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MASTER PLAN
FINAL

DEPARTMENT OF THE NAVY

PACIFIC DIVISION
NAVAL FACILITIES ENGINEERING COMMAND
FACILITIES PLANNING DEPARTMENT
Pearl Harbor, Hawaii

Prepared By
HELBER, HASTERT, VAN HORN & KIMURA, Planners
Honolulu, Hawaii

Contract N62742-85-C-0099

November 1987

YOKOSUKA NAVAL COMPLEX
Yokosuka, Japan

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EXECUTIVE SUMMARY

Master Plan Overview

This master plan provides guidelines for land use and facility development at the Yokosuka Naval Complex over a five to eight-year time frame. It is an update of the Yokosuka Naval Complex Master Plan approved by the Chief of Naval Operations in February 1981. The master plan covers the following activities:

- Fleet Activities Yokosuka (FLEACT Yokosuka)
- U.S. Navy Public Works Center Yokosuka (PWC Yokosuka)
- U.S. Naval Supply Depot Yokosuka (NSD Yokosuka)
- U.S. Naval Ship Repair Facility Yokosuka (NAVSHIPREPFAC Yokosuka)
- U.S. Naval Hospital Yokosuka (NAVHOSP Yokosuka)
- U.S. Naval Dental Clinic Yokosuka (NAVDENCLINIC Japan)

These activities are the major land users in the Yokosuka Naval Complex. Miscellaneous activities that are minor land users are covered, in most cases, under the FLEACT Yokosuka portion of the master plan.

The master plan establishes a land use scheme that will minimize non-conforming land uses and provide adequate land area on which to site new facilities. Specific projects and development recommendations are intended to enhance and improve existing operations and to protect the environmental quality of the Complex.

In the master plan the Yokosuka Naval Complex includes Fleet Activities at Yokosuka plus the outlying areas.

YOKOSUKA NAVAL COMPLEX

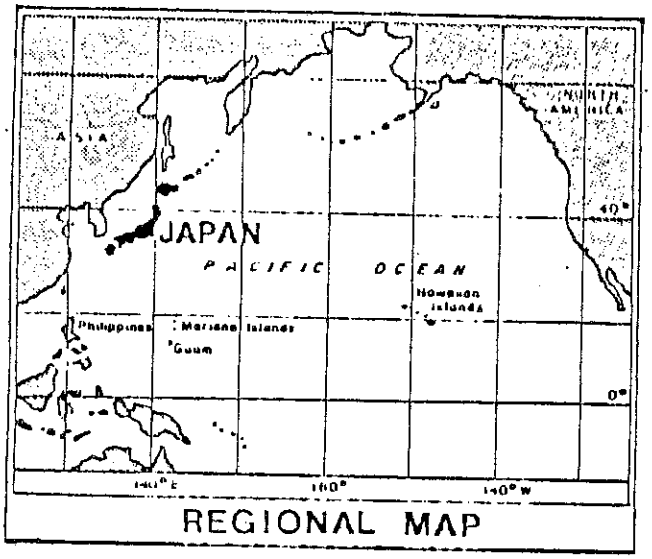
Introduction

Location. The Yokosuka Naval Complex is located on the eastern or Pacific Ocean side of Honshu, one of the five major islands of Japan (Figure B-1). The Yokosuka Naval Base, approximately 543 acres, is located on the Miura Peninsula which extends from the Kanto Plain of central Honshu. It is approximately 43.4 miles (70 km) south of Tokyo and 18.6 miles (30 km) south of Yokohama. Outlying naval complex facilities are located in several non-contiguous areas around Tokyo Bay (Figure B-2). The Petroleum, Oil, and Lubricants (POL) depots at Hakozaki (85 acres), Koshiba (245 acres), and Tsurumi (46 acres), the ordnance storage area at Urago (48 acres), and the pier facilities at Center Pier (1 acre) and North Dock (9 acres), are all on the western shoreline of Tokyo Bay. The inactive ordnance storage area at Ikego is located approximately 9 miles (15 km) northwest of Yokosuka. The Negishi family housing area (88 acres), including the former racetrack, is located within Yokohama.

Planning Objective. The master plan's objective is to provide a realistic and orderly development scheme for the Yokosuka Naval Complex. Land use plans for the complex and the individual activities are graphic expressions of the master plan and are intended to guide future development. The activity development plans identify sites for all significant programmable facilities required to support the missions of the six Navy activities.

Scope. This master plan was prepared under the administration of the Pacific Division, Naval Facilities Engineering Command (PACNAVFACENGCOM) and updates a master plan approved by the Chief of Naval Operations (CNO) in February 1981.

Requirements identified in the Shore Facility Planning System documents of August 1986 form the basis for the master plan. The proposed land use plans reserve sufficient land area on which to site all basic facility requirements.



REGIONAL MAP

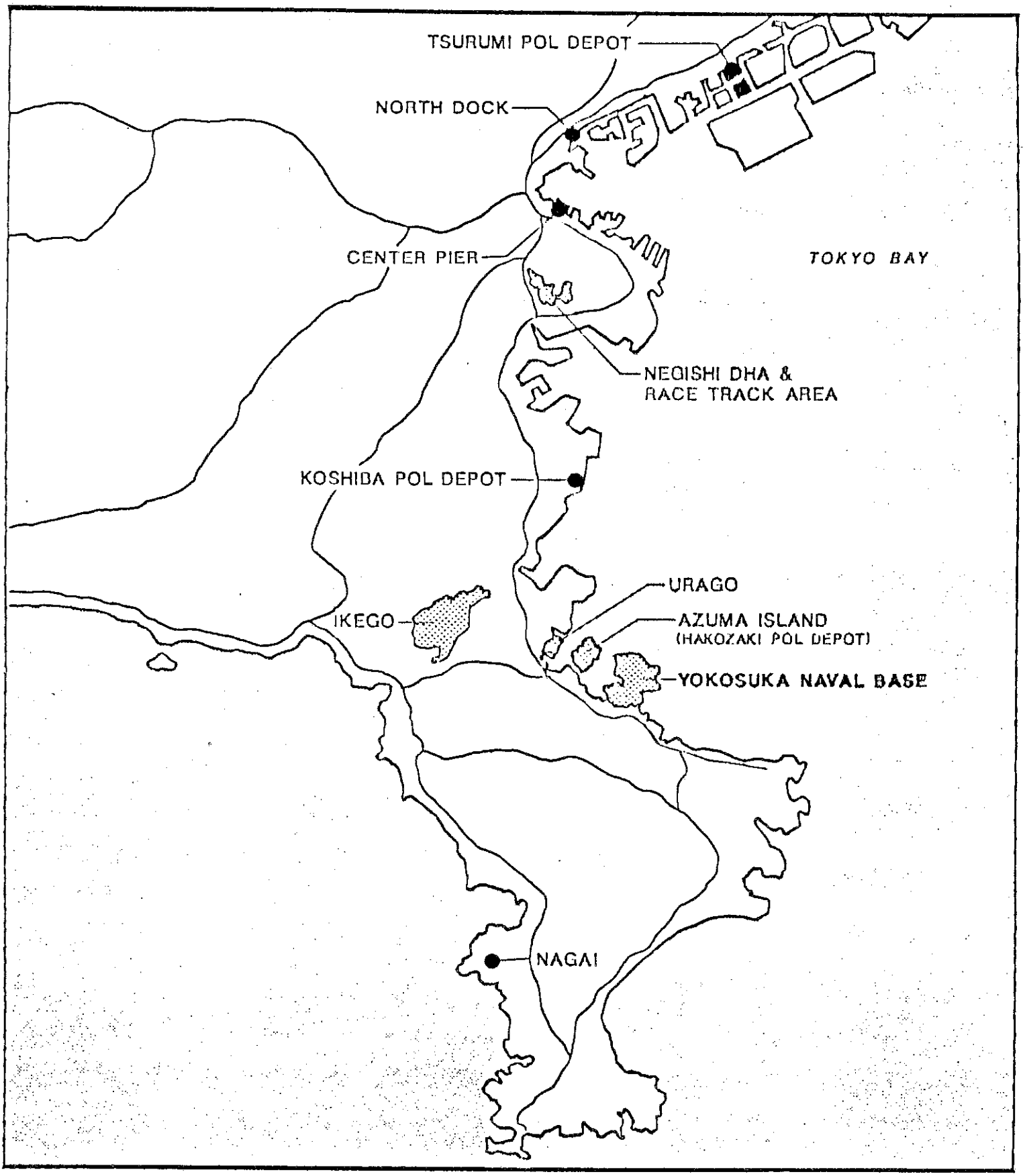
LOCATION MAP
Yokosuka Naval Complex

0 100 200 KM
0 50 100 150 MI

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: B-1



STUDY AREA

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: B-2

Methodology

The methodology for preparing this master plan is shown by Figure B-3 and includes the following steps:

Data Collection. Data collection consisted of accumulating all information about the activities, the non-contiguous areas, and their surroundings. Resource materials included planning documents, maps, and environmental and historical data. The information was used to update existing facility maps and to map areas affected by natural and man-made constraints.

Finally, the best available projections of future requirements were obtained, supplemented by discussions with appropriate personnel at the activities and in the chain of command.

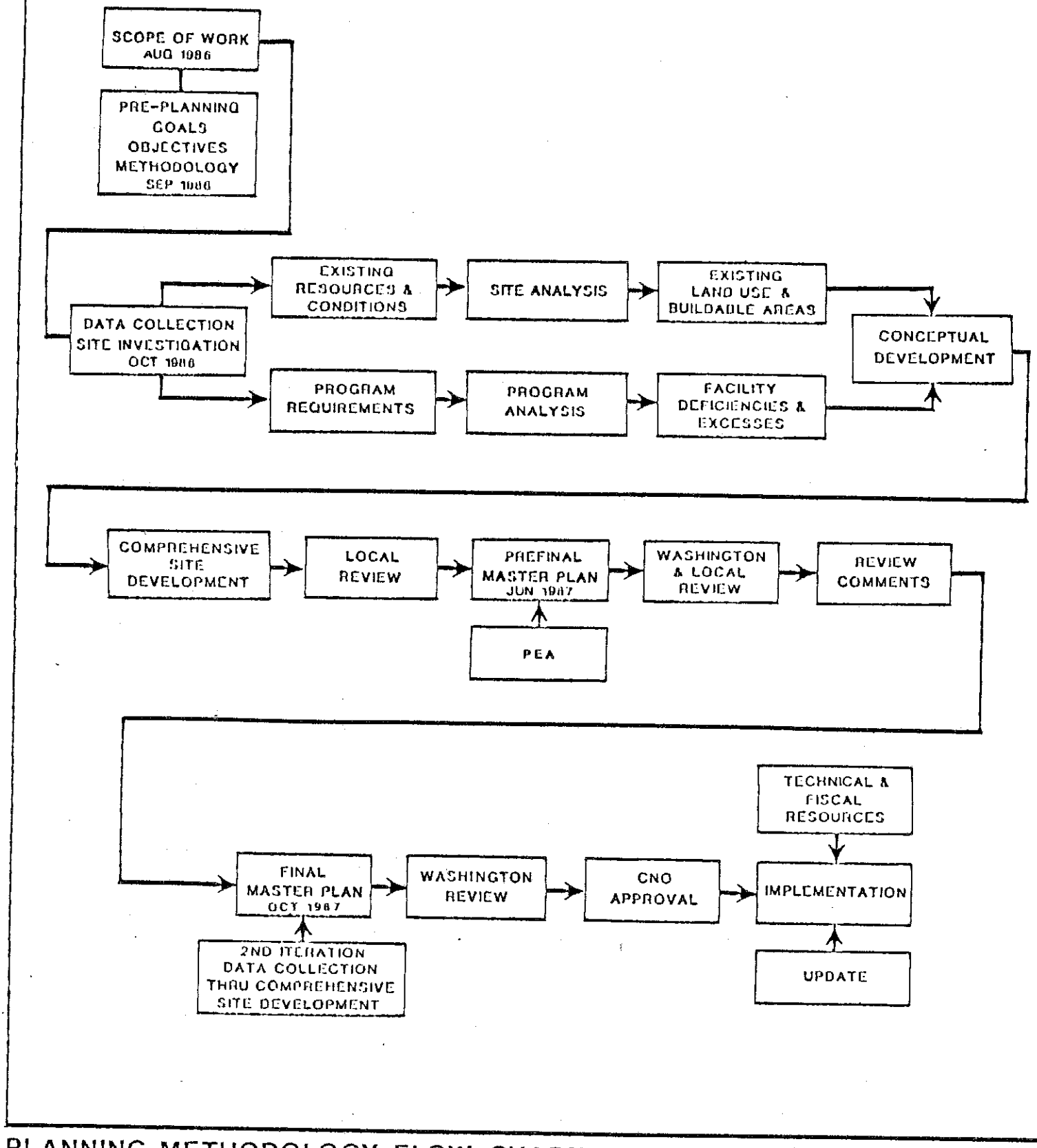
Development of Planning Objectives. Planning objectives were developed in coordination with the activities and the chain of command following review of basic data.

Evaluation and Analysis. To verify information collected initially, an on-site evaluation of existing conditions was made by the planning team with the assistance of personnel from the activities and major tenants. Problem areas were reviewed and alternative solutions discussed. Each activity's facilities were then evaluated on the basis of their ability to accommodate future requirements.

Conclusions and recommendations were developed to support each individual activity's mission and planning objectives, considering environmental, safety, and fiscal constraints.

Draft and Final Report. The draft master plan was printed in May 87 and distributed to all interested commands within the Navy for review and comments.

Applicable review comments on the draft master plan have been incorporated into the master plan. Upon approval by CNO, the master plan will become the guide for all future development within the Yokosuka Naval Complex.



PLANNING METHODOLOGY FLOW CHART

Area Factors

History. In 1855, following the signing of the Treaty of Kanagawa, the Dutch government presented a steamship to the Shogunate Government. This signified the beginning of the armed marine force which increased in number and size of Fleet units over the succeeding years. As the shogun's fleet increased, it was recognized that Japan lacked facilities for ship repair and maintenance. With the assistance of the Dutch government, an iron works and small shipyard was established at Nagasaki, a western port on the island of Kyushu.

In 1860, a shogunate official, Kozukenosuke Oguri, spent several months touring major industrial areas in the United States. One of his major objectives upon his return was the construction of a large-scale shipyard near Edo, now known as Tokyo. To accomplish this, Oguri went to the French Legation in 1864 to present his plan to the French consul general, Leon Roches.

Soon afterwards, Japanese and French delegates inspected Yokosuka harbor and found it similar to the port of Toulon, France. A French engineer, Francois Leons Verny, was hired to plan and supervise the construction of the Yokosuka shipyard.

In 1865, an official ground breaking ceremony was held and construction started for an iron foundry, two ship repair facilities, three shipbuilding slips, armories, officers' quarters, and other buildings for the shipyard complex.

In 1868, before completion, the government was overthrown and a new government under Emperor Meiji was established. Construction work resumed and was completed in 1872. In 1871, Drydock 1 and the iron foundry were completed under Verny's supervision. The first significant warship to be built at the iron works was the 900-ton wooden gunboat "Seiki," launched in 1875.

Before Verny left Yokosuka and returned to France in 1876, three shipbuilding slips, two drydocks, and four lighthouses were built and over 200 ships repaired under his supervision.

In 1884, the third drydock was finished and much of the area now used by the Naval Ship Repair Facility Yokosuka had been built up with landfill and leveled by topping off

adjacent hills. In 1884, the Yokosuka Naval Station was founded after the disestablishment of the Tokai Naval Station at Yokohama.

In 1891, the Japanese National Railway completed a connection between Yokosuka and the Tokaido main line making Yokosuka more accessible to Tokyo and Yokohama for both passengers and freight.

During the two wars with China and Russia around the turn of the century, the Yokosuka shipyard built many warships. During the Russo-Japanese War (1904-1905), one of those ships was the battleship "Mikasa," the flagship of Admiral Togo whose fleet defeated the Russian fleet in the Battle of the Japan Sea.

The 1923 earthquake, which virtually destroyed the Tokyo Yokohama area, caused very little damage to the Base; only slight cracks appeared in the various drydocks. In addition, the fact that no major damage has ever been caused by typhoons and high tides, added further stability to the site.

During World War II, many large ships were constructed at Yokosuka, including a number of new submarine tenders and the conversion of a battleship into an aircraft carrier. Few permanent facilities were constructed on the Complex. During the war, the Yokosuka Naval Complex suffered only one major attack, which was centered around Piedmont Pier where the battleship Nagato was moored.

On 30 August 1945, the U.S. Navy occupied the Complex. Azuma Island, a portion of the present Urago magazine area, and the Elisted Men's Club were acquired. In 1956, Nagai Housing (then called Admiralty Heights) was transferred to the U.S. Navy from the U.S. Army. In 1971, the U.S. Army turned over the ordnance storage area at Ikego, along with all POL facilities in Japan to the U.S. Navy.

Funding Programs. Three major programs provide funding for the construction of Navy facilities in Japan. These are the Relocation Program funded by the GOJ, the Facilities Improvements Program (FIP) funded by the GOJ, and the United States Military Construction (MILCON) program funded by the U.S. government.

Relocation Program. U.S. Forces occupied a great number of facilities throughout Japan after World War II. At the end of the occupation in 1952, there were over 3,000 U.S. designated facilities and areas in Japan. Due to releases and consolidations, there are presently 118 installations covering approximately 120,000 acres.

Under the Status of Forces Agreement (SOFA), the services are required to continuously review their holdings and return those facilities and areas no longer needed to the Government of Japan. The SOFA also stipulates that the GOJ may provide new facilities and areas to satisfy U.S. forces requirements. In the mid 1960s, the U.S. Government and the GOJ recognized the mutual benefits of further consolidation. This resulted in the GOJ funding the construction of new facilities on major U.S. bases as replacement for facilities at various non-contiguous areas which were subsequently returned to the GOJ.

Relocation construction is based on the principal of "quid pro quo," wherein the GOJ will construct replacement facilities on a square foot for square foot and function for function basis.

At Yokosuka, two basic relocation programs were initiated by the GOJ. The first was the Yokohama Housing Relocation Program (YHRP) under which family housing and support facilities were constructed at Yokosuka as replacement for similar facilities at Yokohama. The second program was the Kanagawa Facilities Consolidation Plan (KFCP) which relocated a number of diverse projects to the Yokosuka Naval Complex. The Yokosuka relocation projects are listed on Table B-1 and are shown on Figure B-4.

This program is no longer a major source of funding in Japan. The last major relocation projects for Yokosuka were programmed in the early 1980's and completed around 1985. The major limitation of this program was the "quid pro quo" principle. The program would only provide replacement facilities on a square foot for square foot basis, regardless of the current Basic Facility Requirement. This resulted in new facilities that were too small for their current mission. The "quid pro quo" constraint also resulted in new facilities that only included the features that were in the old facility. This would result in new facilities that were substandard due to noncompliance with current design criteria.

Facilities Improvements Program (FIP). The FIP program began in 1979, and represents a unilateral offer

TABLE B-1

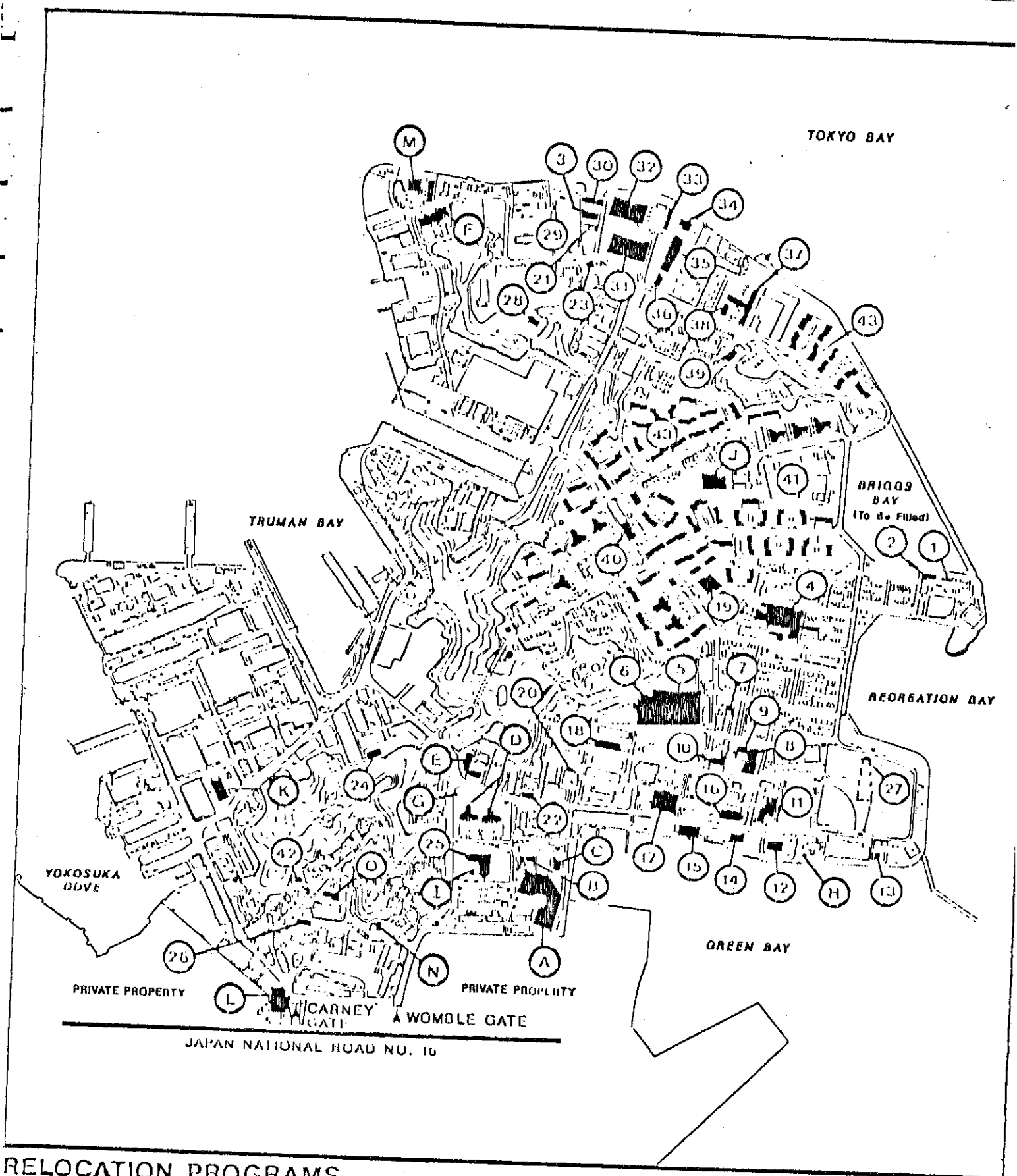
Yokosuka Relocation Programs

Yokohama Housing Relocation Program

1. Sewage Treatment Plant
2. Veterinarian/Kennel
3. Laundromat
4. Middle & Elementary Schools
5. Commissary/NEX Retail Store
6. Service Outlets
7. Fire Station
8. Chapel
9. Religious Education
10. Preschool
11. Youth Center
12. Post Office
13. Special Svcs Maint Shop
14. Credit Union
15. NEX Cafeteria
16. Theater
17. Bowling Alley
18. BEQ
19. Library
20. Boiler Plant Addn (G-31)
21. NEX Taxi Compound
22. CFAY Admin/Legal/Armory
23. PWC Storage
24. Elect. Sub-Station (20kV)
25. Officer's Club
26. Telephone Exchange
27. Berkey Field Golf Driving Range
28. Burning Area/Property Disposal
29. Fleet Recreation Facility
30. CFAY Vehicle Impound Lot
31. General Warehouse
32. NEX Warehouse
33. NEX Reefer
34. Auto Hobby Shop
35. NEX Garage-Auto Parts/Car Wash
36. NEX Filling Station
37. NEX Lodge
38. Housing Office
39. Boiler Plant Addition (J-209)
40. Community Center/Child Care Arts & Craft
41. Recreation Area
42. Senior Officer's Quarters
43. Family Housing

Kanagawa Facilities Consolidation Plan

A Hospital
B BEQ
C Utility Support Building
D Family Housing
E BEQ
F Brig
G Picnic Shelter
H Indoor Handball Courts
I Swimming Pool
J Tennis Courts
K Theater
L Club Alliance
M Warehouses
N BOQ
O Consol Civilian Personnel Ofc
P Police Station (Renovated)



YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: B-4

by the GOJ to provide an additional form of cost sharing beyond that provided through early agreements. The program is a multi-year undertaking and includes many large scale projects, such as family housing, which can span several years. The FIP projects for the Yokosuka Naval Complex are listed on Table B-2 and are shown on Figure B-5. There are many constraints imposed on the program. The GOJ defense budget limits the amount of funds which can be directed to the FIP. In addition, the local municipality must approve a construction permit before the GOJ can begin any project. Also, quid pro quo is a factor in FIP reconstruction projects. While the scope of FIP reconstruction projects cannot exceed the square footage of the existing similar use buildings to be used as quid pro quo, the GOJ has indicated that these projects are more easily coordinated with the local community and through the Diet budget negotiations.

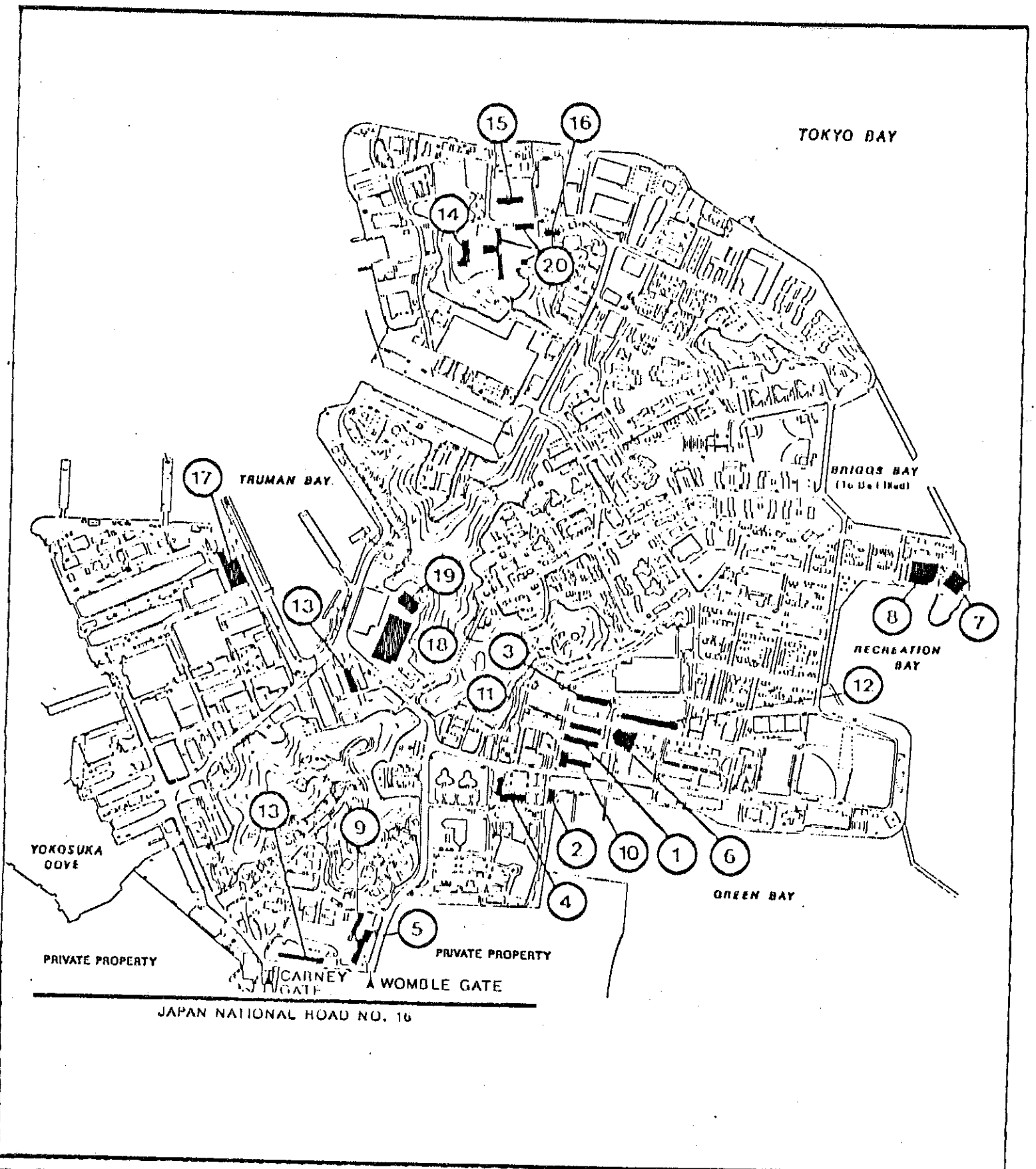
TABLE B-2

Facilities Improvements Program

1. BEQ
2. Sailing Facility
3. BEQ
4. Personnel Support Facility
5. BOQ
6. Enlisted Mess
7. Heliport
8. Sewage Treatment Facility
9. BOQ
10. Marine Barracks
11. BEQ
12. Special Services Bldg.
13. BOQ
14. Solid Waste Incinerator
15. NSD Lumber Warehouse
16. Hazardous Waste Facility

In progress

17. Pipe and Boiler Shop
18. NSD General Warehouse
19. NSD Parking/Admin Bldg
20. Transportation Shop



FACILITIES IMPROVEMENTS PROGRAM

0 150 300 METERS
0 500 1000 FEET

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: B-5

Over the last few years, the FIP program has been the primary source of funds for facility construction in Japan. The approximate budget for the FIP in FY87 was $370 million. The amount of construction to be funded for all U.S. military activities in Japan, and more specifically, the projects to be funded at the Yokosuka Naval Complex is determined by the GOJ. The GOJ evaluates, approves, or rejects, then prioritizes the candidate projects with input from the Commander U.S. Forces Japan (COMUSJAPAN). Once approved, design and construction is executed by the GOJ with the U.S. Army District Engineer, Japan, monitoring the project.

MILCON Program. The MILCON program is the primary U.S. funded program available for the development of capital improvement projects. The MILCON program can be used to replace substandard facilities and construct major facilities for new mission requirements. It is the most scrutinized of all the Department of Defense (DOD) programs and requires significant lead times for authorization and funding by Congress. In the past, the MILCON program has not been considered a viable funding source by activities in Japan except for the most critical projects. However, this situation may change as attitudes toward overseas bases are reevaluated and as projects unpopular with the GOJ become increasingly critical to U.S. needs. Funding through the MILCON program should be pursued for facility construction projects that are needed for mission effectiveness that don't qualify for GOJ FIP funding. MILCON funding support is a critical part of the total integrated funding program needed to successfully carry out this master plan for the Yokosuka Naval Complex.

Natural Environment

Geology. The Yokosuka Naval Complex is located in the Kanto Plain, a great alluvial basin surrounded almost completely by mountains and hills, except for the northern part of Tokyo Bay and the mouth of the Tone River. The Tama Hills, which extend from Yokohama to the Miura Peninsula and northwest to Hachioji, divides the region into two drainage systems.

The basin north of these hills is drained eastward by the Tone River which flows directly into the Pacific Ocean, and southeastward by the Ara River which flows into Tokyo Bay. The southern basin is drained southward by the Sagami River to Sagami Bay.

Extensive beaches border the Kanto Plain on the Pacific Ocean side and at the mouth of the Sagami River. The City of Yokosuka is located on the Miura Peninsula east of the Sagami river.

The soils at the Yokosuka Naval Complex are primarily classified as coarse textured alluvial soils. They are derived from sand, silt, clay, and gravel deposited on the flood plains. The soils surrounding the Yokosuka Naval Complex are classified as lithosols. Lithosols include skeletal soils with little or no profile development, primarily located on hilly to very steep and rugged relief hills. Natural geologic erosion over the area generally keeps pace with weathering so that little soil material accumulates.

Several areas throughout the Yokosuka Naval Complex have been identified as potential dangerous landslide areas. These hazards are attributed to soil erosion and stability problems. A soils survey titled Report on Potential Hazardous Landslide Areas at COMFLEACT Yokosuka of February 1983 provided recommendations for 13 problem areas. The major recommendations included proposals to construct retaining walls, fences, protective canopies over tunnel openings, as well as, drainage improvements and surface stabilizing treatments.

Topography. Japan is an island nation stretching along the southeast coast of Asia to the Aleutian Island and Alaska in the United States. It is made up of four main islands, Hokkaido, Honshu, Shikoku, and Kyushu, and more than 3,000 smaller islands.

Japan is characterized by complex geographical features, with basins and mountains of various heights and shape. About 72 percent of Japan's total land area is mountainous and is mostly forested. There are more than 580 mountains which are over 6,500 feet high. Mount Fuji, whose perfect cone rises to an altitude of 12,385 feet, is the highest.

Japan has numerous hot springs and volcanos, as well as rivers and lakes, which enhance the scenic beauty of the country. Most rivers originate in mountainous areas and provide sources for hydroelectric power.

The Yokosuka Base, located on the Miura Peninsula, is surrounded by water except for a small portion that borders the Japanese community. The topography is flat except for a steep ridge which effectively divides the base into two areas (Figure B-6). The ridge is approximately 100 to 160 feet high and extends in a north-south direction. Personnel support facilities are located on the east side of the ridge and the industrial, supply, and waterfront facilities are located on the west side. There are several pedestrian and vehicular tunnels connecting the two areas at convenient locations along the ridge.

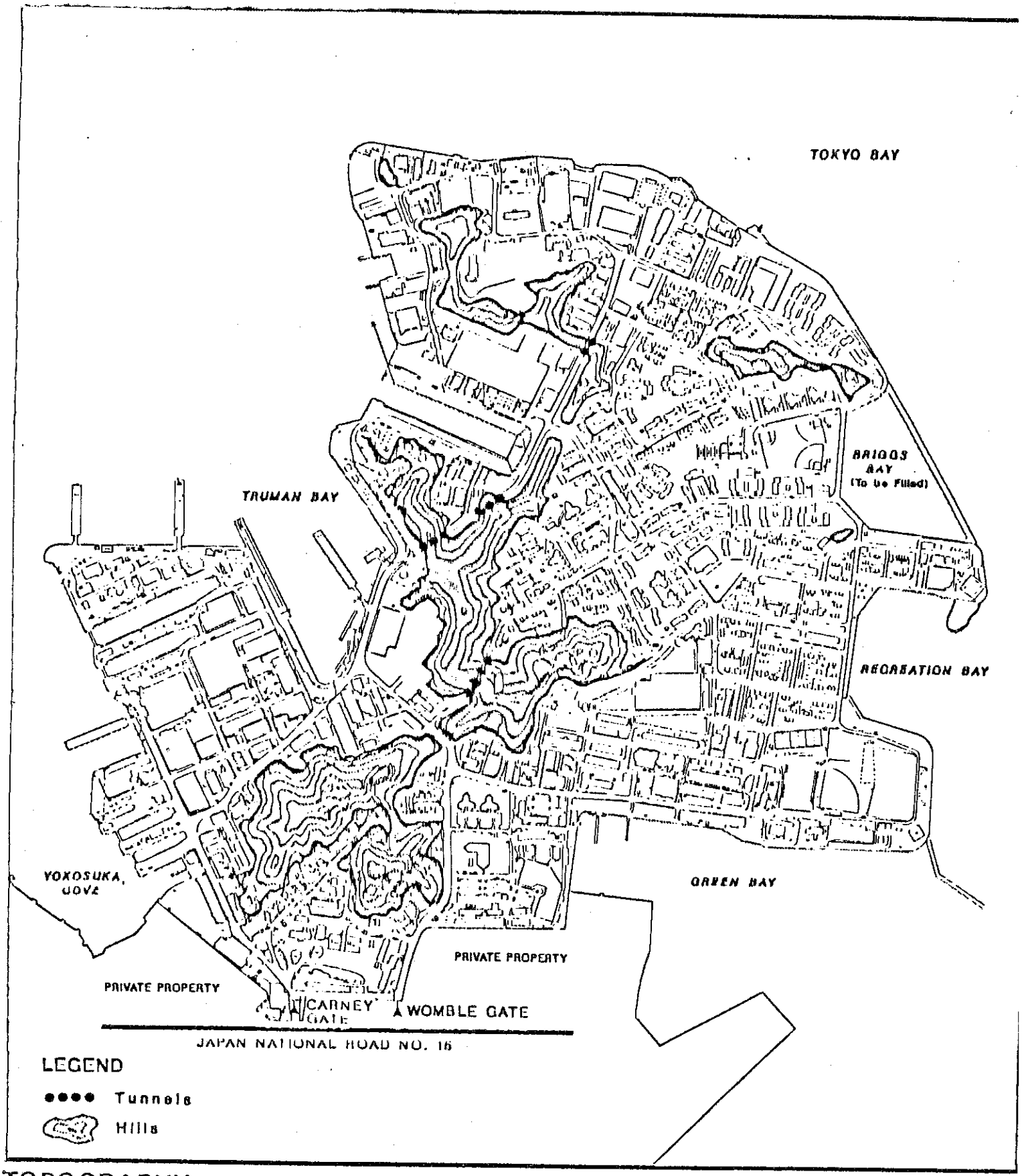
Climate. Japan lies in the temperate zone. The climate is generally mild, although it varies from north to south, largely due to the continental air currents from the northwest in the winter months and the oceanic air currents from the southwest in the summer months.

The four seasons are clearly distinct. Summer, which is warm and humid, begins around the middle of July following a rainy season which usually lasts for about a month.

The winter is mild with many sunny days except in northern Japan. The spring and autumn are the best seasons of the year with balmy days and bright sunshine, although September brings typhoons which may strike inland with their torrential rains and violent winds.

Rainfall is abundant, ranging from 40 to 100 inches a year. Heavy winter snow in the northern parts of the country and in the interior mountainous regions provides superb sites for winter sports.

The Yokosuka Naval Complex enjoys a relatively mild winter with low humidity and an occasional snowfall in contrast to the high temperatures and humidity of the summer months.



TOPOGRAPHY

0 150 300 METERS
0 500 1000 FEET

YOKOSUKA NAVAL COMPLEX MASTER PLAN

Figure: B-6

d. Winds. While winds may blow from any direction throughout a period of time, the predominant directions and velocities are shown in Table B-3.

TABLE B-3

Wind Direction and Velocity

Months	Wind Velocity (Knots) (Percentage of Time)					Predominant Wind Direction
	0-2	3-12	13-20	21-30	+30	
JAN	11	67	20	2.0	0.0	N
FEB	11	68	18	2.6	0.4	N
MAR	7	63	26	4.0	0.0	N
APR	14	63	21	2.0	0.0	SSW
MAY	13	65	20	2.0	0.0	SSW
JUN	18	66	15	1.9	0.1	SSW
JUL	19	68	11	0.9	0.1	SSW
AUG	18	72	9	1.0	0.0	SSW
SEP	13	63	19	4.6	0.4	N
OCT	12	66	19	3.8	0.2	N
NOV	11	67	21	3.0	0.0	NNE
DEC	13	66	19	2.0	0.0	N

e. Typhoon Condition. Typhoons occur almost yearly in the Yokosuka area. Normally two to three typhoons may hit or pass near the Yokosuka area during the month of August, and one or two in September and October. Maximum wind velocities reported for the last twenty years in the Yokosuka area are as follows:

MONTH	DIRECTION AND SPEED	YEAR
August	NE 71 Knots	1963
September	S 96 Knots	1958
October	N 74 Knots	1961

Land Use Compatibility

Because the Base is located on a peninsula, only a small portion borders the Japanese community. Generally, the types of uses which exist on the military and civilian sides of the boundary are compatible.

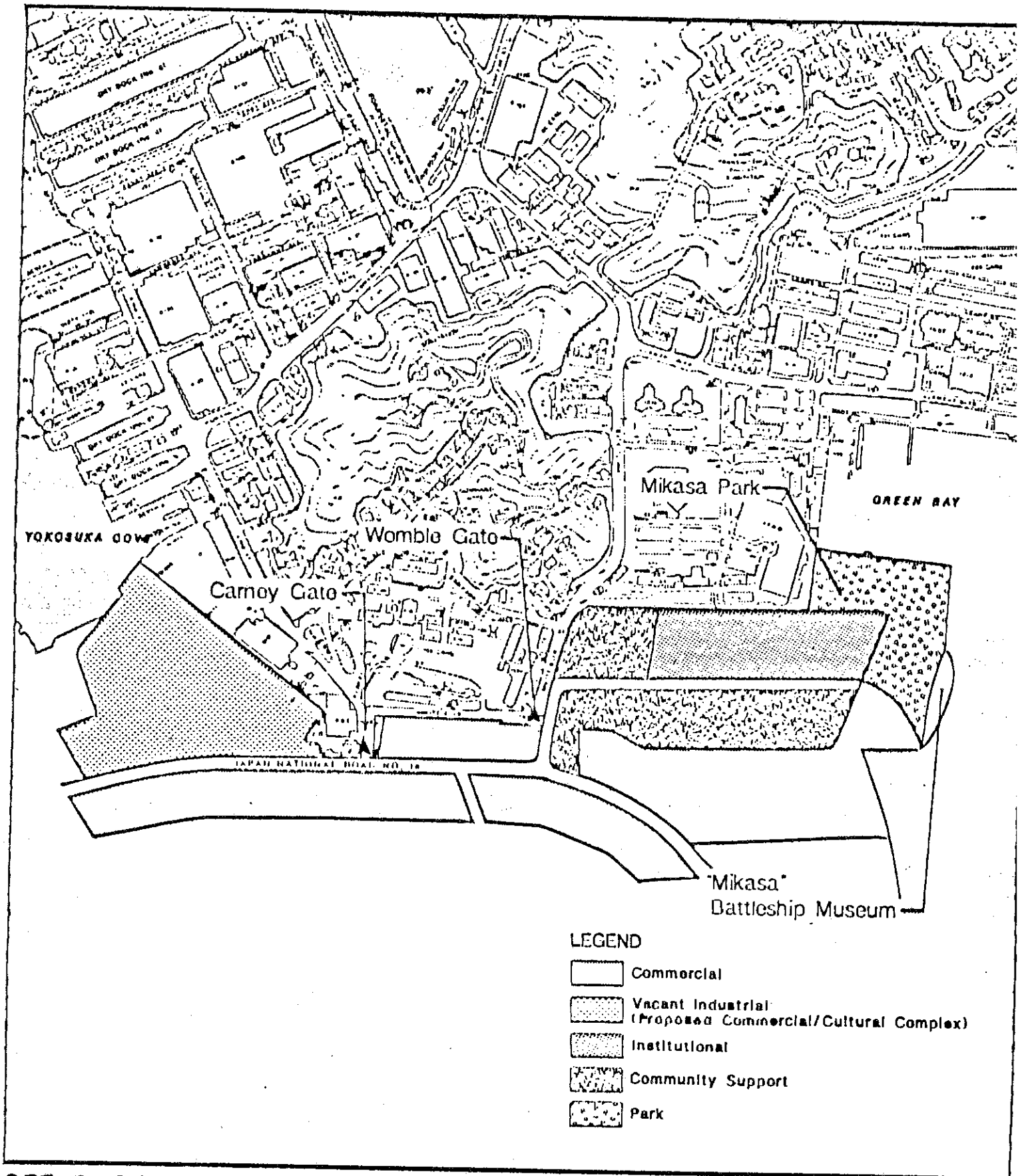
As shown in Figure B-28, institutional uses, such as a Japanese school, park, and church, are adjacent to NAVHOSP Yokosuka. The area formerly occupied by the CPO quarters

has been developed into an elaborate urban park featuring the Mikasa Battleship Museum, a cultural center, and a series of water features for the Japanese community. No encroachment problems or land use conflicts are anticipated with the Mikasa Park complex.

Between the main and secondary gates, Japanese land uses are primarily commercial in nature. The area bordering the new BOQ building and Club Alliance includes retail shops, an auto repair shop, and a few residences on the second story of some buildings. Although there are no major conflicts between the uses on and off the Base, the signs, noise, and other commercial characteristics are sometimes less than desirable as neighbors, particularly for the BOQ.

The remainder of the Base boundary is contiguous with an inactive heavy industrial ship building yard. This area is presently bordered by the PWC Yokosuka transportation compound on the Navy side. The site has been reserved for a near-term project to construct a training and administration building, as well as future construction of a new Navy Publications and Printing Service office (NPPSO) printing facility. Yokosuka City plans for this area call for development of a multi-use complex featuring cultural, commercial, and recreational amenities with parking for vehicles and bicycles. The development has

Civilian Land Uses, Outside Carney Gate



OFF-BASE LAND USES

0 90 180 METERS
0 300 600 FEET

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

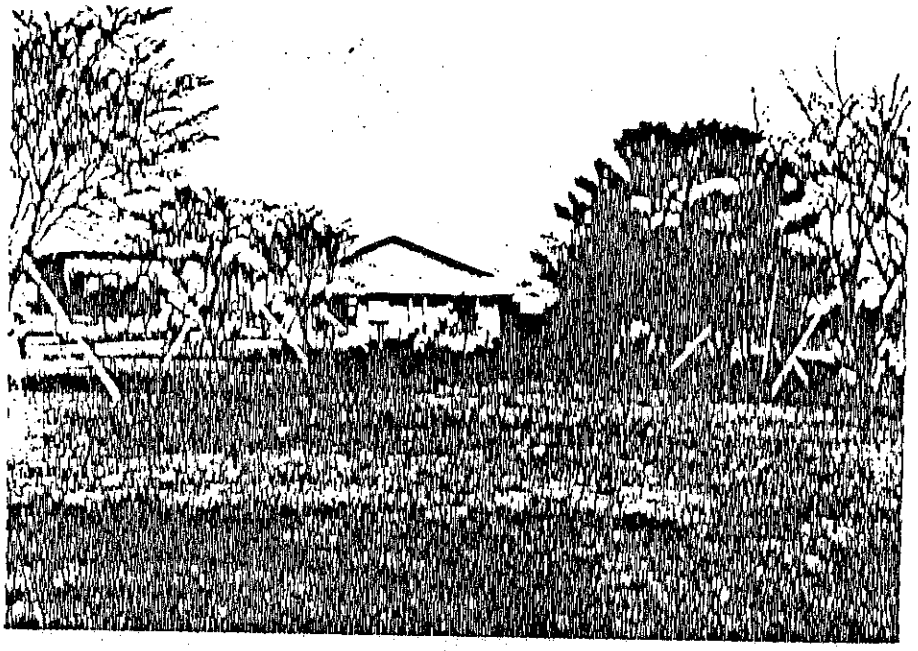
Figure: B-28

been proposed as either a public facility (roads, park, and special events plaza) or an extension of the main commercial district. Major commercial expansion would generate higher noise levels with possible adverse impact on the proposed FLEACT Yokosuka administration and training facility. While the private development could present a nuisance, it is unlikely that the site will be redeveloped for heavy industrial use or remain undeveloped, especially in light of plans for major improvements to National Road No. 16 which fronts the property.

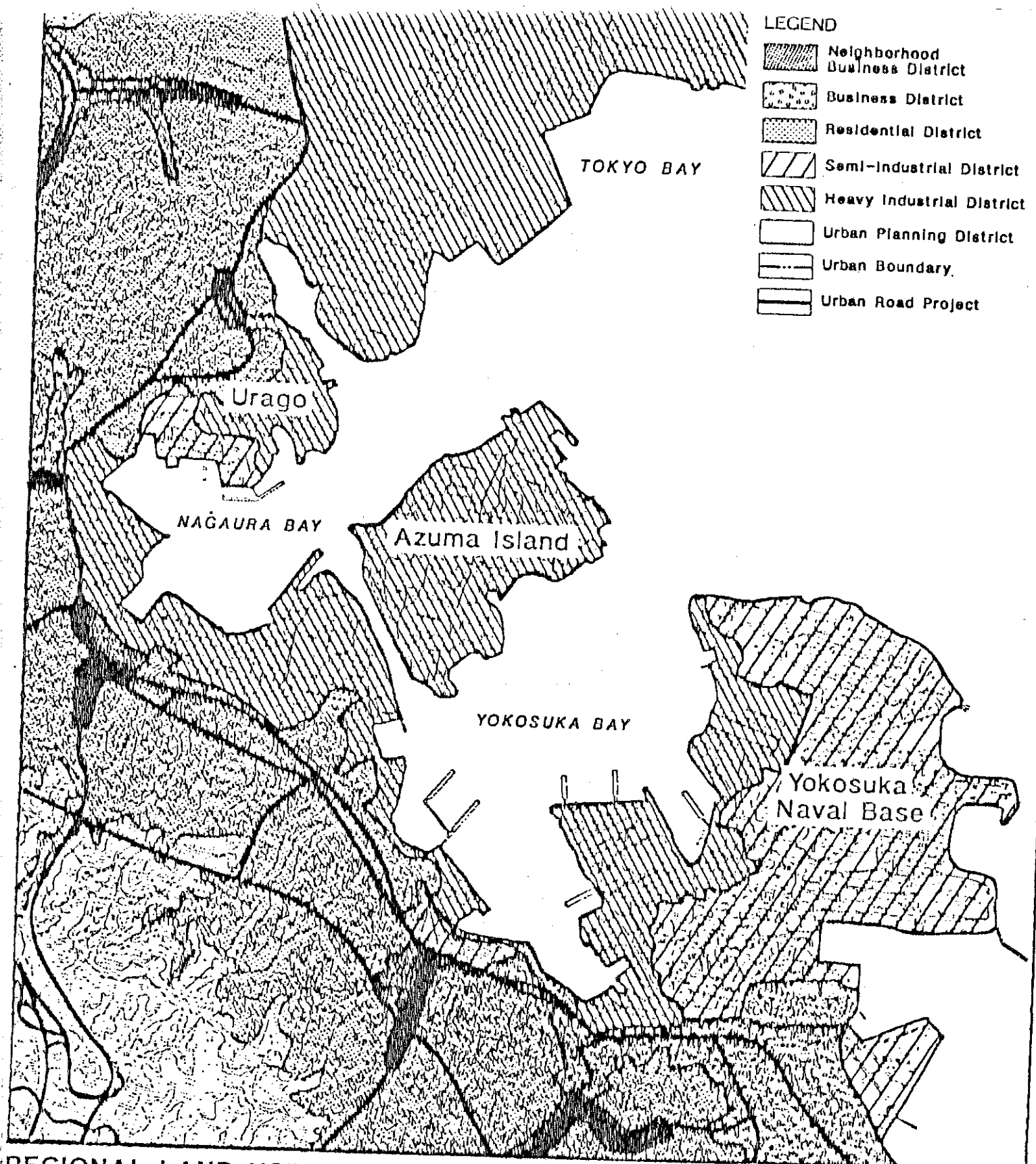
Land uses adjacent to the Yokosuka Naval Base, Azuma Island, Urago Ammunition Storage Area, and Ikego are shown in Figure B-29. Lands bordering these areas are intensely developed for commercial/industrial and residential uses, or hilly forested terrain. At Urago, ordnance hazard zones extend over adjacent densely populated civilian areas. ESQD hazard zones are generated from the two ordnance barge loading docks, No. 2 and No. 3, the magazines, burn pit, and ammunition ship anchorages.

Base Appearance

There are four general aspects in which physical improvements can present an immediate favorable image at reasonable cost, namely, landscaping, color of buildings and facilities, outdoor graphics, and area cleanup. These can be implemented in phases using several methods



Landscaping Upgrade Proposed for Kosano Park



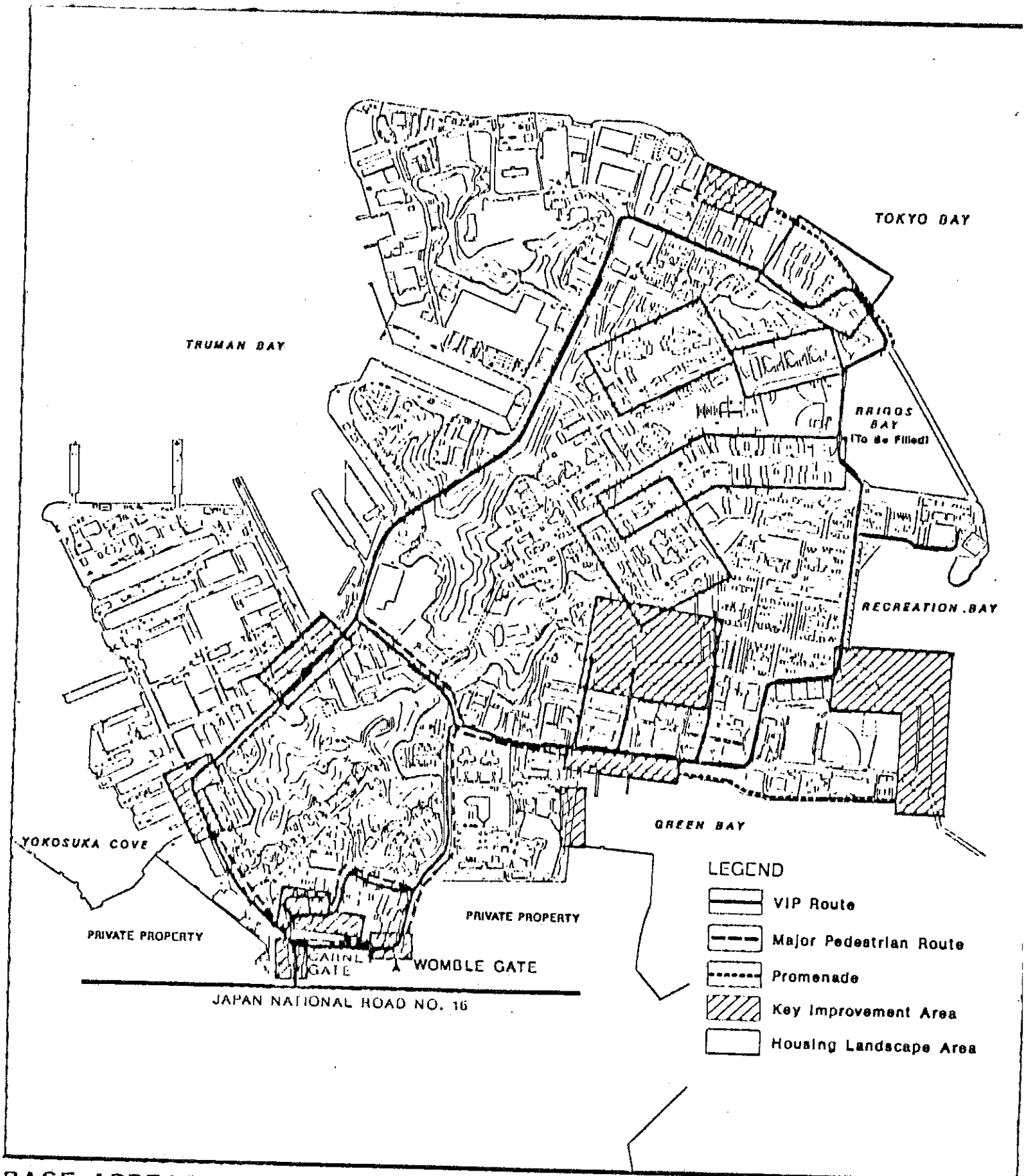
REGIONAL LAND USES

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: B-29

including self help, contract labor, or utilization of Naval Construction Forces (Seabees). Some of these improvements, such as painting building exteriors can be included as part of regular maintenance programs. Base beautification efforts are applicable to areas that have the highest exposure to visitors and Base personnel, identified in Figure B-30, and where the greatest visual impact can be expected. In addition to the information provided below, general guidelines to improve base appearance are presented in Appendix F. Specific recommendations will be presented in the Base Exterior Architecture Plan (BEAP) for the Yokosuka Naval Complex targeted for completion in early 1988.



BASE APPEARANCE
Yokosuka

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: B-30

FLEET ACTIVITIES YOKOSUKA

Executive Summary

The master plan for Fleet Activities (FLEACT) Yokosuka provides guidelines for land use and facility development over a five to eight-year time frame. It is an update of the master plan approved by CNO in February 1981.

Activity Factors

Background. FLEACT Yokosuka was established in September 1945 and was originally the only shore field activity at Yokosuka. Gradually, specialty commands were commissioned with responsibilities for ship repair, public works, medical and dental services, and supply, resulting in FLEACT Yokosuka's present mission. From its beginnings, FLEACT Yokosuka has performed a caretaker role over a large portion of land and facilities within the Complex and, as a result, FLEACT Yokosuka is host to most of the tenant activities at the Yokosuka Naval Complex.

Location. The facilities managed by FLEACT Yokosuka are more scattered than those of any other activity at the Yokosuka Naval Complex (Figure C-1). Its diverse support mission requires facilities that are located on the waterfront, in the industrial areas, and in the bachelor and family support areas. Because it is assigned the explosive storage mission, it has ordnance facilities at Urago. Additional support facilities are operated at the following outlying areas: Azuma Island, Ikego, Negishi Dependents Housing Area (DHA), Yokohama Center Pier, and Yokohama North Dock.

Mission. The mission of FLEACT Yokosuka is two-fold: (1) to maintain and operate facilities for the logistic support of U.S. Naval Forces, Japan and other units of the Operating Forces assigned to the Western Pacific; and (2) to maintain and operate facilities for U.S. Naval activities as directed by higher authority.

In accomplishing its assigned mission, FLEACT Yokosuka provides to all other commands various support functions,

LOCATION
FLEACT Yokosuka

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: C-1

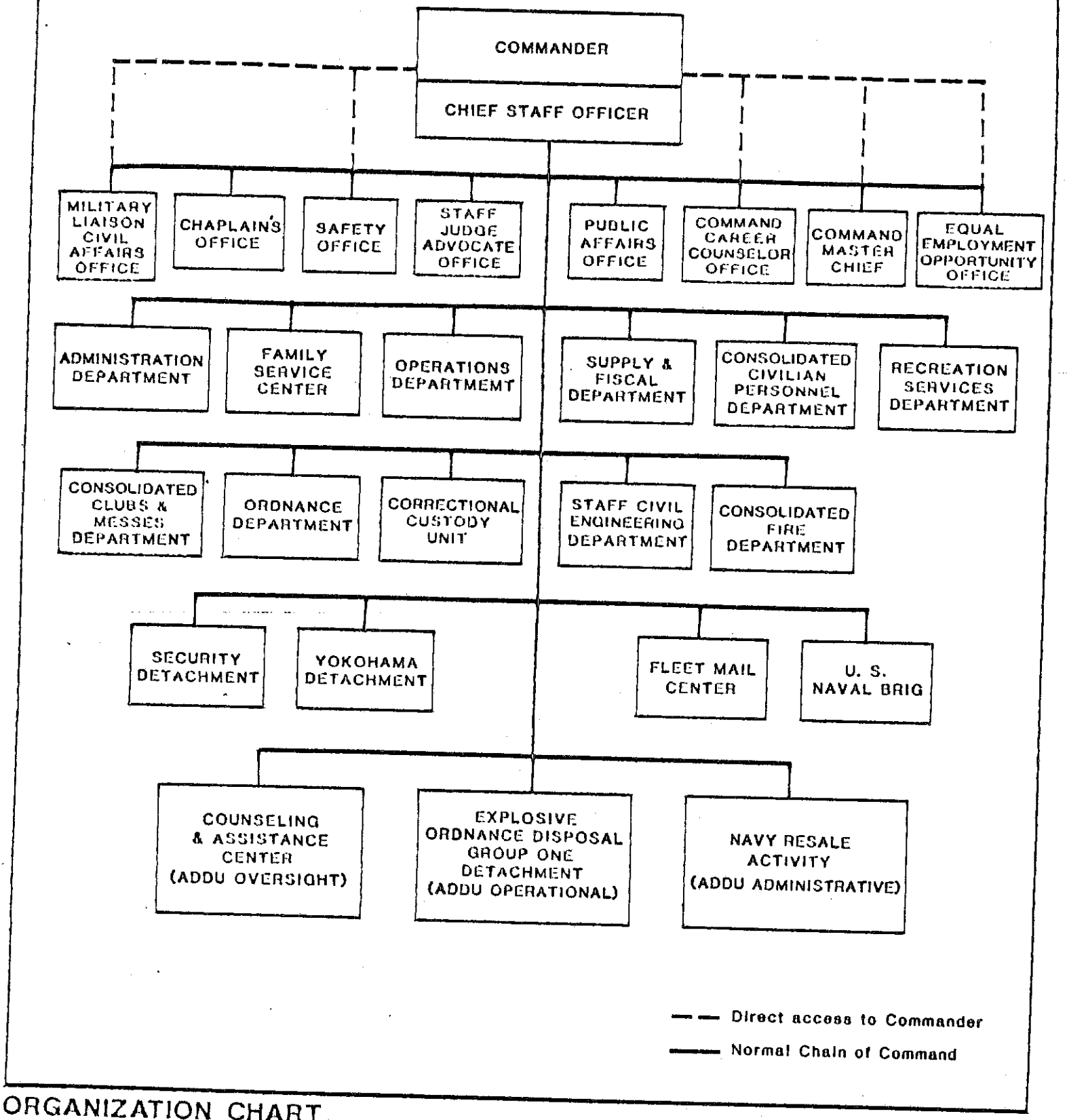
such as port and harbor services, civilian manpower management services, bachelor housing quarters, clubs and messes, NEX services, fire and security protection, and recreation facilities.

Organization. Figure C-2 illustrates the organization chart for FLEACT Yokosuka. Command is exercised by Commander in Chief, U.S. Pacific Fleet through Commander, Naval Surface force, U.S. Pacific Fleet. FLEACT Yokosuka is subject to the regional coordination of Commander, U.S. Naval Forces, Japan.

Tenants and Supported Units. The tenants and supported units of FLEACT Yokosuka include the following:

American Red Cross
American Express International Banking Corp.
National Bank of Fort Sam Houston
Pacific Fleet Audio Visual Facility, Yokosuka, (FLTAVFACPAC)
Commander Destroyer Squadron Fifteen (DESRON 15)
Commander/Editor-in-Chief, Pacific Stars and Stripes
Commander Fleet Training Group (FLETRAGRU)
Commander Naval Surface Group Western Pacific Detachment (COMNAVSURFGRU WESTPAC DET)
Commander Submarine Group Seven (SUBGRU 7)
Commander Seventh Fleet (COMSEVENTHFLT)
Commander U.S. Naval Forces Japan (COMNAVFORJAPAN)

Commander 475 Air Base Wing (Kanto Plains Microwave Station)
Department of Defense Dependents Schools (DODDS), Pacific Region
Defense Mapping Agency (DMA) Hydrographic Center, Yokosuka
Defense Reutilization Marketing Office (DRMO), Sagami
✓ Explosive Ordnance Disposal (EOD) Mobile Unit One, Detachment
Japan Maritime Self Defense Force (JMSDF), Liaison and Operations Section
Marine Barracks, Yokosuka
Midway Dependent Assistant Team (DAT)
✓ Mobile Technical Unit Seven (MOTU 7)
✓ Naval Communication Station (NAVCOMMSTA), Japan
✓ Naval Investigation Service Office, Japan (NISOJ) 多分再編
✓ Naval Investigative Service Resident Agency (NISRA) Yokosuka
Naval Material Evaluation Unit (MEU), Yokosuka
✓ Naval Legal Service Office (NAVLEGSVCOFF)
Naval Publication and Printing Services Office (NPPSO)
✓ Naval Security Group Detachment
✓ Naval Shore Electronics Engineering Activity (NEEACT), Japan
✓ Naval Supply Depot, Yokosuka
Naval Calibration Laboratory Annex, Atsugi Branch (Yokosuka Office)
Naval Surface Forces Pacific (NAVSURFPAC) Dependent Assistant Team (DAT)
Navy Commissary Store, Region, Japan
Navy Courier Service Detachment
Navy Relief
✓ Navy Resale Activity, Yokosuka
✓ Officer-in-Charge of Construction Naval Facilities Engineering Command Contracts Far East (OICC FE)
✓ Personnel Support Activities, Far East 多分再編
✓ U.S. Naval Oceanography Command Facility, Yokosuka, Japan
✓ U.S. Naval Regional Dental Center, Yokosuka/Yokohama
U.S.S. Midway (storage)
Naval Air Eng Lab (SI) Carrier Field Service Unit (CAFSU) Field Office
WESTPACNORTH Judicial Circuit Navy Marine Corps Trial Judiciary
U.S. Army Garrison, Honshu (U.S. Army/IX Corps)



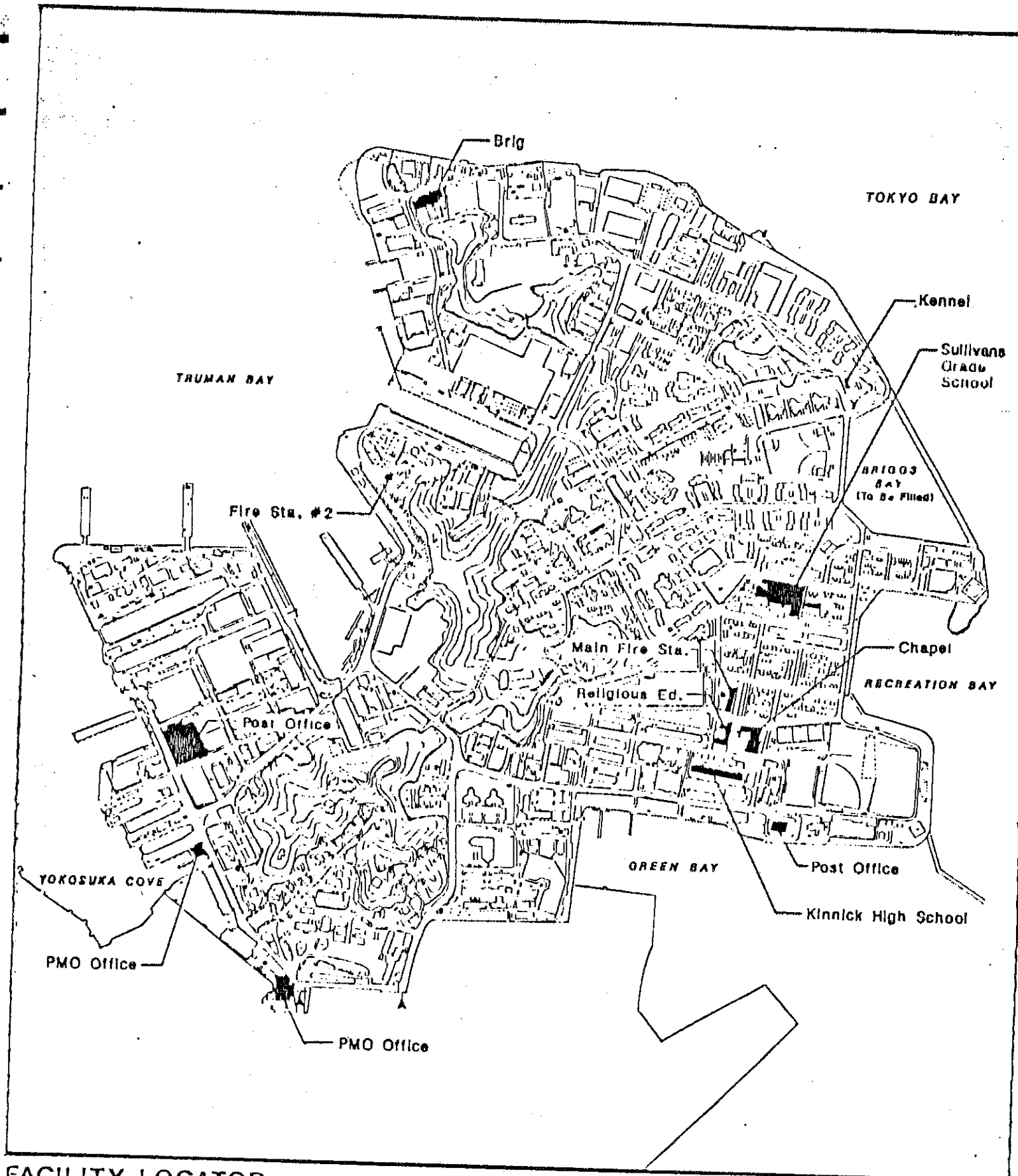
ORGANIZATION CHART
FLEACT Yokosuka

Community Support Facilities. Community support facilities are shown in Figure C-9. The requirement for community support floor area is 446,551 SF. Existing assets total 298,093 SF, of which 175,283 SF (59 percent) are adequate, 118,335 SF (40 percent) are substandard, and 4,475 SF (2 percent) are inadequate.

Fire Station. Fire protection services are provided from two fire stations. The main station is located east of the Commissary/NEX area and contains 19,539 SF in three substandard buildings: G-47, G-48, and G-49. A secondary fire station (Bldgs. F-28 and F-31) is located adjacent to Piedmont Pier and has primary responsibility for emergencies in the waterfront and industrial areas. The two stations provide good geographical coverage for on-base industrial, residential, and community support facilities.

Police Station. The Provost Marshall's Office (PMO) is located in Bldg. A-2, a 6,620-SF semipermanent building which is in substandard condition. This building is located on King Street, approximately 1,300 feet inside Carney Gate. King Street is a major thoroughfare allowing optimum response times to security problems in key areas. The PMO also has a 2,224-SF area within Bldg. 1495 (Club Alliance) for functions associated with the gate, such as Pass and ID. Overall, police station assets are 2,656 SF less than the requirement of 11,500 SF. Future increases in personnel and equipment may exacerbate the existing deficiency. The Staff Civil Engineer's office is currently studying alternatives for accommodating validated floor area requirements. By agreement with NSB Yokosuka, a paved and fenced area between the brig and drum storage yard is being used as a vehicle impound lot. The Fleet Activities Civil Police, a contract service, is headquartered in the Marine Barracks, Bldg. 1558.

Kennel. The kennel for the Military Working Dogs (MWD) program is located in Bldg. 1398. This



FACILITY LOCATOR
Community Facilities
Personnel Support and Services

0 150 300 METERS
0 500 1000 FEET

YOKOSUKA NAVAL COMPLEX MASTER PLAN

Figure: C-9

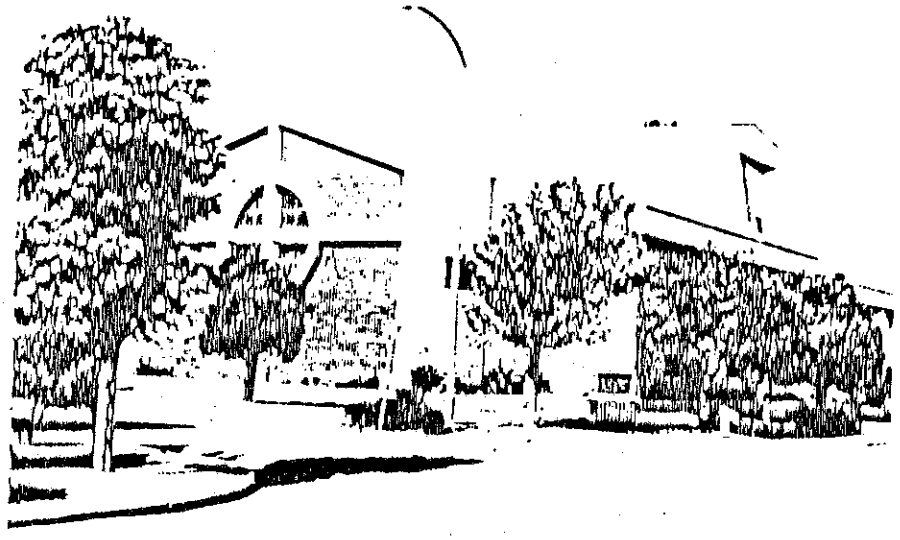
semipermanent facility was constructed in 1980 and contains 1,651 SF of adequate space. It is appropriately sited in a relatively remote area in the northeastern portion of the Base.

Brig. The brig (Bldg. 1397), is located near Signal Point, which is removed from the residential areas. The permanent structure was built by the GOJ in 1980 with a capacity of 55 prisoners.

Rehabilitation Center (Drug and Alcohol). There is no separate facility for this function at present; however, a 1,976-SF portion of Bldg. E-22 (NAVHOSP Yokosuka) is being used. The rehabilitation center is compatible with the other medical facilities and should remain in this area. Although the structure is substandard, it can be renovated for continued use.

Chapel and Religious Education. Building 1313 was constructed in 1979 with 19,695 SF of floor space for the chapel and 4,720 SF for religious education. The chapel is used for various religious worship services, educational programs, offices, and staff spaces. In addition, Bldg. G-45, a 10,801-SF semipermanent building located directly behind the chapel is used for overflow chapel groups and houses a pre-school.

Schools. The on-base schools are Sullivans Elementary School for kindergarten through grade 6 and Kinnick High



Bldg. 1313, Chapel

School for grades 7 through 12. Sullivans School is located in Bldgs. 1292, H-65, and H-112 (gym) and is centrally located within the family housing area. The main building, Bldg. 1292, was built in 1980 and is of permanent construction. Kinnick High School, located in Bldg. G-43, was built in 1938 and is substandard. The high school shares the use of the Benny Decker Theater and Thew Gym with Special Services. FIP Project F-050, programmed for JFY 87, will construct a replacement high school on essentially the same site as the existing school. The new high school is being designed in six modules to be built around Bldg. G-43. After the new facility is constructed, the old building will be demolished, leaving a central courtyard.

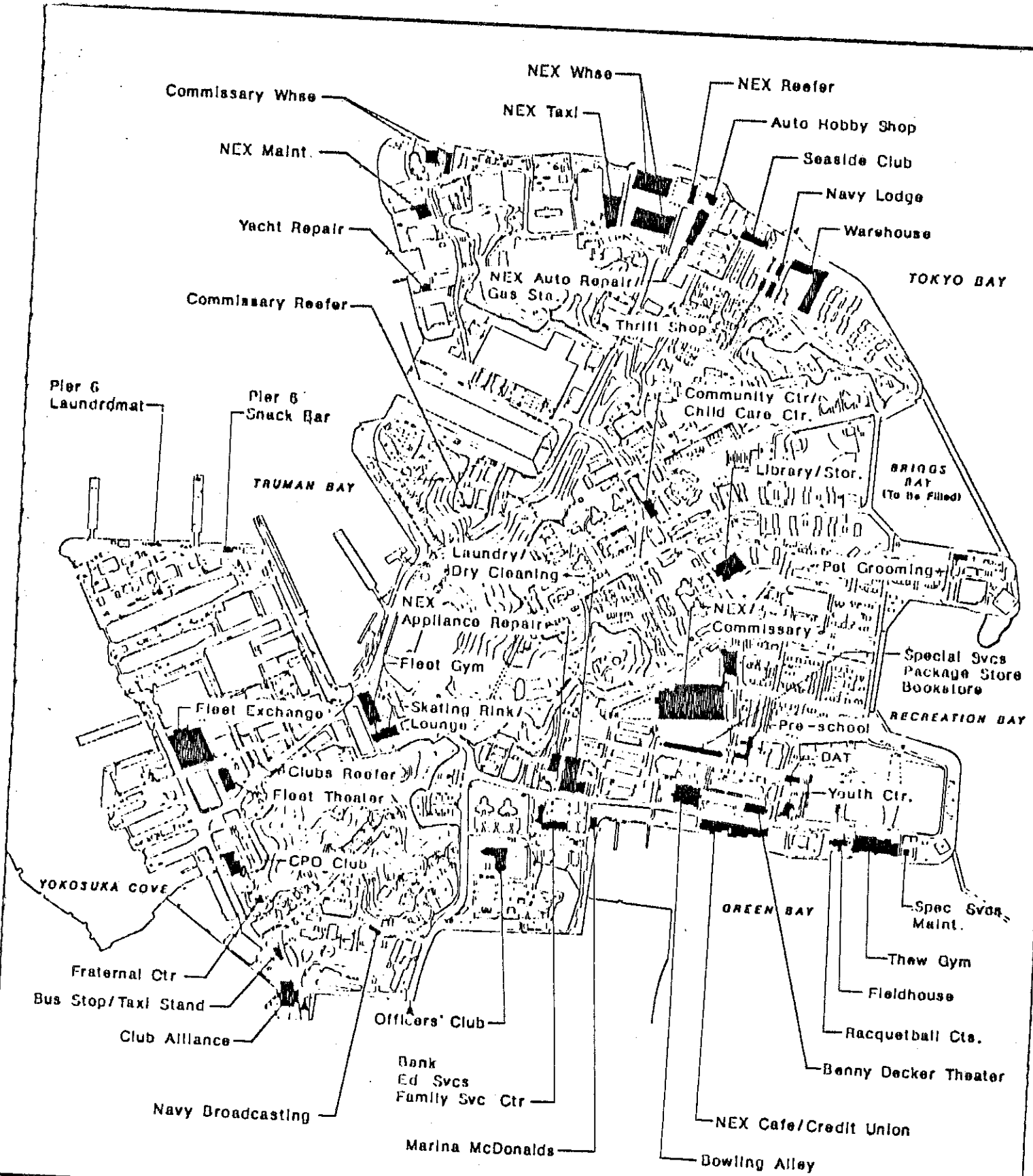
Post Office. The main post office (Bldg. 1258) is located on Clement Boulevard, across the football field. This 8,491-SF permanent building was constructed in 1978 and is in good condition. A branch post office in the Fleet Exchange (Bldg. A-33) occupies 1,433 SF of inadequate space.

Morale, Welfare, and Recreation Facilities-Interior. Indoor MWR facilities are shown in Figure C-10. The requirement for this type of facility is 1,250,634 SF. Existing assets total 929,478 SF, of which 632,755 SF (68 percent) are adequate, 134,824 SF (15 percent) are substandard, and 161,899 SF (17 percent) are inadequate.

Navy Exchange (NEX). The hub of NEX operations is located in the community support area; however, NEX facilities can also be found in the western and northern areas. Service outlets, such as barber shops and vending areas, are located throughout the Base.

The main retail store and specialty shops occupy 75,584 SF in Bldg. H-20, which is centrally located with adequate retail space. Other NEX facilities located in the eastern part of the Base are: animal boarding and grooming kennel (Bldg. 1230), cafeteria and Pizza Wheel (Bldg. G-59), laundry and dry cleaning plant (Bldg. G-27) appropriately located next to the BEQ area, and Bldg. G-25 used for storage and appliance repair.

The primary facility on the western side of the Base is a 14,085-SF location exchange in Bldg. A-33. The selection of merchandise offered is intended to appeal primarily to shipboard personnel, although it is also used heavily by other personnel at Yokosuka and from other U.S. Bases.



FACILITY LOCATOR
Community Facilities
MWR – Interior

0 150 300 METERS
0 500 1000 FEET

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: C-10

Bldg. H-20, Navy Exchange & Commissary

Building A-33 also contains 68,297 SF of warehouse space and 9,636 SF for a foreign goods distribution operations. Other NEX facilities in the operational area include the Pier 6 Coffee Shop (Bldg. 920), laundromat (Bldg. A-174), and Locker Club (Bldg. B-39A). There is a proposal to expand the Locker Club's services and to relocate from Bldg. B-39A to Bldg. B-49. The NEX administrative offices are located in Bldg. B-39B (22,498 SF) and in Bldg. B-39A (1,150 SF). Both are permanent buildings with substandard interior spaces.

Another cluster of NEX facilities is located in the northern area, including: a service station and auto parts shop (Bldg. 1314), taxi operations (Bldg. 1311), two warehouses of semipermanent construction (Bldgs. 1234 and 1235) with a total floor area of 84,568 SF, and a reefer shed (Bldg. 1229). The NEX maintenance shop is located in Bldg. 421, a permanent building in poor physical condition.

Navy Lodge. The Navy Lodge is also located in the northern area. The main building, J-200, is a 44,701-SF permanent structure that was recently refurbished and is in adequate condition. The Lodge uses three semipermanent buildings (J-197, J-198, and J-199) that contain 31,626 SF of substandard space. The latter three buildings are proposed for replacement by a Non-Appropriated Fund (NAF) project.

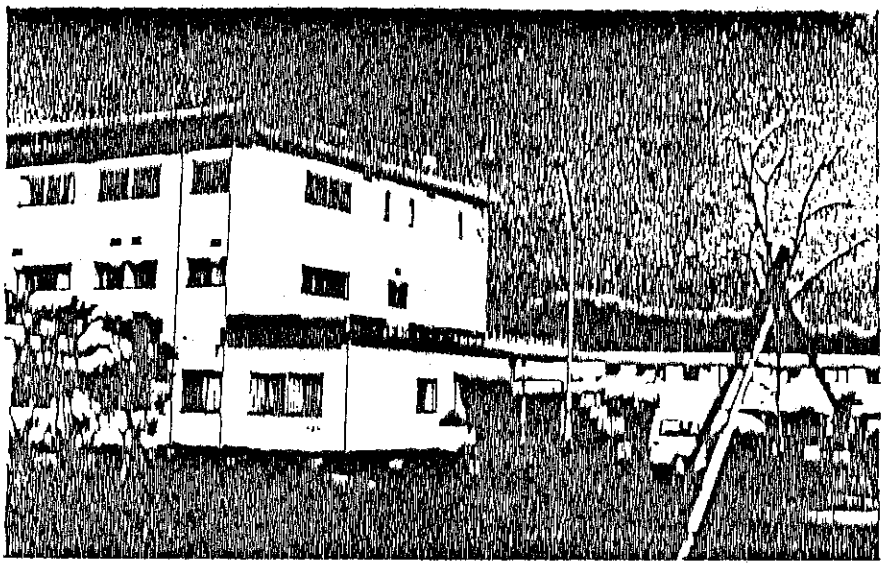
Commissary. The commissary shares the use of Bldg. H-20 with the NEX retail store. A warehouse extends behind the commissary; however, the interior configuration

of the structure makes it inefficient for high-volume storage. NAF Project P-159, which is under review, proposes to rebuild the warehouse and to include space for COMSYSTO administration which currently occupies 5,200 SF in NSD Yokosuka Bldg. B-52. The main commissary warehouses are located in the Signal Point area. Building 1310 is used for dry stock and Bldg. 1309 is used for storage of equipment, supplies, and dry stock overflow. Together these two semipermanent buildings provide 18,539 SF of adequate floor area. Buildings 1300, 1301, and 1302 near Drydock 6 are currently used to store frozen foods. A near-term project proposes to construct reefers in front of Bldg. 1310 which would consolidate commissary warehouses facilities.

Other Retail. Two fast food outlets are located on the Base: a Baskins Robbins ice cream shop in Bldg. G-59 and a McDonald's restaurant in Bldg. 1496. A thrift shop is located in Bldg. J-217, a 3,024-SF building located adjacent to the Navy Lodge. Building 1559, a two-story permanent structure, was constructed in 1986 across the parking lot from the NEX/commissary. It contains several retail establishments including the Class VI package store (10,130 SF), hobby shop (7,054 SF), and Stars and Stripes Bookstore (2,488 SF). The relationship between the NEX/commissary and Bldg. 1559 allows shared parking and, architecturally, provides good closure of the commercial core area.

Special Services. In addition to retail facilities, Bldg. 1559 contains several special services functions including the administrative offices of both Recreational Services and Clubs and Messes, the Recreation Services Issue Office, Educational Services Office, amusement center, MARS station, and travel agency. The automotive hobby shop is located in Bldg. 1288, a 5,241-SF semipermanent building north of the NEX service station. The arts and crafts hobby shop is located on the third floor of Bldg. F-68, the community center. The child care center is located in 9,044 SF of substandard space on the first floor of Bldg. F-68. This facility is substantially below the required size for the Yokosuka community. A larger, 300-child facility has been proposed as FIP project F-013.

Recreational Services operates two theaters: the Benny Decker, Bldg. 1464, located in the community support area, and the Fleet Theater, Bldg. 1494, located near the waterfront. Both are permanent buildings each containing 15,787 SF and 626 seats. Building 1312 is a 32-lane bowling alley located on Clement Boulevard. It is a

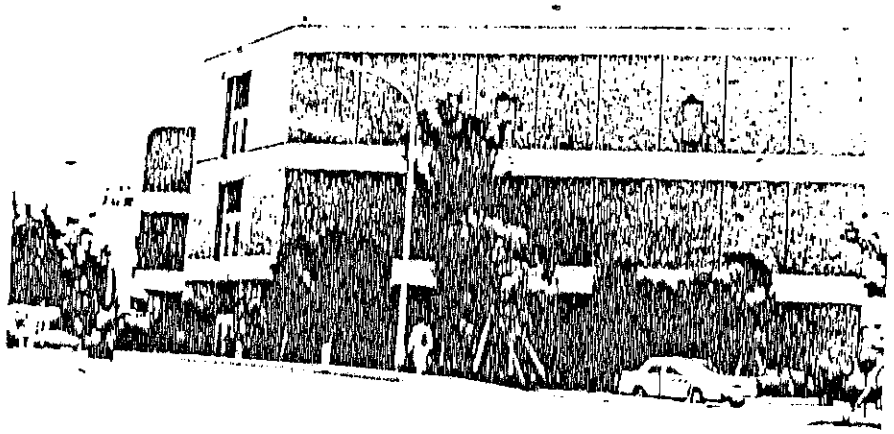


Bldg. F-68, Community Center

permanent facility in adequate condition. Indoor facilities in the 27,585-SF New Gym, Bldg. G-113, include basketball, volleyball, badminton, and racquetball courts; weight lifting and martial arts training rooms; and a gear issue office. Supporting restroom and shower facilities are generally inadequate. The gym is attached to a 6,160-SF field house, Bldg. G-63, by a covered walkway. The field house is inadequate, requiring continual repairs, and should be replaced. New Gym has undergone periodic upgrades and is currently rated adequate.

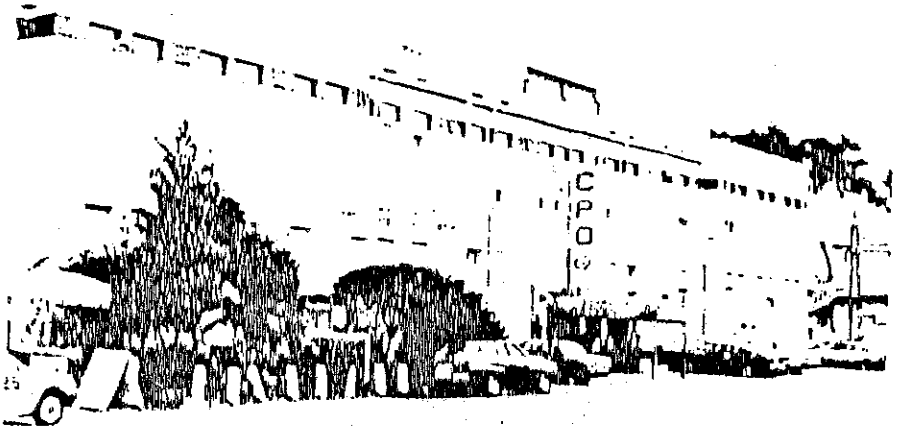
Building 1409 was constructed for indoor racquetball courts in 1980 providing 2,033-SF of adequate space for three courts. A new building containing two indoor courts was completed in 1987 with NAF Special Project funds.

Recreation facilities intended for Fleet use include Bldg. B-48, a 44,688-SF converted NSD Yokosuka warehouse which contains two basketball courts (also marked for volleyball and badminton), a boxing area, weight lifting room, gear issue room, locker rooms, restrooms, and showers. A skating rink and Fleet lounge are located next door in Bldg. B-49. Although both permanent buildings are adequate because of recent improvements, the underlying structural conditions of the pre-World War II buildings are suspect. The location is excellent as it is near the ships and does not disturb the residential areas. The Fleet gym including the replacement for the Green Beach Swimming Pool should be reconstructed in the same area. However, the skating rink, which draws most of its patrons from among the dependents population, should be relocated to the community support area.



Bldg. 1495, Enlisted Men's Club (Club Alliance)

Clubs. Building 1493 houses the Officers' Commissioned Mess Open, including a formal dining room and the Chain Locker coffee shop. This 36,495 SF permanent building was constructed in 1982. Club Alliance (Bldg. 1495), the enlisted men's club, was constructed in 1983. Under the KRFP, the old Club Alliance located approximately 2 blocks outside the Base was returned to the GOJ in exchange for a new 58,540-SF permanent building. The new club straddles the Base boundary with primary access from off base. The CPO Club is located in Bldg. B-39, a 22,335-SF permanent building constructed in 1927 that is in substandard condition. An All Hands Club, called the Seaside Club (Bldg. J-201), is located behind the Navy Lodge facing Tokyo Bay. This facility receives heavy usage from persons staying at the Navy Lodge, as



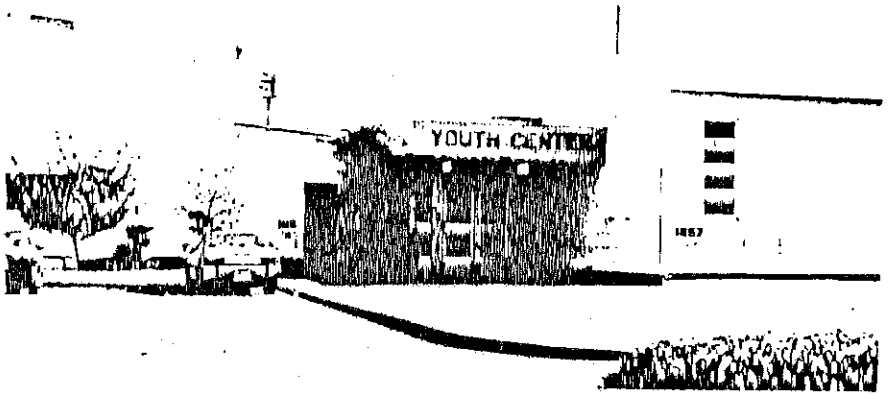
B-39, CPO Club

well as day employees in the nearby work areas. The semipermanent building is inadequate and current plans recommend its replacement by NAF funding. Reefers used by the clubs and messes are located in Bldg. A-26 in the waterfront area. The reefer shed and equipment are deteriorated and are located in the industrial area away from the clubs.

Services. Building 1555 is a three-story, 56,904-SF multi-purpose building constructed in 1984. It provides a convenient center for several community and personnel services, including a branch of the National Bank of Fort Sam Houston, PSO/PSA Office, educational services, family services, and courtrooms. There are two credit unions, one located in Bldg. G-22 and the other in Bldg. G-59. Building H-12, a permanent building in the residential area, houses the library. The library with 11,360 SF of floor area is adequate; however, this facility lacks its own parking area. Although library patrons must park on the street, this has not caused inordinate problems to date. Educational service facilities are located in Bldgs. 1555 and 1559 with a total floor area of 15,053 SF. Both buildings are in adequate condition.

The youth center occupies adequate spaces in Bldg. 1115 (8,344 SF) and in Bldg. 1257 (2,147 SF). An additional 3,220 SF in Bldg. 1257 is used by the Girls' Scouts and has been outgranted to this organization. The Yokosuka Skeet and Trap Club uses Bldg. 1064 located near the ranges just south of Recreation Bay. A fraternal center is located in Bldg. B-53.

The Armed Forces Radio/TV Station is located in Bldgs. C-3 and C-26 in the administration. Although both are permanent buildings, Bldg. C-3 is adequate, while Bldg. C-26 is substandard.

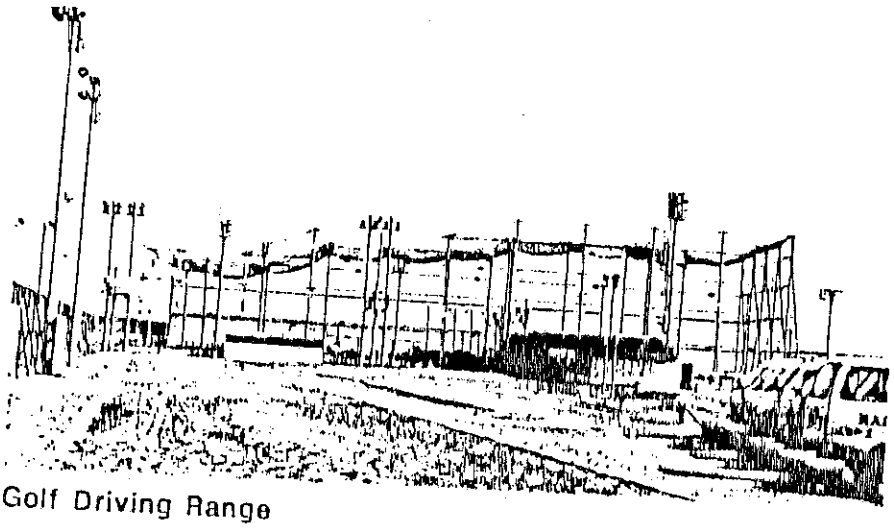


Bldg. 1257, Youth Center

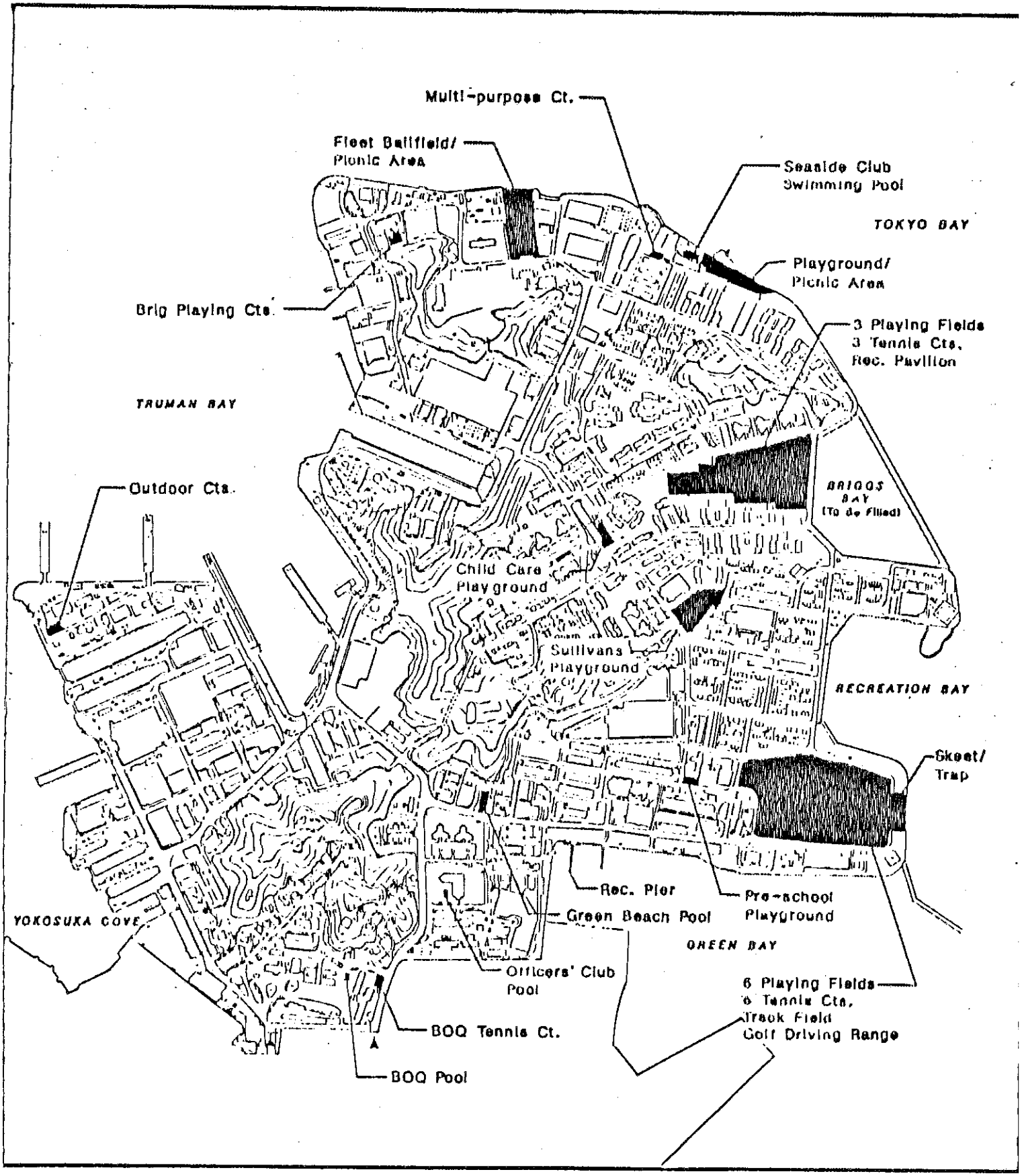
Community Storage. A total of 61,988 SF of community storage spaces are located in various buildings throughout the Base; however, less than 25 percent of this amount is adequate. Major facilities are Bldgs. H-12, J-203, and J-228. Building H-12 is of permanent construction and provides 10,216 SF of adequate space. Buildings J-203 and J-228 contain 32,831 SF of substandard space.

Morale, Welfare, and Recreation Facilities-Exterior. Figure C-11 shows the locations of outdoor recreation facilities. There is a requirement for 145 outdoor MWR facilities, including various types of playing fields, courts, picnic grounds, and playgrounds. The 53 existing facilities satisfy approximately one-third of the current requirement.

Many of the outdoor recreation fields are concentrated in two areas. The old Briggs Bay fill area is the site of three lighted tennis courts, three little league fields, and a restroom facility. The Berkey Field Recreation Complex, also used by the high school, contains four baseball fields, a football field, a 100-yard track, two trap/skeet ranges, a golf driving range, and six lighted tennis courts. Other outdoor playing courts are located near specific facilities, such as the high school and brig, and in the waterfront and BEQ areas. Of the 22 playing courts, all are adequate except for the high school basketball court which is substandard. There are 13 outdoor playing fields, of which all but one is adequate. Despite the seeming abundance of playing courts and fields, the number of facilities remains far below the Base's requirements of 95 courts and 29 fields. As funding permits, additional facilities should be programmed as there is a high demand for recreational facilities, especially when the Fleet is in port.



Golf Driving Range



FACILITY LOCATOR
Community Facilities
MWR - Exterior

0 150 300 METERS
0 500 1000 FEET

YOKOSUKA NAVAL COMPLEX MASTER PLAN

Figure: C-11

YOKOSUKA, JAPAN

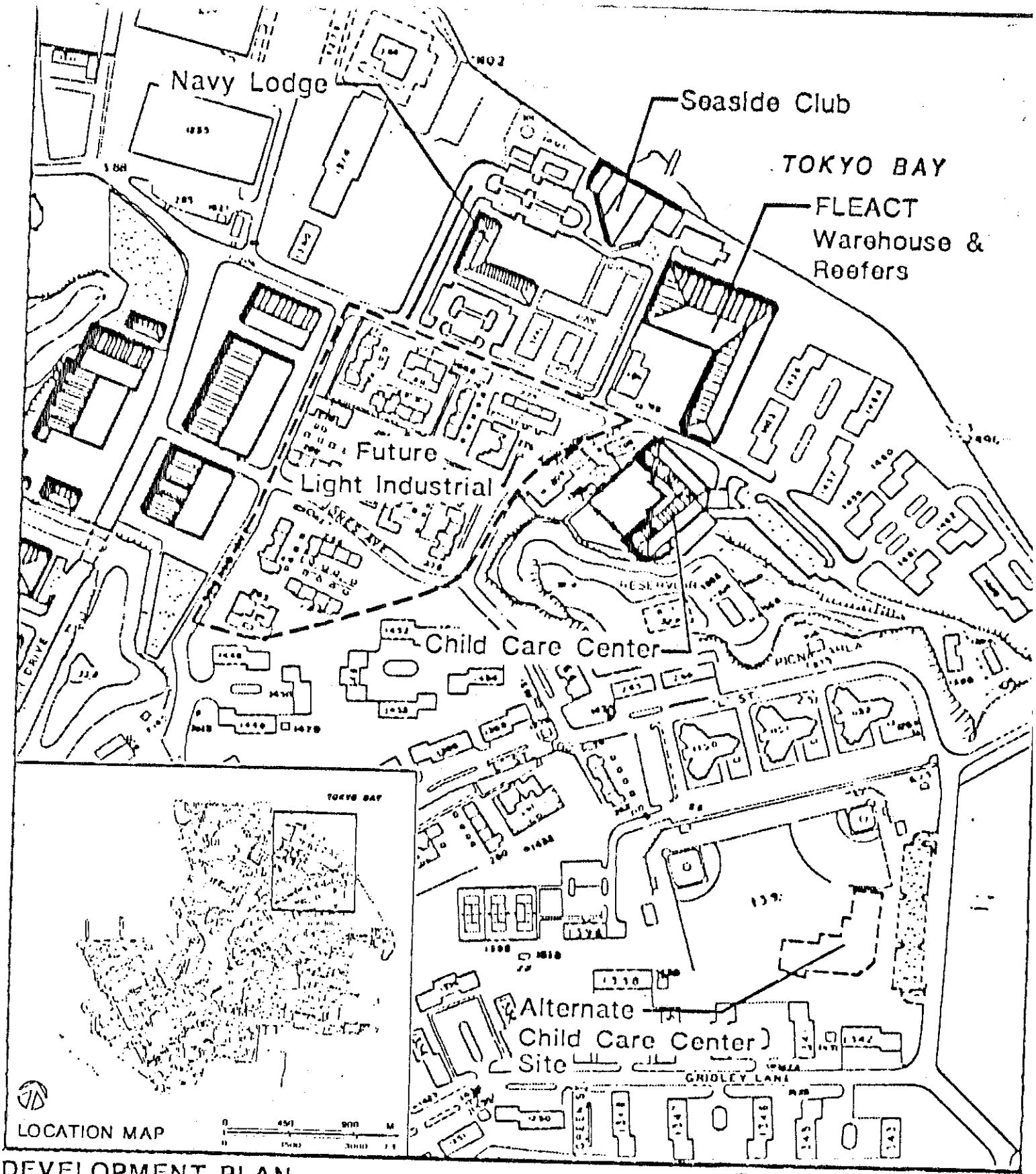
There are four outdoor swimming pools, the largest of which is the 50-meter Green Beach Pool. A major deficiency of all existing swimming pools is the lack of covering which precludes year-round use. Seven bathhouses provide 8,382-SF of space; Bldg. 1502 is a permanent building, but all others are semipermament structures.

There are six playground and picnic areas. All are adequate except for the preschool playground, which is inadequate. Three recreation pavilions, Bldgs. 1396, 1503, and B-49, provide a total of 6,830 SF of adequate space.

The Green Bay site for recreational craft berthing was improved in 1983. The sailing facility is comprised of the Marina Clubhouse in Bldg. 1540, Pontoon 14 which provides slips for recreational craft, and a crane for lifting yachts.

Community Support/BEQ Area. The eastern side of the Base is devoted to family housing and community support uses. The northern area, however, is likely to undergo a change in the future as shown in Figure C-19. For example, with the proposed expansion of the light industrial area, the Navy Lodge may become a nonconforming use. Since the Navy Lodge is separated from the PSA Bldg. and related services, its present location creates a logistical problem for transient personnel and families awaiting housing who normally lack automotive transportation. Nevertheless, the present location has the advantage of being near the All-Hands Club (Seaside Club) which functions as a family-oriented restaurant and the PWC Family Housing Office. The Navy Lodge plays a critical function at Yokosuka because newcomers frequently encounter long waiting periods for appropriate permanent accommodations and local hotels are geared to the Japanese business traveler. NAF Project P-158 proposes to provide a four-story addition to the existing Navy Lodge and demolition of four semipermanent, wooden buildings (Bldgs. J-196, J-197, J-198, and J-199). NAF Project P-157 will construct a replacement facility for the physically deteriorating Seaside Club. Because the Seaside Club is a profitable operation and provides a key Lodge amenity, the new Seaside Club is sited in a vacant area to minimize disruptions in service. A third NAF project in this area, P-151, proposes to enclose the swimming pool adjacent to the Seaside Club.

Several NEX and Special Services activities are also located in the northern area, including the NEX service



DEVELOPMENT PLAN
Northern Community Support Area

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

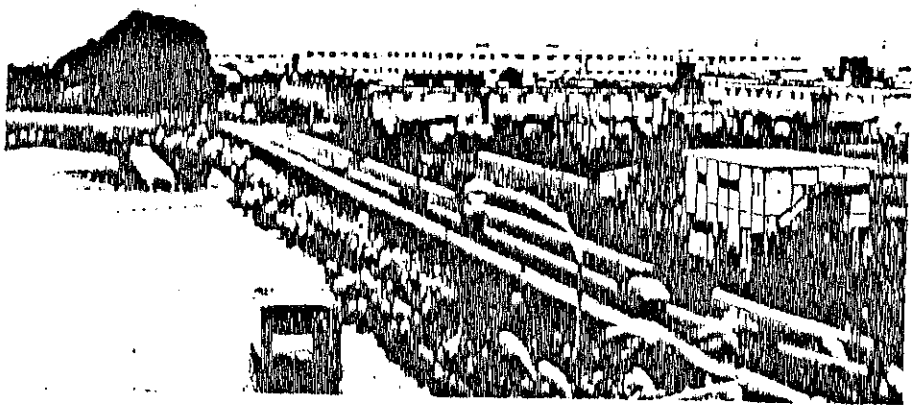
Figure: C-19

station, Auto Hobby Shop, and Base taxi operations. Although separated from the core community support area, these facilities are, by nature, automobile-oriented so that distance is not a significant constraint. These operations are also compatible with light industrial uses and, in fact, serve to reduce traffic congestion in the NEX/Commissary area.

Another proposed community support function that is located in the northern area is a child care center. At present, the main child care facility is located in Bldg. F-68. The capacity of this facility is under 100 children. Because of the large demand for child care services, there is a special project to modify Bldg. G-45, the religious education building, in order to provide "drop-in" child care services for another 30 children. These two facilities combined will still be far below the Base's requirement, thus necessitating FIP Project F-013 for a 300-child center. The plan recommends that the child care center be sited in the former small arms range. The advantage of this site is its immediate availability; however, there are also several disadvantages. First, it is not central to the client population in the family housing areas. Second, it is next to a boiler plant and in the area identified for light industrial expansion. Third, it would remove one of the most viable locations for a consolidated contractor's yards, which would not be appropriate in the family housing area.

An alternate site for the child care center is the southeast ballfield in the old Briggs Bay fill area. Because outdoor playing fields are in short supply, it is recognized that replacement fields would be required before an existing field is taken out of the inventory. It is proposed that the new Briggs Bay fill area be used for additional outdoor athletic fields. If the child care center is constructed at this location, the former small arms range can be reserved for light industrial uses, such as a contractors' yard.

After the new child care center is constructed and Bldg. F-68 is no longer required as a child care center, the 9,044-SF facility should be converted to administrative space for the Pacific Ocean Division Japan Engineering District (JED), currently in Bldg. A-31, and the Resident Officer-in-Charge of Construction (ROICC) Far East currently in Bldg. G-67. This location affords them good access to PWC Yokosuka personnel in Bldg. F-60 with whom both groups have frequent interactions. The space vacated in Bldg. A-31 could be made available as "flex space" for

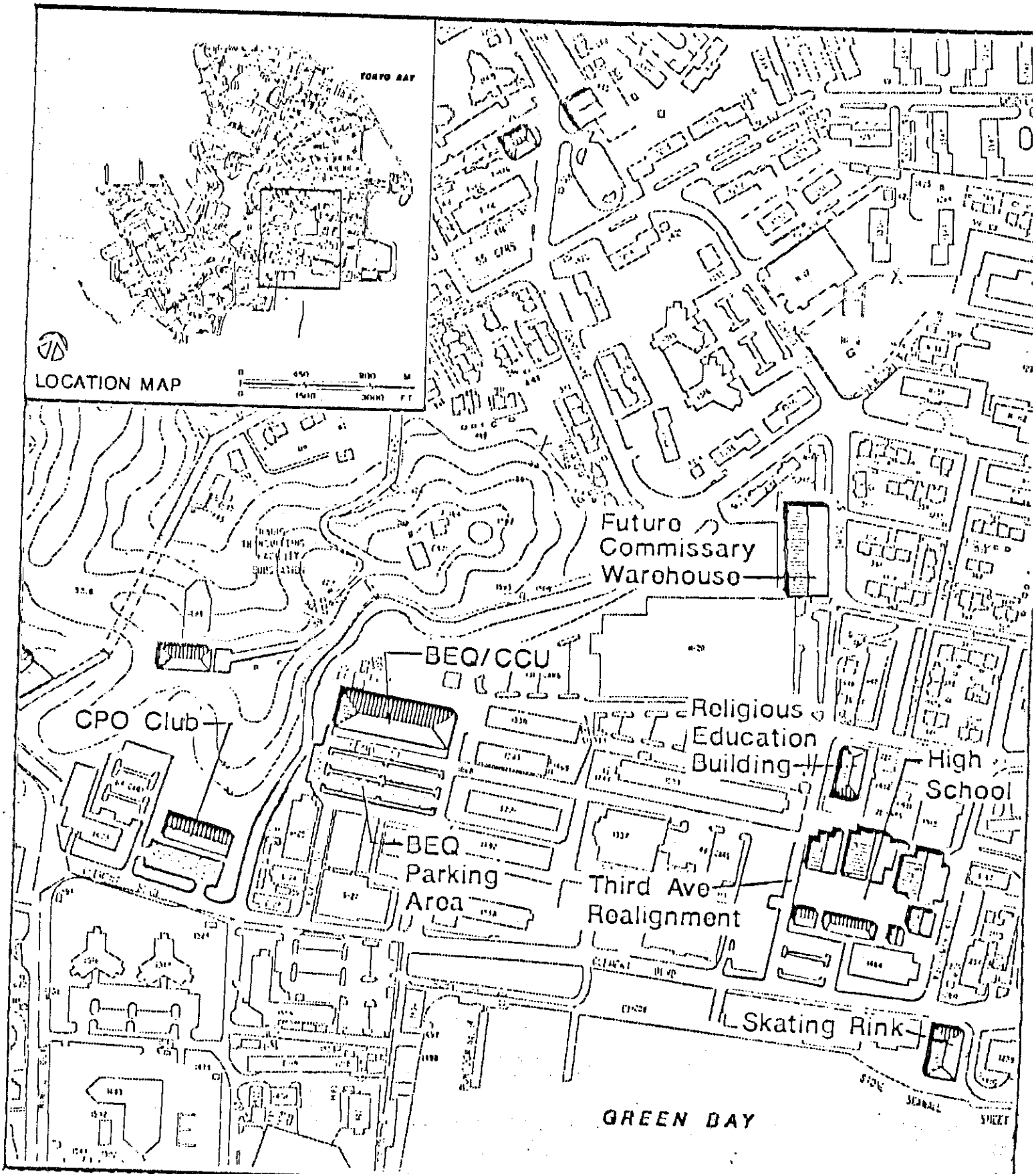


Briggs Bay, To be Filled

waterfront redevelopment, while it is recommended that the vacated space in Bldg. G-67 be used for the Midway "I" Division.

Most of the community support activities are concentrated in the southeastern portion of the Base. The NEX/Commissary and recently constructed MWR Building, Bldg. 1559, provide a ring of retail services around a central parking area. There is a good transition of uses from indoor recreation (bowling alley, theater, gym) to outdoor recreation (Berkey Field). Many of the community support facilities were constructed within the last 20 years and are in good condition. Figure C-20 shows several proposed community support and MWR projects. FIP Project F-050 provide for construction of a new high school, beginning in 1987, to replace Kinnick High School which is housed in Bldg. G-43. This project will construct modules around the old high school and ultimately demolish Bldg. G-43 leaving a central courtyard.

FIP Project F-040 proposes construction of a new religious education building to replace Bldg. G-45. It is recommended that the nursery school utilize the new religious education building. The nursery is not an authorized requirement for an activity and consequently the facility cannot be included in the Department of Navy construction program. FIP Project F-065 proposes construction of a skating rink to replace the existing one which is located in the Fleet support area. It is sited on a vacant area between the Post Office and the Exchange Cafeteria, Bldg. G-59.



DEVELOPMENT PLAN
BEQ/Main Community Support Area

YOKOSUKA NAVAL COMPLEX MASTER PLAN

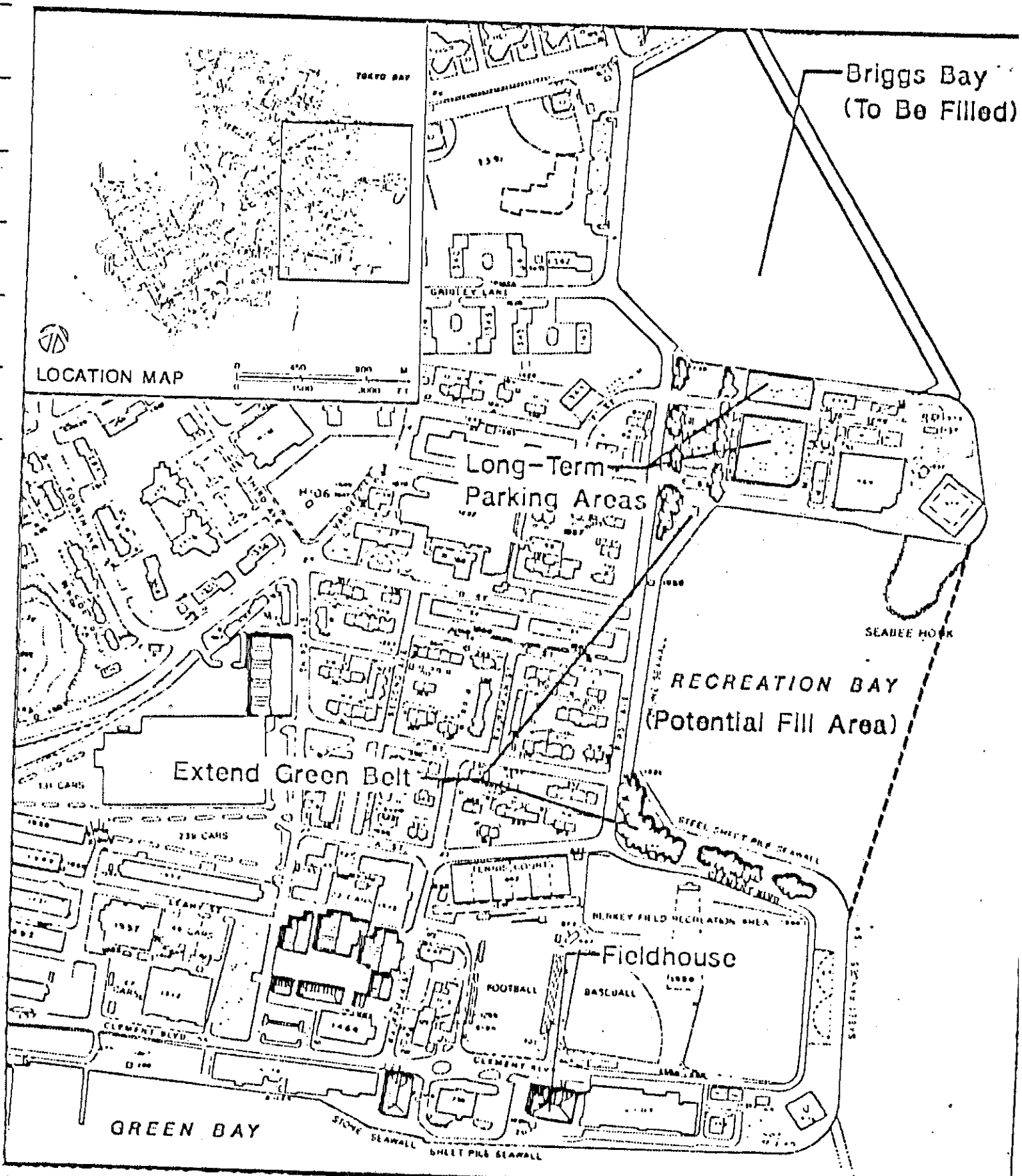
YOKOSUKA, JAPAN

Figure: C-20

Since 1978, a series of projects have replaced pre-World War II barracks with modern BEQs. A new enlisted mess hall was completed in 1986. These new buildings are sited in good proximity to each other and to other personnel support and MWR facilities. The last component of the BEQ rebuilding program is a replacement for Bldg. G-33 by FIP Project F-007. This project will provide additional BEQ spaces, as well as a Transient Personnel Unit (TPU), Correctional Custody Unit (CCU) and Legal Holds Barracks. A proposal to include CCU into the Brig is under review by CINCPACFLT. If this occurs, the CCU will be excluded from Project F-007.

Proposals to construct a new field house and new picnic areas, and to make improvements to existing substandard athletic areas are incorporated in FIP Project F-015. The plan, shown in Figure C-21, also recommends that projects be developed to improve open acres along Recreation Bay and to provide long-term parking and landscaping to act as a buffer between the Sewage Treatment Plant and family housing.

As a long-range proposal, the area adjacent to the CPO Barracks should be reserved for a new CPO Club. This location would be easily accessible to ship personnel and would be conveniently located next to the CPO barracks. The site will be large enough after the Fleet Gym with indoor swimming pool is constructed and the Green Beach Pool is demolished. The CPO club project should also include provisions to realign Vandegrift Lane.



DEVELOPMENT PLAN
Recreation Expansion Area

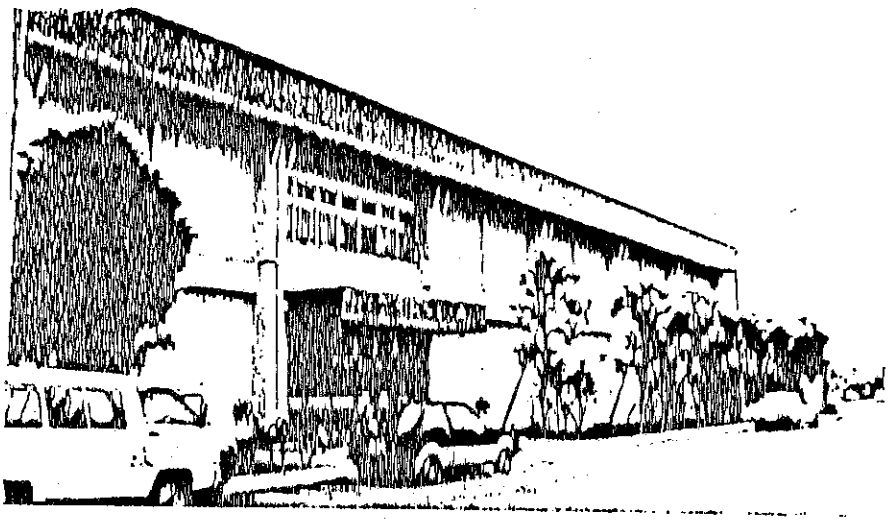
YOKOSUKA NAVAL COMPLEX MASTER PLAN
YOKOSUKA, JAPAN

Figure: C-21

Negishi Dependents Housing Area.

Existing Conditions. Negishi DHA is actually made up of three non-contiguous parcels connected by joint-use roadways: the family housing area, the Racetrack area, and PWC boiler plant. The family housing area contains 405 units. The Racetrack area is so named because the bachelor housing and community support facilities are sited in a curved pattern around the ring of the former track and the remains of the grandstand still looms as a highly visible landmark. FLEACT Yokosuka has an area of 17.28 acres on its plant account. A second major command involved in the Negishi DHA is PWC Yokosuka which has responsibility for all family housing, maintenance, and transportation functions. Table C-6 lists existing assets at Negishi DHA by functional category and current condition. FLEACT Yokosuka's facilities are identified in Figure C-29.

Administrative Facilities. Offices occupy 6,130 SF of adequate floor area in Bldg. 19045, the multi-purpose community center. CCPO occupies 821 SF in Bldg. 23011, which is substandard.



Bldg. 19045, Multi-purpose Community Center

TABLE C-6

Facility Requirements and Assets

FLEACT Yokosuka, Negishi DHA

Description	Requirement	Adequate Assets	Inadequate/ Substandard Assets	Quantity Deficient (Surplus)
Auto Communications Switching Ctr		6,016		(6,016) SF
Academic/General Instruction Bldg	1,500 SF			1,500 SF
Public Works Shop			925	(925)
PW Maintenance Storage			925	(925)
Zoonosis Control Clinic			283	(283)
Administrative Office	7,100	6,130	821	970
Administrative Storage Ready	890			890
BEQ E-1/E-4		42		(42) PN
BEQ E-5/E-6; MC E-5		34		(34) PN
BEQ E-7/E-9; MC E-6/E-9		8		(8) PN
BOQ W-1/O-2		15		(15) PN
BOQ O-3 & Above		6		(6) PN
Fire Station	9,600 SF	8,537		1,063 SF
Police Station	1,750 SF	940		810
Gate/Sentry House			419	(419) SF
Dependent School-Nursery			3,600	(3,600) SF
Dependent School-Kindergarten	3,240 SF		3,120	3,240 SF
Dependent School-Grade	31,010 SF		33,986	31,010 SF
Misc. Weather Shelter	537 SF		384	537 SF
Public Toilet	500 SF		310	500 SF
Kennel	350 SF			350 SF
Chapel	8,500 SF	4,500		4,000 SF
Religious Education	4,695 SF	2,500		2,195 SF
Post Office	1,800 SF	1,800		
Exchange Retail	16,500 SF	12,690		3,810 SF
Exchange Cafeteria	3,200 SF			3,200 SF
Exchange/Auto Parts	1,750 SF	1,491		259 SF
Exchange Service Outlets	6,880 SF	1,488		5,392 SF
Bank	4,700 SF	3,810		890 SF
Exchange Service Station	1,740 SF	1,750		(10) SF
Arts & Craft Hobby Shop	3,400 SF	3,400		
Special Services Center	1,820 SF	890	250	930 SF
Auto Hobby Shop	2,000 SF	840		1,160 SF
Bowling Alley	6,000 SF	5,970		30 SF
Gymnasium	11,000 SF	9,420		1,580 SF
Indoor Swimming Pool	13,800 SF			13,800 SF
Youth Center	4,750 SF	2,120	861	2,630 SF
Theater	3,500 SF	3,800		(300) SF
Consol. Officer/EM Mess Open	25,400 SF	8,496		16,904 SF
Class VI Package Store	2,950 SF	957		2,950 SF
Child Care Center	4,800 SF	2,149		2,651 SF
Library	4,500 SF	4,740		(240) SF
Misc. Community Storage	22,600 SF	690	169	21,910 SF
Recreation Pavilion	1,350 SF			1,350 SF
Indoor Playing Courts	2,400 SF			2,400 SF
Retail Warehouse	8,300 SF		258	8,300 SF
Bathhouse		2,451		(2,451) SF
Playing Court	8 EA	5		3 EA
Playing Field	3 EA			3 EA
Outdoor Swimming Pool	25 ME	25		
Wading Pool	1 EA	1		
Recreation Grounds	4 EA			4 EA

Source: Facility Planning Document, 27 August 1986

FACILITY LOCATOR
Negishi DHA

0 90 180 METERS
0 300 600 FEET

YOKOSUKA NAVAL COMPLEX MASTER PLAN

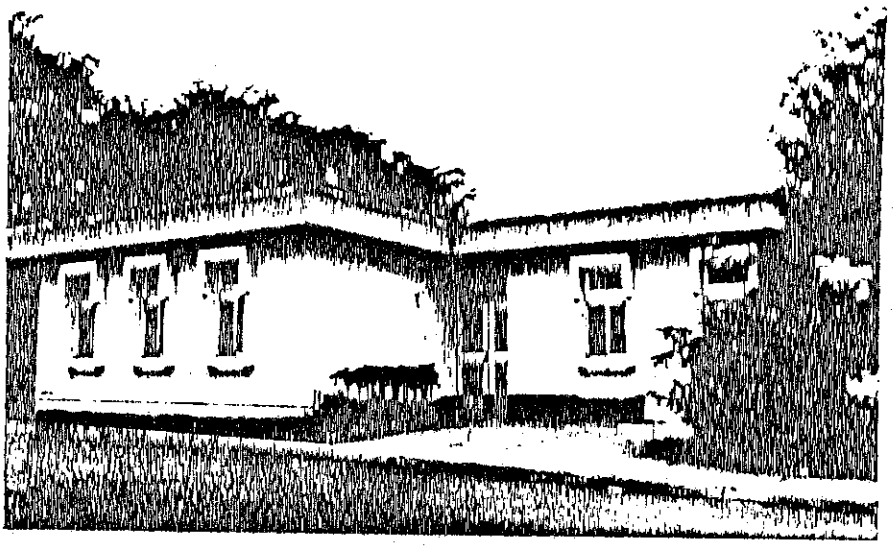
YOKOSUKA, JAPAN

Figure: C-29

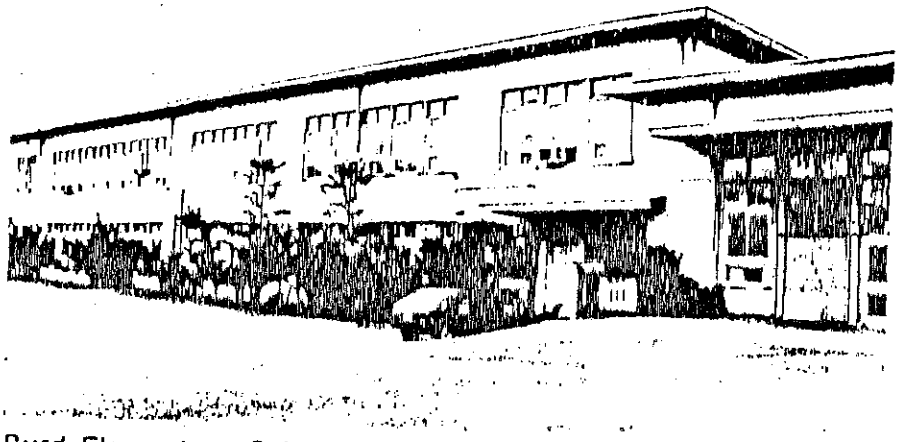
Maintenance Facilities. The FLEACT maintenance shop and self-help repair shop are located in Bldg. 23010, a 2,100-SF semipermanent building that is in a poor state of repair and is considered inadequate. The veterinary clinic is located in Bldg. 23011, a substandard building which has been outgranted to U.S. Army Veterinary Activity Japan.

Bachelor Housing. Building 19049, constructed in 1981, is a 30,388-SF permanent building containing quarters for both bachelor officers and enlisted personnel. It is located in the Racetrack area adjacent to the multi-purpose building. The facility provides 42 spaces for grades E-1 through E-4, 34 spaces for grades E-5 through E-6, 8 spaces for grades E-7 through E-9, 15 spaces for grades W-1 through O-2, and 6 spaces for grades O-3 and above. All of the living quarters are rated adequate.

Community Support Facilities. The preschool is located in Bldg. 23103. It is a 3,600-SF semipermanent building with a capacity of 55 children. Building 23114 is a 9,149-SF permanent building constructed in 1980 which houses the chapel, religious education classrooms, and child care center. Byrd School is a Department of Defense Dependents Schools facility for children in kindergarten through grade 6. This semipermanent building contains 37,106 SF and is substandard. FIP project F-051 will replace the elementary school through a phased construction program on the same site east of Racetrack Road.



Bldg. 23114, Chapel



Byrd Elementary School

The fire station is located in the southern part of the Racetrack area adjacent to portable houses occupied by U.S. military or civilian personnel. Building 20013 is the main fire station with 8,409 SF of adequate space. The police station is located inside the multi-purpose building (Bldg. 19045) where it has 940 SF. Building 23011 contains a gate/sentry house; however, it is not located near any of the major access points, which are unguarded. The post office and bank are located in the multi-purpose building where they occupy 1,800 SF and 3,810 SF, respectively.

Morale, Welfare, and Recreation-Indoor. The NEX retail store (12,690 SF) and commissary (13,471 SF) are located in Bldg. 19045, the multi-purpose building. Other MWR functions in the same building are the arts and crafts hobby shop (3,400 SF), Special Services Issue Office (890 SF), bowling alley (6 lanes), gymnasium (9,420 SF), youth center (2,120 SF), theater (3,800 SF), library (4,740 SF), and community storage space (690 SF). Next to Bldg. 19045 are the NEX service station and auto parts store. A bookstore and barber shop are located in the BEQ/BOQ. An All Hands Club is located in Bldg. 19048, an 8,496-SF permanent building constructed in 1981. NEX storage is currently located in two temporary storage buildings that total only 126 SF and a semipermanent reefer shed of 132 SF. There is a requirement for an additional 8,300 SF of storage space.

MWR facilities located in the family housing area include an 840-SF auto hobby shop in Bldg. 20038 and the Class IV Package store which occupies 957 SF in Bldg. 23011.

Morale, Welfare, and Recreation-Outdoor. There is one outdoor swimming pool and one wading pool adjacent to the All Hands Club. In addition, there are five playing courts. However, the Negishi DHA lacks any ballfield or picnic ground.

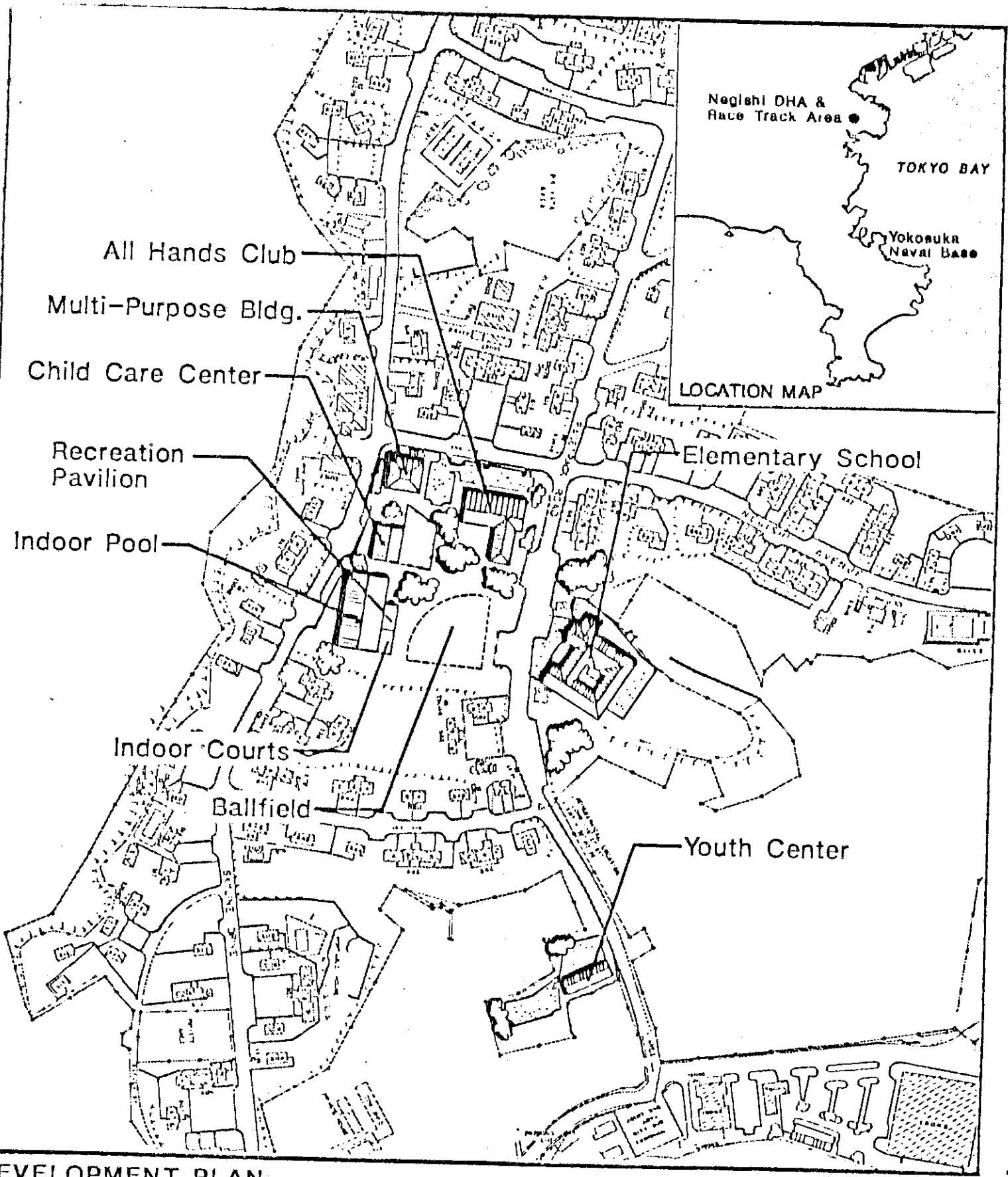
Development Plan. Figure C-30 shows the sites of additional community facilities required to satisfy current deficiencies at Negishi DHA. It is recommended that the Racetrack area remain primarily commercial in character. A secondary community center is proposed in the housing area. The new community center would house requirements that are currently unsatisfied at Negishi or functions that would be relocated from the multi-purpose building, Bldg. 19045, thus enabling existing retail activities to expand. The proposed secondary support area is confined to a stretch of land between the chapel in the west and the elementary school in the east. The chapel and elementary school are existing facilities that would anchor the secondary community support area. The roads on three sides, Racetrack Road, 2nd Avenue, and Skyline Drive, provide good access and adequately separate the non-residential uses. The fourth side is bordered by a steep slope. The following facilities are proposed:

- Elementary School (FIP Project F-051). The construction phasing plan calls for the partial demolition of the existing building to permit construction of the new school. The old school would then be demolished to provide an outdoor play area.

- Multi-purpose community center (FIP Project F-020). The intent of the secondary community center is to house non-retail and other functions that do not require location in a commercial area. The rearrangement of uses between the two multi-purpose buildings should allow retail activities to satisfy their total requirements. Appropriate uses for the secondary community center building include the library, special services offices, arts and crafts hobby shop, and administrative space for CCPO.

- All Hands Club. A consolidated open mess measuring 16,904 SF is sited at the corner of Racetrack Road and 2nd Avenue to satisfy the present deficiency.

- A multi-purpose recreation building is sited on Skyline Drive. This project includes an indoor pool, indoor courts, and a recreation pavilion with a combined floor



DEVELOPMENT PLAN
Negishi DHA

0 45 90 METERS
0 150 300 FEET

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: C-30

area of 17,550 SF. This project should also include an outdoor playing field which can be shared with the school.

- Child care center (FIP Project F-045). A 4,800-SF child care center and play area are sited between the recreation building and the secondary community center.

- Youth center. A long-term proposal is to construct a 4,750-SF youth center to replace the existing 2,160-SF facility now located in Bldg. 19045. The recommended site is close to the elementary school, yet separated to give the young people a sense of their own space.

New facilities sited in the Racetrack area include a 10,000-SF warehouse for the NEX and commissary which is sited behind Bldg. 19045 and a 2,950-SF package store located on the periphery of the parking lot (Figure C-31). COMFLEACT Yokosuka is currently considering the consolidation of the package store with the new warehouse.

NAVAL SUPPLY DEPOT YOKOSUKA

Executive Summary

The master plan for Naval Supply Depot (NSD) Yokosuka provides guidelines for land use and facility development for the five to eight-year time frame. It is an update of the master plan approved by CNO in February 1981.

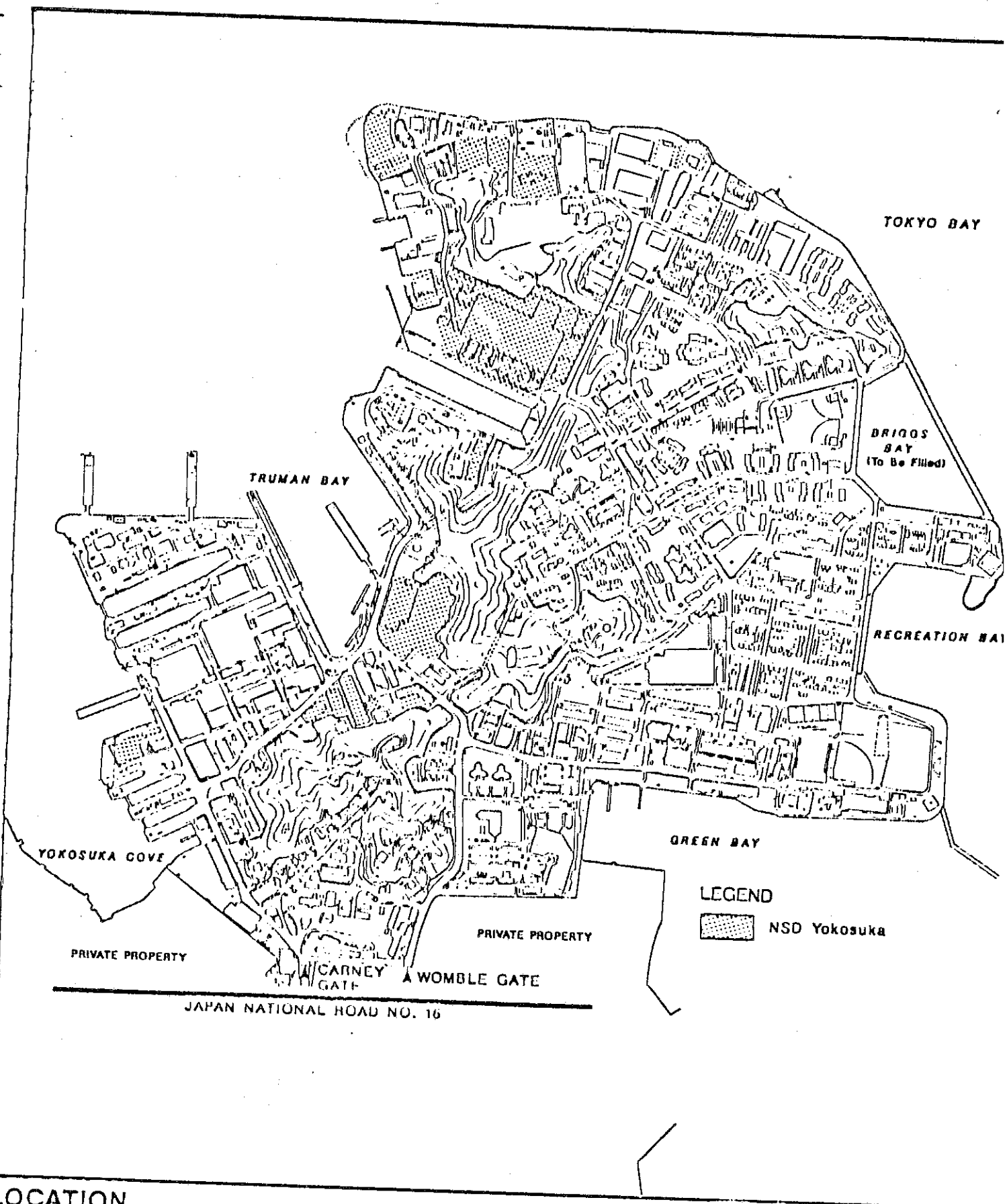
Activity Factors

Background. NSD Yokosuka is one of the nine largest supply activities supporting U.S. Naval Forces and is the second largest supply depot overseas. Established in 1952, NSD Yokosuka provides support to the U.S. Seventh Fleet and logistics support to all Navy and Marine Corps activities on mainland Japan and Okinawa.

Within the Complex, NSD Yokosuka procures, receives, warehouses, controls, distributes, and accounts for food, fuel, consumable supplies, and repair parts necessary to support shore activities and Fleet units of the Far East. NSD Yokosuka currently stocks 85,000 separate line items and anticipates carrying additional line items in the future. This projected increase is partially due to a new retention policy which requires NSD Yokosuka to restock unused ships supplies for ready issue.

In addition to materials storage, NSD Yokosuka provides POL products to activities throughout the Far East through two fuel detachments which operate seven outlying fuel terminals in Japan. Customers include all U.S. Air Force, Army, Marine, and Naval bases in Japan, as well as the American Embassy in Tokyo.

Location. NSD Yokosuka's main supply operations are scattered on the western or industrial side of the Base, as illustrated in Figure D-1. This includes warehousing, outdoor storage, administrative functions, and pier space for break bulk cargo. NSD Yokosuka also maintains cold storage space at Yokohama Center Pier and receives and



LOCATION
NSD Yokosuka

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: D-1

ships, on a limited basis, break bulk cargo through MTMC Yokohama Terminal at North Dock under an Interservice Agreement (ISA). All container cargo arrives at Honmoku Pier, which is a commercial pier in Yokohama. All warehouses except the Yokohama Center Pier cold storage facility are at Yokosuka.

NSD Yokosuka's POL operations involve two outlying fuel detachments with a total of seven fuel depots. POL operations are discussed separately in Section 5, Outlying Areas.

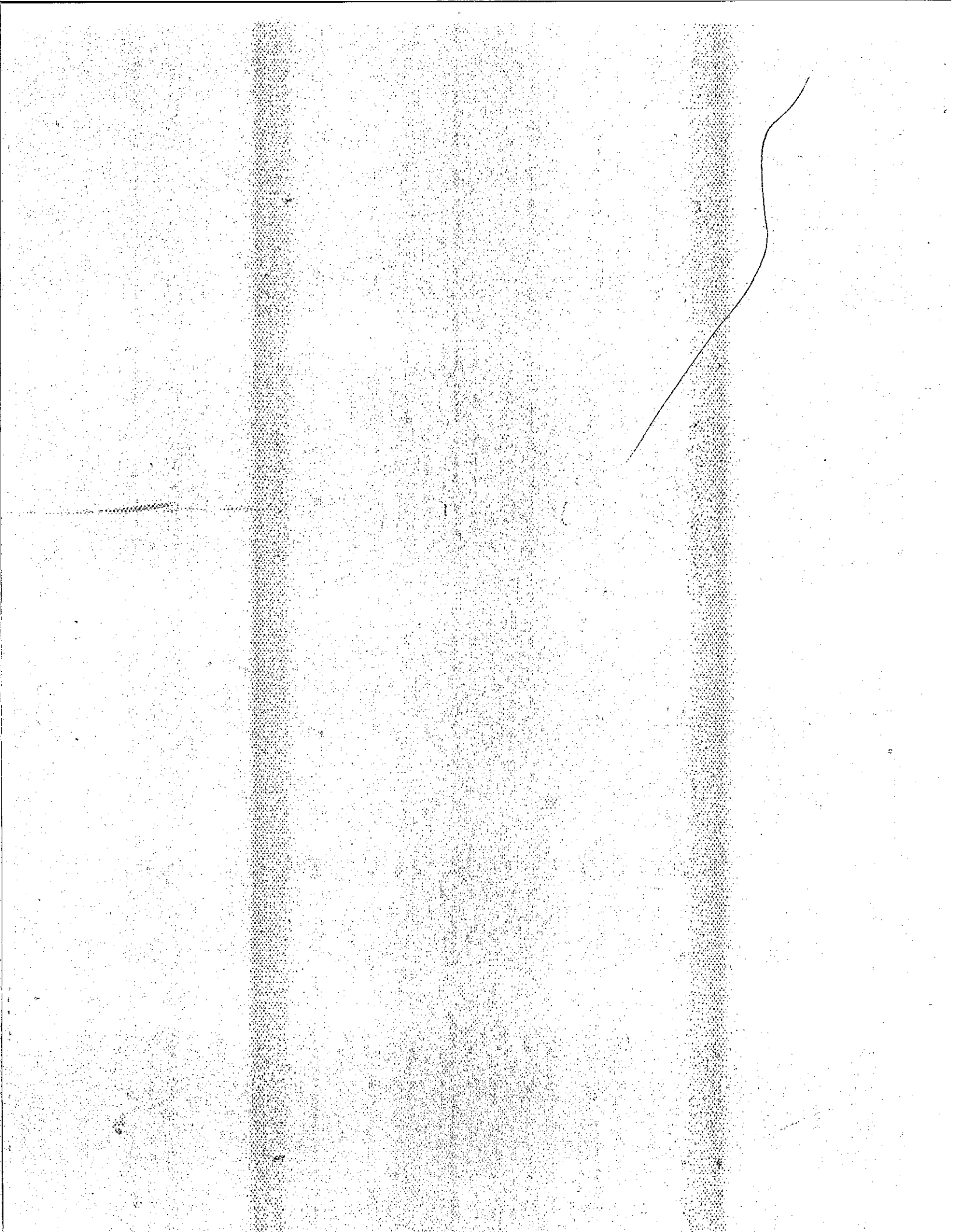
Mission. The mission of NSD Yokosuka is to provide supply and support services to fleet units and shore activities as assigned, and perform other such functions as may be directed. NSD Yokosuka procures, receives, warehouses, controls, distributes, and accounts for food, fuel, consumable supplies, and repair parts necessary to support shore activities and Fleet units of the Far East. In addition, NSD Yokosuka provides POL products and quality surveillance for activities throughout the Far East.

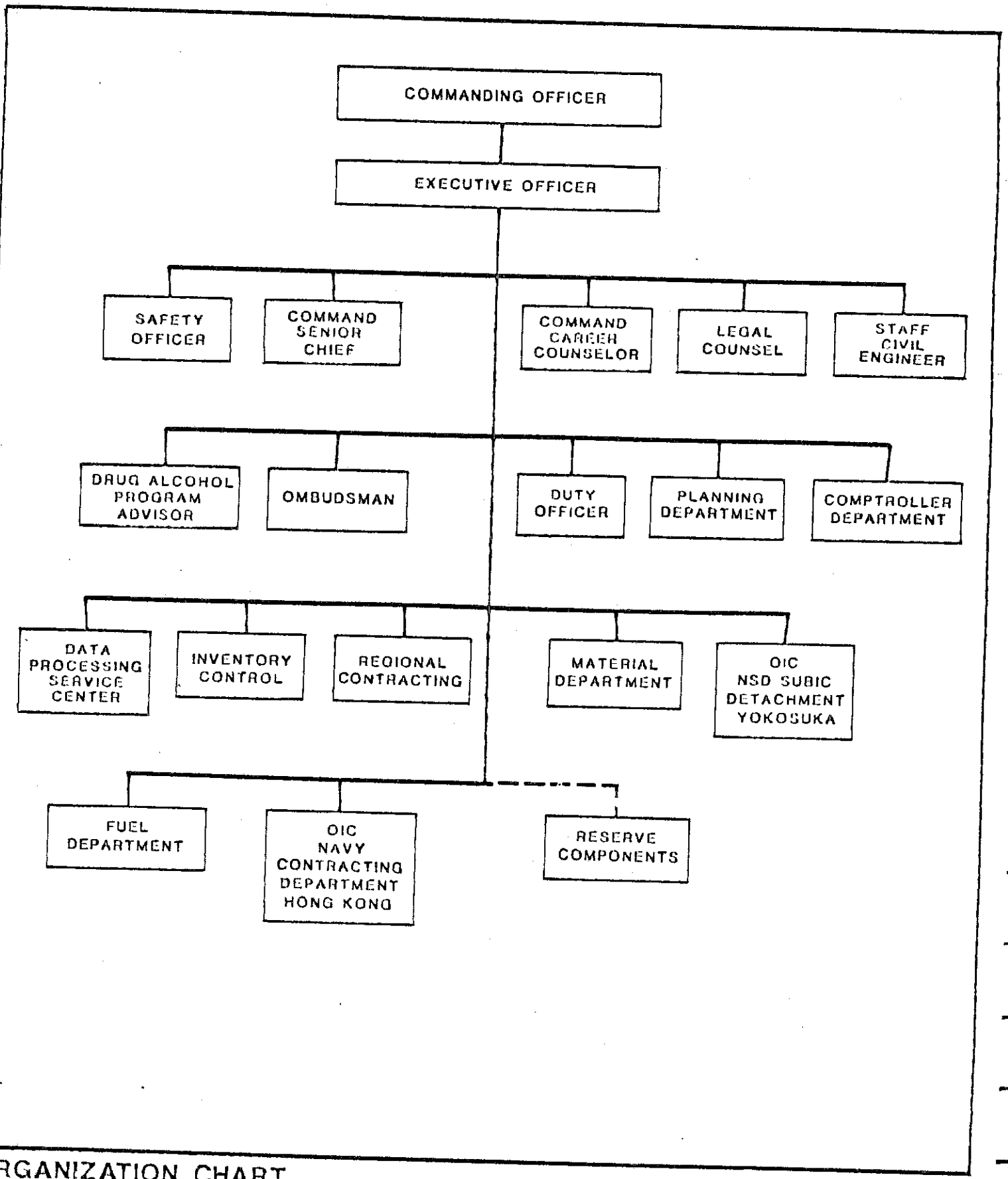
Operationally, NSD Yokosuka is the main Intermediate Support Level for secondary and piece part material in Japan and the Northern Pacific. It supports elements of the SEVENTH Fleet, transient ships, and shore based activities in Japan and Korea. NSD Yokosuka's support mission contains some uniquely structured elements, each of which makes it own contributions to fleet readiness.

Organization. Figure D-2 illustrates NSD Yokosuka's organization chart. Command is exercised by Commander in Chief, U.S. Pacific Fleet, through Commander, Naval Logistic Command, U.S. Pacific Fleet. NSD Yokosuka is subject to the immediate area coordination of Commander, U.S. Naval Forces, Japan, and to the local coordination of Commander, Fleet Activities, Yokosuka.

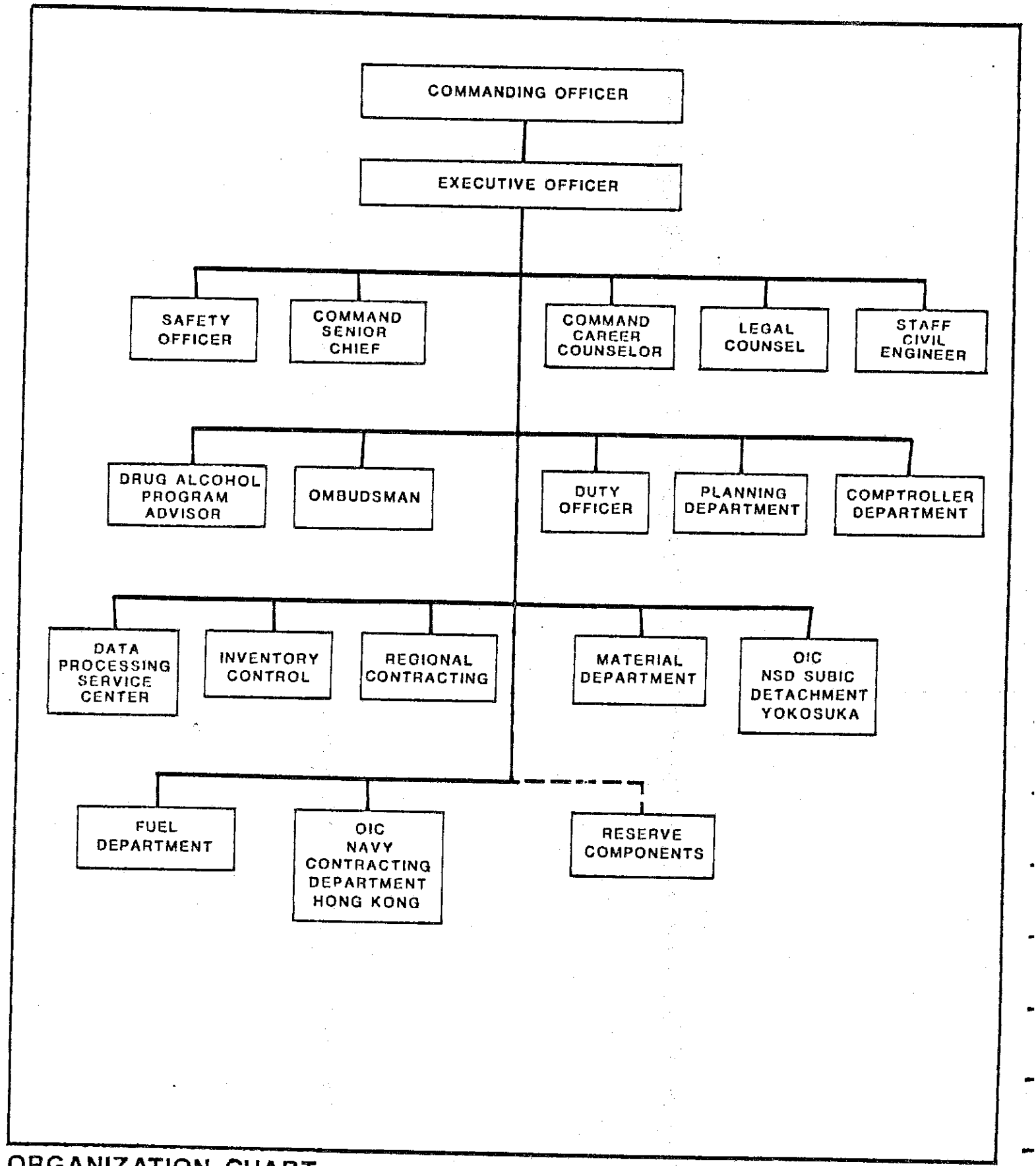
Tenants and Supported Units. The tenants and supported units of NSD Yokosuka include the following:

- Commander Fleet Activities, Yokosuka
- U.S. Naval Ship Repair Facility, Yokosuka
- U.S. Naval Supply Depot, Subic Bay, Detachment Yokosuka
- USS Blue Ridge
- Commander, Naval Surface Group Western Pacific, Det DELTA
- Commander Destroyer Squadron Fifteen
- Navy Food Management Team Detachment, Yokosuka
- Navy Resale Activity, Commissary Support Office, Yokosuka
- 9th Area Support Group (Prov) (U.S. Army Garrison, Honshu)
- US Army Veterinary Det, Japan
- Defense Reutilization and Maketing Office, Sagami
- Japanese Maritime Self-Defense Force
- Bulk fuel support for all U.S. activities on the mainland.





ORGANIZATION CHART
NSD Yokosuka



ORGANIZATION CHART
NSD Yokosuka

Activity Factors

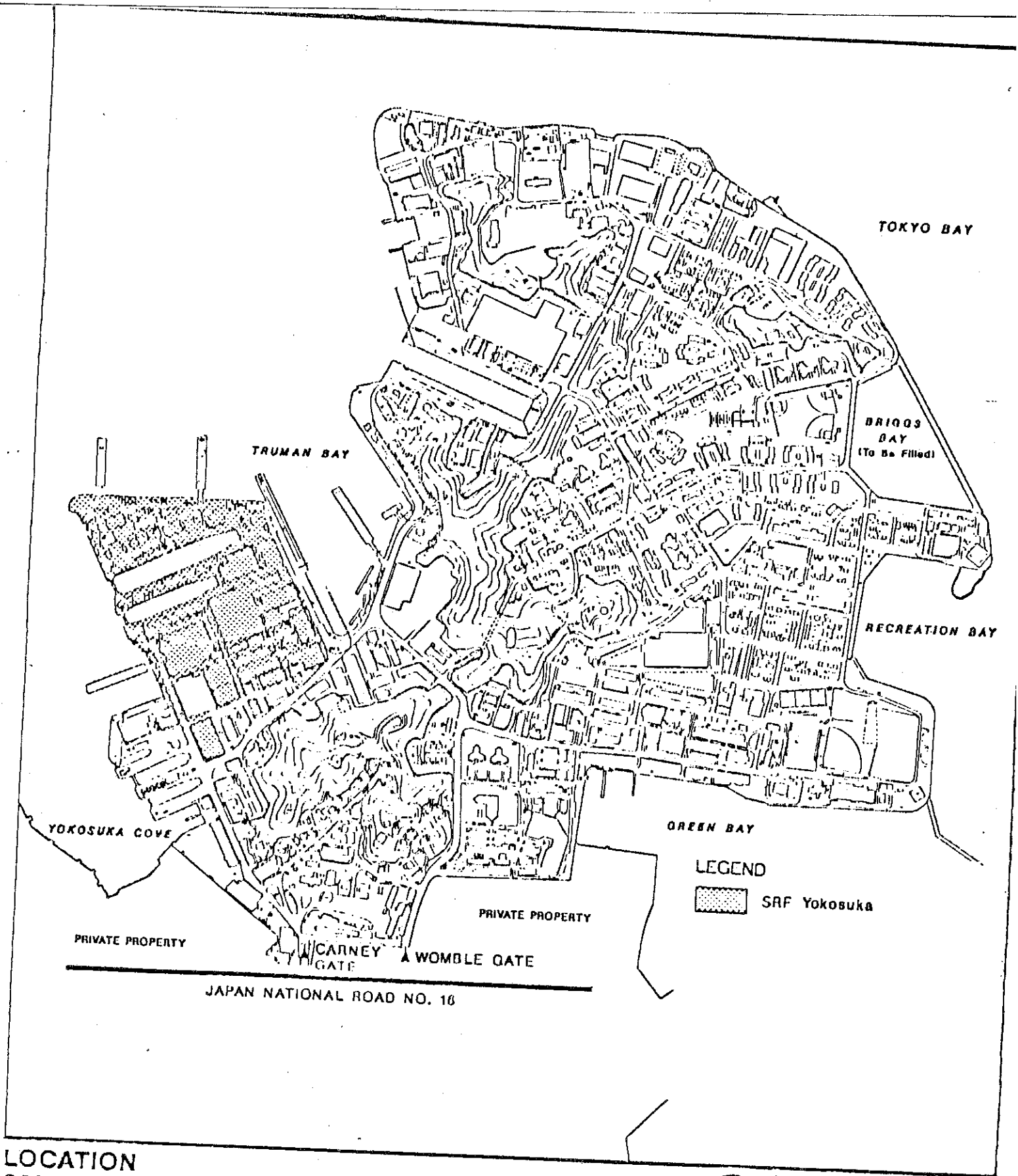
Background. The ship repair facilities at Yokosuka were originally constructed as a shipyard and iron works in 1865 under the guidance of French ship building engineer Francois Leons Verny, at the request of Japan's Tokugawa Shogunate. It was called the Yokosuka Iron Works. In 1868, the new Meiji Imperial Government took over the facility from the Tokugawa regime. In 1872, it was placed under the jurisdiction of the Japanese Naval Ministry and in 1903 was renamed Yokosuka Naval Shipyard. Subsequently, the Imperial Japanese Navy began implementing plans for the shipyard's expansion and improvement of the steel mill's output. During this period, Japanese nationalism and patriotism began to express itself in a national desire for expansion. As the nation grew, so did the importance of the navy and the Yokosuka Shipyard. By the end of World War II, over 100 Imperial Japanese Navy ships had been built at the Yokosuka Naval Shipyard.

Although Yokosuka had been the Imperial Japanese Navy's most modern shipbuilding facility for over 80 years, it was in disarray and disrepair by the end of World War II. On 30 August 1945, Vice Admiral N. Totsuka, Commander of the Yokosuka Naval Base, surrendered his command to the Allied Forces. Subsequently, a massive clean-up campaign

was begun. The former Japanese shipyard employees formed a service association named "Sanno Kai," and through it, furnished workers and services to the U.S. Naval Occupation Forces. With the shipyard's shipbuilding capacity completely deactivated, much of the machinery, tools, and other equipment were sent to allied countries as part of the war reparations program. However, it soon became necessary to have facilities for emergency repairs to allied ships. The repair ship U.S.S. Piedmont was moored in the harbor to perform ship repairs and the bulk of service work until new facilities were constructed. Later, Drydock 4 was refitted and by 1947, the Industrial Department of Fleet Administration, Yokosuka, the predecessor of SRF Yokosuka was formed. It performed ship maintenance utilizing the facilities remaining in the former Yokosuka Naval Yard.

The U.S. Naval Ship Repair Facility, Yokosuka, was officially established in August 1951 by CNO message, which read, in part: "Effective 15 Aug 51 the Industrial Department of Fleet Activities Yokosuka is redesignated as the U.S. Naval Ship Repair Facility Yokosuka and established under a commanding officer as a subordinate command under the command of Fleet Activities Yokosuka." Since then, SRF Yokosuka is and has been the major ship repair facility in the Western Pacific, and is the only facility in the Pacific with the capacity to drydock an aircraft carrier.

Location. SRF Yokosuka is located in the western or industrial area of the Yokosuka Base. As illustrated in Figure E-1, SRF Yokosuka is fairly well consolidated on a peninsula bordered by Truman Bay, Yokosuka Bay, and Yokosuka Cove, and is bounded on three sides by ship berthing and drydocks. Drydock 6, the largest and only aircraft carrier capable drydock, is located outside the SRF Yokosuka peninsula to the north.



LOCATION
SRF Yokosuka

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: E-1

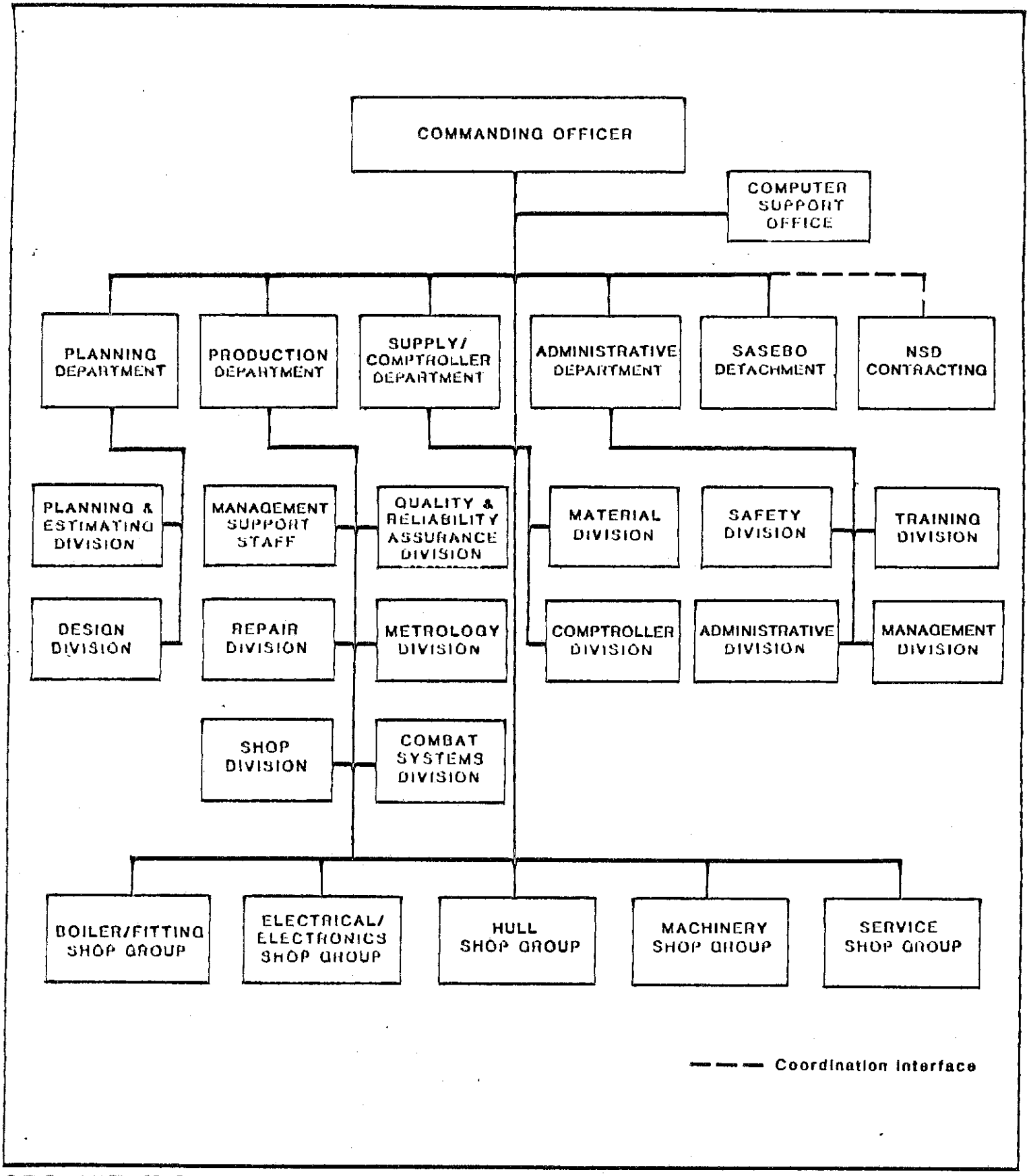
Mission. The mission of SRF Yokosuka is to provide logistic support, including drydocking, overhaul, repair, alteration, and conversion of Naval ships and service craft and ships of other government departments, as assigned; to perform voyage repairs and emergency repairs, including drydocking of Naval ships; and to perform such other functions as may be requested by cognizant authority.

Specific tasks and functions assigned to SRF Yokosuka include area diving and salvage; operation of a welding school and other industrial training; operation and maintenance of a laboratory for electronics/electrical calibration; cryptographic repair services; radar module repair; and various administrative and coordinative functions.

Organization. The chart illustrated in Figure E-2 shows the SRF Yokosuka organization. SRF Yokosuka is under the command of Chief of Naval Operations through Commander in Chief, U.S. Pacific Fleet and Commander, Naval Logistic Command, U.S. Pacific Fleet, with primary support from Naval Sea Systems Command. In addition, SRF Yokosuka is subject to the immediate area coordination of Commander, U.S. Naval Forces, Japan.

Tenants and Supported Units. The tenants and supported units of SRF Yokosuka include the following:

Naval Electronics Engineering Activity, Japan (NEEACT Japan)
Mobile Technical Unit Seven (MOTU 7)
Carrier Field Service Unit (CAFSU)



ORGANIZATION CHART
SRF Yokosuka

Activity Factors

Background. PWC Yokosuka provides public works services such as maintenance, transportation, engineering and facilities planning, family housing, and other types of public works support to all areas covered by the Yokosuka Naval Complex Master Plan.

Location. To carry out its mission, PWC Yokosuka maintains a complete public works operation at the main Base, a branch public works facility at Negishi, and field offices in other outlying areas as required. The locations of PWC Yokosuka facilities are shown in Figure F-1. PWC utilities and utility support facilities are found in various locations throughout the Yokosuka Naval Complex.

Mission. The mission of PWC Yokosuka includes the following: (1) to provide public works, public utilities, public housing, transportation support, engineering services, shore facilities planning support, and all logistic support incident thereto required by operating forces and other activities being served by the Public Works Center, and (2) to perform such other functions and tasks as directed by higher authority. In carrying out its assigned mission, PWC Yokosuka is tasked with providing or arranging for engineering and planning consultant and support services; inspecting public works and public utilities; performing recurring maintenance; and performing specific maintenance, repair, and minor construction of public works. It is responsible for providing, operating, and maintaining transportation and related equipment, as well as public utilities. PWC Yokosuka is also responsible for administering and maintaining Navy family housing.

Organization. Figure F-2 illustrates the organization chart for PWC Yokosuka. The commanding officer for PWC Yokosuka is also responsible for performing collateral duties assigned as Officer-in-Charge of Construction, Far East and Force Civil Engineer to Commander, U.S. Naval Forces, Japan. Command is exercised by Commander in Chief, U.S. Pacific Fleet through Commander, U.S. Naval Forces, Japan. Technical assistance and guidance is provided by Commander, Naval Facilities Engineering Command through Commander, Pacific Division, Naval Facilities Engineering Command.

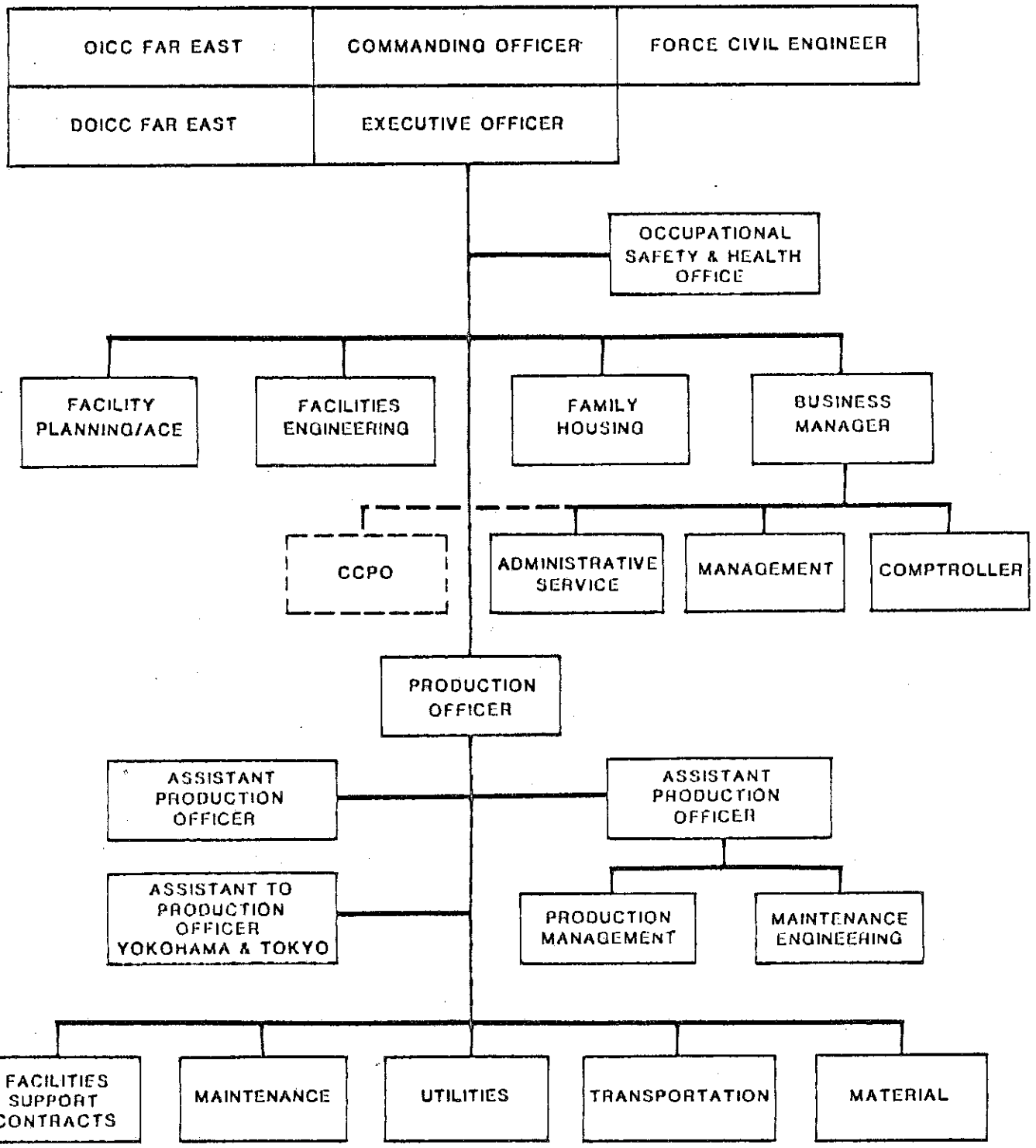
LOCATION
PWC Yokosuka

0 150 300 METERS
0 500 1000 FEET

YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: F-1



ORGANIZATION CHART
PWC Yokosuka

Tenants and Supported Units. The tenants and supported units of PWC Yokosuka include the following:

U.S. Army Engineer District, Japan (JED)
Officer-in-Charge of Construction (OICC), Far East
Defense Reutilization and Marketing Office (DRMO), Sagami Off-site Branch, Yokosuka

In addition, PWC Yokosuka provides public works support for FLEACT Yokosuka, NSD Yokosuka, SRF Yokosuka, and NAVHOSP Yokosuka.

NAVAL HOSPITAL YOKOSUKA
NAVAL DENTAL CLINIC YOKOSUKA

Executive Summary

The master plan for Naval Hospital Yokosuka (NAVHOSP Yokosuka) and Naval Dental Clinic Yokosuka (NAVDENCLINIC Yokosuka) provides guidelines for land use and facility development for the five to eight-year time frame. It is an update of the master plan approved by CNO in February 1981.

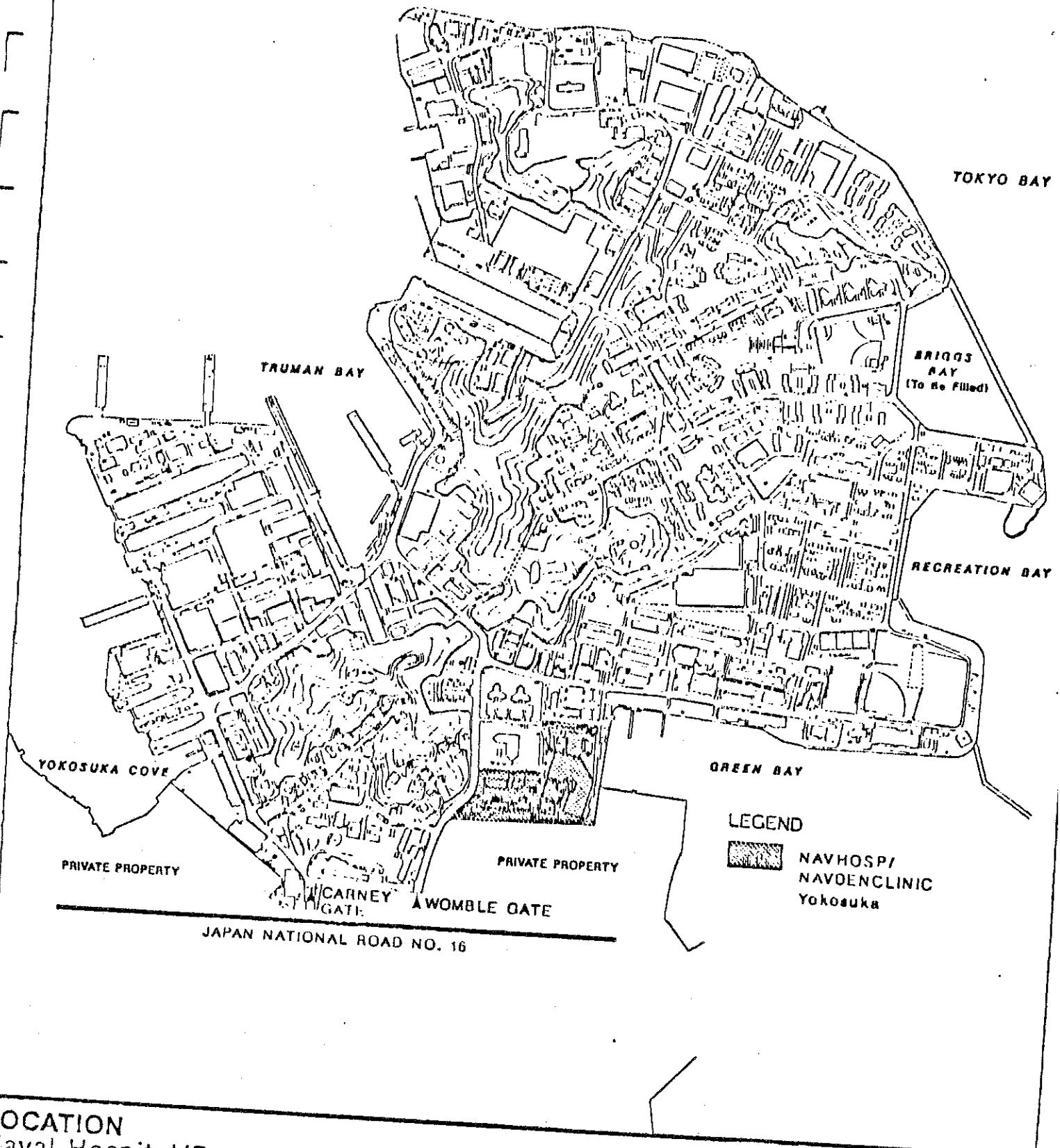
Activity Factors

Background. NAVHOSP Yokosuka provides medical care for all naval military personnel, dependents, and eligible civilians in Japan. The hospital staff includes specialists representing 27 divisions of medicine and surgery. Patients whose medical problems are beyond the capability of the hospital return to the U.S. for treatment. NAVDENCLINIC Yokosuka provides dental service to active duty personnel and their dependents, with Fleet personnel having priority over dependents in access to dental services. Supportive dependent dental care is of a maintenance type only. Emergency dental care is available to all eligible personnel at any time. In addition to their primary locations, NAVHOSP Yokosuka and NAVDENCLINIC Yokosuka have branches at NAF Atsugi, NCS Japan at Kamiseya and Totsuka, Range Company Mt. Fuji, MCAS Iwakuni, and FLEACT Sasebo.

Location. The physical location of NAVHOSP Yokosuka and NAVDENCLINIC Yokosuka is in the southeastern section of the Base (Figure G-1). Most of the medical and dental services are found in Bldg. 1400, which was constructed by the GOJ in 1980.

The only branch dispensary included in this plan is located at the Negishi Dependent Housing Area.

Mission. The mission of NAVHOSP Yokosuka is to provide a comprehensive range of emergency, out-patient, and in-patient health care services to active duty Navy and Marine Corps personnel and active duty members of the other Federal Uniformed Services. It is their responsibility to ensure that all assigned military personnel are both aware of and properly trained for the performance of their assigned contingency and wartime duties.

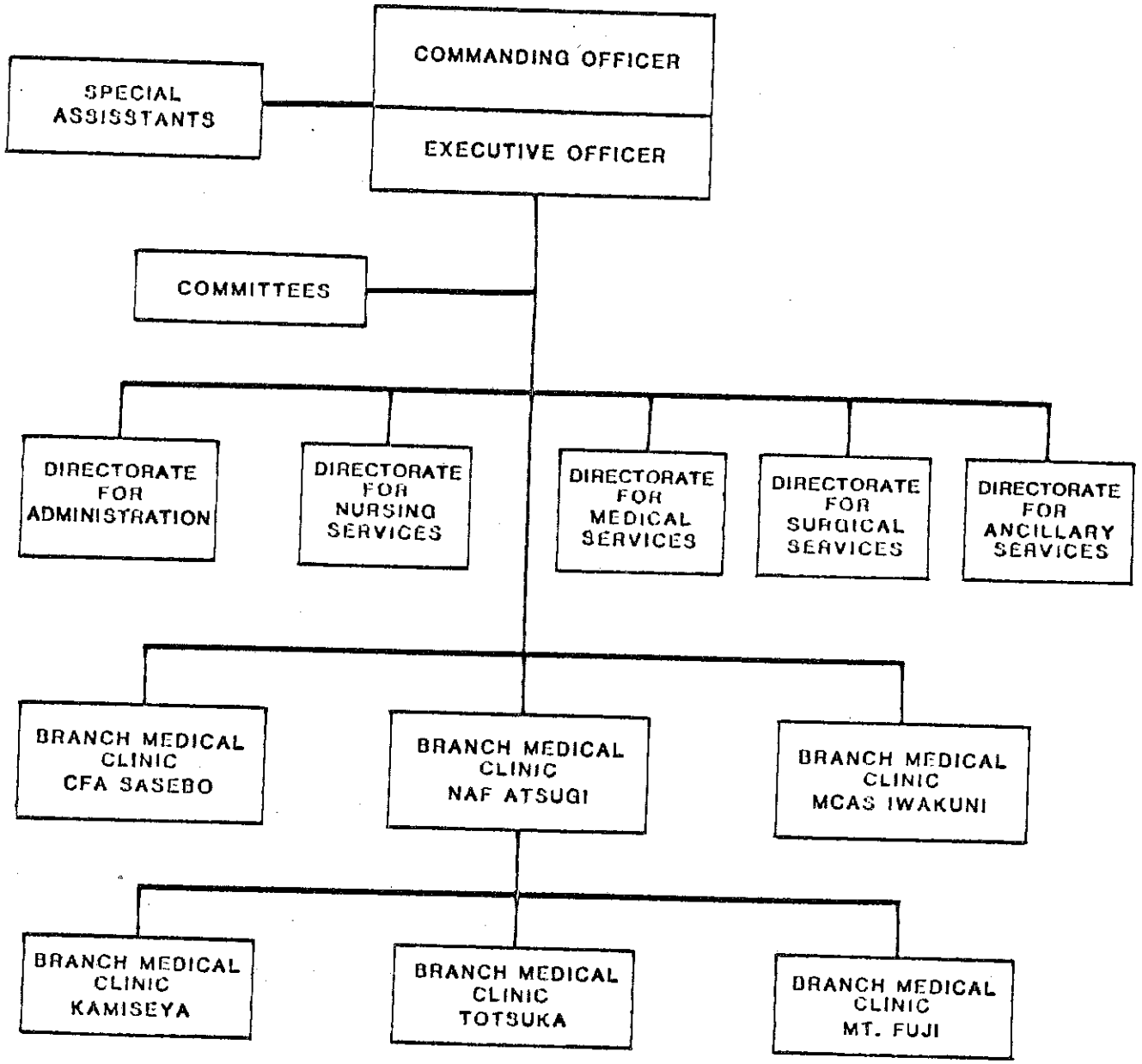


LOCATION
Naval Hospital/Dental Clinic Yokosuka

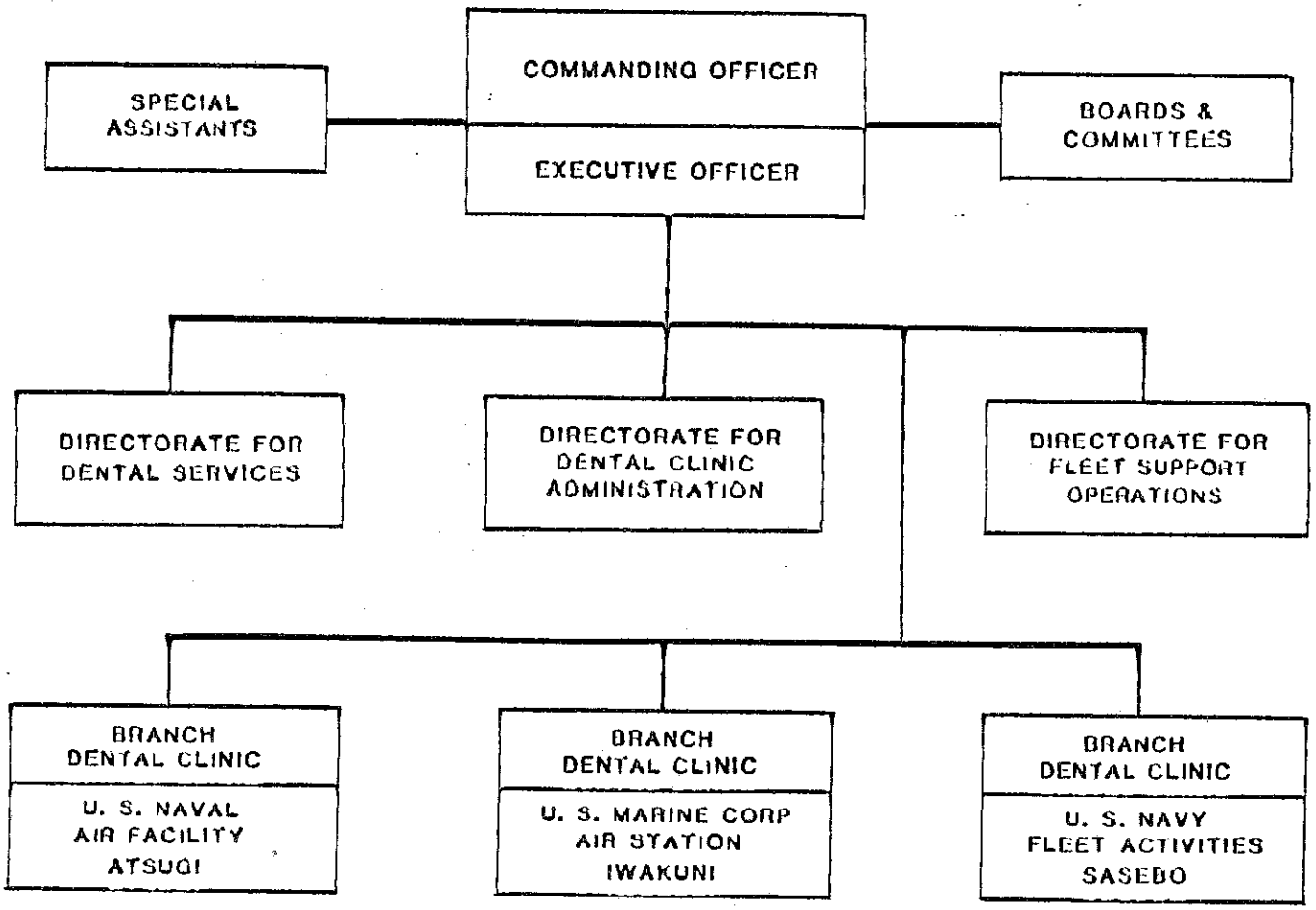
YOKOSUKA NAVAL COMPLEX MASTER PLAN

YOKOSUKA, JAPAN

Figure: G-1



ORGANIZATION CHART
NAVHOSP Yokosuka



ORGANIZATION CHART
NAVDENCLINIC Yokosuka

Subject to the availability of space and resources, NAVHOSP Yokosuka provides the maximum range and amount of comprehensive health care services possible for other authorized persons as prescribed by Title 10, U.S. Code, and other applicable directives. In addition, they are tasked to direct and coordinate the operation of subordinate health care components.

The mission of NAVDENCLINIC Yokosuka is to provide general dentistry services primarily for active duty Navy and Marine Corps personnel and active duty members of the other Federal Uniformed Services.

Organization. Figures C-2 and C-3 illustrate the organization chart for NAVHOSP Yokosuka and NAVDENCLINIC Yokosuka. The hospital is an operational shore (field) activity under a commanding officer. It is under the command and support of the Naval Medical Command exercised through Commander, Naval Medical Command, Pacific Region, NAS Barbers Point. The hospital is under the area coordination authority of Commander in Chief, U.S. Pacific Fleet, which is exercised through Commander, U.S. Naval Forces, Japan.

Tenants and Supported Units. The tenants and supported units of NAVHOSP Yokosuka include the following:

- Counseling and Assistant Center Office (CAC)
- Naval Alcohol and Drug Action Program (NADSAP)
- Naval Dental Clinic Yokosuka

Base Appearance Guidelines

The base appearance program for the Yokosuka Naval Complex can be broken into four components: landscape enhancement, base color, outdoor graphics, and area cleanup. Published references for base beautification include NAVFAC P-960, Installation Design; PACDIV P-900, Guide to Landscaping; and NAVFAC P-309, Color for Naval Shore Facilities.

A Base Exterior Architecture Plan (BEAP) for the Yokosuka Naval Complex is being prepared and is targeted for completion in late 1987. Areas that should be discussed further in the BEAP include the following:

- Detailed visual evaluation: assessment of existing conditions and inventory of visual enhancement projects
- Detailed landscaping recommendations: location, design, and maintenance
- Walkways, moped/bikeways: location and design
- Ceremonial areas: design
- Lighting design: locations and specifications
- Street furniture: coordinated design throughout the Complex
- Sign plan: detailed design and location buidelines for signs and other outdoor graphics
- Roadways: design considerations based on volume and uses
- Open areas: design considerations based on anticipated uses
- Recreation areas: proposals for recreation area needs

Landscape Enhancement

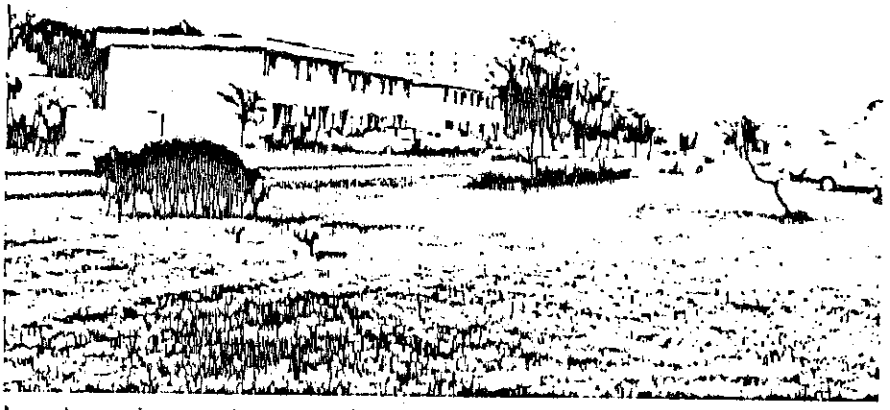
These guidelines identify general types of areas that could benefit from landscaping improvements, rather than specifying particular sites. Much of the Complex's needs for landscape enhancement can be made manageable if approached through a phased implementation program, beginning with a few high-impact areas.

Headquarters Buildings

Plantings around headquarters buildings should provide entry transitions to walk-in entrances. A good entry transition will include plantings of increasing height and shade up to the building entry. The transition should begin from 20 to 40 feet from the entrance.

Areas of Interest

Landscaping can create areas of interest by providing shade during the hot summer months and changing colors from the spring through fall. Plantings should be concentrated in residential areas, public gathering places, and day-use areas, such as parks, ballfields, and employee lunch areas.



Landscaping to improve family housing areas

Major Roadways

Major roadways should be framed with street tree planting. Young trees have have already been installed along some of the primary vehicular routes. The following points should be considered in developing a comprehensive planting program:

- Position trees with regard to future sidewalks and bikeways, future roadway plans, overhead lighting, overhead utilities, and road signs.

- Provide changes in tree types on an area-by-area basis.

- Provide a small amount of variation to break up the symmetry of evenly spaced rows of trees on the roadsides.

- Allow for tree clusters at intersections to help define routes.

Major roadways on the main Base are King Street, Howard Street, Nimitz Boulevard, Clement Boulevard, and Rickert Drive.

Parking Areas and Visual Screens

Parking areas, like roadways, can benefit visually from border plantings and shade trees to break up large expanses of pavement. Considerations for planting are generally similar to those for roadway planting, described above.

Effective screening with trees

Base Color

Key objectives of a base color scheme are to enable easy identification of functional areas and to coordinate the overall appearance of the individual facilities. Considerations for implementing a successful color scheme include the following:

- Building architectural type and construction material. The building type will determine the amount of color detail possible, as well as the selection of appropriate colors. The type of construction will also determine which paint material is most attractive and durable.

- Historic and/or cultural significance. Colors schemes selected for historic buildings should reflect and enhance their significance.

- Building use or function. Several buildings, such as headquarters buildings, are significant due to their functions. These buildings should receive special color treatment.

- Direct visual impact of adjacent structures. Neutral or recessive base colors should be selected to visually balance neighboring structures. In general, color coordination is made easier by using simple combinations of base, trim, and accent colors.

- Existing topography and on-site landscaping. The topography of the building site and surrounding landscaping should be considered. For example, buildings sited on higher elevations will tend to be visually prominent, but the effect can be neutralized with a recessive color scheme. The proper selection of colors can also enhance existing landscaping.

- Maintenance considerations, including surface exposure to temperature variation and moisture. High humidity and exposure to salt spray may warrant special attention. For example, certain colors, such as tans and off-whites, are more fade-resistant than blues or greens.

- Cost of implementation. Since special color detailing on structures is costly, the amount of such work should be minimized, except for significant buildings. Standard building colors reduce the need for an extensive paint inventory and make possible cost-effective bulk purchases.

Outdoor Graphics

The objective of an outdoor graphics program is to develop and implement a coordinated signage and graphics system that will convey pertinent information through proper design and placement. The program should seek to reduce the number of locations where directional signs are required by siting them in strategic locations and to simplify signs by using a unified graphic format. Considerations in developing an effective signage system include the following.

- Clear and concise information. Effective visual communication can be promoted by stating messages concisely and eliminating conflicting signs and clutter.

Legibility. Signs can be made more legible through appropriate selections of type style and size, layout and arrangement of messages, use of contrasting colors, and use of internationally recognized symbols for quick recognition. The use of upper and lower case lettering contributes to legibility, particularly in distinguishing between words and acronyms. Wordy signs appear burdensome to read and often are disregarded. Signs should be composed and printed with a hierarchy of letter sizes and graphic techniques, such as underlining, to highlight important points.

Visibility. The visibility of signs can be improved by siting them in strategic and consistent locations.

Compatibility with surrounding environment. Signs should be compatible with surrounding structures and with the environemntal setting through proper selection of colors and materials. In areas of high visual activity, brighter colors are more visible and, therefore, more effective. In areas of low visual activity, more restrained graphics would be appropriate.

Types of signs. Standards should be developed that would convey information by the type of sign installed, including the following:

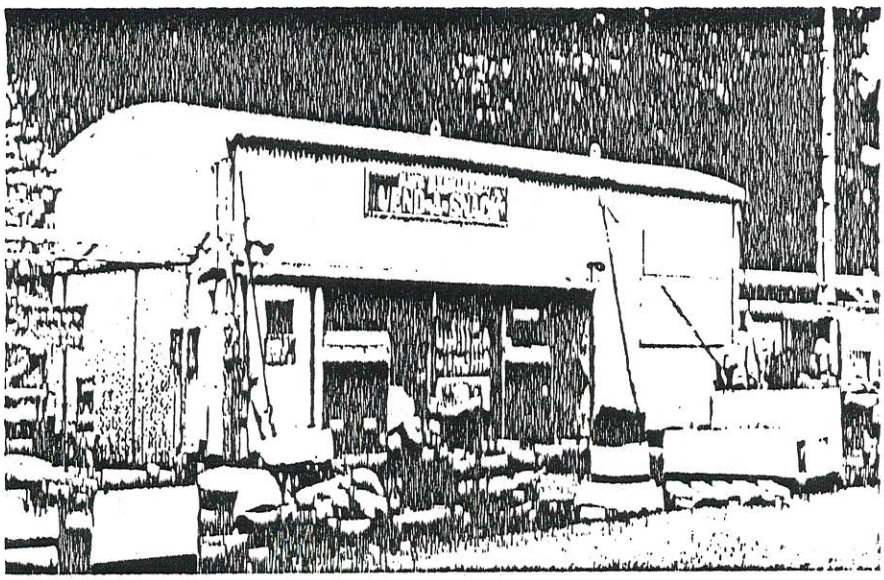
- Major entry gates
- Major command identification signs
- Directional signs
- Locator directory signs
- Building identification and facility number signs
- Warning and restriction signs
- Traffic control signs

Existing command identification signs

In addition, it is recommended that a changeable billboard or marquee system be implemented to eliminate the proliferation of special events banners. Billboards could be erected in several high-traffic locations and become focal points for community announcements, particularly in support of NEX and MWR activities.

Area Cleanup

Areas requiring cleanup efforts are those that detract from the visual environment because of extraordinary clutter and accumulation. These areas may need more than vegetation screens or they may be inappropriate for major plantings, for example, in the industrial areas. Periodic surveys should be made from heavily traveled roadways to identify cleanup areas.



Cleanup sites should be identified

A related issue is the desirability of managing on-base contractor yards. For lengthy projects, temporary physical barriers, such as fences, may be needed to screen construction materials and equipment. Consolidating contractor sheds and staging areas may facilitiate monitoring of construction activities to ensure prompt removal upon completion of the project.