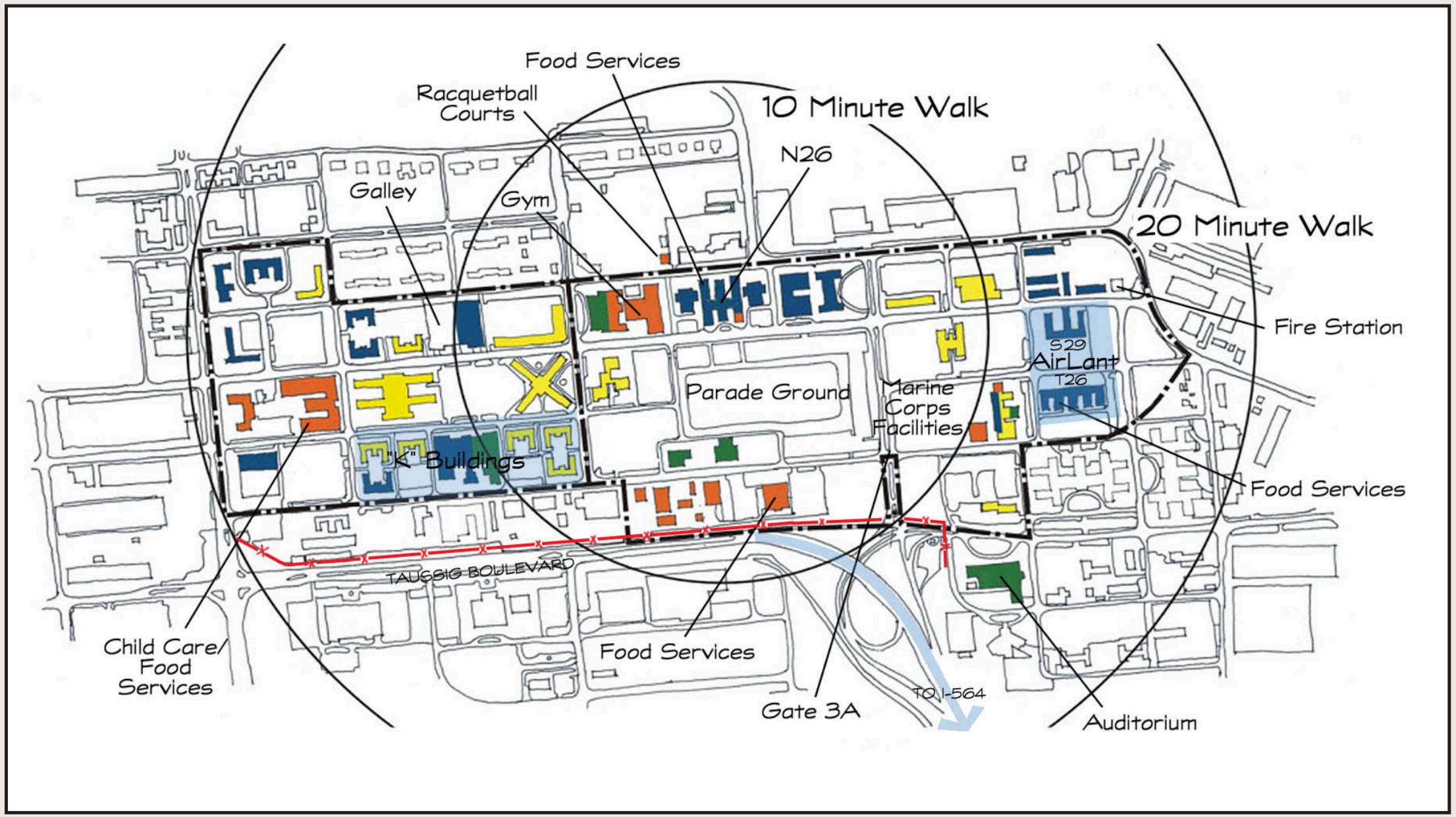


- Administration
- Base Quarters
- Morale, Welfare Recreation
- Training

NS NORFOLK
EXISTING CONDITIONS

Key Map

Phased construction of five facilities

Site and concept are expandable

NS Norfolk Regional Executive Center

Phasing: The development objective is to foster a pedestrian friendly layout on the eastern portion of the site. The first project would be to the east of T26 and S29 (note 1 on drawing). This would include a new intersection for Piersey & Tow-Away (note 4), improvements to Gilbert Street (i.e. medians, raised cross walks, remove side street parking, partial closure by fire station) and a parking lot in the current R buildings' location (notes 6 and 7). Follow-on projects could progress towards the west in a suggested order of notes 1, 10, 12, 13 and 17. The Community Support building (note 12) is required to replace the existing MWR/Exchange operations and thus clear the southern site for parking (notes 11 and 15).

Demolition: Full-scale execution of this long-term strategy would primarily involve demolition of the R buildings (note 6), the MWR buildings on the southern portion of the site (note 15) and the small Bachelor Quarters building (U112) in the southwest portion of the site (note 11). The MWR/Exchange facilities would be recapitalized into a community support building sited as note 12 on the sketch provided.

Parking Plan: Existing facilities require 2,668 parking spaces, proposed new buildings require an additional 1,213 spaces for a total of 3,881 spaces. Including the remaining portions of existing parking, the subject plan provides a total of 4,289 parking spaces.

Expansion Ability:The site is shown with approximately 300,000 SF of replacement office space. This scope could be increased through additional facilities and/or larger construction projects. Construction scope could be increased through the use of parking garages.

Notes:

Tenant relocations - For the most part, specific candidate tenants would be left to future project development. However, one early recommendation that bears mentioning relates to facility Z-133. Waterfront operational commands should be given first priority for Z-133's relative waterfront location. Similarly, current Z-133 tenants should be given first priority to relocation into the proposed Executive Center construction.

Gilbert Street Plans - On-going pedestrian vs. vehicle accidents at NS Norfolk have prompted suggestions to manage the pedestrian risks inherent in the current road and facility layouts. Various methods of mitigating and minimizing this risk are suggested on the associated sketch. Among these are medians, improved or raised cross-walks and elimination of on-street parking (note 14). Additionaly the sketch indicates a suggested partial closure of Gilbert Street (note 8). Prior to further planning action, this last item would require a follow-on traffic study to determine feasibility and identification of collateral transportation system impacts or required improvements.

1. Proposed 75,000 SF Admin Building
2. Renovation of AIRLANT Building, 140,000 SF.
3. Administrative Quadrangle
4. New Piersey Street and Tow Way Road Intersection
5. Realign Piersey Street and Third Avenue Intersection
6. "R" Building Demolition
7. New Surface Parking – 502 Spaces
8. Close off Gilbert Street at the fire station. Use demolished road as additional parking and Access for Fire/Emergency Services.
9. Tow Way Road reconfigured to limit access to NCTAMS LANT.
10. Proposed 75,000 SF Admin Building
11. Surface Parking (Shuttle) – 778 spaces, supported with Interior base shuttle service
12. Proposed 75,000 SF MWR building. Includes Food Service, Community Day Care, and other MWR functions.
13. Proposed 75,000 SF Admin Building
14. Gilbert Street reconfigured with narrowed lanes and 6' median.
15. Surface Parking, 3 lots, (Shuttle) accessible from Admiral Taussig Blvd. To reduce vehicle loading at gates and encourage transit use, both on and off base – 1,277 spaces
16. Traffic Roundabout to ease traffic tension at the Piersey and Bainbridge Roads Intersection
17. Proposed 75,000 SF Admin Building

Key Features:

- Modern, Replacement Administrative Facilities - new construction approximately equal to fifty percent of current inadequate facility square feet in Hampton Roads over four 75,000 SF office buildings. (notes 1, 10, 13 and 17)
- Transportation Nodes - provides an interface between on & off base transit, consolidated and controlled parking, ability to relocate perimeter fenceline to provide 'off-base' parking (notes 15 and 11).
- Community Support Building - proposed facility to provide food service, day care, and any MWR or Exchange functions thought to be supportable from a business perspective. This would include reprogramming of any functions which require replacement from the buildings on the south side of the site (note 15).
- Historic Facility Reuse - This site is characterized by the historic character, architecture and related development limitations. As such, facilities constructed will be modern, but compatible scale and architecture thus capitalizing on the existing assets. This could include some limited renovation of existing historic facilities as is suggested in note 2 for buildings T26 and S29.

NS NORFOLK EXECUTIVE CENTER

Key Map

CLF plan to consolidate and modernize primary Command and Control Installation

NSA Norfolk Recapitalization

Background:

This plan has been developed in detail. The site design and planning objectives have been coordinated with the regional Admin planning effort. This plan was approved by CLF and subsequently published in March 2002.

Overall Strategy:

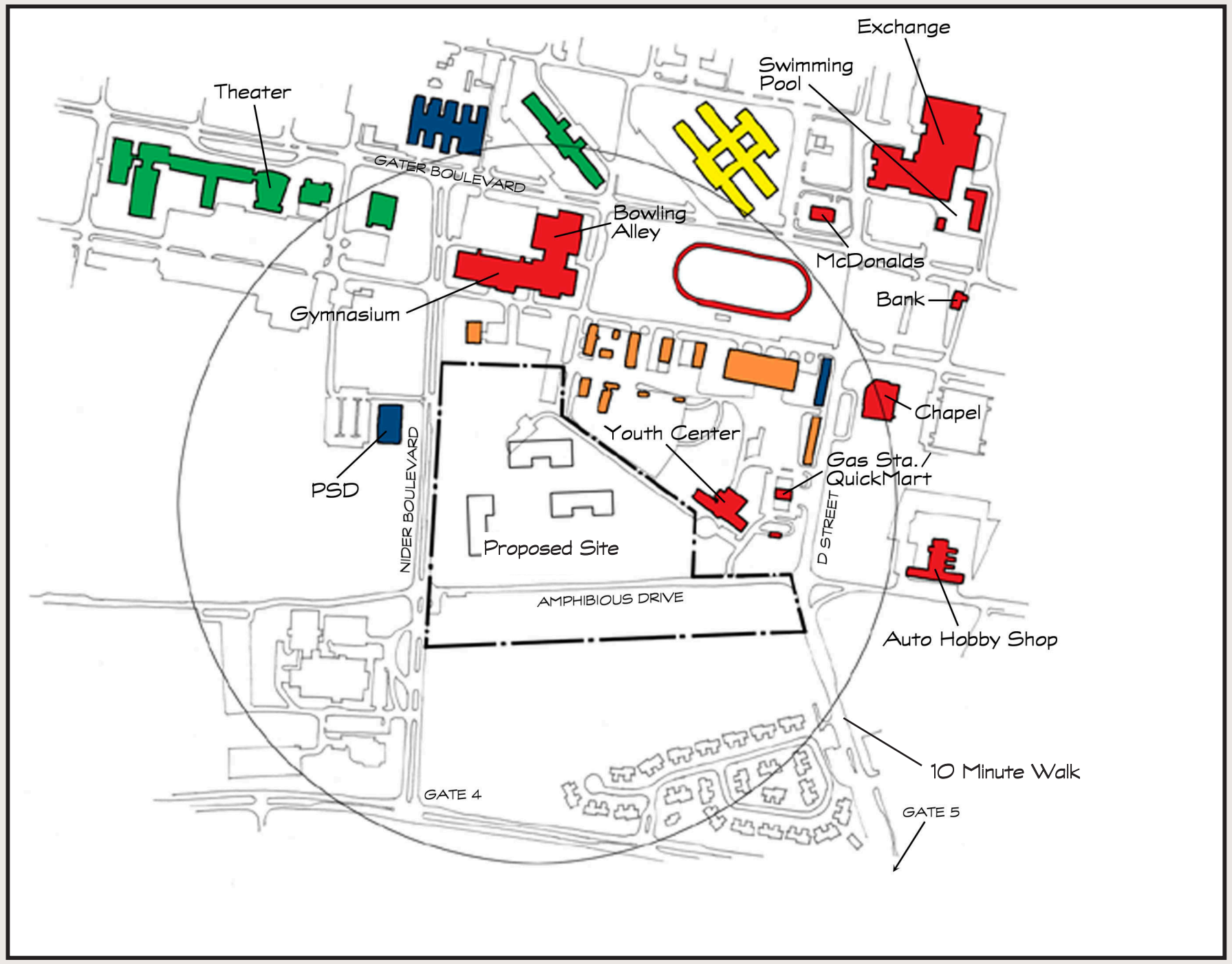
Recapitalize 1940's hospital infrastructure to provide modern, economical HQ facilities that will reduce footprint and foster consolidation.

This plan is comprised of 3 phases projected to begin in FY05 and requires approximately 12 years to execute.

Sited and prioritized to minimize relocations and disruption to operations.

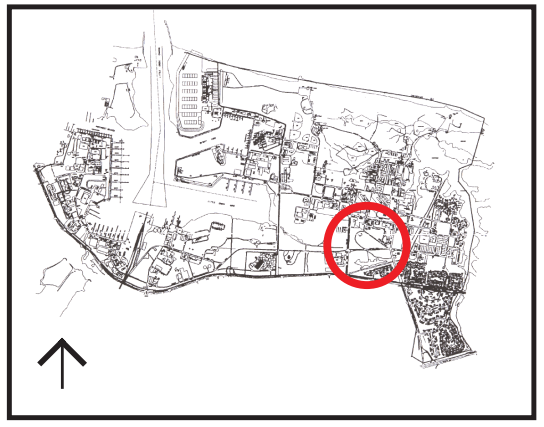
Key Features:

- Campus layout, pedestrian friendly, AT/FP corrections, improved/controlled parking
- New HQ facilities for, CLF, AIRLANT, SUBLANT, SURFLANT, 1st. Division, MARFORLANT, NSA HQ and JFCOM
- New gym, club community center building
- Relocates JFCOM leased operations to Navy-owned facilities (i.e. joint experimentation, joint battle center, joint war fighting center)
- Parking garages
- Phase I - MarForLant, CLF, TYCOMS
- Phase II - JFCOM HQ, Community Center
- Phase III - JFCOM (Suffolk Directorates)



- Administration
- Base Quarters
- Morale, Welfare Recreation
- Training
- Industrial/ Operations

NAB LITTLE CREEK EXISTING CONDITIONS



Key Map

Phased construction of five facilities on an unencumbered site

NAB Little Creek Executive Center

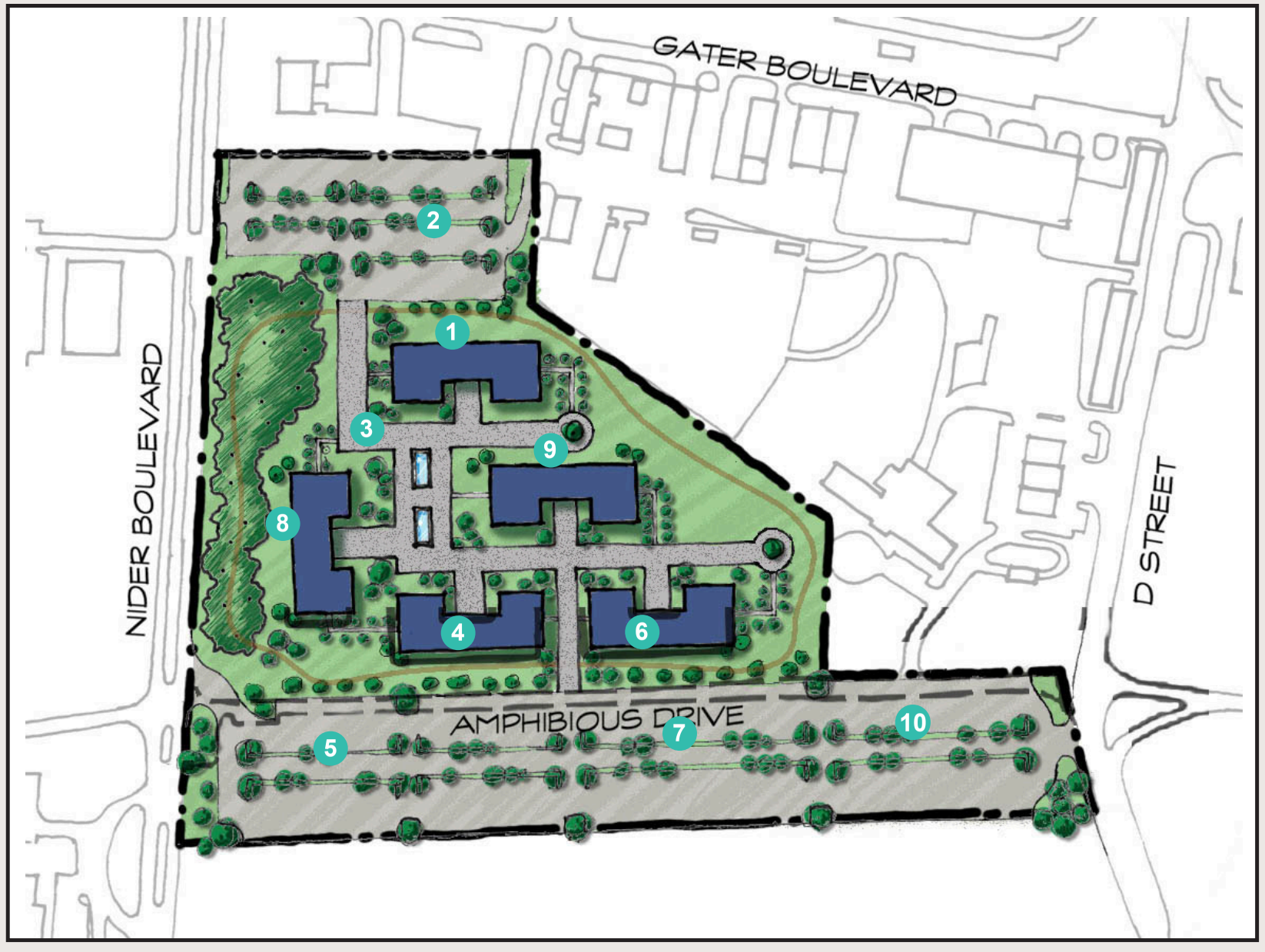
Phasing:
The Executive Center site is an undeveloped parcel of land. The initial phase would include the northern facility and nearby parking lot (note 1 and 2). Each subsequent phase would include one section of the consolidated parking lot and the facility nearest the new parking (note 3, 4 and 5; note 6 and 7, then note 9 and 10). Construction of the Community Support facility would be the final phase of development (note 8).

Demolition:
No facility demolition is required for plan execution since the site is unencumbered.

Parking Plan:
A cursory parking analysis was conducted for the plan. The plan provides 1365 spaces in 4 sections (notes 2, 5, 7 and 10). This would provide sufficient parking for the four Admin Buildings and one Community Support facility.

Expansion Ability:
The subject site is shown with approximately 300,000 SF of replacement office space. This scope could be increased through additional facilities and/or larger construction projects. The limiting factor to Admin site development is the associated parking. Similarly, construction scope could be increased through the use of parking garages. It has been noted, that some relatively minor relocation/demolition could allow the site to expand to the northeast.

Amphibious Drive Partial Closure - The attached sketch depicts a partial closure of Amphibious Drive for the purpose of removing through traffic vehicles from a pedestrian walkway. Such pedestrian safety concerns have been indicated at NS Norfolk and we should avoid introducing such risks in this plan. While this is a recommended safety item, the safety risks could also be mitigated through appropriately design cross-walks to allow pedestrians to safely negotiate Amphibious Drive. Among these are medians and raised cross-walks. Prior to further planning action on a partial road closure, this item will require a follow-on traffic study to determine feasibility and identification of collateral transportation system impacts or required improvements.

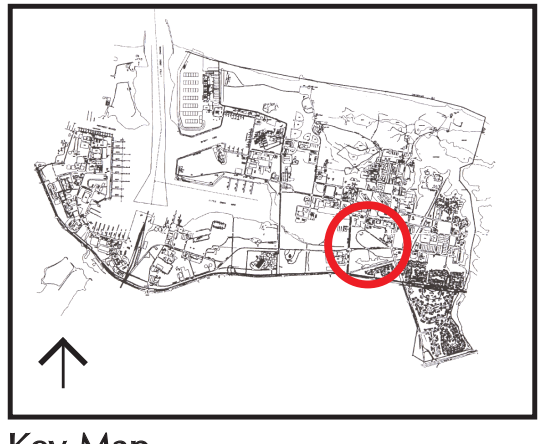


1. Proposed new 75,000 SF Admin. Bldg.
2. New Surface Parking – 270 Spaces
3. Executive Center Quadrangle including Jogging Trail
4. Proposed new 75,000 SF Admin. Bldg.
5. New Surface Parking – 365 Spaces
6. Proposed new 75,000 SF Admin. Bldg.
7. New Surface Parking – 365 Spaces
8. Proposed new 75,000 SF Community Support Bldg.
9. Proposed new 75,000 SF Admin. Bldg.
10. New Surface Parking – 365 Spaces

Key Features:

- Modern, Replacement Administrative Facilities - new construction approximately equal to fifty percent of current inadequate facility square feet in Hampton Roads over four 75,000 SF office buildings.
- Transportation Nodes - provides an interface between on & off base transit, consolidated and controlled parking, ability to relocate perimeter fenceline to provide 'off-base' parking (notes 5, 7 & 10).
- Community Support Building - proposed facility to provide food service, day care, and any MWR or Exchange functions thought to be supportable from a business perspective (note 8).

NAB LITTLE CREEK EXECUTIVE CENTER



Key Map

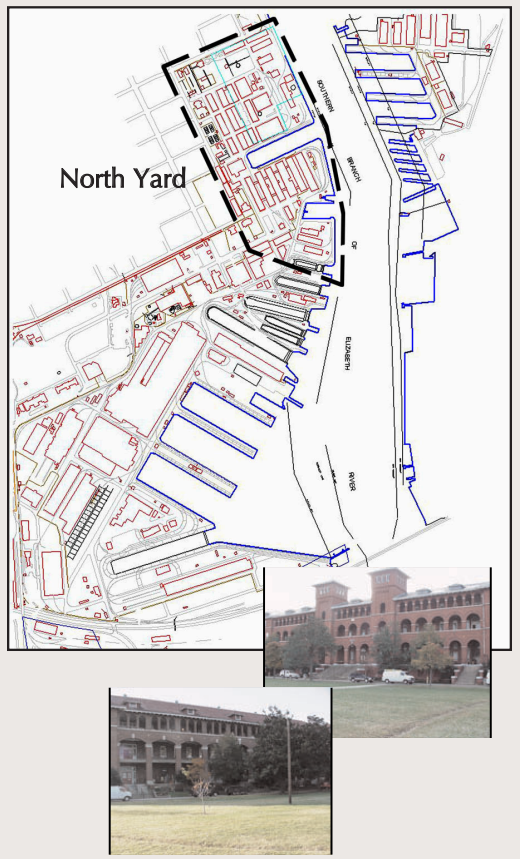
NNSY planning to consolidate into CIA

Marine Corps barracks provide attractive renovation opportunity

Norfolk Naval Shipyard - Admin Facility

Background:

NAVSEA is pursuing a plan that will essentially consolidate operations and facility use within the Controlled Industrial Area (CIA). Admin facilities occupied primarily by NNSY outside the CIA are largely historic buildings in the North Yard's historic district and the historic Marine barracks. The North Yard's Admin buildings are as old as 1849 (building 51) and although significant renovations have been made, all original designs were for non-Admin purposes - horse stables are a prominent example. This historic district is characterized by an inherited 1800's layout whose design was not burdened by motor vehicle access nor parking requirements. The Marine Corps Barracks were built in 1905 and 1922 on the southwest portion of the shipyard. If the planned NNSY move into the CIA occurs, CNRMA will be faced with increasingly 'available' or vacated facilities that require costly maintenance and are constrained by Historic Preservation requirements.

Discussion:

NNSY's planned consolidation is tentative pending resources for construction and renovation within the CIA. Reuse would entail the channeling of CNRMA tenant requirements for office space into NNSY for the purpose of back-filling office buildings as they are vacated by NNSY. The availability of the North Yard's office buildings would seem to represent a boom in terms of CNRMA Admin capacity. However, this speculative availability is tainted by the fact that NNSY's North Yard is arguably the least attractive option amongst any reuse proposals. These facilities fail to meet AT/FP criteria, transportation objectives and QOL concerns. Also, NNSY is the primary industrial and maintenance site in the Hampton Roads Navy complex. Relocation of Admin tenants with missions not connected to shipyard operations would be contrary to the public and private sector's understanding that industrial operations are incompatible with general office space development.