, and 158	SF	TBD
P-822	Mid	New air traffic control tower; Convert space in warehouse 110N for Air Cargo Terminal and Air Passenger Terminal; Demolish buildings 115, 113, 114, 115, 117, 278, 666, 93A, and the 118 ATC tower; consolidate activities to building 116	SF	TBD
DE-XXX	Mid	Demolish Building 278 (include with P-822)	SF	TBD
P-277	Mid	Retrfit Building 200 as a Combined Structural Aircraft Fire and Rescue Station; Demolish buildings 105, 206A, 936, 168, and 110; Consolidate 100 and 936 to the new fire station/truck shack	22,585 SF	TBD
P-XXX	Mid	New Parking Lot at Air Cargo/Passenger Terminal; Demolish Building 189	395 Spaces	TBD
P-XXX	Mid	New Parking Lot at Building 192; Demolish Building 182	400 Spaces	TBD
DE-XXX	Long	Construct New Beachhouse east of marina; Demolish existing Beachhouse, Building 121	11,000 SF	TBD

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NAS Jacksonville Installation Master Plan | DRAFT BRIEF


06-07 May 2009

NAVFAC SE

				Location of meeting:	O Club	
				Project:	NAS-Jax Master Plan/Traffic Study	
				Purpose of meeting:	draft review	
				Date/Time:	06 May 2009 1300	
NAS JACKSONVILLE						
Personnel Attending:						
Name	Organization	Title/Position	Rank	Phone	Email	
MASTER PLAN + BFR UPDATE						
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James Dunford	NECE	LT Entomologist	OB	542-2404	james.dunford@med.navy.mil	
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Dave Colburn	Safety	Dep Os HMGR	YC 2	542-0367	dave.colburn@navy.mil	
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MARK CRAIG	MWR	FACILITIES	NF 4	542-3404		
Dolores Marshall	FINANCIAL	Financial	USP5VA2	542-8140	dolores.marshall@navy.mil	
Rob Surgeoner	NAS JAX	Operations Officer	CDR	542-3152	robert.surgeoner@navy.mil	
Joe Strickland	UP-30	Deputy Lead PSA FIT	GS-13	542-8294	joseph.e.strickland@navy.mil	
Reginald Coart	CBMU-202	OIC	OS	542-2052	reginald.coart@navy.mil	
BILL RASPET	NAS JAX, ENV	P 2	GS-12	542-4229	bill.raspert@navy.mil	
Eileen Werve	NRSE RCC	Dir Log + Fac	OS	542-2486 x140	eileen.b.werve@navy.mil	
MARK YEHL	CHSMWL	MIL-60R TRANSITION	OS 4	270-6400 x219	MARK.YEHL@NAVY.MIL	

OFFICER

NAVFAC SE

NAS JACKSONVILLE					
Personnel Attending					
Name	Organization	Title/Position	Rank	Phone	Email
Location of meeting: O Club Project: NAS Jax Master Plan/Traffic Study Purpose of meeting: draft review Date/Time: 06 May 2009 1300					
MASTER PLAN + BFR UPDATE					
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SUSAN HOWELL	NICTS	FACILITIES	YA2	542-4250	SUSAN.M.HOWELL@NAVY.MIL
CWO3 MCCULLOUGH	CPRW-11	MMCO	CWO3	542-1561	albertine.mccullough@navy.mil
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LT Steven Colwell	MPRWS	Weapons school Lead	LT	542-3660	steven.colwell@navy.mil
CDR STEVE ROMERO	FISCJ	IND SUPPORT DIRECTOR	CDR	542-1000 x6166	herman.romero@navy.mil
CDR TODD HASTIE	NOSC TAX	XO	CDR	542-3320 x104	TODD.Hastie@navy.mil
Dan Schickler	PWD	DPWO	CIV	542-2132	daniel.schickler@navy.mil
CDR MATT AHERN	VR 30	XO	CDR	542-4142	matthaw.ahern@navy.mil
FRANK LAZZARA	DPW	Base Planner	CIV	542-2119 x138	frank.lazzara@navy.mil
CHRISTINE BAUER	NAS JAX	NR/CR MGR	CIV	542-5278	CHRISTINE.BAUER2@NAVY.MIL
EVAN SLEIPNESS	ASTC	AEROSPACE PHYS	O-3	542-2595	evan.sleipness@med.navy.mil
Sam White	VP-16	OPS	O-4	542-2075	Samuel.S.White@navy.mil
Chuck Oberly	NAS FAC.	PLMR	CIV	22419	chuck.oberly@navy.mil
Terri Brooks	NAS JAX Supply	Deputy Supp	CIV	542-5422	Terri.brooks@navy.mil
JIM DEBOLD	CPRW-11	C50	CDR	542-8649	JAMES.DEBOLD@NAVY.MIL
ANDREW FELTON	NAVREL	R-TRANSPORT	CIV	270-6017	ANDREW.FELTON@NAVY.MIL

Meeting Minutes



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27 February 2008

Re: Contract No: N62470-06-D-7718

Kick-off Briefing for NAS JAX Master Plan, Installation Appearance Plan (IAP), Parking Study, Basic Facility Requirements (BFR), and CADD Floor Plans

Project POC's: Sharon Hill	sharon.w.hill@navy.mil	757.322.4333
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Chuck Lewis	chuck.lewis@navy.mil	904.542.2119 x128
John Young	john.k.young@navy.mil	904.542.2119 x149
Frank Lazarra	frank.lazarra@navy.mil	904.542.2119 x138
Richard Dorrier	richard.dorrier@edaw.com	703.836.1414
Patrick M. Peters	pat.peters@edaw.com	404.870.5339
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Bill Eddy	wjeddy@tecinc.com	540.722.9522
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Base Master Plan Kick-Off with ICO 19 FEB @ 0800-0900 CO Conference Room Building 1

Commander Chuck Lewis, Public Works officer, began the meeting introducing the five studies: 1) Master Plan, 2) Installation Appearance Plan (IAP), 3) Parking Study, 4) Basic Facility Requirements (BFR), and 5) CADD Floor Plans. He emphasized that the tenants would most likely be interested in the BFR and Parking Study.

Kathryn Coggeshall, NAVFAC Southeast and Sharon Hill, NAVFAC Atlantic introduced themselves as hosts/POCs for the studies, along with Frank Lazarra in Public Works. Kathryn Coggeshall announced a transfer from NAS Jacksonville; therefore Sharon Hill would be the NAVFAC representative for the project. An additional POC would be John Young in Public Works who was not present.

Richard Dorrier, from EDAW, started the kick-off brief outlining the project team's experience and their respective roles in the study. EDAW, the prime contractor, would be leading the Master Plan and IAP effort, with subcontractor HSMM leading the Parking Study and CADD Floor Plans. Subcontractor TEC is leading the BFR effort. Consultants attending the kick-off meeting are listed above in the Project POCs list.

Mr. Dorrier outlined each of the five studies' scopes and proposed schedules. The following discussion is grouped by study.

Master Plan

On the Master Plan study, the CO, CAPT John Scorby, asked what the focus was of the 1997 Master Plan. The 1997 Master Plan focus was on the closure of Cecil Field and re-validation of structural airfield waivers.



Parking Study

CDR Lewis voiced his concern that the parking study should make it clear that parking is requirements based, not first-come, first-serve. The base owns the parking rather than the tenants. There has been a tendency in the past for tenants to take over parking areas as other tenants move or are re-organized.

The CO, CAPT Scorby, raised the question of addressing traffic. The scope of the parking study does not currently address a traffic study and has not been funded. The consultant would be able to help the base out as HSMM has the ability to perform traffic studies. However, one certain traffic issue is the new hangar and parking lot for five new squadrons which will surely change traffic flow onto and off of the base due to its proximity to the Main Gate on Yorktown Avenue. Personnel will be arriving in about 1-1/2 years and the CO would like to see some movement on the traffic study as follow-on work to the Master Plan.

The new NAVFAC Southeast building counted available parking spaces around the building site versus requirements needed and concluded that an additional parking lot was not needed. CAPT Scorby inquired if there was a standard for how far personnel are supposed to walk from a parking area to their building or office. CDR Lewis responded that a 10-minute walk was considered reasonable. The requirement for number of parking spaces is not 100 percent of personnel but around 70 percent of personnel. There is also the question of different shifts and who is full-time or part-time personnel.

For the parking study, the CO, CAPT John Scorby, and XO, CAPT Steve Holmes, will have to be involved as decision-makers because there was a precedent set in 1997 where the union asked for an injunction against the plan, so it will be important to involve them upfront rather than late in the process.

IAP

On the IAP, the CAPT Scorby asked what the level of detail is on the IAP. The IAP will address design issues including paint colors, sign standardization, streetscapes and landscaping.

Bill Rasket, Environmental, questioned whether the IAP will be discussing xeric (low water) landscaping. The scope of the IAP does include landscaping and plant palettes for NAS Jacksonville. The IAP will also discuss design of parking lots.

BFR

The CO, CAPT Scorby, raised the issue of how does the BFR translate into money for base projects. Frank Lazarra, from Public Works, answered that the BFR is an assets and requirements analysis and will help justify funding for base projects. Ideally, tenants should sign-off on the requirements stating they have been reviewed and are valid.



CDR Lewis emphasized the importance of accurate data as the outcome of the planning projects to document requirements first to justify funding.

The interview priorities are those tenants that are changing the most in terms of property or personnel. In order to maximize the consultant's time and be efficient, the aviation-related tenants would be the highest priority for interviews, followed by those tenants with fewer changes in property or personnel. CDR Lewis noted that the 2004 BFR were never finalized and input into the iNFADS database.

CDR Lewis questioned who can do BFRs? Can a command create their own BFR when they are requesting space? Sharon Hill, with NAVFAC Atlantic replied no, NAVFAC will update the BFRs which are requirements based. Frank Lazarra said BFRs should be attached to Space Request Forms of the tenants. However, the issue was raised that tenants may not even know what a BFR is. Tenants need to help with BFR interviews in order to have their input into projects and drive sustainment dollars.

CDR Lewis also asked how binding is a BFR analysis? Can a CO disagree with and request that it be updated? The BFRs are based on the personnel loading and equipment of an organization and if there haven't been any changes to property or personnel, the CO would have a hard time justifying changes. All of the squadron's requirements should be the same in terms of number of planes and personnel.

CAPT Scorby wanted clarification on whether transitions related to BRAC will be taken into account. The impetus for updating the BFRs is change occurring on the base. We are looking to capture the large moving pieces such as helicopter squadrons leaving and coming in. Wing 11 and Wing 5 will be able to provide information related to who's coming and when.

Bill Raspet mentioned that there will be a December 2008 decision on the Environmental Impact Statement which discusses the new aircraft (MMA and P8) coming into NAS Jacksonville.

CDR Lewis brought up that Public Works does have a zoning process to decide what to use space on the base for when a tenant such as a helicopter squadron moves out which affects Buildings 113-116 (hangars). One of the drivers will be the Air Traffic Control Tower re-location study which considered alternative locations for the tower to accommodate the new hangar construction. However, no recommendations were made to move the Air Traffic Control Tower from its present location. Another important question is how do we plan ahead to help Fleet Readiness Center accommodate requirements rather than just let the tenant encroach on vacant hangars.

The base loading is an important first step in the BFR process. CDR Lewis asked if the tenants will be able to see the 2004 BFR as a reference/starting point on requirements?



Yes, Public Works and the consultant team can have copies available for the tenants to review before or at the interview.

CDR Lewis asked how we capture smaller tenants such as the Navy Wives Club and Ortega Little League. Kathryn Coggeshall, NAVFAC Southeast suggested that the MWR R19 document would be a good starting place. The MWR RSIP also looked at the Exchange, Commissary, and softball fields. The MWR sponsors the Ortega Little League which is a community agreement. But the softball fields are assets used by Navy personnel as well and are valid requirements and should not be considered excess property.

CADD Floor Plans

Frank Lazarra of Public Works plugged the CADD Floor Plans as a great tool for space management on the base and updating iNFADS. The plans help with moving tenants during renovations or when tenants are looking for space.

Mr. Dorrier emphasized the importance of the cooperative effort of the studies and outlined the information to be gathered from the tenants. Tenant's participation in workshops and walk-throughs would be especially helpful feedback in the planning process.



Base Master Plan Kick-Off 19 FEB @ 1300--VP-30 Auditorium

Approximately 70 persons were in attendance at the meeting. Copies of the brief were passed out to attendees. The CO, CAPT John Scorby, started the meeting covering the general purpose of the five studies to be conducted: 1) Master Plan, 2) IAP, 3) Parking Study, 4) BFR, and 5) CADD Floor Plans. The CO impressed on the tenants the need to be involved in this planning process. Tenants will have to sign off on facility requirements to validate the requirements for the study which is important in funding projects.

Commander Chuck Lewis, the Public Works officer, re-iterated the importance of participation in the studies especially the BFR and Parking Study. The Parking Study will be important in helping sort out some of the parking issues at the base.

Sharon Hill from NAVFAC Atlantic introduced the consulting team from EDAW, HSMM and TEC.

Richard Dorrier, from EDAW, started the kick-off brief outlining the project team's experience and their respective roles in the study. EDAW, the prime contractor, would be leading the Master Plan and IAP effort, with subcontractor HSMM leading the Parking Study and CADD Floor Plans. Subcontractor TEC is leading the BFR effort.

Mr. Dorrier discussed each of the five studies' scopes and proposed schedules. He emphasized the importance that the studies were a cooperative effort and outlined the information to be gathered from the tenants. Tenant's participation in workshops and walk-throughs would be especially helpful feedback in the planning process.

A question from the audience raised the issue of studying traffic flow. The new hangar and parking lot construction is likely to change traffic flow onto and off of the base due to its proximity to the Main Gate on Yorktown Avenue. A traffic study is not part of the current scope of work, although the issue was raised previously in the meeting with the CO, CAPT John Scorby, and XO, CAPT Steve Holmes. Further discussion on adding to the scope of work and funding would be discussed between NAVFAC and the consultant team.

CDR Chuck Lewis concluded the discussion that he would keep tenants informed of the studies' progress with a monthly e-mail update.

Attachment



23 April 2008
10:00 AM EST

Leader – Patrick Peters
Dial in number – 877 721 6982
Leader’s passcode – 2466275
Participants’ passcode – 7621762

Project POC’s:	Sharon Hill	sharon.w.hill@navy.mil	757.322.4333
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	Bill Wilbert	wcwilbert@tecinc.com	410.990.0299
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	Frank Fabian	ffabian@hsmm.com	757.306.6777

Conference Call Agenda

1) Study Updates

- a) Master Plan - ongoing
- b) BFR - ongoing
- c) Parking Study – kick-off 21 April 2008
- d) CADD Floorplans – scope finalized
- e) IAP – kick-off estimated June 2008

2) Outstanding Requests/Action Items

- a) Scope/cost estimate for traffic study – Yorktown/Birmingham Corridors
- b) Base Loading – reviewing
- c) GIS data
- d) List of remaining tenants for interviews/meeting notes/BFR questionnaires

3) Other Business

Attachment – Meeting Minutes



Meeting Minutes

Pat Peters reported on the status of the Master Plan which is currently on-going. Most interviews have been held, but some assistance is needed gathering data or setting up a meeting with the Training group(s). Sharon Hill discussed that the TSIP began in late 2007, so data may be available from that effort. Some of the major issues heard in the tenant interviews include the siting of a new Air Traffic Control Tower, traffic in general but also traffic predicted to occur due to new P-8 hangar at the Main Gate, parking issues along the flight line, and need for new gym/workout facility.

- Sharon Hill will follow up with status of the TSIP for training data
- EDAW-Atlanta will send Sharon Hill tenant interview notes from April meetings

The Data Workshop is expected to be scheduled in June. Final BFR/Parking information is needed to develop alternatives and may not be done at this workshop, although EDAW can conduct the workshop with agenda discussed below.

A draft agenda for the June workshop includes a presentation of existing conditions analysis, discussion of ideas and issues raised during tenant interviews, and a discussion about existing or future projects and their locations. Projects will be mapped and distinguished between CNIC project list and PWD project list.

- Sharon Hill will obtain the CNIC project list
- EDAW-Atlanta will map 1391 projects from PWD and let Sharon Hill know which 1391s are still needed
- Pat Peters will follow up with Carl Schneider on GIS data for master plan constraints analysis and base mapping

Richard Dorrier reported on the status of the BFR which is currently on-going. Personnel loading data has been shared with Sharon Hill for review. AIRLANT has information regarding aircraft loading. Sharon is working with the Base PAO and Business Office to review personnel numbers and receive endorsement from the Base CO if possible.

- Sharon will send aircraft loading data and personnel numbers following review/approval by the base.
- Sharon will assist in setting up a meeting/telecon with Doug Mercer, CNRSE, to review personnel figures related to BRAC changes

Bill Wilbert reported on the 100 and 200 category codes. Approximately 75 percent of the tenant interviews are complete and TEC will make progress on draft BFR reports this week.

Richard Dorrier discussed the BFR information included in the MWR and Logistics RSIPs and requested the source for this data since it was more recent and up-to-date than the 2004 BFR information (some of which dates to 2000). Sharon Hill agreed that this RSIP information should be used if available.



- Sharon Hill will look for the original CDs/files of the MWR and Logistics RSIPs for Word documents versions of BFRs. EDAW currently has .pdfs of the MWR BFRs but these are not as easily editable. The Logistics RSIP did not contain .pdf or Word versions of the BFRs referenced in the document.
- EDAW-Alexandria will meet with Bob Carter and the iNFADS team in June to discuss draft BFRs. They will match assets and requirements by UIC and compare Category Codes.

Richard Dorrier and Frank Fabian of HSMM kicked off the parking study on 21 April 2008. Mr. Fabian is currently at NAS-Jax conducting tenant interviews regarding parking issues. More in depth discussion about the Parking Study will be on the next conference call agenda. Frank Fabian has met with a local transportation firm to discuss helping with traffic counts for the proposed traffic study add service.

- Richard Dorrier and Frank Fabian will send Sharon Hill information requested for the additional traffic study; preferably before Friday.

Richard Dorrier noted that the CADD floor plan updates building list has been finalized. There was a discussion with Dave LeConey at PWD on how he linked Excel spreadsheet information to the CADD floor plans and what additional effort this might entail.

- EDAW and HSMM will send Sharon information to finalize the CADD floor plan effort.

Next conference call is scheduled for Wednesday, 07 May 2008 at 1000.



07 May 2008
10:00 AM EST

Leader – Patrick Peters
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Participants’ passcode – 7621762

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Conference Call Agenda

- 1) Recap of 23 April 2008 Call**
- 2) Study Updates/Action Items**
 - a) Master Plan - ongoing
 - b) BFR - ongoing
 - c) Parking Study - ongoing
 - d) CADD Floorplans – scope finalized
 - e) IAP – kick-off estimated June 2008
- 3) Other Business**

Attachment – Meeting Minutes



Meeting Minutes

The conference call participants included EDAW, TEC and HSMM. A NAVFAC representative was not able to attend the call. Pat Peters and Richard Dorrier used the call to get updates on each of the studies to prepare for a 1330 conference call with John Young, CDR Chuck Lewis and Sharon Hill, NAVFAC (minutes from that conference call are included later in this document).

Pat Peters recapped outstanding action items from the 23 April 2008 call. The list of outstanding action items included:

- Sharon Hill will follow up with status of the TSIP for training data
- Sharon will obtain the CNIC project list
- Sharon following up with the review/approval of personnel/aircraft loading by the base.
- Sharon will assist in setting up a meeting/telecon with Doug Mercer, CNRSE, to review personnel figures related to BRAC changes. **Note: During 1330 conference call, NAVFAC and PWD gave the go ahead to proceed with using the personnel loading numbers developed by EDAW using the information provided by NAVFAC and NAS-Jax personnel.**
- Sharon Hill will look for the original CDs/files of the MWR and Logistics RSIPs for Word documents versions of BFRs. EDAW currently has .pdfs of the MWR BFRs but these are not as easily editable. The Logistics RSIP did not contain .pdf or Word versions of the BFRs referenced in the document. **Richard Dorrier contacted Nakata/HDR contractor that put together Logistics RSIP and will ask Sharon Hill to approve transfer of data to EDAW for BFR update.**
- EDAW-Alexandria will meet with Bob Carter and the iNFADS team in June to discuss draft BFRs. They will match assets and requirements by UIC and compare Category Codes.

Pat Peters reported on the status of the Master Plan which is currently on-going. Some difficulty has been experienced in getting data for existing conditions mapping and constraints mapping. Data has been out of date or hard to get from one source. This is important as it will impact preparation for upcoming June workshops. Pat is following up with other sources on NAS-Jax such as Air Ops and Environmental for data confirmation.

Richard Dorrier reported on the status of the BFR update. Tenant interviews have been largely completed, with follow-up occurring by phone to complete BFR forms. The draft BFR information will be part of the June workshop along with Parking Study findings. Bill Wilbert updated the team on the 100-200 series CATCODES. TEC has completed approximately 14 percent of the 197 CATCODES.



HSMM/Frank Fabian is moving the parking study forward. Obtaining recent aerials has been a challenge. Recent aerials (2007-2008) are necessary due to the amount of construction activity on NAS-Jax. EDAW and HSMM have been investigating sources of aerial imagery, but the most recent have been from 2006. Parking capacity and parking usage estimates are likely to come from a combination of sources: using aerial imagery (for areas that have not had recent changes), the CADD basemap provided by NAS-Jax (with new parking lot layouts), and a site visit to look at newly constructed parking areas/changed areas.

The contract modifications for the traffic study and CADD Floorplan links to Excel have been noted as being with the NAVFAC budget. The team is waiting on scope/budget approval/contract modifications from NAVFAC to begin the added work.

Next conference call is scheduled for Wednesday, 04 June 2008 at 1000.



07 May 2008
13:30 AM EST

Richard Dorrier and Pat Peters represented the consultant team at a 1330 conference call with John Young, CDR Chuck Lewis and Sharon Hill, NAVFAC. CDR Lewis wanted to provide a brief to the CO, CAPT Scorby on the progress of the studies. Pat and Richard recapped the status of the five on-going studies (see notes above from the consultant team conference call).

The main discussion centered on the review/approval of the NAS-Jax personnel loading. PWD concurred with the personnel loading numbers since EDAW is using data provided by NAS-Jax personnel. Therefore, EDAW should proceed with the personnel loading numbers in development of the BFR and Master Plan.

PWD is currently undergoing a CNIC request for assets data for 4 CATCODES: administration, corrosion control hangar, warehousing and maintenance. The assets side of the equation is being completed by the iNFADS team/Bob Carter. The iNFADS team should be collecting tenant and square footage data to the level of detail required by CNIC.

CDR Lewis was looking for insight into the BFR related to the Air Operations/Transient Loading area and any sneak-peak recommendations on the future of older hangars along the flight line. The development of those BFRs is on-going by TEC and no recommendations could be provided at this time by the consultant.

PWD suggested the location for the June workshop should be the Chapel Annex, which has adequate meeting room space.



04 June 2008
14:00 PM

Leader – Patrick Peters
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Conference Call Agenda

- 1) Study Updates/Action Items**
 - a) Master Plan - ongoing
 - b) BFR - ongoing
 - c) Parking Study - ongoing
 - d) CADD Floorplans
 - e) IAP

2) Other Business

Attachment – Meeting Minutes, GIS Data Request List



Meeting Minutes

The conference call participants included EDAW, TEC, HSMM and NAVFAC (Sharon Hill). Study updates and action items were presented by respective team members.

Master Plan

Pat Peters, EDAW, started off with a recap of master planning activities. The most pressing issue is inability to get GIS data from NAS-Jax or other sources. Other tenants and sources (City of Jacksonville) have been contacted for data - especially the airfield data such as accident potential zones, clear zones and protected airspace surfaces which feed into constraints mapping for the installation. The constraints mapping will be presented at the upcoming workshop (proposed for July).

However, other tenants only have .pdfs of the map data and City of Jacksonville has been non-responsive. Sharon Hill suggested possible digitization of the data, but the maps are not good to produce accurate representations of the data.

- Sharon Hill will contact Charleston data center (Brian Thompson or Mark Batten) to get data (data list is included at the end of these meeting minutes).
- Sharon Hill to provide CNIC project list for comparison with PWD project list (outstanding action item from April conference call).

BFR

Richard Dorrier, EDAW summarized status of the BFR. The draft BFR is approximately 90 percent complete. The admin CATCODE (610 10) is still in progress as it is less straight forward to calculate than the other CATCODES.

TEC has the 200 series CATCODES (fuels, aircraft and hangars) completed and are undergoing a review process. Dan Duket with the P-8 transition team in Norfolk was suggested as a reviewer. TEC is also working on the Training CATCODES. Carl Schneider sent a link to the draft TSIP, which Sharon Hill will re-distribute to the team, since it wasn't clear that the EDAW team received the link. The TSIP may shed some light on the Training CATCODES at NAS-Jax.

Sharon Hill noted that the Base Loading population figures had been approved by the installation. Richard Dorrier pointed out two issues to be aware of: 1) that the retiree population figures would be higher than the 2004 BFR, therefore, MWR and other support facilities requirements would be higher as well; and 2) CATCODES that use student populations on NAS-Jax (which includes a permanent party population of 300 students) are not reflected in the Base Loading population.



Some tenants not yet interviewed for the BFR include: CNRSE, NCIS and Navy Audit Service.

EDAW and the iNFADS team have set up a date to review the draft BFR. **The draft BFR review date is scheduled for June 25-27.** The draft BFR document will be submitted to NAVFAC/PWD a couple of weeks after the review.

Richard Dorrier also noted that the BFR requirements are being generated to the year 2013, rather than the end state of 2018. This should be noted for the Master Plan which is longer term. It is expected that there will be more requirements for apron/hangar space in 2013 than the end state. The BRAC transition team confirmed that the apron/hangar requirements were adequate to meet the 2013 loading. Overall, the P-3 and P-8 community are shrinking. There may be some additional work to do for the master planning in determining the end state. Sharon Hill stated we should make this clear at the upcoming workshop and in any deliverable documents, but we should be okay as long as this is explained.

- Sharon Hill to resend draft TSIP link to EDAW team
- Sharon Hill/PWD to provide contacts for outstanding EDAW interviews: CNRSE, NCIS and Navy Audit Service

Parking Study

Don Piron, HSMM, gave an update to the parking study. Tenant interviews have been completed for the parking study. In May, HSMM performed field visits (in lieu of adequate aerial photography) to estimate parking lot utilization. The challenging aspect is being able to estimate surplus or deficit parking because tenants generally do not have data on the number of current parking spaces and users, especially when encountering multiple tenant buildings and parking lots. The preliminary findings are that there is plenty of parking at NAS-Jax, it is just not in the ideal location. However, the recommendations to come out of the parking study could help alleviate this perceived or real issue.

EDAW and HSMM will set up a coordination meeting on the Parking Study and Master Plan before the upcoming data workshop (proposed in July). Pat Peters will send HSMM the Future Development Map provided by NAS-Jax as a reference for the building demolition list. The project team was not provided a building demo list, but the Future Development Map lists current and future projects with related building demos that could be used in lieu of the demo list.

- Pat Peters to send Future Development Map to HSMM



CADD Floor plans

Richard Dorrier and Sharon Hill discussed the status of the CADD Floor plan contract issues/work. The CADD floor plan work had not been started yet. Richard and Sharon would discuss later in the week the contract modifications necessary to proceed with the building spreadsheet linkages and traffic study.

The traffic study will inform the Master Plan, so that dependency requires the traffic study to get moving as well. Richard would work out the subcontract with HSMM to get moving on the building floor plan updates and contact John Young/Dave LeConey at NAS-Jax PWD to get the work started on the nine buildings agreed to in the CADD Floor plan contract.

- Richard Dorrier and Sharon Hill to discuss contract issues later in the week
- Richard Dorrier to work out subcontract with HSMM to start CADD Floor plan work and contact PWD for building floor plan information

Installation Appearance Plan (IAP)

EDAW is contacting John Young and Frank Lazarra to suggest a July 21-23 date as the kick-off meeting for the IAP and for the workshop. The IAP kick-off meeting will be an internal meeting with PWD and NAVFAC for a couple of hours to half a day. Then the EDAW IAP team can conduct field work afterwards. The workshop will require PWD and tenant participation. Existing conditions (constraints analysis), tenant interview issues, along with findings from the BFR and Parking Study will be presented and discussed.

- Pat Peters to contact John Young and Frank Lazarra with a suggested date of July 21-23 date for the IAP kick-off meeting and data workshop.

Next conference call is scheduled for Wednesday, 18 June 2008 at 1000.

GIS Data Request
Restoration Areas
Floodplains
Wetlands
Explosive Arcs (HERO, ESQD)
Topography/Contours
Noise Contours
NAS-JAX property boundary
Road Centerlines/Rights-of-way, Parking areas/lots
Airfield runways and taxiways
Building footprints/Primary gathering structures
Cultural/Historic Resources/Historic District Boundaries
Existing land use
Future development plans
Public transit routes
Aerial/satellite photography
Docks/piers
Sidewalks, trails
Utilities (above/below ground)
Threatened/Endangered Species
Regional military facilities
Accident Potential zones/clear zones
Protected Airspace/Imaginary surfaces
Manatee protection zones
Land use compatible for acquisition (from EAP)
City/county boundaries
Underground storage tanks
Streams, rivers, ponds
AT/FP setbacks
Security fencing
Soils



02 July 2008
10:00 AM

Leader – Patrick Peters
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	Frank Lazarra	frank.lazarra@navy.mil	904.542.2119 x138
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	Frank Fabian	ffabian@hsmm.com	757.306.6777

Conference Call Agenda

1) Study Updates/Action Items

- a) Master Plan – schedule meeting date with PWD/NAVFAC
- b) BFR – ongoing; meeting notes
- c) Parking Study – ongoing; draft
- d) CADD Floorplans
- e) IAP – schedule meeting date with PWD/NAVFAC

2) Other Business

Attachment – Meeting Minutes



Meeting Minutes

The conference call participants included EDAW, TEC, HSMM and NAVFAC (Sharon Hill). Study updates and action items were presented by respective team members.

Master Plan

Pat Peters, EDAW, started off with a quick recap of Master Planning activities. EDAW-Atlanta received GIS data at the end of last week and is currently reviewing the data. So far, the data looks good for completing constraint mapping activity for the upcoming master plan meetings.

EDAW discussed upcoming meeting dates with Sharon Hill regarding the master plan. EDAW would like to review master plan maps with NAVFAC-Sharon Hill first, followed by a meeting with PWD, followed by the NAS-Jax Master Plan workshop.

EDAW will meet with Sharon Hill in Atlanta 21 July 2008 (9:30AM) to review base, land use and constraints mapping in preparation for the a meeting with PWD at Jax and the upcoming Master Plan workshop.

- EDAW will send Sharon Hill a list of accommodations near the Atlanta office
- *Outstanding item from April conference call* – Sharon Hill to provide CNIC project list.

BFR

Richard Dorrier, EDAW, summarized the status of the BFR. A meeting with the iNFADS team (Bob Carter) was held 25 and 26 June 2008 with Richard and Anita Bullock attending. Richard sent out the 25-27 June 2008 trip meeting notes in a separate email. The iNFADS team has completed their input of NAS-Jax asset information in iNFADS.

Richard and Anita had additional follow-up meetings with PWD and some NAS-Jax tenants to help clarify and complete the BFR. The meetings were helpful in making corrections to the draft BFR, although aligning the UICs with the asset and requirement information continues to be a challenge. The iNFADS Team has recently completed its update to the assets information in iNFADS in June so EDAW will use a June 30 iNFADS report to reflect existing assets for the BFR report. Sharon Hill agreed that would be reasonable for the report.

The project scope of work for the BFR update states that “no widespread review” of the BFR is required, so a decision as to what the review process will be and who the reviewers will be in order not to have a lengthy review process is still outstanding. The draft BFR report is expected to be completed and sent to NAVFAC in mid-July. NAVFAC will receive 5 hardcopies of the report and 5 CD-ROMs per the SOW.



Richard's meeting trip notes also included a slideshow provided by Frank Lazarra of PWD on the current state of tenant moves at NAS-Jax. A recent move not heard in any of the initial tenant interviews is a potential move of DDJF out of Building 110 to the warehousing area, which is still under discussion and review by PWD and DDJF. EDAW feels the Master Plan should focus on the future end state of NAS-Jax (post BRAC, post P-8 transition) that includes MILCON and other new projects rather than short-term internal moves, although large changes like this are notable and need to be included where applicable.

Anita Bullock also met with Eric Denfeld in Building 13 at NAS-Jax, one of the branch heads of NAVFAC, and EDAW asked Sharon Hill if he should be included in the planning process regarding the five studies. Sharon suggested we invite Mr. Denfeld to NAS-Jax presentation briefs to keep him in the loop on the studies, but shouldn't schedule around his participation.

TEC, Bill Wilbert, also provided clarification of the BFR in regards to the FACSFAC tenant at NAS-Jax in Building 118. FACSFAC provides airspace surveillance from Charlotte, NC down the eastern seaboard to Puerto Rico and are looking for more space in Building 118, but also would like to remain in Building 118. FACSFAC operations are not connected to the control tower, so if the control tower moves, FACSFAC would not have to follow.

Parking Study

Frank Fabian, HSMM, gave a recap on the status of the parking study. The preliminary parking study has been completed and is being reviewed internally by the consultant team. HSMM has begun addressing comments from the team.

HSMM felt they could share the parking study with NAVFAC in mid-July emphasizing that it would be an interim study focused on the existing conditions at NAS-Jax. The study would have to be updated later to account for input from the BFR, Master Plan and upcoming traffic study. Sharon Hill agreed that it would be treated as an interim study pending completion of the other studies.

CADD Floorplans

Richard Dorrier, EDAW, quickly reviewed the status of the CADD Floorplans. The contract mod including the CADD studies has been completed and EDAW needs to get on PWD's schedule for beginning the building surveys. Dave LeConey is transitioning from PWD to NAVFAC later this summer/fall but will remain the contact for this study. We should also keep Sharon in the loop on the status of the CADD Floorplans. EDAW is still working with NAVFAC Contracts on the CADD Floorplan linkages to include tenant/user information. The iNFADS team will be responsible for providing EDAW with user data for this part of the study, so coordination will be required between EDAW and the iNFADS team.



Traffic Study

EDAW has received a RFP from NAVFAC Contracts for the traffic study for Yorktown & Birmingham Avenues and submitted its fee estimate for this additional study. The next step is to negotiate this work effort so a contract mod can be issued to begin the site visit and data collection later this summer.

IAP

John Young is currently working on a meeting date for the IAP between EDAW and PWD.

- Sharon Hill to call CDR Lewis to set date (coordinated with John) and EDAW team will make the date work.

The next conference call scheduled for Wednesday, 16 July 2008 has been cancelled. EDAW and Sharon Hill will be meeting in Atlanta on Monday, 21 July 2008.



21 July 2008

9:30AM-12:30PM

Master Planning Meeting, EDAW-Atlanta

Attendees:	Sharon Hill	sharon.w.hill@navy.mil	757.322.4333
	Richard Dorrier	richard.dorrier@edaw.com	703.836.1414
	Anita Bullock	anita.bullock@edaw.com	703.836.1414
	Ellen Heath	ellen.heath@edaw.com	404.870.5339
	Pat Peters	pat.peters@edaw.com	404.870.5339
	Robin Cailloux	robin.cailloux@edaw.com	404.870.5339
	Holden Spaht	holden.spaht@edaw.com	404.870.5339

Agenda

1) Study Updates

- a) BFR – draft to NAVFAC
- b) Parking Study – draft to NAVFAC
- c) CADD Floor plans
- d) IAP – meeting August 05-06, 2008, NAS-Jax
- e) Master Plan

2) Master Planning Workshop

- a) Tenant Interview Issues
- b) Regional Military Facilities
- c) Existing Tenants
- d) Site Analysis
- e) Environmental Constraints
- f) Operational Constraints
- g) Project Map
 - Under Construction
 - Programmed
 - Unprogrammed
 - Tenant-desired
 - **BFR analysis**

3) Next Steps

- a) Map comments/changes
- b) PWD review workshop dates
- c) NAS-Jax workshop dates/logistics
- d) Other

Attachments – Meeting Minutes, Tenant Interviews Issue Summary



Meeting Minutes

Pat Peters began outlining the purpose/agenda for the meeting which would start with a recap of the five NAS-Jax studies that are on-going and then focus on the Master Plan interview summary of issues and maps for the upcoming meeting with PWD and Master Plan workshop at NAS-Jax.

Review of Concurrent Studies

Richard Dorrier started with an update on the BFR, Parking Study, CADD Floor plans and the IAP. The draft BFR is complete as of Friday (18 July 2008). A hardcopy and CDROM have been sent to Sharon Hill's office via FedEx. The resulting deficits and surpluses that are included in the analysis of assets and requirements of the BFR will be discussed later in relationship to the Master Plan.

The Parking Study Interim Report is complete and has been sent to Sharon as well. The findings concluded that currently there is sufficient parking at NAS-Jax, but the parking is not conveniently located for every user. HSMM has made some preliminary recommendations for improvements especially along the flight line area and Yorktown Avenue, but these do not take into account any of the Master Planning and BFR analyses. The final Parking Study will be updated to account for the Master Planning and BFR analyses that lead to new projects and need for additional parking.

The CADD Floor plan study has not started yet. The contract is in place and Richard is proceeding with HSMM to get started, coordinating a meeting with PWD at NAS-Jax.

The Installation Appearance Plan (IAP) will have the kick-off meeting 05-06 at NAS-Jax with PWD, Sharon Hill, EDAW-Alexandria (Jessica Wolff), HSMM (Robert Allen) and EDAW-Atlanta/Miami (Ellen Heath and Felipe Diaz). The Navy is undertaking a number of these IAPs region-wide. IAPs include parking lot and building landscaping plans, gateways, lighting, signage and general site improvements. The IAP will focus on 5 or 6 site-specific areas on the installation, so the meeting will include a brainstorming session to determine which sites are candidates for addressing standards and improvements. Examples include the NEX, the BEQs, or MWR areas.

Pat Peters began the discussion of the purpose/logistics of the Master Plan meeting with PWD and the larger Master Plan workshop. The agenda for the meeting with PWD will be to address the following: tenant interview issue summary and prioritization of issues; presentation maps – Regional Military Facilities, Existing Tenant, Site Analysis, Environmental Constraints, Operational Constraints, and Project Map; and format/logistics of the Master Plan workshop.

Master Planning Issues Identified in Tenant Interviews

Pat Peters reviewed the tenant interviews concerns/issues. **A summary of these issues is provided at the end of these minutes.** The first issue is to reduce the number of safety



waivers along the air field. Sharon confirmed that this is a Navy-wide directive, but that the Master Plan does not have to resolve all safety waiver issues. The Master Plan, however, should try to reduce as many as the waivers as possible.

Hangars 113-116 are possible demolitions. The BFR analysis confirms a surplus square footage of hangar space. The base has been reluctant to eliminate these structures, keeping the buildings as flexible space. Preferably, new construction projects should be designed so that when the squadrons using these hangars leave (due to sundown or leaving NAS-Jax) the hangars will all be eventually demolished.

Relocating the Air Traffic Control Tower is a desire of NAS-Jax Air Operations. The Siting Study studied and identified several options (each with their associated advantages and disadvantages). No preferred alternative was identified/recommended by the Air Traffic Control Tower study, however, a site near Building 110 was preferred by Air Operations as having the best overall visibility for both fixed-wing and rotary-wing aircraft. Air Ops recognizes that a plan and funding to relocate users in buildings (or portions of buildings) requiring demolition along the flight line to provide space for the Tower is needed to move that project forward. Sharon suggested using the existing siting study as guidance for the Master Plan in relocating the Air Traffic Control Tower and exploring other options.

During the meeting, several options were suggested for the relocation of the Air Traffic Control Tower. Possibilities for the Master Plan presentation include:

- New Air Traffic Control Tower near Building 110 that combines fire/safety/air terminal/air operations offices/control tower
- Other location in the same general area
- Two separate control towers, one managing helicopter squadron flights, one managing the fixed-wing aircraft flights. This situation has been recently completed at Norfolk, however, equipment and manning concerns may be double for this option.
- Staying in Building 118

Issues raised about the existing fire/safety station have been confirmed by the BFR analysis (lack of covered parking for fire/rescue truck which is too long for the existing facility and must be parked outside). Creating a consolidated/comprehensive project that includes a new fire station associated with the air traffic control tower is likely to receive support.

Traffic concerns were discussed. A Traffic Study has been prepared as a contract modification, although contract negotiations are still underway. Since it is not likely that the Traffic Study will be completed before the Master Plan meeting, traffic issues can be generally mentioned, but will have to be studied/confirmed by the study. Gate circulation and pedestrian circulation should be included in the scope of the study. The location and operational hours of existing gates at NAS-Jax seem to contribute to the traffic woes, although employees driving alone is the major contributor. Transit is not included in scope of work in the Traffic Study. However, the parking study looked at the existing conditions of the current Jacksonville Transit Authority system. The Master Plan may suggest internal circulator(s) to alleviate traffic issues. HSMM will present the findings of the interim Parking Study at the Master Planning workshop.



Several tenants requested consolidation of users. There is a Navy-wide directive to eliminate excess footprint due to operation and maintenance funding reductions. Sharon mentioned that there is a warehouse space study (DDJF) underway to evaluate the assets and requirements on NAS-Jax and region-wide.

Tenants mentioned their desire for healthier and more accessible eating choices on NAS-Jax. Because dining facilities or vending machines are generally MWR projects (except for the food court at NEX), MWR needs an economic justification to support adding dining services. Other facilities needs/issues such as an auditorium and a library could be combined as joint tenant-sponsored projects.

Basic Facility Requirements

Richard Dorrier reviewed the BFR analysis spreadsheet. EDAW-Alexandria has been working closely with Bob Carter and the iNFADS team on review of the assets and requirements CATCODEs and UIC definitions. A handful of new project facilities are justified by the BFR analysis. Notable facility deficits include: a Fire and Crash Station, a Chapel, a Library, a Fitness/Gym facility, a CDC, and various training spaces. FRCSE is shown to have a shortage of workshop space (but usually these spaces are interior to the overall facilities and are created as needed), but Richard (and TEC) will confirm this with Rick Fitzgerald, facilities manager for FRCSE, and Bob Carter.

Maps

The group reviewed the maps prepared for the Master Plan workshop at NAS-Jax. These included: Regional Military Facilities, Existing Tenants, Site Analysis, Environmental Constraints, Operational Constraints, and a Project Map (with projects categorized as Under Construction, Programmed, Unprogrammed and Tenant-desired).

On the operational constraints map, recommended changes include revising the protected air space symbolization and adding the building height limit lines along the flight line. Noise contours for the new P-8 planes have not been studied yet, so the MP will reflect the current noise contours even though this is likely to change in the future.

The project map showed the relatively scattered location of new projects (although not all projects have been sited yet). This led to the discussion of a more campus-oriented planning process for sub-areas on the installation. A functional diagram graphic/map will be produced to assist the discussion of tenant locations with PWD. On the project map, a recommended change included adding a fifth category of project type: BFR analysis projects.

Additional notes were made on the maps, and EDAW-Atlanta will make these map revisions before the upcoming master planning meetings in August/September.

Team members discussed possible meeting dates with Public Works for the master plan review and Master Plan workshop.



Action Items:

Pat Peters to contact PWD (John Young and Chuck O'Berry) to suggest possible meeting dates

- PWD review/logistics meeting: **15 August 2008** or any day the week of **18 August 2008**
Attendees: PWD, NAVFAC, EDAW-Atlanta
- Master Plan workshop meeting: day to day and a half the week of **08 September 2008** or **15 September 2008**
Attendees: PWD, NAS-Jax major tenants, NAVFAC, BFR, Parking Study, Master Plan consultants
- Question for NAS-Jax PWD - does NAS-Jax have a Planning Review Board consisting of Major Tenants to discuss upcoming projects?

Sharon Hill to check with NAS-Jax Security on Security Plan update for identifying primary gathering buildings (to be added to the Operational Constraints Map).

Next conference call is scheduled for Wednesday, 30 July 2008 at 1000. Call may be cancelled since IAP meeting is the following week 05-06 August 2008.



Tenant Interviews Issue Summary

1) *Reduce the number of safety waivers required for the airfield*

- Eliminating Hangars 113-116
- Relocating users of those hangars to other facilities
- Replacing the current Control Tower (Building 118)-per the ATCT study
- Relocating uses of the new control tower site to other facilities
- Demolish the old pier and relocate the boat house-building a shared boat house at the current marina site and include slips for fire safety, search and rescue
- Possibly relocate the helo pad and fueling station on the sea wall farther north so that it's visible from the control tower.

2) *Improve Fire, and Crash and Rescue operations*

- Current facility does not meet drive-through standards; trucks are stored outside; inadequate beds.
- Consolidate Fire and Crash and Rescue operations into one facility along the flight line.

3) *Traffic/Safety/Gate concerns*

- Intersection of Yorktown and Child
 - Parking lot and new hangar are on either side of Yorktown and require heavy pedestrian traffic crossing-potential safety concern.
 - Traffic could back up past the gate and onto Roosevelt Boulevard/State Route 17
 - Truck traffic uses this route down Child Street from the North Gate. This gate is also a safety concern for the airfield.
 - Child Street should be considered for widening from 2-4 lanes.
- RV area
- New Child Development Center location could alter traffic circulation-Braun Avenue may become a cut-through rather than use of Mustin Road.
- Circulation is poor for the Reserves Center-have to drive through warehouse district now that their gate is closed.

4) *Parking*

- Parking tickets given to tenants. Most tenants do not believe that enforcement is effective
- Parking appears to be a concern with FRCSE users and those near FRCSE, because of poorly marked spots.
- Parking for the new building 903 (NAVFAC SE) will not be provided, users will have to use existing spaces nearby and un-used spaces around building 966 to the south.
- Deployed personnel are long-term parking near building 135, using these spaces otherwise meant for building 135 users.
- Parking inadequate around building 506.
- Navy College parking issues for users in building 110. Navy College is using parking around building 903, which they fear they will lose when construction is done.
- Parking for building 170 spills over into drive aisles used by large trucks



- AT/FP impacts on available parking
- NEX stated some parking concerns. Their lot is sized for the peak, but they would like to have the VyStar parking lot, since some of their parking was taken by the hospital pharmacy. They would also like to have the site where the old Child Development Center is for parking.
- Interviewees did not seem averse to parking decks. One interviewee suggested a consolidated parking deck near the front gate with an internal circulator.

5) *Pedestrian and Bicycle circulation*

- Sidewalks are inconsistently located and in some cases in bad repair
- There are no bicycle lanes, and some streets are off-limits to bikes due to safety concerns/width of road.
- Desire to look at pedestrian circulation

6) *Transit*

- Most people drive around the base
- Some people use the city's bus line, which circulates through the base
- There may be a desire to eliminate the public bus service and provide an interior circulator instead, for security reasons
- There is also an on-call service, mostly used by DUI offenders

7) *FRCSE/AIMD*

- HSWINGLANT and HSCWING like AIMD to be in the adjacent hangar-this is a good set up
- FRCSE would ideally like a combined facility to house their engineers over at Cecil Field, Avionics, and their users in building 110. They also lease a hangar out at Cecil Field for \$400,000 a year.

8) *Consolidate Users*-several users requested consolidation:

- FRCSE
- Wing 11
- NAVCOMTELSTA suggested collocating Operations Control Center and telephone switches
- Fire and Crash and Rescue

9) *NEX Food Choices*-several people requested more food outlets/healthier food choices

10) *Fitness Center*-majority of interviewees expressed a desire for improved fitness center. This project has been pushed back to FY 2015.

11) *MWR Needs*:

- Solar lights run out by dawn, when PT occurs
- PT needs padded platforms, they use concrete ones now
- Resurface track
- Need event theater/auditorium for large meetings, presentations, etc.



- Could also use theater/stage for events and movies
- Dry boat storage will need renovation soon
- More "X" facilities like BMX or skateboard park

12) *Stormwater Needs:*

- MWR MacAffery fields are regularly inundated
- Retention, Detention, and Swales need regular funding for maintenance-they get built but there's no money for upkeep
- Would like to install a station-wide greywater system

13) *New Facilities - Chaplain and Navy Band* desire to replace existing deteriorating facilities with non-denominational site and useful music facilities.



13 August 2008
10:00 AM

Leader – Patrick Peters
Dial in number – 877 721 6982
Leader’s passcode – 2466275
Participants’ passcode – 7621762

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Conference Call Agenda

1) Study Updates/Action Items

- a) BFR – draft to NAVFAC/PWD - comments
- b) Parking Study – draft to NAVFAC/PWD - comments
- c) CADD Floorplans – site work/on-going
- d) IAP – kick-off meeting August 05-06, 2008/on-going
- e) Master Plan - maps

2) Other Business

Attachment – Meeting Minutes



Meeting Minutes

The conference call participants included EDAW-Atlanta (Pat Peters, Robin Cailloux, and Holden Spaht) and NAVFAC (Sharon Hill). Study updates and action items were presented.

BFR/Parking Study

Pat Peters, EDAW, asked Sharon Hill, NAVFAC about status of review and distribution of the draft BFR and interim Parking Study report. Sharon mentioned that the draft BFR had been sent to NAS-Jax PWD for review and EDAW should expect some initial comments at the Master Plan meeting on 21 August 2008. Sharon was going to re-check distribution of interim Parking Study report, the study should have been distributed to PWD for comments and EDAW/HSMM should expect some initial comments.

Sharon Hill mentioned that EDAW should expect to stay at NAS-Jax until 1600 on 21 August 2008. CDR Lewis has scheduled a brief with the CO on the status of each of the studies for 1430. Pat Peters will put together a brief/Powerpoint for use at the PWD meeting in the morning and repeat for the CO later in the afternoon.

CADD Floorplans

The CADD Floorplans site visit/work has been completed. An update on the project status was not available as EDAW-Alexandria and HSMM were not on the conference call. An update will be received on the next call. Sharon Hill mentioned that the new cost for the CADD Floorplans scope had gone back to NAVFAC contracting for approval and that Richard Dorrier and Sharon needed to discuss further to make sure it is contracted before the year end.

IAP

Sharon Hill commented on the IAP kick-off meeting held on 05-06 August 2008. She said the meeting was well-attended with representatives from the NAVHOSP, MWR, PWD, Fire, Safety, Natural Resources, Cultural Resources, and Environmental. The attendees helped EDAW focus on specific issues and specific areas. Jessica Wolff, EDAW-Alexandria led the presentation and provided an example of an IAP and how it was different from the older BEAPs. Sustainability is also a key element to be addressed in the IAP.

Pat Peters asked about getting the Integrated Cultural Resources Management Plan (ICRMP) from NAS-Jax. Sharon suggested contacting Christine Bauer, the cultural resource specialist, who was at the IAP meeting on 06 August 2008.



Master Plan

For the Master Plan, Pat Peters, commented that EDAW was working on map changes based on the previous meeting with NAVFAC on 21 July 2008 and would have them ready for the meeting on 21 August 2008.

Pat asked if Sharon Hill had any luck talking with Mr. Glenn Williams in the Security office at NAS-Jax, who had mentioned in his tenant interview that Security was working on their Security Plan update for NAS-Jax. Mr. Williams has not responded yet to Sharon. In lieu of dividing NAS-Jax buildings into primary gathering structures vs. inhabited and uninhabited buildings, all buildings will be buffered by 82 feet for the Operational Constraints map for AT/FP purposes.

Pat Peters is putting together a meeting agenda for 21 August 2008 along with a brief that would be used for meeting with PWD and the CO.

The next conference call is scheduled for Wednesday, 27 August 2008. NAVFAC, PWD and EDAW will be meeting at NAS-Jax on Thursday, 21 August 2008. The call will be used to update the other consultant team members on the 21 August 2008 meeting.



22 October 2008
10:00 AM

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Participants' passcode – 7621762

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Other Attendees: Ellen Heath and Holden Spaht, EDAW-Atlanta; Don Piron; HSMM

Conference Call Agenda

1) Master Plan Workshop Recap

2) Study Updates

- a) BFR
- b) Parking Study
- c) Master Plan
- d) CADD Floorplans
- e) IAP

3) IAP Workshop/Concept Brief – week of 10 November 2008

Attachment – Meeting Minutes



Meeting Minutes

Pat Peters, EDAW, began the conference call asking for feedback from the Master Plan/Data Review Workshop held 15-17 October 2008. Sharon Hill, NAVFAC, stated she thought the format and workshop were successful due to NAS-Jax not doing much planning before and it was good to get lots of tenants and opinions in the room to discuss planning issues.

BFR and Master Plan

Ellen Heath asked for clarification on a few issues brought up at the meetings. The first issue brought up by Dan Schickler, PWD, about consolidation of the WING was not clear and needed more detail about how it might fit into the master plan. Sharon Hill responded that the WING consolidation is mostly an internal shifting of tenants that PWD is aware of and working on a plan for when the S-3 training space is vacated. It is not likely to be a master planning issue that needs addressing.

The second issue brought up by the representative CDR Szerba, CHSMWL at Mayport, regarding lack of helicopter parking apron at the seawall. Sharon Hill responded with a recap of discussion with TEC that the deficit of helo parking became apparent from the BFR. Parking apron is sufficient on the fixed-wing side of the airfield, but lacking on the helo side generally due to the congestion of tenants and lack of space on the helo side.

EDAW is following up on master planning map changes/comments made at the meeting. Most were fairly minor regarding symbolization. Frank Lazarra also provided updated project listings that would affect the Construction Project and Demolition-Associated project maps.

Pat Peters asked for Sharon Hill's thoughts on the upcoming Concept Brief which would be held in conjunction with the IAP workshop. The IAP Workshop/Concept Brief is planned for the **week of 10 November 2008** – no confirmation of dates yet with NAS-Jax PWD on the CO's calendar. Pat Peters asked if the Concept Brief would likely include specific site plans for activity nodes since we did not get to that point of charretting certain areas at the Master Plan/Data Review Workshop. However, some simple site plans incorporating ideas such as circulation and open space ideas could be graphically depicted and presented at the Concept Brief.

Action Item: EDAW should note the lack of helo parking on master planning maps such as the site analysis or where appropriate.

Action Item: TEC will continue to follow up with CHSMWL when CDR Paul Grey returns.



Parking Study

Don Piron, HSMM, recapped the parking study issues brought up by the tenants at the Master Plan/Data Review Workshop. Parking counts and parking utilization were verified 16 October 2008 with the tenants of VP-30. VP-30 is likely losing approximately 317 parking spaces due to the construction of Building 1003 associated with the new hangar 511 located between hangar 511 and VP-30. Since VP-30 tenants will overlap with the P8 trainers for a period of about 5 years, parking shortages are likely during that time. Hangar 100 parking areas are going to be analyzed considering the condition when all squadrons are on NAS-Jax/not deployed.

Action Item: Sharon Hill to provide NAVFAC project manager contact name (Adam) so that Don can confirm that the loss of parking spaces is real.

Don also mentioned the lack of desirable walking distances for FRCSE tenants in Building 101, as most of the tenant parking is located on the south side of Building 101.

Finding parking on the north end of Building 101 is desirable and can likely be accomplished with the demolition of Buildings 103, 105, and 936, in association with a new Fire, Crash and Rescue building project. Parking could be re-allocated to the north end of Building 101.

Traffic Study

Don Piron, HSMM, confirmed that the traffic study is beginning with a local sub-consultant, Buckholz Traffic Engineers, for traffic counts. Traffic counts will be taken at all signalized intersections along Yorktown Road and Birmingham Avenue with a few other locations as well including the current gates. In addition, pedestrian counts will be taken at locations along Yorktown Road.

Don asked if the traffic study should consider the moving of the commercial gate from the north end of the installation to the south end of the installation. Pat Peters and Ellen Heath responded that it would be included in one of our master plan alternatives so we should look at the truck traffic, where it is coming from (north or south) and if it is feasible to have a new gate in this location. Another determining factor is the Collins Road bypass project that is planned by the City of Orange Park to help alleviate traffic congestion at I-295 and US-17. The project may impact a new gate on the south end of the installation in a negative manner. Sharon Hill asked if HSMM rather than the sub-consultant would be looking at the projected future traffic and Don Piron responded in the affirmative.

Action Item: EDAW to follow up with information on Collins Road Bypass for Don Piron, HSMM.



IAP

Richard Dorrier and Jessica Wolff were attending an internal Jax IAP meeting and could not join the call today, but Pat Peters would provide a recap of the conference call.

Concept Brief/IAP Workshop – calendars being reviewed for 12-13 November 2008



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Attachment – Meeting Minutes



12 November 2008
Building 926
1300

CHSMWL BFR Follow-Up Meeting

Participants: Sharon Hill, NAVFAC SE; CDR Chuck Lewis, NAS-Jax PWD; Ellen Heath and Pat Peters, EDAW-Atlanta; LCDR Paul Gray, CHSMWL; Paul Harrison and Rob Mireles, TSI; CDR Bob Young-N88 HS60FIT/ NHTT San Diego; Chris Neil

Meeting Minutes

Pat Peters, EDAW, began the meeting stating the purpose was to review information provided in the BFR by TEC, the aircraft operations/plane loading consultant versus LCDR Gray's current understanding of helo operations and moves to NAS-Jax.

In the BFR, TEC concluded that the requirement for helo parking was 61,586 square yards of apron for 26 helos. The new helo hangar drawing for NAS-Jax shows 15 operational/parking spots (rotors not folded) for helos along the NAS-Jax seawall. Nine operational/parking spots for helos are (to be) designated in front of Hangars 115 and 116 (under airfield safety waivers), leaving a deficit of 2 operational/parking spots.

LCDR Gray's analysis stated there are 5 helo squadrons (4 carrier squadrons with 11 helos and 1 expeditionary squadron with 13 helos) for a total of 57 helos. The carrier squadrons deploy as entire squadrons whereas the expeditionary squadron may deploy individual helos or groups of helos, rather than the entire squadron. On a normal operational basis, 1 or 2 of the carrier squadrons are deployed at any given time, approximately 40 percent of the aircraft. Therefore, the number of helos at NAS-Jax at any given time would be between 30-35, far greater than the currently designated 24 helo operational/parking spots at NAS-Jax. Chris Neil, Bob Young, and Paul Harrison concurred with the LCDR Gray's analysis. Overall, the participants agreed that a total of 30 operational/parking helo spots would be seen as ideal with their location in proximity to the new helo hangar.

As far as timing, HSM-17 is scheduled to move from Naval Station-Mayport to NAS-Jax in June 2009, with the remaining two squadrons ending up at NAS-Jax much later, near a 2018 timeframe. LCDR Gray stated that since the Master Plan is a long-term planning tool, there is some time to figure out how to accommodate 30 operational/parking helo spots in proximity to the new helo hangar.

Two alternatives were posited by the EDAW team, NAVFAC and CDR Lewis for additional operational/parking spots. Alternative #1 was to look for space north of the new helo hangar in the vicinity of Building 118 and the Air Traffic Control Tower. With the relocation of the Air Traffic Control Tower from Building 118 to a more central



location on the airfield and the demo of Building 118 and miscellaneous structures to the north of the boathouse, additional operational/parking spots could be designated. Drawbacks to Alternative #1 included the displacement of FACSFAC, moving that tenant is not likely to happen and a review of runway clearance zones is required.

Alternative #2 was to look for space south of the new helo hangar in front of and south of Hangar 124 along the NAS-Jax sea wall. Drawbacks to Alternative #2 is the location of helo landing pads to the south, FRCSE maintenance facilities to the south and their tow route for fixed-wing aircraft to these facilities. In order to address this alternative, Sharon Hill suggested to CDR Lewis that FRCSE would have to be offered a workable solution and that all of the players should be gotten together in a charrette format to address the issue. NAVFAC has just undertaken a study of COMFRC facilities in the region that would include NAS-Jax. However, the conclusions of that planning study would be too late to inform the NAS-Jax Master Plan in regards to FRCSE facilities at NAS-Jax. However, Sharon felt that the Master Plan and the needs of the helo command should be the driver of the helo operational/parking spots rather than the FRCSE facility analyses.

LCDR Gray stated that he hoped the Master Plan could help separate conflict between the fixed-wing from the rotary-wing aircraft. The solution may be additional helo operational/parking space to the north and to the south of the designated spots in front of the new helo hangar. CDR Lewis thought it would be possible to get about 6 additional spots for helo parking in the short term although it would still not address the entire deficit.

Pat Peters mentioned that the next step would be to include the two alternatives in the discussion of the Concept Brief with the CO later in the afternoon and get direction on the way forward. An additional 15 helo operational/parking spots would be sited in the Alternative #1 and #2 locations along with a review of the airfield operational constraints that may preclude the helo parking.



12 November 2008

**Building 1
1500**

Master Plan Concept Brief

Participants: Sharon Hill, NAVFAC SE; CAPT Scorby, CDR Ellis Bowler, CDR Chuck Lewis, Dan Schickler, Frank Lazarra, Chuck O’Berry, NAS-Jax PWD; Ellen Heath and Pat Peters, EDAW-Atlanta

Meeting Minutes

Pat Peters, EDAW, presented the Powerpoint presentation of the Concept Brief to the participants. **Note: the Powerpoint presentation can be found on the EDAW FTP site.**

Specific comments received from the participants that need follow-up or clarification include the following:

- Any “tenants” reference at NAS-Jax should refer to “tenants and commands”
- Safety waivers list from Air Ops still appears out-of-date as missing waivers include new construction over the last four years at NAS-Jax and the demolition of a fueling site
- Clarify transient plane loading numbers as daily, weekly, monthly, etc. averages to be meaningful
- Traffic counts/traffic study should be aware of possible overcounting of truck traffic due to the amount of construction currently occurring at NAS-Jax; during low construction periods, the number of trucks may be significantly lower
- New parking lot near north side of Building 101 needs to consider existing tenant move location possibilities (IAP-Hill); work with PWD on suitable homes/moves; In addition, the steam plant, transformer and compressed air facilities need to remain within that block
- Verify P-204 Consolidated Ops project between new NEX Home and Garden Center and Seabees Auditorium project
- Remove project PM08-07 “Construct CBMU-202 HQ Building” from Master Plan – under construction
- Satellite fitness centers are not desirable due to expected additional staffing and maintenance costs; in Alternative #2 integrate Consolidated Support Center as wing of new gym facility
- Alternative #2 Fire, Crash and Rescue station location and the relocation of wash racks closer to Hangar 511 drawback is additional requirement for airfield restriping for C-130 use of wash racks; site Fire, Crash, and Rescue station further to the south fronting on Yorktown Avenue



- New FRCSE admin building (145,000 square feet) - add square footage of new buildings/facilities to Master Plan site plan
- New FRCSE industrial/shop space south of Building 101
- Show FRCSE MILCON project to remove buildings north of Building 101
- Passenger and Cargo Terminal is not likely to be supported as part of new Air Traffic Control Tower project; verify size of Air Cargo/Passenger Terminal
- Move boathouse (Building 121) to marina area to the south
- EDAW to review locations of additional requirement of 15 helo operational/parking spots – south of new helo hangar likely conflicts with helo take-off/landing clear zones; north of new helo hangar will require demolition of buildings in area of Building 118; look for FACSFAC square footage requirement
- Show new Gateway Inn/Suites location on top of current location

PWD, EDAW and NAVFAC had a follow-up meeting on the Concept Brief on 13 November 2008 to determine the way forward on a preferred alternative. The preferred alternative contains many of the items above and is a hybrid of Alternative #1 and Alternative #2. EDAW will create the preferred alternative site plan for review in the next week.



19 November 2008
10:00 AM

Leader – Patrick Peters
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Conference Call Agenda

- 1) Master Plan Concept Brief Recap**
- 2) IAP Workshop Recap**
- 3) Remaining Study Updates**
 - a) BFR
 - b) Parking/Traffic Study
 - d) CADD Floorplans

Attachment – Meeting Minutes



Meeting Minutes

BFR and CADD Floorplans

Pat Peters, EDAW, began the meeting recapping the status of the BFR. The BFR is still awaiting final comments from PWD. Frank Fabian, HSMM (AECOM-Design), stated that the CADD floor plans had been delivered to PWD and were also awaiting comments.

Action Item: Pat Peters to follow up with Sharon Hill, NAVFAC on:

- 1) **When can we expect final comments on the BFR?**

Traffic Study

Frank Fabian reported that the Traffic Study is going according to schedule. The traffic counts have been completed and are currently being reviewed. The next step is using the traffic counts for modeling purposes with expected preliminary results the first week of December. The draft report to NAVFAC will follow in mid-January. Frank hoped that signal timings would be available as well from NAS-Jax to look at traffic flow.

EDAW is working on the bulk of the Master Plan text document currently and through December. We expect to integrate the traffic study in the Final Master Plan document due towards end of January.

Master Plan

Pat Peters, EDAW, recapped the 12 November 2008 Concept Brief with the CO – CAPT Scorby, as well as a meeting with CHSWML on helo parking requirements.

The way forward on the CHSWML helo parking requirements for the Master Plan is to look at space north of the new helo hangar for an additional 15 parking spots. This would require demo of buildings in that area (Building 117, 118, 121, 278, 279, and 666) that contains tenants AirOps (passenger and cargo terminal and Air Traffic Control Tower) and FACSFAC. The Master Plan is siting a new ATCT at the corner of Building 110 along with a new passenger and cargo terminal. EDAW will use the BFR requirement for AirOps and FACSFAC to locate new footprint in the same area or as a separate project.

Pat Peters ran through Alternatives #1 and #2 presented to the CO at the 12 November 2008 Concept Brief, in addition to comments provided by NAVFAC and PWD after the brief. The Concept Brief is located on the EDAW FTP site for downloading and review. The greatest area of integration needed among the Parking Study, IAP and Master Plan is the FRCSE industrial/maintenance area (Node A). This is the greatest area of land use change/focus for the Master Plan. Holden Spaht, EDAW, is reworking site planning



elements from Alternatives #1 and #2 into a preferred alternative site plan to share with the consultant team and client the week of 24 November 2008.

The requirement for a new FRCSE 145,000 square foot administration building has been the most difficult to site. Putting the large building footprint in Node A is desirable so that it is relatively close to other FRCSE tenant functions, however, the drawbacks include placing the large parking requirement in an already congested area of the base and placing it on an existing parking area that would reduce parking in the area or on the little remaining green space reducing green space in the area. The addition of a food service location adjacent to the green space can be accommodated by the IAP special project called the Building 101 outdoor lounge/green space.

Placing the footprint on the block adjacent to/east of the VyStar credit union (as shown in Alternative #2) conflicts with the Parking Study recommendation to transfer 75 spaces in this parking lot to Building 506 tenants to relieve existing parking shortages. Placing the new footprint east of Building 27 conflicts with the IAP special project to re-design the parking lot east of Building 27 and providing a pedestrian connection to the marina area.

The new fire station footprint would move from the corner of Albemarle Avenue and Ajax Street to the corner of Yorktown Avenue and Ajax Street. This location would allow the existing wash racks to stay in place and not require restriping of the airfield due to moving the wash racks to the vicinity of the new Hangar 511. This footprint location would displace some Hangar 1000 parking, although the parking is the furthest from the building.

The current fire station block (Buildings 103 and 105) will be demolished, but the new parking lot on that block needs to be designed around the existing steam plant, transformer and air compressor tank. This parking area would serve FRCSE allowing those users to move from the VyStar and Building 27 parking lots closer to Building 101. The parking lot will be designed using low-impact design to treat stormwater. The stormwater management plan also cites this location for stormwater treatment.

A new boat house to replace Building 121 will be placed in the marina area, but not to conflict with the IAP project for improvements to the marina area.

Moving the commercial gate to the south end of the installation has been rendered difficult due to the City of Jacksonville's plans for the Collins Road Bypass to relieve traffic congestion on I-295 at US-17. The existing Collins Road/Barcoa Street signalized intersection with US 17 will be turned into a non-signalized right-in, right-out entrance. A signalized intersection would be necessary for truck traffic. The new alignment of Collins Road with US 17 about a half-mile north of the current intersection will result in an overpass with on and off ramps with elevation changes making turning movements and grade changes for trucks difficult for establishing a new commercial gate on the south side of the installation.



Action Item: Pat Peters to follow up with Sharon Hill, NAVFAC on:

- 1) Should FACSFAC requirement be included in Building 110 or as a separate project?**

IAP

Jessica Wolff, EDAW-Alexandria, began the discussion of the IAP Workshop that occurred 13 November 2008. The IAP Brief is located on the EDAW FTP site for downloading and review.

Jessica noted the IAP had 3 architectural projects and 6 landscape/special projects:

Architectural –

- 1) Galley renovations
- 2) Commissary and Exchange renovations
- 3) Building 101 outdoor lounge/green space

Special Projects –

- 1) Yorktown Avenue streetscape treatment
- 2) Heritage Park improvements
- 3) Building 27 parking lot re-design
- 4) Navy Exchange parking lot re-design
- 5) Multi-use trails
- 6) Waterfront park

Overall, PWD was happy with the projects, however, PWD is more in favor of angled parking rather than orienting parking horizontally.

Pat Peters, EDAW, commented that the Master Plan multi-use trails should be the same as the IAP projects and that the new food service location in Node A could be the same as the Building 101 outdoor lounge area.

Don Piron, HSMM, asked if the IAP could incorporate parking lot signage standards for consistency of signs. Jessica made a note to incorporate guidelines.



03 December 2008
10:00 AM

Leader – Patrick Peters
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Participants’ passcode – 7621762

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Conference Call Agenda

- 1) Revised Master Plan Alternative discussion**
- 2) Remaining Study Updates**
 - a. IAP
 - b. Parking/ Traffic Study
 - c. CADD Floorplans
- 3) Other Business**

Attachment – Meeting Minutes



Meeting Minutes

Master Plan

Pat Peters, EDAW, began the call asking for feedback on the preferred Master Plan alternative site plans. Sharon Hill, NAVFAC, responded that the revisions looked good and that the requirement for transient aircraft could be handled by the remaining Hangar/Building 116, but that the transient detachment requirement should be included in the BFR as well. Richard Dorrier, EDAW, responded that it would not be easy to include in the BFR since there were no hard square footage numbers to do calculations. Sharon Hill suggested adding a note to the BFR explaining that one hangar module is set aside for transient detachments.

Richard Dorrier asked if parking lot west of Building 101 was consistent with the Parking Study. Pat Peters felt that the parking lot was consistent, although the parking consultant showed it as being a smaller parking lot in their recommendations. Don Piron, AECOM Transportation (HSMM), agreed, but asked if the parking lot west of Building 101 was too large. Pat Peters suggested that the parking area could easily be reduced while adding green space to the industrial area.

Sharon Hill asked about Albemarle Street and whether it will be closed for the Air Traffic Control Tower area near Building 110. Pat Peters said the street would likely be closed to the west of the new parking lot west of Building 110, but not to the east which goes to the new helicopter hangar. Don Piron also inquired about additional street closings proposed in the Master Plan. Pat Peters responded that the Master Plan would not be recommending any street closings other than that section of Albemarle Street so that the airfield fence line can be moved back to enclose the new Air Traffic Control Tower and Passenger and Cargo Terminal. The Master Plan will reflect the Airfield Redevelopment Plan to show the removal of that section of Albemarle Street/the fence line of the airfield being moved back.

Richard Dorrier asked about tenant re-locations caused by new parking area west of Building 101. The Fire Station is relocating to a new facility and Sharon suggested that IAP Hill contractors be located nearer to Building 27 and Public Works with a PEB project. EDAW should add a note to that effect to the master plan. In addition, DDJF/DLA will be leaving Building 109 and consolidating their warehouse requirements in the warehouse area. Note should be added to the Master Plan to show or note a new DDJF/DLA project. EDAW should call and confirm with Charlene Padgett if there is a new project for additional warehouse space to replace Building 109 (and portions of Buildings 110/111 space) to accommodate the new flightline facilities as shown.

Richard Dorrier commented that in the latest BFR, based on comments received from the Draft, the FRC shop space requirement deficit was reduced significantly, although their administrative space deficit had increased to about 145,000 square feet to account



for leased admin space at Cecil Field. An additional question was the removal of Building 554 FFSC. Pat Peters responded that PWD had talked about there being a future project to move FFSC down to the Hospital area as it was a related service, although we did not have any further details. Sharon Hill asked that the current Gateway Inn and Suites footprint (Building 11) be removed and replaced with a general footprint for a transient quarters in the same configuration. The Gateway Inn and Suites requirement would be rebuilt in phases on the same site.

Sharon Hill mentioned that P623 for the Integrated Training Center was not going to meet the requirement of the P-8 trainers. The footprint on the Master Plan should show a 100,000 square foot footprint with a follow-on 100,000 square foot footprint that would be part of P624. Each project would be in the neighborhood of \$48M. Renovating Building 848 for the P-8 training simulators may not work out as planned, thus the need for a follow on project to P623.

Holden Spaht, EDAW, has been in contact with the construction contractor for the revised family housing area. EDAW has not received any digital information yet and will follow-through with the point-of-contact again. If that fails, EDAW will resort to scanning and digitizing the footprint of the new housing area.

Sharon Hill commented that there was nothing shown in terms of a revised commercial gate on the south end of the installation. Pat Peters recapped the Collins Road Bypass Study by the City of Jacksonville. Rather than a revised/improved intersection at US17 and Collins Road, the intersection will be moved to the north by about half a mile with a separated/elevated interchange/overpass. This would make a southern commercial gate at NAS-Jax difficult and expensive. Ellen Heath also commented that once the traffic study gives an indication of where the majority of truck traffic is coming from it may not support a new commercial gate on the south side. The Swan Road gate in the warehouse area had been the subject of a previous commercial gate study, however, it is likely that warehouse buildings would have to be demolished to accommodate commercial truck traffic and truck turn-arounds at a Swan Road gate.

Pat Peters asked Don Piron to comment on VP-30 parking and future of VP-30 building when P-3 trainers go away. Don said the VP-30 parking spaces included 640 parking spaces on the north side of Yorktown Avenue and 60 parking spaces across the street. VP-30 tenant indicated they had upwards of 1,100 daytime personnel in hangar 30, but Don was not sure where exactly the tenants were parking in that case. Sharon Hill commented that the VP-30 building (the P-3 training building) would most likely be around for the long-term even with the construction of the Integrated Training Facility for the P-8 trainers. The Integrated Training Facility would be completed in two projects as mentioned earlier.



BFR

The BFR was discussed above in coordination with Master Plan issues. Sharon Hill was putting together final comments on the BFR for Richard Dorrier. The Base had provided their comments earlier.

IAP

Pat Peters and Holden Spaht revised some Master Plan elements so that the IAP and Master Plan are generally well-coordinated. The Master Plan has been revised to reflect the multi-use trails, outdoor lounge area and parking lot re-designs projects. Jessica Wolff, EDAW, was in agreement that the Master Plan had considered and integrated the IAP projects.

CADD Floor Plans

No comments have been received from Public Works on the draft CADD Floor Plans. Sharon Hill confirmed that the floor plans should be delivered in AutoCAD 2006 in accordance with the e-mail instructions from Dean McCarnes received earlier by HSMM. Sharon would check on any comments from PWD.

Parking Study/Traffic Study

The status of parking study is awaiting comments dependent on the Master Plan node site plans. The traffic study counts have been completed and AECOM Transportation (HSMM) is putting together the traffic model which will take a couple of weeks and then results can be analyzed.

Action Items:

- 1) Richard Dorrier - add note to the BFR explaining that one hangar module is set aside for transient detachments.**
- 2) Holden Spaht – when sending revised preferred Master Plan alternative emphasize it “reflects the discussion” the Master Plan team had with CDR Lewis**
- 3) Holden Spaht – include comment that wash racks should still be moved if in the wrong place and need to be upgraded to meet new P-8 requirements**
- 4) Holden Spaht – include note on plan that IAP Hill relocation required to clear block west of Building 101 for new parking lot**
- 5) Holden Spaht – revise Master Plan to show Albemarle Street closed after new parking lot west of Building 101. Air Passenger and Cargo Terminal should be behind fence line, but open to airfield.**
- 6) Pat Peters – call Charlene Padgett, DDJF, to confirm whether there is any detail on a warehouse project in the warehouse area (see below).**



7) Holden Spaht - Gateway Inn and Suites – show teardown of existing and replace with generic L-shaped quarters footprint in same location, note phased replacement.

8) Holden Spaht – Integrated Training Center – show as two 100,000 square foot building footprints in current location.

9) Sharon Hill – getting original Integrated Cultural Resources Management Plan to scan and send to EDAW for consideration in the Master Plan and the IAP

10) Sharon Hill – putting together final BFR comments and will send to Richard Dorrier

11) Sharon Hill – checking on comments on the draft CADD Study from PWD

12) Holden Spaht – show parking where current Building #2 is located

13) Holden Spaht – still working on getting digital version of family housing area changes

14) Pat Peters – revised schedule for studies to Sharon Hill (see below)

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6) Pat Peters called Charlene Padgett, DDJF to follow up on upcoming facility plans.

DDJF's current thinking includes:

- Moving about 6,000 square feet of office space out of Building 110 to Building 162 in the warehouse area
- Taking over about 33,000 square feet of warehouse space from tenants in Building 170 and demolishing rub buildings (blue covered building storage)

DDJF is currently only in the north end of Building 109 and have not plans to move out of that warehouse space. FISC and FRCSE occupy the south end of Building 109. Much of DDJF's consolidation plans depend on what happens with DLA/DRMO consolidation plans.

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13) Each of the EDAW | AECOM team members submitted their best guess/current thinking on the schedule to deliver each of the six studies (dependent on review times and number of comments by NAVFAC and PWD):

Proposed Schedule

BFR-FINAL – end of December 2008

IAP-DRAFT – end of December 2008

IAP-FINAL – end of January 2009

CADD Floor Plans-FINAL – mid-December 2008

Parking Study-FINAL – end of January 2009

Traffic Study-DRAFT – mid-January 2009

Traffic Study-FINAL – end of February 2009



Master Plan-DRAFT - end of January 2009
Master Plan-FINAL - end of February 2009



17 December 2008
10:00 AM

Leader – Patrick Peters
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Participants’ passcode – 7621762

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Additional attendees: Don Piron, HSMM, Jessica Wolff, EDAW, Holden Spaht, EDAW

Conference Call Agenda

1) Study Updates - Schedule

- a) BFR
- b) Master Plan – Preferred Alternative/Master Plan document outline submitted for review
- c) IAP
- d) Parking Study
- e) Traffic Study
- f) CADD Floor Plans

2) Other Business

Attachment – Meeting Minutes



Meeting Minutes

BFR

Richard Dorrier, EDAW, began the call updating the participants on the status of the BFR. The final deliverable is expected to be sent out this week Friday, although Richard had one outstanding comment before putting together the deliverable. Sharon Hill, NAVFAC SE, stated that she would respond to the comment. By scope, 5 hardcopies and 5 CD-ROMs of the BFR will be delivered. One hardcopy and one CD-ROM would be sent to Sharon, with the rest going to Public Works at Jacksonville.

Richard Dorrier indicated that in the Final BFR, the FRCSE total deficit for shop space is approximately 20,000 square feet, versus over 300,000 square feet as recorded in the Draft BFR and the Master Plan should reflect that.

Master Plan

Pat Peters, EDAW, began the review of the Master Plan document status. The Preferred Alternative site plans and the Master Plan document had been uploaded to the EDAW FTP site for review. Sharon mentioned that she had not reviewed the document outline, but there was some indication that CDR Gray and Ray Varas, NAVFAC had downloaded and looked at the Preferred Alternative site plans. There was no acknowledgement from PWD on whether the site plans or document outline had been downloaded or reviewed.

Pat Peters stated that EDAW was about 50 percent complete with the writing of the Master Plan document and were continuing to work through the sections outlined. Most of the graphics have been completed, with the site plans waiting on PWD's review and comment.

Pat Peters asked additional questions related to the Master Plan and raised by Don Piron and the parking study.

Q1. Now that the contracted maintenance for the MMA Hangar has been eliminated in favor of more economical Navy employees, will the construction of additional barracks be required to house an expected increase in Navy personnel?

A1. Sharon Hill responded that the preliminary EIS reflects 90% Navy maintenance and 10% contracted maintenance, overall a decrease from the 100% current Navy maintenance situation, so no new housing is required.



Q2. Regarding the placement of the future FRCSE industrial space (approx location) shown as a dashed outline footprint on the Master Plan--Is this footprint related to the 20,000 square feet requirement in the BFR and is there parking provided for this footprint? Can this space be found in Building 124 when the helicopter squadrons vacate for the new helo hangar? The industrial space need was brought up in the meeting with CDR Lewis, Sharon Hill and Ellen Heath.

A2. Sharon thought that the industrial space need was a replacement for industrial space immediately adjacent to Building 101. The decision was made that the future industrial space would stay on the Master Plan in its current location and symbolized as a dashed outline. As such, parking for the industrial space would not have to be shown on the Master Plan or in the Parking Study. FRCSE would be responsible for re-allocating its existing parking when this new project comes online.

Action Item: Sharon Hill to follow up and get acknowledgement from Frank Lazarra that PWD has downloaded and reviewed the site plans.

Parking Study

Don Piron began the status of the Parking Study commenting on the integration of the Master Plan and Parking Study in several key areas.

1. The parking demand for VP-30 has been adjusted from the high personnel number received from Joe Strickland to account for the use of off-site simulators by personnel from VP-30 and E-3's and below not being allowed to park at VP-30. With the adjustment of the parking demand, a parking shortage was identified in this area which is an existing condition today with the taking of 227 parking spaces for the construction of Building 1003. The recommendation suggested is to construct the expanded ITC parking lot along Gillis St. to provide the needed 100 additional parking spaces for VP-30.
2. The size of the proposed 650 space parking lot west of Building 101 creates a net increase of 300 parking spaces in that area. This parking lot is not oversized for the parking demand and capacity in this area.
3. The relocation of the Air Traffic Control Tower (ATCT), flight line fence and the demolition of Hangars 113-115 results in parking lots XX, XXX, Y, Z1, Z2, Z3, Z4, M, AA1, AA2, and AE1 (as labeled in the parking study) remaining with parking lots AB1, AB2, AC1, AC2, AC3, AC4, AC5 being removed (parking lots X and W would be removed or reduced in size due to the addition of 16 helo parking spots). The remaining parking lots would be used by Building 116, 168, 200, and 200A tenants. Albermarle Avenue should extend a bit farther than as shown in the current Master Plan preferred alternative site plan to the west side of Building



200, terminating into an entrance into the north side of the proposed ATCT/air cargo/passenger terminal parking lot.

4. The IAP redesign of the NEX/Commissary parking lot was checked to determine the decrease in parking capacity. Some parking spaces would be eliminated with the current redesign, but it was acknowledged that the parking lot is being redesigned to account for the expansion of parking onto the demolition site of the current child development center. Don estimated that the additional parking would make up for the reduction in available parking in the remainder of the lot.
5. Further analysis of parking for recreational facilities is needed. Currently there is dedicated parking at the Building 17 sports complex, plus a parking lot is planned along with the construction of the new gym and multi-purpose sports field. For recreational facilities between the Yorktown and Birmingham gates, recreational users most likely park at the NEX/Commissary, as this is the only parking lot nearby. According to the P-80 standard, parking is authorized for 1% of military strength for a field house as well as a gymnasium, and 20% of pool design capacity.
6. With the relocation of the ATCT, air cargo/passenger terminal, FACSAC and range operations, there is concern over net parking created. The proposed parking lot on the Building 109 site is 385 spaces. With 124 spaces existing today (in Parking Lot T), there is a net increase of 261 spaces. However, these facilities have a total of 351 parking spaces in their current location, so a total net loss of 90 spaces is expected. If these 90 spaces are required (which isn't justified by utilization or personnel counts), is the demand created by the proposed passenger terminal accounted for? If not related to the passenger terminal, parking spaces could potentially be allocated from the new 650 space parking lot west of Building 101. Sharon Hill discussed the daily flights out of NAS-Jacksonville. The current daily schedule is a flight to GITMO that leaves on Tuesday and returns on Friday.
7. According to Rick Fitzgerald, FRC is interested in relocating 350 admin personnel from off-base leased space to on-base facilities. The Master Plan has shown a proposed FRCSE administration building to accommodate this. The existing lot on this block is 114 spaces, with the proposed parking lot containing 175 parking spaces, for a net gain of 61 spaces. An administrative building of 350 personnel would generate a parking demand of 245-280 parking spaces, so a deficiency of 184-219 parking spaces would be created. However, there is the potential to eliminate this deficiency by allocating parking from the lot east of Building 27. Pat Peters mentioned that according to the Parking Study this parking lot (Lot N) that has a very low utilization - near 25 percent. The IAP is proposing a redesign of this lot which will reduce this surplus some but this lot could still provide some additional parking for the new proposed FRC admin building.



Traffic Study

Frank Fabian recounted the status of the Traffic Study. HSMM has collected the traffic count and traffic signal timing data. Frank and Don are working on the existing conditions analysis putting together the AM and PM peak models Preliminary results on this will be ready for the master planning team in January.

IAP

Jessica Wolff recapped the status of the IAP. The draft IAP was nearing completion with graphics expected from HSMM on Friday of this week. Jessica mentioned that the IAP team had been in contact with Frank Lazarra regarding the addition of the child development center demolition site to the parking lot expansion of the NEX/Commissary and the IAP team was currently working on the redesign of the NEX/Commissary parking lot.

Action Item: Sharon Hill is obtaining a copy of the Integrated Cultural Resource Management Plan in order to scan and provide to the planning and design team.

CADD Floor Plans

Pat Peters stated that Jerry Cole had sent an email regarding the status of the CADD Floor Plans. Digital files in AutoCAD 2006 had been sent to PWD. Frank Lazarra and John Young need to distribute this data to the appropriate parties for review so the final CADD floor plans can be delivered in December. Sharon Hill is following up on this as well during her trip this week to NAS-Jax.

The team discussed the different report deliverables and decided that all studies would be maintained as stand-alone documents and deliverables, although the Master Plan would include relevant issues from the BFR, Parking Study, Traffic Study and IAP in summary form.

In addition, the 31 December 2008 conference call was cancelled, due to people out of the office for the holidays. Pat Peters will send an e-mail notifying of the next conference call in January



07 January 2009
10:00 AM

Leader – Patrick Peters
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Other Attendees: Don Piron, Holden Spaht, Robin Cailloux

Conference Call Agenda

- 1) Study Updates**
 - a) BFR
 - b) Master Plan
 - c) IAP
 - d) Parking Study
 - e) Traffic Study
 - f) CADD Floor Plans

- 2) Other Business**

Attachment – Meeting Minutes



Meeting Minutes

Pat Peters, EDAW, began the call asking Sharon Hill if Public Works had reviewed/commented on study deliverables - Master Plan site plans or CADD Floor Plans. Sharon responded that she had seen email traffic regarding the CADD Floor Plans. Public Works was working on a software install and should be finished by the end of the week. After the install, Public Works could then test the CAD drawing polygons and database functionality. Pat Peters will follow up with Sharon early next week to see how it went. Jerry Cole should hold off on final deliverable until after Public Works is ready.

Master Plan

Pat Peters reported that the Master Plan document is progressing, currently standing at about 60 percent complete. The remaining parts of the document involve integration of Parking and Traffic Study and IAP, with BFR integration completed. Pat mentioned that the team would like to add some additional photos especially since most of the new construction at NAS-Jax is nearly complete. Sharon Hill offered to take some photos as she will be in Jacksonville soon. Pat listed the new hangars (fixed-wing and helo) and Building 903 as additional photos that would be nice to add to the Master Plan document.

IAP

Jessica Wolff reported that the draft IAP was currently in the QA/QC process, with comments being addressed on Thursday of this week and being ready for mailing on Friday of this week. One copy/set would be sent to Sharon Hill at NAVFAC and the remaining copies sent to PWD in Jacksonville.

Pat Peters also asked that the digital version be uploaded to the EDAW FTP site so graphics and text could be incorporated into the Master Plan document. CADD files of IAP projects would also be needed for the Master Plan site graphics.

Parking Study/Traffic Study

Pat Peters and Don Piron continue to work on integration of parking study into Master Plan. Final Parking Study is nearing completion.

Don stated that the draft findings of the traffic study would be presented at NAS-Jacksonville at 1300 on 20 January 2009 at the Chapel. PWD has confirmed that date and time and is sending out invitations to the meeting. Still unconfirmed was a meeting with the CO following the 1300 meeting, estimated time is 1500. Frank Fabian and Don Piron would be completing some follow-up fieldwork for the traffic study on 21 January 2009 as well.



Next conference call is likely to be scheduled for 28 January 2009 with the Traffic Study team at NAS-Jax on 20-21 January 2009.



28 January 2009
10:00 AM

Leader – Patrick Peters
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Conference Call Agenda

1) Study Updates

- a) BFR
- b) Master Plan
- c) IAP
- d) Parking Study
- e) Traffic Study
- f) CADD Floor Plans – new POC is Bill Sprauer, William.sprauer@aecom.com, 757.306.6705

2) Other Business

Attachment: Meeting Minutes



Meeting Minutes

BFR

Sharon Hill, NAVFAC, reported an email from John Young, PWD, had some additional comments on the BFR. Sharon will forward to Pat Peters and Richard Dorrier, EDAW. Although the BFR is essentially complete, Richard will review comments and work with John to finalize any outstanding issues. EDAW will also coordinate any comments that may affect the BFR input to the Master Plan.

Master Plan

Pat Peters, EDAW, reported on the status of the draft Master Plan document. EDAW continues to work on the draft Master Plan document text and anticipates being complete at the end of January/first week of February. The first week of February will begin the QA/QC process on the document, including a review by Ellen Heath, EDAW. Changes will then be made and the document will be printed and packaged for delivery to NAVFAC and PWD the week of February 9th.

Sharon Hill mentioned that PWD may have some comments on the Master Plan site plans by February 10th. However, EDAW is moving forward with the completion of the draft Master Plan document according to the schedule mentioned above as the PWD comments were not likely to be major. If there are major PWD comments that need to be incorporated into the draft Master Plan document, the schedule may slip by a week.

IAP

Jessica Wolff, EDAW, mentioned an email from John Young, PWD, stating that comments on the draft IAP are due to PWD this week and would be sent to EDAW soon afterwards. EDAW had received some earlier comments from Sharon Hill on the IAP; most were not major and included labeling or graphically portraying as future NEX parking expansion the current Child Development Center site among others. Jessica will share the IAP comments with the team for Master Plan consideration when received. Richard also emphasized that the IAP and Master Plan are interdependent and the team wants to make sure the two are coordinated.

Parking Study

Pat Peters mentioned that Don Piron, AECOM, was unavailable for the call, but that they were working together on getting the final parking study summary/recommendations into the Master Plan document.

Traffic Study

Frank Fabian, AECOM, summarized the status of the draft Traffic Study. The draft Traffic Study is in the QA/QC process this week and is expected to be uploaded to the EDAW FTP NAS-Jax project site for download by the project team, NAVFAC, and PWD at the end of the week. Pat Peters asked about last week's action items from the traffic study brief (held 20 January 2009). Frank and Don revised the traffic model to



incorporate the PWD comment regarding the left turn motions onto Allegheny and off of Yorktown Avenue to access the new Hangar 511 parking lot.

Frank and Don were asked to look into providing an animation or movie file of individual intersections to illustrate the SYNCHRO traffic model for use in a presentation by PWD to the CO. However, due to the complexity/amount of data input of the SYNCHRO model, the entire model cannot be shown in a single animation; rather just close-ups of particular intersections could be shown.

Pat Peters also asked about relieving the commercial gate traffic/separating trucks from POVs and what improvements could be made and whether improvements could rise to the level of another proposed project to be included in the Master Plan. Frank and Don provided Pat with graphics that show improvements creating designated truck lanes and separating POVs for faster ingress/egress.

CADD Floor Plans

Pat Peters asked Bill Sprauer to introduce himself to the team, as he is taking over the project management role from Jerry Cole who has retired. Sharon brought the team up to speed on PWD's comments on the CADD Floor Plan deliverable. The draft CADD package was sent to NAS-Jacksonville and was missing some required information. PWD is still researching acquisition of ADT in order to link the CADD space tables to the drawings. It may be another couple of weeks before the ADT request is finalized/approved. PWD has asked whether or not ADT is really required to make the floor plans work, since they are using space tables currently and do not have ADT installed.

Sharon Hill wanted to clarify that the revised package should still be referred to as draft, as PWD has not accepted the revised CADD floor plans as a final package. Bill Sprauer agreed that it was not the final package HSMM is working on a revised package for NAS-Jacksonville, and Bill is QC'ing the files now. Bill will set up a call with PWD – Tony Solomon (with John Young and Frank Lazarra as second POCs) to deliver the revised CADD package. The next step was to set up a trip to NAS-Jacksonville to go over the CADD package and make sure it is functioning properly for PWD.

The next conference call is scheduled for 11 February 2009 at 1000.



06 August 2009
13:30

Leader – Patrick Peters
Dial in number – 877 721 6982
Leader’s passcode – 2466275
Participants’ passcode – 7621762

Project POC’s: Sharon Hill	sharon.w.hill@navy.mil	757.322.4333
John Young	john.k.young@navy.mil	904.542.2119 x149
Frank Lazarra	frank.lazarra@navy.mil	904.542.2119 x138
Chuck O’Berry	chuck.oberry@navy.mil	904.542.2119 x127
Richard Dorrier	richard.dorrier@edaw.com	703.836.1414
Pat Peters	pat.peters@edaw.com	404.870.5339
Bill Wilbert	bill.wilbert@edaw.com	703.836.1414
Bill Eddy	wjeddy@tecinc.com	540.722.9522
Frank Fabian	frank.fabian@aecom.com	757.306.6777

Conference Call Agenda

- 1) Draft Master Plan Document Status – Outstanding Items**
 - a) 1391s
 - b) Safety Waivers
 - c) Projects List
 - d) Cover/Images

Attachment: Meeting Minutes



Meeting Minutes

Patrick Peters, EDAW, and John Young, PWD held a conference call regarding outstanding items and issues requiring attention to complete the Pre-Print Final of the NAS Jacksonville Master Plan. The agenda items had been sent to John Young via email for discussion and follow-up.

1391s

John Young and PWD had previously requested 1391s for 5 projects as part of the Master Plan scope. Three of the projects were IAP projects that were also shown in the Master Plan. EDAW has agreed to put together 1391s for these three projects:

- 1) AT/FP design for Building 1
- 2) Dining Hall/Galley Modifications
- 3) Outdoor Pavilion and Parking area at Yorktown and Wasp

The other two projects were not included in the IAP or Master Plan, however, John Young noted that there was some discussion/comments on the IAP about the AT/FP design for Building 919. The other project is Building 921 parking lot redesign. Pat Peters wanted to make PWD aware that these two projects were not part of the IAP or Master Plan and since the IAP was completed, it would not be part of the IAP. Pat Peters suggested using Building 27 parking lot redesign or another already completed IAP project in lieu of creating a new project such as parking lot redesign for Building 921.

EDAW would also need additional information, consultation with PWD in order to complete 1391s for these projects that would include site planning and design in order to do takeoff calculations for distances and areas to do cost estimating. John Young noted that they selected these projects as they would likely have sponsor organizations that could get the projects funded.

PWD would also like to have the 1391s loaded into the Navy's EPG system. In order to do that Pat Peters will have to request access (username and password) for NAS Jax installation.

Action Item: John Young to have a discussion with Frank Lazarra about Building 921 parking lot redesign.

Action Item: Pat Peters to have a discussion with Richard Dorrier regarding Building 919 AT/FP for final decision on whether to include as 1391 project in Master Plan.

Action Item: Pat Peters sent email to John Young asking to work out access to EPG for EDAW input of 1391s



Safety Waivers

Finding and compiling an up-to-date list of safety waivers for NAS Jax continues to be problematic. At the Draft Master Plan brief review held with PWD on 06 May 2009, EDAW was of the understanding that Air Operations maintains a folder of all safety waivers and that it would need to be reviewed to extract the information. The information on safety waivers is not necessarily compiled in one easy to read/understand table or chart. John Young has been in contact with LT Buxton of NAVAIRES to try and resolve the issue. Pat Peters asked what he could do or who to contact to help the process along if at all.

Action Item: John Young to follow up with POC at NAVAIRES and review Air Operations folder for information on safety waivers.

Projects List

PWD comments on the Draft Master Plan included a list of projects that were still unknown and needed clarification. John Young provided information on project: P153 the BAMS UAS Operator Training Facility.

However, information needed for three outstanding projects from previous email communication include:

N02-20 (FY09)

NF22-08 NMCB-14 (now)

NF17-08 Weapons PEB (FY10)

Action Item: John Young to follow up with information/clarification on three project numbers listed above. Frank Lazarra clarified N02-20 is not a valid project, it is N09-20 the All Hands Club.

Master Plan Cover/Images

John Young took photographs for new cover for NAS Jax Master Plan. EDAW created new cover and section dividers for PWD to take a look at.

Pat Peters asked about the helo photograph, is the new helo hangar on the eastern seawall now completed, rather than an active construction project. John Young answered in the affirmative – that the helo hangar had a ribbon cutting ceremony in July.

Action Item: Pat Peters to send redesigned cover and section dividers to John Young – discussion continuing by email with comments from Sharon Hill, NAVFAC

Stakeholder Interviews



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Tenant Interviews for NAS JAX Master Plan and Basic Facility Requirements (BFR) Update
03-07 March 2008

Project POC's:	Sharon Hill	sharon.w.hill@navy.mil	757.322.4333
	CDR Chuck Lewis	chuck.lewis@navy.mil	904.542.2119 x128
	John Young	john.k.young@navy.mil	904.542.2119 x149
	Frank Lazarra	frank.lazarra@navy.mil	904.542.2119 x138
	Richard Dorrier	richard.dorrier@edaw.com	703.836.1414
	Pat Peters	pat.peters@edaw.com	404.870.5339
	Bill Wilbert	wcwilbert@tecinc.com	410.990.0299
	Bill Eddy	wjeddy@tecinc.com	540.722.9522
	Frank Fabian	ffabian@hsmm.com	757.306.6777

Meeting with Air Operations Department and Sub-Divisions, CDR Robert Surgeoner (see sign-in sheet)
03 March 2008

The meeting began with the consulting team asking general master planning questions, and then each Division was interviewed separately afterwards. The general discussion about the master plan revolved around three major topics: Air Traffic Control Tower and Safety Waivers, Circulation and Parking, and other issues and opportunities for redevelopment on base.

Air Traffic Control Tower and Safety Waivers

The Air Traffic Control Tower and the airfield were constructed in 1941; neither meets 1981 safety standards. The tower is located within the transition zone as are several of the older hangars. In addition, the ATC cannot see the flight deck of the helicopters located along the seawall in front of the new helicopter hangar currently under construction. A goal of the Master Plan should be to improve airfield safety by reducing safety waivers granted to the airfield while providing maximum views of the airfield from the (new or existing) ATC.

The recent Tower Siting Study determined that constructing a new control tower on the Building 110 site is the most effective location for maximum views of the airfield. Air Operations agrees that this site is the best. However, the study did not consider the relocation of the users in Building 110 nor Building 118 where the control tower is currently located. The Master Plan must consider where those users should be relocated if this site is pursued.

It is critical that a new control tower be constructed soon, preferably prior to the relocation of the P-8 squadrons to NAS Jacksonville. In addition, the BAM, an un-manned drone surveillance aircraft, will be located here. Because they are un-manned,



the control tower must be able to land these aircraft and park them in Hangar 1000. This cannot be done if the tower has obstructed views to this hangar.

An equipment upgrade for the NASMOD Military Airspace Management System is planned for 2010. It would be cost effective to delay this upgrade to align it with the construction of a new Air Traffic Control Tower if possible. The Navy has built five control towers in the last few years, all of which meet the current safety and facilities requirements.

Safety waivers exist for the older hangars (113 – 115) along the flight line. Because they are so close to the runway, ramp space in front of the hangars is also a safety hazard and requires safety waivers. NAS JAX has been granted a waiver to park transient aircraft on these ramps, but permanent aircraft must be parked farther away from the hangars, reducing efficiency.

Air operations would ideally demolish the existing hangars and rebuild them farther away from the flightline. This would displace many users on the block just to the south of these hangars. Many of the users in these blocks are not related to the airfield, such as Supply, and could be relocated without significant interference in their operation efficiency. Consolidating Supply users to the south where other supply and distribution users are currently located, near Building 170, would also relocate truck traffic away from the North Gate, which is within the runway clear zone and poses a safety hazard.

The Boat House and abandoned pier are also located in the runway clear zone. The Boat House does not need to be located near the airfield, and could be relocated to the south near the marina without loss in effectiveness. Demolition of the old Boat House and pier would improve aircraft safety.

Circulation and Parking

The Parking Study consulting team will address parking concerns; a contact was given to Pat for coordinating future visits for this part of the study. Generally, peak traffic occurs when NADEP (now FRC) changes shifts, between 2:30 and 4:30. There are no places to walk to for lunch, and the Air Ops Dept. would prefer that large restaurant is NOT located here to avoid further parking problems. They would ideally like to have a parking deck located in the area, possible where Building 8 was demolished, at the intersection of Enterprise and Wasp. The parking study team will follow up to research a proposed new garage at this location.

Other Issues and Opportunities

Generally, there is a concern among Air Operations that the base tenants are not familiar with safety zones and want to use undeveloped land for potential development. Also, there is a concern that when the S-3 squads vacate the older Hangars 113 – 115, other tenants will move into them, making it difficult to demolish these buildings and to improve airfield safety.



Opportunities for an expanded marina and new gym were expressed. The gym is part of MILCON project P-217 for FY 2010. An expanded marina could be included with the relocation of the Boat House.

The planning team conducted interviews of the individual Divisions of Air Operations, as follows:

Fuels

Currently, Buildings 231 and 2109 are inadequate. Some personnel are sitting too close to electrical transformers. The power supply to 2109 is inadequate. Fuels Division also needs administrative work stations for 14 individuals. They also need air conditioned storage for parts such as filters. This is part of a SRM project for a 3,000 square foot shed.

They have two 100,000 gallon tanks to store J5 fuel. They would like to switch to J8 because it's less costly, but the helicopters cannot use J8 fuel. They also need to construct a new tank to store the J8 fuel.

They are currently parking 10 trucks, but only have space for 9.

Maintenance and Terminal

Administrative work space is adequate with 3 offices, and 6 or 7 people working at any one time. They are located in Building 279 and 278, which are both adequate. They manage 3,000 passengers a month, but only 2 times a week. Passenger loading is either very busy, with about 300 people at a time, or very slow. They do not need facilities to handle all 300, since the remaining time the terminal would be empty.

They handle 945 tons of cargo a year, and all palletization occurs outside. Covered work space and storage for fork lifts would increase efficiency and longevity of equipment.

Transient Line

They have 2 civilians out in the field doing maintenance. They are sharing space in Hangar 117. They also share a space on the airfield with the Flying Club, but they usually have a plane in some form of repair stored in the shed, leaving little room for the Transient Line to store materials. They need a space to store parks, fork lifts and other equipment. They would like to have a facility for transient line personnel offices, transient customers' waiting room and maintenance space.

Administration

They have 4 personnel and need 3 offices, 1 conference room, 1 safe and 1 secure space. The current conference room is heavily used.

Boat House

They have 14 personnel, all military. They are located in Building 121. They have 5 security boats, and 2 search and rescue boats: two 40 foot boats, two 27 foot boats, one



26 foot boat, one 24 foot boat and one 21 foot boat. They do repairs in the boat house and have one bunk. They have one fuel tank outside the boat house which is supplied by the FISC site. The pier is not being used and is abandoned.

They do not need to be located near the air field. They need a dry repair space with a collection site for hazardous waste.

Ground Electronics Maintenance Division

They are located in Buildings 118, 118A, 203, 205, 207, 296, 935, 115, 776, 854 and 124. They have 2 vehicles, but they are not safe to operate; they use their personal vehicles instead. Need vehicles with covered trunk space for remote trips to Pine Hill Bombing Range.

If Building 118 is demolished, FACSFAC (Fleet Area Control Surveillance Facility) will have to be relocated. They do not need to be located in the same space as GEMD. It is possible that FACSFAC may be relocated to Virginia Beach or merge with Homeland Security in the long-term.

Airfield Facilities

Need 1.5 hangars, or 60,000 square feet of hangar space; space would preferably be in two different hangars for safety reasons. Need a 270 degree viewing from the air control tower. Need a ramp that all the aircraft can use; since the planes are getting larger, facilities should be planned to accommodate a 120 foot wingspan with 25 foot tip clearance.

Air Traffic Control

They have 62 personnel and 5 civilians. This includes 6 administrative staff and the commander. They are a 24 hour facility, and have 2 people at night and 10 during the day. They manage 68,730 operations a year. OLF Whitehouse is manned only when it's in use.

Meeting with HSWINGLANT and HSCWING (see sign-in sheet)

05 March 2008

HS-C squads are relocating to Norfolk by 2012. When squadrons at Mayport convert to HS-M, they will relocate to Jacksonville. The end strength of the helicopters will be up to 57 from today's 33. There will be 4 squads of 11 aircraft and 1 squad of 13 aircraft. All 5 squads will be located at NAS JAX by 2011. Their personnel requirements will be the same as today, so no pop. change is anticipated.

They will be located in the new hangar currently under construction. As the HS-C squadrons relocate to Norfolk, they will slowly be vacating Hangars 115 and 116, which currently have safety waivers.



They have 40 parking spots for the helicopters now. This is adequate because there will never be a time that all helos are located on base at any one time. Nine of the parking spots are in front of Hangars 116 and 115, but these may be moved beside 113 to avoid safety waivers.

Relocating the helicopter landing pads so they are visible from a new air traffic control tower is OK. If this is done, though, the refueling station should also be relocated. This will improve efficiency and reduce required personnel.

Each aircraft must be stripped and overhauled every 36 months. Since so many new aircraft are being introduced at one time, maintenance needs will grow quickly. They need AIMD (Aircraft Intermediate Maintenance Department) to be located very close by, ideally the next hangar. Their space must be separate from the squadron's space, but should be a close walk.

Meeting with SEACOMWINGLANT (see sign-in sheet)
05 March 2008

All Viking aircraft and squadrons will be decommissioned by summer 2009. The Weapons School and simulator space will be vacated. Hangars 113 and 114 will be vacated. They will also be vacating some storage space in Building 110.

T-34 training operation will be transferred to HS-M Command. There are 2 training planes that have hangar space in 113.

There are currently 60 personnel located in Building 850, but there are also other users in Building 850.

Meeting with Fleet Readiness Center (FRC), Rick Fitzgerald
Rick.fitzgerald@navy.mil
904.542.5990
06 March 2007

FRC Jacksonville is one of three overhaul centers in the country. Navy Depot (NADEP) and AIMD (Aircraft Intermediate Maintenance Department) were combined about a year ago, but FRC has not taken responsibility for AIMD buildings or equipment yet.

FRC (not including AIMD) is located in Buildings 724, 200, 200A, 480, 221, Hangar 1000, Hangar 140, 201 (engine test cell), 873 (engine test cell), 868 (painting hangar), 168 (Avionics). They house about 40 engineers in the two renovated barracks on Enterprise Road. They also have a small area in bay 16 of Building 110. Hangar 124 will be converted to FRC use when the helicopters relocate into the new hangar.

They lease a hangar, storage and administrative building at Cecil Commerce Field. This is not ideal but is required due to lack of space on NAS JAX. The administrative building



is leased for \$1, but the hangar is \$400,000 a year. The users at Cecil are fleet support engineers who do not need to inspect aircraft on the line.

2 MILCON projects, P-246A and P-250A, are planned to demolish older facilities and replace them with a new parts staging facility and ordnance operations facility. Rick will provide CADD plans showing equipment footprints and also the workload for both NAS JAX and Cecil Field.

FRC would ideally like to replace Hangar 101S. They would also like to replace Building 168, which would require finding space for their Avionics personnel. It would be ideal to build a new facility that could house Avionics, Cecil Field engineers, and the users in bay 16 of Building 110 into a facility closer to the main building. This could possibly go where Building 8 used to be. There may be a plan to build a parking deck here, so this should be confirmed. They would also like to demolish Building 2 and 101A and replace with a parking lot. This project may also be in the plans, so the planning team will check with Bob Cohen about this.

Meeting with CPRW-11, LCDR Mary Andrews

mary.andrews@navy.mil

904.542.2179 x139

07 March 2008

They have 15 enlisted personnel and 4 or 5 officers. They are located in Building 506 (along with NAVCOMTELSTA personnel), Building 126, and Building 659. It would be difficult to move people out of Building 659. The Mobile Operational Control Center (MOCC) is located in Building 848 with a simulator in Building 850. Combined Maintenance Operations (CMO-11) and Wing 11 maintenance are located in 3 hangars in Hangar 1000.

Ideally, all Wing 11 would be located in one building, preferably Building 850.

The new hangar project (underway now) may include the Fleet Support Facility. Parking for the new hangar includes 900 spaces, but the facility may employ nearly 1,600 sailors.

The Wing Training Team teaches 2 courses, one is an acoustic refresher for AWTIP and the other course is a requirement of all air crews. The course is 3-4 weeks long and includes full simulation every day. Each squadron must send all crews through the course every year. There are 32 crews, and each class is for about 9 students.

The P-8 may arrive slightly earlier than expected, scheduled for 2011. Each squadron will have 6 planes, and there will be about 5 or 6 squadrons in Hangar 1000. She is unsure of what the remainder of the hangar will be used for. But during the transition, the VP-30 squad will have to train both the P-3 and P-8 mission. Also, the VP-U1 will move into the new hangar, but could also fit into Hangar 30.



Additional base-wide comments included the desire for dedicated uniformed military parking spaces up front at the commissary, and more healthy food choices on base. Right now the Subway is one of the few fast choices, and they are always too busy. Also, Mustin Road is hard to cross because it is the main route from Yorktown Avenue to the south portion of the base.

Meeting with NAVCOMTELSTA, Buddy Hicks

Buddy.hicks@navy.mil

904.542.4250

07 March 2008

They are located in Buildings 506 and 27 where they maintain telephone and communication systems. They have a small space in Building 848 for EKMS on the 1st floor, and climate-controlled storage space in Building 339. FACSFAC still maintains the transmitter in Hangar 112.

They would like to co-locate the Operations Control center and the telephone switches. It would be hard to move out of 848 because they need to be near the flight line.

Attachments

Sign-in sheets for meetings (where more than one tenant attended)

NAVFAC SE

Personnel Attending:				Location of meeting: BLDG. 118	
Name				Project: NAS-JAX Master Plan + BFR	
Organization				Purpose of meeting: tenant internets	
Title/Position				Date/Time: 03 March 2008 / 1300	
Rank				Phone	
Email					
MASTER PLAN + BFR UPDATE					
ACCES Tim Altman	AIR OPS	BERT LCPO	E8	542 3153	timothy.Altman@NAVY.mil
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SKIP WERNER	"	AGEMO	GS-13	3877	SKIP.WERNER@NAVY.mil
LT SHAW	"	T-LINE, AGEAR	O-3	2-5530	eugene.shaw@NAVY.mil
LT. SCOTT MYERS	AIR OPS/TERMINAL	AMC TERMINAL	O-3	542-8166	SCOTT.A.MYERS@NAVY.MIL
ALAN Williams	AIR OPS/Fuel Farm	FAC. OPERATION SPEC.	GS11	904 542 3297	ALAN.R.Williams@NAVY.MIL
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CDR ROB SURGEONER	NAS JAX OPS	OPERATIONS OFFICER	CDR/O-5	904 542 3152	robert.surgeoner@navy.mil
CDR MARK SCOTT	AIR OPS	AOPS/ASO	CDR/O-5	904-542-2460	mark.c.scott@navy.mil
LT MIKE CHAN	AIR OPS	ADMIN O	LT/O-3	904 542-3153	michael.c.chan@navy.mil
BMC Darrell Washington	AIR OPS/BOATHOUSE	Boathouse DIVO	E7	542 2151	darrell.Washington@NAVY.mil

email form



**Tenant Interviews for NAS JAX Master Plan and Basic Facility Requirements (BFR) Update
18-20 March 2008**

Project POC's:	Sharon Hill	sharon.w.hill@navy.mil	757.322.4333
	CDR Chuck Lewis	chuck.lewis@navy.mil	904.542.2119 x128
	John Young	john.k.young@navy.mil	904.542.2119 x149
	Frank Lazarra	frank.lazarra@navy.mil	904.542.2119 x138
	Richard Dorrier	richard.dorrier@edaw.com	703.836.1414
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	Bill Wilbert	wcwilbert@tecinc.com	410.990.0299
	Bill Eddy	wjeddy@tecinc.com	540.722.9522
	Frank Fabian	ffabian@hsmm.com	757.306.6777

Meeting with iNFADS team, Bob Carter

(see sign-in sheet)

18 March 2008

The EDAW team met with the iNFADS team to coordinate tenant interviews and master plan building surveys with the property card updates. The iNFADS team has divided NAS Jacksonville into a grid system and systematically performs walk-throughs of buildings in each grid for their iNFADS updating. The iNFADS team is working on NAS JAX facilities until April 28th and planning on being back in June to finish building walk-throughs.

Meeting with NAS Jacksonville Safety Office, Ron Williamson and Lee McLaughlin

Lee.mclaughlin.ctr@navy.mil

904.542.8733

18 March 2008

The Safety Office is located in Building 1. The safety program at NAS Jacksonville is a federal requirement. The safety office has four business lines: 1) OSHA, 2) Explosives, 3) Traffic safety, and 4) Recreational off-duty safety. Motorcycle safety classes are one of the biggest with basic, experienced and sport-bike riding classes. They currently use a parking lot off Birmingham Avenue as their motorcycle range, but it would be helpful to have one specifically for that use, hard to keep out cars sometimes. Would be nice if this course was closer to Building 1. Safety training in Building 1 is more on-line training; need more of a setup with computers. Use the Navy College training office in Building 110 for computer training.

The Safety Office has 8 authorized positions and 2-3 contract positions. Three personnel are connected with the hospital for industrial hygiene/safety.



Mr. Williamson stated that he was not a supporter of mid-block crosswalks as pedestrians are less alert than when jaywalking. Crosswalks have to be included as part of a traffic signal. Accident problem areas include the Navy Exchange. Traffic problems include trying to take a left turn from Orange Park (check this), have to cross three lanes of traffic.

The sidewalks on Yorktown Avenue are also designated as bike lanes. Birmingham Avenue is wide enough for bikes until you hit Ranger Street, then street narrows. The Safety Office has been working with the City of Jacksonville and Duval County on pedestrian and bike safety but it is often unfeasible to bike or walk to the installation. No real pedestrian/bicyclist gate off US 17. City of Jacksonville runs the public transit. Special parking areas for carpools and vanpools have been tried but with little success.

Meeting with NJROTC, Barry Brockway

brockwaybd@training.navy.mil

904.542.8794

19 March 2008

Building 13 houses NJROTC. The NJROTC serves 56 high schools in Georgia and Florida. Colleges served include Jacksonville University, University of Florida, Savannah State, GA Tech, Morehouse, Clark, and Spellman Colleges.

There are two personnel with no mission expansion expected. More storage (not an Armory) would be useful for trophies and rifles. High school groups come and visit the base – normally 25-30 people, but can be as large as 75+ people. Facilities used on base include the Galley, Patriot's Point and billeting.

Meeting with Navy Brig, LCDR Mojica and Jeff Berk

dennis.mojica@navy.mil

Jeff.berk@navy.mil

904.542.3314

19 March 2008

Building 409 is a newer building built in 1990 built to American Correctional Association standards, includes kitchen and recreation areas. The building has two wings: one for a short-term prison population and one for a non-judicial punishment population. The building houses all prisoner services and the only one in the Fleet Concentration Area that houses female prisoners.

BRAC legislation states that the short-term prison facility will be closed by 2011 and transferred to Charleston, SC. Brig is also used as pre-trial confinement facility. After 2011 there will be no people or money to run pre-trial confinement.

There are spaces for 20 males and 5 females in the prison population. The CCU or Correctional Custody Unit will stay. There are spaces for 22 persons in the CCU.



CNIC owns the building, not sure what they will do after 2011 or what alternative use it might be put to. Can't mix military and civilian prisoners.

Building operates around the clock with 12-hour shifts.

55 total staff = 3 civilians, 51 enlisted (Navy), 1 officer

In terms of master planning, Brig officers use all MWR improvements on the base. Places that serve healthy food are desired versus those currently on base.

The long-term RV storage down the street from the Brig may need to be looked at, since there are some traffic problems getting to/from. The Brig does not have a parking problem; building is isolated from most of the rest of the base. Users drive most places such as going to the Hospital galley for lunch.

The Brig sits on the highest elevation of the base; the building is well-built and also serves as a hurricane shelter. Would be expensive to tear down because of reinforced/solid concrete walls.

Meeting with Naval Exchange, Marc Rodgers

(see sign-in sheet)

19 March 2008

NEX operates as a department reporting to the CO and not as a tenant. NEX has a board of directors for all project approvals. Projects are based on ROI (Return on Investment) analyses. NEX receives no Congressional funding. NEX pays its own bills and also contributes to funding for MWR projects.

Main buildings for administrative space include: 169, 170 (center section only), 523 and 554. Building 523 is considered inadequate. Other NEX buildings have been provided on a separate list and include snack bars in other buildings (VP-30, Hospital, Hangar 1000 and FRCSE) and the gas station. NEX uses the DEERS system to determine demographics of customers within a 20-mile radius of NAS-Jacksonville.

NEX recent planning/construction activities include a new Home and Garden store and an addition to the Naval Exchange. The Home and Garden store will be moving from its present location adjacent to the auto service center to the corner of Child Street and Birmingham Avenue south of the Post Office: (Project Number N251302). The addition to the Naval Exchange will be on the southeast side of the current building, expanding the current stockroom (Project Number N450504).

MWR tenant views MWR facilities as good and seem to be adequately funded. The boat ramp is in need of repair however.



Traffic is a big problem in the morning, lunch time and evening as everyone drives. About 6 NEX employees take advantage of transit to get to/from the base. Parking at the Navy Exchange is adequate and sized for the holiday peak. The parking by the VyStar credit union is little used. Their number one busy day is Saturdays. They would like to have the Post Office parking. The hospital pharmacy took some parking.

The Birmingham gate was closed due to lack of funding to man the gate. Child Street should be considered for widening from 2 to 4 lanes to accommodate hospital traffic.

CNG should be considered as an alternative fuel, and the Gas Station is looking at adding a CNG pump in the future.

Meeting with NLSO SE and RLSO SE

(see sign-in sheet)

20 March 2008

NLSO SE and RLSO SE occupy Buildings 4 (with one courtroom), 919 (Region HQ building) and 1. RLSO also occupies space at NAS-Mayport. NLSO SE and RLSO SE are expecting a little bit of growth over the next two years. Although growth is a moving target, the space needs are probably close to what they currently have. They are considering flip-flopping space with Jax and Mayport.

There are also four legal assistance lawyers scattered throughout the southeast that are considering consolidating at Jax/Mayport.

Personnel loading is included on the BFR questionnaires.

In regards to planning, improvements need to be made to the fitness facilities. The Army (Hunter Army Airfield) has better facilities. Needed additions and improvements include tennis courts and child care facilities. A higher priority should be placed on child care than is currently.

The discussion on circulation and parking focused mostly on wheelchair access/mobility to the courtroom. The front door structure and metal detector block easy access to those in wheelchairs. Jurors/members/customers park in NADEP/FRCSE marked spaces across the street from Building 4. Detainees do not have a special entrance are not separated from jurors/members/customers.

Tenants drive to most all locations on the base other than the Subway which is close enough to walk to.



Meeting with NECE

(see sign-in sheet)

20 March 2008

The Naval Entomology Center of Excellence occupies three buildings on the base: 927, 937, and 947. Building 947 is/are temporary trailers that NECE is using for a 3-year time period.

NECE works closely with the Naval Hospital who reviews requirements. Latest requirements were provided separately. No MILCON projects are likely until 2011. Requirements are based on DOD TMA space criteria.

NECE is a joint program with USDA and they support the Defense War Fighting Plan testing insecticides and application of pesticides – part of the Armed Forces Pest Management Board.

MWR improvements needed according to NECE tenants include resurfacing the track across from Building 927. The Perimeter Road is not a good PT route as there is a lack of parking nearby. Friday morning's PRT (Physical Readiness Test) uses the concrete platforms out by the warehouses. Cushioned platforms are needed. The solar-powered lights run out before dawn when personnel are doing PT.

NECE has classroom and laboratory instruction every month; classes are one to four weeks in length. Other tenants such as NADEP/FRCSE use the NECE classroom. When classes are held, attendees use an un-used ballfield or the parking lot at PSD down the street for parking.

NECE tenants walk to the PSD, Navy Exchange; the Post Office and other locations are drivable locations. However, there is no crosswalk in front of the NECE building and no sidewalks on the side closest to NECE. Would be better to have a crosswalk to get to the sidewalk on the side of the street where PSD is located.

The MWR path across the street needs to be wider with better drainage and maintenance – seems to get washed out from time to time.

Meeting with Naval Hospital, Larry Forbes and CDR Tim Barnes (BUMED-NAVFAC)

Larry.forbes@med.navy.mil

Timothy.barnes@med.navy.mil

20 March 2008

The Naval Hospital has a 66-acre campus on NAS Jacksonville and does not operate as a typical tenant; the land is owned by CNIC and BUMED performs all the maintenance of buildings and grounds. However, they are in the business of health care and are trying to get out of the maintenance of non-health-related facilities such as sidewalks.



The NAS-Jacksonville Medical/Dental Clinic (Building 2005) expanded recently. A MILCON 2005 project to expand the hospital had to be re-scoped and re-bid since it was over budget. A three-story North Addition is planned. Karen Suggs can be contacted for providing some of the requirements for the Naval Hospital which she updates every 3 years.

Building 950 is also the drive-through Pharmacy of about 4,000 square feet.

BRAC 2009 is closing clinics in Athens and Atlanta – seven of the offsite clinics in Georgia and Florida that the Naval Hospital in Jacksonville runs.

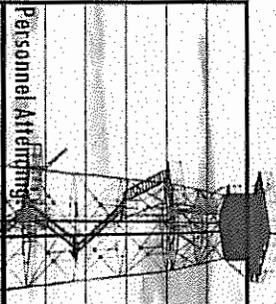
Overnight visitors to the hospital can stay at the Navy Lodge, the BEQs or MWR cabins across the street; otherwise they stay outside the base. The MWR cabins seemed to appear suddenly and were not well coordinated with hospital personnel. Another new project that may cause traffic problems is the new Child Development Center planned to accommodate 300 children. Braun Avenue is currently problematic for cut-through traffic and potential pedestrian/vehicle accidents. Braun Avenue will be the likely access road to get to the new Child Development Center from the Main Gate instead of Mustin Road.

Hospital users drive to other facilities elsewhere on the installation, but the hospital galley is heavily used at lunch time by both employees, patients, and other NAS-Jax tenants.

Attachments

Sign-in sheets for meetings (where more than one tenant attended)

NAVFAC SE



NAVAJACKSONVILLE

Location of meeting: NAO-Jax Bldg 24
 Project: NAO-Jax Master Plan/BFR
 Purpose of meeting: NAVFAC
 Date/Time: 18 March 2008 1300

Name	Organization	Title/Position	Rank	Phone	Email
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MASTER PLAN + BFR UPDATE

Pat Peters	EDAW	Dr. Associate		404-840-5339	pat.peters@edaw.com
John Young	DWD-NAVFAC	Civil Engineer		904-542-2119	John.k.young@navy.mil
Don Boyd	PAIDNAVFAC	Programmer's Analyst		904-542-2119	Don.Boyd@navy.mil
Don Tower	NAVFAC PWD	Planning		904-542-2119x125	Don.Tower@navy.mil
BARRY MATTHEWS	NAVFAC SE	PROGRAM MANAGER		904-542-5455	Barry.Matthews@navy.mil
Carl Schneider	NAVFAC SE	Assistant Proj. Mgr		904-542-3358	carl.j.schneider1@navy.mil
Chuck Oberer	NAVFAC SE	PLANNING + PROJ MGR		904-542-2119x127	chuck.oberer@navy.mil
Tom Bealton	NAVFAC SE	CONSTRUCTION PLANNING		904-542-	Thomas.G.Bealton@navy.mil
Roy Matthews	NAVFAC SE	Proj. Mgr		904-542-5166	Roy.Matthews@navy.mil
Bob Carter	NAVFAC SE	HEADS TEAM LEADER		904-542-5120	Robert.E.Carter1@navy.mil
Frank Lazzara	NASTAX PWD	Engr Planner		904-542-2119 X138	frank.lazzara@navy.mil
Tony Solomon	NASTAX PWD	ENGR. Tech		904-542-2119X155	tony.solomon@navy.mil
Ronald Darnin	ES&I	Finance		703 834 1414	ronald.darnin@esand.com



Tenant Interviews for NAS JAX Master Plan and Basic Facility Requirements (BFR) Update
24-27 March 2008

Project POC's:	Sharon Hill	sharon.w.hill@navy.mil	757.322.4333
	CDR Chuck Lewis	chuck.lewis@navy.mil	904.542.2119 x128
	John Young	john.k.young@navy.mil	904.542.2119 x149
	Frank Lazarra	frank.lazarra@navy.mil	904.542.2119 x138
	Richard Dorrier	richard.dorrier@edaw.com	703.836.1414
	Pat Peters	pat.peters@edaw.com	404.870.5339
	Bill Wilbert	wcwilbert@tecinc.com	410.990.0299
	Bill Eddy	wjeddy@tecinc.com	540.722.9522
	Frank Fabian	ffabian@hsmm.com	757.306.6777

Meeting with US Customs and Border Patrol, Deputy Director Jim Boutte (see sign-in sheet)
24 March 2008

Agent Boutte delivered a briefing on the Mission and plans for future work as part of DHS. Numbers of aircraft provided. All boat operations will be out of Mayport. Aircraft can fit into existing hangar. Space on tarmac is reserved for Customs.

- *ACTION ITEM* – TEC to determine area of tarmac reserved for Customs.

Meeting with NAS Business Manager, CIV Pam Busch
Pamela.m.busch@navy.mil
904.542.4480
24 March 2008

Responsible for Budget execution, BRAC, Operations, Administrative, and Workforce data. All USMC efforts moved to Blount Island. There is no Photo Lab requirement.

- *ACTION ITEM* – NAS will provide Military loading as of 31 December 2007 (received).

Meeting with Public Works Department (see sign-in sheet)
25 March 2008

They have ___ staff in Building 27. There is a contradiction in BOSS Contract and BFR process. PWD does not provide additional space needs or facilities for the contractor beyond what's provided by the base so this additional requirement is not tracked through the BFR process. The BOSS Contractor is responsible for all utilities, plumbing, AC, etc. This contract is old and dates back to the 80s. A list of contractor personnel numbers was sent to us - this is confidential information.



Frank Lazarra hopes that the Master Plan will incorporate all planning activities going on base-wide. He is interested in knowing the plans of the hospital, housing, MWR, FRCSE (Bob Cowen), etc.

Hurricane preparation is a storage category code. They have 14 generators. Need additional gear. Point of Contact is Don Boykin

Stormwater management is a major concern. Have plans for using reclaimed water and already have various grants to form a project. Need to update planning documents to include stormwater facilities like retention, detention and swales. Need funding for maintenance of these after they are constructed.

The planning team mentioned the desire for a Pedestrian Circulation Plan. Frank also discussed the CADD facility plans. He is working on updating the list with Sharon Hill, and would like the computer plans to provide category code info by room, not just building (this issue needs to be worked with Sharon and NAVFAC contracts).

- *ACTION ITEM* – Determine how trailers provided by BOSS Contractor but necessary for PW support operations are handled by BFR process.
- *ACTION ITEM* – Determine how Hurricane Response Staging is handled by BFR process.
- *ACTION ITEM* – Determine how Storm Drainage ponds and Swales are handled by BFR process.

Meeting with Fire Department and Crash and Rescue, Chief Fred Lanier

Fred.lanier@navy.mil

25 March 2008

They have 70-80 personnel located in Buildings 105, 836, 165, 1 and 193.

They have 2 bays in Building 105; I.P. Hill (BOSS Contractor) is located in other 8 bays. This building does not meet their needs; they are parking trucks outside. Does not meet drive-through requirements; need space to sleep 13.

Building 836 is on the airfield, which is a safety violation. They cannot meet their three minute required response times at the seawall fueling station, so they send a truck out to the station every time it's used. (Refer to March 5 interview with HS Wing Command.) Does not meet drive-through requirements; need space to sleep 14.

Building 165 is the Fire House in the housing area. This building is adequate. Could use two more bunks for long-term needs. Building 1 houses five fire prevention inspections officers. They have a burn building/training and fuel pit on airfield. Warehouse 193 is storing a lot of non-fire equipment such as household appliances. This space is full with gear and other materials.



They are required to do HAZMAT response, air and structural fire suppression, and water rescue/ response. They must borrow security boats to do this - need their own boat. (1 boat; add to marina requirements). They are responsible for disaster response. Emergency Generator capacity not adequate for Fire Dept.

They do not have a ladder truck able to reach tall buildings on station. City fills this need.

Discussed future project to consolidate Fire with Crash & Rescue at the Flight Line.

- *ACTION ITEM* – Determine how Hurricane Response Staging is handled by BFR process.
- *ACTION ITEM* – Ensure projects are added to BFR process.

Meeting with FRCSE, CIV Stan Garrison.

25 March 2008

Rick Fitzgerald unavailable. Discussed October 2006 update of BFR data – seems that FRCSE did the update and the data is valid.

- *ACTION ITEM* – FRCSE to provide CADD Floor Plan drawings
- *ACTION ITEM* – FRCSE to verify AIMD locations and floor plan areas.

Meeting with Weapons, LT David Fowler

David.fowler@navy.mil

25 March 2008

Responsible for magazines, weapons disassembly, and pyrotechnics. Do not do UXO/EOD. There are no ranges on NAS. 49 Military and 10 civilians. Toured the Magazine Area.

Meeting with NMCB 14, BUC Hoffman and BU1 Fizer

Erwin.hoffmann@navy.mil

904.542.5242

26 March 2008

Discussed operations and projects in detail. They have nine Active Duty and 565 reserves. NMCB 14 is Reserve Battalion but always has 100+ man operational Detachment in the field overseas. Warehouse holds deployment gear. There is a project that NMCB will start shortly to build 2-story PEB administrative building to replace old metal buildings. Have construction vehicles. Needs covered storage. Also need additional parking – 100+ personnel at facilities on weekends.

- *ACTION ITEM* – Determine how Reserves support operations are handled by BFR process.
- *ACTION ITEM* – Ensure projects are added to BFR process.



Meeting with CBMU 410, ENS Neal

Lawrence.neal@navy.mil

26 March 2008

New Warehouse/Storage PEB underway. There is a project that CBMU will start shortly to build 2-story PEB administrative building to replace old metal buildings. Need additional parking.

- *ACTION ITEM* – Ensure projects are added to BFR process.

Meeting with NAVFAC SE, CIV Robert Carter

Robert.e.carter1@navy.mil

904.542.5120

26 March 2008

Discussed 2004 update of BFR data – seems that data may be valid but never entered into system.

- *ACTION ITEM* – EDAW/ TEC to update 2004 data in current BFR effort.

Meeting with Training Officer, CDR Ellis Bowler

Ellis.bowler@navy.mil

904.542.3998

26 March 2008

CDR Bowler in meetings and not available. Staff provided data on training.

Meeting with Air Operations Facilities, CIV Bill Meyer

Bill.meyer@navy.mil

904.542.3176/39421

Reviewed BFR facility data and resolved questions and issues.

Attachments

Sign-in sheets for meetings (where more than one tenant attended)

NAVFAC SE

 Personnel Attending:		Location of meeting: Public Works Department			
		Project:			
		Purpose of meeting:			
		Date/Time: March 25, 2008 9am			
Name	Organization	Title/Position	Rank	Phone	Email
MASTER PLAN + BFR UPDATE					
Robin Cailloux	EDAW	planner	CIV	404.870.5339	rdan.cailloux@edaw.com
Bill Eddin	TEC Inc.	"	"	404.327.5202	wjeddn@tecinc.com
LCDR BALDWIN	PWD FEAD	FEAD	LCDR	904.542.5571 X233	joel.baldwin1@navy.mil
Peter Clinton	PWD UIC	SWK	CIV	904.542.3125	petrclntn@navy.mil
DOUGLAS HATCHER	PWD TRANS	Supr	CIV	904-542-3125 X3200	douglas.hatcher@NAVFAC.mil
Andy Stone	PWD PWD	DPWD (ACTING)	CIV	904-542-2132	andy.stone@navy.mil
Frank Lazzara	PWD Plan	Plan + Proj Dulp	CIV	904-542-2119 x138	frank.lazzara@navy.mil
John Young	PWD Planning	Civil engineer	CIV	904-542-2119 x149	john.k.young@navy.mil
BILL RASPET	ENV	P2	CIV	904-542-4229	billorasp@navy.mil
HANK TUROWSKI	TEC INC	PM	CIV	206.595.1907	hankturowski@tecinc.com
Don Boykin	PWD	Regis. room to	C2V	904-542-2717 X137	Don.Boykin@navy.mil



**Tenant Interviews for NAS JAX Master Plan and Basic Facility Requirements (BFR)
07-09 April 2008; 22-23 April 2008**

Project POC's:	Sharon Hill	sharon.w.hill@navy.mil	757.322.4333
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	CDR Chuck Lewis	chuck.lewis@navy.mil	904.542.2119 x128
	John Young	john.k.young@navy.mil	904.542.2119 x149
	Frank Lazarra	frank.lazarra@navy.mil	904.542.2119 x138
	Richard Dorrier	richard.dorrier@edaw.com	703.836.1414
	Pat Peters	pat.peters@edaw.com	404.870.5339
	Bill Wilbert	wcwilbert@tecinc.com	410.990.0299
	Bill Eddy	wjeddy@tecinc.com	540.722.9522
	Frank Fabian	ffabian@hsmm.com	757.306.6777

Meeting with MWR, John Bushick, Director; Mark Craig, Facility Manager

(see sign-in sheet)

07 April 2008

Two main focus areas for facility improvements are (1) Fitness and (2) Liberty program. The Liberty Program is for those aged 18-24 and provides an alcohol-free environment with internet access, pool tables, etc. MWR is a NAS JAX base department reporting to CAPT Scorby. Group discussed different MWR facilities, as follows:

CAT A facilities:

- New Fitness Center is proposed (P-217); now planned for 2015 (delayed from FY09)
- MacAffrey Softball Complex has drainage issues, need plan to remove standing water
- Existing running track is substandard – poor surface and not standard size. A new running track is proposed as part of the Fitness Center project (P-217)
- Tennis Courts – # of courts is adequate
- 50 M outdoor swimming pool – provides family recreation, lap swimming, and training needs
- Little League – base maintains fields for Navy Ortega Little League; program runs from Feb to mid-July
- MWR uses the Perimeter Road for PRT training which provides a measured 1 ½ mile run. It's not a loop system.
- New multi-purpose fields are being planned near golf course and Child Street (need layout for this).
- Landfill near weapons storage area has been capped, hope to keep area as green space and allow unorganized activities in that area
- No Special Projects planned

CAT B facilities:



- New Child Care facility is proposed (P-192); planned for 2009. Will provide 301 child capacity. Similar to NAS-Oceana design.
- Youth Center – provides after school youth care for ages 6-16. Also used as a satellite fitness center for family housing area.
- Info/Ticket Tours office (ITT) – in Navy Exchange
- Auto Skills Center – meets needs. Consolidated with MWR vehicle maintenance. This is an older facility that will need renovation soon.
- Recycling Center – needs renovation.
- Outdoor recreation – gear rental is by marina and marina manager runs both facilities.
- Marina provides 100 dry boat storage area, 59 slips and 80 buoys for mooring. Will need to renovate this in future; Seabees did recent work to repair storm damage.

CAT C facilities:

- RV Park – need to upgrade hook-ups. RV Park has 50 spaces (full, partial or limited hook-ups). Would like to expand at current location but some objection from Base Chaplain. Occupancy is 78% occupancy/year.
- Car Wash - separate facility from NEX
- Golf Course – 27 holes. New clubhouse. New golf maintenance facility is being built by Seabees; would also like use old weapons facility for golf maintenance.
- RV Storage – by BRIG. Also store boats in this area.
- All Hands Club – Brewhouse. New Club is planned in FY09 on gym and bowling alley parking lot (between Saratoga Avenue and Gillis Street). Also looking at Birmingham Avenue and Gillis Street site.
- Bowling Center – renovated 2 years ago. Kitchen and HVAC still need upgrading.
- Skeet Range – ok as is. Environmental restrictions on expanding.

MWR would like more 'X' type facilities for younger personnel (skatepark, BMX, etc.). Possibly some of this could be provided in new multi-use field area on Child Street.

The Archery Club uses Jacksonville City Park outside the base. The Flying Club has a facility in the runway area which is older and needs renovation or a new facility.

MWR supports project to use grey water for irrigation system (being worked on by PWD). They would also like to see individual boilers used to replace/demo steam line.

BFRs from MWR RSIP are still valid. Population numbers will not change a lot with new personnel coming in and others going out. MWR is already planning for upgrades that will meet any potential population increase (new Child Care Facility, Gym, etc.).

Planned project list and questionnaire were provided. Len Dickenson at PWD is contact for current MWR facility list, 1391s, etc. MWR can provide information on NAF facilities but these are planned by Millington staff. Mark Craig provided a MWR Brochure, map and a site tour.



Meeting with Navy Band, LT Ken Collins, MUCM James Malmgren

ken.collins@navy.mil

904.542.5626

james.malmgren@navy.mil

07 April 2008

The Navy Band currently has 45 PN – 44 enlisted and 1 officer. They hope to expand from a Regional band to a Fleet Band which will have 58 PN and 2 officers – this is 10-year plan for NAS-Jax. Currently Fleet Bands are at Pearl, San Diego and Naples.

Building 12 is the only band facility. This is an older facility, a former BRIG and in poor condition. In 2005, the building was partially renovated but still needs major renovation or demo/replacement. Building has lead paint, poor HVAC, rehearsal room is undersized for number of band members and lack of storage space. Storage space is scattered throughout building. Previous brig holding cells are used for practice rooms.

Building is approximately 10,000 SF. Parking is adequate for POVs and van/equipment truck and is proximate to building. Practice time and event time hours vary so parking is almost always available. Band members usually drive everywhere as they have gear or need to keep shoes and pants clean for performances.

Theater on base is old and needs replacing. Currently there is no large auditorium or large meeting space at JAX for concerts, all-hand functions, etc.

The housing on base is good, although it is aging and out of date.

Traffic flow on the installation is pretty good. There may be parking issues behind Building 4 – the parking lot is shared between NADEP/FRCSE and NLSO.

Meeting with DDJF, Charlene Padgett

charlene.padgett@dla.mil

904.542.0176

07 April 2008

Distribution Depot Jacksonville Florida (DDJF) handles distribution for supply/logistics function at JAX (FISC, etc). DDJF distributes goods to both on- and off-base locations and serves all DOD, not just Navy. Defense Logistics Agency (DLA) is their command. Distribution is contracted out to EG&G/URS and DDJF oversees the contract. DDJF has 12 administrative PN; EG&G provides contractor personnel doing work.

Charlene Padgett provided a current building list with square footages. DDJF buildings include 108, 109 (partial), 110 (partial), 184, and 790 in North Area (near flightline), and 151, 152, 153, 162, 163, 164 (partial), 171, 175 (partial), 176 and 234 in South Area (warehouse area). They also have some facilities at Mayport. Some of these Buildings are National Historic Eligible – 109, 110, 162, 163, 164 (confirm this with PWD). NADEP/FRCSE is DDJF's largest customer so it is ideal to be close to the flight line.



Buildings generally are in good shape and DLA has provided renovation money to upgrade their facilities. Currently, facilities meet their needs. In the long-term, may need a new general purpose warehouse in South Area (site near 175); DLA will justify this requirement and provide funding. In general, DLA provides requirements for DDJF. We provided older BFR data for DDJF to update; Charlene will work with DLA to provide this information. There is a BRACON project to provide a modular building in warehouse area (adjacent to Building 171) for contractor for shipping and receiving administrative personnel – approximately 5,000 SF. This has not been approved yet. Craig Hitt and Len Dickenson are PWD contacts. Pete Fludovich at DDC Mechanicsburg may also have supporting information.

In terms of circulation, all incoming trucks use commercial gate and Allegheny to go to warehouse shipping and receiving (Building 175) first. Then parts and supplies are delivered by truck to FRCSE, etc. or off-base locations. Army Reserve building has poor circulation since the nearest gate has been closed. Parking is OK except around 108, 109 and 110. NEX food service was closed in 110; they would like a food service there to serve people in 110 and adjacent buildings.

Meeting with Housing, Michael Herbert and Patty Wheeler

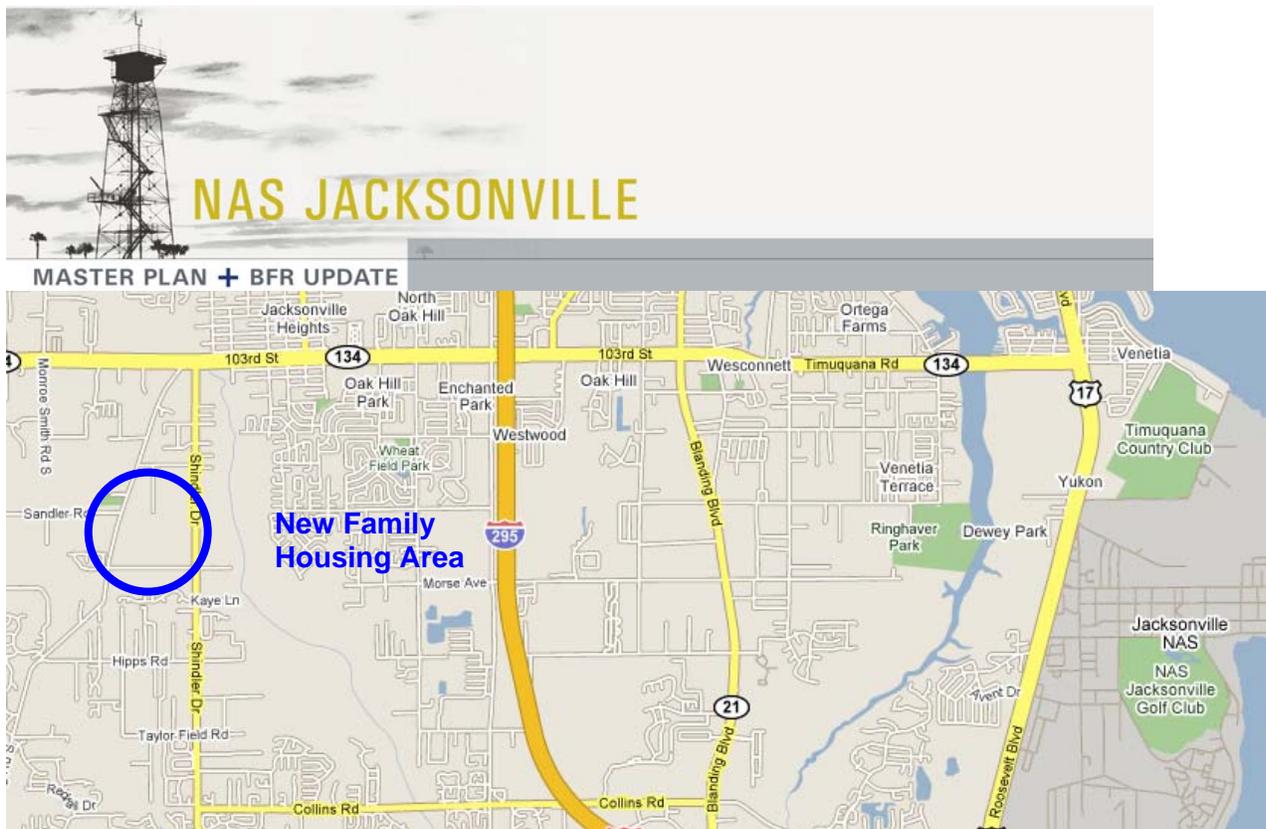
Mike.herbert@navy.mil

904.542.2996

07 April 2008

The Housing office manages military family housing, bachelor housing, and visiting quarters. The office is staffed by five government civilians and three GMH (Family Housing contractor) personnel. When GMH completes a new Community Center it will move its personnel there.

Family Housing: Recent Housing Market Analysis determined that NAS Jacksonville requires 533 units. They currently have 338 units on base at Patriot's Point; this will be reduced to 303 units. They currently have 195 units at Yellow Water (Cecil Field); this will be replaced by 230 units at a new site purchased by the housing contractor. The site is depicted on the map below.



Bachelor Housing: Bachelor housing is located in buildings 822 and 846. Building 822 has 586 rooms and building 846 has 251 rooms and all rooms are in a 2+0 configuration. Navy policy is to house E4s (with less than 4 years service) and below. No bachelor housing is authorized for higher ranks, however it is made available on a space-available basis to “geographic bachelors” of various ranks whose dependents are located elsewhere.

Mr. Herbert believes there will be no net impact on the amount of bachelor housing required due to BRAC relocations or aircraft conversions. The R-19 indicates there are no requirements for additional bachelor housing. Consequentially, a project to construct new deficit housing was disapproved by CNIC. There are no DoD projects to convert the existing bachelor housing to 1+1 configuration.

While housing is under federal control now, NAS Jacksonville will be a test-site for privatizing bachelor housing at which point they will be converted to the 1+1 standard.

Visiting Quarters: The VQs consist of buildings 11, 844 and 845. Building 11 has 111 rooms, Building 844 has 111 rooms and Building 845 has 103 rooms. There is an unfunded project to demolish Building 11 and build a replacement VQ containing 100 rooms. The housing manager did not believe there would be any VQ deficits in the near future.

Meeting with NAVFAC SE, Sue Brink and Joe (Betty) Kersey

Susan.brink@navy.mil

904.542.5140 x2130

904.542.5140 x2138

07 April 2008

Administrative: NAVFAC SE is the new regional organization overseeing facility maintenance, repair and construction in the Southeast region. It is comprised of the old SouthDIV, PWC JAX



and Engineering. NAVFAC South closed under BRAC and relocated its positions from Charleston to Jacksonville. NAVFAC-related personnel in Jacksonville are increasing by 554 plus some interns for a total of approximately 600. To accommodate these additional 554 BRAC personnel, building 903 is currently under construction. Buildings 2, 13, 103, 135, 902 and a small part of 919 (15 NAVFAC personnel) are currently being used by NAVFAC. They will be moving out of building 2 and there are future plans to demo building 902 but there is no project to do so. Building 902 is not historic.

Parking: Parking will be an issue. The MILCON project to construct building 903 does not include any parking for the occupants of that facility which is on the south side of Yorktown Avenue. The industrial functions on the north side of Yorktown Avenue already use south side parking areas as overflow parking, thus finding space for additional building parking and other user demand will challenge availability.

Other planning issues: The staff believes there are general base concerns regarding non-smoking outdoor areas. Pavilions were constructed ad hoc to provide a break location for smokers. Non-smokers feel there are no equivalent facilities for them.

Also the staff would like to see more pedestrian pathways through out the base. Sidewalk and parking lot maintenance seem to be lagging. This is especially important to them since they walk among several NAVFAC facilities and crossing Yorktown Avenue may be a safety issue. A walking path is being included as part of the new Building 903.

Meeting with the Religious Ministries staff, CDR (Ch) Felder, and RPCS (FMF/SW) Steven Crowder (Senior Chief)

Steven.crowder@navy.mil

904.542.3051

07 April 2008

The chapel function provides religious services for the local base and retiree population which has totaled a maximum of 600 at one time. It is located in buildings 750, 751, and 752. Appearing to be one facility, the administrative area connects to two different chapels, one being Protestant and the other Catholic. Religious Education is located in building 749.

Building 749 is in decent condition, but the chapel complex was built in the 1940s and is in need of serious repair or demolition. The chapel complex is eligible for the historic register (but not on the register as confirmed by PWD staff). This makes repairs expensive to accomplish and they have historically been insufficient. Extensive wood damage exists originating from termites and water. The roof of one chapel recently failed and there is risk of a large stained glass window falling out due to deteriorated framing. The siding is transite, also expensive to replace.

The chapel staff would like to tear down the entire chapel complex and replace it with one multi-denomination chapel supported by administration. This is legally possible while being eligible for the historical register.



Administrative: The chapel staff has eight authorizations plus three volunteers (a counselor and two directors of religious education) and a contract musician. The base often uses their fellowship room and religious education facility to hold large functions. The chapel in the hospital is manned and operated by the hospital. Hangar 1000 has office space used by the CPRW-11 wing chaplain.

The staff believes they have sufficient quantity (if not quality) space.

Parking: The chapel has dedicated parking which is sufficient except during large functions at which time personnel park on the grass.

Meeting with Army Reserves, MSG Richard Cox

richard.cox@us.army.mil

904.542.3422

08 April 2008

Army Reserves is in the Armed Forces Reserve Center (Building 938) near Hwy 17. They have 4 units with the following personnel:

1. 345th Combat Support Hospital: 20 staff and 700+ reservists
2. 2500th Military Intelligence Group: 3 staff and 100-200 reservists
3. Army Reserve Element (ARE) CENTCOM: 1 staff and 12 reservists
4. Three Medical Detachments (1878th, 1979th and 1997th): 1 staff and 30 reservists

Army Reserves occupies approx. ½ of Building 938. They are mostly self-sufficient but coordinate with the hospital and use their galley. Building 938 is OK now while units are deployed but undersized when they return. Also there will not be enough parking. There is consideration for an additional hospital training facility near the Reserves Center. Also, a new MEPS Center is being discussed near the Reserves building that has access to off-base (this is an enlistment facility for civilians). Access is poor since the closest gate to the Reserve Center have been closed.

A separate Reserves function - Army Maintenance Support Activity (AMSA) 44G - occupies Building 939 and large vehicle yard next to Building 938. They provide maintenance for vehicles from the larger SE area. Contact is Craig Cherry.

Meeting with Navy-Marine Corps Relief Society, Dave Faraldo

David.faraldo@nmcrs.org

904.542.3515

08 April 08

The Navy-Marine Corps Relief Society (NMCRS) is located in Building 13, adjacent to the Yorktown Gate. Building 13 is not historic. The staff consists of five full time employees and five volunteers at any given time, drawn from a total volunteer force of 50. NMCRS is a non-profit charitable organization that provides financial, educational or other assistance to active duty Navy and Marine Corps personnel, retirees and dependents.



The organization has the potential for expansion at NAS JAX, and should be able to accommodate an additional staff member within its current facility. NMCRS is a consolidated maintenance organization (CMO) for which manpower is dictated by case load. There are currently vacant spaces within Building 13, and the building is in fairly good condition but is not ADA compliant (no elevator access to the second floor). Parking is adequate for the Relief Society, but some conflict exists with occasional overflow parking for those unable to take their vehicles on base and the temporary tax assistance service offered out of Building 13.

Meeting with Security, Glenn Williams, Director

Glenn.c.williams@navy.mil

904.542.0969 x124

8 April 08

Facilities: The main police station is located in Building 876, the pass and ID office is located in Building 9 at Yorktown Gate, and dispatch is located in Building 875. Security also makes use of a portion of Warehouse 170 and operates the impound lot behind the Auto Mall on Birmingham Ave. The arms range in Building 938 is also run by security. Kennels for the six military working dogs are located in back of Building 876.

Personnel:

Daily personnel:

- 73 civilians
- 41 military

Supplemental personnel:

- 40 reservists
- 95 auxiliary security personnel (average of 12 on any given day). The AS personnel are held in reserve and drawn upon on a daily basis due to manpower deficiencies. AS forces are assigned to the hospital or placed on patrol. They do not have law enforcement authority but can perform sentry duties.

Gates: Security operates three gates at NAS JAX:

- Yorktown (Main) Gate, open 24/7
- Birmingham Gate, open 0500–1730, Monday-Friday
- Commercial Gate (Truck traffic only), open 0500–1730, Monday-Friday

Plans are in place for installation of an automated system at all three gates, to include bar code readers and gate arms, with the intention being to reduce personnel requirements.

Vehicles:

- Squad cars (6 Impalas, 6 Explorers)
- 3 Unmarked sedans
- Pickup trucks
- 2 Passenger vans
- Forklift



- Command post vehicle (converted bus)

Traffic and Parking: The intersections of Yorktown Avenue with Mustin Road and Gillis Street are considered the most problematic in terms of number of accidents. Also, the Commissary/NEX, hospital and BEQ parking lots have experienced some traffic accidents.

The Security Dept. works with Safety to change the lane designations on Yorktown Ave. and Birmingham Ave. The traffic computer is located in the Security dispatch facility and the lane lights are controlled by a box on Yorktown Ave. Traffic and parking tickets are handled through the Security Dept. traffic court. Tenant commands have their own parking lot monitors and are able to issue tickets. Security holds sole towing capacity. Towing is contracted out, Security does not own a tow truck.

Training: Security provides self defense training twice a week, four times a month in its Building 876 classroom space, and Auxiliary Security Force (ASF) classes quarterly for 20-30 students. The ASF course is open to the base as a whole, and is well utilized.

Other Plans/Changes: The Weapons Dept. at NAS JAX will be incorporated into the Security Dept. and the Weapons Dept. range and all personnel will shift to the Security Dept., with the need for additional personnel expected. Security is in the process of producing an updated AT/FP Plan for NAS JAX, to be completed in spring 2008. Portions of the plan are for Security Dept. use only.

Personnel drive on the installation because they are on-call and need to be near their vehicles. The most used MWR facilities include the gym, marina, golf course, chief's club, brewhouse and NEX.

Meeting with Fleet and Family Support Center, Carolyn McCorvey, Director

Carolyn.mccorvey@navy.mil

904.542.2766 x161

8 April 08

The Fleet and Family Support Center (FFSC) provides counseling and training opportunities on topics ranging from new parent support to financial planning, deployment readiness, and a range of other social services. The caseload handled has expanded substantially in recent years. The JAX FFSC also supports two activities in Orlando and the ROTC program at Florida State, and leads programs at Blunt Island and Cecil Field.

Personnel: The JAX FFSC currently has 39 staff and is authorized for seven additional billets under the POM-10. In addition to FFSC staff, three WorkSource personnel and four Retired Affairs Office (RAO) personnel are co-located with the FFSC in Building 554.

Facility: The NAS JAX FFSC occupies a portion of Building 554. The organization has undertaken an extensive interior renovation of its space and plans to construct an addition to provide office space for an additional seven billets. CNIC special project funds have allowed the FFSC to perform renovations as well as planned parking lot and lighting improvements. FFSC



often has nighttime programs with female instructors and attendees. Due to program and personnel expansion in the interim, the facility is expected to be undersized by the time the POM-10 personnel join the organization.

FFSC has large and small classroom spaces for training programs and partners with the Youth Center for use of the gym. FFSC could make use of another large classroom space due to occasional scheduling difficulties.

Parking and Traffic: Parking is adequate for the FFSC employees and clients, although congestion on Child Street is problematic at times. FFSC shares the parking lot with CDC personnel. Staff members typically walk to nearby services such as NEX, Post Office and PSD, other services require driving. The organization has a request in to the NAS CO for an FFSC van for their off-base outreach activities.

Meeting with U.S. Post Office

8 April 08

The U.S. Post Office and the military post office (a function of FISC) share Building 569 at the intersection of Child Street and Enterprise Avenue. The U.S. Post Office employs two full time personnel at NAS JAX and currently operates in sufficient space. There are no plans for improvements or expansions. The post office manager (Charlotte Cutlip) and supervisor (Leon Fells) are located off base at 5501 Westconnect Boulevard in Orange Park, FL.

The military post office employs three part-time contractors under contract with FISC to handle and distribute official mail for the installation.

Meeting with Regional Dispatch Center (RDC)/Regional Operations Center (ROC), CDR David Smith and Scott Crossley

David.m.smith4@navy.mil

Scott.crossley@navy.mil

(see sign-in sheet)

Building 919 houses multiple tenants including: RDC/ROC, DISA, CNRSE and NAVFAC SE personnel. The RDC dispatches to alarm calls. The ROC tracks day-to-day emergency issues such as gate runners, suicides, oil spills and hurricanes. Building 919 is approximately 90% administrative space and 10% computer rooms/equipment. The Emergency Operations Center (EOC) is located in Building 110 on the second floor.

The RDC has 100 personnel, 85 shift workers, 15 on the day watch. The ROC has 9 personnel, 4 of those are shift workers. The RDC/ROC is a CNIC prototype/standard size. However, no space was included for office space for 4 personnel and 4 additional emergency management personnel. The RDC is turning into a National Dispatch Center in the future. CNRSE has 400 personnel.

DISA personnel are expected to move out of Building 919 in January 2009. SPAWAR, located in Charleston, is currently looking for 400 square feet of space to house Enterprise and Mobile



Radio (ELMR) switching equipment and contracted maintenance personnel (12 cubicles). ELMR equipment relays data to police squad cars. SPAWAR timetable is 60-90 days. It is not critical for the space to be located adjacent to the RDC, as long as cable drop can be accomplished.

Meeting with Temporary Personnel Unit (TPU), CDR Don Draper

904.542.4450

08 April 2008

Personnel who are being discharged, are retiring, are on medical orders or are being processed through a UCMJ action are reassigned from their regular units to the TPU for administrative control. Mostly an administrative function, the TPU also manages restrictive housing for those under some sort of disciplinary restraint. Storage for personal effects of those required to reside in the barracks is provided.

Administrative space: The TPU manages the required document processing of the transient personnel assigned. The administrative personnel assigned to this function are two officers, 42 enlisted and one civilian. TPU occupies one half of Building 4. While temporarily assigned to the TPU, transient personnel will be assigned various installation jobs as their time and abilities allow, but no administrative space is allocated to them.

Housing space: The Restrictive Barracks is located in Building 7H. It can currently house 65 male and 17 female personnel for a total of 72 billets. These rooms are made into an "open bay" by the removal of doors when rooms are occupied. The CDR could not foresee any future events which would demand greater restrictive housing billets.

Within the Restrictive Barracks, there is an administrative/monitoring space and storage space for uniforms and personal property. There is also a space for providing haircuts to deserters upon return.

Parking: There were no issues with current amount of parking.

Meeting with Vystar Credit Union, Mr. Joseph Bruni

brunij@vystarcu.org

904.908.2703

08 April 2008

The Credit Union has branches throughout the Jacksonville area with one being located at NAS-Jacksonville. The facility it occupies is owned by the Navy, however, Vystar funds major facility renovations. They have a good relationship with base leadership and feel they receive great support.

Administrative space: Vystar is allocated its facility space through a contract with the Navy. It currently has 12 personnel and four vacancies: five member relation specialists with two vacancies; three tellers with two vacancies; one supervisor, one teller supervisor, one financial advisor and one director. Due to economic down-turns, they have four less employees than



they normally maintain. They have sufficient space for expanding to at least three more cubicles, should a future need arise. They have sufficient teller booths as well.

Parking space: They currently have 10 designated parking spaces in the front of their facility and 25 in the rear. Parking only becomes a problem when there is a large installation event causing non-bankers to use the Credit Union's parking. Handicap parking is to the rear of the facility which might be less than optimal, but the front parking requires crossing a road.

Meeting with Supply Department, Terri Brooks

terri.brooks@navy.mil

904.542.5257, 904.542.5422

09 April 2008

The Supply Department is located in Buildings 110 and 111, with three personnel in Building 1. The Supply Department is a detachment of Fleet Industrial Supply Center (FISC). Core work is storing airplane parts in support of FRCSE. The Galley is also part of the Supply Department, but administered separately. Information on personnel loading was provided on BFR questionnaire. Currently, their facilities meet their requirements. Additional requirements for BRAC P-3s have not been determined yet, but not anticipating major increase, if at all, since other planes are leaving. They do not have an open storage requirement.

Ms. Brooks took us on a tour of their facilities (typical warehouse storage space with small amount of administrative space). No problems were noted with trucks getting to and from Building 110.

Meeting with Fleet Industrial Supply Center (FISC), Mitchell Palmquist and Richard Sherback

(see sign-in sheet)

09 April 2008

The Fleet Industrial Supply Center (FISC) reports to Naval Supply Systems Command (NAVSUP). FISC at Jacksonville covers the whole region; there are also 2 FISC detachments – the base Supply Department (see above) and within FRCSE. DDJF handles distribution for FISC. FISC is the logistics function and responsible for inventory management, contracting, material management and other administrative-related supply functions.

FISC buildings include buildings 109, 110, 101, 1 (Supply Department personnel), 160, 102, 164 and 576. Buildings 102 and 576 are HazMat buildings. The remaining buildings are primarily administrative. Building 110 has multiple functions (personal property, customer service, etc. plus shared warehouse space) and Building 160 includes SERVMART (not a FISC function). Bud Hadee is contact for HazMat operations.

FISC has 179 personnel on the 1st and 3rd floor of Building 110 (including contractors). BRAC changes will not affect FISC. This is a management function primarily and their current facilities are adequate for their needs. They have a couple of vans but no outdoor storage. There is not enough parking around Building 110. Visitor parking is also an issue for their buildings. Visitors



use the parking lot south of Building 902 or parking lot by McDonald's for overflow parking. Navy College spaces are sometimes used for training which affects their parking. Mr. Palmquist provided a command brief for FISC with organizational charts and personnel loading.

The cafeteria in Building 110 was closed, so personnel go to other lunch locations on the base.

Meeting with NOSC and RCC, CDR Todd Hastie and CDR Daniel Harris

(see sign-in sheet)

09 April 2008

Navy Operational Support Center (NOSC) provides administrative support for over 60 reserve units, three reserve squadrons and over 2,000 reservists in the region and abroad. NOSC is the new name for Naval Air Reserve and Naval Reserves Center.

NOSC shares space with RCC, formerly the Readiness Command (REDCOM) in Building 966, a regional reserve command (CNRSE). NOSC has 53 administrative people and over 2,000 reservists (questionnaire says 1907 reservists). RCC has 62 personnel and 6 reservists.

LCDR Peterson provided a list of reserve units assigned to NOSC Jax, their training locations and number of personnel assigned per unit (this list does not include squadrons). MSRON-10 and other units in Armed Forces Reserve Center are separate. Naval Reserve Recruiters are also separate (they share space in Building 966).

BRAC 05 affected reserves function at JAX by closing eight other NOSC functions and consolidating these in JAX. There was no real population change. Some reserve units may come from Brunswick. RCC is gaining 5 personnel (staff) who will handle post-deployment medical-related issues.

Administrative function is in Building 966. On weekend some reservists use this building but most go to separate tenants on flightline, etc. for training. Building 966 meets their requirements. They also use 964A for medical support, shared with the hospital. Parking is not an issue since there is a large lot adjacent to Building 966 and on weekends there is plenty of parking. The command has a van and a truck.

Personnel use the gym, ballfields, bowling alley, marina, officers and enlisted clubs. The racquetball courts and theater were noted as bad and there is no large meeting space on base. Personnel generally drive on the installation to the O-Club or the Zone, although McDonald's is the closest walk.

Meeting with Navy Recruiting District Jacksonville, LCDR John Bodenbender

john.bodenbender@navy.mil

904.370.0769

09 April 2008

This is the Navy recruiting function on base. The District Office is located in downtown Jacksonville. They have 4 officers and 6 enlisted personnel in Building 966. Good to be co-



located with NOSC. However, they would be interested in an office closer to the main gate or just outside the fence so civilians don't have to come on the base.

Meeting with MSRON-10, LT William Mueller

William.k.mueller@navy.mil

09 April 2008

Maritime Expeditionary Security Squadron (MSRON) 10 is in other half of Building 938, the Armed Forces Reserve Center. MSRON-10 has 14 administrative personnel and approximately 2,000 reservists. MSRON-10 recently took over USMC Reserves space since this unit was moved to Blount Island from NAS-Jacksonville. They are OK with their space now and parking is sufficient. Access to Building 938 is not good, due to closing of closest gate. They have some outdoor storage and can provide a vehicle list. Senior Chief Robert Ring is facility contact.

Meeting with Personnel Support Detachment (PSD), PSC(AW) (E7 – Chief) Victor Burgos

Victor.Burgos@navy.mil

904.542.4217 x147

09 April 2008

PSD provides personnel action and administrative support for all personnel assigned to NAS-Jacksonville, including Navy reservists. They occupy building 789 and keep “retains”, or inactive files which must be retained for two years, in another storage facility.

Administrative: The PSD is authorized 50 military and 37 civilians. The total supported population at NAS Jacksonville is 8,336. The PSD authorized personnel may decrease/change in the future as NAS-Jacksonville is a test site for a call center operation, which may become the future standard. They may also centralize into several locations in the U.S.

SATO (another category code) shares space within the PSD facility. They have five personnel.

The current building is not effectively used. The PSD needs larger and more private conference space as well as separate areas for the three chiefs. Currently chiefs work among junior enlisted creating chain-of-command challenges.

Parking: Parking appears sufficient for PSD customers, however other places like the Exchange have parking challenges.

Other concerns: The fitness center is sometimes packed with personnel and the gym needs renovation. Racquetball courts are particularly bad. Some administrative facilities may have showers and locker rooms which relieves the demand at the fitness center.

Streets can be particularly challenging for pedestrians to cross. Look at crosswalks to NEX.



Meeting with Navy College, Dr. Jonathan Woods, Director

jonathan.o.woods@navy.mil

904.542.2477

21 April 2008

Navy College is located in Building 110. Thirty people work for Navy College. Approximately 75 students use Building 110 facilities daily. Evening classes are taught in Buildings 110, 966 (Reserve Center), 4 (RLSO/NLSO) and 409 (Brig). They were given their facilities approximately 10-12 years ago and all are adequate for their needs. They may gain 2 more staff people as a result of new squadrons relocating to JAX, but this has not been decided yet.

Navy College has a MOU with six schools to allow classes/programs taught at NAS-JAX. These include Columbia College, Embry-Riddle University, Florida Community College, Jacksonville University, Southern Illinois University and Webster University. They also partner with four schools offering distance learning programs.

Parking is an issue since there are not enough designated spaces for staff or students. They also use the lot next to the new NAVFAC building which will probably be unavailable once this building is completed and occupied. Relocating to a new facility away from the flight line would be preferable but there is no money for implementation.

Meeting with Commissary, John Moore, Store Director

john.moore@deca.mill

22 April 2008

The Commissary is in Building 951 next to the Exchange. The Defense Commissary Agency (DECA) in Fort Lee, VA is their parent command. Building 951 is adequate for their needs and they have no plans for change. They are implementing an interior shelving system upgrade now. Parking is sufficient except during the holiday season when Exchange patrons use more parking than normal. The Exchange addition is a NEX project only and will not affect them.

NAVFAC SE

Personnel Attending:				Location of meeting:	Bldg 919 RDC/RDC
				Project:	NAS-Jax Master Plan/BFR
				Purpose of meeting:	BFR
				Date/Time:	08 April 2008

NAS JACKSONVILLE

Name	Organization	Title/Position	Rank	Phone	Email
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MASTER PLAN + BFR UPDATE

William REED	SPAWAR	TECHNICAL LEAD	CIV	843 2184021	william.e.reed@navy.mil
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Edgar	DISA				



**Interviews for NAS JAX Parking Study
21-23 April 2008**

Project POC's: Sharon Hill	sharon.w.hill@navy.mil	757.322.4333
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Meeting with NAVFAC SE, Claudia Hart, Administrative Officer
claudia.hart@navy.mil

904.542.5140
21 April 2008

When asked what parking concerns NAVFAC has, Claudia explained parking in the area of building 903 was of concern because no additional parking spaces were created with the construction of the building. About 315 personnel would work in building 903. Right now the plan is to utilize the existing parking lot adjacent to the building site as well as the unused parking spaces south of building 966 and 902.

Other concerns included NADEP (FRC) parking in NAVFAC assigned parking spaces at building 103. The parking spaces in this area are not well marked. Additionally, personnel being deployed tend to park in the parking lot north of building 135, which is intended to be used by NAVFAC personnel.

Claudia went over what buildings were occupied by NAVFAC personnel, and related approximately how many personnel occupied each building, and approximately how many parking spaces were reserved for NAVFAC personnel in each location. Building 902 is occupied by about 100 NAVFAC personnel which have about an equal number of parking spaces shared between the parking lot south of building 966 (~80 spaces) and the parking lot south of the new NAVFAC building (~20 spaces), building 903. Currently some of the spaces at the new NAVFAC building site are being occupied by construction personnel.

Building 903, the new NAVFAV building which is currently under construction, will be occupied by about 315 personnel. These personnel will be new hires as well as personnel that will be moved from buildings 2 and 13, which are only temporary NAVFAC locations. With a lack of additional parking being constructed with the new building, building 903 currently has about 60-80 parking spaces designated for use by its personnel.



Building 135 is occupied by approximately 130 NAVFAV personnel. NAVFAC assigned parking spaces are adequate in this location.

Building 103 is occupied by approximately 50 NAVFAC personnel. NAVFAC assigned parking spaces are adequate in this location.

NAVFAC personnel work a flextime schedule, the core hours of which are between 7am - 4pm. This shift schedule has and will continue to remain constant.

Claudia explained the issue of illegal parking. Base security does not ticket for illegal parking. Instead, this authority has been delegated down to the individual tenants. NAVFAC has a parking ticket book that they use when non-NAVFAC personnel park in NAVFAC assigned parking spaces. Ticket copies are given to security for follow-up. It is suspect if any reprimands are given.

Claudia explained that building 135 receives more visitors than any of the other NAVFAC buildings, although she could not provide the number of visitors.

NAVFAC moved into building 2 within the last year as a temporary location while building 903 was being constructed. This has been the only footprint change since 2002.

Since 2002, NAVFAC has hired or transferred about 400 personnel.

When asked if NAVFAC personnel carpool or use public transportation to get to work, Claudia stated that she believed that not many people did.

Meeting with DDJF, Charlene Padgett, DDJF Facilities; AJ Hall, DDJF Security

charlene.padgett@dla.mil

904.542.0176

21 April 2008

When asked what parking concerns DDJF has, it was explained that parking for building 110 was negatively impacted by the Navy College. Additionally, at building 171 the parking spaces are not marked and therefore non-DDJF personnel park in them.

Though not a parking issue, access to the reserve center (building 938) was also a cause for concern. The closing of the gate south of Birmingham has caused this access problem for the reserve center that impacts the operations of DDJF. Personnel accessing the reserve center must now enter through either the Birmingham or Yorktown gates and drive south on Allegany to Swan Rd and through the DDJF warehouse area. The roadway through this area has a 15 mph posted speed limit due to the numerous trucks maneuvering across the roadway. There are a large number of personnel travelling through this area to access the reserve center and they are often driving well in excess of the 15 mph speed limit, which creates a dangerous situation.



Parking at building 170 is an issue for DDJF. Though not occupied by DDJF (occupied by NEX and base computer network personnel), the lack of parking on the east side of the building often causes vehicles to spill over into the drive isle between building 170 and 162 which impacts DDJF operations (large trucks utilize this corridor).

Security along the fence line north of building 110 is a cause for concern. Currently, vehicles park against the fence in this area which is in violation of AT/FP standards.

DDJF currently occupies 16 buildings at NAS JAX:

Buildings 151, 152, 234 and 178 are storage buildings and there are currently no parking issues at these locations.

Building 110 has 13 government employees and a maximum of 30 contractors (number of contractors varies by job requirements). Additionally, there are 2 day shift security guards and 1 night shift security guard.

Building 110 has approximately 35 parking spaces allocated to it.

14 DDJF personnel work in the north end of building 109.

Buildings 184 and 790 are DDJF storage locations in which no full time personnel work at.

Building 108 is occupied by 15 DDJF personnel and it has about 20 parking spaces allocated to it.

Building 175 is occupied by 20 DDJF personnel and 1 security guard. Parking is adequate at this building.

Buildings 162, 163, 164 and 171 have a combined occupancy of approximately 20 people. There are 2 parking lots to the west of buildings 162 and 163. Parking is currently inadequate for these buildings. There are plans to construct a modular building inside the building 171 compound. 17 additional personnel will be added when this happens.

Government employees do not work in shifts, but contractors do.

DDJF receives about 20 visitors per day.

The DDJF footprint has remained relatively unchanged since 2002 and there are currently no plans to change its footprint in the future (other than modular building).

DDJF has the ability to ticket parking violators, but they do not think that it is an effective deterrent.

DDJF has 4 government vehicles assigned to them.

Building 106 has been demolished but there is currently no parking in this area due to voids underneath the building pad.

Some rail lines still exist at NAS JAX, but they are not operational.

DDJF personnel do not carpool or utilize public transportation to get to work.



Meeting with Navy College, Dr. Jonathan Woods, Director

jonathan.o.woods@navy.mil

904.542.2477

21 April 2008

Dr. Woods expressed great concern about the parking need when the construction of building 903 is complete and NAVFAC personnel move in. The Navy College currently relies on some of the parking spaces in the parking lot on the building 903 site. When construction of the building is complete, he is concerned that this parking is going to be used for building 903 and his personnel will be forced to park elsewhere.

Dr. Woods also expressed concerns over illegal parking in non-command reserved parking spaces. He stated that parking spaces reserved for commanders and other high ranking personnel were not affected by illegal parking, but all other parking spaces appear to be "fair game".

Additionally, enforcement of reserved parking spaces is an issue. When a vehicle is illegally parked in a Navy College parking space, Dr. Woods writes them a ticket. Often times the ticketed individual will confront him in an attempt to fight the ticket. Dr. Woods usually does not turn in any of the tickets that he writes to base security.

The Navy College occupies a portion of building 110. 30 personnel work in this space and there are approximately 13 parking spaces allocated to Navy College personnel.

The Navy College holds evening classes in buildings 110, 966, 4 and 409 (Brig). Evening classes start between 1700 and 1800 hrs. Parking is not an issue in the evening.

Between the hours of 0830 and 1600, the Navy College receives an average of 75 visitors a day for "customer service". On average, another 7 people a day utilize the learning center and various units use the classrooms at building 110 during the day for training. These visitors must fight for the few parking spaces in this area. Dr. Woods is concerned that this will only get worse when the construction of building 903 is complete. He feels that his customers should not have to walk great distances to take advantage of the services that the Navy College provides because of a lack of parking.

Richard Dorrier asked Dr. Woods if anyone has ever considered moving the Navy College out of the industrial area that it is in. Dr. Woods explained that this is not feasible due to financial considerations.

Dr. Woods is unaware of any footprint or personnel changes since 2002.

2 additional personnel will work in building 110 in the future, increasing the total to 32.

Dr. Woods is only aware of 1 person that works in building 110 that carpools. He is unaware of anyone who uses public transportation and questions these methods of ridesharing due to the fact that people commute from a distance and various areas of the surrounding counties/municipalities.



Meeting with NAVHOSP, Larry Forbes

larry.forbes@med.navy.mil

904.542.7593/7588

21 April 2008

When asked what parking concerns NAVHOSP JAX had, Mr. Forbes stated that there were no parking issues at the hospital. The hospital currently has enough parking spaces. However, Mr. Forbes was concerned that the site of the new child development center at the corner of Adam Ave. and Mustin Rd. will encroach on NAVHOSP JAX parking spaces.

Mr. Forbes went on to explain that NAVHOSP JAX is the largest middle sized military hospital and the fourth largest military hospital overall. It services 650,000 outpatients a year at the clinic (clinic is an expansion from the hospital) and has about 60 beds in the hospital.

There is a MILCON project to expand the hospital on the north side. This project will reduce the deficiency in the amount of additional space needed, but it will still not meet the hospitals needs. During construction, parking lot I (see attached parking plan) will be used as a lay-down site and two smaller parking lots will be constructed to replace it. Following construction, parking lot I will be reopened for patient use. Mr. Forbes gave Shea Zonner (542-0214) as the contact and DPW project manager for this MILCON project.

Mr. Forbes, having previously provided the NAVHOSP JAX reserved parking plan, explained the plan. 793 spaces are reserved for staff only, 525 for patients only, 186 for staff or patients, 55 for O5 and above, and 16 for maintenance personnel. NAVHOSP JAX has a total of approximately 1575 parking spaces.

The following buildings are controlled by NAVHOSP JAX: 2080 (hospital and clinic), 2090, 2091, 2004, 2005, 2032, 2033, 2034, 2036, 2064 (SARP), 964 (branch health clinic), and wellness center (part of fitness center). Additionally, a new satellite pharmacy has been built in the NEX parking lot.

Building 964 uses the helicopter parking lot as a spillover.

Buildings 2005 and 2033, while controlled by NAVHOSP JAX for maintenance purposes, have other commands occupying the buildings. NAVHOSP JAX may be losing control over these buildings in the future. Mr. Forbes provided contact information for the commands in buildings 2005 and 2033: Karen Suggs @ 542-7200 ext. 8251, Bill Carmichael @ 542-7200 ext. 786, Mike Plant @ 542-7200 ext. 8250, and Doug Thomas (Drug Lab) @ 542-7755 ext.103

Mr. Forbes explained how funding for the hospital is separate from all other funding so that quality of life can be assured for hospital patients.



Mr. Forbes explained that an analysis was done of the post-BRAC medical needs at NAS JAX and it was determined that the current facilities and personnel loading could support the post-BRAC condition.

Meeting with FISC, Mitch Palmquist and Richard Sherback

mitchell.palmquist@navy.mil

904.542.1307

richard.sherback@navy.mil

904.542.1042

22 April 2008

Mr. Sherback supplied FISC parking site plans, FISC parking sticker request form, FISC instructions on reserved parking space designation, and FISC parking info / guidelines.

Mr. Sherback, the FISC Facilities Manager, explained the following concerns regarding parking:

Students from the Navy College cause the biggest problem by parking in the FISC visitor parking spaces. The visitor parking spaces are designated as 2 hour parking spaces and are meant to serve the 30-50 visitors per day that FISC receives at building 110. The visitor's purpose is to inquire about household goods and the 2 hour parking limit is more than sufficient to meet their needs. Peak visiting times are between 0830 and 1030 and during lunchtime.

More reserved parking spaces are needed for contractors to perform work at building 110. Contractors perform work at building 110 about twice a month and require 5 parking spaces. If a large job is scheduled, the work is performed at night so that parking is not an issue.

Along with the numbered FISC parking spaces, of which there are 77, and the FISC reserved visitor spaces, of which there are 30, FISC utilizes the parking lots south of building 966 and south of building 903 as overflow. Not many people park in the parking lot south of building 966 as it is too far away.

There are plans to push back the fence between buildings 110 and 109, which will open up an additional ~20 parking spaces.

FISC currently occupies building 110 with approximately 180 personnel, building 164 with 1-2 personnel, building 111 with approximately 6 personnel, building 160 with approximately 6 personnel and building 102 with approximately 5 personnel.

FISC personnel work standard working hours (no shift work).

Stickers are used on the vehicles of FISC employees to identify their vehicles.

Supervisors and up get reserved parking spaces.

Building 110 will see an increase in personnel of 8-9.

Mr. Palmquist and Mr. Sherback did not believe that FISC personnel utilized carpooling or public transportation to get back and forth to work.



Meeting with the US Army Reserves, MSG Richard Cox

richard.cox@us.army.mil

904.542.3422

22 April 2008

MSG Cox stated that there are currently no parking issues at the reserve center. When the Marine Reserves were on base there was a concern with parking. Since their departure earlier this year, there has been enough space as long as drill weekends/locations were coordinated between units so everyone was not on base at the same time.

MSG Cox stated that within building 938 the 206th Coastal Warfare has 12-15 active duty and about 200 reservists, the 2500th MI Group has 3 active duty and about 15-20 reservists, ARE CENTCOM has 1 active duty and about 10 reservists, and the 345th CSH has about 15 active duty and is authorized 472 reservists (currently has ~300).

Work schedules vary based on mission requirements, but active duty typically work from 0700 to 1600.

MSG Cox estimated that approximately 5% of the reservists carpool, are dropped off, or utilize public transportation.

Meeting with the NEX, Marc Rodgers, District Facilities Manager; Steven Foster, General Manager

marc_rodgers@nexweb.org

904.777.7161

nexjax-gm@nexweb.org

904.777.7211

22 April 2008

Mr. Rodgers and Mr. Foster expressed concerns with the placement of the pharmacy in the NEX parking lot. The pharmacy eliminated many employee parking spaces.

Parking at building 170 is also a cause for concern. NEX shares the space with two other tenants and there is often a struggle over parking spaces. Much of the parking in this area is not striped or reserved.

NEX personnel currently occupy the following buildings:

Building 987 (NEX) has 250 associates and 509 parking spaces. Parking at building 987 is sufficient during the average day, however, during holiday seasons or big sales parking will spill over along Saratoga Ave and into the building 554 parking lot.

Building 429 (auto service center/garden shop) employs 33 personnel and has 35 parking spaces.



Building 169 (regional furniture warehouse) employs 24 personnel and has 70 parking spaces.

Building 170 (SE district facilities warehouse) employs 22 and has 10 parking spaces.

Building 554 (NEXCOM SE district office) employs 10 and has 7 parking spaces.

Buildings 802 & 803 (Navy lodge) employs 18 and has 110 parking spaces.

Building 931 (NEXpress minimart) employs 3 and has 15 parking spaces.

Building 2080 (hospital store) employs 1-3 personnel.

Building 101 (FRC snack bar) employs 4 personnel.

Building 523 (retail warehouse) employ 8 and has 6 parking spaces.

Building 797 (power plant snack bar) employs 2 and has 2 parking spaces.

Building 910 (McDonalds) employs 20 and has 40 parking spaces.

Building 987 receives an average of about 2500 customers a day and a peak number of customers of about 4000 a day during holidays or big sales events.

Since 2002 they have added 40,000 SF to building 987, but there have been no changes to the number of personnel working at that location.

Since 2002, 20 personnel have been shifted from building 584 to building 170 and the space at building 584 was backfilled by the Fleet and Family Support Center. Personnel in building 169 have been reduced by half.

A home a garden center is scheduled to be constructed to the south of building 569. The section of building 429 that is devoted to this function today and 30 personnel will be relocated to the new building. Additionally, a new carwash facility is anticipated to be constructed on the building 429 block. Management would like to eventually expand the NEX (building 987) to the east where there is currently a parking lot.

The NEX would like to acquire the space where the child development center is located. When the child development center is relocated to the site by the hospital, the NEX would like to turn that area into additional parking.

Meeting with CPRW-11, LCDR Mary Anne Andrews, BRAC Officer

mary.andrews@navy.mil

904.542.2179 ext. 139

22 April 08

LCDR Andrews provided HSMM with written responses to the questions that had been sent out prior to the interview.

LCDR Andrews stated that when 3 squadrons were in building 1000, parking was at capacity. When one of those squadrons was deployed there was adequate parking.



Building 506 is lacking a few parking spaces. This will be a greater issue when the new squadrons arrive.

There is currently inadequate parking for building 848/850. Personnel accessing buildings 848/850 are parking in the grass south of the building, across Saratoga Ave. This has led to the formation of dirt roads off of Saratoga Ave.

LCDR Andrews would like to see preferred parking spaces for active duty in uniform at the NEX & Commissary. She also mentioned that there are no reserved spaces for expecting mothers.

Wing 11 occupies the following buildings: Building 506 (admin) has 76 personnel, building 848/850 (training – simulators) has 16 personnel, building 921 (MOCC – Mobile Operations Command Center) has 53 personnel, building 659 (special projects) has 7 personnel, and building 1000 (hangar) has 22 personnel.

There is talk of consolidating Wing 11 (minus personnel in buildings 659 and 1000) to building 848/850 and maybe building 852. Sea Control - 3 may be leaving building 848/850.

Because this is a military unit, personnel do not work set hours – typically work between the hours of 0530 and 2400, but there are watchstanders 24 hours a day.

At any given time the MOCC has one third of its personnel deployed.

Building 506 receives, on average, 5 aircrews (11 personnel each) a day for briefings as well as another 15 visitors a day. There is currently no place for these aircrews to park at building 506 and this problem will only be exacerbated when the additional squadrons arrive. The arrival of the Brunswick squadrons will effectively double the number of aircrew briefings.

Building 848/850 currently receives about 130 students a day for simulator training. The arrival of the Brunswick squadrons will effectively double the number of students.

Since 2002, personnel from Wing 11 have moved from building 659 to buildings 848 and 962, which were not occupied by Wing 11 personnel at the time.

As of the date of this interview, there were no plans to increase the size of Wing 11. LCDR Andrews believes that it will be necessary for Wing 11 to increase their personnel strength by 20-25% in order to support the incoming units.

There will be a small increase to the overnight watches in the future.

CMO (combined maintenance organization) in building 1000 may move to building 511, the new hangar.

Wing 11 distributes stickers to all of its incoming personnel to place on their vehicles. LCDR Andrews was unaware of where these stickers were procured from.

There is one person in Wing 11 that is authorized to ticket illegally parked vehicles.

LCDR Andrews stated that she determined that there will not be enough parking spaces at the new hangar, building 511. There will be approximately 1200 personnel working in building 511



at any given time and there are only approximately 920 parking spaces planned for construction.

LCDR Andrews believes that very few personnel utilize carpooling or public transportation to get to and from work. She only knows of two officers and two sailors that live on base. She attempted to ride the bus to work from three different locations and found that it would triple her commute time.

Meeting with AirOps, Bill Meyer, Airfield Facilities Manager; Shaun Parks, Airfield Facilities – Office Manager

bill.meyer@navy.mil

904.542.3176/3942

shaun.d.parks@navy.mil

904.542.3176/3942

22 April 08

AirOps provided HSMM with a timeline of hangar 113, 114, 115, 116, 117, 124 and 1122 assignments and a NADEP (FRC) parking plan.

AirOps was particularly concerned with other organizations parking in their assigned parking spaces. Mr. Meyer stated that they have gone as far as posting armed personnel in their parking lots to keep other organizations from parking in their assigned parking spaces.

AirOps occupies buildings 666, 117, 118, 279 and everything north of the runway. AirOps has approximately 300 personnel and an equal number of assigned parking spaces.

'A' shift is from 0730 to 1630.

Mr. Meyer felt that if NADEP (FRC) was relocated away from the flight line, parking problems in that area would be solved.

Mr. Meyer has a ticket book and tickets illegally parked vehicles.

AirOps has a sticker to designate AirOps POV's.

AirOps lost control over building 116 approximately one year ago.

AFM (Airfield Facilities Management) is a division of AirOps.

The only increase due to BRAC will be to the air traffic controllers. Their numbers will increase in line with the increase in aircraft at NAS JAX.

Based on the NAS JAX hangar assignments, hangar 113 will be occupied by NADEP (FRC), hangar 114 will be occupied by a HSM squadron and a HS squadron, hangar 115 will be occupied by NADEP (FRC) and a HS squadron, and hangar 116 will be occupied by 2x HS squadrons. These assignments are all through FY 2010.

When all three squadrons are in building 1000, parking overflows to the galley parking lot.

Customs is in building 1002.



Building 511 will have 5 squadrons at 350 personnel per squadron. The other new hangar will have 5 squadron at 200-250 personnel per squadron.

Meeting with PWD / FRC / Safety, Frank Lazzara, Chuck O’Berry, Rick Fitzgerald, Steve Dejoie, and Carl Sherk

(see attached sign-in sheet)

23 April 08

Base Safety is located in building 1. Along with other safety related assignments, they are charged with ensuring the safe movement of traffic on both roadways and in parking lots. Safety also ensures parking lots are in compliance with the number of handicap spaces provided in parking lots. They hold classes that have the potential for up to 36 students. Currently these classes are held in building 1 and parking is an issue for students in this location. Mr. Lazzara spoke to Mr. Sherk about holding the classes in a different location to eliminate the parking problem/need at building 1.

Mr. Lazzara stated that he would like to keep the area labeled “greenspace” (see updated CADD drawing) for a future building site – FRC expansion.

Mr. Lazzara stated that the new parking lot at the corner of Yorktown Ave and Gillis St will be expanded with the new ITC building that will be constructed adjacent to it.

A pedestrian bridge was planned for the new hangar, building 511, to cross Yorktown Ave, but it was cut from the project due to lack of funding.

At one point there was a shuttle that ran from the NEX to the industrial area/airfield. 1-2 Vans would shuttle personnel who parked in the NEX parking lot.

A discussion ensued on the feasibility of implementing a park and ride for FRC personnel from an offsite area or from the FRC’s more distant parking lots. Mr. Fitzgerald stated that it was a matter of funding.

The public transit route on base runs along Saratoga Ave. and Mustin Rd. Not many people utilize the public transit – it is mainly used by handicap personnel that are unable to drive.

A parking garage has been talked about in the past, but it has never been sited. Any plans in the past to build a parking garage have been last on the list of priorities.

Building 2 is on the demo. list. Currently there is a plan to construct a parking lot in its place for use by FRC.

FRC ‘A’ shift is from 0600-1430, ‘B’ shift is from 1430-2230

Bill Raspid (environmental) is working on a carpool plan for NAS JAX.

The golf course has plans to construct a 100 space parking lot on the north side of the clubhouse.

Parking at the hospital is adequate.



A MEPS may be constructed by building 938. With this, a fence may be constructed around building 938 and MEPS so that a gate can be opened during the day to allow recruits accessibility to the MEPS. This gate would be closed after COB and all personnel would need to access the building 938 through the existing gates.

Mr. Sherk stated that the NEX/Commissary parking lot has a high number of accidents. He was disappointed in the placement of the Pharmacy in the NEX parking lot as this is the busier part of the parking lot. He would have preferred the building to be located in the northern part of the Commissary parking lot.

The 'Zone' parking is currently sufficient. There are plans to demolish the existing building and construct a new one on the adjacent parcel to the south.

There are plans to demolish the theatre and some of the stores behind the gym.

The site south of building 822A was approved for additional barracks to be constructed with the construction of the new hangar, building 511. The construction of these new barracks was cancelled due to aircraft maintenance being contracted out and the subsequent reduction in size of the incoming squadrons. Now the maintenance may not be contracted out and there may still be the need to construct the barracks.

Housing on base may be privatized.

Building 852 may be made into a VP weapons school.

The large open ditch running north-south between Yorktown Ave and Enterprise Ave was constructed by German POW's and is historical.

FRC employs about 3500 personnel.

There is empty space within Building 110 and 1 that PWD is looking to consolidate into.

HSMM requested updated aerial imagery and photographs of the base, which is necessary for advancement of the parking study. Carl Shark stated that he believed that Mayport had updated imagery and that he would investigate and respond.

Meeting with CHSMWL, LCDR Paul Gray

paul.r.gre.uk@navy.mil

904.270.6400 ext. 226

23 April 08

The Strike Wing occupies buildings 962 and 926, and there are approximately 250 personnel working in these buildings. These buildings are utilized for administrative purposes. Personnel in these buildings utilize the parking lots to the west of building 926, on either side of the open ditch. The parking lot on the west side of the open ditch is shared with the health clinic. The number of parking spaces is sufficient in this location.

The Strike Wing will also occupy the 5 new modules currently under construction. Concerns were raised regarding the adequacy of parking for the new modules.



5 squadrons will transition to NAS JAX by 2015.

Being a military organization, there are no set work hours. Typical core hours are from 0645 to 1530 and approximately 150-180 personnel work during the day.

There will be a transition from 2 HS squadrons of ~180 personnel each and 3 HSM squadrons of ~250 personnel each to 5 HSM squadrons of 250-300 personnel each (1x300) by 2015.

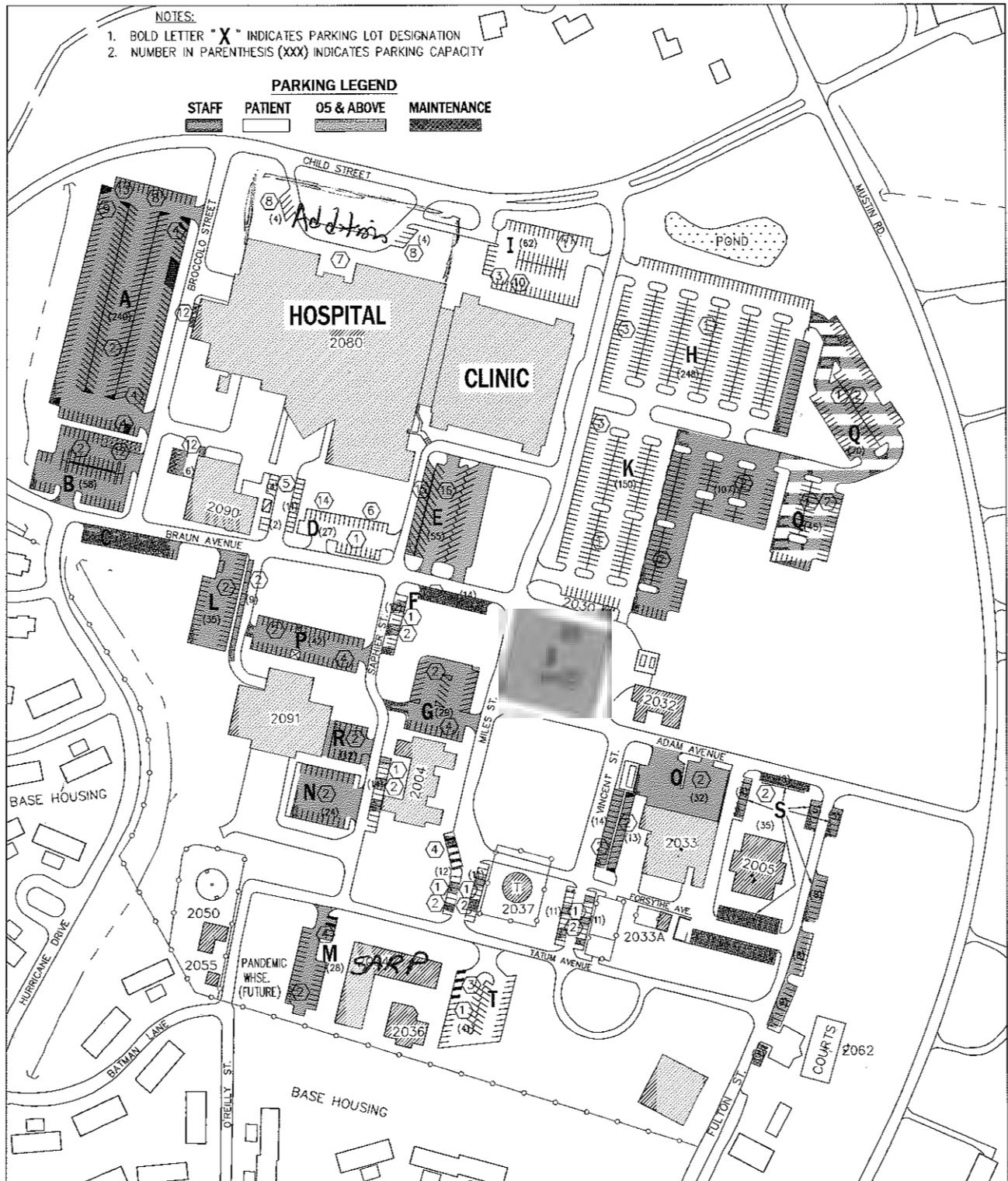
There was a dialogue regarding the feasibility of the implementation of a park and ride program for the strike wing. It was determined from the conversation that it would not be feasible due to the large influx of personnel in a short span of time and the subsequent requirement for a large number of vehicles to move these personnel. Due to mission requirements, work times could not be staggered.

Only a small number of personnel from each squadron live in the barracks.

There is the potential for 3 additional squadrons (~1000 personnel) to be relocated to NAS JAX from Mayport.

NAVAL HOSPITAL JACKSONVILLE CAMPUS RESERVED PARKING

26 FEB 2008



- | | |
|---|---|
| ① GENERAL PATIENT PARKING | ⑨ E7-E9 STAFF PARKING |
| ② GENERAL STAFF PARKING | ⑩ EXPECTANT MOTHERS PATIENT PARKING (6) |
| ③ HANDICAP PATIENT PARKING (23) | ⑪ GOV'T VEHICLE PARKING (15) |
| ④ HANDICAP STAFF PARKING (12) | ⑫ FACILITIES MAINTENANCE CONTRACTOR PARKING (12) |
| ⑤ ER PATIENT PARKING (15) | ⑬ AWARDED PARKING (8) (SOY, SOO, Civ/Qtr, Bull Ens, etc) |
| ⑥ ACC PATIENT PARKING (12) | ⑭ MISC. RESERVED (5) (Fire, Police, Ombudsman, Fleet IDC, Visiting Physician) |
| ⑦ PATIENT PICK-UP (3) | ⑮ RED CROSS VOLUNTEER (5) |
| ⑧ ESC DISCRETIONARY (10) (CO, XO, ESC, CMC, CO Visitor, CMC Visitor, CO's Sec.) | ⑯ O5+ STAFF PARKING |

NAVSUP/FISC PARKING STICKER REQUEST

NAME:

COMMAND;

WORK PHONE #

MAKE OF VEHICLE

MODEL

YEAR

COLOR

VEHICLE TAG #

STATE;

BASE DECAL #

BASE FROM

sni

FISCJAXINST 5102

00

FISC JACKSONVILLE INSTRUCTION 5102

1. **Purpose.** To provide sole and orderly procedures relating to Privately Owned Vehicles (POVs) and Government Vehicles parking spaces under the control of FISC Jacksonville (FISC JAX).

2. **Scope.** This instruction applies to the parking program for permanent employees of FISC JAX and tenant employees:

- Commander, Fleet and Industrial Supply Centers (COMFISCS)
- Navy Supply Information Systems Activity (NAVSISA)

3. **Definitions.**

FISC General Reserved Spaces - The parking areas reserved by Naval Air Station (NAS) Jacksonville as being under the control of FISC JAX.

Reserved Space - A numbered parking space assigned directly to a particular individual.

Temporary Parking Approval - An authorization, signed by the parking coordinator, to park in two-hour visitor parking displayed on the dash of the vehicle or a special posted sign used for command vehicles.

Handicapped Parking Permit - A State of Florida Department of Vehicle Registration permit or a Florida Handicapped license plate allowing the holder to park in handicapped parking. These permits come in "Red" for temporary or "Blue" for permanent and carry the title: "Disabled Person Parking Permit."

Motorcycle Parking- Designated area for parking of motorcycles.

Parking Coordinator - Facilities Manger, FISC JAX.

4. **Background.** This instruction has been developed to provide guidelines for parking issues for the employees of FISC JAX. Other commands or organizations sharing the building or parking areas are not governed by this instruction. Any parking issues outside the guidelines of this instruction should be referred to the appropriate command personnel or station personnel.

5. Guidelines.

a. General parking areas have been identified as the parking areas South of Building (Bldg.)109, South and East of Bldg. 160 near SERVMART, East and West sides of Bldg. 110, and the area South of building 110 by the Vystar building to the North West. These areas cover a total of 122 spaces for FISC General Parking. These spaces are on a first come first serve basis. To obtain access to park in these areas, an employee must have a NAVSUP decal issued by the parking coordinator. To obtain the Sticker contact the Facilities Manger for the proper form and issuance of the sticker.

b. Reserved parking spaces are issued to those employees meeting the necessary criteria as set forth in this instruction. The command has spaces on the East and West side of Bldg. 110 as follows:

- 85 spaces for individual assignment
- 24 two-hour visitor spaces
- 5 Personal Property Customer spaces
- 9 handicapped spaces
- 2 motorcycle parking area

c. All requests for a reserved space will be made in writing to the Facilities Manger by your department head. A waiting list will be established as required. The parking coordinator will maintain a reserved current parking database and waiting list. The Executive Officer and/or Director code 300 will consider deviations from the reserved parking guidelines. NAS Jacksonville Security has authorized enforcement of parking violations to FISC JAX personnel. Code 351 (security) and code 352 (Facilities) is responsible for that enforcement.

FISCJAXINST 5102

Assignment of reserved spaces is as follows:

- All Military personnel
- The Executive Director (ED)
- Department Heads
- Supervisors (on permanent PD)
- CO's Secretary
- AFGE Unit VP
- CO Visitor
- Security Office
- Facilities Office

d. Fleet and Industrial Supply Center employees are required to acquire a NAVSUP employee parking decal from the parking coordinator and display the decal in the driver's side rear window in full sight. Employees are required to acquire a decal for all vehicles, which may be parking in FISC parking areas. Failure to do so is subject to a citation.

e. Temporary parking passes will be issued for official visitors as needed by the parking coordinator. Request for reserved spaces for visitors should be submitted in writing to the facilities Manger via the Department Head of the area requiring this service. A reserved placard or dash permit will be issued for use of two-hour temporary parking spaces for the entire day. Temporary parking spaces, which are identified on the East side of building, are for the use of visitors to Bldg. 110 and not for the use of building employees.

f. Handicap parking spaces near FISC occupied buildings will be utilized on a first come basis. Employees utilizing handicap parking spaces must meet the requirements as stated in the definition of Handicapped Parking by the State of Florida. Employees with reserved parking status, but requiring handicap parking spaces should utilize handicap designated spaces rather than reserved status. If all Handicap spaces are full a person with a state handicap placard may park in any two hour parking spot as long as their placard or license plate is visible. Employees with a temporary documented medical condition may obtain a temporary permit to park in two hour parking from the Facilities manger.

g. Motorcycle designated parking areas are for general building employee use and are not specifically governed by this instruction.

FISCJAXINST 5102

- (f) Parking in any space reserved for Flag Officers, Captains, Commanding Officers, Executive Officers, spaces reserved and marked for handicapped persons, designated fire lanes, or within 15 feet of a fire hydrant is prohibited. Violators are subject to having driving privileges suspended for a period of not less than 15 days.

If anyone has any concerns about Parking does or don't, feel free to contact me.

V/R

Bob

Parking info and guidelines

In the near future FISCJ will be enforcing the parking instructions and tickets will be issued for parking violations.

This task has been assigned to Facilities and Security with Bob Morgan being the main contact point. The enforcement will be in accordance with NASJAXINST 5100.12 guidelines, and I am enclosing some info below on parking.

- 1.) **Reserved parking:** If you arrive and find someone parked in your reserved space, proceed to park your vehicle in a legal parking space and inform facilities/security that someone is parked in your space. Parking behind someone and blocking the vehicle in, also makes you illegally parked and subject to a ticket, so this should be avoided.
- 2.) **General Parking;** To be legally parked in general parking your vehicle must have a NAVSUP or DDJF sticker in the rear window. Vehicles parked in general parking without a sticker are subject to receiving tickets.
- 3.) **Two Hour Visitors Parking;** This area is reserved for visitors to building 110 and should be avoided by FISC employees. This area has a two-hour parking limit and any vehicles observed parked over two hours is subject to receiving a ticket.
- 4.) **Personal Property Office Visitors;** This area is for people processing work in the PPO office.

The enforcement of parking is a collateral duty and will be performed on a Random bases. Time and workload do not allow for the ticketing of ever-single violation. Two types of tickets shall be issued, A WARNING ticket that shall be held with-in the command and an Armed Forces Traffic Ticket, which will be forwarded to NASJAX Security for processing under NASJAX 5100.01.

The below is taken from the local NASJAX 5100.12 Section I Para 6

- (6) The following actions will be initiated against parking violators.
 - (a) **FIRST OFFENSE-** Warning will be placed in violator's decal record.
 - (b) **SECOND OFFENSE-** Warning will be placed in violator's decal record.
 - (c) **THIRD OFFENSE-** Warning letter will be sent to the violators
 - (d) **SUBSEQUENT OFFENSES-** Driving privileges will be suspended for 30 days
 - (e) **ADDITIONAL OFFENSES-** An additional 30 days will be added for each offense over four within a 12-month period.

Blue Shade
 Denotes Visitors
 2 Hour Parking

FRONT REAR

20 NEW SPACES

West ← → East

180 PERSONS

X
41
40
39
38
37
36
35

109

111

110

M/C	79
78	
77	80
76	81
75	82
74	83
73	84
72	85
71	86
70	87
69	88
68	89
67	90
58	59
60	61
62	63
64	65
66	

M/C	H/C
M/C	H/C
GV	
GV	
H/C	
H/C	

	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
H/C	14	13		12	11	10	9	8	7	6	5		4	3	2	1				46
H/C																				45
H/C																				42
H/C																				43
																				44

57	56	55	54	53	52	51	50	49	48	47
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(8) 58-65: DDJF
 (6) 83-88: DDJF
 (5) 19-21, 89, 90: Navy College

H/C: Handicap
 GV: gov't veh
 mlc: motorcycle

Jim Tuttle/JAC/SE/NEXNET
04/16/2008 12:03 PM

To Marc Rodgers/JAC/SE/NEXNET@NEXNET
cc districtvendingmanager-southeast@nexweb.org
bcc
Subject Re: Fw: NAS Jacksonville - Parking Study

Marc,

The SE Vending Warehouse B-169 occupies 11 associate spaces on a typical day. Not including GSA vehicles. That would add another 8 spaces to the total to make it 19 in all.

Tks,

Jim Tuttle
SE Regional Vending Manager
(O) 904-680-6357
(C) 904-334-4075
(F) 904-777-7013

B-169

Marc Rodgers/JAC/SE/NEXNET



Marc
Rodgers/JAC/SE/NEXNET
04/16/2008 11:24 AM

To NEX JAX-GM/JAC/SE/NEXNET@NEXNET, NEX
JAX-DEM/JAC/SE/NEXNET@NEXNET, NEX
JAX-SOM/JAC/SE/NEXNET@NEXNET, Jeannie
Burton/SE/NEXNET@NEXNET, Jim
Tuttle/JAC/SE/NEXNET@NEXNET, Timothy
McEwen/SE/NEXNET@NEXNET

cc

Subject Fw: NAS Jacksonville - Parking Study

Can each of you provide the number of associate / customer cars that take up a parking space at each of your facilities during a typical day.

For the main store and other selling locations, can you give me a W.A.G on customer spaces /cars?

This info will be used as input to the base master plan so we want to validate our requirements for the out years and make sure NEX is included. Please provide any other relevant information you want to forward.

Thanks.

Marc Rodgers
District Facilities Manager,
NEXCOM S.E. District Facilities
Bld. 170, box 13 N.A.S
Jacksonville, Fl. 32212
Office: 904-777-7161 / 7162 / 7196
Fax: 904-777-7040
Cell: 904-838-9212
E Mail: marc_rodgers@nexweb.org

This e-mail, including any accompanying documents or attachments, is confidential and FOR OFFICIAL



Jeannie Burton/SE/NEXNET
04/16/2008 12:55 PM

To Marc Rodgers/JAC/SE/NEXNET@NEXNET
cc
bcc
Subject Fw: NAS Jacksonville - Parking Study

Marc,

~~13 associates/cars - BED 169~~

Thank you,
Jeannie

— Forwarded by Jeannie Burton/SE/NEXNET on 04/16/2008 12:53 PM —



Marc
Rodgers/JAC/SE/NEXNET
04/16/2008 11:24 AM

To NEX JAX-GM/JAC/SE/NEXNET@NEXNET, NEX
JAX-DEM/JAC/SE/NEXNET@NEXNET, NEX
JAX-SOM/JAC/SE/NEXNET@NEXNET, Jeannie
Burton/SE/NEXNET@NEXNET, Jim
Tuttle/JAC/SE/NEXNET@NEXNET, Timothy
McEwen/SE/NEXNET@NEXNET
cc

Subject Fw: NAS Jacksonville - Parking Study

Can each of you provide the number of associate / customer cars that take up a parking space at each of your facilities during a typical day.

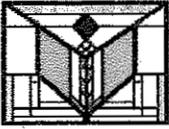
For the main store and other selling locations, can you give me a W.A.G on customer spaces /cars?

This info will be used as input to the base master plan so we want to validate our requirements for the out years and make sure NEX is included. Please provide any other relevant information you want to forward.

Thanks.

Marc Rodgers
District Facilities Manager,
NEXCOM S.E. District Facilities
Bld. 170, box 13 N.A.S
Jacksonville, Fl. 32212
Office: 904-777-7161 / 7162 / 7196
Fax: 904-777-7040
Cell: 904-838-9212
E Mail: marc_rodgers@nexweb.org

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NEX
 JAX-DEM/JAC/SE/NEXNET
 04/16/2008 03:01 PM

To Marc Rodgers/JAC/SE/NEXNET@NEXNET
 cc Jeannie Burton/SE/NEXNET@NEXNET, Jim Tuttle/JAC/SE/NEXNET@NEXNET, NEX JAX-GM/JAC/SE/NEXNET@NEXNET, NEX
 bcc

Subject Re: Fw: NAS Jacksonville - Parking Study

Marc-

We have 509 spaces at the main store. Roughly 75% full on a typical day. Includes C store side. -- BLD 987

15 spaces at the NEXpress. 100% full 75% of the time. -- BLD 931

Garden Center 35 spaces 100% full 75% of the time. -- BLD 429

Total:

559 total. 67.5923871% full 72.6953189% of the time.

Any questions please call.

Thanks,

John Wood

WE ARE JAX

SM

NEX JAX

HEATKTE

Marc Rodgers/JAC/SE/NEXNET



Marc
 Rodgers/JAC/SE/NEXNET
 04/16/2008 11:24 AM

To NEX JAX-GM/JAC/SE/NEXNET@NEXNET, NEX JAX-DEM/JAC/SE/NEXNET@NEXNET, NEX JAX-SOM/JAC/SE/NEXNET@NEXNET, Jeannie Burton/SE/NEXNET@NEXNET, Jim Tuttle/JAC/SE/NEXNET@NEXNET, Timothy McEwen/SE/NEXNET@NEXNET

cc

Subject Fw: NAS Jacksonville - Parking Study

Can each of you provide the number of associate / customer cars that take up a parking space at each of your facilities during a typical day.

For the main store and other selling locations, can you give me a W.A.G on customer spaces /cars?

This info will be used as input to the base master plan so we want to validate our requirements for the out years and make sure NEX is included. Please provide any other relevant information you want to forward.

Thanks.

Marc Rodgers
 District Facilities Manager,
 NEXCOM S.E. District Facilities
 Bld. 170, box 13 N.A.S
 Jacksonville, Fl. 32212
 Office: 904-777-7161 / 7162 / 7196

NEXCOM SOUTHEAST DISTRICT FACILITIES LISTING

22-Apr-08

Activity #:	TOTAL BLDG. SF	TOTAL NEX SF	Facility Description	YRBLT	BLTFUND	
060-100/990						
Bldg.# 169 ⁵¹ / ₇₀	105,808	105,808	Regional Furniture Whse/Regional Vending	1945	APF	24
Bldg.# 170 ¹⁰	105,808	105,808	SE District Facilities whse.(Offices)	1944	APF	22
Bldg.# 554 ⁷	36,817	6,184	NEXCOM S.E. District office(was 19000)	1942	APF	10
			(Update based on custodial s/f)			
TOTAL		217,800	(was 149808)			

Activity #:	TOTAL BLDG. SF	TOTAL NEX SF	Facility Description	YRBLT	BLTFUND	Assoc
060-110						
NAS JAX ⁵⁰⁰⁰						
Bldg.# 1000 -0	338,097	1,029	Snack Bar & Barber Shop ✓	1968	APF	3
Bldg.# 1001 -0	?	824	VP-30 Snack bar ✓			3
Bldg.# 279 -0	34,996	988	air Terminal Vending Automat ✓	1958	APF	0
Bldg.# 429 -35	13,298	13,298	Auto Svc Ctr/ Garden shop ✓	1974	NAF	33
Bldg.# 438 -0	1,200	0	destroyed 2005 by accident	1962	NAF	0
Bldg.# 802 & 803 -110	56,996	56,996	Navy Lodge ✓	1984 & 2002	NAF	18
Bldg.# 878	960	960	Gas Station Canopy - fueling ✓	1974	NAF	0
Bldg.# 879	4,800	4,800	Gas Station canopy - fueling ✓	1974	NAF	0
Bldg.# 931 -20 15	2,314	2,314	NexPress Minimart (Outpost) ✓	1965	NAF	3
Bldg.# 987 -509	130,433	130,433	Main Exchange Store. etc. ✓	1989	NAF	250
Bldg.# H2080 -	234,932	551	Hospital store/Snack bar ✓	1967	APPF	113
Bldg.# 101 -0	558,000	2,287	NADEP snack bar (PAC) ✓	1941	APF	4
Bldg.# 848 -0	?	600	Flight Simulator School Automat ✓	1944	APF	0
Bldg.# 523 -6	33,284	33,284	Retail Whse/Vis. Mdse ✓	1941	APF	8
Bldg.# 797 -2	?	1,318	Power Plant (PAC) ✓	1941	APF	2
Bldg.# 3073 -12	1,235	1,235	Yellow Water Minimart ✓	1988	NAF	4
Bldg.# 910 -40	4,060	4,060	McDonald's ✓			20
SUB-TOTAL		254,977				
TOTAL		254,977				

Activity #:	TOTAL BLDG. SF	TOTAL NEX SF	Facility Description	YRBLT	BLTFUND
060-120/22					
Mayport					
Bldg.# 1264	15,786	15,786	Fleet Store	060-122	1972 NAF
Bldg.# 1397	9,517	9,517	Services Mall/uniform ctr.		1977 NAF
Bldg.# 161	11,310	11,310	Ribault Cafeteria		1958 APF
Bldg.# 1900	145,938	95,773	Main Exchange	060-120	1991 NAF
Bldg.# 265	7,866	7,866	Auto Service Center		1962 NAF
Bldg.# 2039	4,000	4,000	Gas Station/Convenience Store		1999 NAF
Bldg.# 2081	1,275	1,275	Car Wash		1999 NAF
Bldg.# 2039B	5,400	5,400	Gas Station Pump Islands/Canopy		1999 NAF
Bldg.# 1980	55,165	55,165	Navy Lodge	060-120	1996 NAF
Bldg.# 1555	52,460	2,883	AIMD Vending Automat		1992 APF
Bldg.# 1552	??	600	HSL Squadrons Automat		1992 APF
Bldg.# 1488	156,400	750	SIMA Vending Automat		1981 APF
Bldg.# 1388	40,376	192	FTC Vending Automat		1977 APF
Bldg.# 1396	4,000	4,000	Furniture Warehouse		1977 APF
Bldg.# 46	913	913	Single Sailor REC Laundrmat		APF
Bldg.# 456	1,998	1,998	Appliance Whse & Vend. Shop		1969 APF
Bldg.# 1596	4,060	4,060	McDonald's		
SUB-TOTAL		221,488			
TOTAL		221,488			

Activity #:	TOTAL BLDG. SF	TOTAL NEX SF	Facility Description	YRBLT	BLTFUND
060-150					
Athens					
Bldg.# 37	2,225	2,225	Gas Station/Convenience Store		1974 NAF
Bldg.# 39	11,580	11,580	Main Exchange		1985 NAF
Bldg.# 24	14,647	182	Barber Shop		
TOTAL		13,987			

TOTAL NEX SF 13,987

Activity #:	TOTAL BLDG. SF	TOTAL NEX SF	Facility Description	YRBLT	BLTFUND
060-170 K-West					
Bldg.# V4114	17,290	17,290	Navy Lodge	1991	NAF
Bldg.# V4111	28,717	28,717	Main Store	1990	NAF
Bldg.# A322	2,339	2,339	Boca Chica Gas Sta/Minimart	1961	NAF
Bldg.# A515	18,829		260 Boca Chica Barber Shop		
Bldg.# C7	1,075	1,075	Trumbo Point Minimart	1940	APF
Bldg.# 4085	2,000	2,000	Sisgbee Gas Station(lanes only)	2006	NAF
	TOTAL NEX SF	51,681			
Activity #: 060-180	TOTAL BLDG. SF	TOTAL NEX SF	Facility Description	YRBLT	BLTFUND
K-Bay					
Bldg.# 158	16,600	16,600	Navy Lodge	1984	APF
Bldg.# 1007	4,621	1,423	Vending Dept. shop/Whse	1956	APF
Bldg.# 1024	9,710	9,710	Auto Svc. Ctr/Minimart/Video	1986	NAF
Bldg.# 1029	60,870	58,750	Main Store	1982	APF
Bldg.# 1031	9,710	1,800	NEX admin offices	1982	APF
Bldg.# 1065	20,000	1,349	TTF Snack Bar/Vending automat	1987	APF
Bldg.# 4030	34,239	3,683	TRF Vend. Automat & Subway	1946	APF
Bldg.# 5060	44,590	590	Waterfront Subway & M3 Automat	1987	APF
Bldg.# 3020	21,469	500	SWFLANT S/B		APF
Bldg.# 5085	106,312	800	Hull Shop Vending Automat	1988	APF
Bldg.# 1048	4,393	4,393	McDonald's	1989	
	TOTAL NEX SF	99,598			
Activity #: 060-191	TOTAL BLDG. SF	TOTAL NEX SF	Facility Description	YRBLT	BLTFUND
Char-Hosp					
Bldg.# NH-1	404,984	5,495	retail store & vending automat	1972	APF
	TOTAL NEX SF	5,495			
Activity #: 060-192	TOTAL BLDG. SF	TOTAL NEX SF	Facility Description	YRBLT	BLTFUND
NWS Char					
Bldg.# 706	31,600	31,600	Main Exchange	1980	NAF
Bldg.# 724	4,339	4,339	Auto Svc. Ctr.	1967	NAF
Bldg.# 724A	600		Pump Island canopy		NAF
Bldg.# 771	6,000	6,000	Minimart/Laundromat	1977	NAF
Bldg.# 772	2,480	2,480	Navy Pride(part of M/M 771)	1977	NAF
Bldg.# 206	7,000		520 Barber Shop/Laundry P/U		
Bldg.# 420	Pier- 930 LF	2,304	NPTU Snack Bar		APF
Bldg.# 903	7,200	7,200	Retail whse/Vending shop		APF
Bldg.# 1700	10,461	4,189	Uniform shop/Tailor Shop		
Bldg.# 3526	11,800	5,800	Retail / visual storage		APF
Bldg.# 1741	3840	3840	McDonald's		
	TOTAL NEX SF	68,872			
Activity #: 060-194	TOTAL BLDG. SF	TOTAL NEX SF	Facility Description	YRBLT	BLTFUND
Beaufort					
Bldg.# 1	349,428	6,499	Retail Store/Vending automat	1949	APF
Bldg.# 20	400	400	Minimart	1948	APF
	TOTAL NEX SF	6,899			
Activity #: 060-210	TOTAL BLDG. SF	TOTAL NEX SF	Facility Description	YRBLT	BLTFUND
GTMO					
Bldg.# 1113	2,080	2,080	Dive Shop/Laundromat	1940	APF
Bldg.# 1325	4,000	4,000	Leaward Point retail whse	1971	NAF
Bldg.# 1326	4,800	4,800	Leaward Point retail store	1971	NAF
Bldg.# 1546	1,188	1,188	Auto Service Center bays	1969	NAF
Bldg.# 1547	2,380	2,380	Auto Service Center bays	1969	NAF
Bldg.# 1601	1,360	1,360	Auto Service Center bays	1961	NAF
Bldg.# 1672	176	176	ASC battery storage	1971	NAF

Bldg.#	1681	57,182	2,452 W.T. Sampson school Cafe	1985 APF
Bldg.#	1844	4,000	4,000 Auto Service Center	1983 NAF
Bldg.#	2128	17,998	17,998 Navy Lodge	1983 NAF
Bldg.#	2155	112,240	112,240 Main Exchange/Nexmart	1989 NAF
Bldg.#	260	2,800	2,800 Refrigerated Warehouse	1958 APF
Bldg.#	751	11,502	11,502 Dry Storage Warehouse	1942 APF
Bldg.#	765	6,375	6,375 Equipment Warehouse	1941 APF
Bldg.#	776	13,833	13,833 Laundry/Dry Cleaning Plant	1941 APF
Bldg.#	875	34,440	34,440 Main Warehouse	1947 APF
Bldg.#	896	11,504	11,504 Vending Whse/Visual Mdse	1947 APF
Bldg.#	905	2,710	2,710 Gas Station	1959 NAF
Bldg.#	985	14,864	14,864 Furniture Store/Whse	1958 APF
Bldg.#	M202	10,674	9,224 Marine Hill Minimart	1941 APF
Bldg.#	AV600	106,602	655 Leeward ARO	1943 APF
Bldg.#	H1	65,438	456 Vending automat	1956 APF
Bldg.#	2505	3,020	3,020 Camp America Mini Mart	NAF
Bldg.#	mobile	520	520 Terra kay housing mini mart	NAF
Bldg.#	50003	4280	4280 McDonald's	
		TOTAL NEX SF	268,857	

Activity #:	TOTAL BLDG. SF	TOTAL NEX SF	Facility Description	YRBLT	BLTFUND
060-240					
Orlando					
Bldg.#	7150	5,320	5,320 Package store	1952 APF	
Bldg.#	7151	90,701	90,701 Main Exchange	1952 NAF	
Bldg.#	Trailer	200	200 Maintenance shop		
Bldg.#	Trailer	200	200 Maintenance shop/storage		
		TOTAL NEX SF	96,421		
	TOTAL S.E. District SF		1,306,075		

511 = new hangar

Wing ELEVEN Responses (bldgs. 506, 848, 659, 962, Hangar 1000, Hangar 511)

Interviewee: LCDR Mary Anne Andrews (904) 542-2179 x139 mary.andrews@navy.mil

1. What parking concerns does your organization have?

There are not currently enough spaces allotted for the WDD staff at building 848, but we realize this is a flux situation as the Sea Control Wing is expected to vacate sometime in the next couple years (??) The large CNATTU parking lot behind the building gets full, so cars are parked in the grass in closer areas more directly behind 848. Could we get these areas paved to be actual, legal parking for simulator students and/or staff? Right now folks park there despite the fact that (I assume) it's illegal.

We would like preferred parking at the NEX/Commissary for active duty in uniform. Maybe just the first few spots of each row.

Classy grocery stores usually have a couple parking spots reserved for pregnant women.

2. How many personnel (indicate full time or part time) currently assigned to your organization work in each building?

506: 76 - "TOUGH" LESS THAN ADEQUATE
848: 16
922 962: 53 - MOCC (MOBILE OF COM CENTER)
659: 7 - SPECIAL PROJECTS
Hgr 1000: 22

JUNE 09,
NEW SQUAD'S
TRANSITIVE ARRIVAL

POTENTIAL MOVE TO 848

f/- 25/0
INCREASE w/
NEW SQUAD
ARRIVAL

3. Does your organization utilize a shift work schedule? If so, what are the shift hours and how many personnel work during each?

sometimes there's simulators at odd hours, and watchstanders are 24 hours
MOCC teams deploy overseas

@ BLDG
1000 -
IF 3 SQUADS
ARE IN -
CAPACITY IS
MAX.

4. How many daily visitors, on average, does your organization receive and to what buildings do they visit?

506: Varies widely. Average 5 aircrews a day (11 folks each) and 15 other visitors. The number of aircrews briefing will double with Brunswick squadrons.

848: Simulators run constantly and usage will double with arrival of Brunswick squadrons. Realistic weekday number of students: 130/day (current)

5. Has the footprint or size of your organization changed since November 2002? If so, what buildings did it occupy then and about how many personnel (indicate full time or part time) worked in each building?

Addition of buildings 848 and 962. Less CPRW-11 staff are working in 659 (because they moved to 848). Obviously, hangar 511 is still under construction.

6. Have the shift schedule and/or the number of shift personnel changed since November 2002? If so, what was the shift and/or personnel change?

MOCC overseas mission is a fluid assignment.

7. Due to BRAC or otherwise, is the base footprint of your organization scheduled to change? If so, what new buildings will it occupy and how many personnel (indicate full time or part time) will work in each building?

Hopefully size of Wing 11 will increase to accommodate double the subordinate commands.

8. Due to BRAC or otherwise, is the total number of personnel assigned to your organization scheduled to change? If so, how many personnel will you be gaining or losing?

Still being decided. Better darn well be gaining personnel.

9. Due to BRAC or otherwise, will the shift schedule and/or the number of shift personnel change in the future? If so, how?

Small increase to overnight watches.

10. To the best of your knowledge, how many personnel in your organization utilize a means of transportation other than POV?

Very few. Two officers live on base and only two Sailors live in the BEQ. I tried to see if it was possible to take the bus and concluded that it would triple my commute time, with significant loss of freedom as to when I leave the house. Too much of a time sacrifice even for Earth Day.

NAS Jacksonville
Hgrs 113-117, 124, 1122 Assignments

Last Updated
14-03-08

LOADING BY HANGAR ASSIGNMENT

Calendar Year	FY08												FY09												FY10											
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
	1st Qtr FY 08			2nd Qtr FY 08			3rd Qtr FY 08			4th Qtr FY 08			1st Qtr FY 09			2nd Qtr FY 09			3rd Qtr FY 09			4th Qtr FY 09			1st Qtr FY 10			2nd Qtr FY 10			3rd Qtr FY 10			4th Qtr FY 10		
Hgr 113 N	Air Ops Deta VS-32												VS-32																							
Hgr 113 S	VS-IMC												FRC P3 Wing Work												FRC P3 Wing Work											
Hgr 114 N	VS-31												Transition HSM-70												HSM-70											
Hgr 114 S	VS-22												VS-22												HS-3 depart											
Hgr 115 N	FRC Flight Check												FRC Flight Check												FRC Flight Check											
Hgr 115 S	HS-11 Deployed												HS-11												HS-11 Deployed											
Hgr 116 N	HS-7												HS-7 Deployed												HS-7											
Hgr 116 S	HS-5												HS-5												HS-5 Deployed											
Hgr 117	Air Ops Deta												Air Ops Deta												Air Ops Deta											
Hgr 124 SE	HS-15												HS-15 Deployed												HS-15											
Hgr 124 NE	HS-15												HS IMP												HS IMP											
Hgr 124 NW	HS-IMP												FRC-SE Paint Booth Under Construction												HS-IMP											
Hgr 124 SW	HS-3												FRC-SE Paint Booth Under Construction												FRC Paint											
Hgr 1122 HSM Bay 1	Under Construction												Under Construction												HSM-70											
Hgr 1122 HSM Bay 2	Under Construction												Under Construction												HSM TBA 72											
Hgr 1122 HSM Bay 3	Under Construction												Under Construction												HSM TBA 74											
Hgr 1122 HSM Bay 4	Under Construction												Under Construction												HSM TBA											
Hgr 1122 HSM Bay 5	Under Construction												Under Construction												HSM-E TBA											

LOADING BY UNIT

Calendar Year	FY08												FY09												FY10											
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
	1st Qtr FY 08			2nd Qtr FY 08			3rd Qtr FY 08			4th Qtr FY 08			1st Qtr FY 09			2nd Qtr FY 09			3rd Qtr FY 09			4th Qtr FY 09			1st Qtr FY 10			2nd Qtr FY 10			3rd Qtr FY 10			4th Qtr FY 10		
HS 3 (2nd Qtr FY09)													Deployed-Move to 115/114S												Hgr 114S depart											
HS 5 (4th Qtr FY10)	Hgr 116S												Hgr 116S												HS-5 Deployed											
HS 7 (2nd Qtr FY11)	Deployed-116N												Hgr 116N												116N HS-7 Deployed											
HS 11 (3rd Qtr FY12)	Hgr 115S												Hgr 115S												Hgr 115S HS-11 Deployed											
HS 15 (4th Qtr FY08)	Hgr 124E												HS-15 Deployed												Hgr 124SE depart											
HS 75																																				
HS IMP	Hgr 124NW												Hgr 124NE												Hgr 124N											
HSM 70													Hgr 114N												Hgr 1122											
HSM 72																									Hgr 1122											
HSM 74																									Hgr 1122											
HSM TBA																									Hgr 1122											
HSM-E TBA																									Hgr 1122											
VS 22 (2nd Qtr FY09)	Hgr 114S												Hgr 114S												Decom											
VS 24																																				
VS 31 (3rd Qtr FY08)	Hgr 113S												Decom																							
VS 32 (1st Qtr FY09)	Deploy-113N												Hgr 113N												Decom											
VS IMC (2nd Qtr FY08)	Hgr 113S												Decom																							
Air Ops Deta	Hgr 117												Hgr 117												Hgr 117											
Air Ops Deta	Hgr 113N																																			
Air Ops Ceremony	Hgr 117												Hgr 117																							
FRC-SE Flight Check	Hgr 115N																								Hgr 124E FRC Flight Check/HS IMP											
FRC-SE P3 Wing Work													Hgr 113S												Hgr 1122											
FRC-SE Paint Booth													Hgr 124SW-Paint Booth Under Construction												Hgr 124SE											

23 April 2008

SIGN-IN SHEET

<u>NAME</u>	<u>ORGANIZATION</u>	<u>PHONE</u>	<u>EMAIL</u>
Don Piron	HSMM	(757) 306-6753	dpiron@hsmm.com
FRANK FABIAN	HSMM	757. 306. 6777	SSabian@hsmm.com
CARL SHERK	NAS SAFETY	904 542 3082	carl.sherk@navy.mil
STEVE DEJOIE	FRCSE	904-542-2805	STEPHEN. DEJOIE@NAVY.MIL
Rick FITZGERALD	FRCSE	904-542-5180 x114	RICK.FITZGERALD@NAVY.MIL
Frank Lazzara	NAS PWD	542-2119 x138	frank.lazzara@navy.mil
CHUCK O'BERRY	NAS Prod	2-2119 x127	Chuck.Oberry@navy.mil Chuck.Oberry@navy.mil

NAME	EMAIL	ORGANIZATION	LOCATION or AOR	PHONE	INTERVIEW STATUS
Lewis, Chuck CDR	chuck.lewis@navy.mil	NAS-Jax PWD	Bldg 27	904-542-2119 x128	completed
Young, John	john.k.young@navy.mil	NAS-Jax PWD	Bldg 27	904-542-2119 x149	completed
Lazarra, Frank	frank.lazarra@navy.mil	NAS-Jax PWD	Bldg 27	904-542-2119 x141	completed
Surgeoner, Robert CDR	robert.surgeon@navy.mil	AirOps	Bldgs 118, 666, 279,	904-542-3152	completed
Scott, Mark C. CDR	mark.c.scott@navy.mil	AirOps	Bldg 118		completed
Meyer, Bill	bill.meyer@navy.mil	AirOps/ Airfield Fac Management Div	Bldg 666	904-542-3176	completed
Myers, LT		AirOps/ Passenger Term	Bldg 278/279		completed
Shaw, Eugene LT	eugene.shaw@navy.mil	Air Ops/ Transient Line/ Arrestin Gear	Bldg H117	904-542-5530	completed
Stubbs, Curtis D. CDR	curtis.stubbs@navy.mil	FACSFAC	Bldg 118		
Kalin, Robert LCDR		FACSFAC	Bldg 118	904-542-2017	completed
Schuelke, Mark J.	Mark.Schuelke@med.navy.mil	AWCS - ASTR		904-542-3608	completed
Finley, Carrie A AZ1	carrie.finley@navy.mil	FASCTRAGRULANT Det.		904-542-2647	completed
Busch, Pam	pamela.m.busch@navy.mil	Business Manager	Bldg.1	904-542-4480	completed
Sandstrom, Thomas J	thomas.sandstrom.ctr@navy.mil	CNIC HQ, N93	929A	904-542-3964 ext. 2	completed
Andrews, Mary Anne LCDR	mary.andrews@navy.mil	CPRW-11	VP-5, VP-16, VP-30, VP-45, VP-62, VR-58	904-542-2179 x139	completed
Cozad, Kyle Capt CO CPRW-11		CPRW-11	Bldg 506		
Debold, James R CDR CSO CPRW11		CPRW-11	Bldg 506		
Hitt, James R CDR VP-16		CPRW-11	Hangar 1000		
Howard, Reginald M CDR VP-5 , N00		CPRW-11	Hangar 1000		
Creasey, Mark A CDR VP-16 , N01		CPRW-11	Hangar 1000		
Fite, Richard T CAPT VP-30 , CO		CPRW-11	Hangar 30		
Kingsbury, Karl LT CV-TSC Ashore, N01		CPRW-11	Bldg 506		
Soles, Randy	rudolph.soles@navy.mil	CPRW-11		e-mail only	completed
Schmidt, Stephen F CDR	stephen.f.schmidt@navy.mil	CPRW-11		904-542-8698	completed
Cain, Corina	corina.cain@dla.mil	DAPS		904-542-4386	
Irwin, Kenneth R CDR		HSWINGLANT	HS-3 (H-124SW), HS-5 (H-116S), HS-7 (H-116N), HS-11 (H-115S), HS-15 (H-124E), HS-75	904-542-3085	completed
Flannery, Todd J CDR HS-15 , CO		HSWINGLANT	Hangar 124E		
Rasch, Kevin H	kevin.rasch@navy.mil	HSWINGLANT		e-mail only	completed
Gray, Paul R LCDR	paul.r.gre.uk@navy.mil	CHSMWL	HSM-70 (H-116N)	904-270-6400 x226	completed
Hegland, Michael G	michael.hegland@navy.mil	CHSMWL		e-mail only	completed
Armin, Charles A CDR	charles.armin@navy.mil	CHSMWL		904-270-6629 ext. 119	
				904-314-6148	

NAME	EMAIL	ORGANIZATION	LOCATION or AOR	PHONE	INTERVIEW STATUS
Schenck, Chris R. CDR, CSO	chris.schenck@navy.mil	SEACOMWINGLANT	VS-22 (H-114S), VS24, VS-30, VS-31 (H-114N), VS-32 (H-113N)	904-542-8588	completed
Fimple, Stephen M CDR VS22, XO		SEACOMWINGLANT	Hangar 114		
Foster, Paul J CDR VS-22		SEACOMWINGLANT	Hangar 114		
Heady, Douglas E CDR VS-22		SEACOMWINGLANT	Hangar 114		
Cook, Benjamin R LCDR VS 22, Admin Officer		SEACOMWINGLANT	Hangar 114		
Khan, Muhammad M CDR VS31 CO		SEACOMWINGLANT	Hangar 114		
Kerekes, Charles V	Charles.Kerekes@med.navy.mil	SARP JAX		e-mail only	completed
O'Connor, Jean A	jean.oconnor@navy.mil	SARP JAX		904-542-2526	completed
Hart, Terry M LCDR FRCSE, AIR 1.0		FRCSE			
Cowing, Bob	robert.cowing@navy.mil	FRCSE		904-542-5990 x141	completed
Fitzgerald, Rick	rick.fitzgerald@navy.mil	FRCSE		904-542-5990 x108	
Lenhardt, Darryl J CDR	darryl.lenhardt@navy.mil	FRCSE			
Nedresky, Donald L	donald.nedresky@navy.mil	FRCSE			
Yadon, James N	james.yadon@navy.mil	FRCSE			
Delp, Michael R	michael.delp@navy.mil	FRCSE			completed
Moylan, Patrick	patrick.moylan@navy.mil	FRCSE (training coordinator)		904-542-0864	completed
Padgett, Charlene	charlene.padgett@dla.mil	DDJF	Bldg 110	904-542-0176	completed
Luksovsky, Kyle CDR, XO	kyle.luksovsky@navy.mil	FISC	Bldg 110	904-542-1000 x6161	completed
Palmquist, Mitchell	mitchell.palmquist@navy.mil	FISC	Bldg 110	904-542-1307	
Sherback, Richard		FISC	Bldg 110		
Sullivan, Andy	andy.sullivan@navy.mil	FUELS	Bldg 2109	904-542-3297	completed
Boutte, James R.	james.bouttejr@dhs.gov	US Customs	Hangar 1002	904-680-6794	completed
Ricketson, David LCDR	david.ricketson@navy.mil	VP-30		904-542-8270	completed
Anderson, Alfred D CDR		HSWINGLANT, SAR School	Bldg 614		
Harrison, Wayne J CAPT FASOTRAGRULANT		FASO	Bldg 848		
Joseph, AG1	phone interview	Meteorological & Oceanographic		904-542-2535	completed
Bowler, Ellis W CDR NAS Jacksonville, N00	ellis.bowler@navy.mil	NAS JAX ADMIN	Bldg 1	904-542-3998, 904-200-9465	completed
LCDR Schrader					
Brown, Edward W CAPT NAVFAC SE, XO		NAVFAC	Bldgs 902, 103, 135	904-542-5132	completed
Brink, Sue	susan.brink@navy.mil	NAVFAC		904-542-5140 x2130	
Kersey, Betty Joe					
Teel, Diana	diana.teel@navy.mil	NAVAIR	PAX River	e-mail only	completed
Bravo, Rafael	rafael.bravo@navy.mil	NAVFAC Southeast	Charleston	757-322-4852	
Batton, Mark	mark.batton@navy.mil	NAVFAC Southeast	Charleston	757-322-4852	
Carter, Robert	robert.e.carter@navy.mil	NAVFAC Southeast	JAX	904-542-5120	completed
Hill, Sharon	sharon.w.hill@navy.mil	NAVFAC Lant	Norfolk	757-322-4333	
Ladd, Lynn	lynn.ladd@navy.mil	NAVFAC Southeast	JAX	e-mail only	completed

NAME	EMAIL	ORGANIZATION	LOCATION or AOR	PHONE	INTERVIEW STATUS
O'berry, Chuck L	chuch.oberry@navy.mil	NAVFAC Southeast	JAX	e-mail only	completed
Strandberg, Gregory	gregory.standbert1@navy.mil	NAVFAC Southeast	JAX	e-mail only	completed
Herbert, Lynn	lynn.herbert@navy.mil	CNRSE		904-542-0978	completed
Carpenter, Jeff	jeff.carpenter@navy.mil	CNEC (old CNET)	Pennsacola		
Draper, Donald C CDR CO TPU Jax		TPU	Bldgs 4, 7H	904-542-4550	completed
Brockway, Barry CINCLANTFLT	brockwaybd@training.navy.mil	NJROTC	Bldg 13	904-542-8794	completed
Hannick, John CAPT, CO, RLSO, SE	john.hannick@navy.mil	RLSO	Bldg 4	904-542-2565 x3030	completed
Waits, Kirk CAPT, CO, NLSO, SE	kirk.waits@navy.mil	NLSO	Bldg 4	904-542-2565 x3001	completed
Hicks, Buddy	buddy.hicks@navy.mil	NAVCOMTELSTA	Bldgs 27, 506, 848	904-542-4250	completed
Rodgers, Marc	marc_rodgers@nexweb.org	NEX	Bldg 170, Center Ba	904-777-7161 or 904-838-9212	completed
Foster, Steven					
Wood, John				904-777-7221	
McLaughlin, Lee	lee.mclaughlin.ctr@navy.mil	Safety Office	Bldg 1, Rm 105	904-542-8733	completed
Forbes, Larry	larry.forbes@med.navy.mil	NAVHOSP	Bldg 2090	904-542-7593 or 7588	completed
Barnes, Tim CDR	timothy.barnes@med.navy.mil	NAVHOSP	Bldg 2090	904-542-9526	
Szumlas, Daniel CDR	daniel.szumlas@med.navy.mil	NECE	Bldg 937	904-542-2424	completed
Mueller, William LT	william.k.mueller@navy.mil	MESRON-10	Bldg 938		completed
Hayden, William LCDR NCWRON 26		MESRON-10	Bldg 938		
Cox, Richard MSG	richard.cox@usarmy.mil	Army Reserves	Bldg 938		completed
Hastie, Todd CDR XO NOSC JAXS	todd.hastie@navy.mil	NOSC	Bldg 966	904-542-3320 x105	completed
Peterson, Travis LCDR	travis.peterson@navy.mil	NOSC	Bldg 966	904-542-3320x105	
Bodenbender, John LCDR	john.bodenbender@navy.mil	Navy Recruiting District Jax	Bldg 966		completed
Burns, Don J CAPT NRSE RCC		RCC	Bldg 966		
Harris, Daniel A CDR NRSE RCC, CSO		RCC	Bldg 966		completed
Hokaj, James R LCDR NRSE RCC, N3		RCC	Bldg 966		
Brennan, Eric J CTAC RESINTPROFF, SSO		RIA	Bldg 135S		
Bushick, John	john.bushick@navy.mil	MWR	Bldg 1		completed
Craig, Mark					
Herbert, Mike	mike.herbert@navy.mil	Housing (inc. BEQs)	Bldg 960		completed
Wheeler, Patti				904-542-2996	
Fowler, David	david.fowler@navy.mil	Weapons	Bldg 374		completed
Lanier, Fred	fred.lanier@navy.mil	Fire			completed
Crowder, Steven	steven.crowder@navy.mil	Chaplain	Bldg 751	904-542-3051	completed
Felder, CDR					
Collins, Ken LT	ken.collins@navy.mil	Navy Band	Bldg 12	904-542-5626	completed
Malmgren, James MUCM	james.malmgren@navy.mil				
Mojica, Dennis LCDR	dennis.mojica@navy.mil	Brig	Bldg 409	904-542-3314	completed
Berk, Jeff	jeff.berk@navy.mil			904-542-3314	
McCorvey, Carolyn	carolyn.mccorvey@navy.mil	FFSC		904-542-2766 x161	completed
Wilson, Myrna				904-542-2766	

NAME	EMAIL	ORGANIZATION	LOCATION or AOR	PHONE	INTERVIEW STATUS
<i>Smith, Dave CDR</i>	david.m.smith4@navy.mil	<i>RDC/ROC</i>	<i>Bldg 919</i>	<i>904-542-1670</i>	<i>completed</i>
Crossley, Scott	scott.crossley@navy.mil			<i>904-563-1283, 904-542-0929</i>	
Brooks, Mitchell	michael.brooks3@navy.mil				
<i>Woods, Jonathan</i>	jonathan.o.woods@navy.mil	<i>Navy College</i>	<i>Bldg 110</i>	<i>904-542-2477</i>	<i>completed</i>
<i>Clingan, Tom</i>	tom.clingan@dla.mil	<i>DRMO</i>	<i>Bldg Outside Base</i>	<i>904-542-3411 x40</i>	<i>completed (by phone)</i>
<i>Prescott, Shon</i>	shon.prescott@navy.mil	<i>PSD</i>	<i>Bldg 789</i>	<i>904-542-4217 x101</i>	<i>completed</i>
Burgos, Victor	victor.burgos@navy.mil	PSD	Bldg 789		
<i>Brooks, Terri</i>	terri.brooks@navy.mil	<i>NAS-Jax Supply</i>	<i>Bldg 1, 111</i>	<i>904-542-5257, 904-542</i>	<i>completed</i>
<i>Busch, Pamela</i>	pamela.m.busch@navy.mil	<i>NAS-Jax Business Manager</i>	<i>Bldg 1</i>	<i>904-542-4480</i>	<i>completed</i>
<i>Hoffmann, Erwin</i>	erwin.hoffmann@navy.mil	<i>NMCB 14</i>		<i>904-542-5242</i>	<i>completed</i>
<i>Neal, Lawrence</i>	lawrence.neal@navy.mil	<i>CBMU 202</i>			<i>completed</i>
<i>Moore, John</i>	john.moore@deca.mil	<i>Commissary</i>	<i>Bldg 951</i>	<i>904-542-5311</i>	<i>completed</i>
<i>Bruni, Joseph</i>	brunij@vystarcu.org	<i>VYSTAR Credit Union</i>		<i>904-908-2703</i>	<i>completed</i>
<i>Williams, Glen</i>	glen.c.williams@navy.mil	<i>Security Dept</i>	<i>Bldg 876</i>	<i>904-542-0969</i>	<i>completed</i>
<i>Faraldo, Dave CPT</i>	david.faraldo@nmcrs.org	<i>Navy-Marine Corps Relief Society</i>	<i>Bldg 13</i>		<i>completed</i>

Electronic Project Generator (EPG) Projects



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1. Component NAVY	FY 2013 SPECIAL PROJECTS PROGRAM			2. Date 27 SEP 2009
3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA		4. Project Title AT/FP DESIGN FOR BUILDING 1		
5. Program Element O&MN	6. Category Code 85210	7. Project Number RM 09-3939	8. Project Cost (\$000) \$574	
9. COST ESTIMATES				
Item	UM	Quantity	Unit Cost	Cost(\$000)
AT/FP DESIGN FOR BUILDING 1				
DEMOLITION -	SF	1,400	2.00	(3)
CONCRETE CURB -	LF	1,500	30.00	(45)
ASPHALT PAVING -	SF	35,000	4.00	(140)
CONCRETE WALK -	SF	6,000	5.00	(30)
BENCHES -	EA	30	2,000.00	(60)
TRASH RECEPACLES -	EA	5	1,000.00	(5)
LIGHTING FIXTURES -	EA	15	2,000.00	(30)
MOVEABLE PLANTERS (ROUND & RECTANGULAR) -	EA	35	500.00	(18)
SHADE TREES -	EA	66	700.00	(46)
ORNAMENTAL TREES -	EA	18	300.00	(5)
PALM TREES -	EA	15	800.00	(12)
SEEDED LAWN -	SY	800	1.00	(1)
PLANTING BED PREPARATION 6" -	SF	5,200	1.00	(5)
SHRUBS -	EA	550	50.00	(28)
GROUNDCOVER -	SF	500	4.00	(2)
Subtotal				430
Contingency (20%)				(86)
SIOH (8%)				(41)
Design-Build Design (4%)				(17)
Total Funded Cost				574
Classification of Work				
SIC - Restoration and Modernization(RM)				533
10. Description of Proposed Construction				
The Using Activity for this project is planned to be: NAS JACKSONVILLE SECURITY.				
This project provides a variety of site furnishings and plantings, as well as parking lot re-designs to serve as added perimeter security measures for Buildings 1 and 506. The				

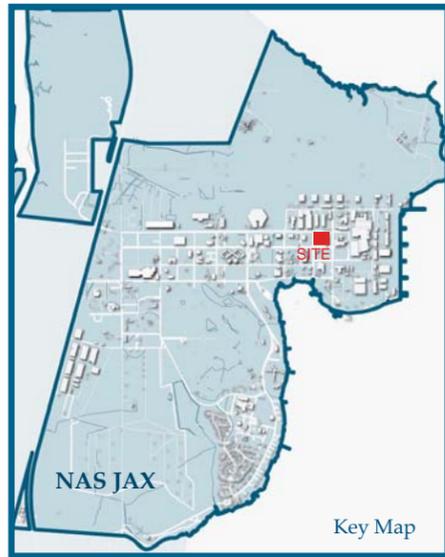
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5. Program Element O&MN	6. Category Code 85210	7. Project Number RM 09-3939	8. Project Cost (\$000) \$574															
<p>current design for the Building 1 and Building 506 block does not provide perimeter security measures around the areas that measure 82 feet from the face of the buildings. The areas that are most vulnerable are the parking area on the western side of the buildings, the parking area on the eastern side of Building 506, and the southern side of the buildings facing Saratoga Avenue. While the existing landscape treatment around Buildings 1 and 506 is both aesthetically pleasing and welcoming, it does not provide enough of a barrier between the adjacent roads and parking areas and the building facades.</p> <p>This project constructs a landscape treatment that is both more secure as well as aesthetically pleasing for Buildings 1 and 506, although the existing design of the buildings, roadways and parking areas does not allow for meeting the 82-foot buffer requirement around the entirety of the buildings. Additional site furnishings that act as perimeter security measures include pedestrian light poles, benches, moveable planters, trash receptacles, trees, and shrubs. Street trees are added where currently missing along Yorktown Avenue, Saratoga Avenue, and Ranger Street to allow for a consistent repetition of trees along the street. Larger buffer areas of landscape plantings are provided between the parking areas and the buildings on the eastern and western sides of the buildings. Trees are added to act as screening for utility areas on the southeast corner of Building 506. The parking lot for Building 506 is re-configured for better ingress and egress. The landscape area between Buildings 1 and 506 is enclosed with sidewalks and landscape features to allow for a safer pedestrian route.</p>																		
<p>11. Requirement</p> <p>FACILITY PLANNING DATA:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 15%;"><u>Category Code</u></td> <td style="width: 25%;"><u>Requirement</u></td> <td style="width: 10%;"><u>UM</u></td> <td style="width: 15%;"><u>Adequate</u></td> <td style="width: 15%;"><u>Substandard</u></td> <td style="width: 15%;"><u>Inadequate</u></td> <td style="width: 10%;"><u>Deficit/</u> <u>Surplus</u></td> </tr> <tr> <td>85210</td> <td>PARKING AREA</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p>PROJECT:</p> <p>This project provides a variety of site furnishings and plantings, as well as parking lot re-designs to serve as added perimeter security measures for Buildings 1 and 506, although the existing design of the buildings, roadways, and parking areas does not allow for meeting the 82-foot buffer requirement around the entirety of the buildings. (Current Mission)</p> <p>REQUIREMENT:</p> <p>Anti-Terrorism/Force Protection requirements (Unified Facilities Criteria 4-010-01, DoD Minimum Anti-Terrorism Standards for Buildings) dictate that parking areas and roadways be set back a minimum of 82 feet from the face of the building for existing or new primary gathering buildings.</p> <p>CURRENT SITUATION:</p> <p>The current design for Building 1 and Building 506 does not provide for perimeter security measures around the areas that measure 82 feet from the building faces.</p> <p>Activity POC: John K. Young Phone No: 904-542-2119</p>					<u>Category Code</u>	<u>Requirement</u>	<u>UM</u>	<u>Adequate</u>	<u>Substandard</u>	<u>Inadequate</u>	<u>Deficit/</u> <u>Surplus</u>	85210	PARKING AREA					
<u>Category Code</u>	<u>Requirement</u>	<u>UM</u>	<u>Adequate</u>	<u>Substandard</u>	<u>Inadequate</u>	<u>Deficit/</u> <u>Surplus</u>												
85210	PARKING AREA																	

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IMPACT IF NOT PROVIDED:																																													
Building 1 and Building 506 will remain vulnerable without additional perimeter security measures.																																													
NOTES:																																													
Project costs were developed by professional landscape architects based on typical industry costs for landscape materials.																																													
ADDITIONAL:																																													
A. Facilities Data:																																													
<table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align:left;">WT</th> <th style="text-align:left;">Fac No</th> <th style="text-align:left;">Facility Name</th> <th style="text-align:left;">CCN</th> <th style="text-align:left;">UM</th> <th style="text-align:right;">Quantity</th> <th style="text-align:right;">Cost (\$000)</th> <th style="text-align:right;">PRV (\$000)</th> <th style="text-align:right;">MDI</th> <th style="text-align:right;">CAP</th> <th style="text-align:right;">CONF</th> <th style="text-align:right;">COND</th> <th style="text-align:right;">Year Built</th> </tr> </thead> <tbody> <tr> <td>RM 1</td> <td></td> <td>ADMINISTRATION BLDG</td> <td>61010</td> <td>SF</td> <td></td> <td></td> <td style="text-align:right;">9,648</td> <td style="text-align:right;">70</td> <td style="text-align:right;">90</td> <td style="text-align:right;">100</td> <td style="text-align:right;">81</td> <td style="text-align:right;">1941</td> </tr> <tr> <td>RM 506</td> <td></td> <td>COMMUNICATIONS CENTER</td> <td>13117</td> <td>SF</td> <td></td> <td></td> <td style="text-align:right;">11,281</td> <td style="text-align:right;">99</td> <td style="text-align:right;">35</td> <td style="text-align:right;">100</td> <td style="text-align:right;">86</td> <td style="text-align:right;">1967</td> </tr> </tbody> </table>							WT	Fac No	Facility Name	CCN	UM	Quantity	Cost (\$000)	PRV (\$000)	MDI	CAP	CONF	COND	Year Built	RM 1		ADMINISTRATION BLDG	61010	SF			9,648	70	90	100	81	1941	RM 506		COMMUNICATIONS CENTER	13117	SF			11,281	99	35	100	86	1967
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B. AIS Data:																																													
NOTE: Annual inspections are no longer performed, therefore, the backlog of listed deficiencies is based on the 2005 results. It is not a true representation of repair needs.																																													
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C. Hazardous Material Information:																																													
The Building 1 and Building 506 block is not an Installation Restoration Program (IRP) site, nor is it known to be a Petroleum Contamination Site (PSC) or contain a Potential Source of Contamination (PSC).																																													
D. Economic Analysis:																																													
Economic Analysis required per OPNAVINST 11010.20G <input type="checkbox"/> (Yes if Checked)																																													
E. Phasing (\$000): None																																													
F. Other Proposed Projects:																																													
G. Status of Design:																																													
Attachments:																																													
1 Site Plan																																													

1. Component NAVY	FY 2013 SPECIAL PROJECTS PROGRAM		2. Date 27 SEP 2009
3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA		4. Project Title AT/FP DESIGN FOR BUILDING 1	
5. Program Element O&MN	6. Category Code 85210	7. Project Number RM 09-3939	8. Project Cost (\$000) \$574

12. Signatures

<u>Electronic Signature</u>	<u>Position</u>	<u>Date</u>
	Public Works Officer	
	Regional Engineer	



View of walkway between Building 1 main entry and adjacent parking lot.



View of existing facade landscape treatment at Building 1.



Section of AT/FP Proposed Design Through Parking Lot and Front Facade at Building 1



Plan of AT/FP Design at Building 1



9.10 AT/FP Design for Building 1

Site Analysis Observations:

- The current design for Building 1 does not provide for perimeter security measures around the areas that measure 82' from the face of the building. The areas which are most vulnerable are the parking area on the western side of the building, the parking area on the eastern side of the building, and the southern side of the building facing Saratoga Avenue.
- While the existing landscape treatment at Building 1 is both aesthetically pleasing and welcoming, it does not provide enough of a barrier between the adjacent roads and parking areas and the building facade.

Recommendations:

- Provide a variety of site furnishings and plantings to serve as perimeter security measures around Building 1. Such additional furnishings include pedestrian lights, benches, moveable planters, trash receptacles, trees, and shrubs.
- Add street trees in areas where trees are currently missing. This will allow for a consistent repetition of trees along Yorktown Avenue, Saratoga Avenue, and Ranger Street.
- Provide larger buffer areas of landscape between the parking areas and the building on the eastern and western sides of Building 1.
- Provide trees to act as screening for utility areas on the southeast corner of Building 506.
- Re-configure the parking lot for Building 506 for better ingress and egress.
- Enclose the area between Buildings 1 and 506 with sidewalks and landscape features to allow for a safer pedestrian route.
- Estimated Cost:** \$473,000



1. Component NAVY	FY 2013 SPECIAL PROJECTS PROGRAM			2. Date 27 SEP 2009
3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA		4. Project Title AT/FP DESIGN FOR BUILDING 919		
5. Program Element O&MN	6. Category Code 85210	7. Project Number RM 09-3940	8. Project Cost (\$000) \$1,087	
9. COST ESTIMATES				
Item	UM	Quantity	Unit Cost	Cost(\$000)
AT/FP DESIGN FOR BUILDING 919				
DEMOLITION -	SF	35,479	2.00	(71)
FINE GRADING -	LS	1	3,300.00	(3)
CONCRETE SIDEWALK -	SF	11,091	5.00	(55)
CONCRETE CURB -	LF	1,521	30.00	(46)
ASPHALT PAVING -	SF	14,207	4.00	(57)
PERVIOUS PAVEMENT -	SF	12,511	12.00	(150)
CONCRETE WHEEL STOPS -	EA	58	500.00	(29)
BENCHES -	EA	18	2,000.00	(36)
TRASH RECEPTACLES -	EA	6	1,000.00	(6)
PEDESTRIAN LIGHTING -	EA	14	4,000.00	(56)
BOLLARDS -	EA	3	2,000.00	(6)
RAISED PLANTERS (RECTANGULAR) -	EA	2	500.00	(1)
SHADE TREES (EVERGREEN 3" CALIPER) -	EA	42	700.00	(29)
SHADE STREET TREES -	EA	24	700.00	(17)
ORNAMENTAL TREES (6-8' HEIGHT) -	EA	13	300.00	(4)
PALM TREES -	EA	23	800.00	(18)
SEEDED LAWN -	SY	1,417	1.00	(1)
PLANTING BED PREPARATION 6" -	SF	7,848	1.00	(8)
SHRUBS -	SF	7,848	12.00	(94)
GROUND COVER -	SF	2,014	4.00	(8)
BIOSWALE PLANTING -	SF	11,841	10.00	(118)
Subtotal				813
Contingency (20%)				(163)
SIOH (8%)				(78)
Design-Build Design (4%)				(33)
Total Funded Cost				1,087
Classification of Work				

1. Component NAVY	FY 2013 SPECIAL PROJECTS PROGRAM			2. Date 27 SEP 2009
3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA		4. Project Title AT/FP DESIGN FOR BUILDING 919		
5. Program Element O&MN	6. Category Code 85210	7. Project Number RM 09-3940	8. Project Cost (\$000) \$1,087	
SIC - Restoration and Modernization(RM)				1,009

10. Description of Proposed Construction

The Using Activity for this project is planned to be: NAS JACKSONVILLE SECURITY.

This project provides a variety of site furnishings and plantings, as well as parking lot re-design to serve as both low-impact design elements and added perimeter security measures for Building 919. The current design for the Building 919 block does not provide perimeter security measures around the areas that measure 82 feet from the face of the buildings. The areas that are most vulnerable are the parking area on the eastern side of the building and the southern side of the building facing Enterprise Avenue. While the existing landscape treatment around Building 919 is generally aesthetically pleasing, it does not provide enough of a barrier between the adjacent roadways and parking areas and the building facade, although the existing design of the buildings, roadways, and parking areas does not allow for meeting the 82-foot buffer requirement around the entirety of the building.

This project constructs a landscape treatment that is both more secure as well as low-impact and aesthetically pleasing for Building 919. Additional landscape treatments and site furnishings that act as perimeter security measures include pedestrian light poles, benches, removeable bollards, moveable planters, trash receptacles, trees, shrubs, and bioswales (planted stormwater detention areas). Street trees are added where currently missing along Ballard Street, Saratoga Avenue, and Enterprise Avenue to allow for a consistent repetition of trees along the street. A larger buffer area of landscape plantings are provided between the parking area and the building on the eastern side of the building. Trees are added to act as screening for the utility area between Building 919 and Building 921. The parking lot for Building 919 is re-configured with permeable paving with additional parking spaces added to the south end of the parking lot and on-street parking added along Enterprise Avenue. The stormwater detention pond at the southeast corner of the Building 919 block is replaced with bioswales along the eastern and southern sides of the building. A pedestrian walkway and landscape plantings are placed between Buildings 919 and 921 for a safer pedestrian route to the building entrances.

11. Requirement

FACILITY PLANNING DATA:

<u>Category Code</u>	<u>Requirement</u>	<u>UM</u>	<u>Adequate</u>	<u>Substandard</u>	<u>Inadequate</u>	<u>Deficit/ Surplus</u>
85210	PARKING AREA					

PROJECT:

1. Component NAVY	FY 2013 SPECIAL PROJECTS PROGRAM						2. Date 27 SEP 2009																														
3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA				4. Project Title AT/FP DESIGN FOR BUILDING 919																																	
5. Program Element O&MN	6. Category Code 85210	7. Project Number RM 09-3940	8. Project Cost (\$000) \$1,087																																		
<p>This project provides a variety of site furnishings and plantings, as well as a parking lot re-design to serve as added perimeter security measures and low-impact design elements for Building 919, although the existing design of the buildings, roadways, and parking areas does not allow for meeting the 82-foot buffer requirement around the entirety of the building.</p> <p>(Current Mission)</p> <p>REQUIREMENT:</p> <p>Anti-Terrorism/Force Protection requirements (Unified Facilities Criteria 4-010-01, DoD Minimum Anti-Terrorism Standards for Buildings) dictate that parking areas and roadways be set back a minimum of 82 feet from the face of the building for existing or new primary gathering buildings.</p> <p>Per UFC 3-210-10 Low Impact Development, 3-4.2 LEED Green Building Rating System, Navy policy encourages the use of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) checklist, which describes benchmarks for sustainability issues including site planning, stormwater management strategies, water efficiency, energy, and selection of plant and building material resources. In general, the guidelines provide a basis for recognizing attributes of sustainability that may be applied to the built environment. Sustainability refers to a strategy of material and process choices that conserves, protects and enhances resource consumption in such a manner that future generations will enjoy a quality of life comparable to ours.</p> <p>CURRENT SITUATION:</p> <p>The current design for Building 919 does not provide for perimeter security measures around the areas that measure 82 feet from the building face or low-impact design elements.</p> <p>IMPACT IF NOT PROVIDED:</p> <p>Building 919 will remain vulnerable without added perimeter security measures.</p> <p>NOTES:</p> <p>Project costs were developed by professional landscape architects based on typical industry costs for landscape materials.</p> <p>ADDITIONAL:</p> <p>A. Facilities Data:</p> <table border="1" data-bbox="77 1654 1557 1764"> <thead> <tr> <th>WT</th> <th>Fac No</th> <th>Facility Name</th> <th>CCN</th> <th>UM</th> <th>Quantity</th> <th>Cost (\$000)</th> <th>PRV (\$000)</th> <th>MDI</th> <th>CAP</th> <th>CONF</th> <th>COND</th> <th>Year Built</th> </tr> </thead> <tbody> <tr> <td>RM</td> <td>919</td> <td>CNRSE HEADQUARTERS</td> <td>61010</td> <td>SF</td> <td></td> <td></td> <td>21,668</td> <td>70</td> <td>91</td> <td>100</td> <td>87</td> <td>1989</td> </tr> </tbody> </table> <p>B. AIS Data:</p> <p>NOTE: Annual inspections are no longer performed, therefore, the backlog of listed deficiencies is based on the 2005 results. It is not a true representation of repair needs.</p> <table border="1" data-bbox="77 1932 1557 1980"> <thead> <tr> <th>Facility No.</th> <th>Deficiency Description</th> <th>CWE(000)</th> <th>Deficiency Type</th> </tr> </thead> <tbody> </tbody> </table>								WT	Fac No	Facility Name	CCN	UM	Quantity	Cost (\$000)	PRV (\$000)	MDI	CAP	CONF	COND	Year Built	RM	919	CNRSE HEADQUARTERS	61010	SF			21,668	70	91	100	87	1989	Facility No.	Deficiency Description	CWE(000)	Deficiency Type
WT	Fac No	Facility Name	CCN	UM	Quantity	Cost (\$000)	PRV (\$000)	MDI	CAP	CONF	COND	Year Built																									
RM	919	CNRSE HEADQUARTERS	61010	SF			21,668	70	91	100	87	1989																									
Facility No.	Deficiency Description	CWE(000)	Deficiency Type																																		

1. Component NAVY	FY 2013 SPECIAL PROJECTS PROGRAM			2. Date 27 SEP 2009									
3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA		4. Project Title AT/FP DESIGN FOR BUILDING 919											
5. Program Element O&MN	6. Category Code 85210	7. Project Number RM 09-3940	8. Project Cost (\$000) \$1,087										
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<u>Facility No.</u>	<u>Deficiency Description</u>	<u>CWE(000)</u>	<u>Deficiency Type</u>										
919	REPLACE COOLING TOWERS	\$300	Mission										
<p>12. Signatures</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;"><u>Electronic Signature</u></th> <th style="text-align: left;"><u>Position</u></th> <th style="text-align: right;"><u>Date</u></th> </tr> </thead> <tbody> <tr> <td></td> <td>Public Works Officer</td> <td></td> </tr> <tr> <td></td> <td>Regional Engineer</td> <td></td> </tr> </tbody> </table>					<u>Electronic Signature</u>	<u>Position</u>	<u>Date</u>		Public Works Officer			Regional Engineer	
<u>Electronic Signature</u>	<u>Position</u>	<u>Date</u>											
	Public Works Officer												
	Regional Engineer												

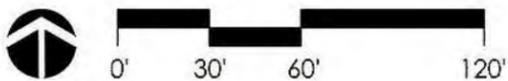


EXISTING AND PROPOSED PARKING SPACES

BLDG 919	EXISTING	PROPOSED
STANDARD	140	146
PARALLEL	10	11
HANDICAP	6	6
TOTAL	156	163

BLDG 921	EXISTING	PROPOSED
STANDARD	54	27
PARALLEL	7	0
HANDICAP	0	1
TOTAL	61	28

TOTAL PARKING	EXISTING	PROPOSED
	217	191



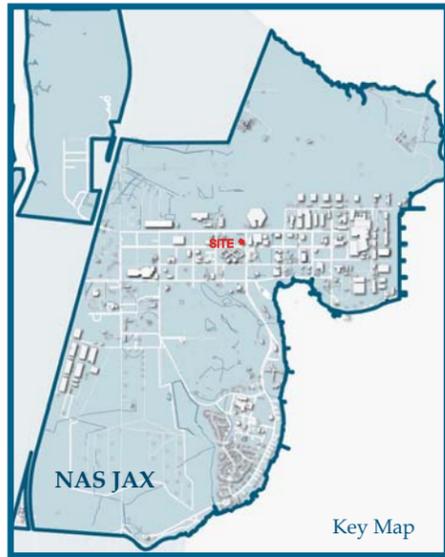
NAS JACKSONVILLE MASTER PLAN-2009

1. Component NAVY	FY 2013 SPECIAL PROJECTS PROGRAM			2. Date 27 SEP 2009
3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA		4. Project Title DINING HALL/GALLEY MODIFICATIONS		
5. Program Element O&MN	6. Category Code 72210	7. Project Number RM 09-3941	8. Project Cost (\$000) \$774	
9. COST ESTIMATES				
Item	UM	Quantity	Unit Cost	Cost(\$000)
DINING HALL/GALLEY MODIFICATIONS -				30
SITE PREPARATION -	LS	1	30,000.00	30
FOUNDATION SYSTEM				16
4" CONCRETE PAD -	SF	2,000	8.00	(16)
PRE-FINISHED STANDING SEAM METAL PANEL ROOF SYSTEM WITH GUTTER				120
PERIMETER -	LF	592	20.00	(12)
AREA -	SF	6,357	17.00	(108)
POURED-IN-PLACE CONCRETE COLUMNS WITH STEEL POSTS				61
(12"X12"X14', 4' POSTS) -	EA	2	3,375.00	(7)
(12"X12"X9', 18' POSTS) -	EA	12	3,037.00	(36)
(24"X24"X18', 4' POSTS) -	EA	4	4,387.00	(18)
STRUCTURAL METAL BEAMS AND BRACING				264
PERIMETER (15LBS/LF) -	LB	3,240	6.00	(19)
STRUCTURAL STEEL (15LBS/SF) -	LB	63,500	3.00	(191)
1" TUBULAR WELDED METAL GRID -	LF	136	149.00	(20)
HAND RAIL -	LF	150	225.00	(34)
PAINTING (HANDRAILS, COLUMNS, BEAMS, AND GRID) -	LS	1	14,000.00	14
ELECTRICAL -	LS	1	16,000.00	16
LANDSCAPING				28
FINE GRADING -	LS	1	6,750.00	(7)
SHADE TREES -	EA	23	700.00	(16)
ORNAMENTAL TREES -	EA	15	300.00	(5)

1. Component NAVY	FY 2013 SPECIAL PROJECTS PROGRAM			2. Date 27 SEP 2009	
3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA		4. Project Title DINING HALL/GALLEY MODIFICATIONS			
5. Program Element O&MN	6. Category Code 72210	7. Project Number RM 09-3941	8. Project Cost (\$000) \$774		
SHRUBS - Subtotal Contingency (20%) SIOH (8%) Design-Build Design (4%) Total Funded Cost Classification of Work SIC - Restoration and Modernization(RM)		EA	8	50.00	(0) 579 (116) (56) (23) 774 718
10. Description of Proposed Construction <p>The Using Activity for this project is planned to be: MORALE, WELFARE, AND RECREATION.</p> <p>This project constructs new metal roofs that wrap the existing Galley, Building 855, with a new pedestrian and activity-friendly face, along with landscaping (shade trees, ornamental trees, and shrubs) along Saratoga Avenue and Mustin Road. The existing Enlisted Dining Facility/Galley does not provide sufficient outdoor shaded space to encourage open-air dining and pedestrian activity. The absence of windows on the building suggests an introverted expression that is not conducive for fostering activity in a social setting. The existing wood deck of the Galley building is not a suitable dining area, as it is south-facing and provides no shaded areas.</p> <p>The roof design evokes the nearby Bachelor-Enlisted Quarters' main entrance. Redevelopment of the south facade of Building 855 creates a user-friendly environment for outdoor dining and other social activities. The larger entry tower acts as a focal point to encourage people inside, while the smaller tower provides a covered entry/exit point that leads to the Bachelor-Enlisted Quarters. With the warm and sunny climate of Jacksonville, shaded gathering areas are essential, but currently lacking for Building 855. With a covered outdoor seating area, the Galley/Building 855 will better serve its purpose as a social, comfortable, and enjoyable gathering place and destination for enlisted personnel.</p>					
11. Requirement					

1. Component NAVY	FY 2013 SPECIAL PROJECTS PROGRAM						2. Date 27 SEP 2009					
3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA				4. Project Title DINING HALL/GALLEY MODIFICATIONS								
5. Program Element O&MN	6. Category Code 72210		7. Project Number RM 09-3941	8. Project Cost (\$000) \$774								
FACILITY PLANNING DATA:												
						<u>Deficit/</u>						
<u>Category Code</u>	<u>Requirement</u>	<u>UM</u>	<u>Adequate</u>	<u>Substandard</u>	<u>Inadequate</u>	<u>Surplus</u>						
72210 ENLISTED DINING FACILITY												
PROJECT:												
This project constructs new metal roofs that wrap the existing Galley, Building 855, with a new pedestrian and activity-friendly face, along with landscaping (shade trees, ornamental trees, and shrubs) along Saratoga Avenue and Mustin Road.												
(Current Mission)												
REQUIREMENT:												
Morale, Welfare, and Recreation's project focus is on Fitness and Liberty, which are programs and facilities serving ages 18-24 in an alcohol-free atmosphere.												
CURRENT SITUATION:												
The existing Enlisted Dining Facility/Galley does not provide sufficient outdoor shaded space to encourage open-air dining and pedestrian activity. The absence of windows on the building suggests an introverted expression that is not conducive for fostering activity in a social setting. The existing wood deck of the Galley building is not a suitable dining area, as it is south-facing and provides no shaded areas.												
IMPACT IF NOT PROVIDED:												
The existing Galley will continue to serve its function using a south-facing, unshaded wood deck not suitable as a dining area. With a covered outdoor seating area, the Galley/Building 855 will better serve its purpose as a social, comfortable, and enjoyable gathering place and destination for enlisted personnel.												
NOTES:												
Project costs were developed by professional architects and landscape architects based on typical industry costs for materials.												
ADDITIONAL:												
A. Facilities Data:												
<u>WT</u>	<u>Fac No</u>	<u>Facility Name</u>	<u>CCN</u>	<u>UM</u>	<u>Quantity</u>	<u>Cost (\$000)</u>	<u>PRV (\$000)</u>	<u>MDI</u>	<u>CAP</u>	<u>CONF</u>	<u>COND</u>	<u>Year Built</u>
RM	855	ENLISTED MENS DINING FACILIT	72210	SF			7,411	70	150	64	78	1975
B. AIS Data:												
NOTE: Annual inspections are no longer performed, therefore, the backlog of listed deficiencies is based on the 2005 results. It is not a true representation of repair needs.												
<u>Facility No.</u>	<u>Deficiency Description</u>					<u>CWE(000)</u>	<u>Deficiency Type</u>					
855	RENOVATE SIX HEADS					\$4	Quality of Life					
855	FIRE PROT SPRINKLER RPL					\$129	Deferrable					

1. Component NAVY	FY 2013 SPECIAL PROJECTS PROGRAM			2. Date 27 SEP 2009
3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA		4. Project Title DINING HALL/GALLEY MODIFICATIONS		
5. Program Element O&MN	6. Category Code 72210	7. Project Number RM 09-3941	8. Project Cost (\$000) \$774	
<u>Facility No.</u>	<u>Deficiency Description</u>	<u>CWE(000)</u>	<u>Deficiency Type</u>	
855	REPAIR/REPLACE WATER LINES	\$100	Deferrable	
855	RPL CARPET, DIRECT CEMENT	\$78	Deferrable	
855	RPL CERAMIC FLOOR TILE	\$50	Deferrable	
855	HEATING SYS RPL	\$48	Deferrable	
855	PAINT EXT	\$34	Deferrable	
855	HEATING CONVERTER RPL	\$22	Deferrable	
855	PAINT INT	\$14	Deferrable	
855	CLEAN DUCT SYS, UP TO 30,	\$11	Deferrable	
855	RPL ACOUSTIC CEILING TILE	\$10	Deferrable	
855	DOORS INT RPL	\$5	Deferrable	
855	INST BRNCH WIRING FOR DEV	\$5	Deferrable	
C. Hazardous Material Information:				
The Building 855 block is not an Installation Restoration Program (IRP) site. Across the street to the southeast from Building 855 is a known Petroleum Contamination Area (PCA).				
D. Economic Analysis:				
Economic Analysis required per OPNAVINST 11010.20G <input type="checkbox"/> (Yes if Checked)				
E. Phasing (\$000): None				
F. Other Proposed Projects:				
G. Status of Design:				
Activity POC: John K. Young			Phone No: 904-542-2119	
Attachments:				
1 Site Plan				
12. Signatures				
<u>Electronic Signature</u>	<u>Position</u>			<u>Date</u>
	Public Works Officer			
	Regional Engineer			



Key Map



The Galley is a windowless concrete building that does not offer any shaded outdoor space.



The existing architecture does not provide a well-defined entrance for visitors.



The entrance tower of the nearby BEQ is a good example of a clearly defined main entry point.



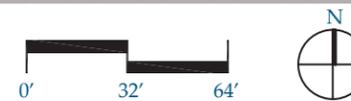
Proposed South Elevation

- Standing Seam Metal Panel Roof System
- Metal Grid
- Painted Concrete Columns with Steel Posts
- Outdoor Seating Area under Standing Seam Metal Roof System



Proposed Site Plan

- Shade Trees
- Existing Sidewalk
- Standing Seam Metal Panel Roof System
- Entry Tower



9.7 Dining Hall/Galley Modifications

Existing Conditions:

- The existing Enlisted Dining Facility/Galley (Bldg 855) does not provide sufficient outdoor shaded space to encourage open-air dining and pedestrian presence. The absence of windows suggests an introverted expression that is not conducive to fostering activity in a social setting.

Recommendations:

- The construction of new metal roofs wrapping the building will create a new pedestrian-friendly "face" for the existing Galley. Design of the roof systems should be evocative of the nearby BEQ main entrance.
- Development of the south façade will create a user friendly environment for outdoor dining and other social activities. The larger entry tower will act as the focal point to bring people inside, while the smaller tower provides a covered exit point that leads directly to the BEQ of similar architectural style.

Justification:

- Considering the climate of the base, shaded gathering areas are essential and currently lacking. The existing wood deck of the Galley is not a suitable dining area, as it is south-facing and offers no shaded space.
- By constructing a new covered outdoor seating and dining area, the Galley will better serve as a social destination for enlisted personnel and will be a comfortable, enjoyable gathering space.
- **Estimated Cost:** \$875,500

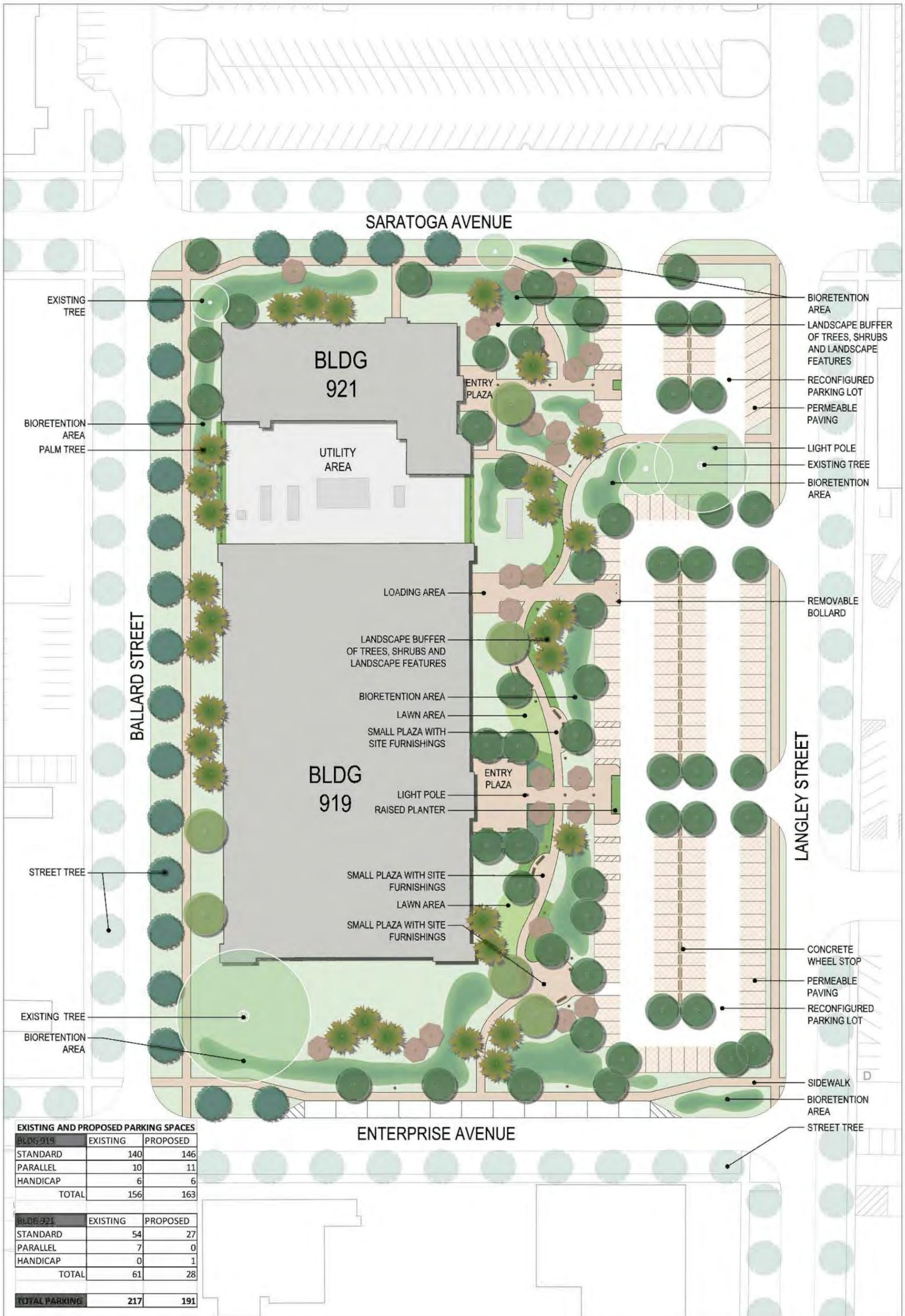


1. Component NAVY	FY 2013 SPECIAL PROJECTS PROGRAM			2. Date 27 SEP 2009
3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA		4. Project Title BUILDING 921 PARKING LOT IMPROVEMENTS		
5. Program Element O&MN	6. Category Code 85210	7. Project Number RM 09-3942	8. Project Cost (\$000) \$432	
9. COST ESTIMATES				
Item	UM	Quantity	Unit Cost	Cost(\$000)
BUILDING 921 PARKING LOT IMPROVEMENTS				323
DEMOLITION -	SF	15,853	2.00	(32)
FINE GRADING -	LS	1	3,300.00	(3)
CONCRETE SIDEWALK -	SF	6,555	5.00	(33)
CONCRETE CURB -	LF	478	30.00	(14)
ASPHALT PAVING -	SF	3,781	4.00	(15)
PERVIOUS PAVEMENT -	SF	4,847	12.00	(58)
CONCRETE WHEEL STOPS -	EA	10	50.00	(1)
BENCHES -	EA	2	2,000.00	(4)
PEDESTRIAN LIGHTING -	EA	7	4,000.00	(28)
RAISED PLANTER (RECTANGULAR) -	EA	1	500.00	(1)
SHADE TREES (EVERGREEN 3" CALIPER) -	EA	14	700.00	(10)
SHADE STREET TREES -	EA	4	700.00	(3)
ORNAMENTAL TREES (6-8' HEIGHT) -	EA	11	300.00	(3)
PALM TREES -	EA	7	800.00	(6)
PLANTING BED PREPARATION 6" -	SF	1,448	1.00	(1)
SHRUBS -	SF	1,448	12.00	(17)
BIOSWALE PLANTING -	SF	9,430	10.00	(94)
Subtotal				323
Contingency (20%)				(65)
SIOH (8%)				(31)
Design-Build Design (4%)				(13)
Total Funded Cost				432
Classification of Work				
SIC - Restoration and Modernization(RM)				401
10. Description of Proposed Construction				

1. Component NAVY	FY 2013 SPECIAL PROJECTS PROGRAM			2. Date 27 SEP 2009														
3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA		4. Project Title BUILDING 921 PARKING LOT IMPROVEMENTS																
5. Program Element O&MN	6. Category Code 85210	7. Project Number RM 09-3942	8. Project Cost (\$000) \$432															
<p>The Using Activity for this project is planned to be: NAVY BAND and NAS JACKSONVILLE.</p> <p>This project provides a variety of site furnishings and plantings, as well as parking lot re-design to serve as both low-impact design elements and added perimeter security for Building 921. The landscape elements continue the low-impact design elements and added perimeter security measures designed for Building 919 to the south. The current design of the Building 921 and 919 block does not provide perimeter security measures around the areas that measure 82 feet from the face of the buildings or low-impact design elements. The areas that are most vulnerable are the parking area on the eastern side of the building and the northern side of the building facing Saratoga Avenue. The existing landscape treatment around Building 921 and associated parking area is generally lacking and it does not provide enough of a barrier between the adjacent roadways and parking areas and the building facade, although the existing design of the buildings, roadways and parking areas does not allow for meeting the 82-foot buffer requirement around the entirety of the building.</p> <p>This project constructs a landscape treatment that is more secure, low-impact, and aesthetically pleasing for Building 921. Additional landscape treatments and site furnishings that act as perimeter security measures include pedestrian light poles, benches, moveable planters, trees, shrubs, and bioswales (planted stormwater detention areas). Street trees are added where currently missing along Ballard Street and Saratoga Avenue to allow for a consistent repetition of trees along the street. On-street parking is removed along Saratoga Avenue to increase perimeter security. A larger buffer area of landscape plantings are provided between the parking area and the building on the eastern side of the building. Trees are added to act as screening for the utility area between Building 919 and Building 921. The parking lot for Building 921 is re-configured with permeable paving. Stormwater detention is handled with bioswales along three sides of the building. A pedestrian walkway and landscape plantings are placed between Buildings 921 and 919 for a safer pedestrian route to the respective building entry plazas.</p>																		
<p>11. Requirement</p> <p>FACILITY PLANNING DATA:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 25%;"><u>Category Code</u></td> <td style="width: 25%;"><u>Requirement</u></td> <td style="width: 10%;"><u>UM</u></td> <td style="width: 10%;"><u>Adequate</u></td> <td style="width: 10%;"><u>Substandard</u></td> <td style="width: 10%;"><u>Inadequate</u></td> <td style="width: 10%;"><u>Deficit/ Surplus</u></td> </tr> <tr> <td>85210 PARKING AREA</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p>PROJECT:</p> <p>This project provides a variety of site furnishings and plantings, as well as a parking lot re-design to serve as low-impact design features and perimeter security measures for Building 921, although the existing design of the buildings, roadways and parking areas does not allow for meeting the 82-foot buffer requirement around the entirety of the building.</p> <p>(Current Mission)</p> <p>REQUIREMENT:</p>					<u>Category Code</u>	<u>Requirement</u>	<u>UM</u>	<u>Adequate</u>	<u>Substandard</u>	<u>Inadequate</u>	<u>Deficit/ Surplus</u>	85210 PARKING AREA						
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<p>Anti-Terrorism/Force Protection requirements (Unified Facilities Criteria 4-010-01, DoD Minimum Anti-Terrorism Standards for Buildings) dictate that parking areas and roadways be set back a minimum of 82 feet from the face of the building for existing or new primary gathering buildings.</p> <p>Per UFC 3-210-10 Low Impact Development, 3-4.2 LEED Green Building Rating System, Navy policy encourages the use of the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) checklist, which describes benchmarks for sustainability issues including site planning, stormwater management strategies, water efficiency, energy, and selection of plant and building material resources. In general, the guidelines provide a basis for recognizing attributes of sustainability that may be applied to the built environment. Sustainability refers to a strategy of material and process choices that conserves, protects and enhances resource consumption in such a manner that future generations will enjoy a quality of life comparable to ours.</p> <p>CURRENT SITUATION:</p> <p>The current design for Building 921 and associated parking area does not provide for perimeter security measures around the areas that measure 82 feet from the building face or low-impact design features.</p> <p>IMPACT IF NOT PROVIDED:</p> <p>Building 921 will remain vulnerable without added perimeter security measures. Parking areas do not meet sustainability mandate of the Navy.</p> <p>NOTES:</p> <p>Project costs were developed by professional landscape architects based on typical industry costs for landscape materials.</p> <p>ADDITIONAL:</p> <p>A. Facilities Data:</p> <table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align:left;"><u>WT</u></th> <th style="text-align:left;"><u>Fac No</u></th> <th style="text-align:left;"><u>Facility Name</u></th> <th style="text-align:left;"><u>CCN</u></th> <th style="text-align:left;"><u>UM</u></th> <th style="text-align:left;"><u>Quantity</u></th> <th style="text-align:right;"><u>Cost</u> (\$000)</th> <th style="text-align:right;"><u>PRV</u> (\$000)</th> <th style="text-align:right;"><u>MDI</u></th> <th style="text-align:right;"><u>CAP</u></th> <th style="text-align:right;"><u>CONF</u></th> <th style="text-align:right;"><u>COND</u></th> <th style="text-align:right;"><u>Year</u> Built</th> </tr> </thead> <tbody> <tr> <td>RM</td> <td>921</td> <td>PHOTOGRAPHIC LABORATORY</td> <td>17120</td> <td>SF</td> <td></td> <td></td> <td style="text-align:right;">3,276</td> <td style="text-align:right;">49</td> <td style="text-align:right;">81</td> <td style="text-align:right;">97</td> <td style="text-align:right;">68</td> <td style="text-align:right;">1957</td> </tr> </tbody> </table> <p>B. AIS Data:</p> <p>NOTE: Annual inspections are no longer performed, therefore, the backlog of listed deficiencies is based on the 2005 results. It is not a true representation of repair needs.</p> <table style="width:100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align:left;"><u>Facility No.</u></th> <th style="text-align:left;"><u>Deficiency Description</u></th> <th style="text-align:right;"><u>CWE(000)</u></th> <th style="text-align:left;"><u>Deficiency Type</u></th> </tr> </thead> <tbody> <tr> <td>921</td> <td>INST FIRE PRTCTN SPRINKLER</td> <td style="text-align:right;">\$41</td> <td>Safety</td> </tr> <tr> <td>921</td> <td>RPL ELEC SUBPANEL</td> <td style="text-align:right;">\$8</td> <td>Safety</td> </tr> <tr> <td>921</td> <td>RPL ELEC LIGHTS</td> <td style="text-align:right;">\$5</td> <td>Safety</td> </tr> <tr> <td>921</td> <td>RPL HVAC</td> <td style="text-align:right;">\$385</td> <td>Quality of Life</td> </tr> <tr> <td>921</td> <td>RPR/RPL ROOF</td> <td style="text-align:right;">\$282</td> <td>Quality of Life</td> </tr> </tbody> </table>							<u>WT</u>	<u>Fac No</u>	<u>Facility Name</u>	<u>CCN</u>	<u>UM</u>	<u>Quantity</u>	<u>Cost</u> (\$000)	<u>PRV</u> (\$000)	<u>MDI</u>	<u>CAP</u>	<u>CONF</u>	<u>COND</u>	<u>Year</u> Built	RM	921	PHOTOGRAPHIC LABORATORY	17120	SF			3,276	49	81	97	68	1957	<u>Facility No.</u>	<u>Deficiency Description</u>	<u>CWE(000)</u>	<u>Deficiency Type</u>	921	INST FIRE PRTCTN SPRINKLER	\$41	Safety	921	RPL ELEC SUBPANEL	\$8	Safety	921	RPL ELEC LIGHTS	\$5	Safety	921	RPL HVAC	\$385	Quality of Life	921	RPR/RPL ROOF	\$282	Quality of Life
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<u>Facility No.</u>	<u>Deficiency Description</u>	<u>CWE(000)</u>	<u>Deficiency Type</u>	
921	RPL INT DOORS	\$57	Quality of Life	
921	RPLM PLUMBING FIXTURES	\$25	Quality of Life	
921	RPL TILE FLOOR	\$24	Quality of Life	
921	RPL FLOOR COVER	\$17	Quality of Life	
921	RPL WINDOWS	\$7	Quality of Life	
921	PAINT EXT	\$88	Deferrable	
921	PAINT INT	\$13	Deferrable	
C. Hazardous Material Information:				
The Building 921 block is not an Installation Restoration Program (IRP) site. Adjacent Building 919 has an underground storage tank located in the central part of the site and is near a known Petroleum Contamination Area (PCA) across Enterprise Avenue at Building 196. A Petroleum Contamination Site (PSC) is located further south of the PCA at Enterprise Avenue and Building 196.				
D. Economic Analysis:				
Economic Analysis required per OPNAVINST 11010.20G <input type="checkbox"/> (Yes if Checked)				
E. Phasing (\$000): None				
F. Other Proposed Projects:				
G. Status of Design:				
Activity POC: John K. Young		Phone No: 904-542-2119		
Attachments:				
1 Site Plan				
12. Signatures				
<u>Electronic Signature</u>	<u>Position</u>			<u>Date</u>
	Public Works Officer			
	Regional Engineer			

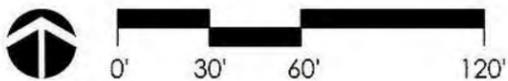


EXISTING AND PROPOSED PARKING SPACES

BLDG 919	EXISTING	PROPOSED
STANDARD	140	146
PARALLEL	10	11
HANDICAP	6	6
TOTAL	156	163

BLDG 921	EXISTING	PROPOSED
STANDARD	54	27
PARALLEL	7	0
HANDICAP	0	1
TOTAL	61	28

TOTAL PARKING	EXISTING	PROPOSED
	217	191

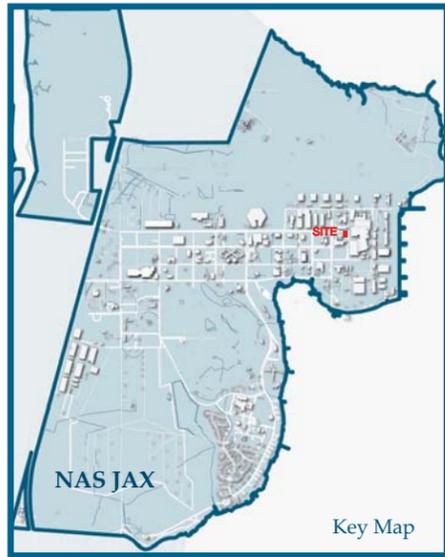


NAS JACKSONVILLE MASTER PLAN-2009

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3. Installation(SA)& Location/UIC: N00207 NAS JACKSONVILLE FL JACKSONVILLE, FLORIDA		4. Project Title OUTDOOR PAVILION AND PARKING LOT IMPROVEMENTS		
5. Program Element O&MN	6. Category Code 74078	7. Project Number RM 09-3943	8. Project Cost (\$000) \$490	
9. COST ESTIMATES				
Item	UM	Quantity	Unit Cost	Cost(\$000)
OUTDOOR PAVILION AND PARKING LOT IMPROVEMENTS -				
SITE IMPROVEMENTS 107				
ASPHALT REMOVAL -	SF	6,000	4.00	(24)
ASPHALT PATCHING -	SF	5,000	3.00	(15)
CONCRETE SIDEWALK -	SF	60	5.00	(0)
HAND GRADING -	LS	1	4,050.00	(4)
PERVIOUS PAVEMENT -	SF	1,600	12.00	(19)
SHADE TREES -	EA	6	700.00	(4)
PALM TREES -	EA	4	800.00	(3)
GROUND COVER -	SF	2,700	4.00	(11)
SITE FURNISHINGS (TABLES AND BENCHES) -	LS	1	27,000.00	(27)
FOUNDATION SYSTEM, ROOFING, AND EXTERIOR SKIN 222				
CONCRETE PAD WITH SATIN FINISH -	SF	600	15.00	(9)
CONCRETE BLOCK WITH STUCCO FINISH -	SF	2,700	48.00	(130)
ROOF SYSTEM -	SF	385	21.00	(8)
STRUCTURAL COLUMNS, BEAMS, AND WOOD FRAMING -	LB	7,700	6.00	(46)
ILLUMINATED CUPOLA -	EA	1	11,500.00	(12)
TEAK WOOD TRELLIS -	SF	200	85.00	(17)
PAINING AND STAINING -	LS	1	14,000.00	14
ELECTRICAL -	LS	1	24,000.00	24
Subtotal				367
Contingency (20%)				(73)
SIOH (8%)				(35)
Design-Build Design (4%)				(15)

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Total Funded Cost				490														
Classification of Work																		
SIC - Restoration and Modernization(RM)				455														
<p>10. Description of Proposed Construction</p> <p>The Using Activity for this project is planned to be: FLEET READINESS CENTER SOUTHEAST.</p> <p>This project constructs an outdoor pavilion with low-impact design elements at the northeast corner of the Building 2 parking lot at Yorktown Avenue and Wasp Street to serve as an outdoor dining facility and shaded retreat for industrial and airfield area workers. The eastern side of NAS Jacksonville consists of many industrial buildings and hangars with parking lots and paved surfaces that house and serve a large number of workers. Currently, there are no nearby buildings, structures, or green park areas where workers are able to eat lunch or gather in a shaded outdoor environment in the warm and sunny climate of Jacksonville.</p> <p>The project constructs an outdoor pavilion designed to compliment the Art Deco architecture of the FRCSE building 101. The pavilion provides a focal point along the major east-west road, Yorktown Avenue, at NAS Jacksonville and provides architectural definition to the northeast end of the Building 2 parking lot. The pavilion would serve as an outdoor dining facility and shaded retreat from the heavily industrial area. The outdoor pavilion would provide covered and open-roof space with tables and chairs protected from the elements, while wooded built-in benches would be covered by a wooden trellis. The pavilion would be handicap-accessible. On the south side of the pavilion, pervious (allowing stormwater infiltration instead of runoff) pavers would create an open-air plaza with rows of shade trees to ameliorate heat from the surrounding paved surfaces.</p>																		
<p>11. Requirement</p> <p>FACILITY PLANNING DATA:</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 20%;"><u>Category Code</u></td> <td style="width: 20%;"><u>Requirement</u></td> <td style="width: 10%;"><u>UM</u></td> <td style="width: 15%;"><u>Adequate</u></td> <td style="width: 15%;"><u>Substandard</u></td> <td style="width: 15%;"><u>Inadequate</u></td> <td style="width: 15%; text-align: right;"><u>Deficit/</u></td> </tr> <tr> <td>74078 RECREATION</td> <td>PAVILION</td> <td></td> <td></td> <td></td> <td></td> <td style="text-align: right;"><u>Surplus</u></td> </tr> </table> <p>PROJECT:</p> <p>This project constructs an outdoor pavilion with low-impact design elements at the northeast corner of the Building 2 parking lot at Yorktown Avenue and Wasp Street to serve as an outdoor dining facility and shaded retreat for industrial and airfield area</p>					<u>Category Code</u>	<u>Requirement</u>	<u>UM</u>	<u>Adequate</u>	<u>Substandard</u>	<u>Inadequate</u>	<u>Deficit/</u>	74078 RECREATION	PAVILION					<u>Surplus</u>
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74078 RECREATION	PAVILION					<u>Surplus</u>												

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<p>C. Hazardous Material Information: The Outdoor Pavilion/parking lot block is not an Installation Restoration Program (IRP) site. Across Wasp Street to the east is a known Potential Source of Contamination (PSC)/Operable Unit around Building 101.</p> <p>D. Economic Analysis: Economic Analysis required per OPNAVINST 11010.20G <input type="checkbox"/> (Yes if Checked)</p> <p>E. Phasing (\$000): None</p> <p>F. Other Proposed Projects:</p> <p>G. Status of Design:</p> <p>Attachments: 1 Site Plan</p>													
<p>12. Signatures</p> <table border="0" style="width: 100%;"> <tr> <td style="width: 30%;"><u>Electronic Signature</u></td> <td style="width: 40%;"><u>Position</u></td> <td style="width: 30%;"><u>Date</u></td> </tr> <tr> <td></td> <td>Public Works Officer</td> <td></td> </tr> <tr> <td></td> <td>Regional Engineer</td> <td></td> </tr> </table>					<u>Electronic Signature</u>	<u>Position</u>	<u>Date</u>		Public Works Officer			Regional Engineer	
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Key Map



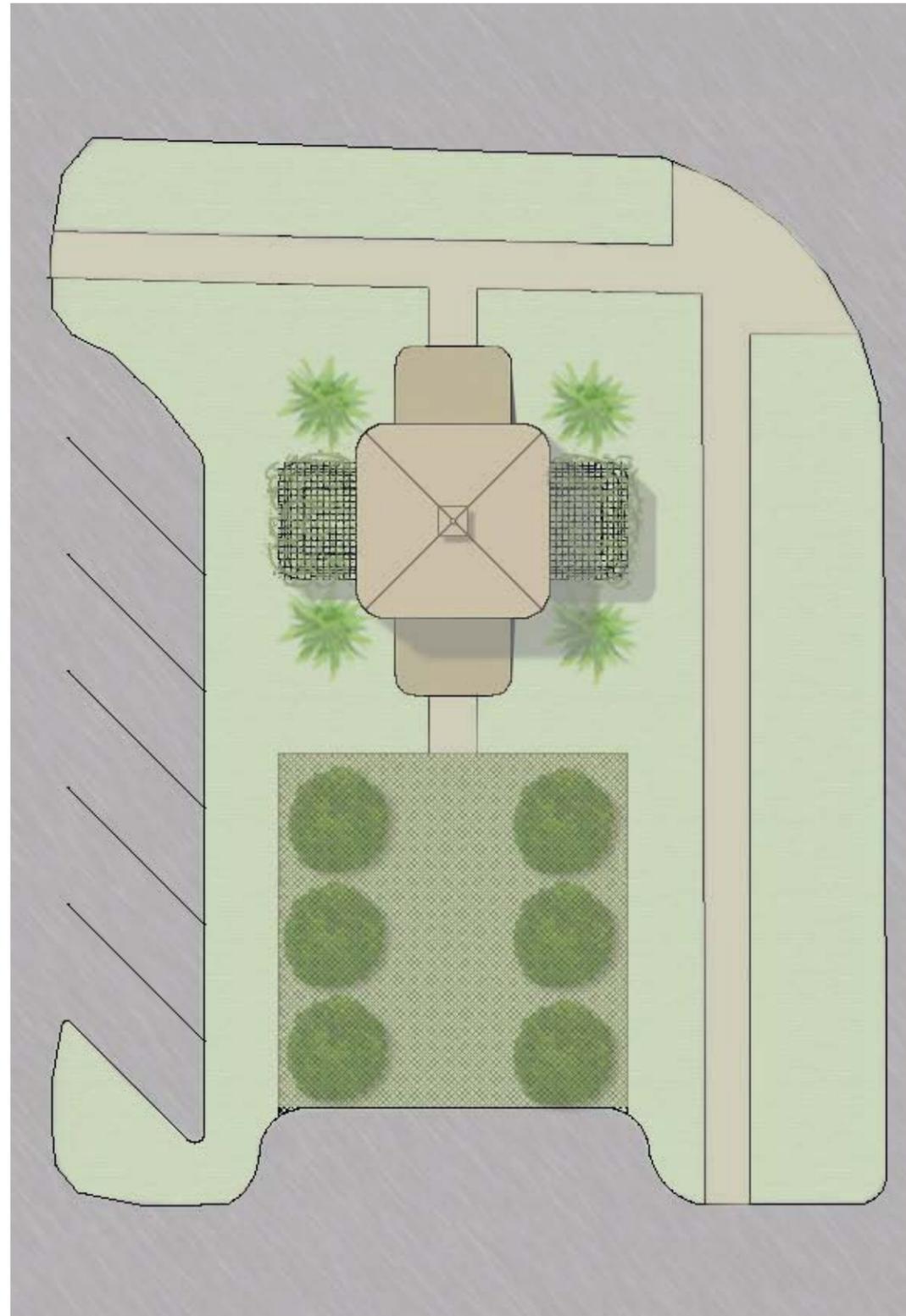
The existing site is a large parking lot that is located at the east terminus of Yorktown Ave.



Nearby Bldg 101 serves as the prime example of Art Deco architecture on the base.



The covered pavilion at Heritage Park is used as a model with architecture modified to reflect the proposed site's context.



Proposed Site Plan

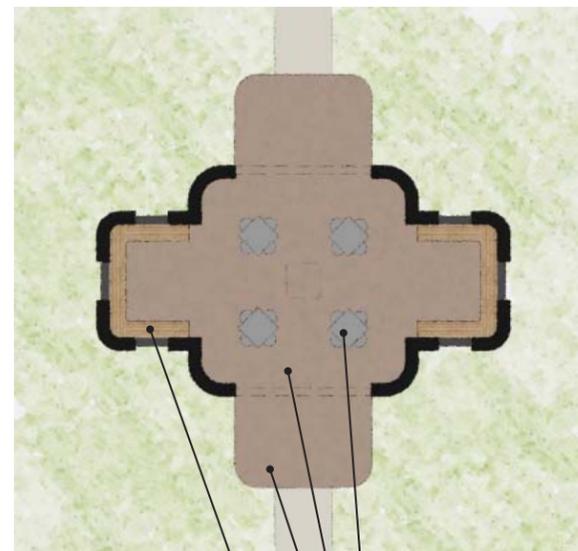


Proposed Site Plan (NTS)



Proposed South Elevation

Concrete Block Walls with Stucco Finish



Proposed Floor Plan

Tables and Chairs
Stained Concrete Floor
6" Ramp
Built-in Wood Benches

9.9 Outdoor Pavilion

Existing Conditions

- The eastern Industrial District and Airfield District consists of buildings and hangars with many parking lots and paved surfaces. These buildings serve a great number of workers. Currently, there are no nearby structures where the workers are able to eat lunch or gather in a shaded outdoor environment.
- The opportunity exists to create an outdoor pavilion and plaza in the northeast corner of an existing parking lot. At the eastern end of Yorktown Avenue and across the street from Building 101, a pavilion at this location would provide architectural definition to this space.

Recommendation

- An outdoor pavilion should be created to serve the Industrial and Airfield District workers. The pavilion details should be designed to complement the Art Deco architecture of Building 101.
- The handicap-accessible outdoor pavilion would provide covered and open-roof space. Tables and chairs will be protected from the elements, while durable wooded built-in benches will be under a wooden trellis roof.
- Utilize pervious pavers to create a plaza to the south of the pavilion. Rows of shade trees will provide comfort during the hotter months.

Justification

- The creation of the outdoor pavilion would stand as a focal point at the end of the major east-west road on the base, Yorktown Avenue. It would potentially serve many people by offering shade and outdoor dining facilities for FRCSE and the numerous other employees in this area of the base.
- Providing new groundcover and trees will improve the storm water run-off on a currently asphalt-paved site.
- **Estimated Cost: \$456,500**

