

SECTION 5

VISUAL THEMES AND ZONES

5.1 INTRODUCTION

5.1.1 Visual themes and zones are determined after performing the two surveys mentioned in [paragraph 2.2](#). These surveys were conducted using existing installation maps, visual inspection, interviews, questionnaires, and photographs to record impressions of visual and spatial impacts.

The visual character of Fort Lee is a result of several phases of development over a period of nine decades, each phase being a response to programmatic needs and the inherent opportunities of the site. With each major build-up, previous development was almost entirely replaced with new facilities. As a result, Fort Lee has few historical structures and continues to be a forward looking installation where future development will play a major role in determining the visual environment.

The street grid pattern that forms Fort Lee's characteristic crescent-shaped cantonment area was established in the first major build-up for World War II in 1917 and continues to serve as a framework for development today (Fig. 5.1). Adams Avenue forms a crescent-shaped spine, linking clusters of facilities from the Blockhouse at the north end to the CASCOM building in the south.

Grids of temporary wooden buildings dominated the physical design of Fort Lee after the massive build-ups for World War I, World War II and the Korean War (Fig. 5.2). Although few of these original buildings remain today, their linear grid pattern is still apparent in remnant street locations.



Fig. 5.1 - The crescent-shaped cantonment is clearly established by 1917. (Source: Archeological and Historical Survey of Fort Lee, 1985.)



Fig. 5.2 - Typical frame structures of the WWI building campaign, circa 1917. (Source: Quartermaster Museum photographic collection.)

Route 36 provides the public face of Fort Lee (Fig. 5.3). The heavily used highway corridor passes through the installation and is flanked by tall loblolly pines. These pines buffer the views into the post and create an institutional environment along the highway. This character contrasts dramatically with the nearby strip commercial development in the adjacent municipalities. The two primary gates at Lee Avenue and Sisisky Boulevard establish the beginning and end of this corridor and lead to the Adams Avenue spine.



Fig. 5.3 - The Lee Club provides a visual terminus for the tree-lined Lee Avenue.

Lee Avenue intersects Adams Avenue, bisecting the spine at its mid-point where the straight northern section meets the curved southern section. The point where Lee Avenue passes through the crescent gives a dramatic impression because Lee Avenue and the intersection with Adams Avenue is surrounded by large open lawn areas with mature street trees along both sides of the avenue. The axis of this approach is visually and physically terminated by the Lee Club.

Along the length of the Adams Avenue spine is the training campus, integrating living and training facilities. This campus environment is composed of modern barracks, buildings, and open training grounds. Nearby training buildings include classroom buildings, industrial scale shops, food service buildings, and administrative buildings. The present appearance of this area is significantly upgraded from prior times with the renovation of barracks and construction of a new dining hall, Soldier One Stop, Air Delivery Training Facility, a new PXtra (Fig. 5.4) and Commissary and the Military Entrance Processing Service building (Fig. 5.5).



Fig. 5.4 - The recently expanded PXtra and Commissary complex, with its expansive parking lots, is a hub of activity, much like a commercial shopping center.

The crescent wraps around the forested stream valley of Bailey Creek. This woodland area provides a natural setting for training activities, forms a forested edge along many areas of the post, and buffers the family housing areas. These housing areas have the appearance of suburban neighborhoods. The streetscape and front lawns form the public spaces, and the edge of the forest forms an important visual amenity. The golf course nearby provides a park-like setting for the Adams Avenue gate.



Fig. 5.5 - The newly developed Soldier One Stop serves as the in-processing center for the installation.

Fort Lee as a whole is a composite of the individual visual zones, each having its own individual character. Identifying these visual zones allows design criteria to respond appropriately to the particular characteristics of each area within Fort Lee. In some areas a specific type of activity or land use is the factor which distinguishes one zone from another. More often, however, a visual zone encompasses an area much larger than one single land use area and is defined by landscape elements, hills and stream valleys, patterns of roadways, and the clustering of buildings.

The data captured in the visual analysis was used to define the visual themes and zones of the installation. Map 5.1 shows the locations and extent of the seven visual zones identified at Fort Lee.

- **Gateways**, including the Route 36 corridor as well as all entry areas.
- **Living-Training Campus**, extending the length of the crescent (Fig. 5.6).
- **Industrial Areas**, in the Shop Road / Railroad Avenue area.
- **Community Services Areas**, including athletic facilities and Lee Club areas as well as the Central Post Exchange Complex and Northern PXtra/Commissary areas.
- **Tenant Facilities Campus**, including the ALMC area, Petroleum and Water Department School, and other facilities in the Thirty-Eighth Street area.
- **Family Housing**, including Jackson Circle, Central, Madison, Monroe neighborhoods.
- **Open Space and Field Training Areas** including the Bailey Creek Valley Golf Course as well as key training areas north of Route 36.



Fig 5.6 - Barracks and operation land uses in the Living-Training Zone.

5.2 VISUAL THEMES

5.2.1 Visual themes create a perception of unification within the installation. These themes create design consistency that provides orientation and a "sense of place."

The visual image of Fort Lee has evolved through cycles of war-time buildup and the transition to permanent facility development since the early 1950's. The continuous street grids, forming the crescent-shaped Living/Training Campus are punctuated by the open lawns of the parade grounds both at Mifflin Hall and within the barracks areas. (Fig. 5.7) The forest edge provides a visual amenity throughout, defining the Bailey Creek stream valley and the edges of the historic Petersburg battlefield. Open meadows, where World War II era wooden structures once stood in rigid formation, now bloom with tall native grasses and provide space for recreation or potential mobilization. In essence, Fort Lee is a training campus surrounded by the pine forests and rolling hills of the Virginia peninsula.

The visual themes of Fort Lee are:

- Campus Environment
- Crescent Cantonment
- Woodland Setting

Themes and Zones Strongly Influenced by Transportation System

The main circulation routes within Fort Lee form the primary organizing element of the installation and to a large extent are major determinants of the visual quality of the visual zones (Fig. 5.8). Adams Avenue forms a continuous spine, linking the various parts of the installation. Along this spine, key intersections and entry gateways form traffic nodes which orient movement to the surrounding facilities. These nodes include the intersections at Sisisky Boulevard, Lee Avenue and Mahone Avenue. Sisisky Boulevard links the two ends of the crescent through the Bailey Creek forested stream valley and serves as a VIP route from the helipad at Third Street to the CASCAM building.



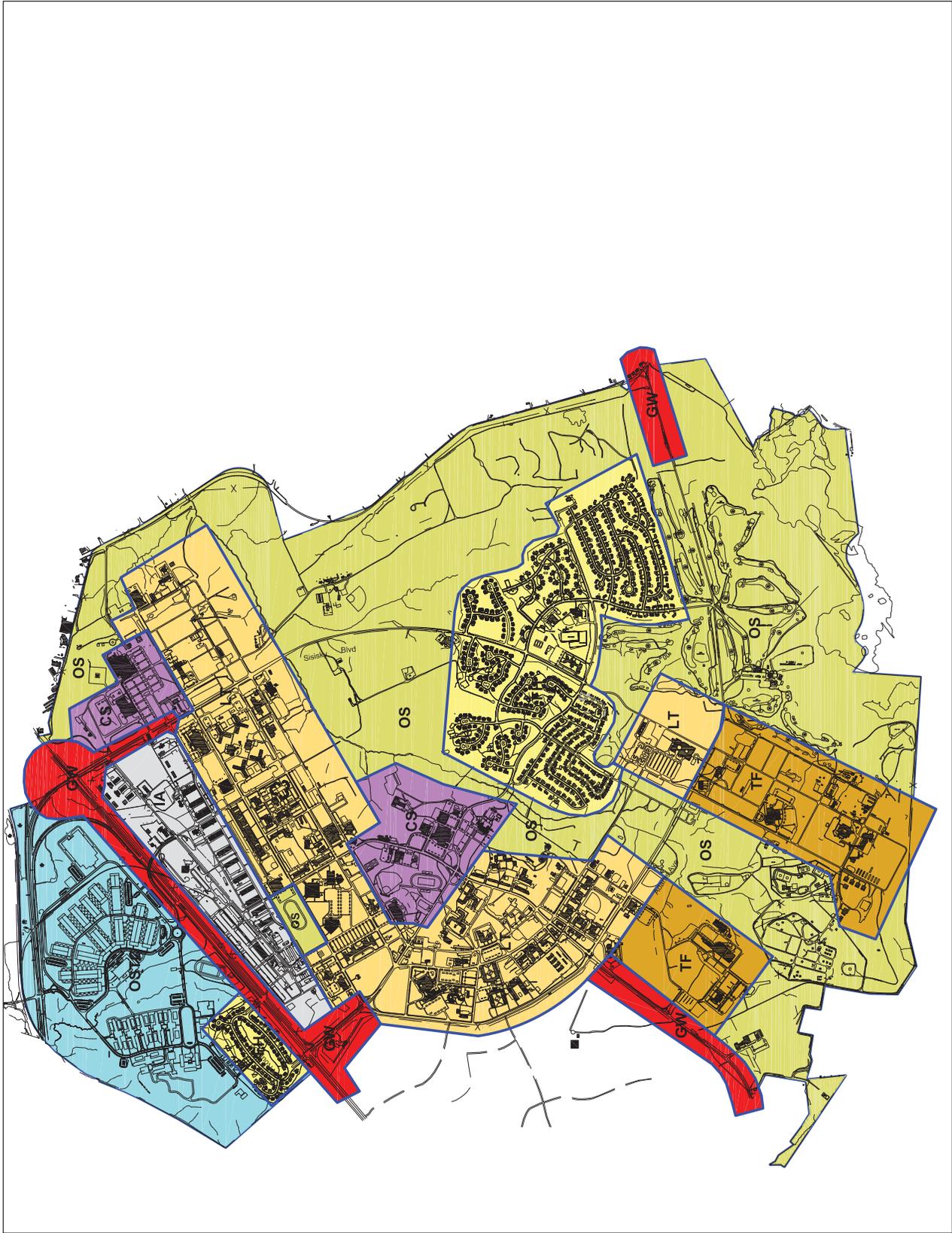
Fig. 5.7 - The formal parade ground at Mifflin Hall is a highly visible and symbolic open space.



Fig. 5.8 - Troop movement is highly visible in the Living-Training Visual Zone.

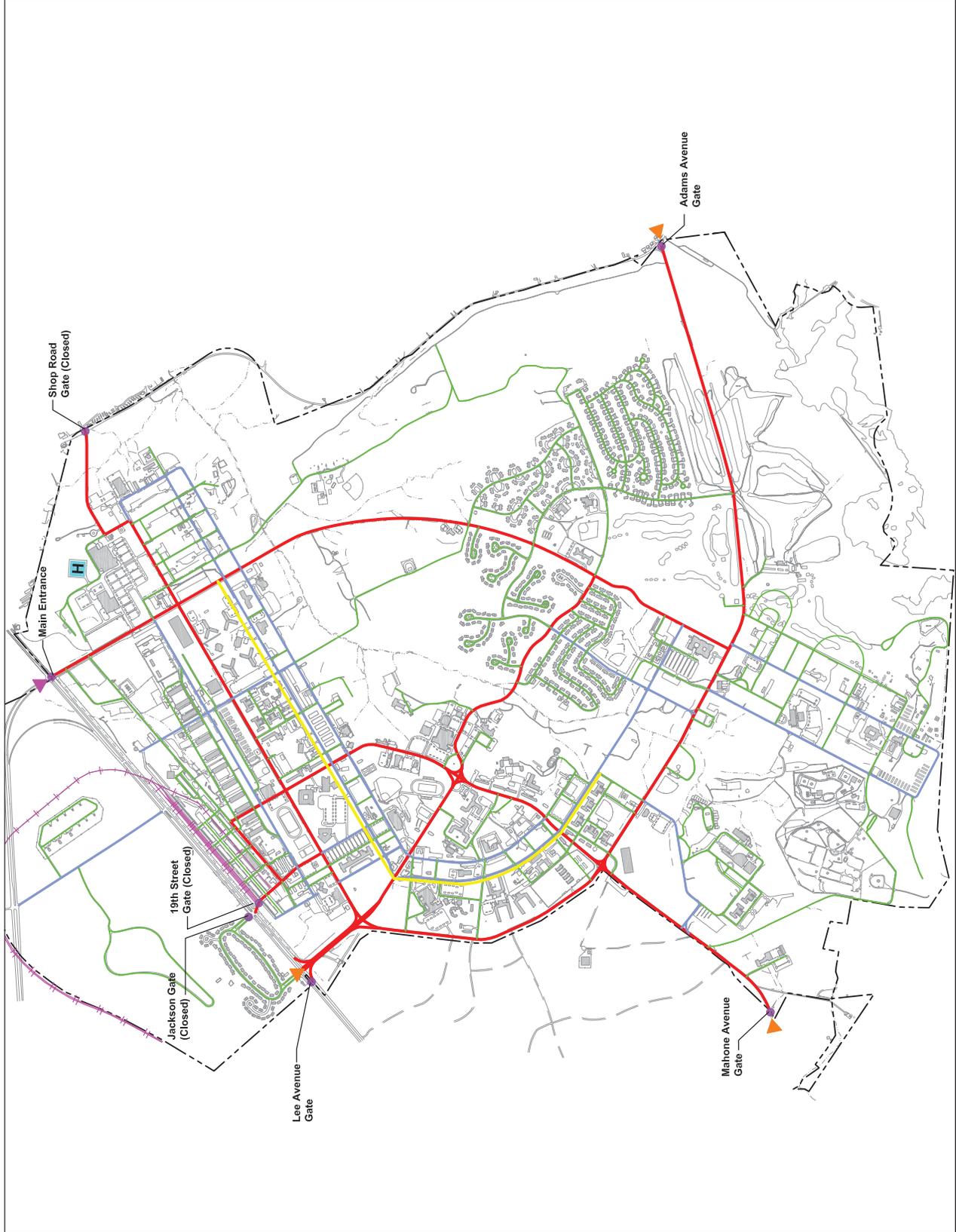
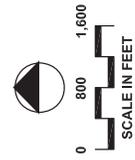
LEGEND

CS	Community Services Areas
FH	Family Housing
GW	Gateway
IA	Industrial Area
LT	Living-Training
OS	Open Space and Field Training
TF	Tenant Facilities
OTSC	Ordnance School Training Complex



THIS PAGE INTENTIONALLY LEFT BLANK

- LEGEND**
- Garrison Boundary
 - Primary Entrance
 - Secondary Entrance
 - Troop Movement Spine
 - Gate Location
 - Helipad
 - Primary Road
 - Secondary Road
 - Tertiary Road
 - Railroad



THIS PAGE INTENTIONALLY LEFT BLANK

Troop circulation on foot is extremely important at Fort Lee because of the number of student groups that are processed through the training facilities. Troops move in company formation, platoons, small irregular groups and as individuals. Troops assemble outside barracks and march across Adams Avenue to training areas and classroom buildings, or run in formation for group physical exercise, mixing with vehicular traffic along Byrd Avenue (Figures 5.9, 5.10).

Smaller groups and individual soldiers regularly walk from the barracks areas to the athletic/community facilities or Post Exchange.

5.2.2 Visual themes are generalized groupings of visual zones that provide the same general use and visual characteristics. Visual themes include broad scale activities that occur on the installation. These activities typically include similar design and layout characteristics. Table 5-1 shows the theme/visual zone relationship throughout the installation.



Fig. 5.9 - Daily physical training brings platoons of runners onto Byrd Avenue.



Fig. 5.10 - Individuals and small groups of soldiers after normal duty hours mix with vehicular traffic along Byrd Avenue.

TABLE 5- 1 THEME/ZONE RELATIONSHIP

CAMPUS ENVIRONMENT THEME	CRESCENT CANTONMENT THEME	WOODLAND SETTING THEME
GW Gateway Visual Zone	LT Living - Training Visual Zone	FH Family Housing Visual Zone
TF Tenant Facilities Visual Zone	CS Community Services Areas Visual Zone	OS Open Space and Field Training Visual Zone
IA Industrial Area Visual Zone		
OSTC Ordnance School Training Complex		

5.3 VISUAL ZONES

5.3.1 Visual zones are areas within the installation that include similar visual characteristics. Visual characteristics define a "look and feel" of an area together with the dominant features that define its image. Typical visual characteristics include unique buildings, vehicular and pedestrian corridors, natural features and spatial relationships (Fig. 5.11).

Seven distinct visual zones have been identified that make up the Fort Lee environment. Often a specific type of activity or land use is what distinguishes one zone from another; however, a visual zone encompasses an area larger than one single land use area and is defined by the positions of buildings, roadways and landscape elements (Fig. 5.12). In these cases, to achieve a visual sense of orderliness, facility design must be coordinated for the entire visual zone. For this reason the design criteria of the IDG are presented according to their visual zone appropriateness.

5.3.2 The following paragraphs present a functional analysis of each of the visual zones. This analysis includes a description of the visual character, a visual analysis map, assets, liabilities and recommendations for each zone (Fig. 5.13).

5.3.3 The visual analysis maps graphically illustrate the features and constraints that affect the visual character of the zone (Fig. 5.14).

5.3.4 Assets and liabilities are determined according to the following criteria: installation visual goals and objectives ([Section 3, para 3.2](#)), design principles ([Section 3, para 3.3](#)) and visual elements ([Section 3, para 3.4](#)) in relationship to the six design components described in Sections 7 through 12 of this IDG.

A clear understanding of the strengths and weaknesses of the existing visual environment at Fort Lee is essential to target future efforts to improve the quality of the installation's design. The following subsections identify the most significant visual assets and liabilities for each visual zone. The assets



Fig. 5.11 - The removal of older frame structures provides opportunities for future development sites.



Fig. 5.12 - Forested areas throughout Fort Lee provide a rich natural setting.



Fig. 5.13 - The ALMC Center projects the image of a research and administrative campus.



Fig. 5.14 - The Quartermaster Museum represents a unique visual asset.

represent positive features which should be preserved and enhanced because they contribute to an image of quality, while the liabilities represent negative aspects which detract and should be corrected.

5.3.5 Recommendations are made to correct the liabilities or enhance the assets. These recommendations are used to generate projects that are listed in [Section 6, Improvement Projects](#).

5.4 GATEWAYS VISUAL ZONE

5.4.1 Visual Character

Fort Lee's two primary gateways at Lee Avenue and Sisisky Boulevard make Route 36 the "front door" to the post. The forested edges along both sides of this arterial roadway are a major asset and give this section of Route 36 a distinctive institutional image, in contrast to the strip commercial development east and west of the installation. For some time the visual screening provided by the tall loblolly pines has been augmented by allowing the natural understory growth to develop along this public edge of the installation. As a result, except during winter when the leaves have dropped, service buildings and storage yards are fairly well screened from the highway and entrance roads.

The goal of the design criteria provided for this area is to continue to enhance the natural forested edge as a visual buffer and further develop the Sisisky Boulevard gateway with a lush forested buffer on both sides of the entrance roadway. Adjacent service buildings, motor pools and storage yards have been modified and improved, but additional enhancements to create a continuous buffer zone of trees to screen views and frame the entrance roadway are needed. The entrance treatment should extend onto the installation all the way to Adams Avenue and should include preservation of the existing forested area at Shop Road.

The positive image of secondary entrances at Mahone Avenue, Adams Avenue, and Shop Road gates is largely due to the rich natural forest areas flanking the roadways. Continued improvements to the gate houses, median and lighting will further contribute to this image. While preserving the forested edge, these entrances should be enhanced by coordinated directional signage, as well as landscaping and military monuments where appropriate.

5.4.2 Gateways Visual Zone Analysis

5.4.2.1 Main Entrance

- 1** Forested edges at Lee Avenue entrance gives positive institutional image.
- 2** New iron fence enhances the formality of the Lee Avenue entrance drive.

5.4.2.2 Circulation

- 3** Traffic control barricades detract from the visual quality of all of the entrance to the installation.
- 4** Traffic can back up to the Route 36 intersections during periods of high security.
- 5** The troop crossing at 19th street has been improved to allow safe passage of soldiers from Main Post to the training areas north of Route 36.

5.4.2.3 Focal Points

- 6** There are no prominent focal points immediately inside the two primary gateways. The Lee Avenue gateway leads to a generous area of open space, which is attractive, but as the primary entrance gateway, it would benefit from having a strong focal point on axis with the entrance drive. The other major gates all have high visual quality; Adams Avenue gate leads into the golf course, the Bayscapes wetland park on the north side of the Sisisky Boulevard entrance is a significant open space feature and the Mahone Avenue entrance is dramatic due to the flanking forested areas on Fort Lee and in the adjacent National Park. Even the Shop Road gateway, a service entrance, has attractive vegetation along the entrance route.

5.4.2.4 Open Space

7 The major open spaces related to entrance gateways are those that flank Lee Avenue inside the installation. The open areas of lawn are vast and accented with many mature street trees and groves. In fact, the open space so dominates the arrival experience that visitors must rely on signs and street names to become oriented as there are no buildings to provide a sense of location and order.

8 Landscaped and forested open space greets visitors at the other gateways. All but Sisisky Boulevard gateway with its dense plantings of trees and shrubs are naturally wooded. All gateways provide a very positive image of Fort Lee as a lush and well-managed installation.

5.4.2.5 Buffers

9 A developing understory of deciduous trees and shrubs along VA Route 36 is developing to provide significant screening of industrial buildings in spring and summer. The screen is not as effective during fall and winter months when the leaves have fallen. Screening by the trees and understory on the north side of VA Route 36 is deeper and completely screens the facilities beyond.

10 All the other gates have effective buffers between the entrance roadway and adjacent land uses. The Sisisky Boulevard entrance has the added feature of the Bayscapes wetland park which offers a limited view of open space, but effectively screens the side and rear of the adjacent Commissary.

5.4.2.6 Primary Road

11 Forested edges at Lee Avenue entrance gives positive institutional image, but it would be further distinguished if a prominent landmark were to be more centrally featured on axis with the entrance roadway.

12 New iron fencing and signs further enhance this primary formal entrance to Fort Lee.

5.4.2.7 Secondary Roads

13 All secondary entrances are attractively flanked by wooded open space or landscaping and convey a positive image of Fort Lee.

5.4.2.8 Significant Vegetation

14 Forested edges occur all along the VA Route 36 frontage and flanking secondary entrance gateway roadways.

15 Landscaping added to the Lee Avenue and Sisisky Boulevard gateways is maturing and produces a very positive image of the installation.

5.4.2.9 Good Views

16 The most dramatic views encountered upon entering Fort Lee are of the open space flanking Lee Avenue and the golf course near the Adams Avenue gateway.

17 The Sisisky Boulevard gateway has been enhanced by its adjacency to the Bayscapes park on the north side of the roadway. As this park matures it will provide interesting views as well as screening the Commissary loading docks.

18 Entrance gateway improvements have not yet been extended beyond the Bayscapes Park to Adams Avenue as has been the intention, so there is a stretch of Sisisky Boulevard which detracts from the otherwise positive impression. The significant negative features along this unimproved section are the barricades along the AAFES gas station frontage and the unscreened motorpool parking lot in the next block.

5.4.2.10 Historical and/or Architecturally Significant Features

19 The permanent security buildings located at the gateways have been upgraded and generally create a positive impression. Hastily installed additional structures, such as the bunkers and vehicle inspection shelters associated with heightened security since the 9/11 attacks detract substantially from the positive appearance. However, these features do convey the reassuring fact that traffic entering the installation is more thoroughly checked.

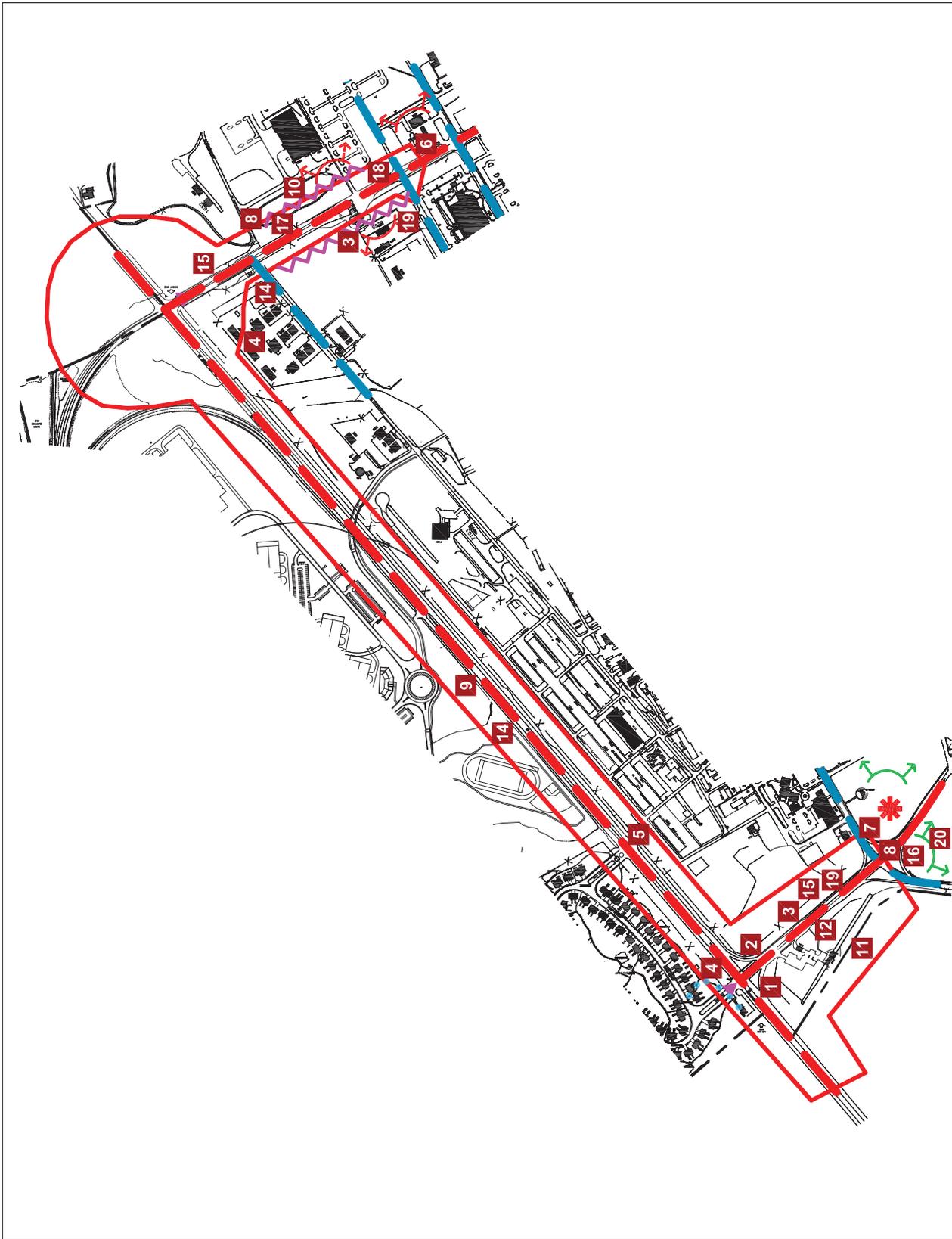
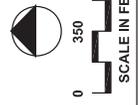
20 The most significant features encountered near the gateways occur inside the Lee Avenue gateway. Within one block lies Mifflin Hall, the headquarters of the Quartermaster Corps, the Quartermaster Museum, the Women's Museum and the ceremonial shell at the west end of the parade ground. Farther along Lee Avenue, the Lee Club visually terminates the axis established by the entrance road. To the southwest, across a large open lawn is the Kenner Army Medical Clinic. All of these features are define the periphery of the open space that dominates the Lee Avenue arrival experience.



KEY

LEGEND

- Garrison Boundary
- Primary Entrance
- Secondary Entrance
- Pedestrian Circulation
- Focal Point
- Visual Conflict
- Primary Road
- Secondary Road
- Good Views
- Bad Views
- Edge to be Buffered

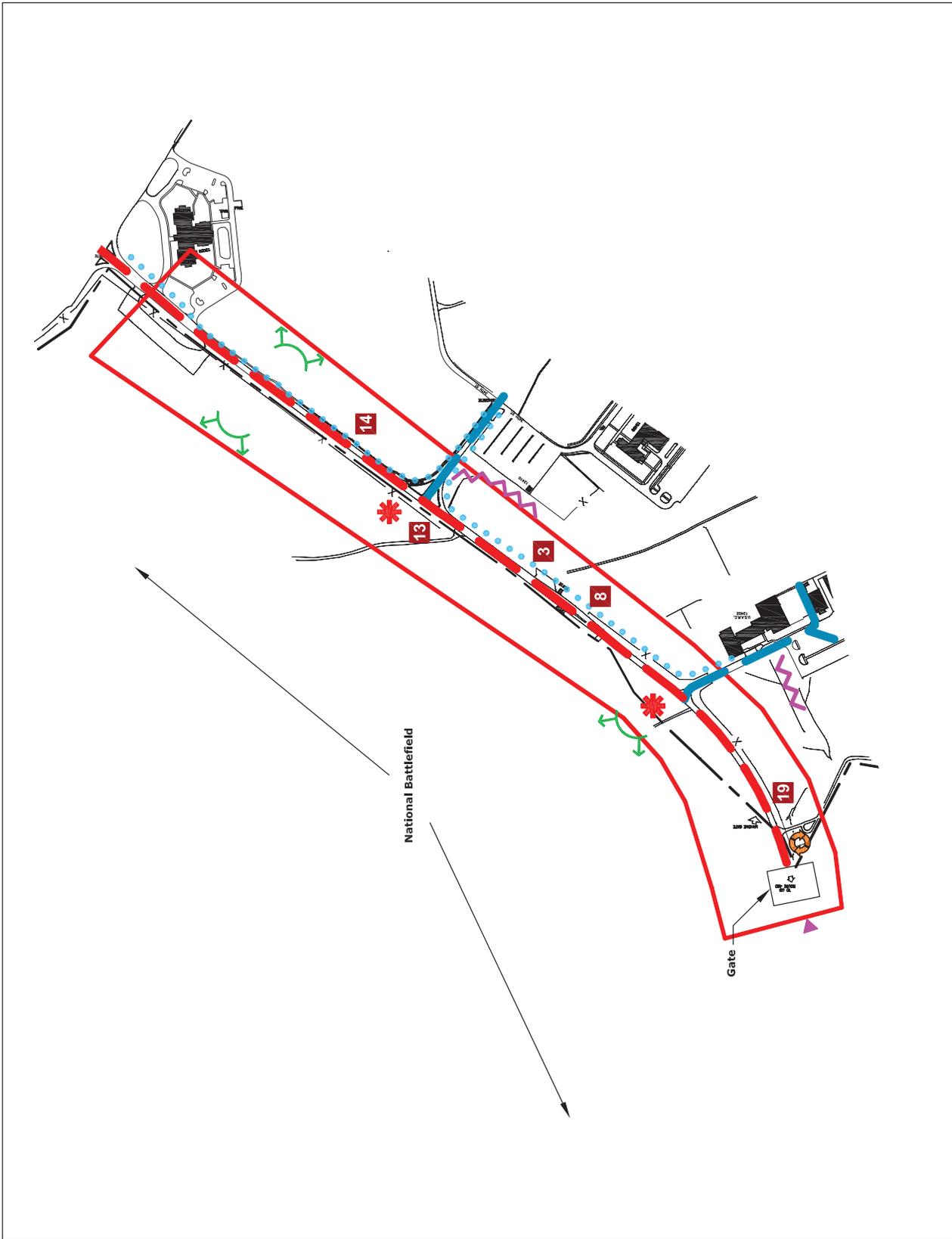
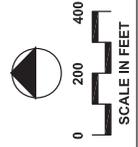


THIS PAGE INTENTIONALLY LEFT BLANK



LEGEND

- Garrison Boundary
- Primary Entrance
- Secondary Entrance
- Pedestrian Circulation
- Focal Point
- Visual Conflict
- Primary Road
- Secondary Road
- Good Views
- Bad Views
- Edge to be Buffered

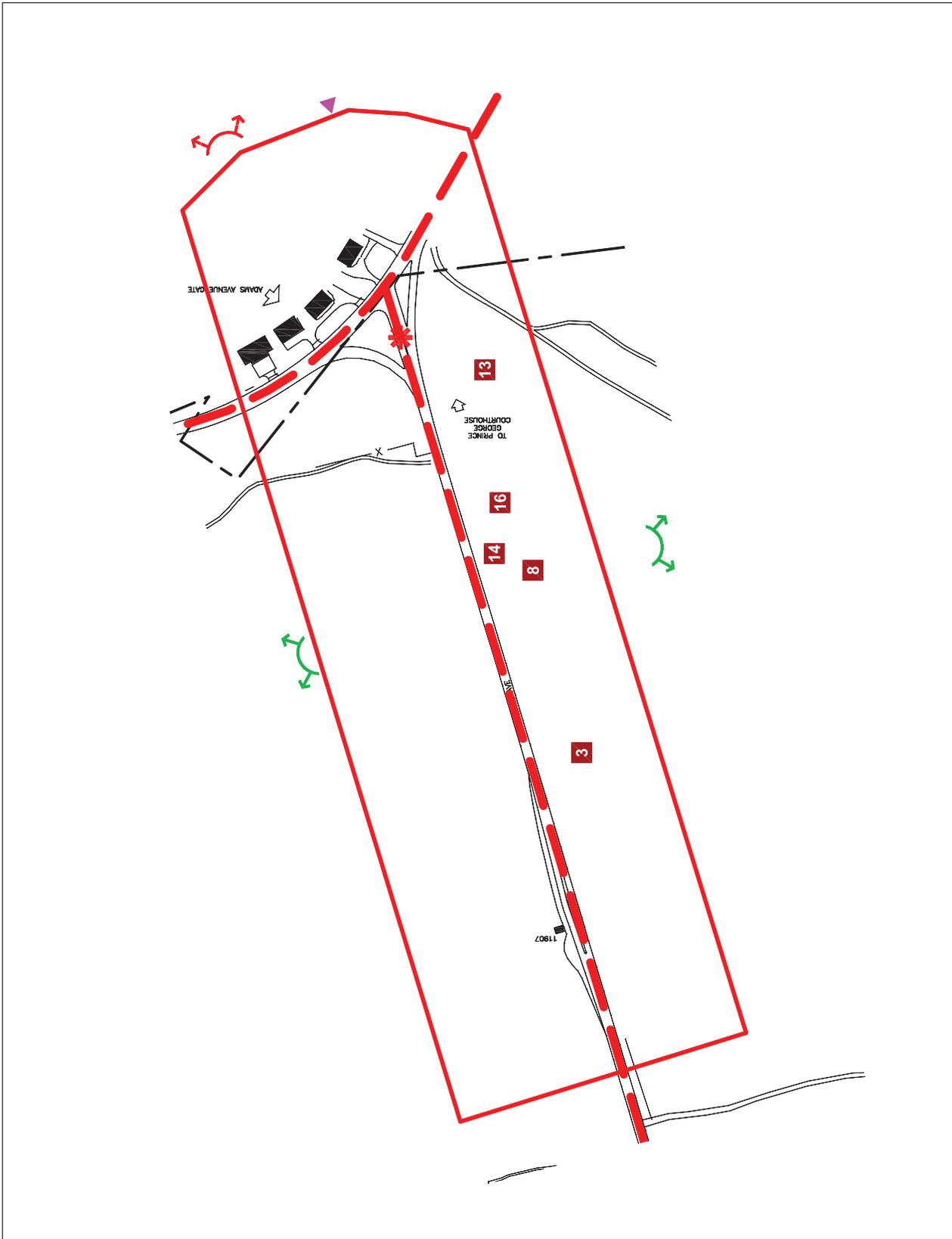
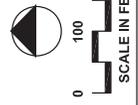


THIS PAGE INTENTIONALLY LEFT BLANK



LEGEND

- Garrison Boundary
- Primary Entrance
- Secondary Entrance
- Pedestrian Circulation
- Focal Point
- Visual Conflict
- Primary Road
- Secondary Road
- Good Views
- Bad Views
- Edge to be Buffered



THIS PAGE INTENTIONALLY LEFT BLANK

5.4.3 Assets

5.4.3.1 Site Planning

- There is a clear institutional image presented to the public along Route 36 and at Lee Avenue and Sisisky Boulevard gateways which has been improved in FY07 (Fig. 5.15).
- Open space and forests flanking Mahone Avenue, Adams Avenue and Shop Road gateways convey a positive impression for those arriving at Fort Lee.

5.4.3.2 Buildings

- The Lee Avenue gatehouse and Visitor Center and the Sisisky Boulevard gatehouses produce a positive impression of Fort Lee (Fig. 5.16).

5.4.3.3 Circulation

- The most publicly oriented entrance to Fort Lee at Lee Avenue is clearly visible and identifiable from Route 36.

5.4.3.4 Plant Material

- The vegetative buffer along Route 36 has developed an understory of shrubs and small trees that screen views of the industrial buildings for most of the year (Fig. 5.17).
- Vegetation planted along the Sisisky Boulevard gateway approach is maturing to form an effective visual buffer.

5.4.3.5 Site Elements

- The iron fencing at the intersection of Lee Avenue and Route 36 contributed to the formal institutional image of Fort Lee (Fig. 5.18).
- Monument signs are used at Fort Lee gateways to present a formal institutional image to the public.



Fig 5.15 - Visitor Center/Pass Office at the Lee Avenue gateway.



Fig 5.16 - Sisisky Boulevard Gatehouse



Fig 5.17 - Vegetative buffer along Route 36.



Fig 5.18 - Iron fencing at the intersection of Lee Avenue and Route 36.

5.4.3.6 Force Protection

- Concentration of access in a few lanes enhances control and visibility of approaching vehicles (Fig. 5.19).

5.4.4 Liabilities

5.4.4.1 Site Planning

N/A

5.4.4.2 Buildings

- Temporary shelters detract from the otherwise improved appearance of entrance gateways (Fig. 5.20).

5.4.4.3 Circulation

- Some existing roads have mismatched lane configurations in some intersections (Fig. 5.21).

5.4.4.4 Plant Material

- Warehouse buildings and storage yards are visible through the trees from Route 36 during winter months.
- The areas at the intersection of Mahone and Adams Avenues need to be reforested, now that removal of World War II buildings has been accomplished (Fig. 5.22).

5.4.4.5 Site Elements

- Straight approaches from Route 36 to Lee and Sisisky gates means force protection must be provided by highly visible barriers.



Fig 5.19 - Formal tree plantings along the Sisisky Boulevard approach to the gate.



Fig. 5.20 - Temporary bunkers and lighting detract from the appearance of gateways.



Fig. 5.21 - Temporary vehicle inspection shelter.



Fig. 5.22 - Misaligned lanes at the intersection of Mahone and Carver Avenues.

5.4.4.6 Force Protection

- Concentration of traffic in few lanes can quickly cause backups when vehicle inspections increase (Fig. 5.23).

5.4.5 Recommendations for Gateways Visual Zone

Note: Item numbers correspond to the locations of the recommendations on Map Figure 5.6.

5.4.5.1 Site Planning

- 1 Develop the new Sisisky Boulevard gate with a street cross-section similar to Lee Avenue, featuring a landscaped median, and stands of loblolly pines on both sides of the roadway. Maintain 200-foot setbacks on both sides of roadway for both fences and buildings; 50-foot setback for parking areas (other than fenced motor-pools). Provide adequate directional and identification signage in accordance with sign design criteria.

5.4.5.2 Buildings

- 2 New sentry stations that conform to the design criteria should replace those that do not. A project is planned for a new Access Control Point along Sisisky Boulevard.

5.4.5.3 Circulation

- 3 Provide special highway treatment at major troop crossing points along Route 36 as part of the overall troop pathway system. Sisisky Gate was been widened in 2007.

5.4.5.4 Plant Material

- 4 Continue to encourage understory growth to develop within the stands of loblolly pines along the Route 36 edge. Add plantings of evergreen indigenous species to



Fig. 5.23 – Traffic congestion at Lee Avenue Main entrance off of Route 36.

develop a natural edge of growth that will screen the view of the warehouses from the public highway.

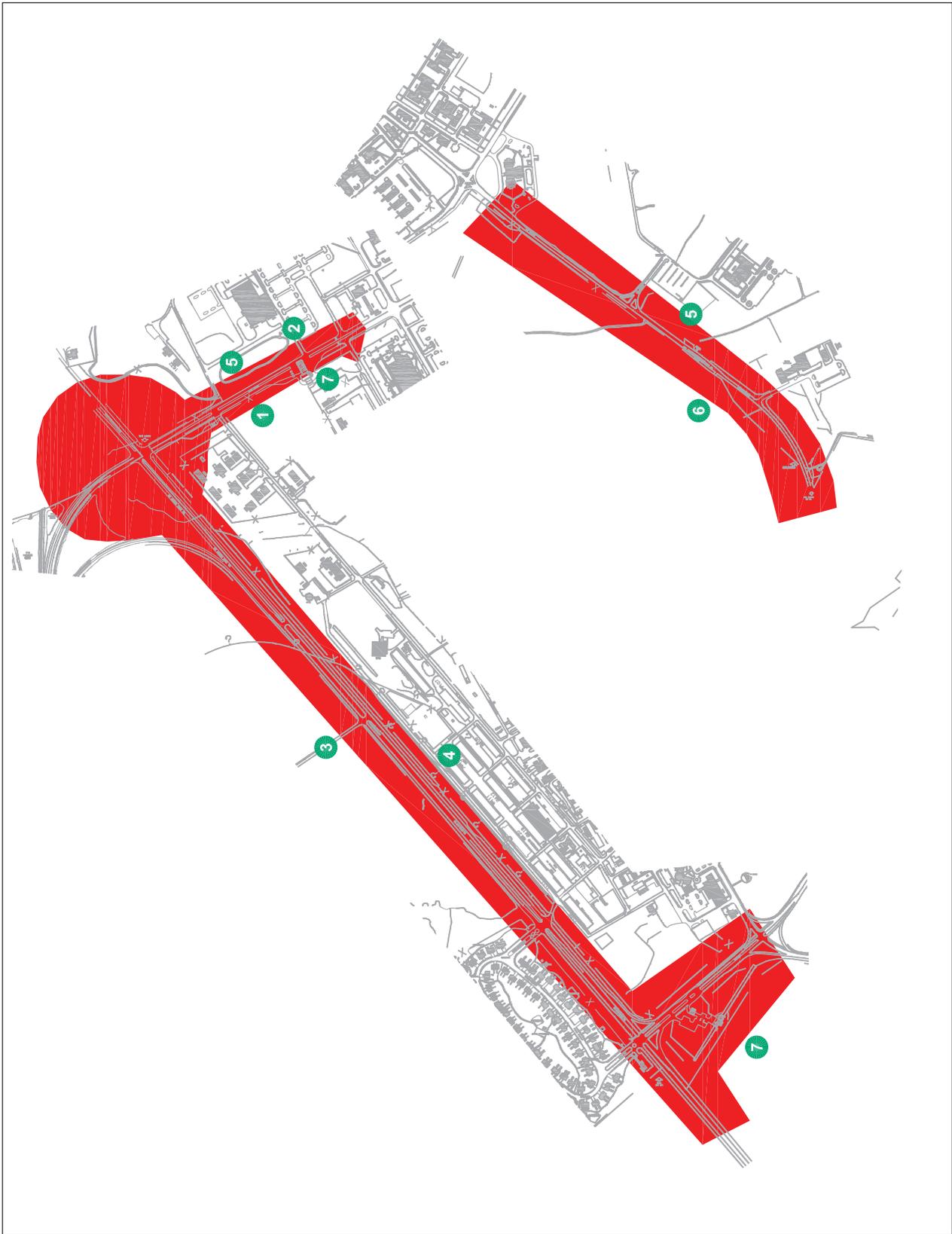
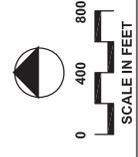
5.4.5.5 Site Elements

5 Provide post identification signs of appropriate design at each primary and secondary gate. See Sign Design Criteria.

6 Improve the appearance of Mahone Avenue from the gate to Adams Avenue by consistent curbing grading and landscaping along the roadway. Correct misalignments of curbs and embankments.

5.4.5.6 Force Protection

7 Establish permanent barriers and inspection facilities that conform to the design criteria.



THIS PAGE INTENTIONALLY LEFT BLANK

5.5 LIVING-TRAINING VISUAL ZONE

5.5.1 Visual Character

Most of the main cantonment crescent-shaped area is dedicated to barracks and training facilities related to the Quartermaster Corps, the hospital, or permanent party personnel. These training functions are the most significant and highly visible activities on the installation. The Living-Training visual zone represents the essential image of Fort Lee as an orderly and attractive training campus. Training Area 5, north of the main cantonment will be developed for the Ordnance School as a result of BRAC. Several other BRAC construction projects will occur on the main cantonment as well (Fig. 5.24).

The strong spatial organization of the area is one of its assets. Adams Avenue forms a clear vehicular spine, providing an overall linear orientation to the zone. Carver Avenue complements Adams Avenue by providing vehicular access along the east side of the zone. Byrd Avenue, aligned near the center of the zone, allows vehicular traffic into the core where large and small groups of troops move between barracks, dining halls and training buildings. Along Byrd Avenue the greatest number of conflict points between vehicles and troops occur. Cross streets, many only remnants of the former street patterns that served the large number of smaller World War II buildings, are somewhat redundant and could be closed and incorporated into new development sites.

With the removal of the temporary buildings, this area has provided sites for recent development. Because some of the redevelopment is new, some areas retain a somewhat barren appearance because they were not planted trees along streets and throughout the parking lots. Additional future development will provide new opportunities to further improve the image of these sparse areas.

To reduce roadway redundancy, and to reinforce the image of the area as a troop training campus, Byrd Avenue should be converted to a troop movement and pedestrian circulation spine. This spine would



Fig. 5.24 - Construction of the Ordnance School and training facilities will begin in TA-5.

link all living-training activities within the crescent area. The spine should be appropriately paved and landscaped to produce a linear circulation corridor that gives the priority to pedestrian movement. It should also accommodate areas for group activities such as troop mustering, parading, and everyday physical training exercises. This linear spine should be the focus of the living/ training campus area, and buildings should be oriented to emphasize this focus. Vehicular access to buildings lying between Adams Avenue and Carver Avenue should be organized so that traffic across the Byrd Avenue spine is minimized. When minor cross traffic is required, pedestrian traffic should have the right-of-way. This can be visually reinforced by carrying the spine pedestrian paving surface across the road. Parking areas should be kept close to Adams Avenue and Carver Avenue. These roads will be retained and marked as the major vehicular circulation routes for the Living-Training Zone.

5.5.2 Living-Training Visual Zone Analysis

5.5.2.1 Main Entrance

1 The primary entrance to the Living-Training visual zone is from the Lee Avenue gateway. This entry point provides the most formal and attractive approach to both the north and south halves of the crescent. These two halves of the zone are also entered from the opposite ends with entry to the northern half from the Sisisky Boulevard gateway and to the southern half from the Adams Avenue gateway.

5.5.2.2 Circulation

2 Vehicular circulation in the zone is concentrated along Adams Avenue and Carver Avenue. These two streets run the length of the zone and provide good access to the facilities included within it.

3 Pedestrian circulation consists primarily of large and small groups of troops moving between barracks, dining halls, classroom building, fitness facilities and other points outside the Living-Training Zone. This troop pedestrian circulation is concentrated along Byrd Avenue, but also occurs along Adams Avenue and Carver Avenue.

5.5.2.3 Focal Points

4 The Living-Training Zone has at its center point the dominant focal point of the installation, the Quartermaster Corps Headquarters and parade ground. The Quartermaster Museum and the Army Women's Museum are also located at this point as is the Kenner Army Medical Clinic. These buildings surround the parade ground and associated open space and create a dramatic focal point just inside the main gate. The new Air Delivery Training Facility near the Sisisky Avenue gateway is a dramatic building that is a landmark due to its architectural form as well as its size and location.

5 Secondary focal points are located at the four barracks complexes; two in the northern part of the crescent and two in the southern end.

6 The CASCOM Headquarters is an integral part of the Living-Training Zone, but it is separated from the rest of the zone by a portion of the Open Space and Field Training visual zone. Because it possesses such strong architectural character it fairly clearly reads as a continuation of the zone.

5.5.2.4 Open Space

7 The dominant open space in this zone is the parade ground and adjacent lawns, groves of trees and landscaped areas at the fronts of the surrounding buildings.

8 Forested open space occurs along the eastern side of the northern end of the crescent where the Living-Training Zone abuts the Open Space and Field Training Zone and along the western side of the southern crescent area where the national park lies beyond the installation boundary. Forested open space also lies between the southern end of the zone and the separated CASCOM Headquarters site.

5.5.2.5 Buffer

9 All portions of the Living-Training Zone are well buffered by vegetation or topography from adjacent visual zones except for along the boundary with the Industrial Area visual zone. Some vegetative buffer has been established along the boundary but where the boundary follows Shop Road the buffering is weakest.

5.5.2.6 Primary Roads

10 The primary roads in the zone are Adams Avenue running lengthwise and Sisisky, Mahone and Lee Avenues, which cross the zone and intersect with Adams Avenue.

5.5.2.7 Secondary Roads

11 The secondary roads are Carver and Byrd Avenues which run lengthwise along the east side and down the center of the zone, respectively, and 1st, 11th and 19th Streets, which cross the zone and intersect with Carver and Byrd Avenues.

5.5.2.8 Significant Vegetation

12 Much of Adams Avenue is lined with street trees, many of them having reached substantial height and spread. Byrd and Carver Avenues also have several blocks that are lined with mature trees. Of the cross streets, Lee and Mahone Avenues have the most well-developed street tree plantations.

13 The open space in the vicinity of Lee Avenue and Mifflin Hall has a number of well-established stands of large trees. They provide dramatic views when seen across the wide lawn areas at this location.

14 The barracks complex at 27th Street and the Army Lodging complex immediately to the east are heavily wooded with large, mature deciduous trees.

15 The two barracks complexes in the northern end of the crescent have been landscaped and the trees planted there are beginning to mature to the point where they produce significant visual effect and shade.

16 The un-redeveloped area north of Sisisky Boulevard is developing some significant stands of pine since the World War II buildings were removed and the land allowed to revert to a natural condition.

5.5.2.9 Good Views

17 The most dramatic views in the Living-Training Zone are in the vicinity of the

parade ground and the cluster of landmark buildings that surround it. These views are predominantly of wide lawn areas, groves of mature trees and the facades of distinctive buildings.

18 Views into some of the barracks and lodging complexes are interesting as they clearly convey the overall campus atmosphere that characterizes Fort Lee.

19 Views of the new Aerial Delivery Training Facility are dramatic because of the size and form of the building.

20 The view of the Lee Club that one sees upon reaching the intersection of Lee Avenue and Carver Avenue is strong because the building is on axis. This is one of the most prominent visual relationships on the installation, but the building is too small and distant to take full advantage of the axis. A larger building or one located closer to the intersection would contribute significantly to the visual order of Fort Lee.

5.5.2.10 Historical and Architecturally Significant Features

21 Mifflin Hall, the Quartermaster Museum and the shell at the parade field are architecturally significant buildings that relate well to each other and to the open space that connects them. The Army Women's Museum is also architecturally significant, but not well-related to the others in this formal complex. This is mostly due to the separation of this building from the others by a parking lot.

22 The three large training buildings in the block between 16th and 19th Streets are architecturally significant in that they all have interesting forms and details. They are not significant as a complex because they are not related to each other architecturally or in the way they are arranged on the site.

23 The Blockhouse is an architecturally significant building in that it is very unique and unusual.

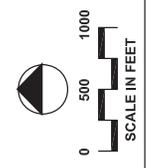
24 Buildings 3206 and 10000 are the only historic buildings in the Living-Training Zone. Building 3206 is on 13th Street at Adams Avenue and Building 10000 is in the vicinity of CASCOM Headquarters off of Sisisky Boulevard. Both buildings are identified as eligible for listing on the National Register of Historic Places.

25 Two barracks complexes, one in the southern crescent and one in the northern crescent are architecturally significant but detract from the overall image of Fort Lee. This is primarily due to their antiquated styling, materials and colors. The northern complex is at 11th Street and Byrd Avenue. The southern one is located between Mahone Avenue and 34th Street.

THIS PAGE INTENTIONALLY LEFT BLANK



- LEGEND**
- Garrison Boundary
 - Primary Entrance
 - Secondary Entrance
 - Pedestrian Circulation
 - Focal Point
 - Visual Conflict
 - Primary Road
 - Secondary Road
 - Good Views
 - Bad Views
 - Edge to be Buffered

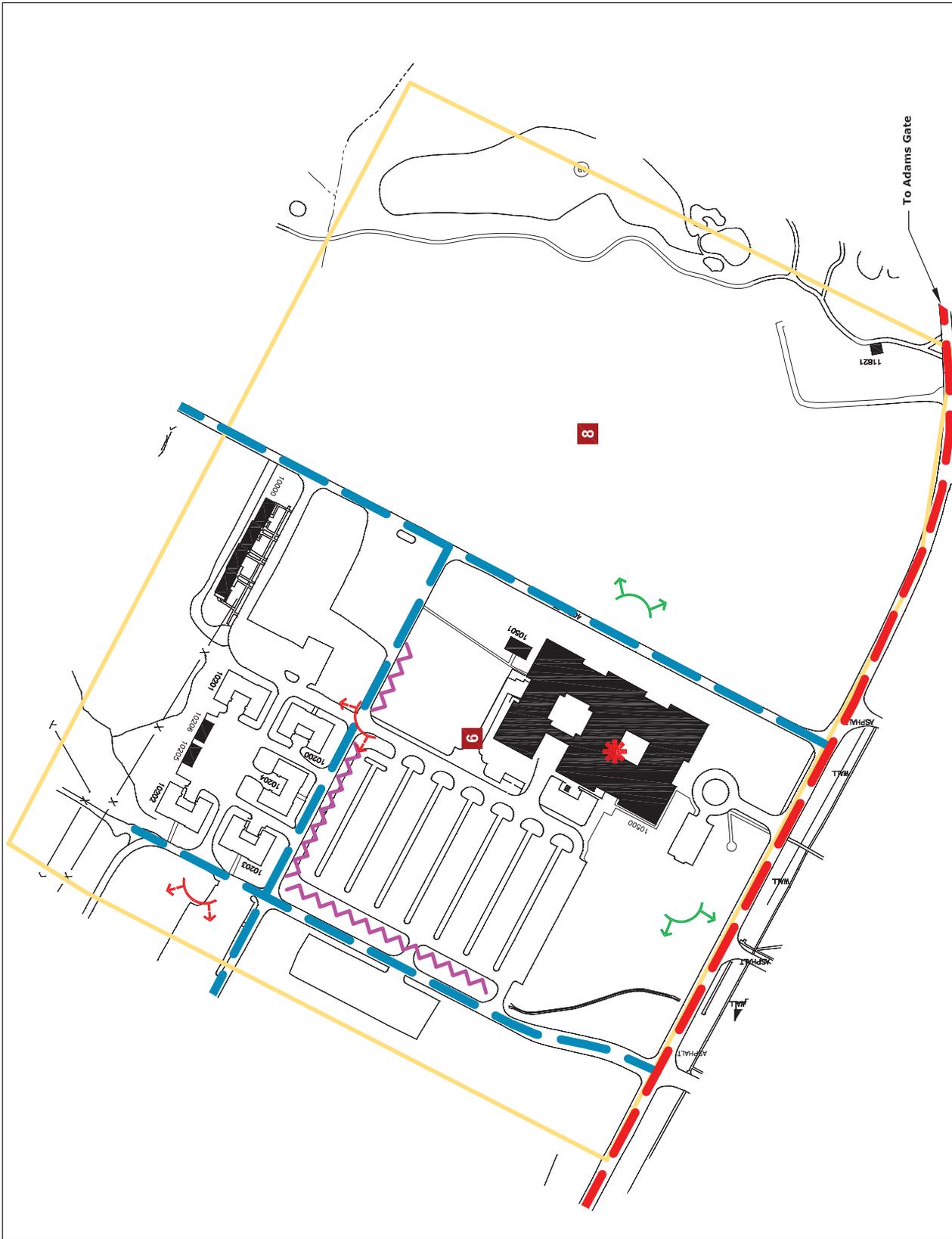
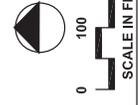


THIS PAGE INTENTIONALLY LEFT BLANK



LEGEND

- Garrison Boundary
- Primary Entrance
- Secondary Entrance
- Pedestrian Circulation
- Focal Point
- Visual Conflict
- Primary Road
- Secondary Road
- Good Views
- Bad Views
- Edge to be Buffered



THIS PAGE INTENTIONALLY LEFT BLANK

5.5 ASSETS

5.5.3.1 Site Planning

- Future Development plans provide opportunities for significant improvements.
- There is strong spatial organization in this zone along the linear spine.

5.5.3.2 Buildings

- Several new and upgraded buildings add quality and character to the area (Figs. 5.25, and 5.26).

5.5.3.3 Circulation

- Troops in small groups and in formation use the spine to move from barracks to classes and between classroom buildings.

5.5.3.4 Plant Material

- Street trees thrive along the main streets in this visual zone (Fig. 5.27).

5.5.3.5 Site Elements

- Recent buildings and other improvements have included new elements that enhance the appearance of the Living-Training Visual Zone (Fig. 5.28).

5.5.3.6 Force Protection

- Somewhat limited vehicular access in the area reduces troop exposure to accidents as well as attacks.



Fig. 5.25 - The NCO Academy classroom building visually enlivens the zone.



Fig. 5.26 - The newly renovated NCO Academy barracks expresses traditional regional architectural



Fig. 5.27 - There are many mature street trees along Adams Avenue.



Fig. 5.28 - The NCO Academy has added a colorful façade and landscaping to the zone.

5.5.4 Liabilities

5.5.4.1 Site Planning

- Lack of overall area development concept plan can lead to appearance of uncoordinated development (Fig. 5.29).

5.5.4.2 Buildings

- Some older and unattractive buildings remain and interrupt the improving visual quality of the area.

5.5.4.3 Circulation

- Lack of circulation hierarchy allows redundant roadways to disrupt the cohesive campus area (Fig. 5.30).

5.5.4.4 Plant Material

- The area north of Lee Avenue has fewer trees and wooded areas.

5.5.4.5 Site Elements

- There are fewer human scale elements north of Lee Avenue making it seem less hospitable than the southern end of the crescent (Fig. 5.31).

5.5.4.6 Force Protection

- Many building have facades that are exposed to long, unobstructed sightlines from distant points on the installation.
- Some buildings lack barriers separating them from roadways (Fig. 5.32).
- Some driveways and parking lot travel lanes are aligned directly towards buildings.



Fig. 5.29 - The barracks at 11th Street is aged and lack effective landscaping.



Fig. 5.30 - The parking lot at 11th Street lacks trees or landscaping.



Fig. 5.31 - This barracks complex has few pedestrian amenities other than shade trees.



Fig. 5.32 - No barriers stand between the street and this barracks.

5.5.5 Recommendations for the Living-Training Visual Zone

Note: Item numbers correspond to the locations of the recommendations on Map Figure 5.9.

5.5.5.1 Site Planning

- 1 Remove unnecessary cross streets to allow for larger contiguous sites for future development.
- 2 Develop an overall detailed site master plan to coordinate the siting of all new buildings within this complex.
- 3 Where strong orthogonal street pattern exists, orient new structures square with street grid.
- 4 Group new and existing buildings to create courtyard areas which can produce outdoor space for study, socializing and relaxation.

5.5.5.2 Buildings

- 5 New barracks should be designed according to the architectural design criteria; interior as well as exterior. [Section 8, Buildings](#)
- 6 Demolish or upgrade World War II wood and other old or non-contributing buildings in the area.

5.5.5.3 Circulation

- 7 Convert Byrd Avenue to a central troop movement spine. Redirect vehicular traffic onto Adams and Carver Avenues. Allow only local service traffic into barracks vicinity to minimize conflicts between through traffic and troop movements.

8 Upgrade Adams Avenue as the major arterial street extending the length of the crescent area. Adams Avenue should be a boulevard that links all the major functions of the installation. Each major facility should be identified with directional signage along Adams Avenue. Other streets are to be utilized for more local traffic. Troop crossings are to be provided at major crossing points as part of the troop movement network.

9 Remove unnecessary roads wherever current development plans do not require them for access. Consolidate traffic flow on the remaining upgraded streets. Discourage through traffic on roadways other than Adams Avenue, Sisisky Boulevard and Lee and Mahone Avenues.

10 Develop a comprehensive troop movement pathway system, linking troop barracks with major training activity areas, such as the warehouses, range area, petroleum school and field training areas. Byrd Avenue should be the focus of this network.

11 Install barriers to eliminate the use of lawn areas by vehicles for shortcuts between parking lots and to streets.

5.5.5.4 Plant Material

12 Upgrade barracks grounds with landscaping to improve the living environment and to mitigate heat gain and wind chill.

13 Maintain the natural edge of the forest. Minimize removal of trees wherever new development is planned.

14 Parade ground planned for 1st-2nd Street area is to be framed with a double row of canopy trees.

- 15 Plant street trees to fill in gaps along the main avenues with a priority on Adams Avenue.
- 16 Plant hedges and tree rows to eliminate vehicle shortcuts across lawn areas.

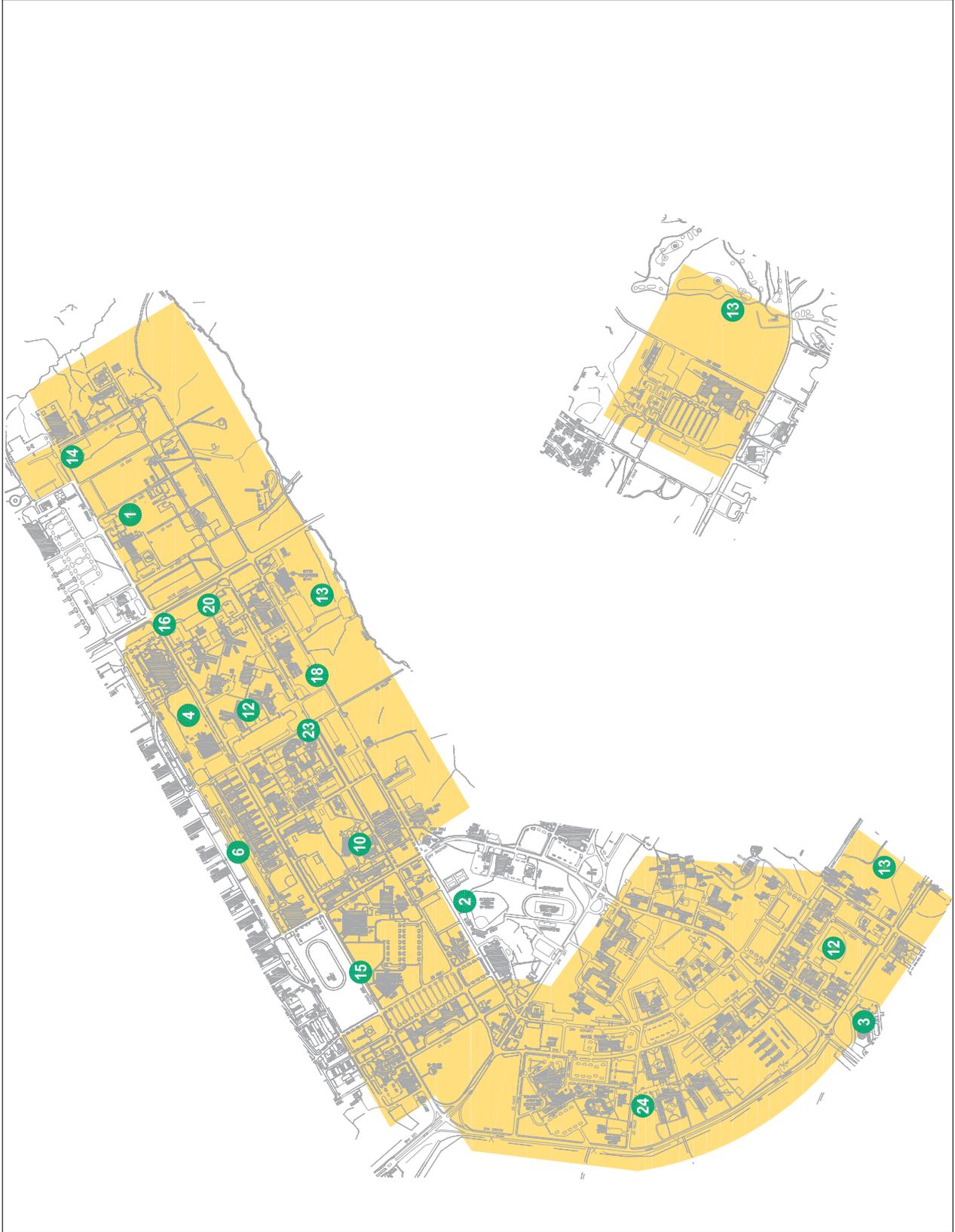
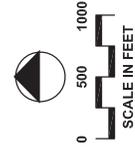
5.5.5.5 Site Elements

- 17 Upgrade barracks grounds with paving and site furnishings to better support the intense troop activities there.
- 18 Remove deep open drainage ditches. Provide site drainage through either shallow swales or inlets and underground pipes. These improvements are to be part of a post-wide storm-water management plan.
- 19 Complete installation of elements (pedestrian paving, signs, bollards, lighting, etc.) along the Troop Movement Spine to clarify its establishment and to accommodate the users.
- 20 Install barriers to eliminate the use of lawn areas by vehicles for shortcuts between parking lots and to streets.

5.5.5.6 Force Protection

- 21 Group new and existing buildings to create courtyard areas which produce outdoor spaces that are not exposed to streets and parking lots.
- 22 Plant additional groupings of trees around the building in order to screen the views of building glass from distant points.
- 23 Add berms, planters and trees as vehicle barriers between building and roadways.
- 24 Reconfigure parking lot entrances and travel lanes to curve, jog and to align at oblique angles to buildings.

THIS PAGE INTENTIONALLY LEFT BLANK



THIS PAGE INTENTIONALLY LEFT BLANK

5.6 INDUSTRIAL AREA VISUAL ZONE

5.6.1 Visual Character

The training buildings and warehouses along Shop Road and Railroad Avenue present an orderly, regimented image appropriate for the industrial area of the installation. The storage yards, by their nature, are somewhat unsightly and presently lack visual screening. This is especially important where they can be seen from Route 36 or the Sisisky Boulevard gateway. A number of the parking areas, along the shoulder of Shop Road, are undefined expanses of gravel and parked vehicles, creating a cluttered appearance.

Goals for this area include improving visual screening at storage yards, as well as improvements to the parking areas. The siting of relocated and new facilities along the Sisisky Boulevard edge should be carefully coordinated with the design for the new intersection and widened Sisisky Boulevard gateway. Ample space should be provided for a forested buffer to visually screen the service and support area from the new entrance and elevated intersection roadway.

5.6.2 Industrial Area Visual Zone Analysis

5.6.2.1 Main Entrance

1 There are two main entrances to the Industrial Area visual zone. First-time visitors enter from 19th Street after coming through the Lee Avenue gateway. Trucks and visitors with vehicle passes enter the zone by turning onto Front Access Road after entering the Sisisky Boulevard or other gateways.

5.6.2.2 Circulation

2 Primary circulation is southwest to northeast along Shop Road, Front Access Road, Rear Access Road, Quartermaster Road, Railroad Avenue and the lanes between the rows of warehouses.

3 Cross traffic reaches the numerous primary routes by using 11th, 16th and 19th Streets.

5.6.2.3 Focal Points

4 All of the buildings in the Industrial Areas visual zone are low-rise and none of them stand out as landmarks.

5.6.2.4 Open Space

5 Open space occurs at both ends of this visual zone with the largest being a wooded area adjacent to the Sisisky Boulevard gateway.

6 The open space at the southwest end of the zone is smaller in area but supports mature trees adjacent to the Lee Avenue gateway.

5.6.2.5 Buffer

7 The Industrial Area visual zone has a vegetative buffer that runs the length of Front Access Road and separates it from Shop Road.

8 Views into the visual zone from VA Route 36 are screened by vegetation in the

Gateways visual zone along the installation boundary.

5.6.2.6 Primary Road

9 The primary road in the Industrial Area Visual Zone is Shop Road which abuts the Living-Training Zone.

5.6.2.7 Secondary Road

10 Numerous secondary roads cross the zone and run lengthwise through it to provide access to both long sides of the warehouse buildings located in the zone.

5.6.2.8 Significant Vegetation

11 The open space at the northeast end of the zone has the greatest area of tree cover. It is interrupted by paved areas used for vehicle parking. This vegetation is largely native species which receive little active maintenance.

12 The wooded open space at the southwest end of the zone is significant for the number of mature trees that thrive there.

5.6.2.9 Good Views

13 The long views along Railroad Avenue are dramatic as stark reminders of the intensity of activity that would have occurred there during earlier times. The tracks and loading docks are now rarely if ever used but one can't help but imagine the buzz of wartime activity.

5.6.2.10 Historical and Architecturally Significant Features

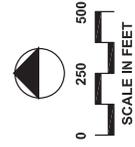
14 The most interesting buildings within the zone are the old warehouses, particularly along Railroad Avenue. These large, rustic buildings portray a haunting image of a bygone era.

THIS PAGE INTENTIONALLY LEFT BLANK



LEGEND

- Garrison Boundary
- Primary Entrance
- Secondary Entrance
- Pedestrian Circulation
- Focal Point
- Visual Conflict
- Primary Road
- Secondary Road
- Good Views
- Bad Views
- Edge to be Buffered



**Map 5.10:
Industrial Area
Visual Zone
Analysis Map**



THIS PAGE INTENTIONALLY LEFT BLANK

5.6.3 Assets

5.6.3.1 Site Planning

- Strong spatial organization with the long rows of buildings functionally organized around the circulation system.
- Close proximity to barracks area make this location convenient for certain training activities (Fig. 5.33).



Fig. 5.33 - Training sites in the Industrial area are frequently used.

5.6.3.2 Buildings

- Many newer buildings have been upgraded and are heavily used for shops and offices for maintenance of the Fort Lee by DPWL and contractors (Fig. 5.34).



Fig. 5.34 - Buildings between Front and Rear Access Roads are used for shops and offices.

5.6.3.3 Circulation

- The road and railroad network are efficiently arranged to maximize access to the warehouses (Fig. 5.35).

5.6.3.4 Plant Material

- Mature loblolly pine and a developing understory provide a buffer along the Route 36 frontage of the zone.
- Mature stands of trees also occupy the southwestern end of the zone, adjacent to the Lee Avenue gateway.
- Mixed hardwoods and pine occupy large areas at the northeast end of the zone, adjacent to the Sisisky Boulevard gateway.



Fig. 5.35 - View of vegetative buffer between Railroad Avenue and Route 36.

5.6.3.5 Site Elements

- Of the site elements in the Industrial Area visual zone; signs, gazebos and outdoor concrete storage shelters, only the signs would be considered assets.

5.6.3.6 Force Protection

- Force protection measures are not extensively used in the zone because none of the buildings are classified as high occupancy and therefore measures are not required (Fig. 5.36).

5.6.4 Liabilities

5.6.4.1 Site Planning

- The efficiency that the warehouse layout once provided is no longer relevant to the way the buildings are accessed or used (Fig. 5.37).

5.6.4.2 Buildings

- Buildings no longer used are too impractical to maintain and become eyesores.

5.6.4.3 Circulation

- This circulation system provides more pavement than is currently needed and is impractical to maintain.
- Access to some of the buildings is hampered by old style and deteriorating loading docks.
- Parking lots are often poorly defined and maintained.

5.6.4.4 Plant Material

- Planting in parking areas and around building is largely non-existent (Fig. 5.38).

5.6.4.5 Site Elements

- Site elements in the Industrial Area visual zone are inconsequential and casually arranged (Fig. 5.39).



Fig. 5.36 - Some of the large warehouses are maintained and used



Fig. 5.37 - An old warehouse that has lacked maintenance for some time.



Fig. 5.38 - Most buildings have no landscaping or shade trees nearby.



Fig. 5.39 - Concrete storage sheds are durable but do not enhance outdoor areas.

5.6.4.6 Force Protection

- Force protection measures are generally not used in the Industrial Area visual zone because the buildings are not classified as high-occupancy.

5.6.5 Recommendations for the Industrial Areas Visual Zone

For recommendations, refer to Map Figure 5.11.

5.6.5.1 Site Planning

- 1 Improve the image of Shop Road area by upgrading access roads, parking and storage areas along the north side of that road. Parking areas should be defined and restricted to specific areas to allow for landscaping, troop mustering areas, and organized access drive.

5.6.5.2 Buildings

- 2 Design new warehouse structures in a consistent style and scale with a consistent palate of materials. Use brick on sides that would be visible from Route 36. Align all the new structures square with street grid (Railroad Avenue) along a consistent setback line of 200-foot (min.) from centerline of Route 36.
- 3 Remove buildings that are no longer in use or likely to be renovated. Remove loading docks and other unused parts on and around buildings which have changed to a different use.

5.6.5.3 Circulation

- 4 Improve the clarity of the preferred entrances to the shop areas that visitors are intended to identify.
- 5 Remove areas of pavement that are no longer needed.

5.6.5.4 Plant Material

6 Continue to preserve the wooded areas adjacent to the gateways at Lee Avenue and Sisisky Boulevard. Maintain existing trees to a distance of 100 feet from the edge of the roadway. Where breaks interrupt the continuity, plant loblolly pines mixed with other indigenous large scale species as infill to complete the frame.

7 Provide more attractive landscaping adjacent to parking lots and building entrances that visitors use.

8 Establish vegetation in areas where pavement and buildings have been removed.

5.6.5.5 Site Elements

9 Remove open ditches and oversized headwalls by installing underground drainage or by widening them into swales.

10 Install walks and other features between visitor parking and entrances to be used by visitors.

11 Locate gazebos and other features to be used by staff at the sides and rear of buildings rather than near the visitor entrances.

12 Visually screen fenced parking and storage lots from views.

13 Repair or remove broken fencing, curbs and other elements no longer needed or maintained.

5.6.5.6 Force Protection

14 Maintain setback for security fencing at motor pool area 200 feet from the centerline of Sisisky Boulevard (median) is recommended.

THIS PAGE INTENTIONALLY LEFT BLANK

5.7 Community Services Areas Visual Zone

5.7.1 Visual Character

Most community services and many recreation facilities are clustered in two convenient locations. The Central Community Services Area has a strong identity as the hub of off-duty activity for soldiers from the barracks areas and for residents of nearby family housing. The stadium area is an important visual asset as a green open space and forms a part of the park-like environment along Lee Avenue. The Lee Club with its formal lawn presents an appropriate stately image at the terminus of the Lee Avenue axis roadway. The North Community Services Area, with a new PXtra and Commissary, accommodates high volumes of customers including most who live outside the installation.

The Central Community Services Area is older and does not form a cohesive complex. Also, most of the buildings and sites have not been fully upgraded to entice people to linger or socialize as they would in a downtown-style commercial area. The visual clutter of the parking and circulation areas is one of this area's greatest liabilities. Mechanical equipment and loading areas are visible from Battle Drive and detract significantly from the image of the facility.

Goals for this area include improvement of access and parking areas at the PXtra and the screening or relocation of unsightly service and mechanical elements. Planting should be added along Mahone Avenue, at the Fort Lee Playhouse and PXtra and throughout the parking areas. Pedestrian pathways should be improved and carefully located to conveniently link the community facilities with other areas.

The North Community Services Area is an excellent example of high quality site planning, landscape and architectural treatment. It includes a covered walk between the stores, generously landscaped islands in the parking lots, numerous shade trees, pedestrian paving, seating, lighting and attractive architectural styling.

5.7.2 Community Services Areas Visual Zone Analysis

5.7.2.1 Main Entrance

1 The main entrance to the Central Community Services Area is from two approaches; Battle Drive for residents of family housing and Mahone Avenue from the north and south ends of the crescent.

2 The main entrance to the North Community Services Area is from Sisisky Boulevard for customers driving from off the installation through the Sisisky Boulevard gateway and from Adams Avenue for visitors arriving from elsewhere on Fort Lee.

5.7.2.2 Circulation

3 Circulation between the various buildings and fields in the Central Community Services Area is either by vehicle across large parking lots and Mahone Avenue or on foot across the vehicular spaces. A few pedestrian routes are defined with walkways but they only link the PXtra, the Post Office and the Bowling Center.

4 Circulation between the PXtra and Commissary in the North Community Services Area is primarily via a covered walk that connects the two buildings. They are arranged on adjacent sides of a large central parking lot so most shoppers don't drive their cars between stores. The gas station is not linked to the PXtra and Commissary, but lies at the point where most drivers pass it upon arrival to or departure from the stores.

5.7.2.3 Focal Points

5 The dominant focal points (marked with an * on Fig. 5.70) in the Central Community Services Area are the Lee Club, PXtra and MacLaughlin Fitness Center. These are the

largest buildings and their appearance conveys their purpose making them easily identifiable.

6 The two main buildings at the North Community Services Area are large but have been designed and sited to minimize their presence. The result is that neither building functions as a focal point.

5.7.2.4 Open Space

7 The Central Community Services Area has considerable expanses of open space. The most accessible and visible is the large complex of recreational fields and courts on the west side of the area. Less visible is the forested area east of the PXtra and Library. The woods obscure from view the Auto Hobby Shop and the Recreational Vehicle Parking Lot.

8 The North Community Services Area has an area of landscaped open space that separates it from Adams Avenue and Sisisky Boulevard. Along Sisisky Boulevard is a Bayscapes Park and along Adams Avenue is an extensively landscaped berm.

5.7.2.5 Buffer

9 In the Central Community Services Area the wooded area on the east of the PXtra and ACS serves as a buffer between the family housing neighborhoods farther east.

10 In the North Community Services Area the berm along Adams Avenue and the Bayscapes Park along Sisisky Boulevard buffer views of the stores from those adjacent streets.

5.7.2.6 Primary Road

11 In the Central Community Services Area the primary road is Mahone Avenue which passes north-south through the middle and provides access to the front sides of most of the destinations in the area.

12 In the North Community Services Area the primary road is the route that leads visitors from Sisisky Boulevard to the parking lot. This road is distinguished from all the other routes through the parking largely by the presence of street trees along both sides.

5.7.2.7 Secondary Road

13 In the Central Community Services Area the secondary roads are Lee Avenue approaching from the west and Battle Drive from the east.

14 In the North Community Services Area the secondary road is the entry drive from Adams Avenue to the parking lot.

5.7.2.8 Significant Vegetation

15 In the Central Community Services Area two areas of significant vegetation occur. The area with the most trees is the wood east of the PXtra. Numerous mature trees are scattered throughout the recreation facilities west of Mahone Avenue.

16 In the North Community Services Area there are numerous well-established trees on the berm along Adams Avenue and in some parts of the parking lot.

5.7.2.9 Good Views

17 In the Central Community Services Area there are several interesting views particularly those looking across the athletic fields to the stadium.

18 There are no particularly good views within the North Community Services Area.

5.7.2.10 Historical and Architecturally Significant Features

19 The Lee Playhouse is the only historical building in the Central Community Services

Area and the Adult Community Service building (ACS) across Mahone Avenue is significant in that it is a well-designed traditional style building. The stadium in the open space west of Mahone Avenue is a striking structure unlike others on Fort Lee.

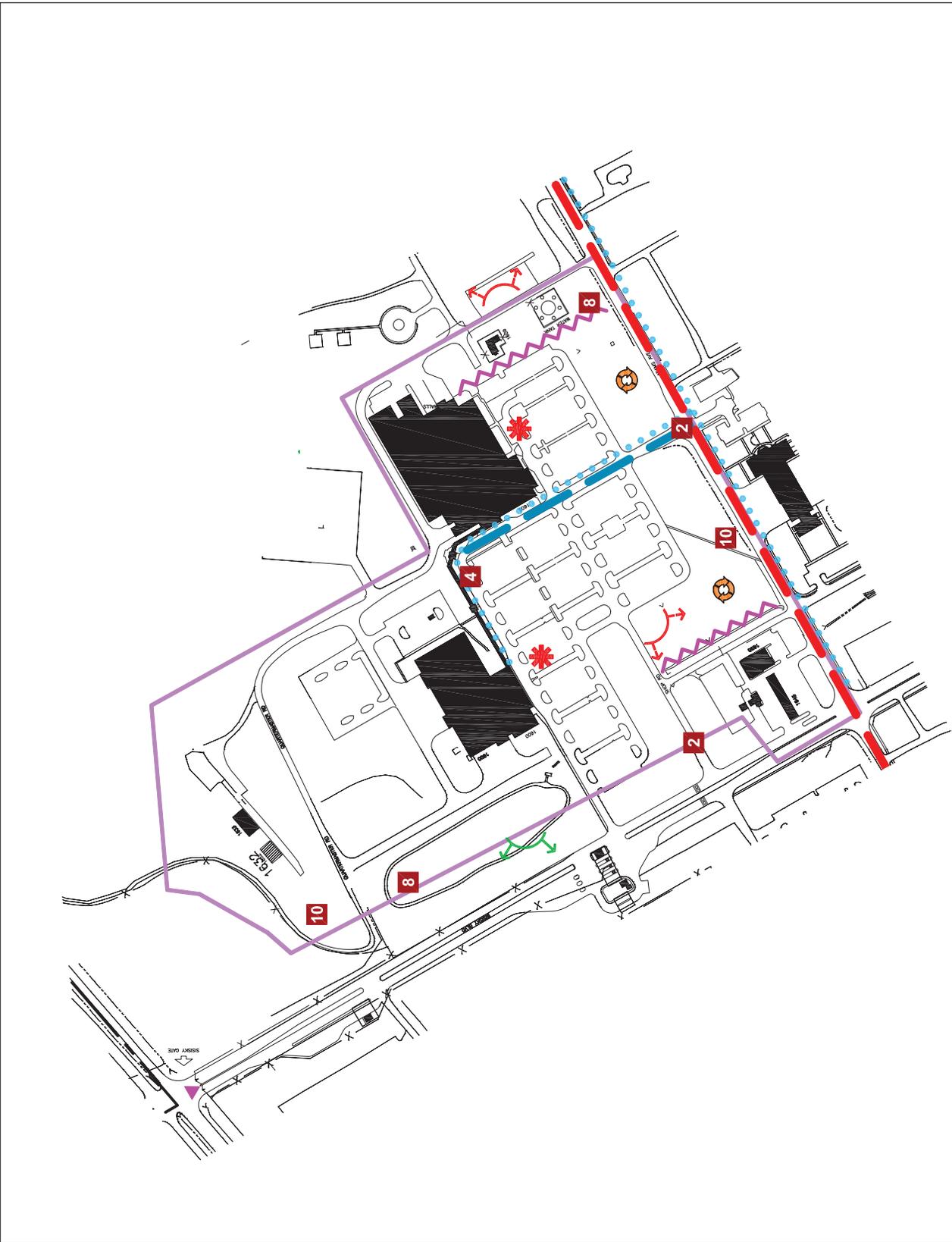
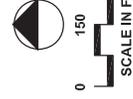
20 The North Community Services Area does not have historical or architecturally significant structures.

THIS PAGE INTENTIONALLY LEFT BLANK



LEGEND

- Garrison Boundary
- Primary Entrance
- Secondary Entrance
- Pedestrian Circulation
- Focal Point
- Visual Conflict
- Primary Road
- Secondary Road
- Good Views
- Bad Views
- Edge to be Buffered

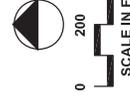


THIS PAGE INTENTIONALLY LEFT BLANK



LEGEND

- Garrison Boundary
- Primary Entrance
- Secondary Entrance
- Pedestrian Circulation
- Focal Point
- Visual Conflict
- Primary Road
- Secondary Road
- Good Views
- Bad Views
- Edge to be Buffered



THIS PAGE INTENTIONALLY LEFT BLANK

5.7.3 Assets

Central Area

5.7.3.1 Site Planning

- There is a concentration of related facilities organized around open space.

5.7.3.2 Buildings

- The ACS, Lee Playhouse and athletic facilities are notable and visually attractive features (Fig. 5.40).

5.7.3.3 Circulation

- Access between all the activities, except for the Lee Club, is direct for vehicles and pedestrians.

5.7.3.4 Plant Material

- The PXtra entry area is generously landscaped (Fig. 5.41).
- Mature trees are interspersed with athletic fields in the open space west of Mahone Avenue.
- Dense woods occupy the eastern portion of the area and screen views of the Auto Hobby Shop.

5.7.3.5 Site Elements

- The PXtra entry area has pedestrian amenities and places to sit (Fig. 5.42).

5.7.3.6 Force Protection

- The main entrance of the PXtra building is partially blocked by permanent concrete planters and site elements (Fig. 5.43).



Fig. 5.40 - The Lee Theater is a prominent and interesting building.



Fig. 5.41 - The entry area of the PXtra has a generous area of landscaping.



Fig. 5.42 - The entry area at the PXtra has elements to accommodate pedestrians.



Fig. 5.43 - Concrete walls and trees partially block the entry to the PXtra.

North Area

5.7.3.7 Site Planning

- The new Commissary and PX are well-located for traffic and efficiently share a large parking lot (Fig. 5.44).

5.7.3.8 Buildings

- High quality architectural and landscape treatment at the new PX/Commissary complex.

5.7.3.9 Circulation

- Pedestrian access between the new PX and Commissary is well-accommodated by a covered walk between the two buildings (Fig. 5.45).

5.7.3.10 Plant Material

- Landscaping is generous and has become well-established (Figs. 5.46 and 5.47).

5.7.3.11 Site Elements

- Lighting, furniture, signs and other elements installed complement the architecture and accommodate customer needs.

5.7.3.12 Force Protection

- Follow standard recommended force protection in this area.



Fig. 5.44 - A large, central parking lot serves the Commissary and PXtra.



Fig. 5.45 - The covered walk that connects the two buildings.



Fig. 5.46 - The edge of the parking lot along the front of the buildings is heavily landscaped.



Fig. 5.47 - A variety of trees and shrubs screen cars in the parking lot.

5.7.4 Liabilities

Central Area

5.7.4.1 Site Planning

- Linkages for pedestrians between the PXtra, ACS, Lee Playhouse, commercial sites and recreational facilities are not well-developed (Fig. 5.48).

5.7.4.2 Buildings

- Poor visual image of service/delivery areas and mechanical equipment at the Post Office/PXtra complex.

5.7.4.3 Circulation

- Lack of clear organization, confusing circulation patterns at Post Office area.

5.7.4.4 Plant Material

- Plantings at the central PXtra complex are vigorous and healthy but pruning and a lack of variety creates a static appearance (Fig. 5.49).

5.7.4.5 Site Elements

- Seating, pedestrian lighting and trash containers in the central PXtra area are aged and deteriorating (Fig. 5.50).
- Although collected and integrated with the architecture, vending machines are prominent on the main wall of the PXtra facing the parking lot.

5.7.4.6 Force Protection

- No significant physical force protection measures have been installed at the Central Community Services Area other than at the main entrance to the PXtra.



Fig. 5.48 - Pedestrians must walk through parking lots to reach many destinations in the zone.



Fig. 5.49 - Landscaping lacks variety and interest.



Fig. 5.50 - Wood seating and trash container in the PXTRA entry area.

North Area

5.7.4.7 Site Planning

- The buildings are away from the street and completely screened by berms and vegetation (Fig. 5.51).

5.7.4.8 Buildings

- The Commissary loading dock is visible from the Bayscapes Park (Fig. 5.52).

5.7.4.9 Circulation

- The parking lot lacks dedicated routes for pedestrians to reach the stores.

5.7.4.10 Plant Material

- The middle of the parking lot has little landscaping or shade (Fig. 5.53).

5.7.4.11 Site Elements

- There are no amenities for pedestrians within the parking lot as all are concentrated along the covered walkway.
- Some of the light poles have been overtaken by closely planted trees.

5.7.4.12 Force Protection

- No standoff is provided between the fire lane and the fronts of the buildings and parking lot lanes are aligned perpendicular to the facades (Fig. 5.54).



Fig. 5.51 - The Commissary and PX are not visible over the berm along Adams Avenue.



Fig. 5.52 - Vegetation only partially screens the Commissary loading dock.



Fig. 5.53 - Large areas of the parking lot lacks shade trees.



Fig. 5.54 - The front of the Commissary is entirely accessible to vehicles.

5.7.5 Recommendations for the Community Services Areas

Note: Item numbers correspond to the locations of the recommendations on Map Fig. 5.14.

5.7.5.1 Site Planning

- 1 Develop a detailed master development plan for the Central Community Services Area to coordinate building siting, parking access and pedestrian spaces.
- 2 Upgrade the AAFES gas station building, canopy and landscaping.

5.7.5.2 Buildings

- 3 Update the facades on the PXtra and other buildings in the central area to make them more inviting.
- 4 Upgrade appearance of the Lee Club by providing a new entry at the east end that is more compatible with the style of the building.

5.7.5.3 Circulation

- 5 Upgrade the central PXtra complex parking lot to improve circulation and access roads. Reduce aisle width to 60-ft. to improve efficiency.
- 6 Improve pedestrian space in front of the central PXtra complex.
- 7 Realign Battle Drive away from PXtra building to increase the setback distance.
- 8 Develop a clear scheme for overall circulation throughout the PXtra complex. Remove vehicular traffic from the space between Buildings 9025 and 9028. As future buildings are sited, develop a ring road, extending along the north and east edges of the parking fields from the Public Affairs Office (PAO) Building to the ACS.

- 9 Define and develop pedestrian linkages between the various destinations in the central Community Services area (the PXtra, ACS, Lee Playhouse, bank, etc.) to encourage people to spend more time in the area.

5.7.5.4 Plant Material

- 10 Upgrade the central PXtra complex parking lot to provide landscaped islands to define parking bays. Increase width of planting strip along Mahone Avenue edge to 15 feet (min.).
- 11 Provide landscape screening of mechanical equipment and truck loading area along Battle Drive side of the PXtra.
- 12 Refresh the plantings in the pedestrian area in front of the PXtra and include seasonal flowering plants.
- 13 Add landscaping to the new Commissary and PX parking lots.
- 14 Screen with dense plant material the loading docks at the new Commissary and PX.

5.7.5.5 Site Elements

- 15 Rehabilitate or replace the lighting, benches, signs, paving and trash containers in the area.
- 16 Add interesting features such as a fountain or art to the pedestrian area in front of the PXtra.

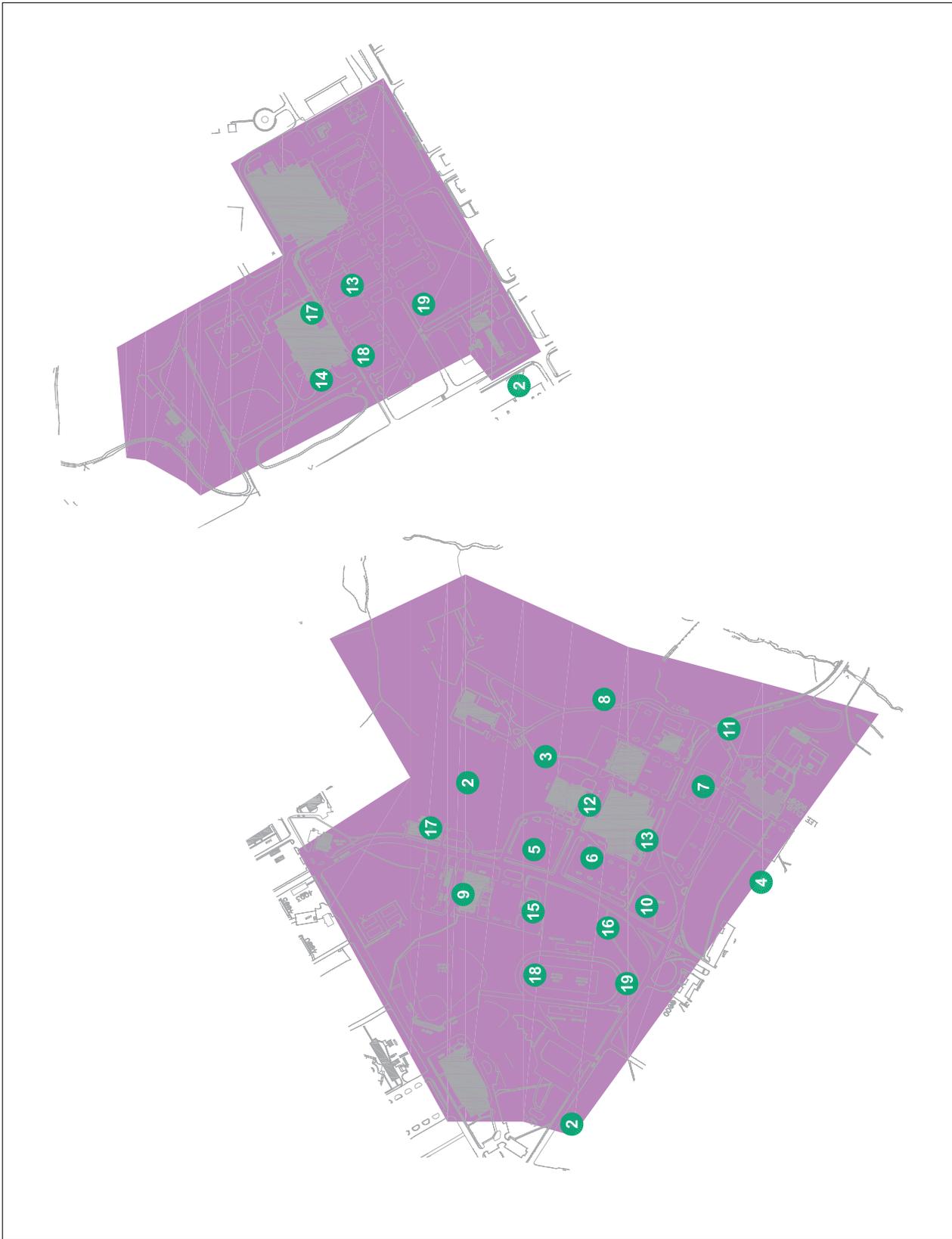
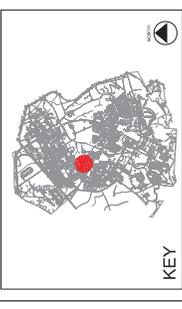
5.7.5.6 Force Protection

- 17 Enlarge the pedestrian area in front of the PXtra to increase the standoff between vehicular areas and the building.

18 Add berms and subtle barriers to the pedestrian areas that can prevent vehicles from approaching the building across the open spaces.

19 Realign travel lanes in the parking lots to eliminate alignments directed straight at the building.

THIS PAGE INTENTIONALLY LEFT BLANK



THIS PAGE INTENTIONALLY LEFT BLANK

5.8 Tenant Facilities Visual Zone

5.8.1 Visual Character

A spacious area separated from the rest of the main cantonment area provides an ideal setting for various tenant activities. The grid of streets from 38th to 41st Streets is an area which was originally developed during World War II and today enjoys a mature growth of tall pine trees. However, the particular location of many roadways does not relate well to current and planned uses, and should be adapted to better suit these new facilities.

The ALMC shares some of these same assets and liabilities. New buildings are generally well built and suitably sited, while remnant street patterns and temporary frame structures detract from the image.

Goals for these areas include the realignment or elimination of unnecessary roadways and coordinated planning to develop a coherent overall scheme. The 38th/41st Street area is a key area for future development. An overall Site Development Concept Plan should be developed to insure a unified image. Each tenant activity should be oriented with an identifiable focus around which buildings, parking areas and training facilities are clustered. Access to these facilities should be clearly organized, rather than diffused throughout a redundant grid of roadways. Mature trees should be preserved wherever possible.

The ALMC expansion should include a new access route from Mahone Avenue that takes visitors to straight to the core of the complex. New parking should be developed on the north side of the road and new building should be sited on the south side. Existing parking in this area should be improved to eliminate the visual clutter caused by overflow parking along streets and in unpaved areas. As temporary buildings are replaced with new facilities, siting of new buildings should be directed by an overall Site Development Concept Plan to insure a strong focus and unified image for the area.

5.8.2 Tenant Facilities Visual Zone Analysis

5.8.2.1 Main Entrance

1 The two main entrances to the Tennant Facilities Visual Zone are from Adams Avenue.

5.8.2.2 Circulation

2 Circulation within the two parts of the zone is separated but within each part there are numerous cross-connection streets and roads.

5.8.2.3 Focal Points

3 The ALMC, Commissary Administration and Petroleum and Water Department buildings are the only focal points in the zone.

5.8.2.4 Open Space

4 The western part of the zone around the ALMC is almost entirely wooded open space.

5 The eastern part of the zone is a series of blocks that have regenerating forest of different ages.

5.8.2.5 Buffer

6 The woods around the ALMC effectively buffer it from surrounding land uses.

7 The east area is surrounded on three sides by the Open Space and Field Training visual zone so there are no conflicting land uses adjacent to its borders.

5.8.2.6 Primary Road

8 Adams Avenue and Mahone Avenue serve the west area while Adams Avenue alone serves the east.

5.8.2.7 Secondary Road

9 Roads internal to the Tenant Facilities zone all terminate in the zone and carry no through traffic.

5.8.2.8 Significant Vegetation

10 The woods around the ALMC and a number of the blocks in the east area support significant numbers of trees and many are becoming mature.

5.8.2.9 Good Views

11 Views of the three main buildings in the zone produce compelling views upon approaching them in their isolated wooded settings.

12 Views out from the buildings are generally of dense woods.

5.8.2.10 Historical and Architecturally Significant Features

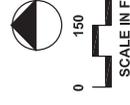
13 There are no historical buildings in this area, but the ALMC is an architecturally striking with its large curved façade.

THIS PAGE INTENTIONALLY LEFT BLANK



LEGEND

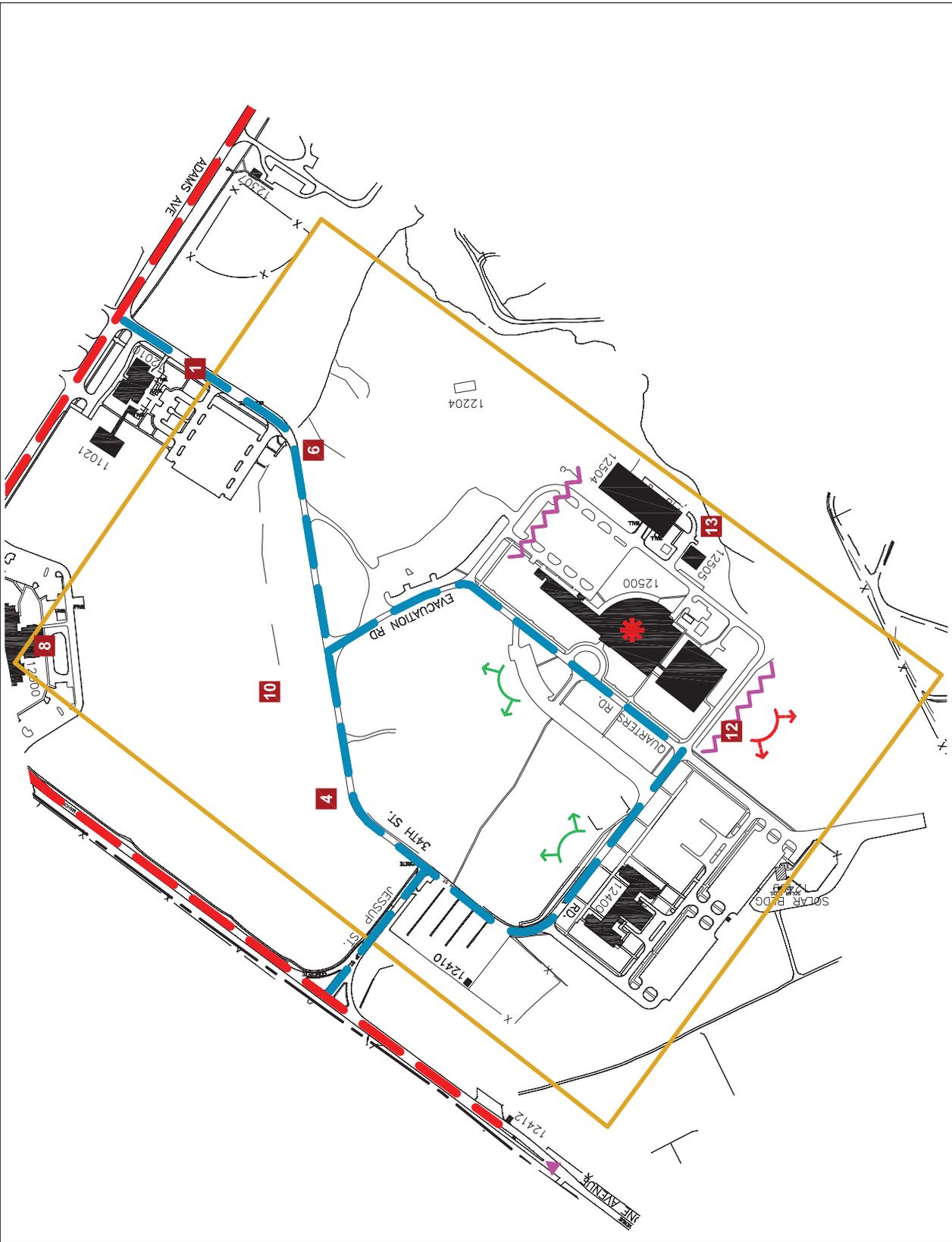
- Garrison Boundary
- Primary Entrance
- Secondary Entrance
- Pedestrian Circulation
- Focal Point
- Visual Conflict
- Primary Road
- Secondary Road
- Good Views
- Bad Views
- Edge to be Buffered



UNITED STATES
ARMY GARRISON

PARSONS

Map 5.15
**Tenant Facilities
Visual Zone
Analysis Map-1**



THIS PAGE INTENTIONALLY LEFT BLANK

New Credit Union Building



LEGEND

- Garrison Boundary
- Primary Entrance
- Secondary Entrance
- Pedestrian Circulation
- Focal Point
- Visual Conflict
- Primary Road
- Secondary Road
- Good Views
- Bad Views
- Edge to be Buffered



THIS PAGE INTENTIONALLY LEFT BLANK

5.8.3 Assets

5.8.3.1 Site Planning

- The ALMC is isolated in a quiet private campus setting.
- The Commissary Administration and Petroleum and Water Department each occupy their own block and have room to expand (Fig. 5.55).

5.8.3.2 Buildings

- The three buildings are each attractive and well sited to express their architectural merits.

5.8.3.3 Circulation

- Circulation in the east area is from all directions and on all sides of developed and potential sites. There are four secondary streets that connect to Adams Avenue.

5.8.3.4 Plant Material

- Mature canopy trees create unique setting in most of the Tenant Facilities Zone (Fig. 5.56).

5.8.3.5 Site Elements

- The three major buildings in the zone are relatively new and include pedestrian features related to entries (Fig. 5.57).

5.8.3.6 Force Protection

- Some parking lots have appropriate standoff distances and some have various barriers to keep vehicles away from buildings.



Fig. 5.55 - The Petroleum and Water Department Building.



Fig. 5.56 - A maturing stand of trees occupies the undeveloped land north of the Petroleum and Water Department.



Fig. 5.57 -The rear entrance to the Petroleum and Water Department has pedestrian lighting and paving.

5.8.4 Liabilities

5.8.4.1 Site Planning

- Remnant street pattern of 38th Street area causes arbitrary divisions for future development sites.

5.8.4.2 Buildings

- Some older buildings remaining in the area detract from the overall appearance (Fig. 5.58).

5.8.4.3 Circulation

- The access to the ALMC from Adams Avenue is circuitous and confusing.
- There are insufficient parking areas to accommodate demand at ALMC.

5.8.4.4 Plant Material

- Some of the blocks in the eastern portion of the zone are sparsely wooded or unevenly covered with vegetation giving them a rough appearance (Fig. 5.59).

5.8.4.5 Site Elements

- The buildings have been developed with minimal pedestrian amenities and none exists connecting the buildings.
- The parking lot at the Petroleum and Water Department is unscreened and lacks shade trees (Fig. 5.60).

5.8.4.6 Force Protection

- Little force protection has been included in the development of the tenant facilities.



Fig. 5.58 - One of the older buildings in the Tenant Facilities Zone.



Fig. 5.59 - An unevenly vegetated block of woods in the Tenant Zone.



Fig. 5.60 - The Petroleum and Water Department building lacks force protection measures.

5.8.5 Recommendations for Tenant Facilities Visual Zone

Note: Item numbers correspond to the locations of the recommendations on Map Fig. 5.17.

5.8.5.1 Planning

- 1 Produce a detailed site development master plan for all areas of major future development. These areas should include the ALMC, the Petroleum School and the Commissary Administration vicinity. The detailed site master plan is to coordinate the exact location of all buildings, parking, access drives, entrance orientations, loading docks, pedestrian areas, troop pathways landscaping, etc.

5.8.5.2 Buildings

- 2 Ensure that new buildings are significant in scale and that the architectural styling is well-developed.
- 3 Because individual buildings in the Tenant Facilities Zone may eventually be visible to each other and could be seen in groups, ensure that the architecture of each is compatible with existing.

5.8.5.3 Circulation

- 4 Organize the 38th-41st Street tenant area, focusing on 40th Street as a central spine and primary access roadway. A major troop movement pathway should be located alongside the street leading through the Tenant Facilities area to the Petroleum and Water Department School. Each tenant complex should be "addressed" along 40th Street with clear directional signage for orientation. Unnecessary cross streets are to be abandoned or removed and not impose arbitrary constraints on future development sites.

5 Organize the ALMC area, coordinating locations of access drives, parking, new development, landscaped areas and pedestrian spaces. Unnecessary remnant roadways are to be removed as obsolete buildings are demolished. A new entry drive from Mahone Avenue should be aligned with the entrance to the ALMC building. Consolidated parking areas should flank both sides of that entry drive, providing a central parking field for the surrounding facilities.

6 Improve pedestrian access to Buildings 12400 and 12401 from rear parking areas. Screen mechanical equipment and separate pedestrian access from loading areas.

5.8.5.4 Plant Material

7 Continue to encourage forest regeneration on unused sites to achieve maximum cover and screening.

8 Limit the extent of landscaped areas and lawns around new buildings to preserve wooded areas and to reduce maintenance.

5.8.5.5 Site Elements

9 Provide appropriate signs for new buildings and locate them in coordination with landscaping and other elements so that the collected small-scale site features are concentrated for maximum visual effect.

Force Protection

10 Provide force protection stand-off distances as appropriate for each facility.

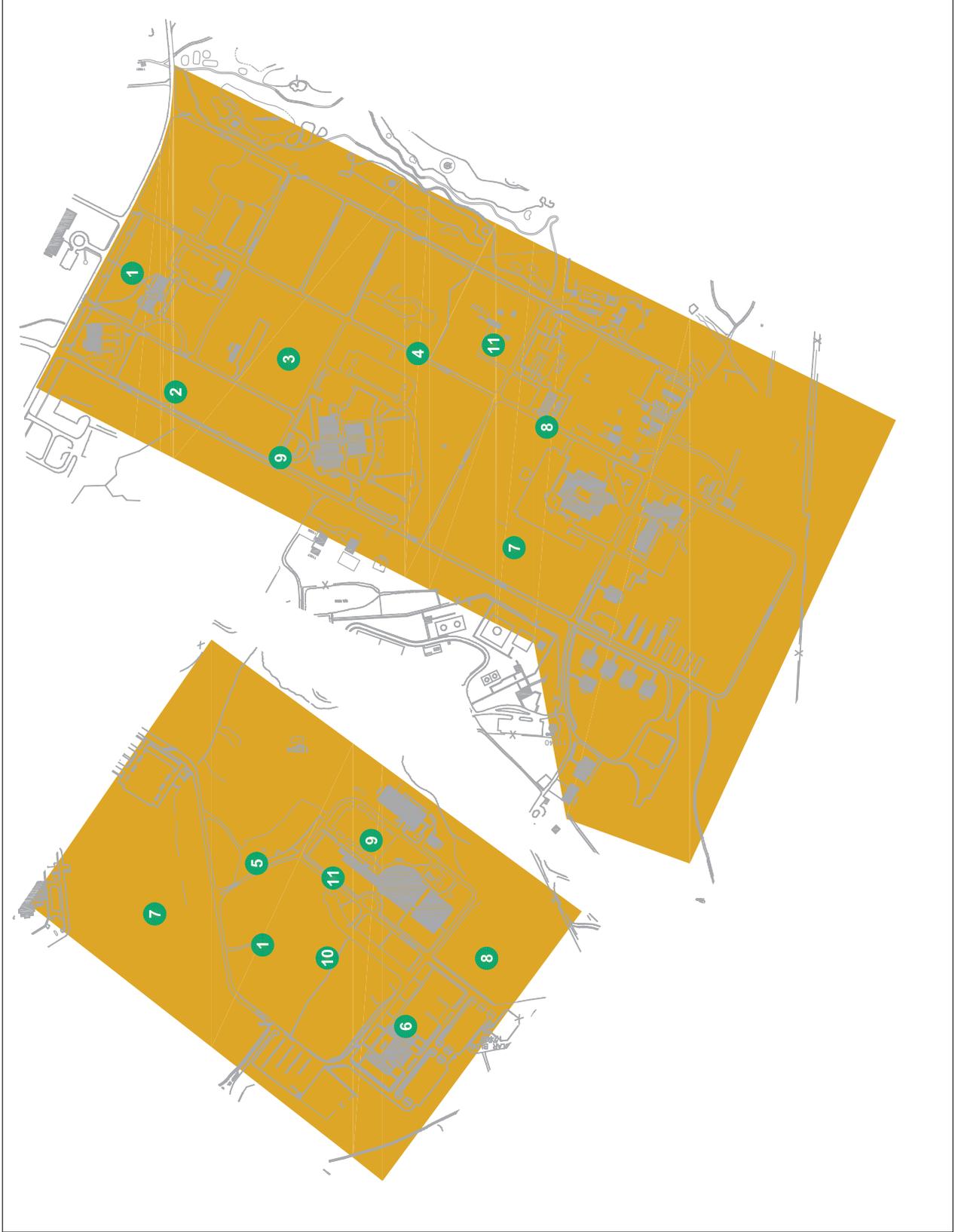
11 Use landscape features such as berms, trees, walls as force protection barriers to eliminate intrusive and visually incongruous portable concrete and steel.



KEY



0 250 500
SCALE IN FEET



THIS PAGE INTENTIONALLY LEFT BLANK