



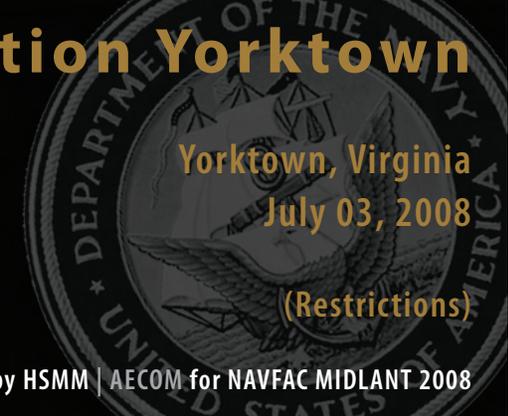
# Installation Appearance Plan

## Naval Weapons Station Yorktown

Yorktown, Virginia  
July 03, 2008

(Restrictions)

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## Executive Summary

This Installation Appearance Plan (IAP), used in conjunction with the Navy Installation Appearance Guide (IAG), is the official guide for designing, developing and reviewing all installation construction and renovation projects at Naval Weapons Station Yorktown (NWSY). The Regional Shore Infrastructure Plans (RSIPs) provide additional information and backup in specific areas.

The Installation Appearance Plan (IAP) is a tool to be used by installation management in the development of projects affecting the appearance of the station. Prime considerations affecting the implementation of this plan include the availability of long-term maintenance funding, station mission, and security/functional issues.

The IAP replaces the previous Base Exterior Architectural Plan (BEAP), and is not intended to be a master plan for the installation. It provides aesthetic and functional direction as it applies to new construction, modernization, or refurbishment and it helps to protect and preserve the installation's natural and historic resources. Though preservation of resources must be a high priority, the guidelines must be flexible enough to allow for renovation, expansion, or demolition of inadequate structures to make room for other mission-essential facilities.

While this plan is not a complete IAP as outlined in the IAG, it provides design guidance for architects and engineers for the implementation of the following elements affecting the overall station appearance: landscaping, signage, paint schemes, standard gates and entries, parking areas, and lighting.

### CHAPTER 1: LANDSCAPING

The landscape at NWS Yorktown is characterized by relatively flat topography and native vegetation that is spread throughout the site. The York River and smaller bodies of water inland provide scenic views and opportunities for water-based recreation. A few formal recreation fields and many open spaces serve the recreational needs of NWSY personnel and families. Plantings in the administration and training and personnel support districts are in good condition and comprised of a mixture of mature evergreen trees, hardwoods, shrubs, and well manicured lawn. Any future plantings should incorporate native plant material and ornamental plantings that are drought resistant and salt tolerant. High-visibility areas and activity nodes should use landscape treatments such as plant material, paving transition, lighting, and street furniture. Additional landscape treatments should be consistent within each district and blend into the existing environment.

### CHAPTER 2: SIGNAGE

The current signage on the base is consistent with the previous BEAP's direction but it has not held up well over time and no longer projects the professional image of the Navy. The base should adopt the same signage as used at Naval Station Norfolk, which is in accordance with the Navywide standard.

### CHAPTER 3: PAINT SCHEMES

New paint schemes have been chosen for implementation in both future construction and exterior facade refurbishment projects. An emphasis has been placed on utilizing accent colors to enhance the existing architectural features of the building and not to create the design.

### CHAPTER 4: STANDARD GATES/ENTRIES

A standard design for the gates to NWSY has been established and should be followed for future modifications and as others gates are replaced. Gate signs should be upgraded to incorporate the Navy Seal and comply with the IAG.

### CHAPTER 5: PARKING LOTS

Parking lots must provide a safe environment for pedestrians and drivers, accommodate anti-terrorism/force protection (AT/FP) measures and emergency response, and consider aesthetics. The following is a list of recommendations based on existing conditions:

- Conduct pavement maintenance near building 31.
- Develop and implement maintenance programs for pavement and pavement marking.
- Expand and improve the existing pedestrian walkway network.
- Use curbing and raised islands in parking lots.

### CHAPTER 6: LIGHTING

The dark bronze anodized shoebox fixtures currently used on much of the base should be used for all parking lot lighting. High mast lighting at the waterfront and building-mounted lighting in industrial areas are appropriate for their function. Areas catering to pedestrians should utilize fixtures at a more personal scale.

### CHAPTER 7: SPECIAL IAP PROJECTS

- Screen warehouses .....\$15,000
- Paint warehouses .....\$405,000
- Signage and imagery at Gates 1 and 3 .....\$68,500
- Building 31 pavement maintenance .....\$27,500
- Improve way-finding signage.....\$142,500

## Introduction

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## Introduction

NWS Yorktown hosts 25 tenant commands, including Navy Munitions Command Headquarters, NMC Conus East Detachment, Navy Submarine Torpedo Facility (MK48 Shop), 2nd Fleet Anti-Terrorism Security Team, Riverine Squadron THREE, Navy Cargo Handling Battalion One, Naval Ophthalmic Support and Training Activity, and USNS Zeus. The station and its land are rich in history, with Navy ownership beginning in 1918. Historic resources on base include buildings such as the Lee House and the homes on Mason's Row.

Improvements to the overall visual organization and aesthetics of NWSY will not occur by simply writing a generalized set of guidelines. Likewise, changes to the visual environment will not be positive unless they are following a prescribed format and intended direction. Guidelines are the starting point, but the implementation of a review process that directs development must be part of the process to positively affect the station. This IAP is intended to cover the first few steps in the process that will eventually help to improve the overall visual environment and contribute to protecting existing positive elements.

This IAP is a working document that will function as a guide to physical development and also be flexible enough to account for changing conditions, priorities and programs. The decision-making process for physical development must address site planning and design issues, as well as the financial and functional requirements of physical design and development. Aesthetic improvements cannot be achieved on a site-by-site or problem-by-problem basis, but must be based on a master plan that is properly conceived to allow each problem to be resolved as part of a total concept.

### 1.1 INSTALLATION MISSION

The mission of Naval Weapons Station Yorktown is “to operate a Receipt, Storage, Segregation And Issue Ordnance Facility to support the Atlantic Fleet operations to include Navy, Marine Corps, Coast Guard, and DoD Conventional Ammunition Requirements,” and “to provide support to facilitate Expeditionary Logistics, Ordnance Maintenance and R&D, Expeditionary Warfare Training, Fleet Recreation, Industrial and Inert Storage, and Housing/Community Facilities.”



*Typical ordnance storage bunker*

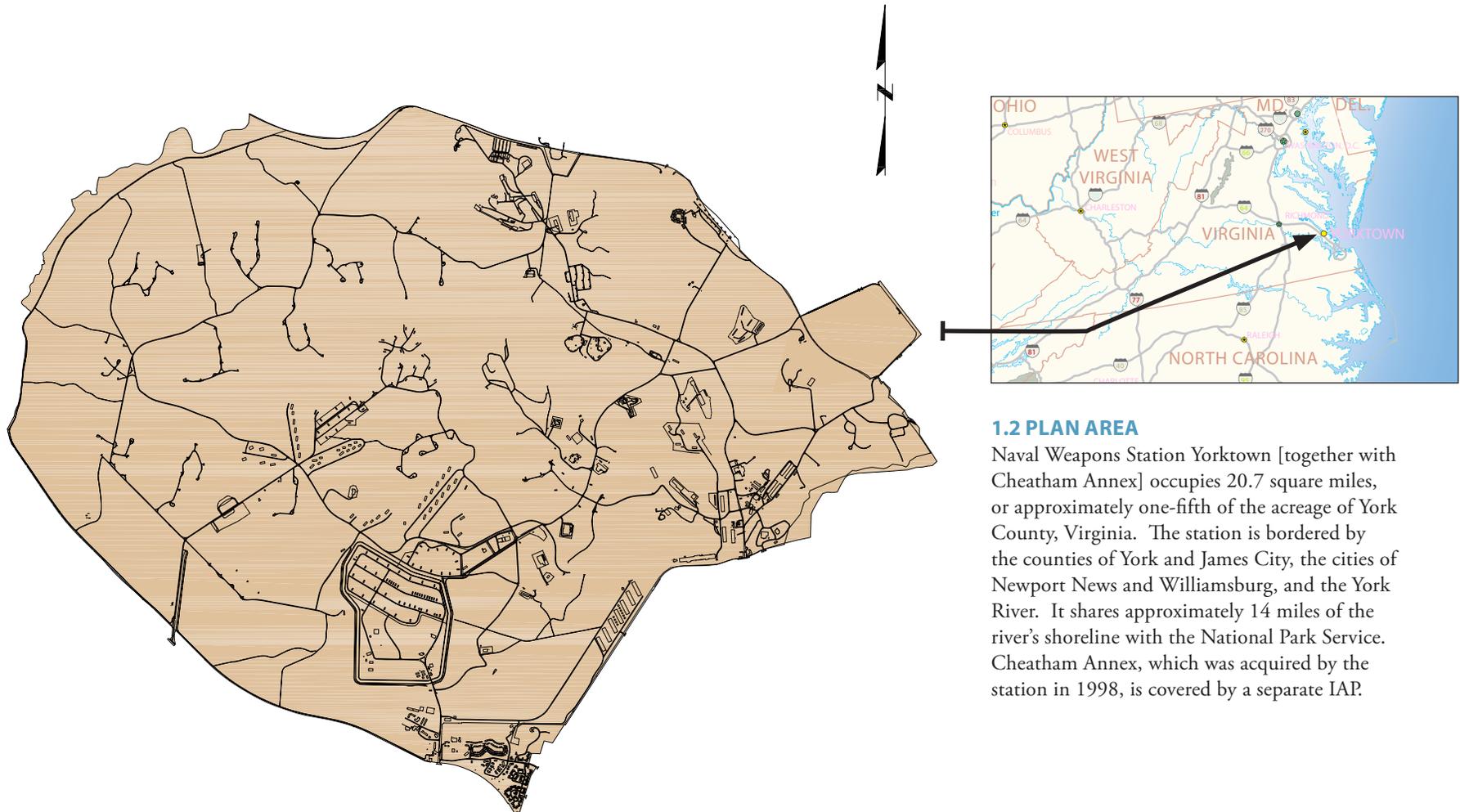


*Torpedo imagery*



*Water tower*

## Introduction



### 1.2 PLAN AREA

Naval Weapons Station Yorktown [together with Cheatham Annex] occupies 20.7 square miles, or approximately one-fifth of the acreage of York County, Virginia. The station is bordered by the counties of York and James City, the cities of Newport News and Williamsburg, and the York River. It shares approximately 14 miles of the river's shoreline with the National Park Service. Cheatham Annex, which was acquired by the station in 1998, is covered by a separate IAP.

### 1.3 PURPOSE AND FOCUS

This IAP replaces the previous BEAP and has a two-fold purpose. It provides aesthetic and functional direction for new development and renovation efforts, yet protect and preserve the installation's natural and historic resources. The guidelines are flexible, allowing for renovation, expansion, or demolition of inadequate facilities, while maintaining as a high priority the preservation of resources.

### 1.4 METHODOLOGY

Major phases for the IAP include the following:

- Identify the overall project goals
- Complete field work to determine assets, liabilities, dominant elements, perceptual districts and spatial structure
- Develop objectives for site planning, architecture, landscape architecture and signage
- Map perceptual districts and spatial structure
- Map road hierarchy and structure
- Develop specific guidelines
- Develop examples of what to do and not to do
- Describe acceptable building materials
- Develop a review process at local, regional, and Facility Engineering Command (FEC) levels
- Obtain consensus and approval on the guidelines
- Produce a final document

### 1.5 GUIDELINE ELEMENTS

Design guidelines are developed for the following:

- Site planning: gates, roadways and access, parking, common areas/activity nodes/open spaces, parks, service areas, and maintenance and improvements
- Architecture: building color schemes and materials
- Landscape architecture: focal point devices, memorials and static displays, flagpoles, plant material, signage, paving services, bollards, fencing, and utilities

### 1.6 OVERALL OBJECTIVES

Project objectives include the following:

- Identify and strengthen the formal site planning elements at NWS Yorktown.
- Improve way-finding for visitors, base occupants, and their customers by developing a hierarchy of roadways and pedestrian paths, and establishing visual way-finding elements including signage systems.
- Identify visual assets and liabilities on Naval Weapons Station Yorktown. Provide direction to maintain assets and change liabilities.
- Recognize and analyze the unique visual districts within the station's boundaries to classify the built environment style and a harmonizing theme to strengthen each district.
- Establish clear visual environment design guidance both in a general sense and specific to individual districts.
- Provide a tool to aid a process by which the guidance in the plan is routinely and effectively administered and implemented within each new modification or project.
- Develop guidelines that apply to all built environment elements including buildings, fencing, landscaping and pavements related to personnel and vehicular movement.
- Recommend materials and construction elements that can realistically be maintained with local resources.



*Missile imagery outside Headquarters, building 31*



*Ceremony podium*



*Missile imagery*

## Introduction



### 1.7 FUNCTIONAL DISTRICTS

To comply with the standards, locations have been assigned functional districts that are similar to the Navywide Installation Appearance Guide (IAG) definition.

The majority of Naval Weapons Station Yorktown's large acreage is characterized as industrial, with ordnance storage occupying much of the district. A waterfront functional district is located at the pier area at the York River. A small administrative and training district is located directly inside Gate 1 and includes two Headquarters buildings, 31 and 1959. Personnel support functions are located at Mason's Row near the northeast corner of the station, a medical and dental center near Gate 1, and directly inside and outside of Gate 3 at the southern tip of the base.

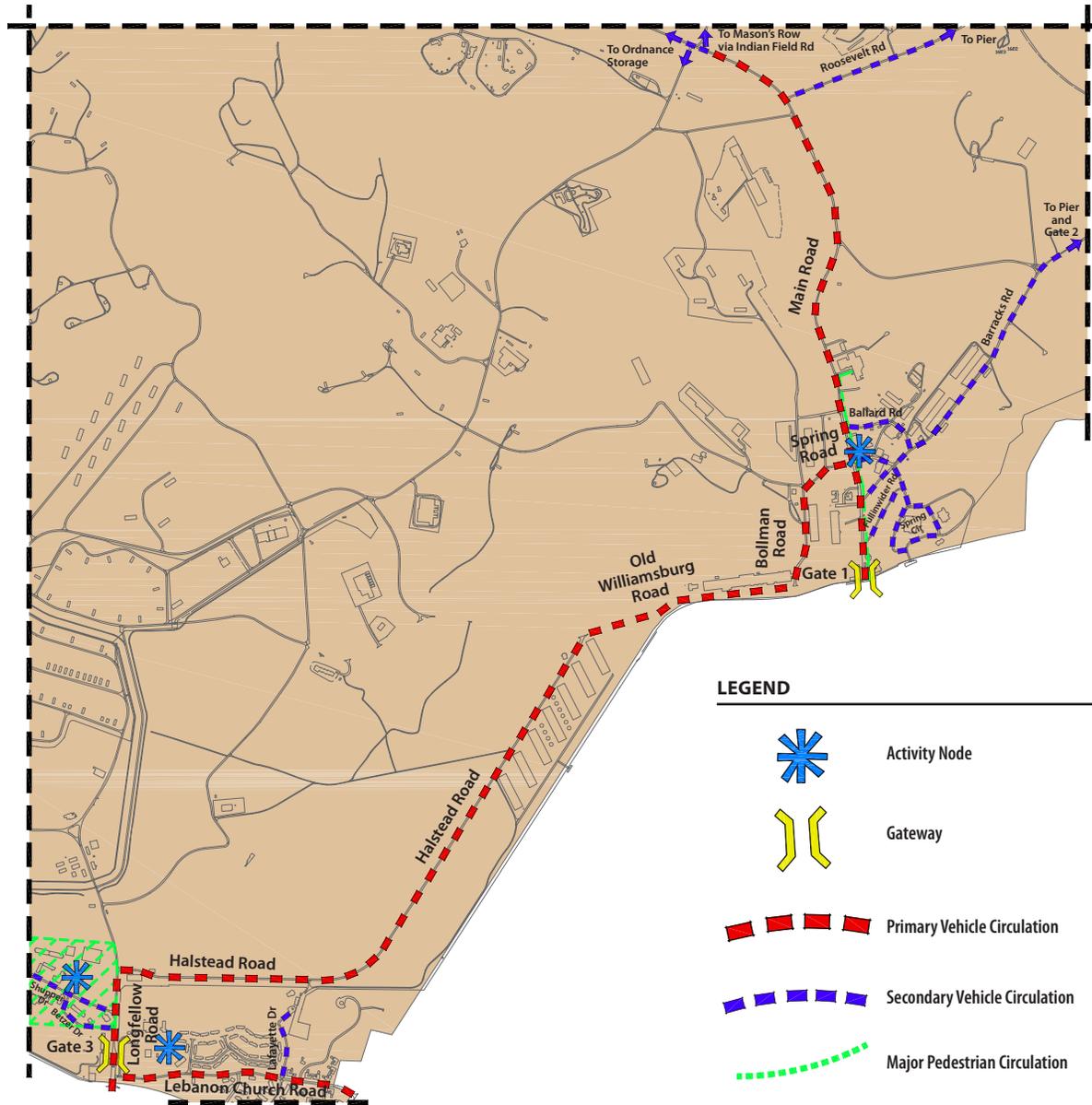
#### LEGEND

Personnel Support

Administration and Training

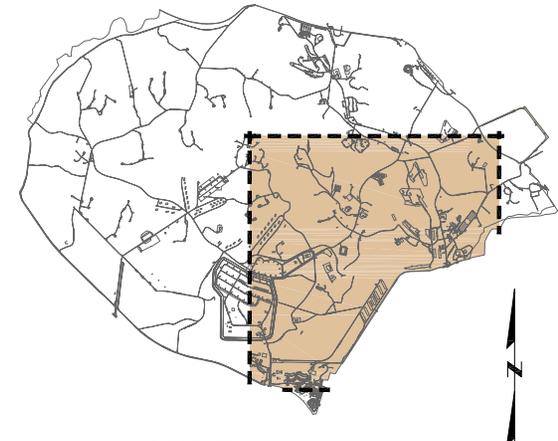
Industrial

Waterfront



#### LEGEND

-  Activity Node
-  Gateway
-  Primary Vehicle Circulation
-  Secondary Vehicle Circulation
-  Major Pedestrian Circulation



BASE KEY

### 1.8 CIRCULATION

NWSY has activity nodes directly inside Gate 1 and both inside and outside Gate 3. The majority of the more public personnel support functions are located outside the secure perimeter along Lebanon Church Road, providing easy access to families and retired personnel. Primary vehicular circulation routes include Halstead Road, which connects the two major gates, and Main Road, which runs from Gate 1 through the main training and administrative areas on the station. Secondary routes stem off of these, leading to areas such as Mason's Row, restricted-access ordnance storage sites, the pier, personnel support buildings within the secure perimeter, and the chapel. Pedestrian circulation is heaviest in the vicinity of the BEQs off Longfellow Road. A defined pedestrian route runs from Building 1959 to Gate 1 via a sidewalk along Main Road. The routes indicated are approximate and not intended to document all possible traffic patterns.



*Navy Munitions Command Headquarters, building 31*

### 1.9 ARCHITECTURAL THEME

Buildings at NWSY use a number of construction types and color schemes. Administrative and training buildings, located near Gate 1, are mainly constructed of masonry or clad with stucco or stucco-like materials. The building that defines the masonry color scheme on that side of the base is Headquarters, building 1959, which is constructed of two-tone brick with dark bronze anodized accents. The newly built transportation building 2086 follows this color scheme. The other Headquarters, building 31, uses a cladding system with a neutral color scheme.

The prototype for most recent construction in the personnel support district near Gate 3 is the Gymnasium, building 2062, with the red brick being used as the basis for the new BEQ, building 2075. Roof colors vary among the red brick buildings, with a metallic roof on the gymnasium and a dark green at the BEQ. Older nearby buildings use various construction types.



*Transportation, building 2086*



*Headquarters, building 1959*



*Quarters C*

## Introduction



*Bachelors' Enlisted Quarters, building 2075*



*Typical warehouses along Route 238*

The majority of structures in the industrial district are ordnance storage bunkers and plants, which are located in a controlled zone and are not viewed by any but authorized personnel. The remaining industrial buildings are primarily white warehouses that are highly visible, both on base and along the perimeter fence line from the community on Route 238. Implementation of the color palettes outlined in the paint schemes chapter of this IAP will help to soften their presence.

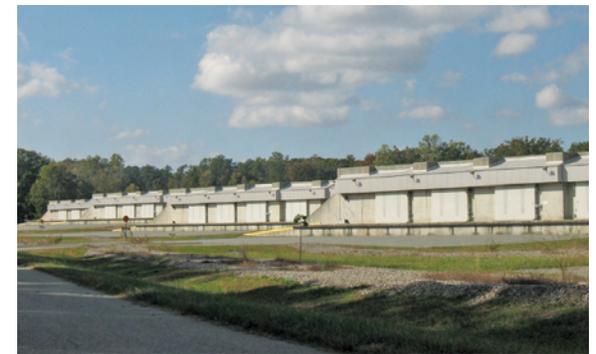
Future masonry construction should either match the red brick used at the gymnasium and BEQ or the two-tone brick used at Headquarters building 1959 and the transportation building. Painted and stucco-clad buildings should use a neutral color scheme, avoiding bright white or other stark colors. Further guidelines regarding color can be found in Chapter 3: Paint Schemes.



*Gymnasium, building 2062*



*Warehouse, building 1*



*Ordnance storage bunkers*

## Introduction



**CHAPTER 1**

**Landscaping**

## Landscaping

The appearance of an installation is largely impacted by the quality and condition of the landscape. Consequently, the landscape plays an integral role in the pride of the installation as well as the users' quality of life. The recommended landscape plans provide guidance for future development and renovations. The plans have been developed within a framework that emphasizes adherence to the Anti-Terrorism Standards (AT) (UFC 4-010-01, 2003) and recognizes the need to reduce maintenance while improving environmental integrity.

These landscape standards are intended to establish a spatial hierarchy that is legible and consistent across NWSY and the Tidewater region. Landscape elements provide a multi-functional language to create and define spaces. A combination of plant materials, hardscape, and site furnishings is used to communicate a hierarchy of buildings and functions at a naval installation. The composition of landscape elements and the placement of site amenities should employ the basic tenets of design and generally accepted practices:

- **Line** creates order and directs movement both visually and physically. Straight lines suggest faster movement than meandering curved lines. Intersecting lines create opportunities for change in movement patterns or visual focus.
- **Form** relates to the shape and structure of plants. The forms of plants can communicate the character and formality of a space.
- **Texture** describes the surface quality of materials, from fine, to medium, to coarse. The use of varying textures creates visual impact.

- **Color** influences the character of the landscape and can create unity, contrast, and focal points. Color combinations should be harmonious (monochromatic, analogous) or contrasting (polychromatic, complementary).
- **Scale** is the size of an element in relation to adjacent elements. Structures and landscape elements should be relative to the human scale.

Group plantings with the following considerations:

- A mixture of evergreen and deciduous species
- Plant in groups of odd numbers
- Size of plants at maturity
- Similar exposure and site requirements
- Optimize placement of deciduous trees to provide shade in summer and sun in winter
- Optimize placement of evergreen trees to provide wind, noise and visual barriers
- Layer plantings with low growing varieties in front and larger/taller varieties behind
- Seasonal mixture of color, texture and form
- Avoid monocultures

A coherent palette of plant materials creates a unified appearance, softens the architecture and AT/FP elements, and screens utilitarian functions and unattractive features. The use of native, drought-tolerant, and disease resistant plant species is highly recommended as a means of reducing maintenance costs and irrigation needs and mitigating stormwater runoff.

## Functional Districts: Role and Purpose of Landscape

### ADMINISTRATIVE AND TRAINING FUNCTIONAL DISTRICT

Administrative and training facilities are high-visibility, high-use areas for Sailors, employees, and visitors. The degree and style of landscaping can help convey the importance and professionalism of the activities in the district. Administrative and training areas should be highly landscaped and formally organized, creating pedestrian-friendly, campus-like settings with amenities such as street furniture and pedestrian lighting. In order to reduce maintenance costs and labor, they should be landscaped with low-maintenance, drought-tolerant, native species. A consistent plant and pavement palette can help distinguish these facilities and establish a unifying character. Plant material and pavement details serve the following functions:

- Identify significant buildings
- Emphasize building entrances
- Enhance the pedestrian environment
- Provide a consistent and coherent identity
- Enhance pedestrian safety
- Define outdoor spaces and courtyards
- Provide visual interest throughout the year
- Screen utilities, parking, and other unattractive elements
- Frame or enhance views

### PERSONNEL SUPPORT FUNCTIONAL DISTRICT

Personnel support facilities contribute to the overall quality of life of Sailors and their families. Landscaping in these areas should be clear and organized, and use amenities such as street furniture and pedestrian lighting. Due to high pedestrian use among support

facilities, special emphasis should be placed on the streetscape and pedestrian environments. Although not as formal as the administrative and training functional district, these areas require landscape treatments that enhance the quality of life and livability for users. Landscape elements should consist of low-maintenance, drought-tolerant, native species in order to reduce maintenance costs and labor. Plant material and pavement details serve the following functions:

- Emphasize building entrances
- Enhance pedestrian safety
- Provide a consistent and coherent identity
- Enhance the pedestrian environment
- Define outdoor spaces and courtyards
- Provide visual interest throughout the year
- Screen utilities, parking, and other unattractive elements

### INDUSTRIAL FUNCTIONAL DISTRICT

Industrial facilities should have an orderly appearance and safely allow for all necessary activities. Landscaping in these areas should be limited and consist of pavement treatments and low-maintenance, drought-tolerant, native species in order to reduce maintenance costs and labor. Plantings shall be concentrated only in areas where necessary for providing shade, screening, delineating traffic, and marking building entrances. Fencing and paving styles should play a larger role in establishing a hierarchy throughout the district and providing a coherent identity to the area. Pedestrian use is often high around industrial facilities and it is necessary to provide a safe and accessible environment for users. Plant material and pavement details serve the following functions:

- Emphasize entry points
- Enhance pedestrian safety
- Delineate pedestrian and vehicular traffic

- Provide shade
- Screen unattractive structures, open storage areas, and parking

### WATERFRONT FUNCTIONAL DISTRICT

Waterfront facilities should be clean and have an orderly appearance. Parking in these areas should be properly screened in order to improve views from the water and within the installation. Plant material should be chosen from low-maintenance, drought-tolerant, native species in order to reduce costs and labor requirements. It is also important that plant material along the waterfront be tolerant of salt spray and wind. Additional landscape elements such as fencing and paving styles can further enhance the appearance of this portion of the installation and help provide a consistent and coherent identity. Pedestrian use can be high in waterfront areas and it is necessary to provide a safe and accessible environment for users. Plant material and pavement details serve the following functions:

- Screen utilities, parking, and other unattractive elements
- Emphasize entry points
- Delineate pedestrian and vehicular traffic
- Enhance pedestrian safety

## Key Considerations

### NATURAL, CULTURAL AND HISTORIC RESOURCES

It is essential that natural, cultural, and historic resources be understood, evaluated, maintained, protected, and enhanced where appropriate. Impacts on these elements caused by new and future projects must be understood and mitigated, so as to complement or coordinate with the existing environment of the installation. It is necessary to preserve structures and areas with historical and cultural significance. This will help ensure that local and regional histories are kept intact and maintain their integrity for current and future generations. Ample setbacks or vegetated buffers between historic and non-historic elements and structures can help provide an appropriate separation.

### ANTI-TERRORISM/FORCE PROTECTION (AT/FP) STANDARDS

Current AT/FP Standards allow plantings and trees within the 33 foot (10m) effective standoff distance, provided that those plant materials may not conceal an explosive device measuring greater than or equal to 6 inches (150mm) in height. To that effect, trees within the 10m standoff should be limbed up to allow visual surveillance. Similarly, foundation plantings are acceptable within the 33 feet (10m) standoff as long as the plant material (open branched shrubs, groundcover greater than 6 inches (150mm) in height) allows for detection of an explosive device. In addition, shrubs greater than 6 inches (150mm) in height should be spaced to provide transparency for detection of explosives. Ultimately, plant material that allows for observable conditions is most desirable.

AT/FP standards assume a typical clear zone of twenty to thirty feet (6-9m) on both sides of a perimeter fence. That clear zone, at most installations, is mowed grass. The use of a groundcover should be considered as an alternative to grass, but may not be a lower maintenance option due to possible weeding requirements.

AT/FP Standards should be incorporated into all new designs so that the protection is attractive and unobtrusive. The following design elements could help provide this protection in a manner that is unobtrusive and secure:

- Setbacks
- Berms
- Open lawn
- Bollards
- Fences
- Seat walls
- Lighting
- Walls
- Planters
- Ponds
- Bio-retention areas
- Groundcovers
- Vehicular circulation
- Drainage ditches
- Mass notification systems
- Combination of elements

### SUSTAINABLE PLANNING

The use of native plant species in the landscape reduces negative impacts on water quality by reducing irrigation requirements as well as the use of fertilizers and pesticides. Leadership in Energy and Environmental Design (LEED) credits can be achieved with water efficient landscaping. All design should incorporate landscapes that protect the environment, reduce life

cycle costs, improve living conditions, and contribute to the overall health of the environment. Design elements that help achieve a more environmentally inclusive approach include the following:

- Use of native species
- Drought-tolerant plant material
- Low-maintenance plant material
- Recycled and environmentally friendly materials (i.e., paving material, street furniture, lighting)
- Stormwater management through low impact development (i.e., Best Management Practices, pervious surfaces, green roofs, reducing building footprints)
- Site planning strategies that cluster multiple buildings and allow for increased open space and vegetation.

### PERIMETER APPEARANCE

It is essential that an installation does not compromise the surrounding civilian neighborhoods. By conveying a positive impression to the surrounding community, an installation can increase pride and enhance the quality of life for its neighbors and Navy personnel. Public viewsheds should enhance the appearance of the installation from outside its boundaries without compromising security or aesthetics. This can be done by minimizing the visibility of barbed wire, unattractive structures, and no-man zones through plantings used for screening and various fencing styles.

## Landscaping

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*Appropriate plantings outside Headquarters, building 31*



*Attractively landscaped island and guard house at the rarely used Gate 2*



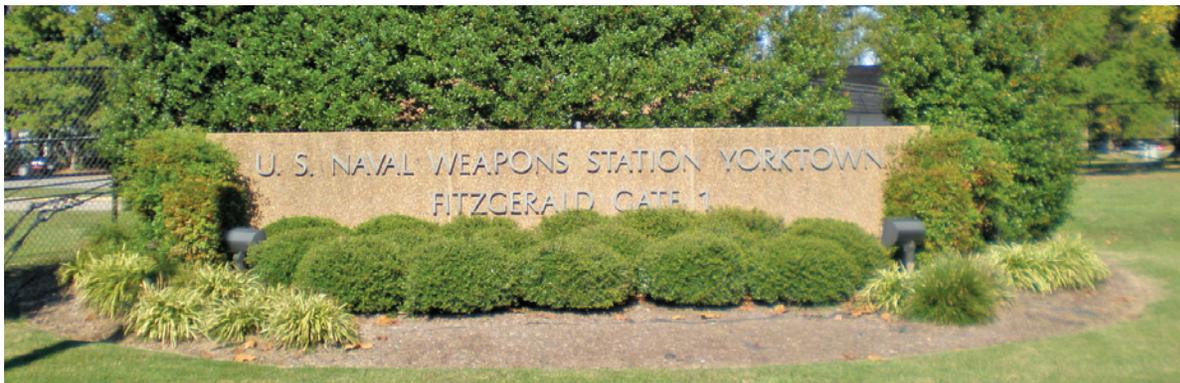
*Parade field stage off of Main Rd.*



*Ornamental plantings outside building 2019*



*Recreational ball field located off Shupper Drive*



*Existing landscaped sign at Gate 1*

## Existing Conditions

The topography at Naval Weapons Station Yorktown consists of large flat expanses and gently rolling terrain typical of Virginia's Tidewater region.

### PLANTINGS/VEGETATION AND OPEN SPACE

NWS Yorktown is a well-manicured installation with abundant open space. Significant vegetation is characterized by mature evergreens, deciduous hardwoods, and an understory layer consisting of native coastal vegetation. While many buildings have adequate landscaping, there is a lack of consistency across the installation in level, quality, and response to AT/FP guidelines.

Amenities such as the former golf course, horse pastures, and tennis courts are located in the interior of the installation, near officer housing. Although the golf course is no longer in use, it provides visual and aesthetic value to the station, and could be adapted to many uses that would encourage exercise but require less intensive maintenance. Other prominent open spaces include the sports fields located adjacent to the BEQs and the parade grounds and Ordnance Park located near building 31.

### CIRCULATION ROUTES

#### Vehicular Access

NWS Yorktown is accessed by four gates on the Virginia mainland and one pier located on the York River. Although most vehicular circulation is truck and automobile, bicycles, fork lifts, and rail lines are also present. Vehicular traffic congestion at NWS Yorktown is not problematic at most times. For additional information regarding vehicular access and circulation, see page viii of the introduction and Chapter 4: Standard Gates and Entries.



*Typical landscape in the administrative and training district*

### **Pedestrian Access**

For information regarding pedestrian circulation patterns, see page viii of the introduction.

Visible crosswalks are provided in areas along main roadways where sidewalks are present; however, there is a need for additional sidewalks and marked pavement in residential areas. Existing sidewalks have adequate visual and physical separation of vehicular and pedestrian environments. Parking areas and shared roadway pedestrian walks are often connected. Accessibility concerns, including sidewalks that are too narrow and sidewalks that have no destination, are present across the station. Bicycles are used on the installation, but facilities for bicycle parking and storage are located at newly constructed buildings only.

### **Parking**

Adequate parking is available at NWSY. The introduction of planted islands and bio-swales would greatly improve the stormwater management and visual appearance of parking areas on the installation. See Chapter 5: Parking Lots for more information.



*Pedestrian route delineated by striping on roadway*



*Convenient parking*



*Opportunity for planted island*

## Landscaping



*A view of Felgates Bridge*



*The lakes on site offer scenic views*

### SIGNIFICANT VIEWS

Most views of NWS Yorktown give a positive impression, blending well with the adjacent land uses. Motorists traveling the Colonial Parkway see some of the most attractive areas on the station, including Mason's Row. The most objectionable views are along Route 238, where gaps in screening show stark warehouses to the surrounding communities.

Scenic views inside the installation include Mason's Row, from which the York River is visible, the horse pastures and lakes, and the former golf course, which has been left to naturalize. Views of the industrial district are dominated by warehouses and are in some cases screened from the road by groups of evergreens. Additional implementation of screening would help increase the visual appeal of the industrial district and create a natural feel similar to other districts.



*Some open spaces on the installation have been left to naturalize*



*Ordnance Park*



*A scenic view of historic housing on Mason's Row*



*Evergreen trees limbed up for visibility of perimeter road and fence*

### LANDMARKS AND REFERENCE POINTS

Primary landmarks and reference points at NWS Yorktown include Ordnance Park, Gate 3, Mason's Row, Headquarters buildings 31 and 1959, and the gymnasium.

Ordnance Park, located off Main Road, is a very recognizable area where personnel and visitors can congregate. This space has high potential as a destination for taking lunch, relaxing, or exercising. The former golf course is another large recreational open space that serves as an identifiable landmark and reference point.

Gate 3, which houses the pass and ID office, serves as the primary gate for visitors and guests. It features an exposed aggregate sign with uplighting and an entry drive lined with specimen willow oaks. Although the landscaped island around the sign is attractive, some of the chosen species have outgrown their locations and currently block portions of the sign's lettering.

Mason's Row contains a series of historic homes and gardens that serve as officers' quarters. These structures overlook open vista views of the waterfront. This portion of Naval Weapons Station Yorktown has a unique feel, which is characterized by mature hardwoods, well-manicured evergreen hedges, and shady green lawns.

Buildings 31 and 1959 are located in the administrative and training district off Main Road and use ample landscaping and Navy branding. The level of vegetation that compliments these buildings is consistent throughout the district and conveys to visitors and personnel the significance of these buildings, making them recognizable as reference points.

### ACTIVITY NODES

Activity nodes have been identified on the map on page viii of the introduction. Two are located in the personnel support functional district that surrounds Gate 3. The recreation fields near the BEQs attract users and facilitate interaction. The newest BEQ has appropriate site amenities that also facilitate interaction. The gymnasium, bowling alley, Naval Exchange (NEX), and other personnel support functions located outside the secure perimeter make up another activity node. The third center of activity is located in the administrative and training functional district along Main Road and includes Headquarters buildings 31 and 1959, Ordnance Park, and the parade grounds.

### INSTALLATION AND DISTRICT EDGES

Geographically, the installation is bounded primarily by the Colonial Parkway, the York River, and Virginia State Routes 238 and 143. The perimeter of the installation is surrounded by a security road and an eight-foot high chain link fence.

District boundaries are recognizable by the degree of landscaping and the amenities present in each area. Large warehouses, expanses of pavement, and the lack of distinctive landmarks in the industrial district are overwhelming, creating a visually confusing and distracting environment that has no reference to the human scale. The personnel support and administrative and training districts are recognizable by more attractive and heavier landscaping; administrative areas are more formally landscaped, while personnel support areas contain the majority of recreational spaces.



*Existing pass/ID office, building 2019*



*Primary entrance of Headquarters, building 31, identified by landscaping and Navy branding*



*Appropriate site amenities located at a common area*

## Guidelines/Recommendations

### HIGH-VISIBILITY / HIGH-IMPACT AREAS

All areas of high visibility should have an intensive planting treatment. This helps to communicate their prominence and establishes a clear hierarchy throughout the installation. Examples of these types of areas include the following:

- Gates and Entrances
- Visitors Centers and Pass Offices
- Common areas
- Activity nodes
- Open spaces
- Parks
- Building perimeters

**Common areas, activity nodes, open spaces and parks** should provide landscaping and site amenities that enhance aesthetics and level of comfort while encouraging active and passive use of the space by visitors and Navy personnel. These areas should provide ample seating in areas of sun and shade, lighting for safety, trash receptacles, and be easily accessible from points throughout the installation. It is important to buffer these areas



*Good example of a common area outside BEQ, building 2075*

from distracting, loud, or unattractive activities of adjacent uses so as to not compromise the importance and aesthetic value of these areas.

Street furniture should be present in all high use areas, particularly in parks and courtyards, as well as in areas with high pedestrian traffic. The style of these amenities should conform to the overall character of the installation and be consistent throughout. Examples of street furniture are benches, trash receptacles, bike racks, and lighting.

**Gates and entrances** should have a prominent display that includes signage, lighting, planting, and Navy branding. Perimeter fencing at all main gates should be attractive and provide a positive first impression for visitors and personnel. Metal chain link is not appropriate for use at a main gate. See Chapter 4: Standard Gates and Entries for more information.

**Visitors Centers and Pass Offices** also contribute to the initial impressions of the installation. These areas should be clearly marked with appropriate signage so visitors can easily find them. A higher intensity of landscaping should emphasize these areas and contribute to a positive first impression of the installation. It is necessary for all waiting areas, entrances, and walkways to meet ADA accessibility standards.