



INSTALLATION APPEARANCE PLAN

Naval Air Station Pensacola, Corry Station



FINAL REPORT / SEPTEMBER 2009

EDAW | AECOM HSMM | AECOM

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Acronyms

| | |
|----------|--|
| ADA | AMERICANS WITH DISABILITIES ACT |
| AT/FP | ANTI-TERRORISM/FORCE PROTECTION |
| BEAP | BASE EXTERIOR APPEARANCE PLAN |
| AOC | AIR OPERATIONS CENTER |
| BRAC | BASE REALIGNMENT AND CLOSURE |
| CID | CENTER FOR INFORMATION DOMINANCE |
| CNATRA | COMMANDER, NAVAL AIR TRAINING |
| CNI | COMMANDER, NAVAL INSTALLATION |
| CNO | CHIEF OF NAVAL OPERATIONS |
| CO | COMMANDING OFFICER |
| DOD | DEPARTMENT OF DEFENSE |
| GSE | GROUND SUPPORT EQUIPMENT |
| IAG | INSTALLATION APPEARANCE GUIDELINES |
| IAP | INSTALLATION APPEARANCE PLAN |
| ICRMP | INTEGRATED CULTURAL RESOURCE MANAGEMENT |
| INRMP | INTEGRATED NATURAL RESOURCE MANAGEMENT |
| JRB | JOINT RESERVE BASE |
| JTU | JET TRAINING UNIT |
| LED | LIGHT EMITTING DIODES |
| LEED | LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN |
| LEED-CI | LEED COMMERCIAL INTERIORS |
| LEED-EB | LEED EXISTING BUILDINGS |
| LEED-NC | LEED NEW CONSTRUCTION |
| LEED-ND | LEED NEIGHBORHOOD DEVELOPMENT |
| LID | LOW IMPACT DEVELOPMENT |
| MUTCD | MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES |
| MWR | MORALE, WELFARE, AND RECREATION |
| NAS | NAVAL AIR STATION |
| NASC | NAVAL AVIATION SCHOOLS COMMAND |
| NASP | NAVAL AIR STATION PENSACOLA |
| NATRACOM | NAVAL AIR TRAINING COMMAND |
| NATTC | NAVAL AIR TECHNICAL TRAINING CENTER |
| NAV 2035 | NAVY ASHORE VISION 2035 |
| NAVFAC | NAVAL FACILITIES ENGINEERING COMMAND |
| NETC | NAVAL EDUCATION AND TRAINING COMMAND |
| NEX | NAVY EXCHANGE |
| NEXCOM | NAVY EXCHANGE SERVICE COMMAND |
| NETPDTC | NAVAL EDUCATION AND TRAINING PROFESSIONAL DEVELOPMENT AND TECHNOLOGY CENTER |
| NRHP | NATIONAL REGISTER OF HISTORIC PLACES |



| | |
|----------|-----------------------------------|
| NSA | NAVAL SUPPORT ACTIVITY |
| NTTC | NAVAL TECHNICAL TRAINING CENTER |
| PWD | PUBLIC WORKS DEPARTMENT |
| ROW | RIGHT OF WAY |
| SRI | SOLAR REFLECTANCE INDEX |
| U.S. DOT | U.S. DEPARTMENT OF TRANSPORTATION |
| UFC | UNIFIED FACILITIES CRITERIA |
| USGBC | U.S. GREEN BUILDING COUNCIL |
| XD | EXECUTIVE DIRECTOR |
| XO | EXECUTIVE OFFICER |



Executive Summary

Using This Document

This Installation Appearance Plan (IAP) is the official direction and guidance for designing, developing, and reviewing all physical development (including new construction as well as exterior renovation) at Naval Air Station (NAS) Pensacola, Corry Station. This document serves as a resource for planners, architects, landscape architects, and other key personnel as they undertake projects that shape the exterior appearance of the installation. The IAP is intended to replace the Base Exterior Architecture Plan (BEAP), and provides modernized strategies for existing/renovation projects and ideas and concepts for new developments. Aligning with the guiding principles of NAV2035, the IAP promotes an environment that: fosters civic beauty, enhances pride and professionalism, protects natural and cultural resources, preserves the existing architectural fabric, and improves the overall quality of life for personnel and the public alike.

Decision-makers should use this document for specific design directions on projects that have already been selected and funded, but may also use this document as a resource for ideas and concepts to identify new projects based on a variety of IAP Example Projects included herein. Both approaches are outlined in the diagram shown in Figure i (on next page).

The process and steps outlined in Figure i reference two summary tables that highlight the main concepts within the design guidelines framework for each installation: Table i summarizes key appearance guidelines by functional area

for NAS Pensacola, while Table ii shows main features, location, and costs of the IAP Example Projects at NAS Pensacola, (Tables iii and iv display the data for NASP Corry Station). The IAP Example Projects have been carefully selected in consultation with key Installation staff and include a range of scales, components and locations within the base. They are meant to illustrate the design guidelines recommended within the main section of this document. Tables i-iv are available as reference at the end of this executive summary.

The directions and guidelines included in this document are intended to provide specific design decisions, however, many guidelines do include some degree of flexibility and adaptability, and are not meant as a substitute for design development. In all cases, projects should go through a detailed design development process before construction.

Although NASP Corry Station is under the Pensacola command, the installation has a different physical location and unique issues. All general comments will apply to both installations. **In order to differentiate discussion and recommendations for each installation, comments, photos, and captions specific to NAS Pensacola will be shown in brown text. Subtitles are shown in blue regardless of which installation is being discussed. Comments, photos, and captions specific to NASP Corry Station will be shown in blue text.**



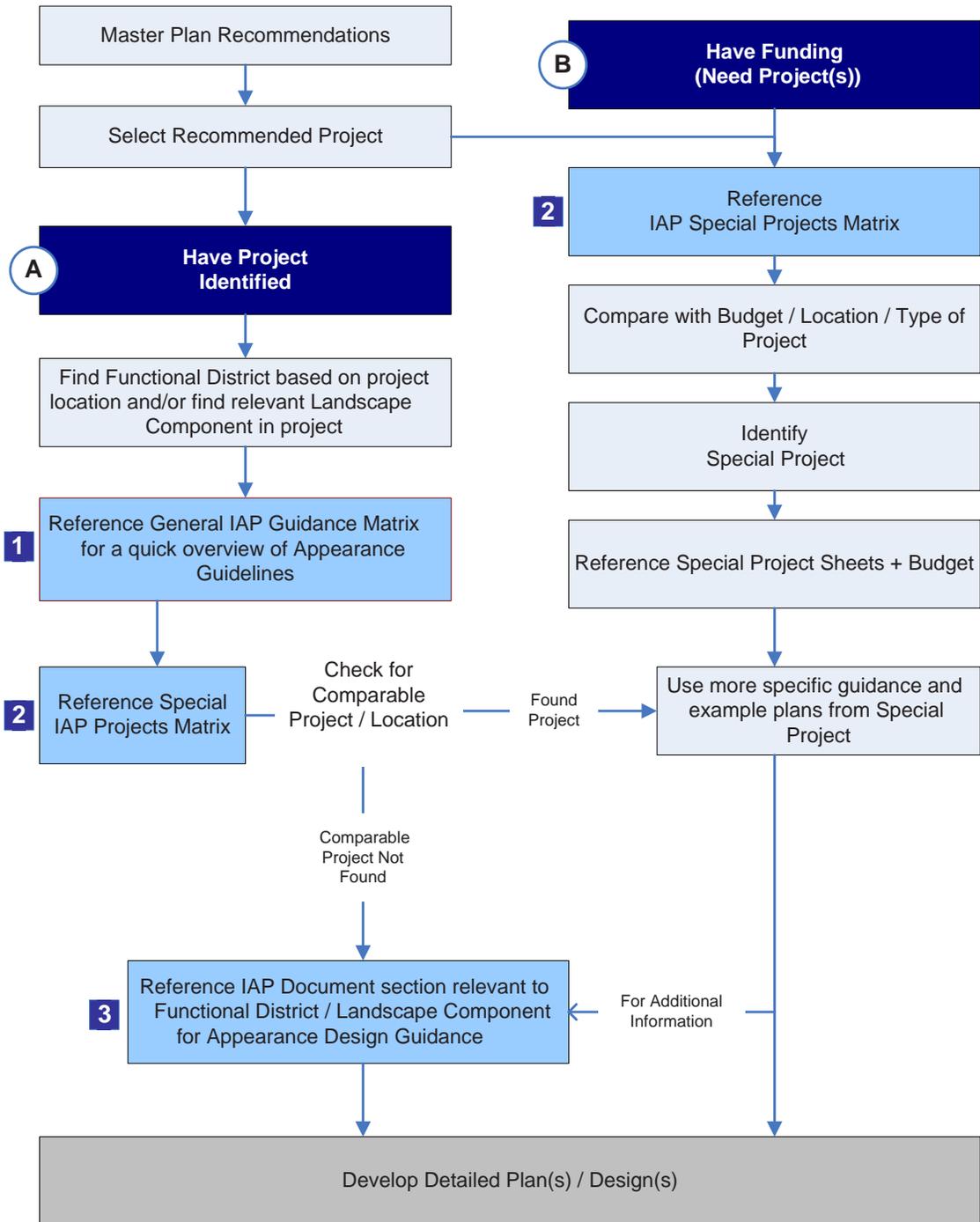


Figure i Project Guidance Process.



Overview of the IAP

NAS Pensacola is an installation with beautiful historic architecture, verdant landscapes, and spectacular water views of Pensacola Bay and Bayou Grande. Its character is memorable and has been termed the “Annapolis of the Air,” referring to the classical elegance of the U.S. Naval Academy.

While much is right with the existing facility, there are some appearance issues that require improvements to attain the standards of excellence as envisioned in the Guiding Principles in NAV2035. In summary, these include some fragmented built-up areas, attributable to recent demolition near the port area; inconsistent or incomplete pedestrian walks along streets; and an unclear civic center for common functions and celebrations.

The guidelines in the following Installation Appearance Plan seek to conserve, protect, and enhance the positive attributes of the base, while also improving, unifying, and mitigating negative attributes. This volume is organized around five topics of base appearance: site planning, landscape architecture, architecture, signage, and sustainability. Key findings for each area are summarized below.

Site Planning

Site planning is the arrangement of buildings, roads, parking fields, and open spaces within an installation. In general, it is a premise of these guidelines that any new buildings be clustered adjacent to existing buildings to infill the architectural fabric of the base, and also to create a more walkable installation.

In particular to NAS Pensacola, the area of recent demolition of several buildings near the port area is an opportunity to create a new civic space, with a parade ground and potential memorial sites,

adjacent to the historic core and its dramatic bay views. Also, a number of parking fields throughout the installation are targeted for landscape improvements that will improve their visual quality as well as the quality of water runoff from their surfaces.

Site planning improvements at NASP Corry Station address the need to replace the abandoned runways with hardscape and landscape elements that will define and expand the campus center around Building 501, as well as reconnect the segmented forest fragments. Increased pedestrian safety is integral to the site planning recommendations.

Landscape Architecture

The elements of landscape architecture include plantings, pavement, and site furnishings. In general, the landscape improvements for administrative and training areas should be formal, consistent, and symmetrical in their patterns, to create a unified campus core. Landscape improvements for personnel support and unaccompanied quarters areas should be informal and asymmetrical in their patterns to create a gracious and flowing series of open spaces. In order to create an orderly and well screened industrial service area, the landscape improvements for airfield districts should be simple and spare.

In particular, landscape improvements at NAS Pensacola should include:

- Creation of a new landscaped area for the parade ground in the southeast corner of the installation, complete with locations for potential memorials.
- Provision of landscape improvements at parking fields and sites around buildings 3560, 3561, and 3911.



- Improvements to the entrance to the marina.
- Creation of a new pedestrian greenway between the “A” School and the historic district.

Recommended landscape improvements at NASP Corry Station include:

- Removal of abandoned runway asphalt to connect isolated segments of forest and expand the overall acreage of slash pine to create viable managed timber stands.
- Improvements to Main Gate featuring a traffic roundabout at the intersection of Chiefs Way, Smith Avenue, and Chaplains Road to eliminate confusion as to where the streets are in the old runway, create an entry focal point, emphasize the importance of this entry, and improve pedestrian safety.
- Creation of a streetscape for Chiefs Way with sidewalks, grass, and street trees to define this primary circulation route. A traffic roundabout at the intersection with Perimeter Road, reorganized parking, and widespread landscape improvements will improve vehicular circulation and pedestrian safety. Improvements to the marching lane are included.
- Creation of a new park and ceremonial ground on the south side of Building 501 that creates a campus center and open green space.
- The replacement of excess asphalt with bioswales in Chaplains Road.
- Improvements to the pedestrian features of Roberts Avenue including a wider sidewalk, additional street trees, lights moved off sidewalks, and decorative fencing.
- Creation of a Veterans Parkway connecting the Naval Hospital to 3rd Street.

Architecture

The architecture of NAS Pensacola, Corry Station exhibits a variety of materials, forms, and character. The design of the buildings at an installation should reflect the purpose and significance of each facility’s role in the overall fabric of the base. Per the Installation Appearance Guidelines (IAG), overall building design should be closely allied within the boundaries of each functional district. Unified building design will help to maintain continuity in organization among different bases and will facilitate overall organization to meet common design principles particular to the district.

This approach is a marked change from the predecessor document to these IAPs, the Base Exterior Architecture Plan (BEAP), in which bases were divided into numerous Perceptual Districts, and in which prescriptive guidelines were then applied to each one. This IAP focuses on blending various styles and features together within the limited number of functional districts. This is achieved through common landscape and architectural features across the functional district.

The presence of historical districts does not undermine the ability to unify a functional district, nor does it obviate the responsibility to exercise special care in these districts to preserve and support their historical assets. NAS Pensacola has seven designated historical districts and NASP Corry Station has one: both installations have numerous buildings included in or eligible for the National Register of Historic Places (NRHP) and will require adherence to the *Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings*, as well as meeting the guidelines for the functional districts in which they lie.



Finally, due to the organic nature of base growth over time, it is common to find functions from multiple functional districts interspersed amongst each other. In these cases, evaluation must be made as to what is the primary nature of the area, and the guidelines for that particular functional district should be applied to future improvements to develop consistency and coherency over time.

Signage

Signage refers to a variety of messages that inform and guide the visitor or user of an installation. Signs vary by purpose from wayfinding, identity, and regulatory to informational. Wayfinding signs include vehicular directional, pedestrian directional, and street signs, all intended to move people safely and efficiently to locations on the base. Identity signs include building names and numbers, address numbers, and commercial names and logos. Regulatory signs exhibit vehicular and pedestrian safety messages. Informational signs are kiosks or electronic boards capable of communicating a variety of messages over time for public awareness and education.

In general, signage should be treated as a family of elements, with common typefaces, type sizes, materials, and mounting strategies to unify the overall base appearance. In particular, a concise set of recommendations for sign color, size, and materials is provided within the guidelines specifically designed for NAS Pensacola, Corry Station. Also, as another layer of base uniformity, the guidelines recommend a distinct color for each functional district: myrtle (green) for the administrative and training area; elmwood (brown) for airfield area; rattan (tan) for personnel support area, and monument (gray) for the industrial area. The four colors should be added as a band of color to any sign within a given district to reinforce the identity of that district.

Sustainability

Sustainability refers to a strategy of material and process choices that conserves, protects and enhances resource consumption in such a manner that future generations will enjoy a quality of life comparable to the present. Navy policy requires the use of the USGBC's LEED rating system as a tool to apply sustainable development principles and as a metric to measure the sustainability achieved throughout the planning, design and construction processes. It specifically requires all new construction and major renovations to meet LEED certification at the silver level.

This IAP provides a general overview of sustainable development strategies that could be applied to NAS Pensacola, Corry Station. The document does not provide any cost or cost-benefit analysis that would be required for implementation, however, IAP Example Projects included in this document illustrate some of the sustainable design strategies.



Table i IAP General Guidance Matrix - NAS Pensacola.

| IAP DESIGN GUIDELINES SUMMARY | ARCHITECTURAL STYLE | | | | BUILDING MATERIALS | | | | ROOF TYPE | | | COLOR SCHEMES | | | FENCING AND WALLS | | STREET LIGHTING | | SIGNAGE COLORS | | LANDSCAPE TREATMENTS | | | |
|--|---------------------|------------|-----------------|----------------------|--------------------|-------------------|--------------------------------|-----------------------------|-----------|----------------|-----------------|---------------------|---------------------------|-------------------|-------------------------|----------------|-------------------|-------------------------------|------------------------------|---------------------|--------------------------------|--|---------------------|---------------------------|
| | CONTEMPORARY (1) | FUNCTIONAL | FRENCH COLONIAL | GEORGIAN/TRADITIONAL | BRICK | PLASTER OR STUCCO | POURED-IN-PLACE CONCRETE (2,3) | NON-BRICK MASONRY UNITS (4) | METAL | FLAT COMPOSITE | ASPHALT SHINGLE | STANDING SEAM METAL | BRICK COLOR (5) | ROOF COLOR | PREDOMINANT PAINT COLOR | TRIM COLOR | PRIMARY WALLS | PRIMARY FENCING (6) | PRIMARY STREET | SECONDARY STREET | BUILDING AND DIRECTIONAL SIGNS | LANDSCAPE CHARACTER (7) | TREE/PLANT PURPOSES | PRIMARY SPECIMEN TREE (8) |
| FUNCTIONAL DISTRICTS | A | P | N | N | P | N | P | A | A | N | P | White/ Light Tan | Beige/ Light Gray | White/ Tan | Brown | Brick to Match | Galv. Chain-Link | Decorative Vehicular-Oriented | Utilitarian Pedestrian-Scale | Monument Color Band | Orderly | Screen objectional shade pavements | Promote Diversity | 75% Native Minimum |
| INDUSTRIAL | A | P | N | N | P | N | P | A | A | N | P | Red | Light Gray or Light Green | White/ Tan | White | Brick to Match | Decorative Picket | Decorative Vehicular-Oriented | Ornamental Pedestrian-Scale | Myrtle Color Band | Formal and Civic | Frame views, shade seats, and designate walkways | Promote Diversity | 75% Native Minimum |
| ADMINISTRATION / TRAINING | A | A | A | A | P | N | A | A | A | N | P | Red | Light Gray or Light Green | White/ Tan | White | Brick to Match | Galv. Chain-Link | Decorative Vehicular-Oriented | Utilitarian Pedestrian-Scale | Elmwood Color Band | Orderly | Screen objectional views, shade pavements | Promote Diversity | 75% Native Minimum |
| NATTC CAMPUS (ADMIN TRAINING) | P | N | N | A | P | N | A | A | A | N | P | Red | Light Gray or Light Green | White/ Light Gray | White | Brick to Match | Decorative Picket | Decorative Vehicular-Oriented | Ornamental Pedestrian-Scale | Rattan Color Band | Informal and Residential | Soften security and provide shaded gathering areas | Promote Diversity | 75% Native Minimum |
| PERSONNEL SUPPORT / UNACCOMPANIED QUARTERS | A | A | A | A | P | N | A | A | A | N | P | Red | Light Gray or Light Green | White/ Light Gray | White | Brick to Match | Decorative Picket | Decorative Vehicular-Oriented | Utilitarian Pedestrian-Scale | Elmwood Color Band | Orderly | Screen objectional views, shade pavements | Promote Diversity | 75% Native Minimum |
| NATTC CAMPUS (PERS SUPP) | P | N | N | A | P | N | A | A | A | N | P | Red | Light Gray or Light Green | White/ Tan | White | Brick to Match | Galv. Chain-Link | Decorative Vehicular-Oriented | Utilitarian Pedestrian-Scale | Elmwood Color Band | Orderly | Screen objectional views, shade pavements | Promote Diversity | 75% Native Minimum |
| NAVAL AVIATION MUSEUM SUB-DISTRICT | P | N | N | N | P | N | A | A | A | N | A | Red | Beige/ Light Gray | White/ Tan | White | Brick to Match | Galv. Chain-Link | Decorative Vehicular-Oriented | Utilitarian Pedestrian-Scale | Elmwood Color Band | Orderly | Screen objectional views, shade pavements | Promote Diversity | 75% Native Minimum |
| AIRFIELD OPERATIONS | P | P | N | N | P | N | P | A | A | N | P | White/ Light Tan | Beige/ Light Gray | White/ Tan | Brown | Brick to Match | Galv. Chain-Link | Decorative Vehicular-Oriented | Utilitarian Pedestrian-Scale | Elmwood Color Band | Orderly | Screen objectional views, shade pavements | Promote Diversity | 75% Native Minimum |
| PORT OPERATIONS / WATERFRONT | A | A | A | A | P | N | A | A | A | N | P | Red | Light Gray or Light Green | White/ Light Gray | White | Brick to Match | Decorative Picket | Decorative Vehicular-Oriented | Ornamental Pedestrian-Scale | Rattan Color Band | Informal and Residential | Soften security elements, provide shaded gathering areas | Promote Diversity | 75% Native Minimum |
| ALL HISTORIC DISTRICTS (9) | SEE NOTE 9 | | | | | | | | | | | | | | | | | | | | | | | |

P Preferred
 A Allowed
 N Not Allowed
 Not Applicable
 *For a map detailing the location of the sub-districts, see Figure 6-1 on page 6-5. For a map detailing the locations of the historic districts, see Figure 2-4 on page 2-25.

- (1) Based on existing newer buildings (varying building materials with standing-seam metal roofs).
- (2) Texturing and/or staining required on concrete walls. No untreated concrete walls allowed.
- (3) Allowed as concrete banding or detailing when does not exceed 25% of wall surface.
- (4) Integral pigment colored and texture required.
- (5) When using red brick, use common red brick.
- (6) Unless needed for security, fencing is discouraged. If necessary, submit justification.
- (7) Minimal landscape in Industrial district except around associated admin facilities.
- (8) Except on major circulation routes (there monoculture is permitted).
- (9) These districts will require adherence to the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings, as well as meeting the guidelines for the Functional districts in which they lie.

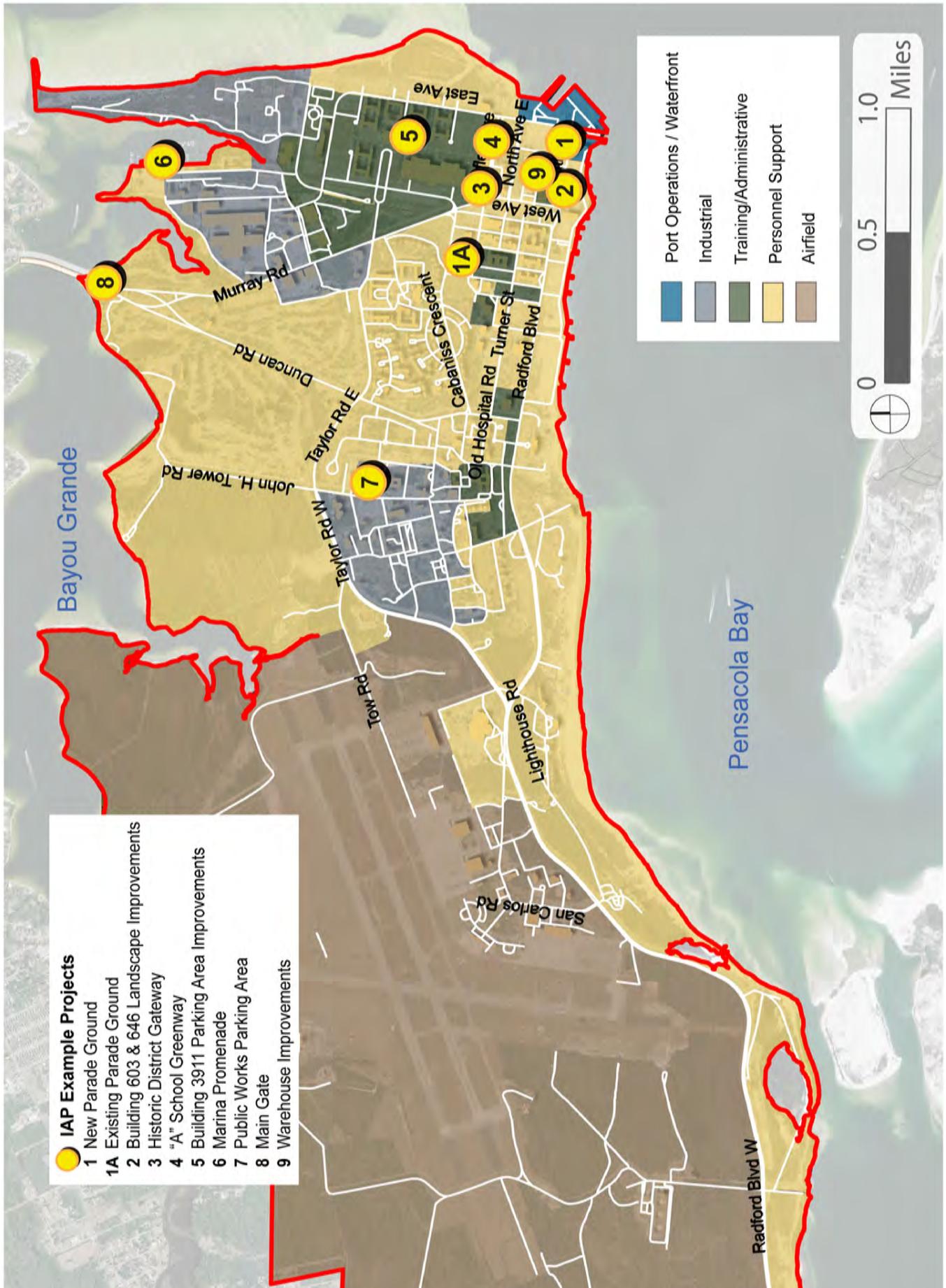


| PROJECT NUMBER | PROJECT NAME | FUNCTIONAL DISTRICT | MAJOR COMPONENTS | | | | | RECOMMENDATIONS | COST | APPLICATION RELEVANCE |
|----------------|---|--------------------------------|------------------|------------------------|--------------|---------|----------------|--|-------------|-----------------------|
| | | | SITE PLANNING | LANDSCAPE ARCHITECTURE | ARCHITECTURE | SIGNAGE | SUSTAINABILITY | | | |
| 1 | New Parade Ground | Port Operations/ Waterfront | ■ | ■ | | | | <ul style="list-style-type: none"> Create a parade ground 200 feet square flanked by a ceremonial concrete plaza and flag court Create a plaza surrounding the existing historic smokestack Provide VIP and handicapped parking | \$950,000 | Site Specific |
| 1A | Existing Parade Ground | Personnel Support | | | ■ | | | <ul style="list-style-type: none"> Provide a new parade ground structure consisting of brick piers and arched openings to join contemporary and traditional architecture | \$1,978,500 | Site Specific |
| 2 | Building 604 and 646 Landscape Improvements | Training/ Administrative | | ■ | | | ■ | <ul style="list-style-type: none"> Relocate the parking area at the east end of the building adjacent to existing parking and expand the tree alley to the east Introduce tree islands, bioswales and concrete walks into the existing parking area Add site amenities such as benches, trash receptacles and bicycle racks | \$634,000 | Site Specific |
| 3 | Historic District Gateway | Training/ Administrative | ■ | ■ | | | | <ul style="list-style-type: none"> Reconfigure the area around the Murray-Moffet Roads intersection to create a signature gateway to the historic district as well as resolve the traffic, pedestrian and parking conflicts. | \$1,271,000 | Site Specific |
| 4 | NATTC "A" School Greenway | Personnel Support | | ■ | | | ■ | <ul style="list-style-type: none"> Provide shade trees, lighting and site furnishings along the existing lawn linking the NATTC "A" School and the historic district to enhance the pedestrian experience | \$224,000 | District |
| 5 | Building 3911 Parking Area Improvements | Personnel Support | ■ | ■ | | | ■ | <ul style="list-style-type: none"> Reorient and restripe the parking in an east-west direction to reduce its visual impact Create bioswales between parking trays and shade tree islands Provide a new 10 foot wide walkway and overlook deck at its terminus | \$177,000 | Site Specific |
| 6 | Marina Promenade | Personnel Support | ■ | ■ | | | ■ | <ul style="list-style-type: none"> Provide a clear delineation of vehicular and pedestrian areas to avoid conflicts Create a porous concrete walkway adjacent to the water's edge and bioswales between the walkway and parking area Provide shade tree islands | \$192,000 | Site Specific |
| 7 | Public Works Parking Area | Industrial | ■ | ■ | | | ■ | <ul style="list-style-type: none"> Create shade tree islands within the existing parking area Create bioswales at either end of the main parking lot and east of Building 3561 Introduce landscape buffers to the north and west of the building through selective pavement removal | \$331,000 | District |
| 8 | Main Gate, Option 1 | Personnel Support | | | ■ | ■ | | <ul style="list-style-type: none"> Erect tensile canopies anchored by brick piers as a strong statement at the main entry point Construct crash attenuator walls bearing the Navy insignia and signage | \$584,000 | Site Specific |
| | Main Gate, Option 2 | Personnel Support | | | ■ | ■ | | <ul style="list-style-type: none"> Construct a traditional brick entry canopy with a hipped roof Construct crash attenuator walls bearing the Navy insignia and signage | \$442,000 | Site Specific |
| 9 | Warehouse Improvements | Training/ Administrative | | ■ | ■ | | | <ul style="list-style-type: none"> Construct new standing seam metal shade canopies and handrails on all sides of Building 603 Provide new ramps, wider stairs, shade trees, and relocate mechanical equipment to the roof | \$912,000 | Site Specific |

Table ii IAP Example Projects Summary Matrix - NAS Pensacola.



Figure ii IAP Example Project Map. - NAS Pensacola



| PROJECT NUMBER | PROJECT NAME | FUNCTIONAL DISTRICT | MAJOR COMPONENTS | | | | | RECOMMENDATIONS | COST | APPLICATION RELEVANCE |
|----------------|---|---|------------------|------------------------|--------------|---------|----------------|--|-------------|-----------------------|
| | | | SITE PLANNING | LANDSCAPE ARCHITECTURE | ARCHITECTURE | SIGNAGE | SUSTAINABILITY | | | |
| 10 | Runway Demolition and Forest Rehabilitation | Personnel Support | ■ | ■ | | | ■ | <ul style="list-style-type: none"> Selectively demolish runway areas to create land availability for reforestation. Plant seedlings to create larger, more viable habitat for plants and animals and buffer from exterior views. | \$4,370,000 | District |
| 11 | Main Gate Streetscape | Personnel Support | ■ | ■ | | | | <ul style="list-style-type: none"> Convert the existing intersection into a roundabout to reduce pedestrian/vehicle conflicts. | \$410,000 | Site Specific |
| 12 | Chiefs Way Streetscape | Training/ Administration; Personnel Support | ■ | ■ | | | ■ | <ul style="list-style-type: none"> Separate the street, parking fields, and marching lane using landscaped buffers and lawn. Move the position of the parking lot. Transform the runway by adding site elements such as shade trees, additional lights with flags, and benches. | \$3,279,000 | Site Specific |
| 13 | Parade Ground | Training/ Administration | ■ | ■ | | | ■ | <ul style="list-style-type: none"> Create a new green lawn with trees to break up the expanse of pavement and provide a new center. Add site elements such as benches, trash receptacles, and bicycle racks. | \$647,000 | Site Specific |
| 14 | Chaplains Road Streetscape | Personnel Support | ■ | ■ | | | ■ | <ul style="list-style-type: none"> Define travel lanes, parking areas and sidewalks by adding a bioswale, clear parking lot definition, new concrete sidewalks, shade trees, and planted islands. | \$215,000 | Site Specific |
| 15 | Security Fence and Checkpoint Shelters | Training/ Administration | | | ■ | | | <ul style="list-style-type: none"> Construct a new guardhouse and security fence to emulate the towers at the corners of the former hangar buildings (Buildings 514 and 512). | \$800,000 | Site Specific |
| 16 | Robert's Avenue Streetscape | Personnel Support | ■ | ■ | | | ■ | <ul style="list-style-type: none"> Widen sidewalks. Fill gaps in the existing tree canopy. Add street lights. Screen utility services with a steel fence and evergreen shrubs. | \$350,000 | Site Specific |
| 17 | NEX Entry Modifications | Training/ Administration | | | ■ | | | <ul style="list-style-type: none"> Construct a new entry canopy on the south side of the building. Transition the store entrance from the west side to the south side. Design structure to be evocative of nearby administrative Building 503 and other Georgian architectural style buildings found in the historic district. | \$269,000 | Site Specific |
| 18 | Veteran's Parkway | Personnel Support | ■ | ■ | | | ■ | <ul style="list-style-type: none"> Create an internal road that connects the Naval Hospital, Veteran's Clinic, and commissary behind the secured perimeter. Reforest the areas of the demolished runway. | \$2,279,000 | Site Specific |
| 19 | South Gate | Personnel Support | | | ■ | | | <ul style="list-style-type: none"> Construct a new gate structure that utilizes traditional design and incorporates the guard booth into the standing seam metal canopies. | \$649,000 | Site Specific |

Table iv IAP Example Projects Summary Matrix - NASP Corry Station.



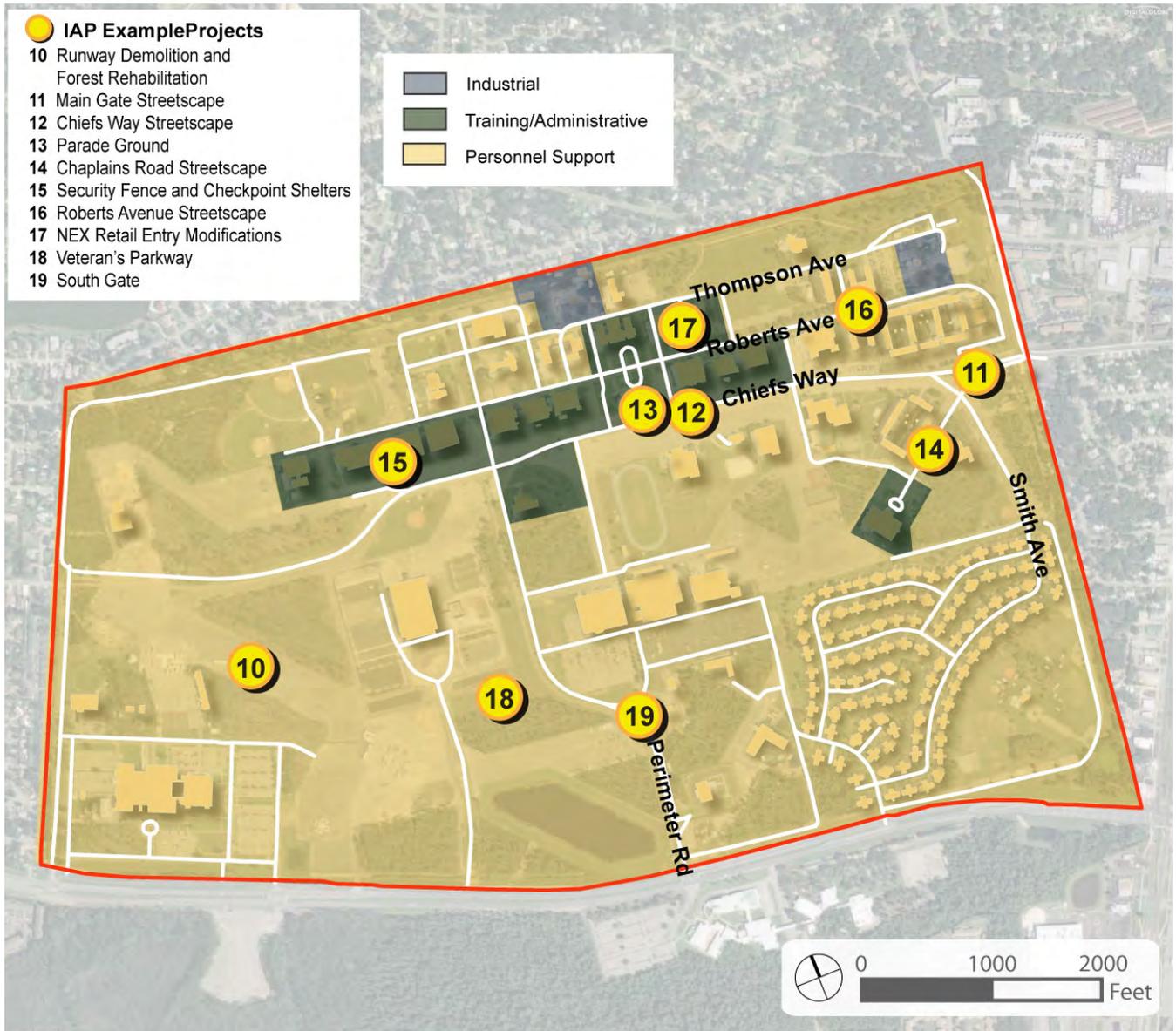


Figure iii IAP Example Project Map - NASP Corry Station.



Introduction

Naval Air Station (NAS) Pensacola, which is known as the “Cradle of Naval Aviation,” serves as the launching point for the flight training of every Naval Aviator, Naval Flight Officer (NFO), and Enlisted Aircrewmen. It is also the home of the world famous Blue Angels, the U.S. Navy’s Flight Demonstration Squadron. Naval Air Station Pensacola (NASP) Corry Station is home to the Navy’s Center for Information Dominance (CID). Given the historic and current importance of the two installations, there is a need to comprehensively improve their overall layout and appearance. This IAP provides a set of guidelines to inspire and assist base planners in protecting and improving the aesthetic qualities of the bases.

The IAP is intended to improve the overall existing conditions and environment of NAS Pensacola, Corry Station as well as to create a set of planning and design guidelines for future development that



This IAP is intended to improve upon existing positive visual elements at NAS Pensacola, Corry Station.

protect and build on existing positive elements. At the same time, the IAP will be flexible enough to accommodate changing future conditions, priorities and programs.

Improvements to the overall visual organization and aesthetics of NAS Pensacola, Corry Station will not occur by simply writing a generalized set of guidelines. Likewise, changes to the visual environment will not be positive unless they follow a prescribed format and intended direction. Guidelines are a starting point, but the implementation of a review process that directs development must be part of the process to positively affect the base. This IAP provides initial steps in the process that will eventually help to improve the overall visual environment and to contribute to protecting the positive elements that are already present.



This static display provides a reminder that one of the primary missions of NAS Pensacola is to train Naval aviators.



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

This document is NAS Pensacola, Corry Station's official direction on facility and site development. It shall be used in developing, designing, and reviewing all construction and renovation projects on the installation. The guidelines are specific enough to provide direction on how to make NAS Pensacola, Corry Station more attractive and functionally organized and encourage creativity in site design, planning, architecture, and landscape architecture. The guidelines do not cover all physical elements addressed by facility development. They only cover those elements needed to produce a historically correct design theme, where appropriate, and coherent physical arrangement of the base.



The Blue Angels perform for spectators on the base at Sherman Field.

1.1 Installation Mission

The mission of NAS Pensacola, Corry Station is to fully support the operational and training missions of tenants assigned; enhancing the readiness of the U.S. Navy, its sister armed services and other customers.

NAS Pensacola, Corry Station provides support to 89 Department of Defense (DoD) and 30 non-DoD tenant commands, most of which are primarily dedicated to the training of Navy, Marine Corps, and Coast Guard personnel in naval aviation.



Sailors at NAS Pensacola prepare to raise the national flag "Old Glory."



1.2 Study Area

NAS Pensacola is a valued and cherished part of the community heritage of the city of Pensacola. The city is located in northwest Florida on the north side of Pensacola Bay, which is approximately 13 miles long and 3 miles wide. The Bay is separated from the Gulf of Mexico by Santa Rosa Island, a long and narrow strip of white-sand beach and dunes, and is part of the Gulf Intracoastal Waterway system. NAS Pensacola is located on the northwest edge of the Bay's turning basin, (see Figure 1.1). The base employs more than 16,000 military and 9,400 civilian personnel and contributes approximately \$1.2 billion to the local economy annually. Primary access to the Main Gate of the base is provided by the Sam Lovelace Bridge.

NASP Corry Station is located two miles north of NAS Pensacola. U.S. 98 runs east and west along the southern boundary and Navy Boulevard runs north and south near the Station's east boundary, NASP Corry Station is 610 acres and is used for a variety of activities. The Center for Information Dominance (CID), occupying 335.7 acres, is the largest host activity at Corry Station. The Navy Public Works Center uses 99.0 acres. 88.5 acres is used to provide family housing for Navy personnel. The Naval Hospital compound, established in 1976, encompasses 43.5 acres. The remaining 43.2 acres is used for the Navy Shopping Mall. CID Corry Station Training has a staff of 606 military and 71 appropriated funded civilians, including other service supporting detachments. Each year, CID trains approximately 7,500 students at Corry Station with an average student load of 1,400.

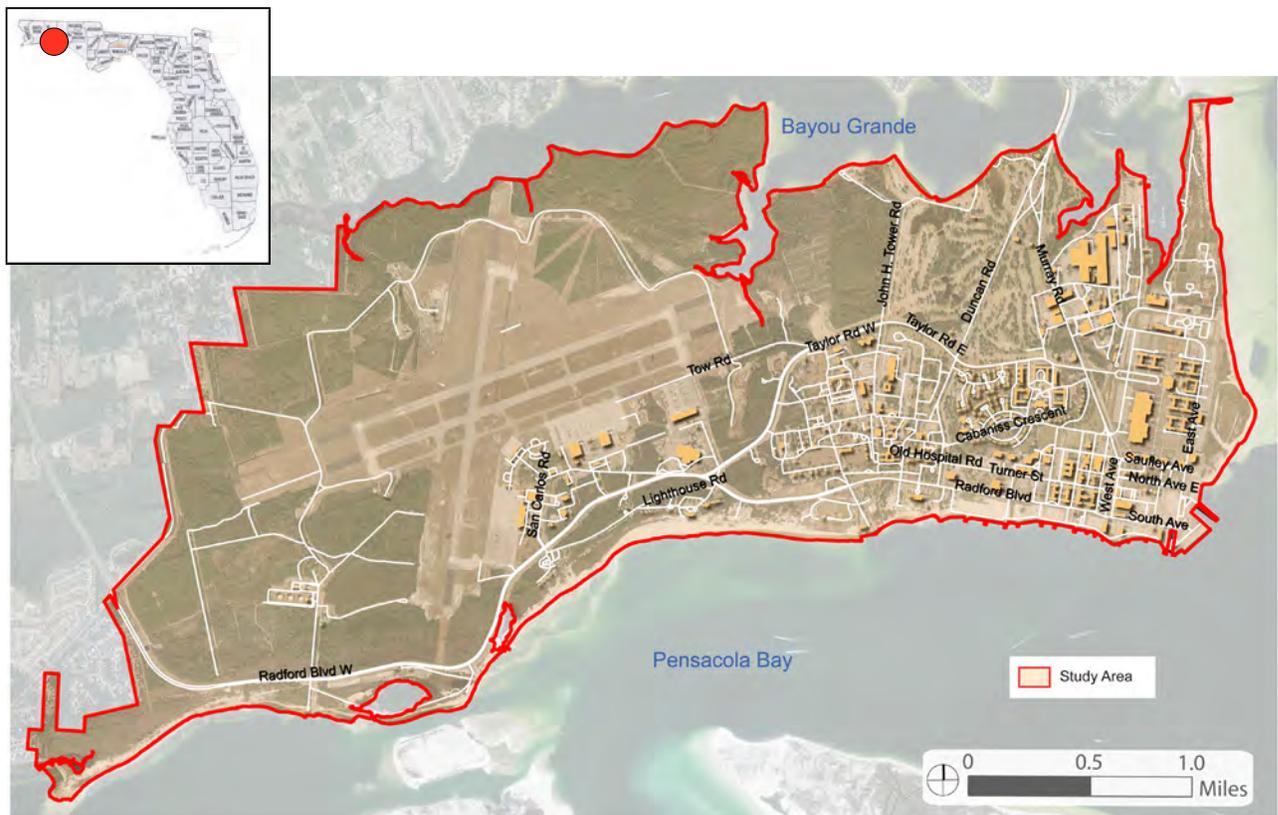


Figure 1.1 Study Area - NAS Pensacola.



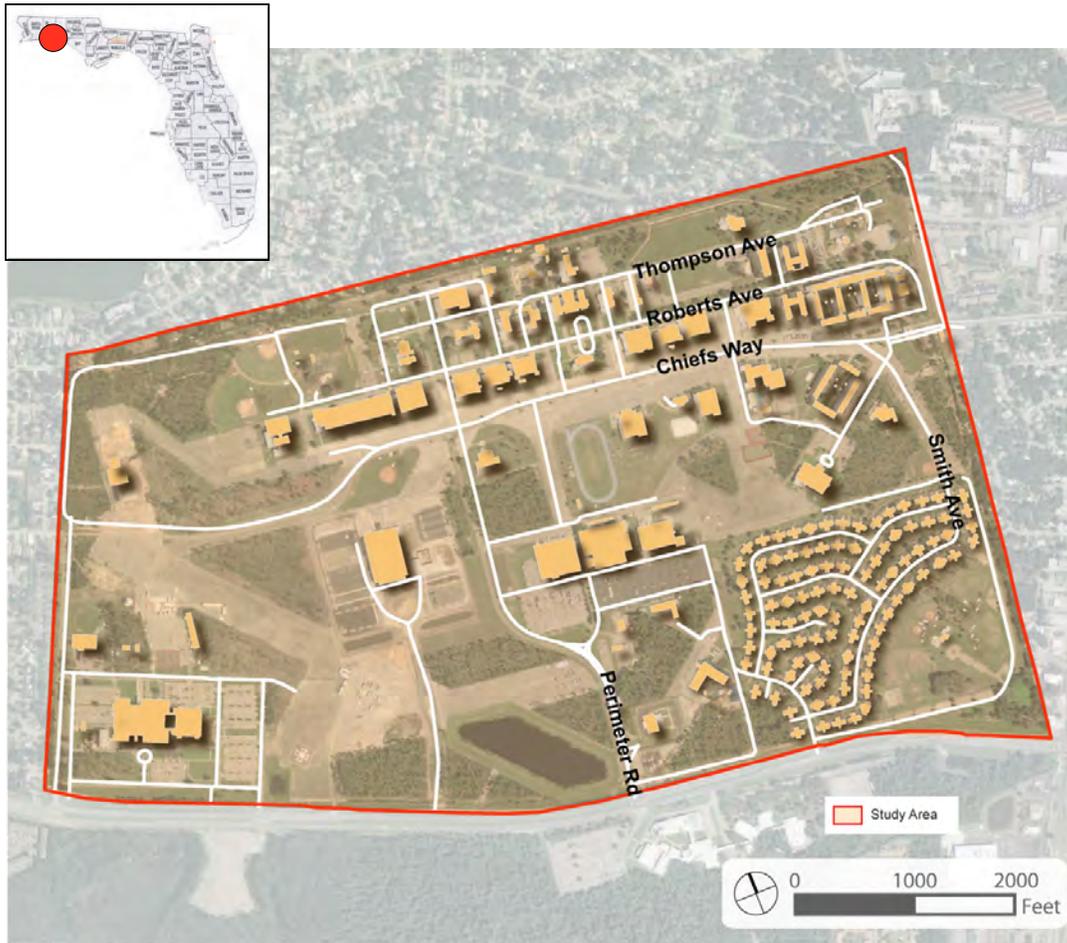


Figure 1.2 Study Area - NASP Corry Station.

1.3 Study Purpose & Focus

The NAS Pensacola, Corry Station IAP replaces the 2006 Base Exterior Architecture Plan (BEAP), which addressed aesthetic considerations for the base.

The IAP is an implementation document for one of the Guiding Principles in NAV2035:

“Promote pride and professionalism through consistent, high-quality base appearance standards to compete for the Sailor of the future. Quality base appearance sends a strong message to our Sailors and the American public. Quality of service makes our Sailors proud of where they live and work. The American public views the Navy as ships, planes, Sailors, and bases.”



The logos of NAS Pensacola and Corry Station.



The Commander of Navy Installations (CNI) and the Chief of Naval Operations (CNO) approved a web-based guidance document called the “Installation Appearance Guide” in 2005 to provide high-level guidance to Regional and Installation Commanders in support of their efforts to create an installation-specific IAP. This guidance document, referred to as the Installation Appearance Guide (IAG), is available at the following website - <https://portal.navfac.navy.mil/pls/portal/url/page/BD/IAG>.

As described in the Navy’s web-based IAG, this IAP will:

- Adhere to the Navy-wide standards for architectural theme, gate display, accent colors, color scheme, signage, and lighting objectives.
- Adhere to the applicable Functional Area standards: waterfront, airfield, industrial, administrative/training, and personnel support.
- Follow the common sense approach by focusing on items which have the greatest impact on the installation appearance for the least cost (cost hierarchy: grounds, signage, gates/entryways, roadways/circulation corridors, utilities and parking, and buildings).
- Address the following key considerations: natural resources, cultural resources, and historic preservation; anti-terrorism and force protection; sustainable planning and design considerations; and perimeter appearance.

Though preservation of resources is a high priority, these guidelines provide flexibility to allow for renovation, expansion, or demolition of inadequate facilities that may need to be removed to make room for other mission-critical facilities.

1.4 Study Methodology

The IAP is a collaborative effort by planners, architects, and landscape architects that included months of analysis in the form of original research, user interviews, site visits, and design options identification, all of which addressed the following specific tasks:

- Identify the overall project goals with the input of the base users.
- Collect site and existing conditions information on what is working and what is not.
- Produce a database with all the information and define 10 specific projects (IAP Example Projects) on which to focus further attention.
- From the ten IAP Example Projects identified, extract the vocabulary of design elements that will define the character of the whole base.
- Work as a team to build consensus on draft design guidelines.
- Develop a review process for the guidelines.
- Obtain final consensus and approval of the guidelines.
- Produce a final document to submit.



The Navy flight demonstration squadron the “Blue Angels” fly over Corry Station at the Battle of Midway commemoration.



1.5 Guideline Elements

Within this Plan, specific design guidelines have been developed for five distinct resource categories:

SITE PLANNING Site planning guidelines include building and parking layout and orientation.

LANDSCAPE ARCHITECTURE Landscape architecture guidelines focus on enhancements of entry gates, visitor center, circulation routes, building perimeter and entrances, parks and ceremonial grounds, parking areas, plant materials, site furniture, lighting, and anti-terrorism and force protection measures.

ARCHITECTURE Architecture guidelines include building design, building materials and color, and improvement guidelines.

SIGNAGE Signage guidelines address sign components and sign types.

SUSTAINABILITY Sustainability guidelines include overviews of the LEED rating system and the Sustainable Sites Initiative, and recommended sustainable technologies and materials.



Officer Candidates aboard NAS Pensacola stand at parade rest during the ceremony prior to their commissioning in the U.S. Navy.

1.6 Project Objectives

These design guidelines developed for NAS Pensacola, Corry Station are based on the following overall objectives which contribute to the facility's appearance:

- Identify and strengthen the formal site planning elements at NAS Pensacola, Corry Station.
- Improve way-finding for installation occupants, their customers, and visitors by developing a hierarchy of roadways and pedestrian paths and establishing visual way-finding elements including signage systems.
- Identify visual assets and challenges at NAS Pensacola, Corry Station. Provide direction to maintain assets and alleviate challenges.
- Recognize and analyze the unique characteristics within NAS Pensacola's boundaries and classify the built environment to develop a harmonizing theme that strengthens each district.
- Establish a process by which the guidance in the plan is routinely and effectively administered and implemented within each new modification or project.
- Develop guidelines that apply to all built environment elements including buildings, walls, fencing, landscaping, utilities, and pavements related to personnel and vehicular movement.
- Recommend materials and construction elements that can realistically be maintained by local resources.
- Incorporate sustainable strategies in all projects related to the appearance of the installation.



Existing Conditions

NAS Pensacola

2.1 Historical Background

The site now occupied by NAS Pensacola enjoys a colorful history dating back to the 16th century when Spanish explorer Don Tristan de Luna founded a colony on the bluff where Fort Barrancas is now located. Over the following centuries, the flags of Spain, France, Great Britain, the Confederacy, and the United States flew over the strategic port of Pensacola.

The purchase of Florida from Spain in 1821 spurred U.S. Government realization of the strategic importance of Pensacola Bay as a site for a support facility for naval squadrons operating in the Gulf of Mexico and the Caribbean. In 1825, work began on a U.S. Navy Yard on the southern tip of Escambia County. The facility, Pensacola



NAS Pensacola in 1918.

Navy Yard, subsequently became one of the best equipped naval stations in the country.

The base was badly damaged during the Civil War. After the war, the ruins were cleared away and work began on rebuilding the base. In October 1913, a recommendation was made to establish an aviation training station in Pensacola. Commander H.C. Mustin became the first base commander and a row of 10 tent hangars was set up along the sandy beach with wooden ramps running from each tent to the water.

Upon the United States' entry into World War I, NAS Pensacola was the nation's only naval air station, with 38 aviators, 163 enlisted men trained



Seaplane hangars and aircraft lined up along the waterfront at NAS Pensacola during World War I.

Source: National Naval Aviation Museum



in aviation, and 54 airplanes. At war's end, seaplanes, dirigibles and free kite balloons were housed in steel and wooden hangars stretching a mile down the air station beach.

In the years following World War I, aviation training slowed down as did activity at the base. In 1935, activity resumed with inauguration of the cadet-training program, and the facility was renamed Chevalier Field.

As World War II began, NAS Pensacola became the hub of naval air training activities. By 1939, NAS expanded again in order to train 1,100 cadets a month, 11 times the amount trained annually in the 1920's. After the war ended, the Naval Air Basic Training Command headquarters moved to Pensacola from Corpus Christi in 1948.

In 1955, a master jet airfield named Forrest Sherman Field was opened on the western side of the NAS Pensacola property. Shortly thereafter the Blue Angles Flight Demonstration Team was stationed at NAS Pensacola.

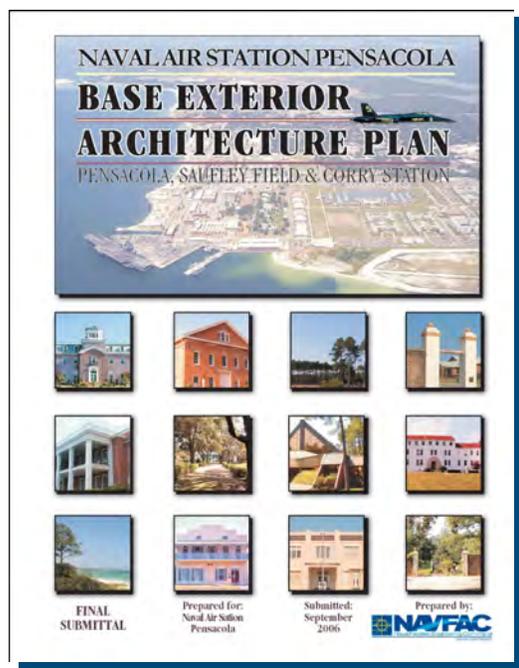
In 1971, NAS Pensacola was picked as the headquarters site for the Chief of Naval Education and Training (CNET), a new command that combined direction and control of all Navy education and training. NAS Pensacola today hosts a myriad of activities and functions including the headquarters and staff of CNET; Training Air Wing Six and subordinate squadrons; Naval Aviation Schools Command; Naval Aerospace Medical Research Laboratory; Naval Air Technical Training Center, and similar functions. NAS Pensacola also is the site of the National Museum of Naval Aviation, one of the finest air museums in the world.

2.2 Previous Design Guideline Efforts

Prior to this current study, the design efforts on the base had been guided by the BEAP authorized in 2006. The BEAP focused on a visual image inventory and analysis, providing practical guidance to improve the base's visual environment including its exterior architecture, landscape architecture, and site layout.

Implementation of the BEAP provided immediate practical design guidance with specific examples for elements such as gates, landmarks, and streetscapes. The singular goal of the BEAP was to achieve unity and coherence in design, colors, and materials that would enhance the identity and aesthetic quality of the base.

In addition to the BEAP, this IAP also takes into consideration the 2007 Pensacola Master Plan (pre-final), which detailed constraints to development, existing and future land use, and future facility development at the installation, as well as the 2001 INRMP, which detailed ways to provide for the conservation and rehabilitation of natural resources at both installations.



2006 NAS Pensacola BEAP.



2.3 Visual Environment: Definition

This section defines the major visual environment and its components as well as the terminology used in analyzing the visual conditions at NAS Pensacola. These components include functional districts, architectural styles, entries, circulation routes, landmarks and reference points, significant views, activity nodes, installation edges, signage and lighting, and the natural environment and open space.

2.3.1 Functional districts

Human beings typically use a mental visual-spatial map that helps them navigate and to interact with their environment. We rely heavily on the visual environment and tend to organize areas into perceptual units. To visually comprehend the complexities associated with a Naval installation with numerous structures that employs and houses large numbers of personnel, it is appropriate to subdivide the installation into units called functional districts.

A functional district on a Navy installation is a geographic area or grouping of buildings that primarily perform the same or related functions. At NAS Pensacola, there are four predominant functional districts, as depicted in Figure 2.1 and described below. These functional districts are based on the definitions provided in the Navy IAG. At NAS Pensacola, all waterfront areas are designated as either personnel support or industrial or airfield districts, and therefore the base does not have a waterfront functional district (see Figure 2.1).

TRAINING/ADMINISTRATION

NAS Pensacola is unique in that many of its training and administration functions are adjacent

to the Bachelor Enlisted Quarters (BEQs). This allows junior trainees to pursue training in close proximity to their living quarters. The training/administration district at NAS Pensacola is distributed across three locations and does not form one contiguous district.

Eastern Area: The eastern area is located east of Murray Road and includes the large Naval Air Technical Training Center (NATTC) “A” School (Building 3460), the NATTC Air Traffic Control (Building 3220), the NATTC Aviator Life Support Division (Building 3450), NATTC Aviation Training School (Building 3644), and several NATTC fire training buildings.

Central Area: The central area, otherwise referred to as the Annapolis of the Air Historic District, is located north of Radford Boulevard and south of Saufley Street and includes the NASP Headquarters (Building 624), the Naval Aviations School Command (NASC) (Building 623), and the Aviation Survival Training facility (Building 3828).

Western Area: The western area is located north of Radford Boulevard and east of Slemmer Avenue and includes the Naval Education and Training Center (NETC) Administration Building (Building 628) and the Rescue Swimmer School (Building 3944).

PERSONNEL SUPPORT

Most of the eastern half of the installation is devoted to personnel support functions. This includes the golf course, Barrancas National Cemetery, Fort Barrancas, Fort Redoubt, the Naval Aviation Museum, the marina, several Officer’s Quarters facilities near the Cabaness Crescent, several BEQ’s near Pensacola Bay, and the natural areas along Pensacola Bay, Bayou Grande, and the Intracoastal Waterway.



INDUSTRIAL

There are three distinct areas containing industrial uses at NAS Pensacola:

Eastern Area: The eastern area is located on the peninsula east of Magazine Point Road and north of Millington Avenue and is largely comprised of Magazine Point and several fuel storage facilities.

Central Area: The central area is bisected by Murray Road and is north of Taylor Road. It is made up of the Cold Storage Facility (Building 3874), the Museum Archives Warehouse (Building 649), the NATTC Maintenance Shop (Building 225), and the Navy Exchange Service Command (NEXCOM) Building (Building 781).

Western Area: The western area is the largest of the industrial areas and is located south of Taylor Road and west of Barrancas National Cemetery. It includes a Public Works Department (PWD)/ Warehouse (Building 3561), a Ground Support Equipment (GSE) Holding Building (Building 3580), and numerous smaller industrial buildings which are visible from the adjacent residential area.

AIRFIELD

A large portion of the western area of NAS Pensacola is devoted to air operations. Air



Example of an area in the Administration/Training Functional district - NASC (Naval Aviation School-Building 633).

operations facilities include Aircraft Maintenance Hangars (Buildings 1853, 1854, 3221, and 3260), and the NASP Air Operations Building (Building 1852).



Example of an area in the Personnel Support Functional district - Unaccompanied Enlisted Personnel Housing (Building 3910).



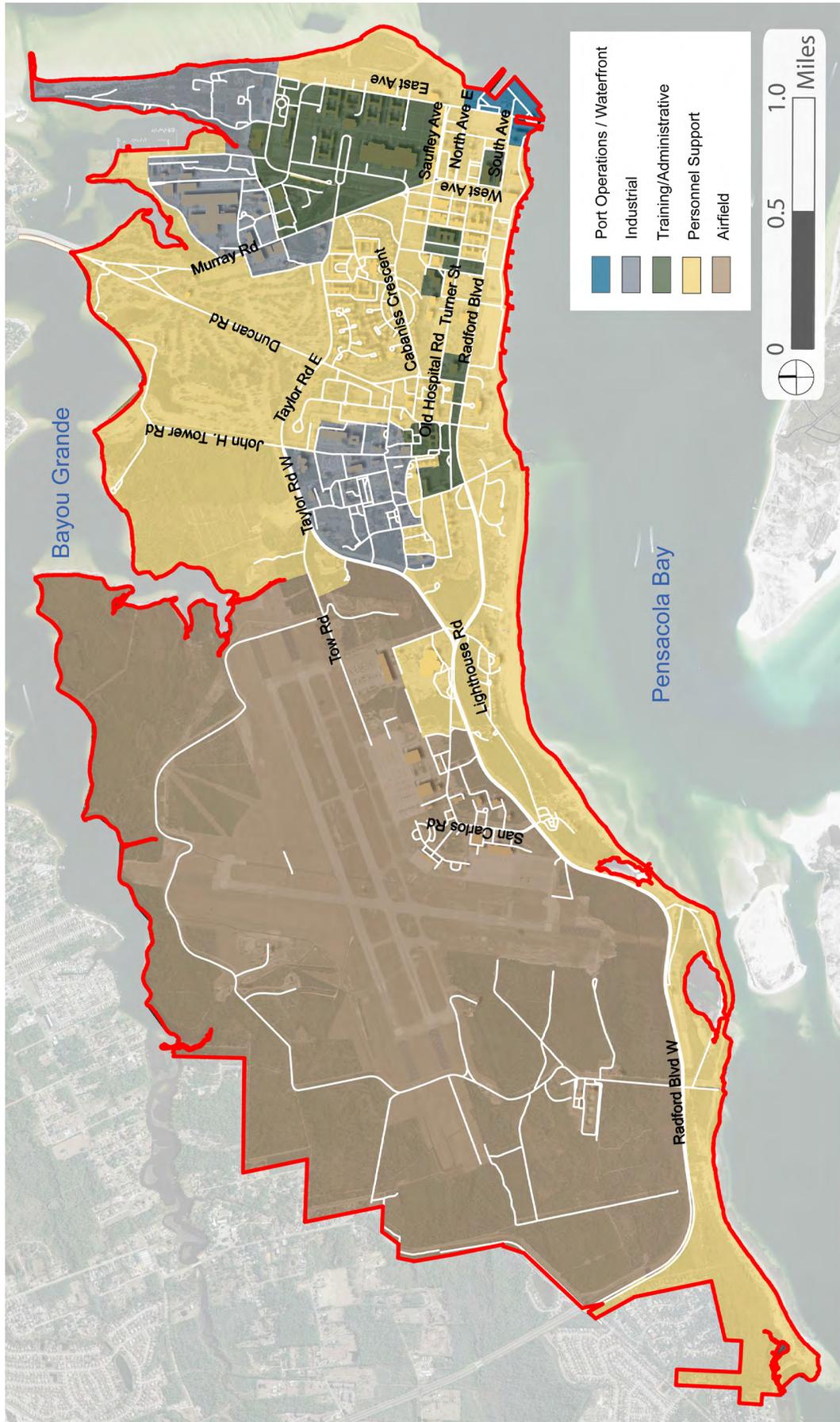
Example of an area in the Industrial Functional district - NEX Warehouse (Building 2666).



Example of an area in the Airfield Functional district - hangar for Training Air Wing Six.



Figure 2.1 Functional districts - NAS Pensacola.



PORT OPERATIONS / WATERFRONT

The Port Operations / Waterfront Functional District provides the physical interface between ship and shore side functions, (port operations areas are referred to in the IAG as “Waterfront” Functional Districts, however, for clarity this district will be referred to as Port Operations / Waterfront in this document). Located in the southeast corner of the installation, the Port Operations / Waterfront Functional District is characterized by open, large paved areas. This district offers expansive views to Pensacola Bay.



Example of an area in the Port Operations / Waterfront Functional District.



The fortification area that was used to protect and control Pensacola Bay.



Fortification at NAS Pensacola.

2.3.2 Architectural Styles

NAS Pensacola, with its extensive history as a Naval facility, was established in 1826 and became a Naval Air Station in 1913. The installation presents significant historical assets composed of a collection of architectural styles reflective of its more than 180-year history as a center of Navy activity. Adding to this rich Naval heritage, the site of NAS Pensacola carries significant historic value preceding its addition to the U.S. Navy. Pensacola served as a fortification area for Spanish, French, and British forces seeking to protect and control the Pensacola Bay as early as the seventeenth century. As a result, the base hosts an assembly of architectural styles that include a number of historically designated buildings within or near these districts, and assorted buildings constructed around these assets, creating the rich and diverse overall architectural character of the base. Some of the predominant styles include the following:



Building 624 in the Annapolis of the Air Historic District displays distinctive Georgian architectural features.



Building 40, built in 1936, is one of the base's older, historic structures.



GEORGIAN The collection of Georgian buildings that serve as the Training School are in an historic district labeled “Annapolis of the Air.” These graceful two-story buildings, with their red brick, articulated brick quoins, double-height colonnades with white trim, pitched roofs, and formal entries have become emblematic of NAS Pensacola, and constitute the most consistent and prevalent architectural style on base.

These buildings, constructed primarily in the 1930’s, were inspired in part by the remaining red brick structures from the original Navy Yard complex adjacent to the east. The building that now serves in part as the base’s Post Office (Building 1519) is an example of one of these older, historic structures.

FRENCH COLONIAL There are a number of structures on base that were influenced by Southern colonial architecture prevalent on the Gulf Coast and reminiscent of early 1900’s structures in New Orleans and surrounding areas.



The double-gallery townhouse structure, Building 191, is reminiscent of turn-of-the-century New Orleans architecture.



The delicate detailing and expansive porch space of Building 34 make this structure a good example of the French Colonial style on the base.

These structures include the historic Building 191, classified as a double-gallery townhouse with double-height galleries in the front and back, and the collection of historic homes located just north of the original Navy Yard and now serving as senior officer’s quarters and lodging. Distinctive characteristics of this style are brick (painted and unpainted), decorative porch detailing in either wood or wrought iron, expansive porch/gallery areas, and pitched roofs with metal roofing. It is important to distinguish between this style of building and the Georgian Colonial of the Annapolis of the Air Historic District, since the French Colonial has a substantially different character, much more delicate than the Georgian. New construction surrounding these buildings must take into consideration their scale and delicate detailing to avoid overwhelming them architecturally.

UTILITARIAN – HISTORIC There are a number of historic utilitarian buildings on base dating from different construction periods that share a functional role to provide warehousing and



Building 603 was formerly a warehouse and is now used as administrative office space.



By the use of varied materials, this Functional style warehouse is attractive, while still serving its main role as large storage space.



storage. These include a set of painted warehouse buildings in the former Navy Yard area: the large red brick former warehouse Building 603 and the set of red brick former WWII aircraft hangars now used for recreational activities. These buildings are categorized separately from their non-historic more contemporary functional counterparts due to the need to exercise more control over neighboring new construction to preserve their historic significance and continuity of the districts within which they lie.

FUNCTIONAL This style consists of more contemporary utilitarian buildings that are not historic. These buildings are notable for their simple and direct method of providing enclosure/ building envelope to house storage and industrial functions, including warehousing, shop areas, and equipment intensive training functions.



Chevalier Hall, part of the NATTC, is a large part of the contemporary sub-campus on the base.



The white stucco masonry walls and red tile roof of Building 1500, a Mission Style Architecture building.

CONTEMPORARY There is a substantial collection of contemporary buildings on the NAS Pensacola campus, the most significant being the group of buildings that form the Naval Air Technical Training Center (NATTC) located along the east portion of NAS Pensacola. This grouping consists of training facilities, housing, and personnel support facilities constructed over the last ten years to form an identifiable sub-campus within the installation.

The National Naval Aviation Museum, located along the southern boundary of the base, is also a significant contemporary structure which stands alone as a recognizable destination in a very modern style building.

MISCELLANEOUS Building 1500 is an excellent example of Mission Style architecture with its sloped tile roof, stucco masonry walls, and articulated entry and window details at penetrations.



The health clinic, Building 3911, is characteristic of many NAS Pensacola building entrances that severely lack any landscape features.



This is an unsuitable entrance for the Visitors Quarters Conference Facility and should be replaced with groundcover and shrubs.



2.3.3 Building Access

Primary and secondary entrances are important elements on buildings across the base. A number of design techniques are used to emphasize or de-emphasize these elements to guide users to the appropriate entry and provide definition of entry spaces. Some of these techniques include the following:

LANDSCAPE Landscaping can be used to help define building entries and lend a sense of presence to the main pedestrian access to a building. At NAS Pensacola, the primary method of landscape entry definition was foundation plantings, many of which have been removed due to storm damage or Anti-Terrorism Force Protection (AT/FP) requirements. As a result, there appears to be a notable lack of landscaping used to define building entries.



Quarters A welcomes visitors into its entrance with lush vegetation and a covered front porch.



The Georgian style buildings often incorporate a front porch or colonnade into their entryway, which provides welcome shade.

AT/FP requirements do not negate the opportunity to use this affordable technique to defining building entries. Installation of low planting beds and landscape elements including pavers, lighting, and landscape accessories can contribute to entry definition as well as create a more pedestrian-friendly entry sequence. This technique is also notable for its ability to reinforce entries to historic buildings without diminishing their historic character.

BUILDING ENTRANCES Building entrances are defined architecturally through changes in materials, façade, or roof line to create a focal point for entry. Examples of this technique appear in every style of building, and the degree of emphasis placed on the entry is proportionate to its importance both to the building and to the building's function as a whole in relation to other buildings on the base. At NAS Pensacola, a common entry feature found in many of the



The dining facility, Building 3900, provides a distinctive focal point with its covered entryway.



The canopies of Building 603 are currently used as platforms for exposed mechanical equipment, which diminishes their value.



buildings is incorporation of a front porch or colonnade, to provide much-needed shelter from the hot Florida sun. Notable examples include the entry colonnades on the buildings in the Annapolis of the Air Historic District, the contemporary buildings that are part of the NATTC, and the double-gallery townhouse style of Building 191 on the waterfront. Another significant entry treatment is the entry plaza for the National Aviation Museum.

Building entrances can also be confused or diminished by neglecting the importance of this feature. The former warehouse Building 603, now utilized for office space in the former Navy Yard District, is an example of how a potential entry-reinforcing feature, the canopies, are diminished in value by their use as platforms for exposed mechanical equipment. In this case, what should or could have been a positive element becomes a liability.



This door replacement was successful by choosing divided lights and panels that support the historic character of the building.

Building entrances are also important for communicating the style and architectural integrity of a building. Accordingly, care should always be exercised in conducting maintenance or repair projects on all buildings, and especially historic buildings, to maintain the character of the building's detailing. Examples below show how door replacement can be done in a positive way to support the historic character, through selection of similar proportioned door panels with divided lights, and how improper selection of a commercial aluminum system for a similar situation can detract.



The improper selection of a commercial aluminum system for a historic building detracts from the character of the structure.



2.3.4 Gateways & Circulation Routes

The first impressions of the installation are provided at the main entrance locations. In addition, primary and secondary vehicular routes, as well as pedestrian routes, provide access to the various destinations and serve to reinforce the visible identity of the base, (see Figure 2.2).

GATEWAYS Gates lead into different parts of the base; each has a different character and purpose. There are two primary gates for access into NAS Pensacola: the Main Gate and the Radford Boulevard Gate.

MAIN GATE The primary entrance for NAS Pensacola is Main Gate, accessible from Navy Blvd via the Sam Lovelace Bridge. This gate is the major access point for personnel and visitors to the base, and subsequently experiences the greatest volume of traffic. The Main Gate



Main Gate.



Radford Boulevard Gate.

includes guard structures, a canopy, and a static aircraft display appropriate to the primary gate of a major installation. The Main Gate is visible from a distance, which enhances its function as a security measure.

RADFORD BOULEVARD GATE The Radford Boulevard Gate is accessed from the Blue Angel Parkway and provides to the western edge of the installation. The Radford Boulevard Gate is less utilized than the Main Gate. The gate is visible from a distance which enhances its function as a security measure.

OTHER GATEWAYS Additional significant gateways at NAS Pensacola include:

- Old Naval Hospital Area: The Mosquito Wall and oak trees create a sense of separation from the rest of the installation.



The Mosquito Wall at the Old Naval Hospital.



The Navy Yard Gate.



- **Navy Yard Gate:** This gate on Radford Boulevard is the historic entrance to the old Navy Yard. The original wall partially screens the view and delineates the older structures on the eastern side from the mid-20th century structures on the western side.

PRIMARY VEHICULAR ROUTES Primary vehicular routes carry the highest amount of traffic and serve major centers of activity. At NAS Pensacola, primary circulation routes include Duncan Road, Murray Road, Taylor Road, and Radford Boulevard. Duncan Road is an expansive, four-lane, tree-lined road that is the principal means of entry into the base. It traverses the golf course and leads to the densely built area in the southern area of the base. Murray Road connects the Main Gate with the eastern industrial district and the southeast waterfront.

SECONDARY VEHICULAR ROUTES Secondary vehicular streets carry less traffic than primary vehicular routes and do not have the scale of major highways. Secondary streets include San Carlos Road, Hovey Road, Moffett Road, Saufley Avenue, East Avenue, West Avenue, and Ellyson Avenue.

PEDESTRIAN PATHWAYS While in most areas of NAS Pensacola there are adequate pedestrian pathways, in other areas the pathways lack shade or site furnishings. For example, the area between the NATTC “A” School and the Historic District is well-defined with a linear lawn and a pair of walkways that course east-west from Murray Road



Duncan Road is a primary north-south vehicular route.



Radford Boulevard is a primary east-west vehicular route.



Saufley Avenue is a secondary vehicular route in the area of the “A” School.



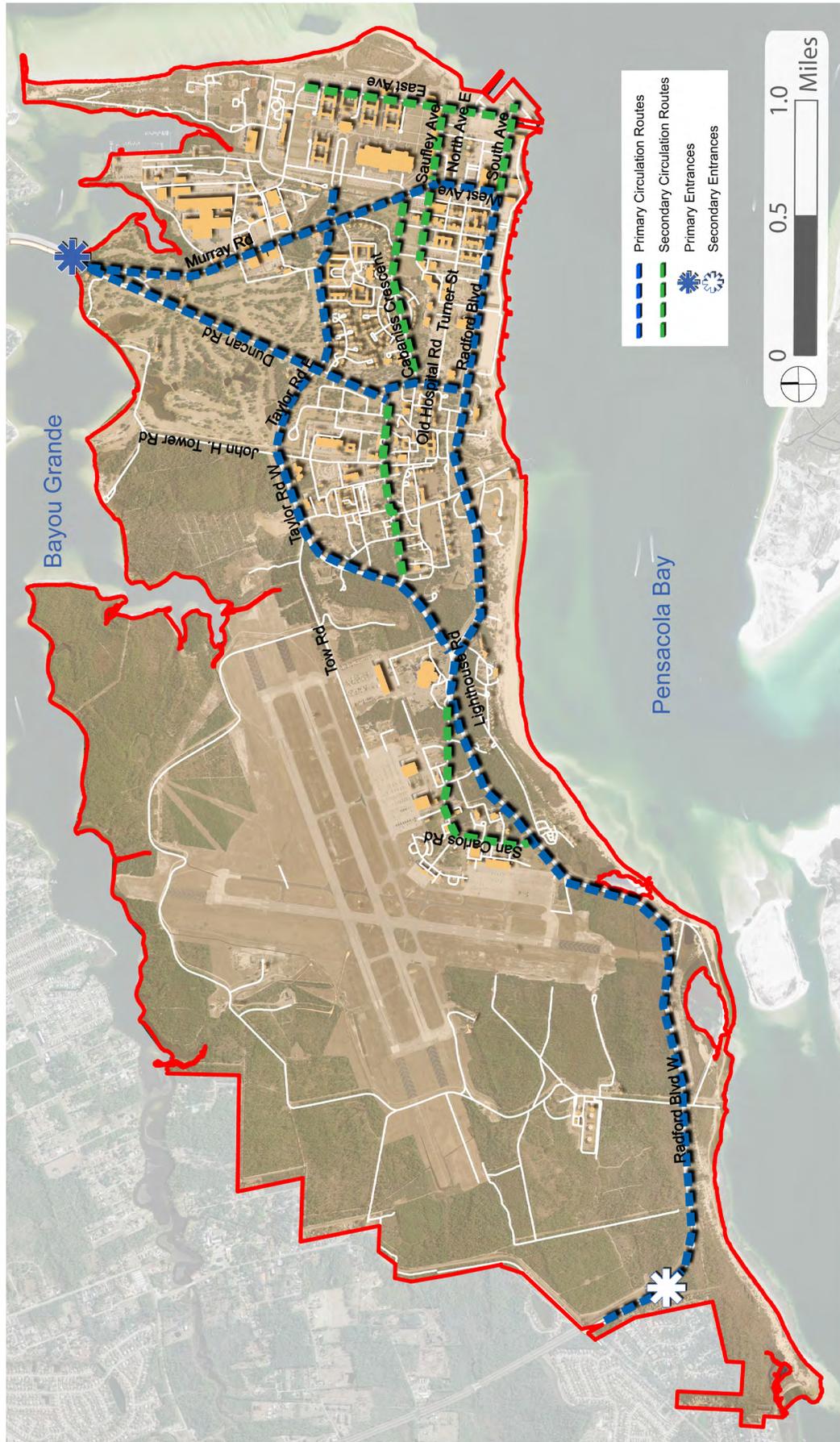
Pedestrian pathway through the “A” School.



Pedestrian nature trail.



Figure 2.2 Circulation Map - NAS Pensacola.



toward Building 3912. While the walks provide a framework, there are no trees or site furnishings for the comfort and convenience of pedestrians, and therefore, the walks are minimally used. For an example project regarding this area, see Chapter 9.

2.3.5 Landmarks & Reference Points

Landmarks are notable elements, built or natural, which serve to identify important places at the base. These elements help with orientation, provide information, or otherwise lend place-making qualities to the environment at NAS Pensacola, (see Figure 2.3). Several landmarks at NAS Pensacola serve this function:

- The golf course is a landmark due to its wide expanse and natural beauty.
- Barrancas National Cemetery is a landmark because of its size and large number of white headstones.



Barrancas National Cemetery.



Fort Barrancas.

- Forts Redoubt and Barrancas, Lighthouse Point at San Carlos Beach, and the old Navy Hospital (Building 628) are landmarks due to their importance as historic structures.
- Due to its sheer size and volume, NEXCOM (Building 781) serves as a reference point for many employees and visitors.
- The port area south of Radford Boulevard and east of Building 603 presents visitors with a snapshot of the natural beauty of Pensacola Bay. For IAP Example Projects in this area see Chapter 9.



Lighthouse Point.



Port area.



- The historic power station stack, water towers, and tensile structure are tall landmarks in areas otherwise lacking vertical structures.
- The aircraft monuments at the intersection of Radford Boulevard and San Carlos Road and the Main Gate are landmarks that provide reminders of the installation's history and mission.
- Cabaniss Crescent is a landmark because of its attractive historic homes and distinctive form.
- The "A" School (Buildings 3910 and 3460) is a landmark due to its sheer size, visibility and function.



This aircraft monument provides a reminder of the base's mission and heritage as the home of the Blue Angels.



The water towers are prominent vertical landmarks.



Tensile structure monument along Pensacola Bay.



The historic power station stack is a vertical landmark and one of the few remaining historic elements left in the immediate area after Hurricane Ivan.



2.3.6 Significant Views

Views are significant if they are generally unobstructed, relatively panoramic, and offer memorable impressions. They can have both positive and negative qualities.

Many elements, either individually or collectively significant, provide visual interest. A single element, such as a prominent building within the installation skyline, may be the focus, or it may be only a portion of the whole view. A linear element such as a tree-lined road can present strong continuity and rhythmic effect, producing an aesthetically-pleasing result.

View corridors at NAS Pensacola, whether long or short, are a valuable asset to the character and visual integrity of the site and should be maintained and incorporated into future planning and design considerations.

Significant views from NAS Pensacola include the following:

- View of Pensacola Bay from Radford Boulevard.
- View of the Intracoastal Waterway from Radford Boulevard.
- View of Bayou Grande from the area near the Main Gate and the marina.



View of Pensacola Bay.



View of the Intracoastal Waterway from Radford Boulevard.



View of Bayou Grande.



Notable views within NAS Pensacola include the following:

- View of Barrancas National Cemetery from the intersection of Taylor and Duncan Roads.
- View of the golf course on both sides of Duncan Road.
- View of the open spaces along Radford Boulevard and Moffett Road.
- Views of Forts Redoubt, San Carlos, and Barrancas from Radford Boulevard and Taylor Road.



View of open space along Moffett Road.



View of Barrancas National Cemetery.



View of open spaces along Radford Boulevard.



A.C. Read Golf Course.



View of Fort Barrancas.



2.3.7 Activity Nodes

Activity Nodes are definable areas that support high concentrations of activity. They generally coincide with major facility landmarks or buildings that house important functions. They can also occur in areas where a high level of vehicular or pedestrian traffic converges and interacts within spaces between facilities. Nodes can occur outside facilities in plazas, entrances, or other outdoor spaces. Recreation and commercial functions can also generate high levels of activity and are commonly indicated as nodes. At NAS Pensacola, the following areas provide such a frame of reference for employees and visitors:

- NATTC “A” School Campus area (including the NATTC Aviation School and the Maintenance School).
- “Annapolis of the Air” Historic District (including NASC), NASP HQ Building, and Air Operations Control (AOC) Quarters and bounded by Radford Boulevard, Fisher Avenue, Saufley Street and Jayne Avenue.
- NETC Administration Building.
- Naval Aviation Museum.

As the goals of the 2007 NAS Pensacola Master Plan are implemented, other areas on base are likely to become better defined as activity nodes. The need for pedestrian amenities and connections should be anticipated as these areas are developed, to ensure that they are pleasant destinations on their own merit in addition to the activity they generate.



“A” School Campus (Building 3900).



“Annapolis of the Air” campus.



NETC Administration Building (Building 628).



Naval Aviation Museum.





Figure 2.3 Landmarks, Activity Nodes, and Significant Views - NAS Pensacola.



2.3.8 Installation Perimeter and Anti-Terrorism Force Protection

NAS Pensacola is surrounded by residential neighborhoods and by water. A chain link fence with barbed wire encloses the base and separates it from the surrounding area except for portions along Pensacola Bay and Bayou Grande. Buildings within the installation can be easily seen from outside the base.

When approaching NAS Pensacola, anti-terrorism force protection (AT/FP) measures are some of the first facilities that a visitor experiences. These measures include the perimeter wall or fence, gates, bollards and other forms of barriers that help to control the movement of vehicles and pedestrians.

At NAS Pensacola, the Main Gate and the Radford Boulevard Gate are the primary entrances into the installation. The Main Gate's canopy is at odds with the traditional architecture of the guard structures and seems temporary since it often has to be replaced due to hurricanes. The Radford Boulevard Gate also includes a large blue canopy and unsightly barriers. For an example project regarding the Main Gate, see IAP Example Projects Chapter 9.



Barriers near the Main Gate.



Bollards are an AT/FP element not commonly found at NAS Pensacola.



Barbed-wire fencing along the airfield perimeter.



AT/FP elements near the Radford Boulevard Gate.



2.3.9 Signage and Lighting

Signage and lighting are integral to the appearance and character of a facility. At NAS Pensacola, signage and lighting fall under different categories, depending on their functions and locations.

SIGNAGE Signage falls under four categories: entrance signs announcing the base; directory signs identifying nearby facilities and tenants; vehicular directional signs that are located along main vehicular streets; and building signs that identify the name or number of some the buildings. Signs at NAS Pensacola vary in style and condition, including signs used for way-finding, signs to help with orientation, free-standing directory signs, and building signs. The BEAP completed in 2006 included a section on signage for the base. Base tenants have additional standards for signage which do not necessarily follow Navy sign types. A comprehensive effort to update and unify signage is still a necessity.

There are several ways in which signage at NAS Pensacola does not conform to IAG standards. Directional identification signs, while consistent, do not conform to IAG standards regarding the signage field color. Furthermore, while many of the signs on the installation are attractive and easy to read, there is nothing in most signs that graphically says "Navy." For example, NAS Pensacola's entrance sign does not include the Navy logo. In addition, the number of signs at the installation could be reduced by consolidating information on single signs to minimize clutter.



Examples of existing signage. Signs on the installation vary greatly in styles and largely do not adhere to IAG signage standards.



LIGHTING Site lighting at the base is predominantly provided by three types of lighting: vehicular-oriented lights located along streets and in parking areas; pedestrian-oriented lights located along pathways and in open space areas; wall-mounted lights located on building exteriors.

In general, at NAS Pensacola, vehicular-oriented, pedestrian-oriented, and wall-mounted light fixtures are traditional in style. Most lighting fixtures at NAS Pensacola, while not uniform, complement one another.

The base uses conventional lighting and does not use solar lighting fixtures.



Existing lighting at NAS Pensacola varies widely in styles, however, many complement one another.



2.3.10 Natural Environment and Open Space

NAS Pensacola features a variety of open spaces, totaling approximately 3,400 acres. The majority of the open space is located in the western half of the installation near the airfield. Other open space is spread around buildings and used either for vehicular parking or lawn. The larger open spaces include wetlands, shoreline, and the golf course. Forest areas comprise 1,350 acres. Open spaces can generally be placed in three broad categories, each of which contributes a different visual character to the base.

FORMAL AREAS Formal areas are spaces that can be used for ceremonial or memorial functions. Formal open space areas at NAS Pensacola are limited to Cabaniss Crescent, waterfront areas along Pensacola Bay, Barrancas National Cemetery, the lawn south of Building 1500, the parade ground, and the former drill field, which is used for ceremonies and physical training.



The existing parade ground.



Athletic fields.

ATHLETIC FIELDS Athletic areas are located in the eastern half of NAS Pensacola, including athletic fields south of Moffett Road, the main athletic field complex south of Radford Boulevard, and athletic fields at the north end of the NATTC complex.

NATURAL AREAS NAS Pensacola is surrounded by water on three sides, including Pensacola Bay, Bayou Grande, and the Intracoastal Waterway. The base also includes large wetland and wildlife habitat areas.



Formal space across from the Chapel on Moffett Road.



Open space near the "A" School.



Natural area adjacent to Pensacola Bay.



2.4 Historic District Overview

In December 2007, a pre-final Integrated Cultural Resource Management Plan (ICRMP) was issued to assist NAS Pensacola with the management of significant cultural resources under its stewardship. This document identified six historic districts within the boundaries of NAS Pensacola, previously identified in a Planning Level Survey (PLS) in 2002, and added a seventh district for consideration.

The six historic districts previously identified in the 2002 PLS are as follows:

- 1 Annapolis of the Air Historic District
- 2 Fort Barrancas Cantonment Historic District
- 3 Billingsley Drive/Cabaniss Crescent Historic District
- 4 Chevalier Field Hangars Historic District
- 5 Pensacola Naval Air Station Historic Landmark District
- 6 Naval Hospital Historic District

A map of the six historic districts is included to illustrate the boundaries and location of each district for reference (see Figure 2.4).

A total of 207 buildings and standing structures at NAS Pensacola, Bronson Field, Naval Education and Training Professional Development and Technology Center (NETPDTC), Saufley Field, and Naval Technical Training Center (CID) NASP Corry Station as listed or eligible for inclusion in the National Register of Historic Places (NRHP), most of which are located at NAS Pensacola.

It is not surprising with its extended history that NAS Pensacola has such a rich inventory of historic structures and districts. These contributing properties are buildings, sites, structures, or objects within a Historic District that add to the value or qualities of that district because they



The Georgian architecture of the Annapolis of the Air Historic District.



Building 1565, a storehouse, in the Fort Barrancas Cantonment Historic District.



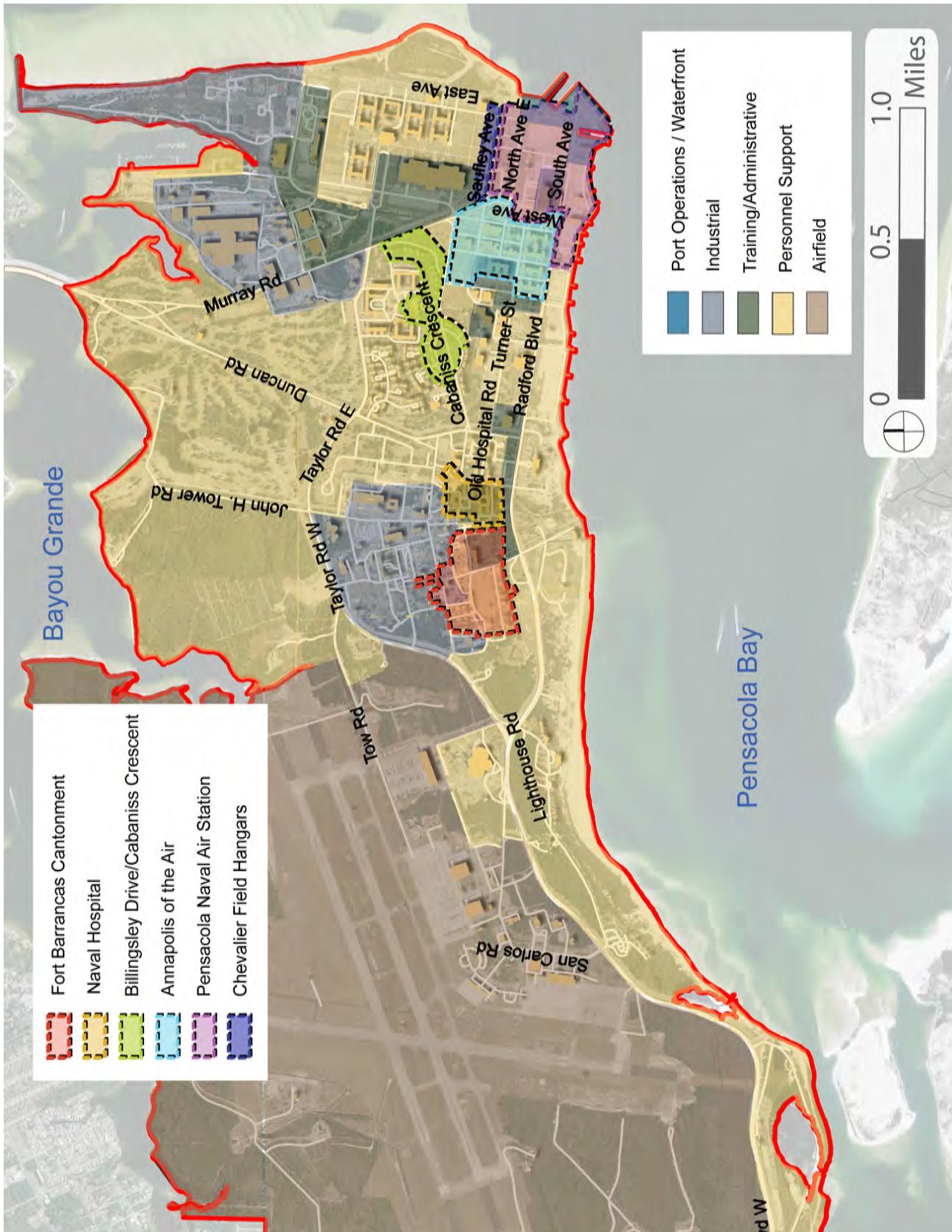
A shaded courtyard in the Billingsley Drive/Cabaniss Crescent Historic District.



Building 627 is a hangar in the Chevalier Field Hangars Historic District.



Figure 2.4 Historic Districts at NAS Pensacola



were present during the period of significance and possess historic integrity, or independently meet NRHP criteria.

Great care should be exercised in considering removal of existing contributing structures or construction of new structures. Historical assets are irreplaceable, and creative management and adaptive re-use of these facilities will allow NAS Pensacola to fulfill its mission while preserving this testament to the base's long history of contributing to the security of the nation.

With this in mind, appearance improvement efforts should celebrate these historical assets. With regard to contributing properties, it is imperative that the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* be followed. Detailed guidelines are presented in this document with respect to maintenance and rehabilitation,



A warehouse in the Pensacola Naval Air Historic District.



A Georgian style building in the Naval Hospital Historic District.

(including window and door replacement and repair), and other guidelines appropriate to the maintenance of these buildings.

With regard to new construction in this district, it is essential that new construction, when necessary, defer to the historic character of the district and respond in scale, material, organization, and style to the adjacent historic structures to avoid diminishing their value. Failure to take all of these elements into consideration, particularly scale, can result in unsuccessful solutions that dwarf the historic buildings by which the districts are defined.



Adaptive reuse of old industrial buildings, such as this hangar, allow the housing of new recreational functions.



The contemporary glass addition diminishes the historical integrity of adjacent Building 191.



Existing Conditions

NASP Corry Station

2.5 Historical Background

Corry Field opened in 1923 as an active airfield and training command. The installation was the first auxiliary field established by the Navy to support flight training operations at the Pensacola Flight School. The airfield constructed at this site was named Corry Field in honor of LCDR William M. Corry, who was posthumously awarded the Medal of Honor for his attempt to rescue a fellow crew member from a burning aircraft.

Flight training at Corry Field began in 1927 and was followed in 1932 by construction of hard surfaced runways, hangars, and other buildings. These improvements transformed Corry Field into a premier airfield and one of the first airfields in the United States to be hard-surfaced. In the pre-World War II era, Corry consisted of two separate fields, East and West, each with three asphalt runways. The longest runways were 4,200 feet in length. Students and instructors alike found the traffic

pattern to be difficult to navigate, a confusing assortment of primary and fighting planes landing and taking off at the same time. Corry Field was also home to primary elimination glider training in the mid-1930s, compounding the installation's complex uses.

In the years prior to the United States' entry into World War II, primary flight training, fighter training, and multi-engine land-plane training was conducted at Corry Field. An instructor school was also housed at the base.

In 1943, Corry Field was designated a Naval Auxiliary Air Station (NAAS), and primary flight training was moved to other airfields in the area. For the remainder of the war, Corry Field hosted advanced training in multi-engine land-planes. A transport squadron operating R4D and R5O aircraft was also located at Corry Field because



*A Stearman NS-2 biplane on the ground at Corry Field.
Source: National Naval Aviation Museum.*



*Battle of Midway commemoration in the formal area between
Buildings 501 and 502.*



the runways at NAS Pensacola were too short for the safe operation of these aircraft.

In mid-1947, all basic training in multi-engine land-planes was concentrated in Pensacola when advanced training moved to Corpus Christi, Texas. The field was also home from mid-1949 until mid-1952 to the Basic and Advanced Training Command's carrier qualification training unit.

Corry Field was closed in June 1958 and remained inactive until 1960, when the hangars and station buildings were converted to classrooms for the newly arrived Communications Technician School. In 1973, the field's name was changed to Naval Technical Training Center (CID), Corry Station.

By 1982, Naval Technical Training Center (NTTC), Corry Station had become the largest command in the Pensacola Naval Complex. Its change from air facility to technical training was reflected in the form of new, contemporary buildings and facilities. In 1990 the base expanded to incorporate the Opticalman/Instrumentman School.

NASP Corry Station has grown into a highly technical, joint services training center specializing in cryptology, electronic warfare, advanced calibration, information technology and instructor training. Currently, NASP Corry Station graduates over 5,400 students annually and is considered one of the Navy's training showplaces, with detachments throughout the United States.



Sailors from the CID stand by for an all-hands Captain's call at NASP Corry Station.

2.6 Previous Design Guideline Efforts

Prior to this current study, the design efforts at the installation had been guided by the BEAP authorized in 2006. The BEAP focused on a visual image inventory and analysis providing practical guidance to improve NASP Corry Station's visual environment in terms of its exterior architecture, landscape architecture, and site layout.

Implementation of the BEAP provided immediate, practical design guidance with specific examples for elements such as gates, landmarks, and streetscapes. The singular goal of the BEAP was to achieve unity and coherence in design, colors, and materials that would enhance the identity and aesthetic quality of the installation.

This IAP also takes into consideration the 2007 Pensacola Master Plan, which detailed constraints to development, existing and future land use, and future facility development at NASP Corry Station, as well as the 2001 Integrated Natural Resources Management Plan (INRMP), which detailed ways to provide for the conservation and rehabilitation of natural resources at both installations.



2.7 Visual Environment: Definition

This section defines the major perceptual environment and its components as well as the terminology used in analyzing the visual conditions at NASP Corry Station. These components include functional districts, architectural styles, entries, circulation routes, landmarks and reference points, significant views, activity nodes, installation edges, signage and lighting, and the natural environment and open space.

2.7.1 Functional districts

At NASP Corry Station, there are three predominant functional districts, as depicted in Figure 2.5 and described below. These functional districts are based on the definitions provided in the Navy IAG. NASP Corry Station does not have airfield or waterfront functional districts since the base ceased airfield operations in 1958 and is a land-locked installation.

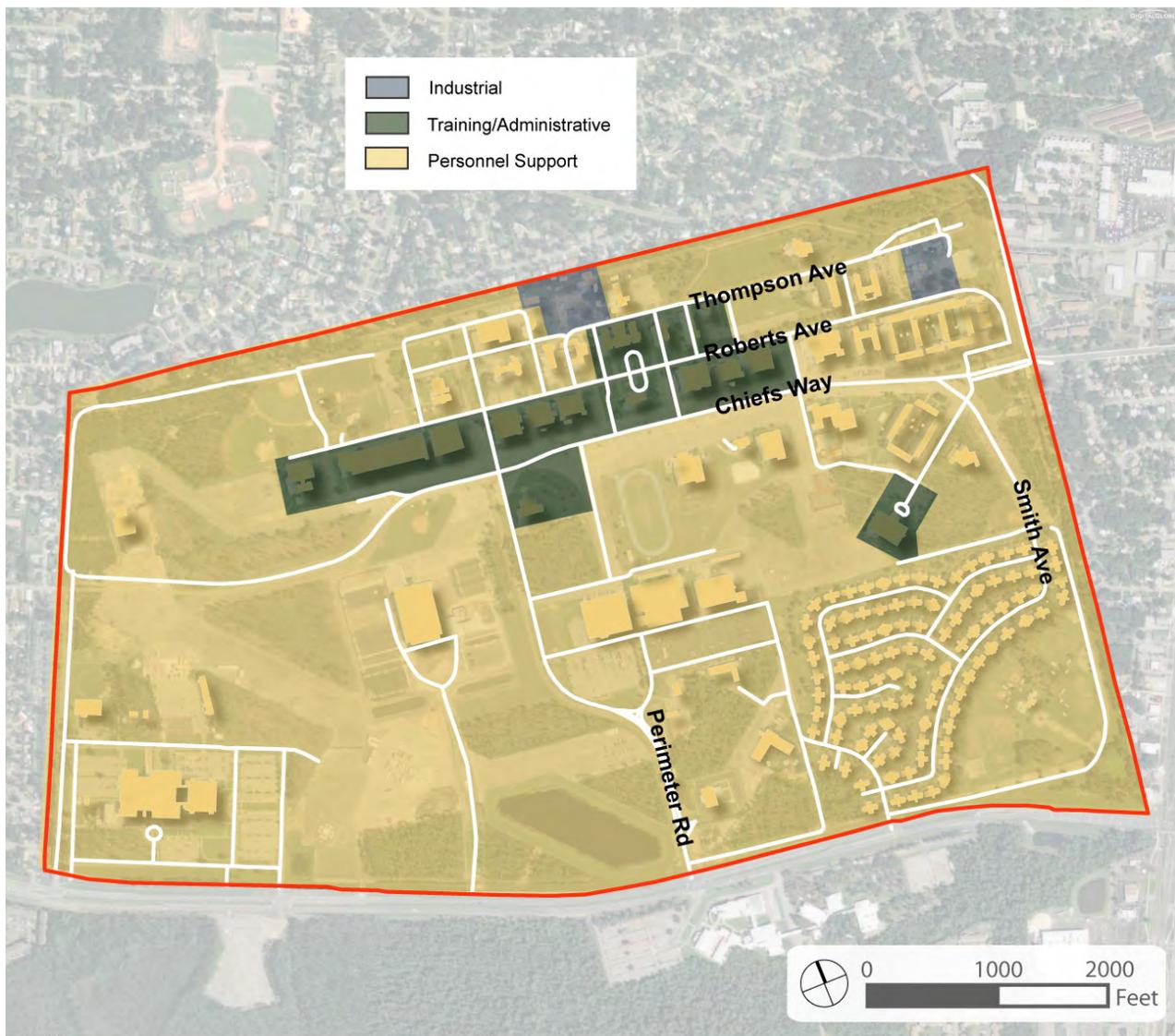


Figure 2.5 NASP Corry Station Functional districts.



TRAINING/ADMINISTRATION

The Training/Administration functional district at NASP Corry Station is primarily located along the historic flight line in between Chiefs Way and Roberts Avenue. These facilities include the Administration Building (Building 501), the Administration Services Building (Building 502), the MWR administration office (Building 503), and various facilities devoted to instruction (Buildings 511, 512, 513, 514, 3744, 3748, and 3782).

PERSONNEL SUPPORT

The Personnel Support functional district is by far the largest district at NASP Corry Station. It includes most of the areas formerly devoted towards runways and includes large paved areas as well as areas largely comprised of evergreens. The Naval Hospital (Building 2268) and the VA Hospital are located in the southeastern portion of this district. East of these facilities is the NEX (Building 3727) and the Commissary (Building 3961). Several BEQ's (Buildings 3701-3709) and the Galley (Building 1080) are located near the Main Gate along Chiefs Way. The Chapel (Building 3757) and the Gymnasium (Building 3711) are located just south of Chiefs Way.

INDUSTRIAL

There are two small Industrial functional districts at NASP Corry Station. The eastern Industrial District is near the Main Gate and includes several small industrial buildings. The western Industrial area, north of Building 502, includes several storage structures.



Example of an area in the Training/Administration Functional district (Building 502).



Example of an area in the Personnel Support Functional district (NEX and Commissary).



Example of an area in the Industrial Functional district.



2.7.2 Architectural Styles

NASP Corry Station was originally established as Corry Field in 1928, with substantial construction efforts commencing in 1934 as part of a large project funded by the Public Works Administration. While there are no buildings remaining on site from prior to 1934, ongoing construction over the 75 years following the 1934 public works project has left NASP Corry Station with three basic styles of Architecture, representative of the periods in which they were built and their intended function:

- Traditional (Georgian/Colonial Revival)
- Contemporary
- Functional

A description of each of these styles appears below.

TRADITIONAL (GEORGIAN/COLONIAL REVIVAL) Most of the buildings that fall into this category date back to the 1934 construction effort, when a substantial part of the base was constructed. Significant structures in this style include the original control tower, Bldg 501, and surrounding administrative buildings. The buildings, similar to those at NAS Pensacola, have red brick articulated volumes, with brick quoins, pitched roofs, with copper detailing, and stately, character-defining colonnades at the entrances.

Other examples of complementary structures completed in this style include the Fire Station, the East Entry Gate, and the former aircraft hangars. The Fire Station, Bldg 504, is notable for how well it integrates similar massing and detailing on a functional building which is located in a historically sensitive area. In contrast, the aircraft hangars are a good example of how the sensitivity of the original design was compromised by contemporary and non-contextual additions that destroyed their design integrity.



The original control tower, Bldg 501, is one of the most prominent traditional style buildings at NASP Corry Station.



The East Entry Gate is a complementary traditional style structure.



The Fire Station, Bldg 504, is notable for how well it integrates similar massing and detailing on a functional building in a historic district.



The contemporary additions to the former aircraft hangars do not relate to the original, traditional design intentions.



FUNCTIONAL This style is generally applied to utilitarian buildings, and is notable for its simple and direct method of providing enclosure. It is appropriate to house storage and industrial functions, including warehousing, shop areas, and equipment-intensive training functions, though such functions may require more detailed architectural styles depending on their location within an overall architectural context. This style is sometimes used inappropriately for functions that are more contextually sensitive, an example being the Navy Exchange Retail Building 540 near the historic district on Roberts Avenue.



The simple building envelope of this functional style building relates to the surrounding context by using traditional building materials.



The NEX Retail Bldg 540 is a functional structure, but its adjacency to the historic district calls for more architectural detail.

CONTEMPORARY There is a substantial collection of contemporary architecture on the NASP Corry Station campus, with a large concentration of these buildings located along the south side of Chiefs Way. Another collection of buildings lies around the Exchange and Commissary retail center at the south end of the base, and a dispersed collection of buildings is located north of Chiefs Way.

Buildings in this style consist of training facilities, housing, retail and personnel support facilities. There is a consistency to the groupings of these structures around the Exchange and Commissary retail center, but inconsistent application of this style appears along Chiefs Way. In this area, there are a number of less successful examples where this style provides jarring contrast to the historic and/or more traditional context of the surrounding buildings.



The entry to the Exchange is an example of the contemporary style of architecture found at the retail center.



The contemporary Bldg 3712 is unsuccessful in blending with the more traditional surrounding context.



A notable exception to this is Mast Hall, which demonstrates a contemporary structure that is compatible with massing, scale, and material with the surrounding historic and/or traditional structures adjacent to it on Chiefs Way. Part of its success stems from the integration of a gated enclosure surrounding the building that responds to the neighboring context and creates an effective transition between styles.

Other buildings that fall into this category are the dormitory buildings at the east end of the base, the Chapel at the southeast corner, and the training building with glass tower on the west end of the base.

Contemporary buildings can often be tempered with complementary details from other styles to blend in with surrounding context. A significant comparison is between the renovated dormitory buildings at the east end of the base, with pitched roofs and surrounding colonnades, and the adjacent un-renovated dormitory buildings with flat roofs and lack of colonnades. This illustrates how a similar program can be accommodated with modifications to its architectural envelope that respond to the surrounding overall context. The free-standing entrance colonnade in front of the Bachelor Housing Welcome Center illustrates how adding a complementary element in front of a contemporary building can help weave together diverse styles of architecture on campus.



Mast Hall and its entry gate house are successful examples of transitioning between contemporary and traditional styles of architecture.



The free-standing entrance colonnade complements the contemporary Bachelor Housing Welcome Center.



The renovated dormitories respond to their traditional surrounding context by the addition of pitched roofs and colonnades.



The adjacent un-renovated dormitories have flat roofs, no colonnades, and do not respond to their traditional surroundings.



2.7.3 Building Access

Primary and secondary entrances are important elements on buildings across the base. A number of design techniques are used to emphasize or de-emphasize these elements to guide users to the appropriate entry and/or provide definition of entry spaces. Some of these techniques include the following:

LANDSCAPE Landscaping can be used to help define building entries and lend a sense of presence to the main pedestrian access to a building. At NASP Corry Station, the landscape treatment of the main entrance to the former control tower building illustrates how landscape can be incorporated to reinforce entry. The substantial entrance plaza in front of Building 502 demonstrates how landscaping can be utilized to create a strong sense of place, denoting entry, in this case, to the historic district.



The entrance plaza in front of Bldg 502 demonstrates how landscaping can be utilized to create a strong sense of place.

AT/FP requirements do not negate the opportunity to use this affordable technique to define building entries. Installation of low planting beds and landscape elements including pavers, lighting, and landscape accessories can contribute to entry definition as well as create a more pedestrian friendly entry sequence. This technique can be used successfully to reinforce entries to historic buildings without diminishing their historic character.

Finally, landscaping is also important as a tool to de-emphasize areas that are not meant as entries. The back of the dining hall, with its unscreened delivery zone, is a prime example of where landscaping could have provided substantial benefit to de-emphasize this side of the building and screen the “back door”.



Landscaping at Bldg 503 creates a more pedestrian friendly entry sequence and does not diminish the historic character of the structure.



The delivery zone located behind the dining hall should be screened and de-emphasized.



BUILDING ENTRANCES Building entrances are defined architecturally through changes in materials, façade, and/or roof line to create a focal point for entry. Examples of this technique appear in every style of building, and the degree of emphasis placed on the entry is proportionate to its importance both to the building and to the building's function as a whole with regard to other buildings on the base. At NASP Corry Station, a common entry feature found in many of the historic buildings is incorporation of a front porch or colonnade, to provide much needed shelter from the hot Florida sun. The buildings in the historic district provide excellent examples of this technique, both in one-story and two-story examples.

Articulation of building volumes is also a common technique used at NASP Corry Station, illustrated in historic Building 501. Its central core stands forward of the building mass to designate its entrance. The Army Reserve Center shows a contemporary example of this treatment on a smaller scale.



Bldg 502 is an example of an excellent two-story colonnade, which offers ample shade from the hot Florida sun.



The Army Reserve Center utilizes protruding elements to designate its entrance.

At NASP Corry Station, building entrances, in some cases, extend beyond the building to become entries to secured compounds. This phenomenon is demonstrated in the gate houses that provide access to the secure hangar building compounds along Chiefs Way. The importance of this entry feature is illustrated by the attractive entry gate house to Mast Hall and the unattractive gate houses to the secure hangar compounds across the street.

Finally, it is important to note that building entrances communicate the style and architectural integrity of a building, and thus merit special attention to create a substantial and appropriate expression of the building's function. The lightweight entry canopy extending from the entry to the dining hall is an example of a missed opportunity. It suggests a somewhat temporary structure as opposed to a statement to the street.



Top: The attractive gate house for Mast Hall.

Bottom: The unattractive gate house to a compound across the street.



The lightweight entry canopy to the dining hall is not significant enough for the popular destination.



2.7.4 GATEWAYS & CIRCULATION ROUTES

GATEWAYS Gates lead into different parts of the base; each has a different character and purpose. There are two primary gates for access into NASP Corry Station: the Main Gate and the South Gate. There is also a closed gate on the western side of the installation entering from the residential area along Lake Joanne Drive, (see Figure 2.6).

MAIN GATE The primary entrance for NASP Corry Station is Main Gate, accessible from Entrance Road. It includes a permanent covered gateway. This gate is easily viewed from a



Main Gate.

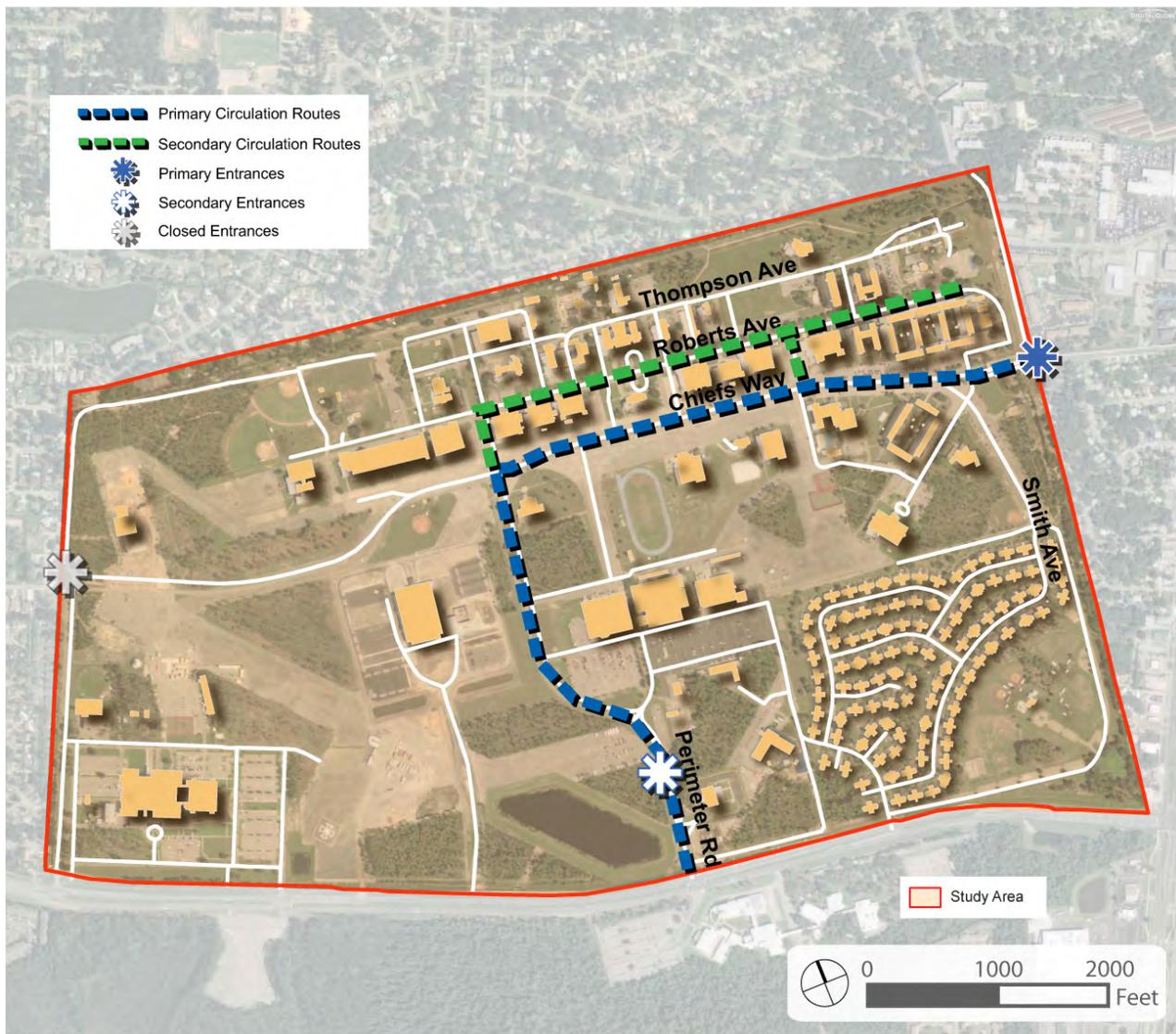


Figure 2.6 Circulation - NASP Corry Station.



distance which enhances its utility as an AT/FP element.

SOUTH GATE The South Gate leads visitors to the retail area (Buildings 3727 and 3961). This gate includes a canopy which appears to be temporary - this is potentially due to the area's frequent hurricanes.

WEST GATE The West Gate provides access from the residential area along Lake Joanne Drive. This gate is currently closed.

OTHER GATEWAYS NASP Corry Station includes several gateways to buildings within the perimeter of the installation due to the sensitive nature of the facilities. This includes pedestrian gates to several buildings along Chiefs Way such as Mast Hall and Building 1054, as well as the VA Clinic. A number of these gateways include pedestrian shelters that

are unsightly since they do not match the character of the adjacent structures. For an example project on the security checkpoint shelters, see Chapter 9.

PRIMARY VEHICULAR ROUTES The primary vehicular route at NASP Corry Station is Chiefs Way. Chiefs Way is a two lane road that runs east-west through the northern half of the installation, from the Main Gate to the West Gate. Chiefs Way follows the path of the old flight line and was extended to the eastern perimeter of the base. As a result, it is sometimes difficult to differentiate the road from adjacent parking areas. Another primary vehicular route is Perimeter Road, which is a two-lane road, (in places four-lanes), that provides access from the South Gate. Parts of Perimeter Road are bordered on both sides by stands of slash pines.



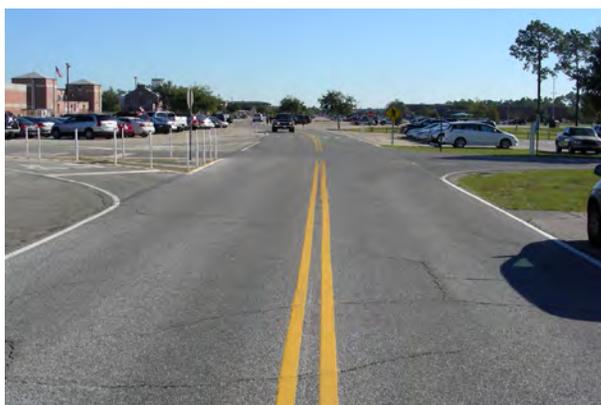
South Gate.



Entry Gates to VA Clinic.



West Gate.



Primary circulation route.



SECONDARY VEHICULAR ROUTES NASP Corry Station's secondary vehicular route is Roberts Avenue, which runs parallel to Chiefs Way. Roberts Avenue was originally NASP Corry Station's primary circulation route. It connects the BEQ complexes on the eastern end of the base with the training buildings to the west. The scale of Roberts Avenue is smaller than that of Chiefs Way.

PEDESTRIAN PATHWAYS The marching lane on the south side of Building 501 is the main pedestrian route on the base. Wide and straight, this east-west area devoted to pedestrian movement is used to march students between personnel and training areas, often to the accompaniment of marches projected from Building 501. The north-south streets and Roberts Avenue are the other primary pedestrian routes. The areas intended for pedestrians are ill-defined along Chiefs Way, and non-existent or too narrow along Roberts Avenue and Perimeter Road.



Secondary circulation route.



Primary pedestrian circulation.

2.7.5 Landmarks & Reference Points

Landmarks are notable elements, built or natural, which serve to identify important places or points at the base. These elements help with orientation, provide information, or otherwise lend place-making qualities to the environment at NASP Corry Station, (see Figure 2.7). Several landmarks at NASP Corry Station serve this function:

- The Administration Building (Building 501) is a landmark because of its functional and architectural significance, as well as its prominent location at the center of the marching lane;
- The Chapel is a landmark due to its distinctive form;
- The Water Towers are the tallest vertical landmarks in an area otherwise lacking tall structures;



Building 501.



Chapel.



- The marching lane along Chiefs Way is a landmark because of its generous width and length as well its location and heavy use in a prominent area of the base.

2.7.6 Significant Views

Views are significant if they are generally unobstructed, relatively panoramic, and offer memorable impressions. They can have both positive and negative qualities.

Many elements, either individually or collectively significant, provide visual interest. A single element, such as a prominent building within the installation skyline, may be the focus, or it may be only a portion of the whole view. Additionally, a linear element such as a tree-lined road can present strong continuity and rhythmic effect, producing an aesthetically pleasing response.



Water towers.



Marching lane.

View corridors at NASP Corry Station, whether long or short, are a valuable asset to the character and visual integrity of the site and should be maintained and incorporated into future planning and design considerations.

Significant views within NASP Corry Station include:

- View through the pines of the Chapel;
- Views looking into slash pine forest stand;
- View looking up and down the marching lane;
- View up and down Roberts Avenue.



View of the Chapel.





View looking into slash pine forest stand.



View looking east down marching lane.

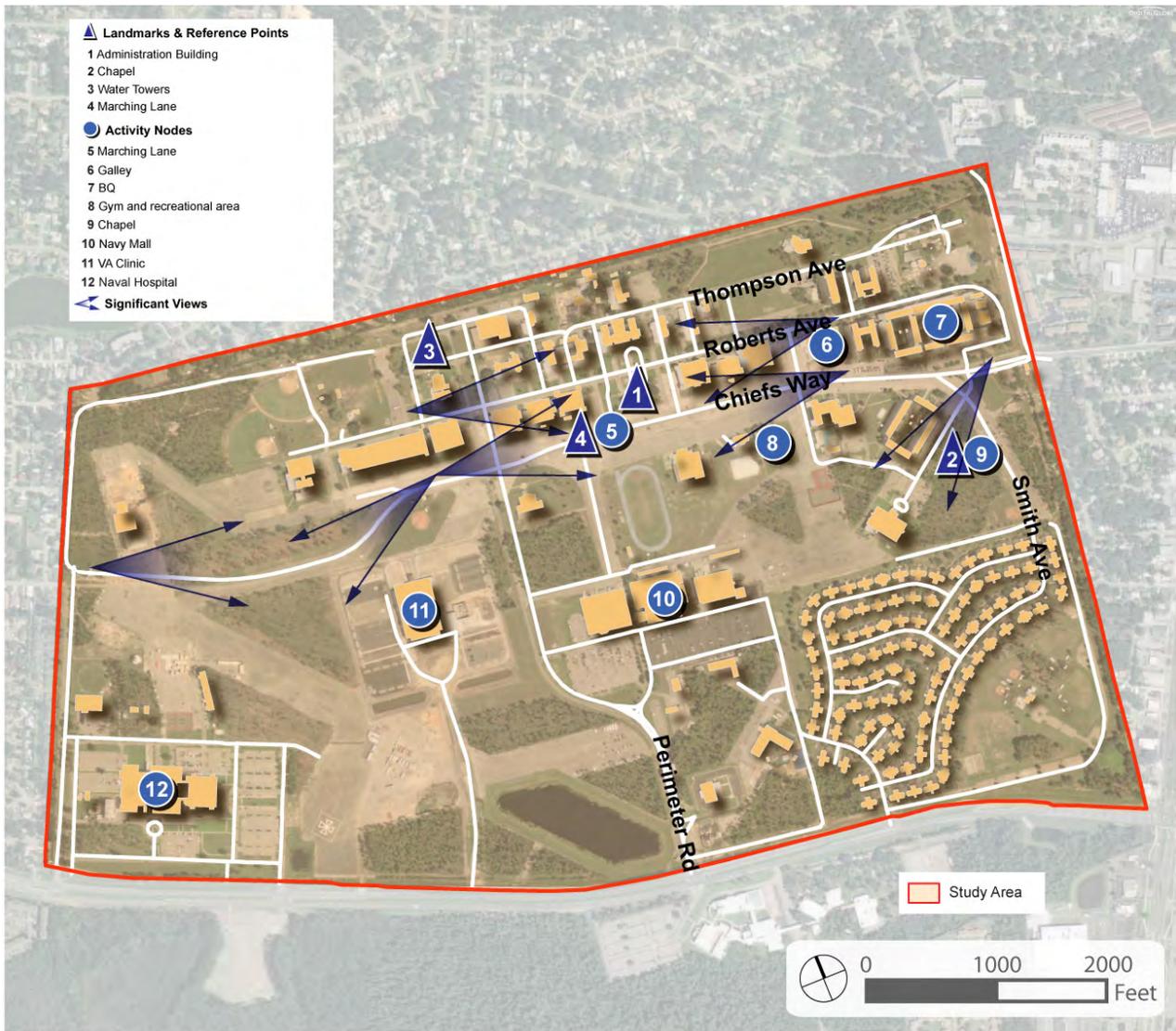


Figure 2.7 Nodes, landmarks, and views - NASP Corry Station.

