

## 2.7.7 Activity Nodes

Activity Nodes are definable areas that support high concentrations of use. 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 NASP Corry Station, the following areas provide such a frame of reference for employees and visitors:

- Marching lane
- Galley
- BEQ
- Gym and recreational area
- Chapel
- NEX
- Navy Mall
- VA Clinic
- Naval Hospital



*Marching lane.*



*Galley.*



*BQ.*



*Gym and recreational area.*



*NEX.*

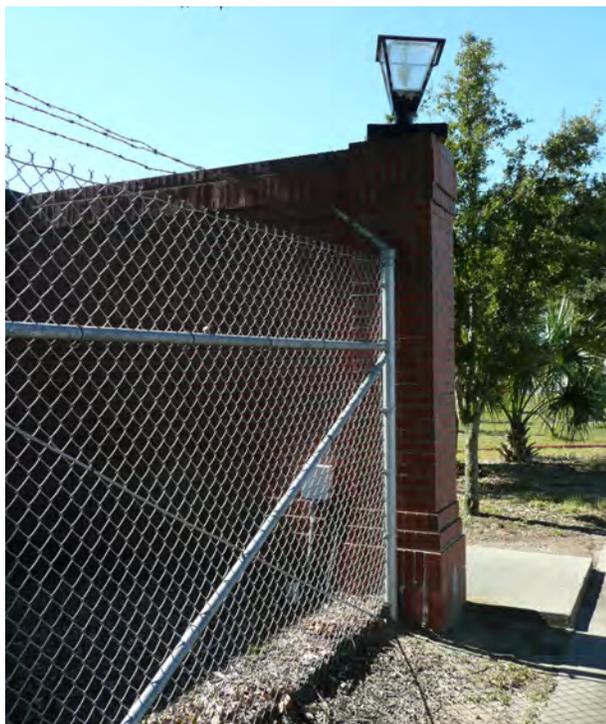


## 2.7.8 Installation Perimeter and Anti-Terrorism Force Protection

NASP Corry Station is surrounded by residential neighborhoods. A chain link fence with barbed wire encloses the base and separates it from the surrounding area. Many buildings within the installation can be easily seen from outside the base.

When approaching NASP Corry Station, (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 NASP Corry Station, the Main Gate and the South Gate are the primary entrances into the installation. The Main Gate is attractive yet functional from an AT/FP standpoint. The South Gate does not convey a dignified first impression to base visitors because of its large blue canopy.



*Main gate perimeter fencing.*

Several facilities within NASP Corry Station have their own perimeter fencing and gates due to the sensitive nature of the operations inside the facilities. The fences and gates vary in their appearance. For example, the fencing around Mast Hall (Building 3781) is effective from a security standpoint and also from an aesthetic one since it uses the same material as the building and includes attractive iron fencing. Other facilities have perimeter fencing and gates which are unattractive, such as the fencing around the VA Clinic and around Building 1054. These facilities have chain-link fences with barbed wire and unattractive gates.



*VA Clinic pedestrian gate and fencing.*



*On-base secure area fencing.*



## 2.7.9 Signage and Lighting

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

**SIGNAGE** Signage predominantly 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 of the buildings. Signs at NASP Corry Station 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 installation. 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 necessary.

There are several ways in which signage at NASP Corry Station does not conform to IAG standards. Directional 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, NASP Corry Station’s entrance signage does not include the Navy logo.



Main Gate and electronic signage.



Building name and number.



Installation entrance sign.



BQ entry.



**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 NASP Corry Station, light fixtures are traditional in style. Currently, there is little coordination among the styles of lighting for differing uses or in different parts of the base.

The installation uses conventional lighting and does not utilize solar lighting fixtures.



*Existing lighting at NASP Corry Station varies widely in styles.*



## 2.7.10 Natural Environment and Open Space

NASP Corry Station features a variety of open spaces, totaling approximately 235 acres. The majority of the open space is comprised of wooded areas and abandoned airfield pavements. Open spaces can generally be placed in three broad categories, each of which contributes a different visual character to the base.

**FORMAL AREAS** Formal open space areas at NASP Corry Station are limited to the space between Buildings 501 and 502 as well as the marching lane along Chiefs Way.

**ATHLETIC FIELDS** Athletic areas are located throughout the installation and include an outdoor track, softball fields near the single-family area and in the northwest corner of the base near Buildings 3782 and 1054.

**NATURAL AREAS** Wooded areas are spread throughout the installation. Approximately 81 acres of open space area is part of the NASP forest management program. The base includes a retention pond near the south entrance on what was once a runway.



*Dry storm water management pond.*



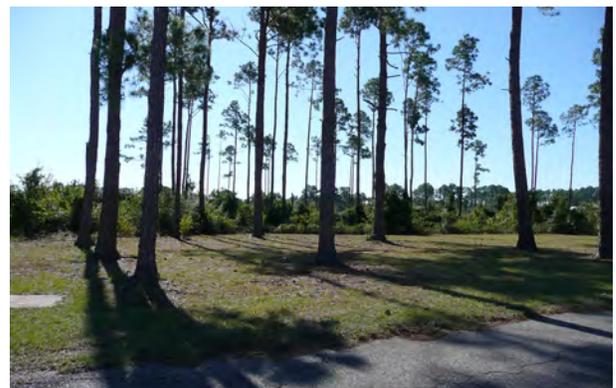
*Large parking area.*



*Track and athletic fields.*



*Formal green space between administration buildings.*



*Slash pine forest stand.*



## 2.8 Historic District Overview – NASP Corry Station

In the 2007 Integrated Cultural Resource Management Plan (ICRMP) for Pensacola, NASP Corry Station was included. This document identified one historic district within the boundaries of NASP Corry Station, previously identified in a Planning Level Survey in 2002, identified as the NASP Corry Field National Register Historic District. Within this district, 13 eligible buildings were identified: Buildings 501, 502, 502B, 503, 504, 506, 507, 517, 519, 535, 546, 1033, and 1034. Buildings 3719, 4110, 4111, and 4112 were identified as not eligible buildings within the district (see Figure 2.8).

This collection of buildings dates back to the 1934 construction period in which Corry Field was substantially expanded architecturally. The buildings were constructed in a traditional style, borrowing elements from both Georgian and Colonial Revival styles. As noted previously, typical characteristics of these buildings include red brick, articulated masses, brick quoins, and the use of white, wood-frame decorative colonnade/porch elements with classical detailing.

The district retains a distinct character creating a “town center” for the base in which administrative functions are located. Great care should be exercised in considering removal of existing contributing structures, or construction of new structures to understand their impact on adjacent historic properties. Historical assets are irreplaceable and creative management and adaptive re-use of these facilities will allow NASP Corry Station to fulfill its mission while preserving this testament to the base’s contribution to the security of the nation.

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 within this district. Detailed guidelines are presented in this document with respect to maintenance and rehabilitation.

With regard to new construction in this district, it is imperative 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, especially scale, can result in unsuccessful solutions that diminish the value of adjacent historic resources. Building 540, a small functional retail building, is noticeably out of place in the surrounding historic context and takes away from the integrity of the district. Improvement efforts to replace or renovate such structures to make them more compatible will improve not only the value of the individual buildings, but the integrity of the district as a whole.



*Building 501 is exemplary of the traditional style found in the historic district.*



*Located adjacent to the historic district, Bldg 540 is noticeably out of place and takes away from the integrity of the district.*



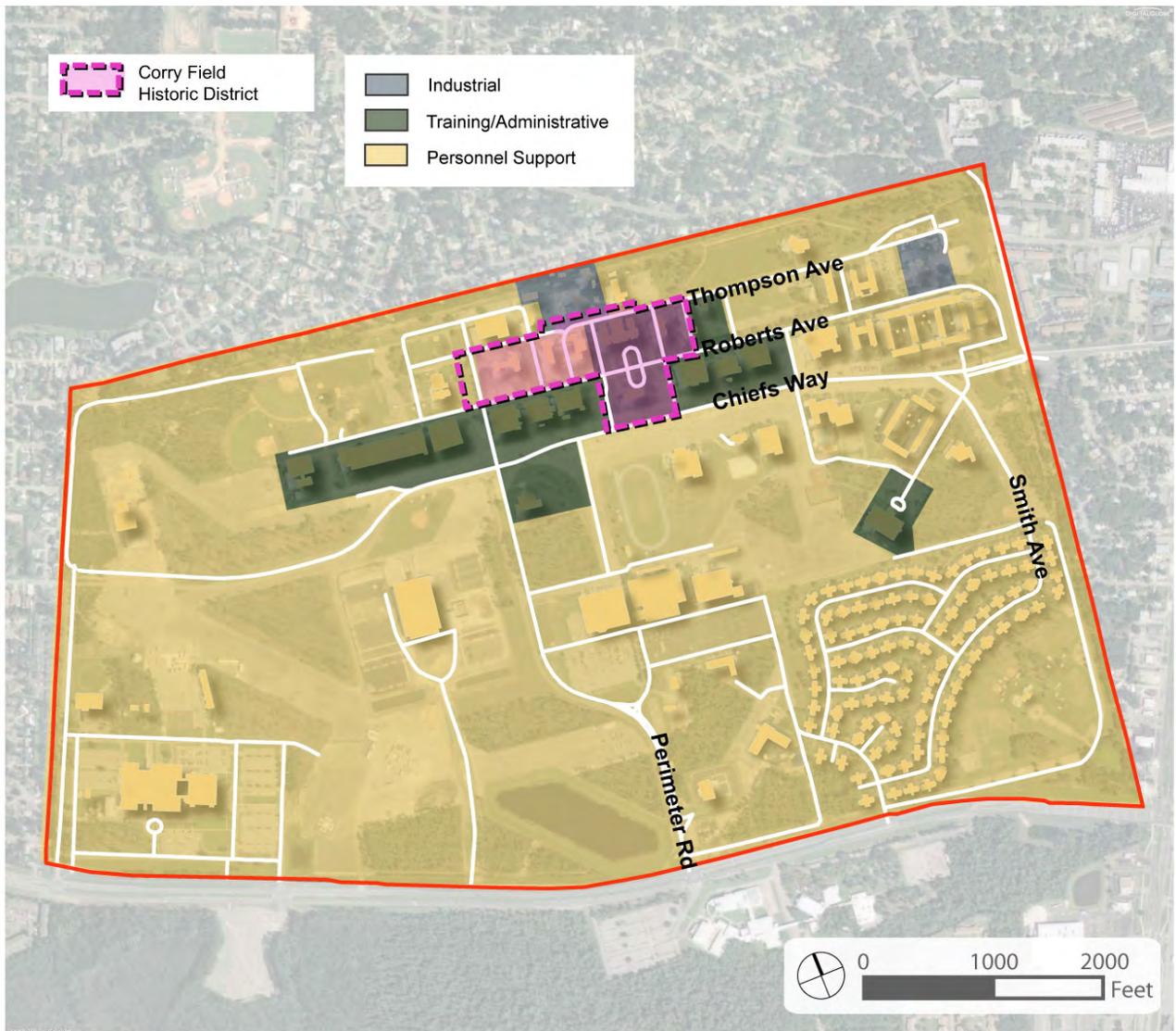


Figure 2.8 Corry Field Historic District.





# Design Framework

## 3.1 Framework for the Overall Design

The design framework for an installation is the overall structure of its landscape, road network, and buildings. As any new additions to the existing place are contemplated, an understanding of the existing design framework will provide the basis for prudent and rational planning decisions that add value and do not detract from the installation.

It is the intent of these design guidelines to respect and reflect these essential attributes in new landscapes, architecture, and roadway treatments. In particular, the overall recommendations for the installations include:

- Reinforce the overall landscape patterns with new informal plantings in existing natural or naturalized landscape zones and new formal plantings in historic or built districts.
- Strengthen the streetscape plantings, lighting, and walkways along the primary street network, both for visual qualities, but also for walkability.
- Promote new architecture patterns that reinforce the existing pattern of classical plans and elevations.



*Existing effective landscape treatment.*



*Existing poorly designed parking.*



- Encourage the siting of new buildings within existing built areas to curb sprawl, reduce costs, and promote walkability.
- Incorporate principles of sustainability and low-impact development strategies in both existing built areas and new construction to afford better air and water quality, create healthy environments, and reduce life cycle costs of buildings and facilities.
- Create a consistent language of site furniture, site lighting, and pedestrian walkways to unify the visual quality of the installation.



*Existing site furniture is for the most part traditional in style and new furniture should match it accordingly.*



*The existing pattern of classical plans and elevations should be reinforced.*

**NAS PENSACOLA** NAS Pensacola is a beautiful and memorable assemblage of classical buildings in a gracious oak and pine woodland, adjacent to the azure waters of Pensacola Bay. Its natural landscape is characterized by dense woodlands and most buildings are lower in height than the treetops, so there is almost always a verdant backdrop in view, except the open water views. The architecture, both historic and recent, is characterized by classical geometries, human-scaled courtyards, and consistent materials. The road network is quite variable, from orderly and gridded in the historic districts, to curvilinear and bucolic in residential precincts, to rural in the airfield area.



*Existing effective static display in front of the National Museum of Naval Aviation.*



*Stormwater management is an issue on the installation - sustainable solutions should be utilized (see Chapter 8).*



In addition to the overall guidelines, recommendations for NAS Pensacola include:

- Create a new parade ground flanked by a ceremonial concrete plaza and flag court.
- Replace the segment of Murray Road south of the Moffett Road intersection with a pedestrian parkway, creating a straightforward four-way vehicular intersection.
- 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.
- Provide a clear delineation of vehicular and pedestrian areas in the marina promenade area to avoid conflicts.

**NASP CORRY STATION** Further inland, the physical framework of NASP Corry Station is dominated by wide swaths of abandoned asphalt runways that have been converted to roadway and parking, a strong line of classical buildings strengthened by the marching lane, and a series of slash pine forest fragments. The northern, older half of the base is characterized by orderly, gridded pedestrian-scaled blocks and roads, and classical brick architecture. Newer buildings and roads constructed after the runways were decommissioned were built on the south side of an old runway, are spread further apart, and reflect more recent styles of architecture. Native slash pine forests have been allowed to reclaim unused open areas and provide the most prevalent natural feature.

In addition to the overall guidelines, recommendations for NASP Corry Station include:

- Reinforce the historic site pattern by extending the orderly streetscape and pedestrian scale to the abandoned runway serving as Chiefs



*Multiple styles of site furnishings can be visually detracting such as this assortment at NASP Corry Station.*



*Example of formal plantings announcing the entrance to an important building at NASP Corry Station.*



*This desire line at NASP Corry Station indicates the need for a sidewalk.*



*Bicycles are a sustainable mode of transportation -- parking for bicycles should be incorporated into site plans (NASP Corry Station).*



Way and parking, to connect the northern and southern halves of the installation.

- Create a campus core by extending ceremonial green space to the south of building 501.
- Replace the abandoned runways striped for roadway and parking with pedestrian-oriented streetscapes and pedestrian-scaled parking areas.
- Create a viable managed forest system and natural habitat, and implement the Navy's "Return to Nature" initiative by connecting isolated forest fragments.
- Promote pedestrian safety by adding or widening clearly defined sidewalks and connecting them to key destinations.



*Using native plants for landscaping is an important element of sustainability (NASP Corry Station).*



*Example at NASP Corry Station where vehicular circulation is ambiguous and should be clarified.*



*Striping runways for parking and roadway at NASP Corry Station has resulted in ambiguous zones for both pedestrians and vehicles.*



*Example at NASP Corry Station where the abandoned runway offers an opportunity for demolition and reforestation.*



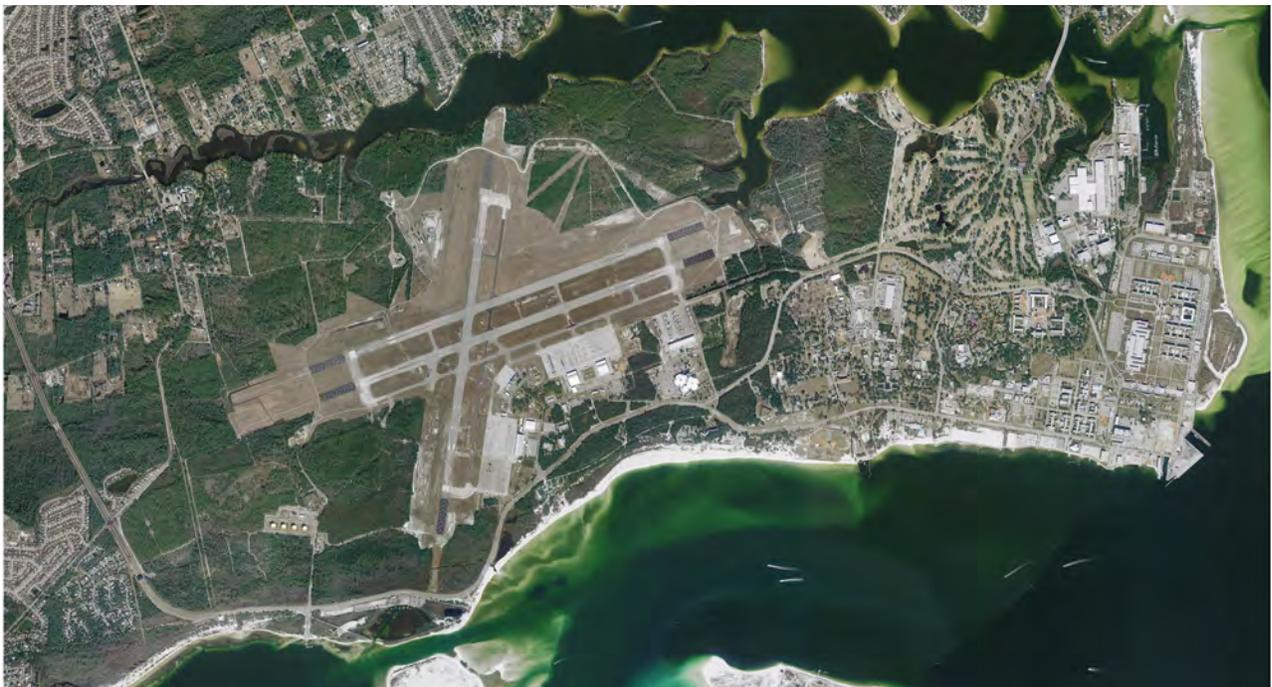
# Site Planning Guidelines

## 4.1 Overview

Thoughtful site planning is the key to development of a functional and attractive setting for base activities. Site planning must begin with the acknowledgement of the existing forms and features of the base, both natural and man-made. The site plan must expand upon on these characteristics. The goals of the site planning guidelines are to guide the placement of new buildings, the expansion of existing facilities, the incorporation of open space, and the layout of support facilities such as roadways, parking areas, and storage. Successful site planning at

NAS Pensacola, Corry Station should incorporate the following elements:

- Access to the site and the buildings.
- Separation of vehicular, pedestrian, and service traffic.
- Functional and visual organization of spaces between buildings.
- Functional and visual compatibility between the buildings and open spaces, including the careful siting of buildings in relation to environmentally sensitive areas.



*Aerial photo of NAS Pensacola.*





*Aerial photo of NASP Corry Station.*

- Provisions for future growth and expansion.
- Building sites that take advantage of views and climatic conditions, including solar orientation, wind exposure, and micro-climatic conditions.
- Careful siting of buildings to strengthen pedestrian circulation patterns and the vibrancy of activity nodes.

#### **4.1.1 Building and Parking Layout**

Any new buildings or parking fields should be located in areas of existing roadway and utility infrastructure. This strategy of infill development, rather than sprawl, conserves resources, reduces costs, and increases walkability.

Excellent examples of just such prudent planning at NAS Pensacola, include the recent development of the “A” School and Bachelor Enlisted Quarters (BEQ) facilities, which follow the form and character of the historic district nearby.

Particular guidance for NAS Pensacola, Corry Station, that should inform the siting of new buildings includes:

- The classical elegance of the courtyard style of the historic district creates human scale, dignified architectural backgrounds, and inviting open spaces. This pattern should be emulated, where practical, in new buildings such that the buildings frame a positive open space on one side and allow for parking and service on the other side.
- New buildings, like their historic counterparts, should be sited close to existing or new streets. This strategy further builds upon the precedent of the historic districts to promote access, visibility, and walkability. While new developments



should maintain AT/FP setbacks to vehicular streets and parking lots, access, visibility, and walkability can be promoted by siting buildings in a compact development pattern and using pedestrian walkways (see Figure 4.2).

- The scale and texture of any new building should fit harmoniously within its setting or neighborhood. At NAS Pensacola, the functional districts are variegated, but still recognizable, and any new building within a given functional district should respect its context. To that end, no new building should be more than two stories above its immediate neighbors, nor should any setback be 20' less than or greater than its neighbors. These horizontal and vertical dimension guidelines will ensure a harmonious fit of new and existing buildings.
- Where, by virtue of program requirements, a new building is significantly larger than its immediate neighbors, for example the “A” School, the building setbacks should

be increased proportionately to the scale differential to achieve a comfortable balance. The setback dimension should not be less than a 1:1 proportion (10m setback for a 10m height building, for example) nor greater than 2:1, to create that balance. Such large buildings should also follow the guidance in the chapter on Architecture to create buildings with elevations that are configured to provide small-scale, repetitive elements that may share a common texture with adjacent smaller buildings. The “A” School is a good example of such strategies.

- New buildings should reflect the general orientation of the existing streets and neighboring buildings. This is especially true at NAS Pensacola, Corry Station within or near historic districts. These areas exhibit a strong orthogonal geometry, and any new building should reflect that geometry in its siting.
- Where practical, buildings should be designed for energy efficiency and climate responsiveness. At NAS Pensacola, Corry

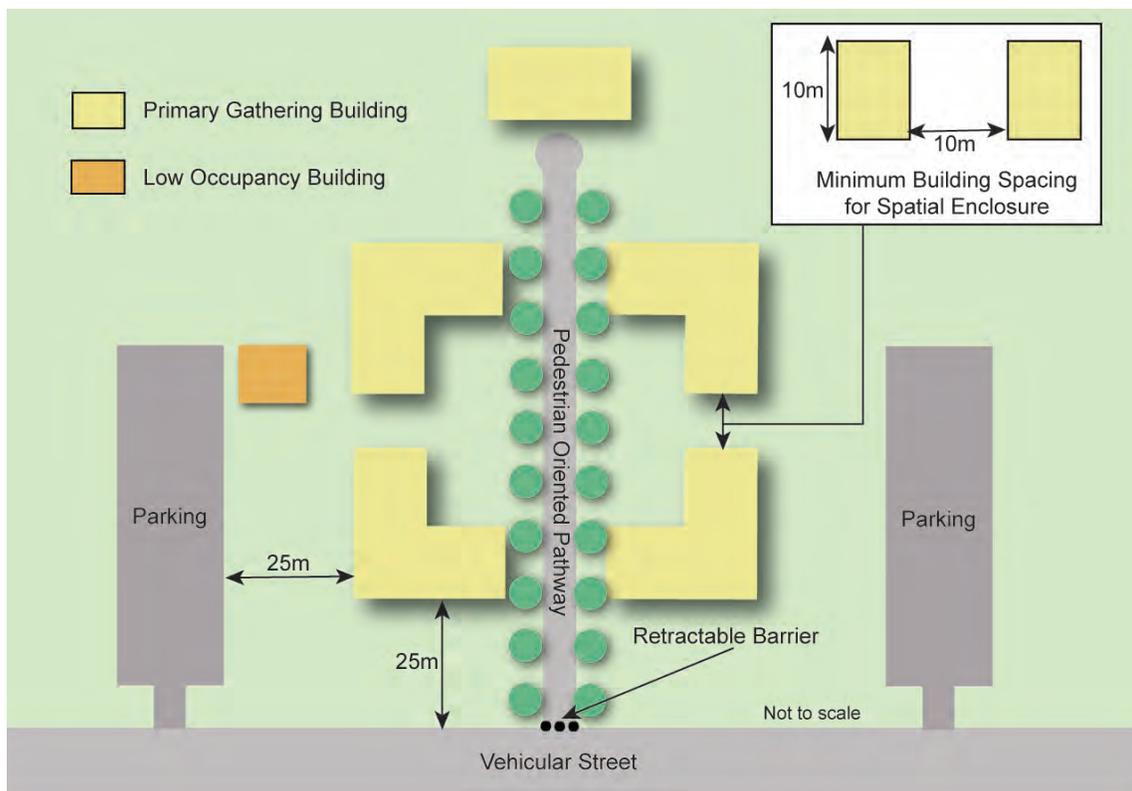


Figure 4.1 Example of Compact Development with AT/FP Considerations.



Station, the main driver of climate response in architecture is solar orientation. The ideal solar orientation is to position the long dimension of a building on the east/west axis, with a slight skew towards the southeast. In this manner, the south side of the building receives maximum heat gain in winter and the west side receives minimum heat gain in summer. With appropriate sun shades atop windows on the south side, this orientation can significantly reduce heating and cooling costs over the life of the building. It is worth noting that, whether by intent or happenstance, the general orientation of buildings in the historic districts closely reflects the ideal solar orientation. This is relevant because a significant area of recent demolition near the port area may be ideal for new buildings in the future. Therefore, both the historic orientation and solar orientation are mutually reinforcing in this area, yielding a solution both contextual and efficient simultaneously.

- Service areas are a critical part of the performance of any new or existing building. These areas should be located and designed to have minimum visibility from street and building entries. In many cases at NAS Pensacola, Corry Station, existing buildings have a front side on a street and a rear side on a parking field. As many sailors and visitors approach the building from the parking field side, it is important to locate and design service areas away from view of an entry on a parking field side. This may be accomplished by locating the service areas to the side or by providing a screening device. The ideal solution for screening of service areas is an opaque wall surrounding a service area that is made of the same material as the building, to create a seamless architectural composition. Short of that, wood fences and evergreen shrub plantings are also appropriate elements for consideration. Any such service area should

be provided with a solid gate that is able to be secured, both for aesthetic and security reasons.

Particular guidelines that should inform the location and design of parking fields at NAS Pensacola, Corry Station include:

- Parking fields should be designed with minimum applicable dimensions for spaces and drive aisles to minimize both impervious surfaces and costs. Standard parking spaces should be 9' x 18' with 24' drive aisles, yielding a typical parking tray of 60' width.
- No more than 12 spaces in a row should be provided without a planted island of at least 9' width, to support the growth of a shade tree. This strategy reduces heat island gain and provides visual relief as well.
- No more than two parking trays in a row should be provided without a continuous planted median of at least 10' width. This median should feature shade trees at a maximum of 60' centers to cool the pavement by shading. The ideal treatment of such a median would also include a bioswale. A bioswale is a shallow depression filled with native plants that absorb storm water runoff, (see Chapter 5, Landscape Architecture for more information regarding the use of bioswales).
- All parking fields should have perimeter walkways that connect the parking to the building or buildings being served. These walkways shall meet the minimum standards for ADA and should also be designed to reflect the most efficient path (desire line) from parking to building.
- In particular, at NAS Pensacola, the historic districts and many new facilities exhibit a strong orthogonal geometry of the streets and buildings. Any new parking fields should respect





*Example of a planted island.*



*In addition to parking for motorized vehicles, parking for bicycles is also necessary (NASP Corry Station).*



**Figure 4.2** Parking Lot Bioswale Cross Section.





Add planted medians with shade trees to reduce heat island gain and to provide areas where storm water could infiltrate into the ground. Landscaped areas will also help with enhancing the appearance of a parking area by reducing the amount of visible pavement.

**Figure 4.3** Recommended Typical Parking Layout

## Site Planning - Key Recommendations



### • New Buildings:

- Respect the classical geometries of the historic districts and reflect them in new buildings
- Respect the scale and texture of adjacent buildings in any new building
- Consider ideal solar orientation in new buildings
- Screen service areas from significant views

### • Parking fields:

- Use minimum appropriate dimensions to reduce impervious surfaces
- Provide planted islands for visual relief and heat island reduction
- Provide bioswales for water quality
- Provide walkways for pedestrian access and safety



# Landscape Architecture Guidelines

## 5.1 Introduction

Landscape architecture is the term used to describe the elements of the exterior environment. On a typical installation, these elements include planting, paving, site furnishings, lighting, and perimeter security. These elements should be considered as infrastructure that adds safety, unity, and beauty to the facility. The intent of these guidelines is to identify appropriate materials for each of these elements and to describe where and how they might be applied to create an overall improvement to the installation's character. The purpose of these guidelines is to create a menu of elements, which when applied, will lend order, hierarchy, and identity to the installation.

Two overarching themes are a part of the landscape architecture strategy – increasing the walkability of the installation and utilizing the principles of sustainability. Walkability is a

term used to describe the safety, comfort, and convenience of pedestrian movement. It is a goal of these guidelines to improve the walkability of the installation through a variety of means, including accessible pathways, shaded walks, a nature/fitness trail, crosswalks, and decorative pedestrian pavements. Continuous connectivity for walkways is part of this strategy, with the predicted benefits being reduced vehicular trips, reduced fossil fuel consumption, improved air and water quality, improved personal health of the users, and increased vitality of gathering areas.

Sustainability is the term that describes the wise use of resources that does not deplete their availability for future generations. It is a key tenet of the Navy. As applied to the landscape it includes a variety of strategies: choosing native plants that require little or no irrigation; returning



*Walkability and sustainability are central considerations of the landscape architecture strategy for NAS Pensacola, Corry Station.*



mowed lawn areas to native prairie; installing landscape plantings for stormwater cleansing such as bioswales or rain gardens; using porous pavements that absorb stormwater runoff; and introducing light colored pavements that reduce heat island effect. These and other strategies are discussed further in Chapter 8, with the ultimate goal being an installation that is cleaner, greener, and healthier for its users and visitors.

### 5.1.1 Functional District Landscape Character

It is the goal of these guidelines to create a set of landscape material choices that, when properly applied, will yield an orderly and beautiful environment for the installation. Part of the decision-making process for any application of improvements is understanding the qualities of the site: its architecture, its function, and its regional context.

As identified in the Installation Appearance Guide, there are five essential functional areas of use on an installation: administrative and training, personnel support and unaccompanied quarters, industrial, waterfront and/or airfield. As each has a different function, each should have a different character to reinforce that attribute. The following functional area guidance is applicable at NAS Pensacola, Corry Station.

#### ADMINISTRATIVE AND TRAINING AREAS

Administrative and training areas are the most public of the functional areas and the most visible to sailors and visitors. Administrative and training areas are typically the core of the campus and should feature a richly-detailed and formal landscape treatment. While architecture styles will undoubtedly vary, the landscape and its elements should act to unify the core area into a coherent whole.

Trees should be planted in organized lines to frame architectural views, shade streets, and designate major walkways. Symmetry is important, but not necessary, in achieving the goal of unity of the landscape. Subordinate planting such as flowering trees, shrubs and groundcovers should be used to enrich building entries, create focal points, and provide color and texture accents.

Pedestrian pavements should feature generous widths (8 to 10 feet), fine texture, and rich detailing. Scored concrete, concrete pavers, stone, or brick paving should be considered for use in pedestrian paving areas in strong, simple, symmetrical lines. Emphasis areas suitable for special pavements include building entries, ceremonial open spaces, and entry gate/visitor center areas.

Site furnishings should be used generously at areas of emphasis and also at gathering places in the campus core for the comfort and utility of the sailors and visitors. Pedestrian lighting should be provided in administrative and training areas to create a safe walking environment and unify the campus. One predominant light fixture should be used throughout for consistency of image.

Where building perimeter security is a requirement in administrative and training areas, careful consideration should be given to its design, both to ensure the seamless integration of the barriers and to ensure its compatibility with the architectural character. In summary, the landscape of administrative and training areas should be civic in character, symmetrical where appropriate, and monumental in scale, with the end result being a dignified and cohesive appearance.



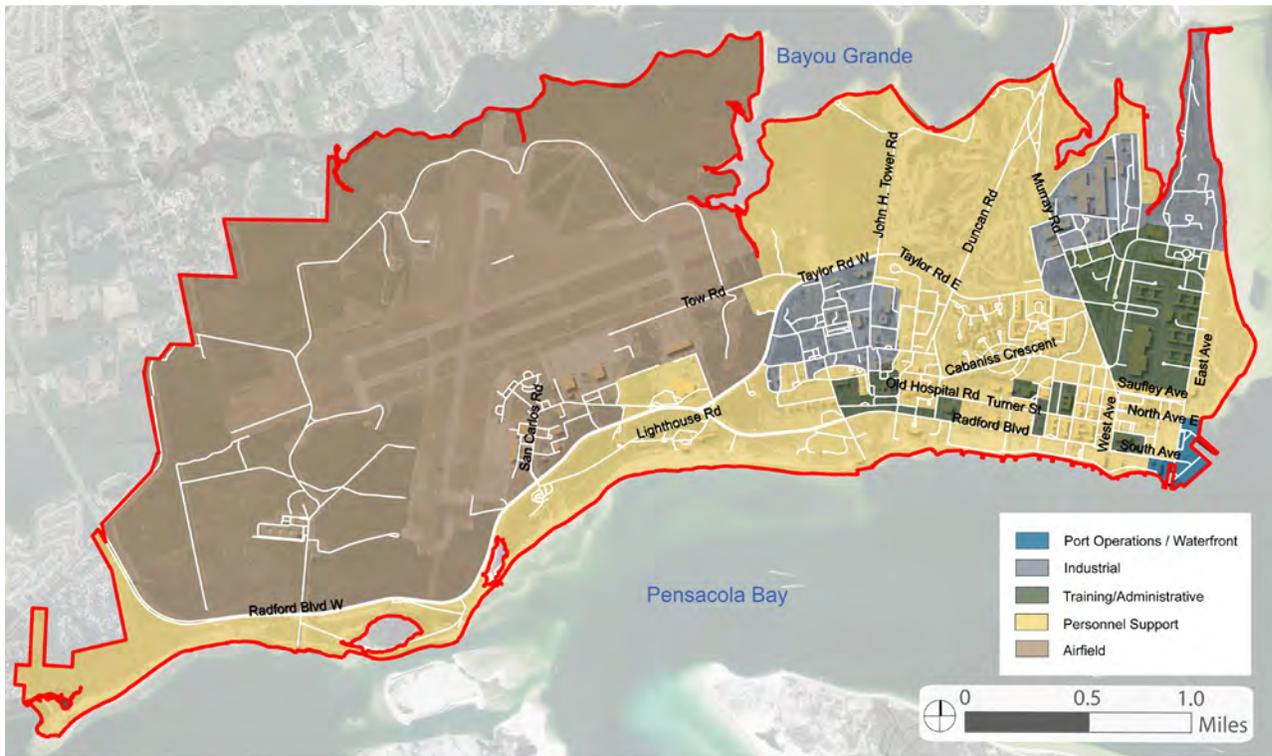


Figure 5.1 NAS Pensacola Functional Districts.

**PERSONNEL SUPPORT AND UNACCOMPANIED QUARTERS AREAS**

Personnel support and housing areas are the services and homes for sailors and their families, and thus are usually less public than administrative and training areas. As such, the overall landscape may be less formal in character. Where symmetry is important in the administrative and training areas, asymmetrical balance is preferred in the personnel and housing areas. Careful consideration of order, unity and visual harmony is necessary but should not be regimented, gridded, or linear. Where key personnel support functions are located at the campus core, adjacent to the main administrative area, or along primary streets, the landscape treatment should be more formal and consistent with the treatment used in the administrative area. This is especially true in historic districts.

Trees may be planted in lines where adjoining a street, or clustered in groves for shade, accent, or screening. Ornamental trees, shrubs, and groundcovers should be placed in highly visible

common areas where they will be appreciated and well-maintained.

Pedestrian pavements should be six to eight feet wide and be comprised of simple materials such as concrete or asphalt for unity and continuity throughout the facility. Curvilinear or angled walkways are appropriate in personnel support and unaccompanied quarters areas to connect buildings, parking areas, and open spaces. At building entries or gathering areas for groups, decorative pavements including concrete and brick pavers should be considered. In recreation areas and natural open spaces, consider the use of porous pavements such as stone dust, gravel, or mulch for low-traffic areas.

Site furnishings should be generously provided in high-traffic common areas, recreation areas, and courtyards, or any place that is likely to be a gathering space for personnel such as building courtyards. Pedestrian lighting is as important in personnel and housing areas as



it is in administrative areas, since personnel and their families will occupy these areas in the evening. Symmetrical placement of light fixtures for architectural impact is not as important as the regular spacing of lights along walkways for safety and even illumination.

Building perimeter security is an issue for personnel support areas, and like the administrative areas, should be strategically positioned to minimize visual intrusion as it performs its vital function. Security measures should be in scale, material, and character of the architecture it serves. Especially in personnel areas, security measures should be softened with appropriate landscaping. In summary,

the landscape of personnel and housing areas should be residential in character, asymmetrically balanced, and scaled to the human being, with the end result being a civilized, but not regimented, appearance. The exceptions to this are those areas within historic districts where formal landscapes are appropriate.

**INDUSTRIAL AND AIRFIELD DISTRICTS** Industrial and airfield areas are utilitarian zones of an installation, and thus their functionality demands a cleanliness, order, and visibility appropriate to their intended use. That does not mean that the appearance does not matter, nor does it mean that these areas will not be viewed by the public. In fact, the opposite may be true for some visiting

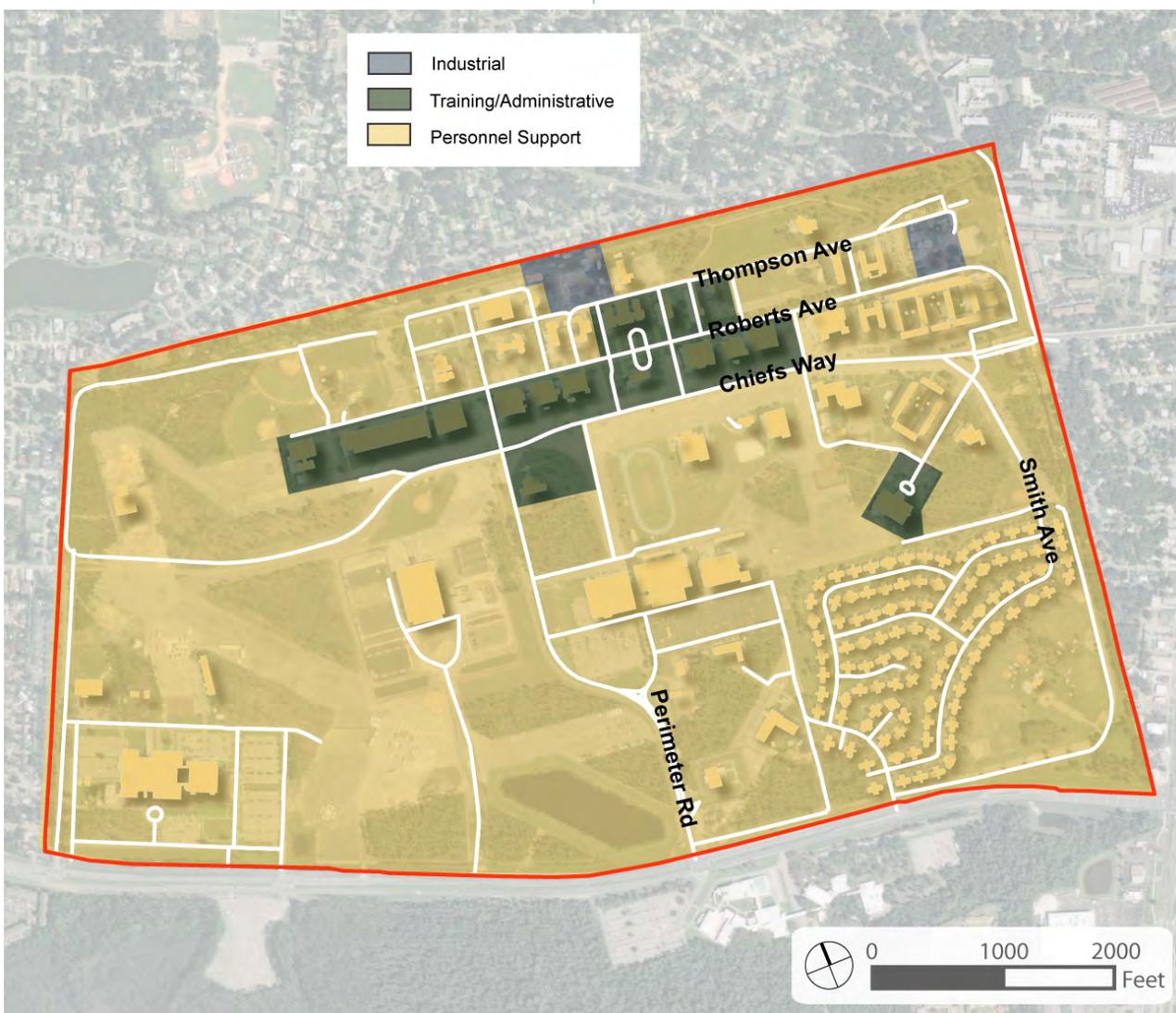


Figure 5.2 NASP Corry Station Functional Districts.



dignitaries as they may form a first impression of the installation at these facilities. High-visibility areas of industrial and airfield areas should be treated the same as high-visibility areas of the administrative and training districts – richly landscaped and furnished to make a strong impression. High visibility areas include building entries, entry gates, and primary circulation routes. For areas that are not highly visible, the elements of the landscape should be minimal, spare, and low-maintenance.

Trees should be used for shade, framing views, and screening of objectionable views. Other plantings should be limited to lawn, ornamental grasses, or meadows. In airfield areas, all plantings should conform to standards set forth in Airfield Safety Clearances, NAVFAC P-80.3 (1982). Pavements should be simple, monolithic, and easily maintained, such as concrete or asphalt. Site furnishings should be strategically-positioned where personnel gather or at building entries. Lighting should be for safety and appropriate to function, with decorative lights only at building entries. Building perimeter security should be appropriate to the architectural context and applied seamlessly to that context, but need not be screened or softened. In summary, the landscape of industrial and airfield areas should be spare in character, symmetrical at key entries or facilities, and monumental in scale, with the end result being an orderly and functional appearance.

### **EMPHASIS AREAS FOR LANDSCAPE IMPROVEMENTS**

Within each of the functional areas on an installation exist typical conditions where improvements to the exterior appearance are necessary or desirable to achieve the goal of a civilized and beautiful facility. While each installation is unique, the following project types and emphasis areas are common to all installations, and thus recommendations for these areas are universally applicable. Emphasis areas are discussed in the following sections.

## **5.2 Entry Gates**

The entry gate is the first impression of the base to visitors or those just passing by. Therefore gates should be treated with the attention to detail, material, and quality befitting the dignity of the service. Gates should have prominent signage and Navy branding at an appropriate scale for visibility from the roadway on approach. Planting should be formal and evocative of the regional climate and planting zone. Detail planting with shrubs, groundcovers, and perennials should be provided to enrich the arrival experience, while conforming to AT/FP requirements. Vehicular paving should be simple and monolithic, but pedestrian pavement may include concrete or brick pavers to add color, texture, and scale to the entry. Site furnishings at gates should be minimal to avoid unnecessary gathering. Lighting should be strong, even, and effective with an average footcandle reading of over 2 within the gate area. Fixtures should be decorative to match those of the campus core area. Perimeter security is paramount at the gate and should be visible, robust, and in character with the installation architecture. There should be only one style of fence at the gates. Temporary concrete barriers should not be considered, while permanent walls and fences are the preferable means of achieving both security and architectural identity for the installation.



*Existing Main Gate at NAS Pensacola.*



**MAIN GATE** The primary entrance for NAS Pensacola is Main Gate, accessible from the Sam Lovelace Bridge. The arrival experience suffers aesthetically from the large blue canopy and multi-colored barriers. Where the base property begins, there should be a clear demarcation of landscaping in support of the dignity of the installation. To ensure a secure and attractive impression of the main entrance to the base, the gate should be enhanced. Design changes to enhance AT/FP and through-put are underway. Enhancements that should be included in these improvements are described below.

- Design a new guard house to reflect the prevalent architectural material present at the installation. Design a canopy atop the gate house to span the entire entry road in order to provide weather-related protection for the sentry, and to enhance the portal effect of the gateway. See the Main Gate IAP Example Project in Chapter 9 for additional guidance;
- Install a free-standing crash attenuator wall in front of the guard house to provide increased force protection. Add a Navy Seal to this wall to emphasize presence on a Navy Installation;
- Any bollards should be AT/FP compliant and the bollard selected should be in accordance with Section 4.11;



*Existing Main Gate at NAS Pensacola.*

- Install new signage that is attractive, noticeable, and consistent with the entrance signage standards located in Chapter 7;
- Add plantings with shrubs, groundcover and perennials that enrich the arrival experience, provided these conform to AT/FP requirements. Remove trees and plants that obscure signage;
- Integrate a flagpole with yardarms to the landscape to serve as Navy branding.

**RADFORD BOULEVARD GATE** The secondary entrance to the base is through the Radford Boulevard Gate. This gate would benefit from enhancing the elements that announce entrance to a naval facility. Enhancements recommended for this gate include:

- Install a new guard house canopy to match the new Main Gate canopy, but at a scale appropriate to a secondary entrance.
- Replace temporary concrete barriers with a free-standing crash attenuator wall in front of the guard house and sturdy decorative walls and fencing. Add a Navy seal to the crash attenuator wall to emphasize presence on a Navy installation.
- Install new signage and add plantings.



*Radford Boulevard Gate.*



**MAIN GATE AT NASP CORRY STATION** The official primary entrance for Corry Station is Main Gate, accessible from Prieto Drive and Highway 295/S. Warrington Road via Chiefs Way. The existing brick guard house, canopy, wing walls, and entrance sign blend in well with the architecture. However, the chain link fencing and monoculture landscape do not announce the importance of this entrance effectively.

Once inside the gate the entry experience continues as visitors and personnel must quickly orient themselves. Most entry gates have a single drive after the gate that makes directional flow obvious. However, at NASP Corry Station, the restriping of an old runway has resulted in a confusing intersection of roads and driveways. Several things can be done to enhance the arrival experience. These are described below. In addition, this area has been included as the Main Gate Streetscape Example Project in Chapter 9.

- Add decorative fencing to provide a positive first impression.
- Add landscape improvements with ornamental trees and groundcovers to enrich the arrival experience, provided these conform to AT/FP requirements.



*Existing Main Gate at NASP Corry Station.*

- Organize the intersection just inside the gate into a roundabout. Include a 15' wide grass verge and sidewalk and ornamental trees to make this area safe for pedestrians, to emphasize arrival, and to create a place of significance.

**SOUTH GATE AT NASP CORRY STATION** The presence of the main Navy Exchange and DECA commissary for NAS Pensacola on the south side of NASP Corry Station has made the secondary South Gate a busy point of entry for the installation. The arrival experience for visitors arriving along highway 298B/98/30 is similar to that at a retail shopping area until they see the blue awning gate and fencing. Tall pine trees and the large storm water management pond to the west of the gate add aesthetically to this gate, yet it would still benefit from enhancing the elements that announce entrance to a Naval facility. Enhancements recommended for this gate include:

- Add decorative fencing to provide a positive first impression.
- Design a new guard house to reflect the prevalent architectural material present at the installation. Design a canopy atop the gate house to span the entire entry road, in order to provide weather-related protection for the sentry and to enhance the portal effect of the gateway. See the South Gate Example Project in Chapter 9 for additional guidance.



*Existing South Gate at NASP Corry Station.*



- Install a free-standing crash attenuator wall in front of the guard house to provide increased force protection. Add a Navy seal to this wall to emphasize presence on a Navy installation.
- Add a sidewalk along 3rd Street from the highway to Chiefs Way to provide safe circulation for the pedestrians who already walk along the road.
- Add trees, shrubs, and groundcovers that accentuate the gate house but do not detract from the tall pine woods.

**WEST GATE AT NASP CORRY STATION** Once a functioning entry gate, West Gate is unmanned and has been closed to traffic. Should this gate be reopened, actions similar to those recommended for South Gate would be appropriate. The tall pine woods in this area create a unique entrance experience, so little landscaping would be required. A simple guard house with adequate AT/FP protection would be sufficient. If the gate is to be permanently closed, Chiefs Way should connect to Roberts Avenue at the west end of the base to provide a continuous loop for circulation, the gate house and pavement should be removed, and fencing should continue across the former entrance.



*Existing West Gate at NASP Corry Station.*

**OTHER GATES AT NASP CORRY STATION** In addition to the three vehicular gates, there are separate gates to enter the Naval Hospital and the VA Clinic. There are also pedestrian gates between the Corry Station Naval Hospital, the VA Clinic, the Navy Exchange complex, and the residential area. Currently, a visitor in a car cleared for entry to any of these four destinations has to exit the base and re-enter at another gate to access another destination or the installation itself. For the sake of traffic safety and as a courtesy to veterans, the Veterans Parkway Example Project in Chapter 9 proposes a road behind all the gates that connects the Naval Hospital, VA Clinic, and Navy Exchange complex. With the implementation of the Runway Demolition and Forest Rehabilitation Example Project also detailed in Chapter 9, this parkway would pass through tall pine forest instead of the deteriorating asphalt runway that currently exists. A resized and reconfigured used car lot is included in the Veterans Parkway Example Project.



*Existing NEX pedestrian gate at NASP Corry Station.*



## 5.3 Visitor Center

Each installation should have a visitor center adjoining the main gate to receive and process visitors and introduce the architectural and landscape character of the base. The visitor processing experience should be safe, comfortable, and convenient. Though much of the process takes place within the visitor center, the approach and arrival sequence is a key part of the first impression, and elements of the landscape contribute strongly to a positive appearance.

The visitor center site area typically consists of a parking area, entry plaza, and building. The parking area should be comprised of a simple monolithic pavement such as concrete or asphalt, with handicapped accessible spaces nearest the building entry. Consideration should be given to the use of porous concrete pavers in the parking spaces. These are precast concrete units with small chamfers on each side such that, when assembled into a field of paving, create a series of voids through which may pass the first flush of rainwater. Capturing some of the stormwater before it enters a catch basin is a key part of a sustainable landscape. Trees should be provided around the perimeter of parking areas to shade the paving and to provide some screening.



Existing Gate House (Building 777).

The building entry should be well planted with a variety of ornamental trees, shrubs, perennials, and groundcovers for color, texture, and scale. All of this subordinate planting shall conform to AT/FP requirements.

Pedestrian pavements are important at visitor centers. First and foremost, there should be a clear and continuous accessible path from all parking spaces to the building entry. The material may be scored concrete, concrete pavers, or brick, but may not be asphalt. These areas should be well appointed with site furnishings including benches, trash receptacles, bicycle racks, and wayfinding signage. Gathering and seating space for six visitors should be accommodated in a plaza near the building entry. Lighting should be provided for safety, and because the fixtures also have a daytime presence, the lights should be the same as those in the campus core. Perimeter security should be permanent, seamless walls, fences, or bollards, as necessary, and should match that of the adjacent gate area.

The visitors centers at both NAS Pensacola and NASP Corry Station are adequately treated in that both introduce the architectural and landscape character of their respective bases.



Existing Security Pass & ID Office at NASP Corry Station.



## 5.4 Circulation Routes

**PRIMARY CIRCULATION ROUTES** Each installation has a hierarchy of streets and roads, with some being more visible and important than others. The routes that carry the heaviest traffic volumes and connect the functional districts to each other are termed primary routes. These roads are typically wide (35 to 45 feet) with moderate speed limits. These roads are traveled by visiting dignitaries and thus require a high quality appearance as they contribute to a first impression of the installation.

Landscape is a critical part of the quality of a primary route. There are two essential landscape character expressions associated with primary routes, and they might be characterized by the terms built or natural. A built condition refers to a context adjacent to a road where much of the site is developed with buildings, parking areas, recreation fields, or service functions. A natural condition refers to a context adjacent to a road where much of the site is undeveloped – forest,

meadow, or beach. In many cases, a primary route traverses both contexts along its length. It is the intent of these guidelines that the context be reflected in the landscape improvement.

In a developed area, a regular series of street trees and other landscape elements is an appropriate response to reinforce the scale and character of adjacent buildings. In an undeveloped area, clusters of trees or simply preservation of existing trees or landscape is an appropriate response. The net result of this approach is an episodic landscape which changes according to its context, rather than one which is regimented and imposed over its context. Careful attention to the overall roadway sequence is necessary to ensure that this approach does not result in a hodgepodge of landscape elements if context changes frequently. Well balanced landscape transitions should be applied to changing contexts to provide a smooth, rhythmic landscape with a continuous quality of appearance.

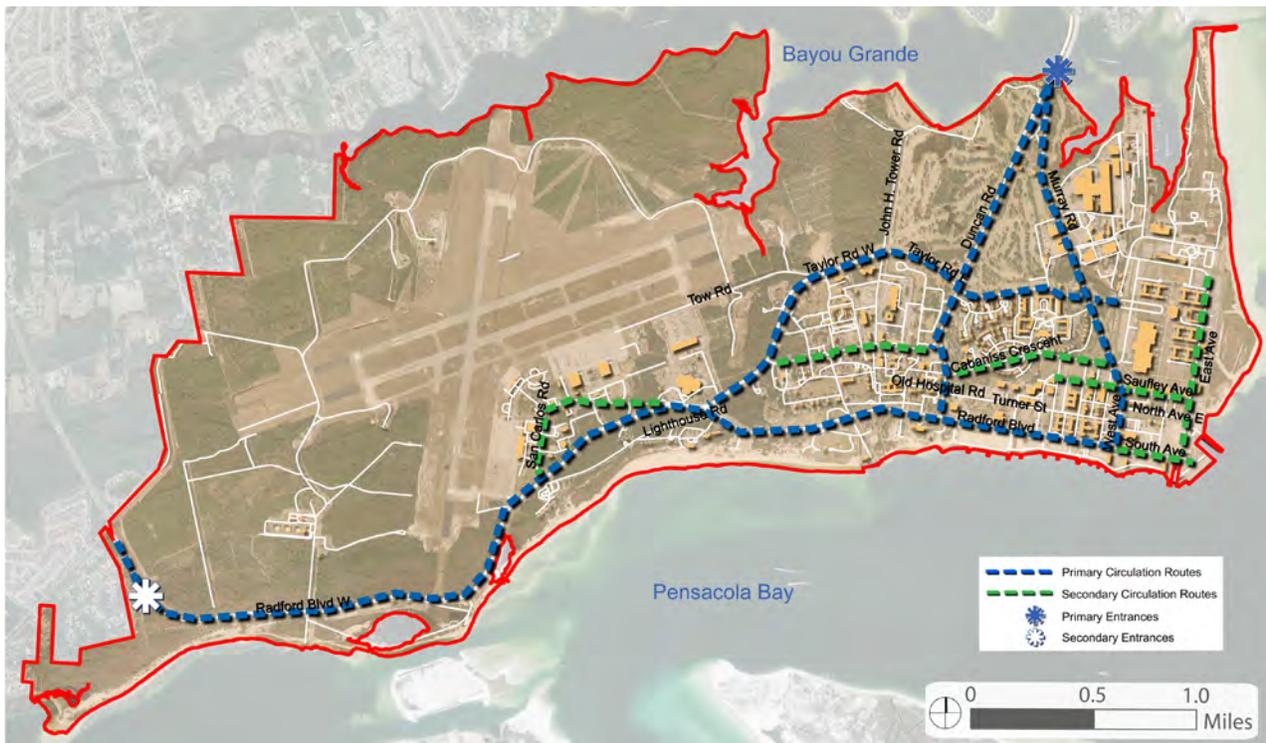
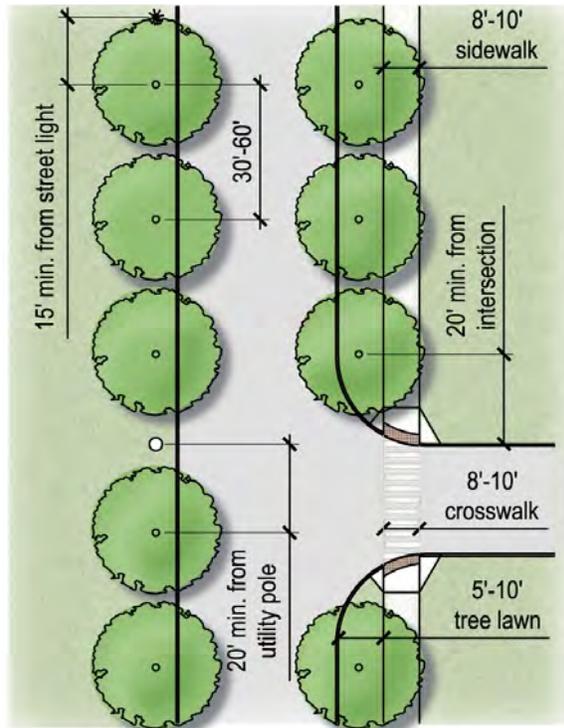


Figure 5.3 Circulation Routes at NAS Pensacola.



On primary circulation routes, pedestrian pavements 8 feet to 10 feet wide should be provided on at least one side of the roadway and should be in the form of a concrete walk or asphalt trail, and in some special areas, brick pavers. Crosswalks should be provided at all street or road intersections and be accompanied by



**Figure 5.4** Typical Primary Circulation Route Layout in Developed Areas.

handicap access ramps for universal accessibility. Crosswalks should be 8 feet to 10 feet wide and should be stamped asphalt where two primary routes intersect; painted where a primary route intersects a secondary route. Site furnishings may be provided at key nodes or intersections of pedestrian ways, where people may likely gather. Pedestrian lighting is not necessary beyond the roadway lighting.

On-street or off-street bicycle routes should be accommodated as possible as part of a base-wide



*Primary route at NAS Pensacola.*



*Light Fixtures will vary by Functional District*

**Figure 5.5** Proposed Cross-Section for a Primary Route at the Installation.



bicycle network. “Share the Road” signage, lower posted traffic speeds, and striped bicycle lanes are effective means of incorporating bicycle traffic on primary roads. However, an independent traffic study should be conducted for dedicated on-street bicycle lanes. Any bicycle routes along primary circulation routes should connect to other on-street and off-street routes.

### PRIMARY CIRCULATION ROUTES AT NAS

**PENSACOLA** At NAS Pensacola, primary circulation routes include the following (see Figure 5.3):

- Duncan Road
- Murray Road
- Taylor Road
- Radford Boulevard

As appropriate, the following guidelines should be applied to the primary roads:

- The informal landscape and expansive views to the golf courses on both Duncan and Murray roads should be preserved. As existing trees die, they should be replaced in kind, but no other improvements are required or desirable.
- The landscape of both Duncan and Murray Roads south of the golf courses should be



*Bicycling should be encouraged, and bicycle racks should be provided.*

enhanced with additional street trees on both sides of the road at 40’ – 60’ on center, to create a continuous canopy of trees from the main gate to Pensacola Bay (intersection of Radford Boulevard).

- The landscape of Taylor Road should be enhanced with informal clusters of trees periodically to frame positive views and to screen negative views. All existing forested areas should remain intact, with the overall intent for Taylor Road to achieve a consistent naturalistic landscape image between Murray Road and Radford Boulevard. On that section of Taylor Road adjoining the golf course, no new landscape is necessary, but as existing trees die, they should be replaced in kind.
- Radford Boulevard is a unique primary road in that it is comprised of two distinct landscape types. The eastern part is a straight boulevard adjoining both historic and recent buildings, with expansive bay views. The western part is an informal parkway coursing through forests, meadows, and the airfield. The eastern part should receive a consistent and formal pattern of street trees on both sides of the road, to reinforce the visual strength of the street, provide shade, and frame views. The western part (west of the Officer’s Club) should be enhanced minimally with informal clusters of



*Photo simulation showing multi-use trail with mile markers.*



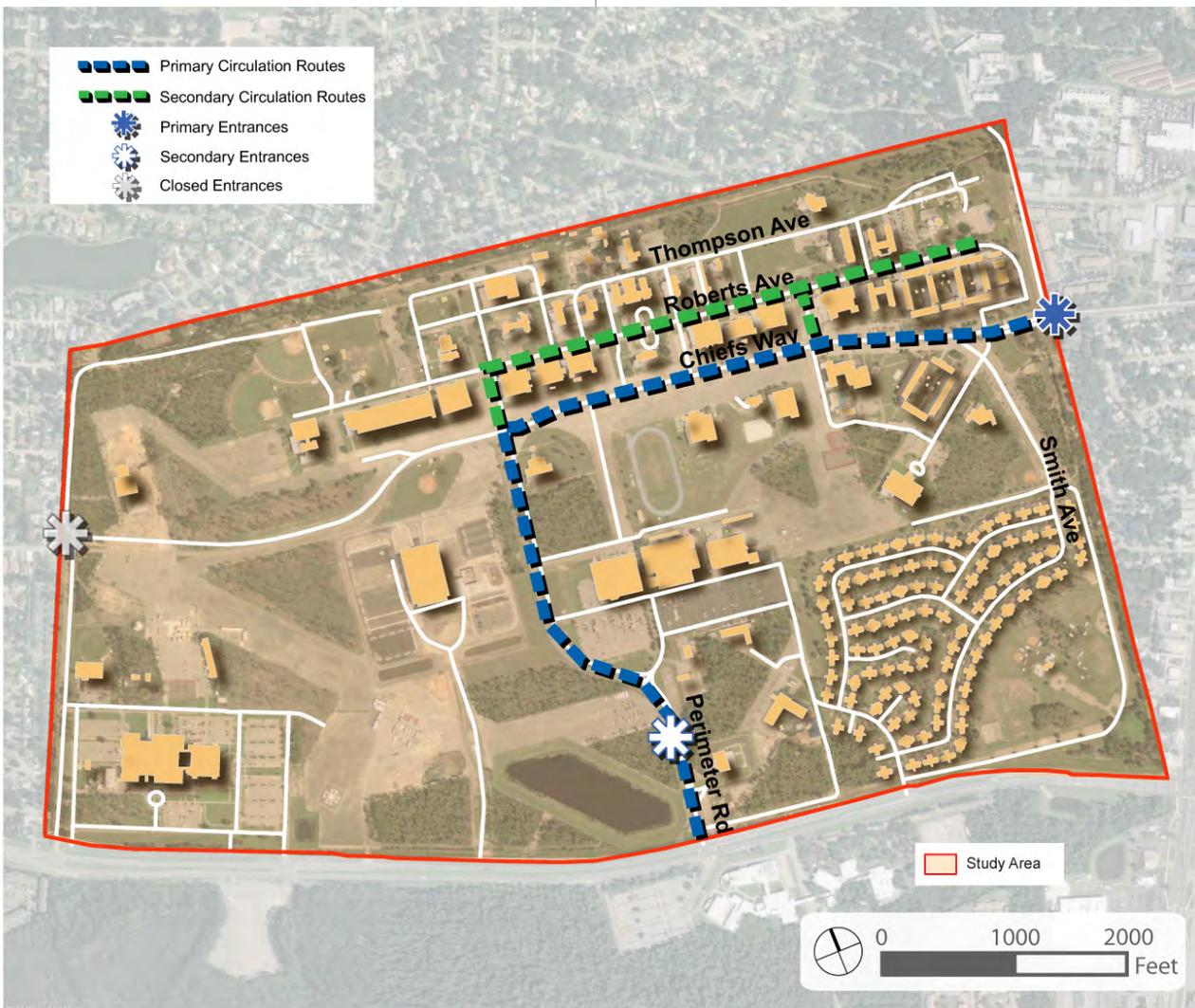


Figure 5.6 Circulation Routes at NASP Corry Station.

trees to screen objectionable views, frame positive views, and signify building entries.

**PRIMARY CIRCULATION ROUTES AT NASP CORRY STATION**

At NASP Corry Station, primary circulation routes include the following (see Figure 5.6):

- Chiefs Way
- Perimeter Road

As appropriate, the following guidelines should be applied to these primary roads:

- For its entire eastern half, Chiefs Way is a roadway defined only by paint stripes in the general middle of an old abandoned runway, flanked on both sides by equally ill-defined parking. Because the roadway is in the middle of a wide field of asphalt, there are no curbs, sidewalks, grass verges, or street lights. Street trees in edged planting squares appear along both sides of this stretch of Chiefs Way about every 120 feet. The runway was never intended to serve as a streetscape, and only an entire overhaul of the area between the marching lane on the north and recreational buildings on the



south will solve the current circulation, safety, and aesthetic issues.

- The western half of Chiefs Way is also a painted roadway in the runway, but instead of being bordered by parking it is flanked by stands of slash pine. This area would benefit tremendously by demolishing the deteriorated runway and regenerating forest along the road. Two-thirds of the way from east to west, Chiefs Way meets Perimeter Road. At this pivotal point another roundabout would mark this intersection as an important transition point along Chiefs Way and between the forested west and developed east. The Chiefs Way Example Project in Chapter 9 outlines the many solutions recommended.
- The north-south primary circulation route is Perimeter Road. After an initial glimpse of the storm water management pond near Highway 298, the landscape of Perimeter Road consists primarily of a backdrop of slash pines primarily on the west, and street trees along both sides of the road. The isolated segments of tall slash pines along Perimeter Road should be connected along the more natural west side and maintained along the more developed east side. An existing desire line along the west side of



*Intersection of Chiefs Way and 3rd Street at NAS Corry Station.*

Perimeter Road indicates that a sidewalk should be built along its length.

**SECONDARY CIRCULATION ROUTES** Secondary circulation routes serve individual buildings, neighborhoods, or functions, and feed into a primary route. They are characterized by low volume and low speed, and are typically 25 to 35 feet wide. Secondary streets are not highly visible and do not warrant extensive landscape treatment as primary routes, but should be improved within the built areas of the installation as part of an overall landscape strategy.

In developed areas, shade trees should be provided every 40 to 60 feet for shade and consistency, planted in tree wells of 5 to 15 feet width. Trees should be planted no closer than 15 feet to lights or telephone poles and no closer than 20 feet to intersections. Care should be used to avoid planting in utility easements. For natural areas, trees are not required, but may be provided to screen objectionable views or frame exceptional views, as applicable. Trees planted in natural



*Public transportation at NAS Corry Station.*



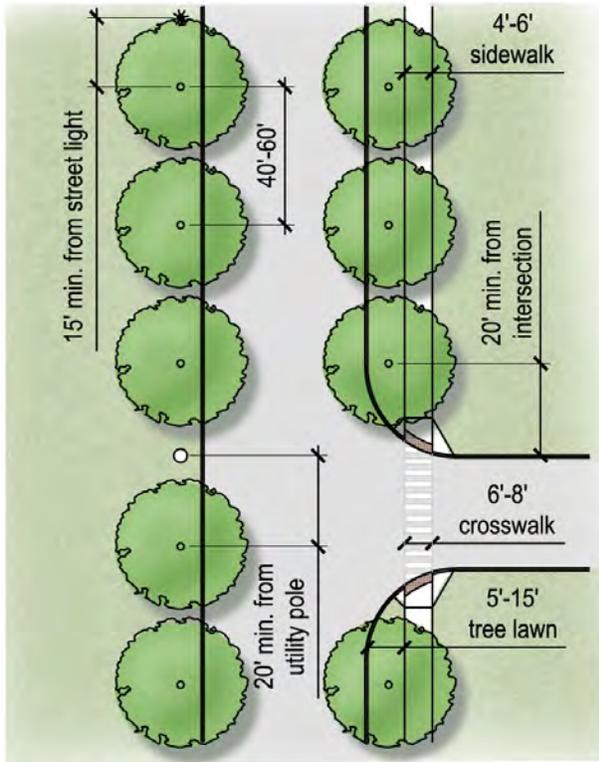


Figure 5.7 Typical Secondary Circulation Route Layout in Developed Areas.

areas shall be native and planted in irregular clusters to blend into the context.

Pedestrian pavements should be provided on at least one side along most secondary routes within built areas of the installation to facilitate overall walkability. Pedestrian pavements should be concrete walks a minimum of 4 to 6 feet wide. At roadway intersections, curb cut ramps shall be provided for universal accessibility. Painted crosswalks 6 feet to 8 feet wide shall be provided at all intersections featuring an accessible path. Site furnishings may be provided at key nodes or intersections of walkways, where gathering may occur. Pedestrian lighting is not necessary beyond the roadway lighting.

### SECONDARY CIRCULATION ROUTES AT NAS

**PENSACOLA** The roads considered secondary at NAS Pensacola include San Carlos Road, Hovey Road, Moffett Road, Saufley Avenue, East Avenue, West Avenue, and Ellyson Avenue.

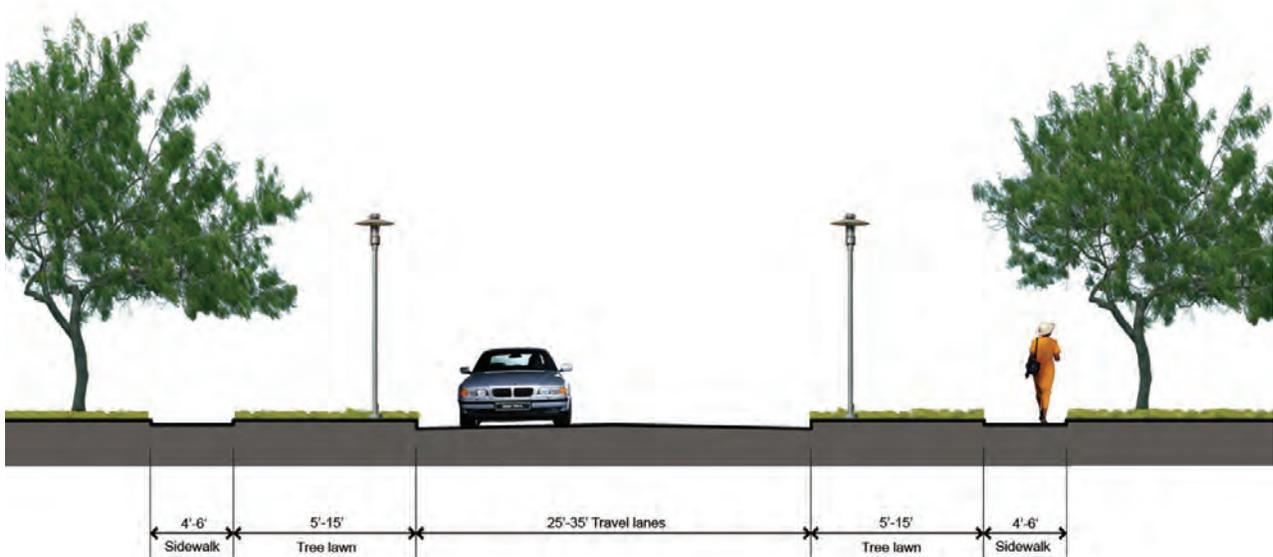


Figure 5.8 Proposed Cross-Section for a Secondary Route at the Installation



## SECONDARY CIRCULATION ROUTES AT NASP

**CORRY STATION** At Corry Station, the original main thoroughfare for the installation, Roberts Avenue, now functions as a secondary circulation route parallel to the marching lane and Chiefs Way. The regular placement of the historic brick buildings, a line of mature live oaks, and the relative quiet of the street make Roberts Avenue a street commodious to pedestrians. To make the street safer for pedestrians and to tie together the streetscape along its length, the sidewalk on the south side of the street should be widened, the street lights moved out of the middle of the sidewalk, street trees added to the south side, and a segment of sidewalk added to connect the BEQ to the NEX in the shade of the live oaks on the north side. Care must be taken not to damage the roots of these mature trees while installing this connector walk. The Roberts Avenue Example Project in Chapter 9 illustrates these recommendations. See the Security Checkpoint Shelters Example Project for a treatment of the security fencing around the classroom buildings along Roberts Avenue.



*Secondary circulation route at Corry Station.*

## 5.5 Building Perimeters and Entries

Elements of the landscape should be subordinate to the architecture of an installation, providing a groundplane, framing devices, and detail to reinforce the qualities of a building. Of particular importance is the ability of the landscape to define building entry through emphasis of material. Equally important is the ability of landscape to screen objectionable views to service areas and equipment.

Understanding the difference between object buildings and background buildings is critical to decision making regarding the placement of landscape around buildings. Object buildings are those with a commanding or important function requiring exceptional visibility, access, and foreground. Background buildings are contributors to the creation of exterior space, but do not need to be particularly emphasized.

The appropriate landscape response to an object building is to create an elegant setting to highlight the architecture. This may be in the form of detailed pavements, plantings, lighting, and site furnishings, but usually not in the form of tree plantings which might visually screen the



*Example of a building entrance effectively framed by plantings.*



building. Conversely, the landscape elements for a background building may be predominantly trees to reinforce spatial definition, provide unity, and filter views to the architecture.

In any consideration of improvements to an object building, careful analysis should be made to define the important facades, and restraint should be used in the application of landscape elements. The perimeter of an object building should be spare and simple, to allow the architecture to be revealed. For the entry to an object building, a diverse mix of low plantings – ornamental trees, shrubs, groundcovers, and perennials – should be considered. The landscape may be formal in character if the architecture is symmetrical, but informal character may also be appropriate. It is important to note that AT/FP requires a standoff distance of 33 feet from the facade of any building. Within this zone, trees that are limbed up and groundcovers that remain 6 inches or less are permitted, but shrubs that conceal objects of 6 inches in height or greater are not acceptable unless their growth habit is such that they do not branch to the ground.

At the main entry of an object building, consideration should be given to using decorative pavements such as concrete pavers, brick, or stone. Since object buildings are usually gathering spaces, care should be taken to create an appropriately scaled plaza at the entry, complete with a menu of site furnishings such as benches, trash receptacles, bicycle racks, and signage. Navy branding is also appropriate in these settings, with anchors and yardarms as source material. Flags can be used as well, but should be reserved for entry gates unless required by a building occupant. Lighting should be provided with multiple fixtures for enhanced illumination and also to strengthen the visual impact of the daytime image.

Perimeter security measures for object buildings should be carefully considered as an extension of the architecture, so that a seamless integration is achieved. The use of similar materials, textures, and colors is advisable for perimeter security enhancements at object buildings. Temporary concrete barriers are not acceptable in these locations. For object buildings with multiple entries, a hierarchy of improvements is advisable; the most used entry receiving the most enhancements; the least used entry receiving the fewest improvements.

For background buildings, a similar set of design decisions is required to establish an appropriate landscape. The building entry or entries should be highlighted with decorative pedestrian pavements, site furnishings, lighting, and signage, but at a scale reduced from that of an object building. The perimeter of the building may have minimal landscape except for trees and lawn.



*Careful consideration should be given to appropriate treatment of building entries.*



*Example of plantings effectively accentuating a building entry at NASP Corry Station.*



For background buildings, trees are the simplest, most elegant, and most cost-effective way to improve installation appearance.

For the comfort and convenience of personnel and civilian employees, many buildings have outdoor gathering spaces, including smoking shelters, picnic tables, barbecue grills, and shaded seating. Whether associated with an object building or a background building, these gathering spaces must not detract from entrances or important facades. Outdoor shelters should complement the architecture on base and be coordinated across the base, preferably by functional district. At times, a particularly attractive outdoor gathering spot can serve as a focal point in the landscape. Where not a focal point, outdoor gathering spaces should be blended into the landscape with plantings that tie the space intentionally to its host building. The site furnishings, lighting, and pavement at the outdoor gathering spaces are just as important as those elsewhere on base, and so should follow the same guidelines. Any planters included in outdoor gathering spaces or at entries to buildings shall have plantings in them throughout the year, or should be moved, removed, or kept in storage.



*Existing planter at NASP Corry Station.*

## 5.6 Parks and Ceremonial Grounds

Parks and ceremonial grounds are common areas that are predominantly green spaces devoted to passive recreation, social gathering, and ceremonies/celebrations. They may be formal or informal in character. The appropriate design response for any landscape improvements is to recognize the character and reinforce it. Thus, a formal parade field should be treated with regular, symmetrical plantings, pavements, and light fixtures, while an informal courtyard may be treated with asymmetrical balance among the landscape elements. Parks should be at least 70% permeable (allowing rainwater to infiltrate to the groundwater below without running off), and the permeable surface may include lawn, planting, or porous paving. Where parking areas intrude into park space, consideration should be given to remove or reduce pavement. If that is not feasible, the use of porous paving and bioretention



*Improvements to open space along the waterfront.*



*Ceremonial green space between administration buildings at NASP Corry Station.*



in parking areas is a good practice to cleanse stormwater runoff.

Trees are an important part of any park. A variety of native shade, evergreen, and ornamental trees should be selected in such a manner that no single species represents more than 25% of the species of any park. Trees should be planted to frame open space, provide shade, and screen objectionable views. Shade trees should provide a minimum of 30% canopy cover for parks (except for parade fields with limited area for their function). Care should be used in selecting screening plants to avoid creating unsafe areas that are not visible to surveillance from adjoining streets. No more than 10% of any park should be devoted to evergreen tree canopy cover. For that same reason, shrubs are not recommended in any park improvement strategy, though low lying groundcovers and perennials are appropriate.

A sustainability strategy that may be applied to a park is the replacement of lawn with perennial meadows or rain gardens. This strategy seeks to reduce mowing, fertilizing, and pesticide treatment associated with lawn care, and replace it with low maintenance native grasses and flowers that regenerate themselves. Meadows, once established, require only annual mowing to control. Rain gardens are shallow depressions in the landscape that capture the first flush of stormwater and detain it for a period of time allowing it to percolate into the ground. Plantings suitable for rain gardens include water-tolerant perennials, sedges, and grasses. When properly planted, these facilities regenerate themselves and require little maintenance except for litter removal. Besides reducing lawn maintenance, rain gardens provide valuable wildlife and bird habitat, a great benefit for any park.

Pedestrian circulation in parks is an important part of a walkable community and should be encouraged along desire lines, (a predictable

path pattern from one destination to another). Walkways of concrete, brick, or unit pavers are appropriate in park settings. Paths should be 6 to 8 feet wide and may be straight, angled or curved to best accommodate desire lines. Paths should be symmetrical in formal ceremonial grounds to reflect the dignity of the setting. In informal landscapes, the paths may exhibit a more irregular pattern, but should still strongly and visibly connect important destinations to minimize pavement surface. A nature trail or multi-use path is a good way to provide access through natural areas, and create a connection between recreation areas and open spaces within an installation. Asphalt, stone dust, gravel, mulch, or a combination of these materials, are appropriate surfaces for nature or multi-use trails.

Site furnishings should be generously provided in parks to encourage use. Benches, bicycle racks, trash receptacles, and wayfinding signage are appropriate complements to the comfort and convenience of park spaces.

Lighting in parks should be targeted along pathways, with a goal that all pathways are lighted with a minimum of one footcandle illumination. For day-use parks, interior park area lighting is less important as long as the perimeter and pathways are lighted.



*Parkland near the base chapel and parade ground echoing the formal nature of its surroundings.*



## **PARKS AND CEREMONIAL GROUNDS AT NASP CORRY STATION**

Between the administration buildings at NASP Corry Station is a formal ceremonial green space that flanks Roberts Avenue. On the north side is a formal fountain area, and to the south at Building 501 is a yardarm, bell, and anchors. However, on the south side of Building 501, which is the more frequently seen facade, the landscape is truncated by the abandoned runway asphalt which abuts the marching lane and stretches all the way to the running track. The Chiefs Way Example Project offers the opportunity to extend the ceremonial green from the north side of Building 501 to the south side. This open lawn, lined with trees and edged with north-south sidewalks, will create a center for the campus, and become the major reference point around which to orient. It will connect the north and south halves of the installation, provide a pedestrian safe haven and gathering spot, and insert vitally needed green space into the expanse of parking. Memorials planned for NASP Corry Station could be placed here to continue the ceremonial aspect of the administration green to the south side. See the Building 501 Forecourt Example Project in Chapter 9 for site plan and recommendations.

**STATIC DISPLAYS** Honoring the personnel and mission of an installation is an important role of the landscape. Static displays are the anchors, aircraft, cannon, bells, plaques, and other symbols of peacekeeping that are showcased on a base. It is important that these displays are located, arranged, and maintained in a design that pays the honorees the respect and dignity that they are due. These exhibits can be displayed to their best advantage when they are associated with an object building such as a headquarters or a park or ceremonial grounds. While aircraft are not diminished by a large open space, anchors are smaller and should either be placed on a pedestal that increases their presence or located near object buildings or important locations on base

so that they are not lost in a large open space. Care should be taken to match the design of the static display with its context, so that hardscape and amenities do not seem incongruous with their surroundings.

## **STATIC DISPLAYS AT NASP CORRY STATION**

As part of the Chiefs Way Example Project, improvements are recommended for the marching lane. These include a band of pervious pavers and additional lights with flag standards down the middle of the lane, to separate the two halves and add human-scale interest. The plazas that punctuate the termini at the west and east ends of the marching lane not only provide a place for personnel to form up, but also an opportunity for static displays to celebrate the history and purpose of NASP Corry Station. These static displays would serve as reference points for orientation and a destination to march toward.



*Blue Angel static display near the Main Gate.*



*Static display in ceremonial green space at NASP Corry Station.*



## 5.7 Parking Areas

Parking areas are pervasive in all installations, and while providing a valuable function, can also contribute to increased stormwater runoff, increased heat gain, and reduced water quality. In terms of installation appearance, parking areas are the most visually blighting, and careful attention should be paid to improve their appearance. First and foremost, parking areas should have a minimum functional footprint. In many cases, pavement has been added over time in such a way that there is significantly more paved surface than necessary. Design criteria for parking areas should be 9 feet by 18 feet parking spaces with 24 feet-wide drive aisles, yielding a typical parking tray of 60 feet. Handicapped parking spaces shall comply with ADA minimum standards within any parking area. In any improvement including parking areas, these minimum standards should be applied as an initial effort to reduce impervious surface footprint.

It is the intent of these guidelines to apply low impact development standards to both existing and new parking areas. Low impact development refers to strategies in the landscape which serve to reduce stormwater runoff, reduce heat gain, and improve water quality. Two critical elements should



*Parking areas present serious challenges related to stormwater runoff and water quality.*

be considered for any existing or new parking area: porous paving and bioswale areas. Porous paving reduces stormwater runoff and cleanses the first flush of rain through the aggregate base of the pavers. Porous paving is appropriate in parking spaces and may be used in travel aisles, but in this application would require frequent replacement. While parking on porous paving is recommended, allowing parking in grassy areas of the streetscape is not. Parking on unsupported lawn compacts the soil and thus impedes stormwater infiltration, cuts off oxygen supply to street trees, kills the grass, and clutters the streetscape. Lawn areas where parking has occurred should be aerated and sign posted to disallow further parking. Where reserve parking areas are necessary, use permeable pavers.

Bioswales are shallow depressions in between parking trays that receive stormwater runoff and facilitate the slow percolation of that water into the ground below. Planted with water-tolerant perennials, sedges, and grasses, bioswales provide a beautiful landscape solution that cleanses stormwater, reduces heat gain, and provides wildlife habitat. These areas are appropriate between or adjacent to parking trays. It is important to note that when bioswales are



*Example of bioswale adjacent to parking that also serves as an aesthetically pleasing buffer.*



used, curbing should be absent, cut, or removed to facilitate the runoff of water into the bioswales. The use of precast concrete wheel stops is a critical feature of this concept to provide safe parking. The grading of both existing and proposed parking areas is also a critical aspect of any low impact development strategy as the parking areas must

drain toward any porous pavement area or any bioswale for it to function properly. Bioswales have specific engineering requirements for soil mix, subbase, and drainage pipes and should only be designed by a licensed landscape architect or engineer experienced in this application.



Figure 5.9 Parking Lot Photo Simulation.

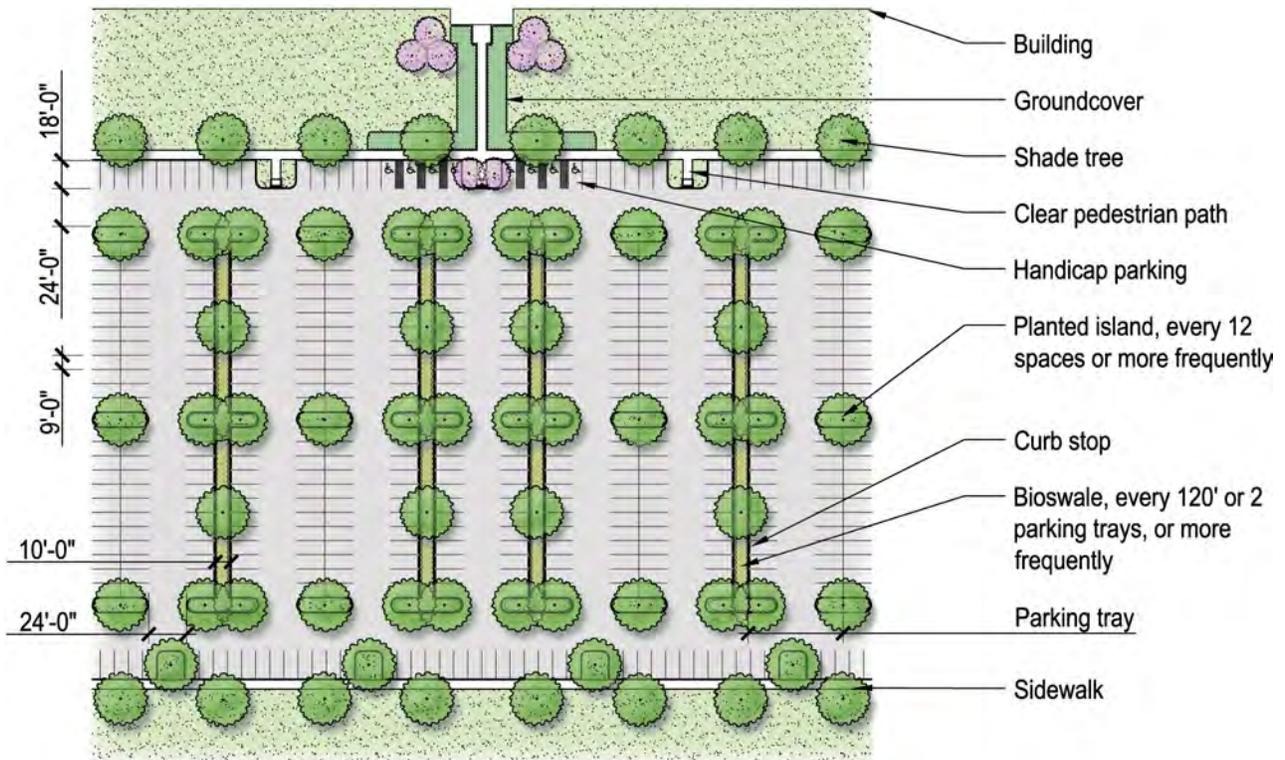


Figure 5.10 Proposed Parking Lot Layout.



To reduce heat gain associated with parking areas, landscaped islands should be provided both within the paved areas and adjacent to them. Islands should be a minimum of 9 feet wide by 36 feet long for tree planting. Improve existing parking lots by simply deleting a parking space and defining it with curbs as a planted island. Parking areas should have a minimum of 5% of the pavement area devoted to landscaped islands with shade trees to effectively reduce heat gain. In some cases, the landscaped island may also be a bioswale without curbs. In this application, water-tolerant shade trees should be planted along with bioswale plants.

In some cases, it may improve installation appearance to visually screen parking areas. When this is desirable, consider the use of low evergreen shrubs that do not grow above 4 feet in height or earth berms of 3 feet in height and planted with lawn or groundcover. In this manner, the parked cars may be effectively screened without compromising surveillance of the parking lot beyond for public safety.

To promote walkability, all parking areas should have a pedestrian path leading from a parking area to a building or other pedestrian walkways. Paths should be 4 to 6 feet in width and should be concrete or asphalt.

Parking lots are used in the evening and thus should be adequately illuminated. Fixtures which cast light downward are appropriate for this function. A minimum average of one footcandle is an accepted standard of illumination for most parking areas. Light fixtures should not exceed 30 feet in height. Lamps equipped with high pressure sodium or light emitting diodes (LED) are energy efficient, another aspect of sustainability.

### **PARKING AREAS AT NASP CORRY**

**STATION** At Corry Station, an opportunity exists to implement bioswales in multiple locations. In addition to the bioswales shown in the parking lots in the Chiefs Way Example Project, the old runway being used for Chaplains Road is excessively wide for its current use. Using the center of this old runway to capture runoff in a series of bioswales is a sustainable stormwater solution that will also create an aesthetically pleasing boulevard for the NSGA Administration Building (Building 3783), and a gracious landscape for the weekly graduations at the chapel. See the Chaplains Road Streetscape Example Project in Chapter 9.



Figure 5.11 NASP Corry Station Chaplains Road.



## 5.8 Plant Materials

Trees, shrubs, groundcovers, and perennials lend shade, spatial definition, and beauty to any installation. Plantings also provide the biological benefits of wildlife habitat, carbon sequestration, and oxygen to the atmosphere. Plantings should be a fundamental part of any set of installation appearance improvements, (See Table 5.1 through 5.6 for the NAS Pensacola, Corry Station Plant List).

### FORMAL PLANTINGS IN FORMAL SETTINGS

On many installations, there are parts of the campus that have ceremonial meaning or are simply the heart of the base. Tree and shrub plantings in these areas should be regularly spaced and symmetrical to reinforce the dignity of the setting. On formal walkways or roadways, it is appropriate to select one tree species to flank each side and to frame the space, although care should be taken to limit the extent of such conditions to avoid monoculture, as noted below.

**AVOID MONOCULTURE** Monoculture is a landscape practice of using a single species over vast areas in the name of uniformity. While creating consistency, this practice puts the overall landscape at risk to a predator fungus or insect, which could destroy the entire population. The impact of Dutch Elm disease to elm trees across



*Example of a formal landscape at NAS Pensacola.*

America is an example of the extent of the risk. Intermixing a variety of species minimizes the risk associated with monoculture. As noted above, there are certain circumstances where consistency in tree planting is desirable in a formal landscape, but judgment should be exercised to avoid monoculture. In general, as a strategy for installation appearance, no single species should represent greater than 50% of all species for a given area, parking lot, or roadway. Any planting decision should involve the judgment of a landscape architect to plan such improvements accordingly.

### INFORMAL PLANTINGS IN INFORMAL SETTINGS

Many areas of an installation have grown organically over time and exhibit an asymmetrical pattern of buildings, parking areas, and roadways. In these informal settings, the plantings should reflect that character as well, with clustered groupings, variety of spacing, and irregular placement of trees. This does not mean, that random or chaotic patterns of plantings are intended, but that through asymmetrical balance among plantings, a sense of spatial definition and beauty is achieved. One rule of thumb applied to these naturalistic landscapes is to use a variety of species in clusters of odd numbers (threes, fives, and sevens) and staggered in spacing. This strategy is closer to a natural landscape in appearance and is especially appropriate



*Naturalistic landscapes can still provide a strong sense of space.*



in circumstances where a new landscape improvement is intended to blend into or extend a natural landscape condition.

**PLANT IN LAYERS** Spatial definition in created landscapes is best achieved through a strategy of “layering” the planting, from lowest to highest as viewed from a walkway, roadway, or building. Thus, groundcovers or perennials should be positioned closest to the viewpoint, then shrubs, then ornamental trees, and, finally, shade trees, whose canopy may extend over the whole planting area. In this manner, each plant type is most visible and the composite appearance is the most richly-textured.

Shrub beds require a higher level of maintenance than trees or lawn, and should be considered carefully in any appearance improvement.

**EVERGREEN PLANTS TO SCREEN OBJECTIONABLE VIEWS** Service yards, dumpsters, work areas, and parking lots sometimes create objectionable views. Landscape plants are an excellent means to improve such views, at a cost lower than masonry walls. In considering such strategies, care should be taken to select a palette of plants that are predominantly evergreen from the local region, exhibit a variety of height, and provide multiple textures. This strategy avoids monoculture, but also avoids the issue



*Evergreen plantings can serve as an effective screening mechanism.*

of creating an imposed landscape that stands apart from its setting and thus calls attention to the solution, rather than simply masking the objectionable view.

**REDUCE LAWN AREAS** In most installations, lawn covers the ground except where buildings, roads, and parking areas are found. While lawns are appropriate for many settings, including informal and organized recreation fields, lawn is not appropriate everywhere. Lawn maintenance requires mowing, watering, fertilizing, and treating for pests, all of which bear environmental and economic costs. These guidelines recommend adopting strategies in certain areas of an installation where lawn areas may be replaced by native vegetation over time. As appropriate to the surrounding landscape, then, lawn areas can become successional forests, wet meadows, or prairies. Depending upon the implementation time-frame, these areas may be replanted from lawn to native vegetation or may be simply removed from the maintenance regimen and allowed to be overtaken by adjacent native plantings. Wet meadows or prairies can be hydroseeded atop tilled earth and established within two to three years. Successional forests take thirty to fifty years to become established. These long-term landscape strategies should be considered in any installation, as it will yield a more biologically-vital landscape and reduced maintenance costs over time.

Areas on an installation where reduction in lawn may be appropriate are those areas adjacent to existing native landscapes. This may be at the perimeter of the installation or within the campus. It is best to envision this approach as an extension of an existing landscape, both aesthetically and ecologically, so that the two blend together seamlessly. One simple means by which a forest, meadow, or prairie can be delineated is to provide an inexpensive wood fence around the area to separate the manicured area from the emerging landscape. The emerging landscape is thereby



protected from human use and a clear line of separation between manicured and unmanicured landscape is achievable. Over time, the fence may be removed, as the native landscape becomes robust enough to create a clear edge.

All native grass and prairie areas should adhere to BASH regulations and recommendations, especially when located near airfields or the approaches to airfields. Stands of grass that are allowed to reach full maturity and produce thatch can attract rodents and the large birds of prey that hunt them. Care should be taken not to install plants near airfields that could contribute to a bird or animal strike hazard.

At NAS Pensacola, an Urban Forest Instruction is in place with management oversight by the Natural Resources Division. Tree maintenance and installation should be coordinated through the Facilities Management Department.

**FOREST REHABILITATION AT CORRY STATION** Unique to NASP Corry Station are the acres of crumbling asphalt runways abandoned after flight operations were moved to other airfields. The placement of the runways has affected site planning for NASP Corry Station from the very beginning, influencing the placement of new buildings, the extents of parking fields, and the location of recreational and natural open spaces. Over time, the system of runways, from the “Suicide Circle” to the outer taxiways, has broken down as newer uses like residential areas



*Multiple species flourish and add ecological diversity and visual interest in the managed slash pine forests at NASP Corry Station.*

were added. Today, the remaining runways form a disjointed system of cracked asphalt segments. In keeping with the Navy’s “Return to Nature” initiative and NASP Corry Station’s Integrated Natural Resources Management Plan (INRMP) dated November 2001, the Runway Demolition and Forest Rehabilitation Example Project in Chapter 9 recommends the reconnection of the existing slash pine forest fragments into a managed timber stand by removing the deteriorated asphalt.

**RECOMMENDED PLANTS LIST** Tables 5.1 through 5.6 offer plant lists with selected plantings appropriate to typical installation improvement strategies. The list includes shade trees suitable for streetscape and parking areas; ornamental or flowering trees suitable for accent and color; and evergreen shrubs suitable for screening objectionable views. The list is consistent with the Integrated Natural Resources Management Plan dated 2007. These guidelines favor plants native to Florida over non-natives as natives generally require less water, fertilizer, and pesticides than do non-natives. The recommended species have been selected for their adaptability to the region and their tolerance of a variety of conditions. This is consistent with a strategy of sustainability and also should yield maintenance cost savings over the life of the plantings. Likewise, in addition to using native plants, invasive species should be removed.

The plant lists also indicate an appropriate size of plant at time of planting, spacing between plants, and ultimate height of plants. It is the intent of these guidelines to promulgate a strategy of planting that does not create an overgrown landscape over time.

Finally, the plant lists indicate a preference for sun or shade placement of plants, a critical aspect to healthy landscapes. It is important that as improvements to installations are contemplated, a landscape architect create drawings for the landscape.



**Table 5.1 Shade Trees For Streets and Parking Lots**

LATIN NAME	COMMON NAME	MATURE SIZE	EXPOSURE	SPACING (O.C)	PLANTING SIZE
<i>Magnolia grandiflora</i>	Southern Magnolia	30'-60' H, 30'-60' S	Sun-Partial Shade	40' - 60' O.C.	2" cal.
<i>Platanus occidentalis</i>	Sycamore	70'-90' H, 60'-70' S	Sun	40' - 60' O.C.	2" cal.
<i>Quercus laurifolia</i>	Laurel Oak	30'-60' H, 30'-60' S	Sun	40' - 60' O.C.	2" cal.
<i>Ulmus parvifolia</i>	Allee Elm	30'-60' H, 30'-60' S	Sun-Partial Shade	40' - 60' O.C.	2" cal.
<i>Quercus virginiana</i>	Live Oak	30'-60' H, 30'-60' S	Sun	40' - 60' O.C.	2" cal.

**Table 5.2 Shade Trees for Parks and Open Spaces**

LATIN NAME	COMMON NAME	MATURE SIZE	EXPOSURE	SPACING (O.C)	PLANTING SIZE
<i>Betula nigra</i>	River Birch	30'-60' H, 30'-60' S	Sun-Partial Shade	20' - 30' O.C.	2" cal.
<i>Magnolia virginiana</i>	Sweet Bay	20'-30' H, 20'-30' S	Sun-Partial Shade	30' - 40' O.C.	32' cal.
<i>Quercus virginiana</i>	Live Oak	30'-60' H, 30'-60' S	Sun	40' - 60' O.C.	2" cal.
<i>Liquidambar styraciflua</i>	Sweetgum	60'-75'HT, 40'-50'W	Full sun	40' O.C.	2" cal
<i>Nyssa sylvatica</i>	Black Gum	30'-50'HT, 20'-30'W	Sun-Partial Shade	20' O.C.	2" cal
<i>Acer rubrum</i>	Red Maple	40'-60'HT, 40'-50'W	Full sun - part shade	40' O.C.	2" cal

**Table 5.3 Evergreen Trees for Accent**

LATIN NAME	COMMON NAME	MATURE SIZE	EXPOSURE	SPACING (O.C)	PLANTING SIZE
<i>Ilex attenuata</i>	Eagleston Holly	20'-40' H, 10'-20' S	Sun-Partial Shade	15' - 20' O.C.	6' - 8' Ht..
<i>Ilex opaca</i>	Savannah Holly	20'-40' H, 10'-20' S	Sun-Partial Shade	15' - 20' O.C.	6' - 8' Ht.
<i>Ilex rotunda</i>	Round Holly	30'-40' H, 10'-20' S	Sun-Partial Shade	15' - 20' O.C.	6' - 8' Ht.
<i>Ilex vomitoria</i>	Yaupon Holly	10'-20' H, 10'-20' S	Sun-Partial Shade	15' - 20' O.C.	6' - 8' Ht.
<i>Myrica cerifera</i>	Wax Myrtle	10'-20' H, 10'-20' S	Sun	20' -30' O.C.	6' - 8' Ht.
<i>Pinus eliottii</i>	Slash Pine	6'-10' H, 10'-15' S	Sun	15' - 20' O.C.	6' - 8' Ht.

**Table 5.4 Ornamental Trees for Accent**

LATIN NAME	COMMON NAME	MATURE SIZE	EXPOSURE	SPACING (O.C)	PLANTING SIZE
<i>Betula occidentalis</i>	Water Birch	10'-25' H, 10'-20' S	Sun-Partial Shade	15' - 20' O.C.	6' - 8' Ht.
<i>Cercis canadensis</i>	Redbud	25'-30' H, 20'-30' S	Sun-Partial Shade	15' - 20' O.C.	6' - 8' Ht.
<i>Crataegus mollis</i>	Downy Hawthorn	10'-25' H, 10'-20' S	Sun-Partial Shade	15' - 20' O.C.	6' - 8' Ht.
<i>Lagerstroemia indica</i>	Crape Myrtle	10'-20' H, 10'-20' S	Sun	15' - 20' O.C.	6' - 8' Ht.
<i>Osmanthus fragrans</i>	Sweet Olive	10'-20' H, 10'-15' S	Sun-Partial Shade	15' - 20' O.C.	6' - 8' Ht.
<i>Syringa reticulata</i>	Japanese Tree Lilac	10'-25' H, 10'-20' S	Sun-Partial Shade	15' - 20' O.C.	6' - 8' Ht.



**Table 5.5 Evergreen Shrubs for Screening**

LATIN NAME	COMMON NAME	MATURE SIZE	EXPOSURE	SPACING (O.C)	PLANTING SIZE
<i>Abelia grandiflora</i>	Abelia	2'-4' H, 2'-4' S	Full-Partial Shade	36" O.C.	5 Gal.
<i>Ilex cornuta 'rotunda'</i>	Dwarf Chinese Holly	2'-4' H, 2'-4' S	Full-Partial Shade	36" O.C.	5 Gal.
<i>Ilex glabra</i>	Inkberry Holly	3'-4' H, 3'-4' S	Full-Partial Shade	36" O.C.	5 Gal..
<i>Raphiolepis indica</i>	Indian Hawthorn	2'-4' H, 2'-4' S	Full-Partial Shade	24" O.C.	5 Gal.
<i>Rhododendron austrinum</i>	Florida Flame Azalea	3'-6' H, 3'-6' S	Sun-Partial Shade	36" O.C.	5 Gal.
<i>Rhododendron serrulatum</i>	Swamp Azalea	3'-6' H, 3'-6' S	Sun-Partial Shade	36" O.C.	5 Gal.
<i>Serenoa repens</i>	Saw Palmetto	2'-4' H, 2'-4' S	Sun-Partial Shade	36" O.C.	5 Gal.
<i>Photinia x fraseri</i>	Red Tip Photinia	10'-15'H, 5'-10'S	Sun-Partial Shade	6' O.C.	5 Gal.

**Table 5.6 Groundcovers and Grasses**

LATIN NAME	COMMON NAME	MATURE SIZE	EXPOSURE	SPACING (O.C)	PLANTING SIZE
<i>Andropogon temariouus</i>	Spiltbeard Bluestem	2'-3' H, 2'-3' S	Full-Partial Shade	24" O.C.	1 Gal.
<i>Andropogon virginicus v.glauca</i>	Broom Sedge	2'-3' H, 2'-3' S	Full-Partial Shade	24" O.C.	1 Gal.
<i>Calamintha coccinea</i>	Wild Basil	2'-3' H, 2'-3' S	Full-Partial Shade	24" O.C.	1 Gal.
<i>Chrysoma pauciflosculosa</i>	Woody Goldenrod	2'-3' H, 2'-3' S	Full-Partial Shade	24" O.C.	1 Gal.
<i>Conradina canescens</i>	Scrub Mint	2'-3' H, 2'-3' S	Full-Partial Shade	24" O.C.	1 Gal.
<i>Dietes iridioides</i>	African Iris	2'-3' H, 2'-3' S	Full-Partial Shade	24" O.C.	1 Gal.
<i>Eragrostis ellioti</i>	Field Lovegrass	2'-3' H, 2'-3' S	Full-Partial Shade	18" O.C.	1 Gal.
<i>Eragrostis spectabilis</i>	Purple Lovegrass	2'-3' H, 2'-3' S	Full-Partial Shade	18" O.C.	1 Gal.
<i>Gaillardia puchella</i>	Indian Blanket	2'-3' H, 2'-3' S	Full-Partial Shade	18" O.C.	1 Gal.
<i>Hypericum reductum</i>	St. John's Wort	2'-3' H, 2'-3' S	Full-Partial Shade	24" O.C.	1 Gal.
<i>Liriope muscari</i>	Giant Liriope	12" H, 12" S	Shade	12" O.C.	1 Gal.
<i>Ophiopogon japonicus</i>	Mondo Grass	12" H, 12" S	Sun	12" O.C.	1 Gal.
<i>Rudbeckia hirta</i>	Black Eyed Susan	2'-3' H, 2'-3' S	Full-Partial Shade	24" O.C.	1 Gal.
<i>Solidago stricta</i>	Goldenrod	2'-3' H, 2'-3' S	Full-Partial Shade	24" O.C.	1 Gal.
<i>Spartina bakeri</i>	Sand Cordgrass	2'-3' H, 2'-3' S	Full-Partial Shade	36" O.C.	1 Gal.
<i>Spartina patens</i>	Saltmeadow Cordgrass	2'-3' H, 2'-3' S	Full-Partial Shade	24" O.C.	1 Gal.
<i>Tradescantia ohioensis</i>	Spiderwort	2'-3' H, 2'-3' S	Full-Partial Shade	18" O.C.	1 Gal.



## 5.9 Site Furniture

Site furniture enhances the aesthetics, comfort and safety of the pedestrian environment and should be provided wherever there is pedestrian traffic, particularly around building entrances, park areas, intersections, and areas of special interest or views. Types of site furniture include bike racks, benches, trash receptacles, newspaper racks, bollards, transit stop shelters, and site amenities like chairs, tables, planters, and display panels.

All site furniture selections should be coordinated with one another and should be compatible with the surrounding architecture and other contextual elements. For newly established areas, a consistent furniture style should be provided.

Site furnishing recommendations for NAS Pensacola, Corry Station are as follows:

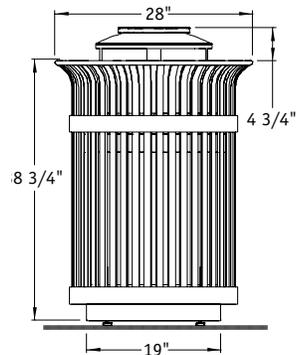
**BENCHES** Benches are an integral part of the pedestrian experience and visual quality of a place and should be used throughout the base at building entrances, drop-off zones, congregation points, and high activity areas. Black powder coated steel benches are recommended since they are discreet and blend into the adjacent landscape. They should be placed at least three to five feet away from any stationary obstacle, such as a sign post or trash receptacle, to avoid blocking pedestrian flow.

**TRASH RECEPTACLES** Trash receptacles should match the benches and be black powder coated steel. They should be strategically placed along major walkways, intersections of paths, and near buildings entrances, picnic areas, food services, and congregation points.

**PICNIC TABLE** Picnic tables are a useful addition to gathering areas to accommodate lunch breaks and informal gatherings.



*Urban Accessories bench example.*



*Victor Stanley trash receptacle example.*



*Victor Stanley picnic table example.*



**BOLLARDS** Bollards are used to control or separate vehicular and pedestrian traffic. As part of the pedestrian environment, they reflect the visual character and quality of the site and are therefore sometimes used as a decorative element at building entrances and pedestrian pickup and drop-off zones. If used for force protection, bollards must be designed by a structural engineer.

**PLANTERS** Planters should be used in highly visible pedestrian areas that have a formal appearance, such as building entrances, plazas, or courtyards. Recommended planters are a precast concrete, natural in color. They should be substantial in size in keeping with the scale of the building. Additionally, the planters need to provide adequate drainage.

**BICYCLE RACKS** Bicycle racks should be integrated into the site plan. They should be readily accessible in high-traffic areas and placed in visible locations for safety purposes and to reduce potential for theft. The most efficient bike rack for bicycle storage and support is the “inverted-U” style. Suitable bike racks for NAS Pensacola are stainless steel or powdercoated black aluminum.

**FENCES** Usually part of the background, fences are still an important component of the landscape, and contribute to the security and beauty of each installation. Fencing at entry gates and in public areas of the base should be decorative, yet must meet all AT/FP requirements. Fences around naturalized areas can be short and of inexpensive wood or vinyl. At NAS Pensacola, decorative fencing should be installed near the entries. At NASP Corry Station, decorative fencing should be placed at the main entry. An example project proposes to enhance the fencing and entries to the secured classrooms (see IAP Example Project, Chapter 9).



*Reliance Foundry bollards example.*



*Dura Art Stone planter.*



*Landscape Forms Bola bike rack.*



*Master Halco picket fence.*



**Table 5.7 Site Furniture Manufacturer's Information - Examples of Products Available.**

Bench	
Manufacturer	Urban Accessories
Model	Bay Bench
Color	Metal black, wood stain transparent
Material	Metal and wood
Finish	Metal powder coated, wood stain transparent
Size	72" (L) X 29" (W) X 35" (H)
Contact	20004 144th Ave, NE Woodinville, WA 98072 Tel: 253-572-1112

Bollard	
Manufacturer	Petersen Manufacturing Co., Inc
Model	AL-1
Color	White Etch
Material	Precast concrete
Finish	Etched
Size	12" (D) at base X 30" (H)
Contact	P.O Box 664 Denison, IA 51442 Tel: 1-800-832-7383

Bicycle Rack	
Manufacturer	Landscape Forms
Model	Bola
Material	Stainless steel
Finish	Polished stainless steel
Size	1-1/2" (D) X 27-1/2" (W) X 32" (H)
Contact	431 Lawndale Avenue Kalamazoo, MI 49048 Tel: 1-800-521-2546

Picnic Table	
Manufacturer	Victor Stanley
Model	ST-5
Material	Ipe or 2nd Site Systems® reinforced recycled plastic slats; tubular steel end frames
Finish	Powdercoated
Size	6' (L)
Contact	P.O. Drawer 330 Dunkirk, MD 20754 Tel: 1-800-368-2573

Trash Receptacle	
Manufacturer	Victor Stanley, Inc
Model	Ironsites Series SD-42
Color	Black
Material	3/8" steel bars formed and welded smooth, ash tray stainless steel
Finish	Powder coated
Size	36 gallon, 28" (W) X 38.75" (H)
Contact	P.O. Drawer 330 Dunkirk, MD 20754 Tel: 1-800-368-2573

Planter	
Manufacturer	Dura Art Stone
Model	Capstan, H-Round, 6' wide by 42" height, with drainage hole
Color	S-15 Silica
Material	Cast stone or Glascrete
Finish	N/A
Size	6' (D) X 42" (H), 5' (D) X 36" (H) 4' (D) X 30" (H), 3' (D) X 30" (H)
Contact	1324 Southern Road Morrow, GA 30260 Tel: 1-800-232-0332

Picket Fence	
Manufacturer	Master Halco
Model	Monumental Iron Works Estate Style L, flat cap post, spear top picket
Color	Black
Material	Galvanized steel
Finish	Powdercoated
Size	7' (H)
Contact	8330 Lovett Ave. Dallas, TX 75227 Tel: 1-800-989-4526



**TRASH ENCLOSURES** Trash dumpsters are important part of installations, yet very little attention is paid to how they appear. At NAS Pensacola, Corry Station, many dumpsters are not enclosed and are open for visitors to see. To ensure that dumpsters do not detract from visual elements they should be placed in low visibility areas. Where possible, dumpsters should be screened in with a masonry wall or other material that can be well integrated into the overall building design made of materials complementary to adjacent buildings.

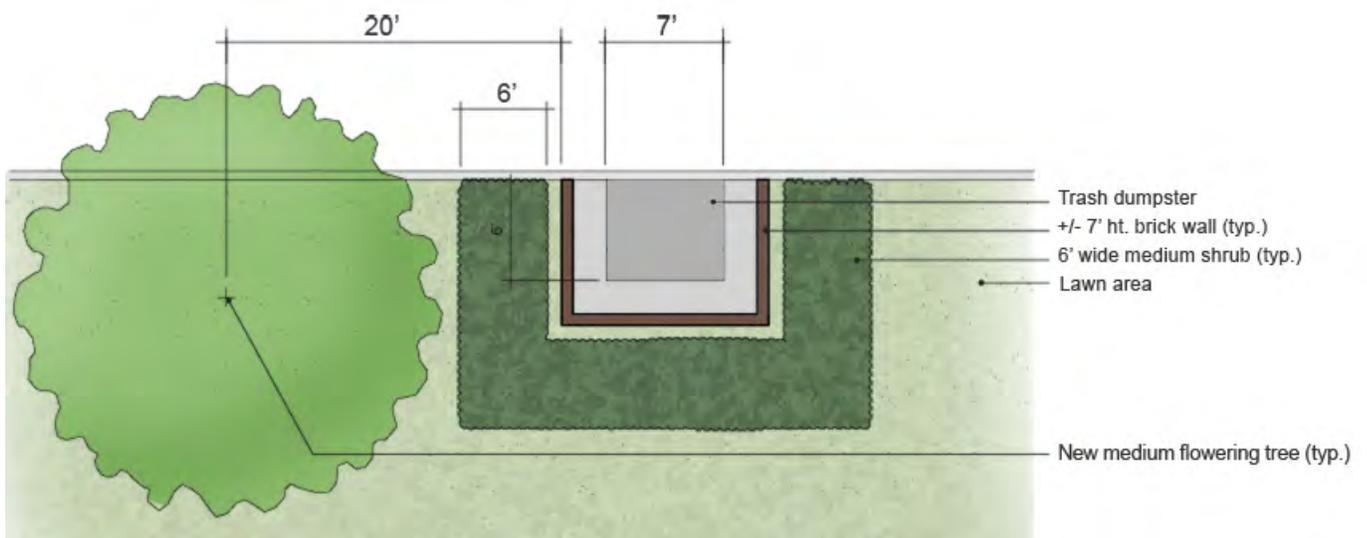


Figure 5.12 Dumpster Plan (Typ.).



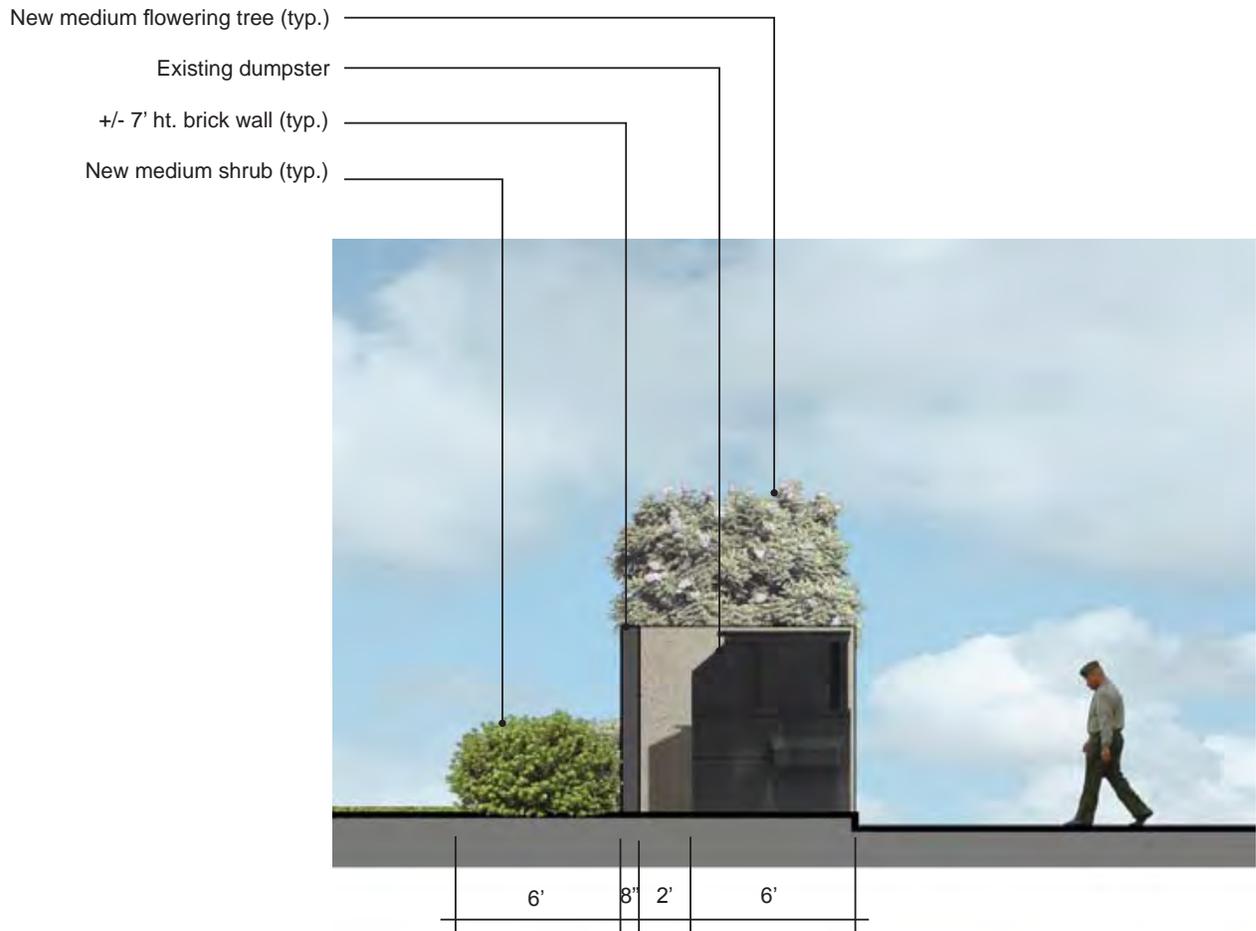


Figure 5.13 Dumpster Wall Section (Typ.).



Figure 5.14 Dumpster Wall & Planting Area (Typ.).



## 5.10 Lighting

Lighting is an essential component of the overall visual quality of the NAS Pensacola, Corry Station landscape. Aside from functional and safety considerations, lighting establishes a night time visual quality to the base. Placement and design of light fixtures also adds rhythm and verticality to a street or pedestrian pathway.

Lighting should be designed as a coordinated system that is attractive, energy-efficient, cost-effective, and easy to maintain. It should also be considered as part of site furnishings and should complement the architectural and landscape character of its environs. Lighting can serve as a gateway element, intersection marker, and feature element in open space areas. Hierarchy of roads, paths, and open spaces can also be emphasized through the size, selection, and organization of lighting fixtures.

For maximum aesthetic and functional impact, three basic types of lighting should be provided: street lighting, pedestrian lighting, and building mounted lighting. The height should be proportional to surrounding structures and in no case should exceed 30 feet. The size and color of the light pole and lantern are instrumental in the fixture's aesthetic appeal.



*Vehicular light.*



*Pedestrian light.*



*Wall-mounted light.*



*Light bollard.*



Parking light for industrial areas (option 1).



Parking light for industrial areas (option 2).

### Parking Light - Industrial Areas (option1)

<b>Manufacturer</b>	Leotek Electronics Corporation
<b>Model</b>	SL-320
<b>Color</b>	Silver
<b>Material</b>	
<b>Finish</b>	Powdercoated
<b>Contact</b>	1330 Memorex Drive Santa Clara, CA 95050 Tel: 888-806-1188

### Parking Light - Industrial Areas (option 2)

<b>Manufacturer</b>	Architectural Area Lighting
<b>Model</b>	FH5 FA4, fixed arm
<b>Color</b>	Matte aluminum
<b>Material</b>	Die-cast aluminum
<b>Finish</b>	Powdercoated
<b>Size</b>	244" (H)
<b>Contact</b>	14249 Artesia Boulevard La Mirada, CA 90638 Tel: 714-994-2700

Table 5.8 Lighting Manufacturer's Information - Examples of Products Available.

### Street Light

<b>Manufacturer</b>	Architectural Area Lighting
<b>Model</b>	Spectra SP10, 250W
<b>Color</b>	Stainless steel
<b>Material</b>	PolySite recycled plastic slats, aluminum legs
<b>Finish</b>	Powdercoated
<b>Size</b>	22' (H)
<b>Contact</b>	14249 Artesia Boulevard La Mirada, CA 90638 Tel: 714-994-2700

### Pedestrian Light

<b>Manufacturer</b>	Architectural Area Lighting
<b>Model</b>	Spectra SP2, straight hood, PR3 pole
<b>Color</b>	Matte aluminum
<b>Material</b>	Stainless steel or aluminum
<b>Finish</b>	Powdercoated
<b>Size</b>	12' (H)
<b>Contact</b>	14249 Artesia Boulevard La Mirada, CA 90638 Tel: 714-994-2700

### Wall-mounted Light

<b>Manufacturer</b>	Architectural Area Lighting
<b>Model</b>	Spectra SP2, straight hood
<b>Color</b>	Matte aluminum
<b>Material</b>	Stainless steel or aluminum
<b>Finish</b>	Powdercoated
<b>Contact</b>	14249 Artesia Boulevard La Mirada, CA 90638 Tel: 714-994-2700

### Bollard Light

<b>Manufacturer</b>	Architectural Area Lighting
<b>Model</b>	Spectra SPB, straight hood
<b>Color</b>	Matte aluminum
<b>Material</b>	Stainless steel or aluminum
<b>Finish</b>	Powdercoated
<b>Size</b>	42" (H)
<b>Contact</b>	14249 Artesia Boulevard La Mirada, CA 90638 Tel: 714-994-2700



## 5.11 Anti-Terrorism Force Protection

Anti-Terrorism / Force Protection (AT/FP) refers to measures designed to protect personnel, facilities, and equipment that support national defense missions. Implementation of AT/FP measures on an installation should be based on the assessment of the threat, the resources available, and command decisions. The rapidly developing field of security design should be approached with a multi-disciplinary team. Many factors relating to security design are beyond the scope of this document; however, an understanding of issues relating to site design is important since they affect the visual environment. These factors are addressed in the following paragraphs:

**STAND-OFF DISTANCES** The distance between an asset and a threat is referred to as the stand-off distance. The ideal stand-off distance is determined by the type and level of threat, the type of construction, and the desired level of protection. Table B-1 in UFC 4-010-01 DOD Minimum Anti-Terrorism Standards for Buildings offers the minimum stand-off distances and the conventional construction stand-off distances for new and existing buildings.

**PLANTINGS WITHIN STAND-OFF DISTANCES** The AT/FP standards have been interpreted to allow plantings and trees within the effective stand-off distance provided that the plant material does not conceal an explosive device measuring greater than or equal to 6 inches in height. Trees within the stand-off range shall be limbed up to allow visual surveillance. Similarly, foundation plantings are acceptable within the 33 feet stand-off distance provided the plant material allows for detection of an explosive device (open-branched shrubs, groundcovers less than 6 inches in height). Ultimately, plant material that provides observable conditions is most desirable.

### CLEAR ZONES ADJACENT TO PERIMETER

**FENCING** Compliance with OPNAVINST 5530.14C for base perimeter fencing requires a typical inside clear zone of at least 30 feet and a typical outside clear zone of at least 20 feet. This clear zone is usually mowed grass or ground covers at most installations.

AT/FP will be incorporated into all new designs so that the protection is attractive and unobtrusive. The following design elements can help provide this protection:

- Softscape elements such as berms, drainage ditches, bioswales, ponds, and open lawn can serve as physical deterrents and should be incorporated as landscape solutions in areas where there is sufficient space and where the natural terrain supports the implementation of these measures.
- Hardscape elements such as seat walls, hardened light fixtures, fences, walls, hardened bollards and planters also serve as deterrents and should be incorporated in developed areas of the installation where space is limited and where these elements can serve more than one function. See Section 5.9 (Site Furnishings) and Section 5.10 (Lighting) for the style of these elements.
- Combination of both softscape and hardscape elements.



## SOFTSCAPE ELEMENTS



*Planted berm serves as a physical deterrent.*



*Drainage ditch serves as a physical deterrent.*

## HARDSCAPE ELEMENTS



*A seat wall as an AT/FP design element.*



*Benches and trees as AT/FP design elements.*



# Landscape Architecture - Key Recommendations



- **Entry gates:**
  - Provide decorative fencing, new gate house/canopy, signage and landscape improvements.
- **Visitor Center:**
  - Provide pedestrian pavement, plantings, site furnishings (trash receptacles, bicycle racks, etc.), and lighting.
- **Circulation routes:**
  - Provide regular street trees and enhance views of the water.
- **Building perimeters and entries:**
  - Add plantings to enhance/reinforce the architecture.
  - Define building entries and establish hierarchy.
  - Ensure AT/FP compliance.
  - Consider decorative pavement and pedestrian amenities.
- **Parks and Ceremonial Grounds:**
  - Introduce perennial meadows, rain gardens and native plants to reduce lawn areas/maintenance.
- **Parking Areas:**
  - Minimize footprint.
  - Utilize LID techniques (porous pavement and bioswales).
- **Parking Areas (cont.):**
  - Provide efficient and clear pedestrian circulation.
  - Provide landscaped islands to reduce heat gain (minimum of 5 percent total area).
- **Plant Materials:**
  - Utilize native plants.
  - Avoid monocultures.
  - Match plantings to setting (formal vs. informal).
- **Site furniture:**
  - Coordinate furnishings across the base to establish a consistent style.
- **Lighting:**
  - Coordinated and energy efficient lighting for street, pedestrian, and buildings.
- **AT/FP:**
  - Provide compliant plantings adjacent to buildings.
  - Provide protective yet unobtrusive protective mechanisms.



# Architecture

## 6.1 Building Design

The design of the buildings at NAS Pensacola, Corry Station should reflect the purpose and significance of each facility's role in the overall fabric of the base.

Based on the NAVFAC's Installation Appearance Guidelines (IAG), this fabric should be classified into five major functional districts at NAS Pensacola:

- Personnel Support District
- Training/Administrative District
- Industrial District
- Airfield District
- Port Operations / Waterfront District

At NASP Corry Station, there are only three functional districts:

- Personnel Support District
- Training/Administrative District
- Industrial District

Per the IAG, overall building design should be closely allied within the boundaries of each of these Functional districts to maintain continuity in organization amongst different bases, and to facilitate overall organization to meet common design principles particular to the specific district. Each district presents a context that should be respected in the design of alterations, expansions,

or construction of new buildings, and guidelines should be prepared that allow for the variety of building types and historical styles that appear in each of these districts to help create continuity across the district and unify the base within each of the five districts.

This approach is a marked change from the predecessor document to this IAP, 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 specific Perceptual District. In the case of NAS Pensacola and NASP Corry Station, the BEAP identified 20 Perceptual Districts for each campus. Prescriptive Architectural guidelines were developed for each of the 20 districts, with an emphasis on identifying and reinforcing design characteristics that made each Perceptual District distinct. The IAP, rather than stressing the differences between multiple groups, focuses on blending various styles and features together within the limited number of functional districts 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 in which these districts are present, nor does it obviate the responsibility to exercise special care in these districts to preserve and support their historical assets. As noted in Chapter 2, NAS Pensacola has seven designated historical



districts and numerous buildings included in the National Register of Historic Places (NRHP), while NASP Corry Station has one historic district, the Corry Field National Register Historic District. These districts are identified within their functional districts, 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 not uncommon to find functions typical 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 applied to future improvements to develop consistency and coherency over time.

In the following two sections, descriptions have been prepared for NAS Pensacola and NASP Corry Station describing their respective Functional districts.

### 6.1.1 NAS Pensacola Functional Districts

**PERSONNEL SUPPORT DISTRICT** This area is the largest functional district on base, and includes a number of sub-districts within its boundaries. The Personnel Support District includes the following Historic Districts:

- Annapolis of the Air Historic District
- Pensacola Naval Air Station Historic Landmark District
- Chevalier Field Hangars Historic District
- Billingsley Drive/Cabaniss Crescent Historic District
- Fort Barrancas Cantonment Historic District

Other sub-districts include:

- NATTC campus (residential and dining elements)
- Naval Aviation Museum
- Conference Center
- Main Gate/Golf Course

Historic District Features:

- **Annapolis of the Air Historic District** This area is notable for its collection of orthogonal red brick buildings with dramatic entry porticos fronting the main streets.
- **Pensacola Naval Air Station Historic Landmark District** This district is comprised of three different sets of historic structures: Admiral's Row, the Port, and Old Town Warrington. Admiral's Row is notable for its gracious officer's single-family housing, most of which are surrounded by screened in porches facing the live oak-lined drive. The Port area



*A Georgian style building in the Annapolis of the Air Historic District.*



*An officer's home on Admiral's Row in the Pensacola Naval Air Station Historic Landmark District.*



consists of a small collection of historic buildings along the Pensacola Bay that support Port Operations / Waterfront. Old Town Warrington contains the remnants of historic districts that were the remains of the town of Warrington that was absorbed into the Navy Yard as its operations expanded. Significant structures include the free-standing stack from the former power plant that was demolished, and the large Warehouse Building 603 now used for offices.

- **Chevalier Field Hangars Historic District** This area backs up to a brick wall separating the district from Admiral's Row to the south. The area consists of a set of WWII red brick hangars with copper patina mansard roofs that have now been adapted to serve as personnel support functions, including a gymnasium, movie theater, and an exchange.
- **Billingsley Drive/Cabaniss Crescent Historic District** This multi-family residential district is notable for both its planning and consistent architectural character. The arrangement of



*A warehouse in the Chevalier Field Hangars Historic District that has now been adapted to serve personnel support functions.*



*A red brick multi-family structure found in the Billingsley Drive/Cabaniss Crescent Historic District.*

the handsome red brick multi-family structures around the Cabaniss crescent lends itself to the name of the district.

- **Fort Barrancas Cantonment Historic District** This district is notable for its variety of architectural types and historic structures constructed as early as 1870. Building 1500, a white stucco-finish Mission style building has a significant presence on Radford Boulevard.

Other sub-district features:

- **The NATTC Campus** This training campus consists of both multiple dwelling residential units and training facilities grouped together on the site of the former Chevalier Air Field. The campus is dominated by the large training facility "A-school" that serves as the western boundary of the campus. The residences and dining facilities supporting this training facility are part of the Personnel Support District, while Chevalier Hall (the training building) is part of the Training/Administrative District. The



*Bldg 1500 carries a significant presence in the Fort Barrancas Cantonment Historic District.*



*Chevalier Hall dwarfs surrounding attractive, contemporary facilities and housing of the NATTC Campus.*



attractive contemporary brick structures of the residential units and dining hall are dwarfed by the large volume of Chevalier Hall, which while complementary in use of materials and details, is overwhelming in terms of scale.

- **Naval Aviation Museum** This sub-district is a self-contained destination on the base, attracting visitors from all over the world to its outstanding collection of air frames. It is notable for its contemporary architecture and dynamic entry court, the focus of which is a mounted aircraft.
- **Conference Center** This area, which is just north of the Cabaniss Crescent Historic District, consists of a collection of multi-family dwellings organized around a central conference facility. The architecture is a mix of styles, consisting of un-renovated apartments with flat roofs and glass curtain-walls, renovated similar structures to which pitched metal roofs and synthetic stucco facades have been added and new construction also with pitched metal roofs and similar brick color.



*The Naval Aviation Museum is a popular destination and notable for its contemporary architecture and dynamic entry court.*



*The brick conference facility is surrounded by a collection of multi-family dwellings. The un-renovated buildings are shown here.*

- **Main Gate/Golf Course** This area is significant for its role as the front door to the base, located at the end of the bridge crossing the Bayou Grande. The existing pass office, entry structures, and aircraft display are dwarfed by the large blue canopy structure that was constructed to provide shade for vehicle inspection.
- **Marina** This area, located on the Bayou Grande on the north side of the base, provides a marina for small craft docking, storage, and repair, and offers opportunity for future expansion of its recreational function and appearance as a waterfront destination.



*The large blue canopy structure at the Main Gate overwhelms the existing pass office and guardhouses.*

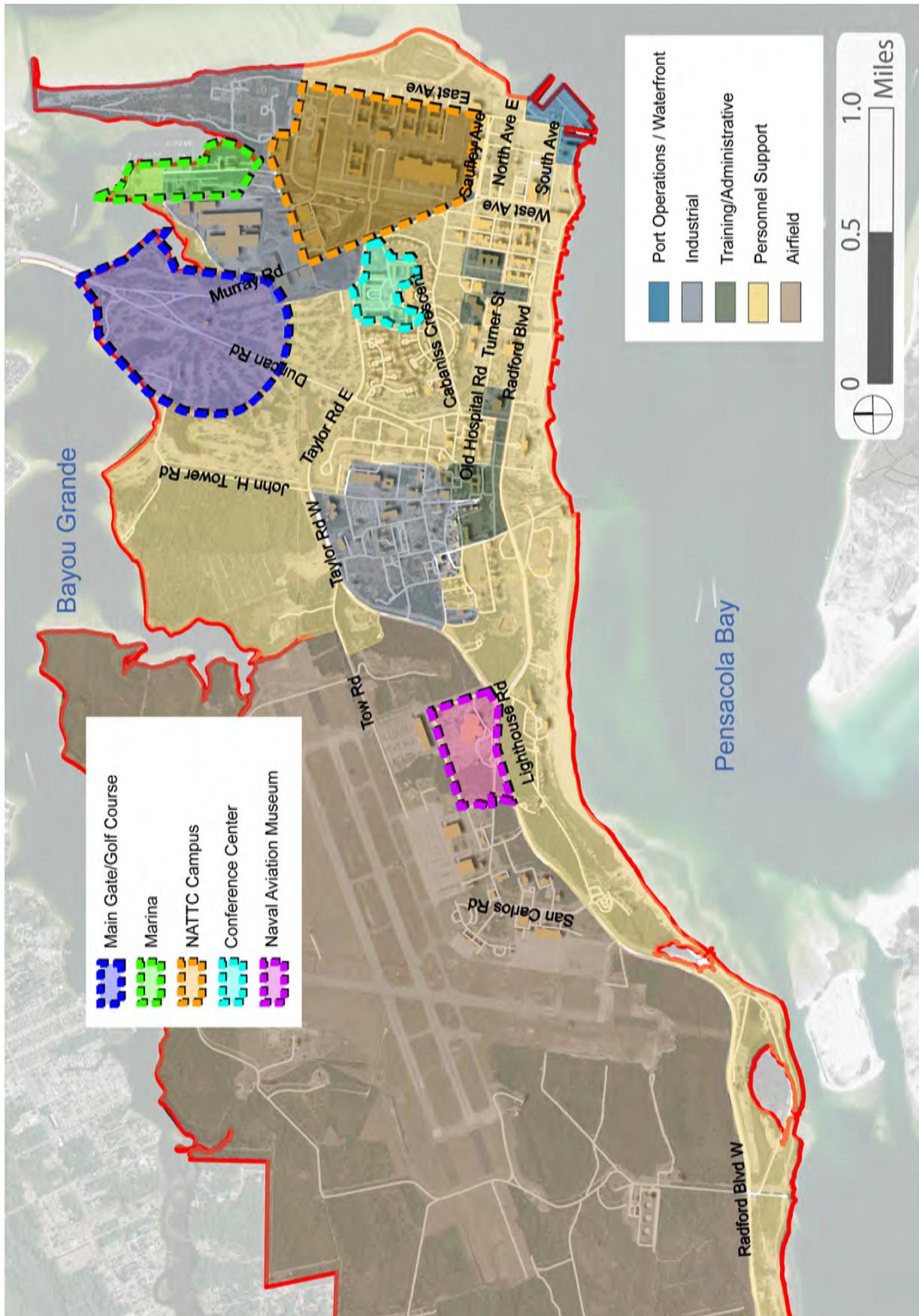


*The existing Marina area offers opportunity for future expansion of its recreational function and appearance as a waterfront destination.*





Figure 6.1 NAS Pensacola. - Sub Districts



\* See Table i for general guidance regarding the sub- districts.

**TRAINING/ADMINISTRATIVE DISTRICTS** The functional district Map created for NAS Pensacola based on the IAG suggests three areas as part of the Training/Administrative District:

- **Annapolis of the Air Historic District** This historic district shares both Personnel Support District and Training/Administrative components, with architectural features as noted above.
- **Naval Hospital Historic District and part of the Fort Barrancas Cantonment Historic District** The red brick Naval Education & Training Command sets the tone for this area which sits somewhat isolated from the rest of the base up on the bluff. The Mission style Building 1500 in the adjacent Fort Barrancas Cantonment Historic District is also included in this Functional district.
- **NATTC Campus – Chevalier Hall and assorted training buildings** These buildings are all part of the NATTC campus and share a similar architectural character. Besides the large Chevalier Hall described above, there are



*The NETC sets the tone for the Naval Hospital Historic District, which is within the Training/Administrative Functional district.*



*The NATTC campus is characterized by its red brick and green standing seam metal roofs.*

a number of contemporary training buildings consisting of red brick with green metal siding reminiscent of copper patina which provide a cohesive character to this district.

**INDUSTRIAL DISTRICT** Two major industrial areas are identified as part of this Functional district:

- **Warehouse Area** This area, located north of the NATTC campus, consists primarily of large “big box” structures serving as warehouse and support functions. Typical buildings in this area are large volume metal sided structures and/or unadorned masonry buildings. The peninsula extending north from this area known as “Magazine Point” is also included as part of this grouping.
- **Public Works Area** This area, consisting of a collection of buildings surrounding the Public Works facility, is defined by larger scale administrative and maintenance structures with supporting outdoor storage yards. Outdoor storage of vehicles and materials becomes a



*The large brick building, along with the storage of vehicles and materials, is typical of the Warehouse area. Such visual clutter should be screened.*



*Outdoor storage of vehicles and materials surrounding the Public Works facility should be screened from view from the roadways.*



major concern in this area to provide visual screening and edge definition along roadways.

**AIRFIELD DISTRICT** This area consists of the airfield and its support buildings in the west quadrant of the base, and includes the buildings referred to in the former BEAP as part of the Flight Line area. The most significant character defining buildings of this area are the aircraft hangars along the flight line with the control tower. Surrounding buildings should be supportive and complementary to these structures, as opposed to dominant over them.

Design characteristics of this area are simple geometric forms, larger masses, and practical, utilitarian approach to the mission the buildings were constructed to support. Metal siding, brick, and concrete block are all appropriate for this area.

**PORT OPERATIONS / WATERFRONT DISTRICT** This district consists of the Port Operations / Waterfront area located at the south-east corner of NAS Pensacola. Per the IAG, Port Operations / Waterfront Functional District facilities are generally characterized by an industrial appearance: wharf and pier areas, administrative areas, common areas, service areas, and automobile parking typically make up the physical components of the Port Operations / Waterfront district. In the case of NAS Pensacola, this area is very compact, with only one warehouse building supporting the Port Operations / Waterfront function, and an open paved area adjacent to the dock. The Port Operations / Waterfront Building is a painted brick, pitched roof structure. In order to reflect the high visibility of this function and its relation to the adjacent and larger Personnel Support District, new buildings in this area should follow similar guidelines to those for the Personnel Support District as opposed to more typical Industrial District guidelines.



*The large, geometric form of the hangars define the character of the Airfield District.*



*The Air Operations building is characterized by simple, geometric forms.*



*New structures in the Port Operations / Waterfront District should mimic the character of Building 38.*



## 6.1.2 NASP Corry Station Functional Districts

### NASP CORRY STATION PERSONNEL SUPPORT DISTRICT

This area is the largest Functional district on base, and has two sub-districts within its boundaries:

- Historic District (extends into Training/Administrative District as well)
- Retail Center District

The overall district is composed of a collection of buildings including both traditional and contemporary styles. Overall, there has been a lack of successful integration of these two styles, with jarring juxtaposition of contemporary buildings against Georgian structures, creating an overall lack of visual coherence for the district. This disharmony is especially noticeable travelling along Chiefs Way, where a wide variety of massing, materials, colors, roof lines, and details create a fragmented campus fabric.

Examples of traditional buildings within this district include the East Gate and a group of buildings in and around the historic core, including the Fire Station. An interesting example is building 506, which shows how even a small structure can be designed to have complementary details to the more substantial surrounding historic structures. A portion of this district is part of the Corry Field National Register Historic District identified above. Contemporary buildings include a series of one-story buildings with low-pitched roofs, such as the dining hall Building 1080, the dormitory buildings such as Building 3709, the Chapel Building, and the Navy Wellness Center. Each of these buildings utilizes a different set of materials, roof pitches, and details that do not support a unified character.

There are few contemporary structures that successfully capture qualities of both contemporary and traditional surrounding structures. The



*The traditional East Entry Gate welcomes visitors to NASP Corry Station.*



*Building 506 is a small structure, yet was still designed to have complementary details to the more substantial surrounding historic buildings.*



*The dining hall Building 1080 is a contemporary building with a low-pitched roof.*



*The unrenovated dormitory Building 3709 is a contemporary structure with a flat roof and simple lines.*



dormitories, Buildings 3703 and 3716, show how integration of a colonnade and pitched roof with a contemporary structure can successfully weave the two styles together to provide a building that responds to both.

The Retail Center merits recognition as a self-contained district within the Personnel Support District. This center is dominated by the Exchange and Commissary Buildings, together with supporting functions, organized around a large parking area. The architectural character of this sub-district is contemporary with the use of flat roofs, striated block, and large masses. While not consistent with the character of the rest of the base, its strong organization as a separate entity justifies continuation of its contemporary design style on future buildings in this sub-district.



*Dormitory Building 3716 successfully integrates traditional elements with its original contemporary design.*



*The Retail Center is characterized by its contemporary architecture, with flat roofs, striated block, and large masses.*

**NASP CORRY STATION TRAINING/ ADMINISTRATIVE DISTRICT** This area forms the core of the base and is located primarily along Chiefs Way. It includes the majority of the Corry Field National Register Historic District, along with a collection of miscellaneous structures surrounding this district.

Similar to the Personnel Support District above, this district is composed of a collection of buildings including both traditional and contemporary styles, with unfortunately, the same lack of successful integration of these two styles. Again, Chiefs Way demonstrates how the failure to apply complementary architectural guidelines creates a disjointed building fabric that is neither traditional nor contemporary, but rather, fragmented.



*Building 3712 is located along the fragmented Chiefs Way.*



*Administrative offices are housed in the traditional Building 502.*



Significant traditional buildings within this district include Buildings 501 and 502 in the historic core. Building 503 and the Fire Station illustrate successful integration of the same style in smaller structures. The hangar buildings that now serve as training facilities are examples of unsuccessful integration of old and new, with the contemporary non-contextual structures located between the original hangars creating a disjointed architectural solution.

Free standing contemporary buildings include Mast Hall, which successfully integrates itself with the surrounding red brick architecture with its massing and punched openings, and Training Building 3782, which is not successful in responding to the adjacent context (despite its use of red brick) because of its non-contextual massing and use of window openings.

Many of the training buildings in this district require secure compounds, created by the use of perimeter fencing and entry gates. These perimeter enclosures must be treated as part of



*Contemporary, non-contextual, flat-roofed structures fail to blend with the traditional style of the former hangar buildings next door.*



*Despite the use of red brick, Bldg 3782 does not successfully respond to its traditional surrounding context.*

the architecture of the building, and accordingly, require special care to ensure they provide, at the least, a neutral foreground, if not a positive asset. Chiefs Way presents both successful examples (Mast Hall enclosure) and unsuccessful examples (old hangar building enclosures) of the importance of this feature.

## **NASP CORRY STATION INDUSTRIAL DISTRICT**

**DISTRICT** NASP Corry Station has a small industrial district located in the northeast corner of base along Roberts Avenue. This area, consisting of a collection of buildings surrounding the Public Works facility, is defined by miscellaneous maintenance structures with supporting outdoor storage yards. Outdoor storage of vehicles and materials becomes a major concern in this area to provide visual screening and edge definition along roadways.

The Auto Hobby Shop is located just outside this district, but requires similar attention with its outdoor canopy over the lift area and unscreened pavement area.



*Miscellaneous maintenance structures around the Public Works facility create visual clutter.*



*The lift area of the Auto Hobby Shop and its parking lot both require screening.*



## 6.2 Design Guidelines

The purpose of these guidelines is to ensure that new architecture will be compatible with the existing character of NAS Pensacola, Corry Station and to help mend the fabric of the various districts together to provide a more unified overall campus environment. Important goals are to preserve and complement the design integrity of the significant historical structures in each district as new alterations, additions, and buildings are constructed to maintain a unified design character in each district. Design guidelines, however, should not be too restrictive, and contemporary styles can be integrated with the existing historic structures if common themes, materials, scale and colors are embraced.

This section is divided into two sub-sections: NAS Pensacola and NASP Corry Station

### 6.2.1 NAS Pensacola Design Guidelines

#### PERSONNEL SUPPORT DISTRICT

##### Vision

This district, with the largest number of sub-groups including numerous historic districts, presents the most challenge to creating a unified fabric. The requirement to preserve the integrity of the historical assets within its boundaries must stay paramount in any Architectural improvements. Scale, color, material, and detail within these districts, and adjacent to historic properties, must defer to the historic context of those properties.

At the same time, the district has a wide range of building types and styles, and guidelines should allow for contextual responses to adjacent structures. New construction should be informed by common detail elements but not be limited to those elements, allowing for creative design solutions that allow both new and old to be crafted into successful design solutions that are responsive

to both. Attempts to limit architectural vernacular to imitation of styles that in fact are often imitations themselves can result in diminishing the value of these structures. Interpretation of these styles, in contrast, is important to create designs that respond to the scale, detail, materials and massing of these buildings to create unique and appropriate solutions.

The vision for this district is one of unifying infill structures that bridge the gap between historic and contemporary styles, incorporating masonry detailing, roof pitch, materials AND scale suggested by the Georgian buildings of the Annapolis of the Air Historic District, while responding to the contemporary needs of the functions they are to house.

#### Recommendations

**Historic Districts and Properties** Contextual responses should take precedence in construction or expansion of any building in the designated historic districts, or adjacent to historically designated properties. As an example using this approach, buildings that are adjacent to the Annapolis of the Air Historic District should be red brick with grey shingle pitched roofs and copper accents, and should be articulated, whenever possible, in wings to break down the scale of the structures. Similarly, buildings that are to be constructed next to historical properties outside a district, such as the double-gallery townhouse



*New construction near the Annapolis of the Air Historic District must respond to its context and use red brick, grey shingle roofing, etc.*



Building 191 along the waterfront, should respond to the context of that building; i.e. painted masonry and standing seam metal roofs. In the case where new structures are to be constructed adjacent to historic properties that must be of larger scale, adequate distance must be preserved to avoid overshadowing the historic property. An excellent example of the failure to do so, and thus reduce its value, is the facility constructed adjacent to Building 191, where inadequate distance and failure to use complementary materials and massing results in an incompatible solution.

In all cases of historic districts and properties, development, additions, and maintenance should follow the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings. Work on historic properties and/or within historic districts will require consultation with the base's Cultural Resource Manager and may require consultation with the State Historic Preservation Officer or the Advisory Council on Historic Preservation.

**Non-Historic Sub-Districts Adjacent to Historic Districts** With the exception of the NATTC campus and the Aviation Museum campus, these districts should be viewed as supporting the character of the adjacent historical districts. Red brick structures, with white trim, and detailing inspired by the existing predominant Georgian Architecture are appropriate. Pitched roofs, either standing seam or shingle, are suggested to maintain continuity of style and massing. Front porches and entry porticos are encouraged to maintain continuity with adjacent historical buildings. Large buildings should appear to be a collection of linked, smaller structures or have features integrated into their design to achieve this goal. Building height should be limited to three stories or less. This area includes the Main Gate/ Golf Course District, the Conference Center, and the Marina.

Buildings to be constructed at NATTC, with its identity as its own physical contemporary campus within the base, should respond to the contemporary style of its architectural elements. The size, number of buildings, and unified contemporary style of NATTC justifies continuing to treat this campus as a self-contained and architecturally distinct area of more contemporary architecture. While this approach is not recommended for other new developments to be considered for NAS Pensacola, in this case it is recommended to continue with similar style designs to maintain continuity within the campus.

Buildings constructed in the area surrounding the Aviation Museum Campus should also be viewed within the context of the Aviation Museum Building itself. This large, white, flat-roof building of contemporary design is the focal point of the district and future construction should be complementary in terms of scale, color, and detailing.



*New buildings on the NATTC campus should continue to be constructed with unifying materials: red brick and green metal panels.*



*Future construction near the Aviation Museum should complement the contemporary architecture and building materials.*



## TRAINING/ADMINISTRATIVE DISTRICTS

### Vision

As noted above, this district is composed of three different areas on base, two of which are in historic districts, and one which is part of the NATTC campus. The architecture in the historic districts should follow the same guidelines as those noted for the Personnel Support District. Historic properties must follow historic guidelines; non-historic properties should respond to the adjacent historic properties in scale, material, color and massing. This generally means that new buildings in these areas should be red brick, with white trim and porches, and copper detailing where appropriate.

The Training/Administrative buildings that are part of NATTC should follow the architectural context of the NATTC campus, specifically the red brick, green metal siding, and overall contemporary design of the buildings to provide a cohesive



*New buildings in the Training/Administrative District should respond to the historic context and utilize similar detailing.*



*New buildings on the NATTC campus should continue to have an overall contemporary design.*

appearance within the campus. Flat roof buildings are acceptable in this area as well as pitched roofs.

### Recommendations

New larger buildings in this district should appear to be a collection of linked, smaller structures or have features integrated into their design to achieve this goal. Smaller one-story structures can incorporate flat or pitched roofs, grouped orthogonally with existing structures. Entry porches are encouraged to complement the existing adjacent historic building entry treatments.

In this district, site development must certainly be considered as part of any architectural project, particularly parking, utility, and dumpster locations. Large unrelieved parking areas should be broken down into smaller landscaped lots to minimize the appearance of a sea of asphalt. Central building landscape features such as expansive front lawns and courtyards created by H-shape organization,



*Entry porches are encouraged to complement the existing adjacent historic building entry treatments.*



*Large unrelieved parking areas should be broken down into smaller landscaped lots to minimize the appearance of expansive pavement.*



should be preserved to retain the integrity of the building design. Dumpsters should always be consolidated and screened, and utilities, especially electrical transformers and mechanical equipment, placed near service areas where they will not detract from major entries.

Failure to respect the scale and context of the remaining historic structures will result in the fragmentation of the district and damage the value of the base's unique historical assets.

## **INDUSTRIAL DISTRICT**

### **Vision**

The main design issue to address in the industrial areas is massing and containment, which is directly related to the evolution of the functions within these buildings. Typically, industrial buildings are constructed in a regular shape to meet their intended function. As time passes and needs change, additions are constructed on these buildings to provide needed floor area, and over

time, the regular shape and organization of the buildings become fragmented. Further need for support space, especially storage, results in the construction of smaller out-buildings that expand the visual chaos. Outdoor storage is created to accommodate excess material that cannot be kept inside. The resulting "industrial sprawl" detracts from function, security, maintainability, and appearance.

In terms of building style, the majority of the buildings in this area are of utilitarian character, whether constructed fifty years ago or today. These structures provide simple building envelopes and large volumes to reflect their functional need to enclose space efficiently. Brick, block, and metal siding are all common materials used in this area to provide for efficient and economical envelope enclosure.



*Unconsolidated and unscreened dumpsters should be avoided. These dumpsters detract from the attractive building complex.*



*Major mechanical and electrical equipment should be placed near service areas so as to not distract from proper entries.*



*This outbuilding serves as equipment storage and results in the expansion of "industrial sprawl."*



*The placement of out-buildings next to children's playgrounds is inappropriate and should be avoided.*



## **Recommendations**

To help counter the natural but undesirable progression of sprawl, efforts should be made at the time of consideration of additions to existing buildings or construction of new buildings to consolidate existing functions, both in structures and geometry. New structures should be conceived with the idea of incorporating functions that have been fragmented and relegated to out-buildings so that these out-buildings can be removed. Such an approach will create more efficient use of land, reduce the number of structures to maintain, and provide better visual organization of the industrial area. Pre-fabricated support structures placed next to such buildings, together with small storage buildings that intrude on visual site setbacks, should be avoided.

Site development in this area should clearly differentiate between service areas (along sides and behind buildings), and front facades, with green space dedicated for the front yard. Parking



*This "big box" structure made of brick is typical of warehouse buildings.*



*New structures should incorporate functions that have been relegated to out-buildings so that these out-buildings can be removed.*

should NOT be allowed on green spaces, nor encouraged in any front yard location. If it is imperative to locate parking in front yards, adequate landscape screening and islands should be provided to minimize its impact both visually and with regard to storm water management. Storage yards must be screened and well-defined to provide visual separation from the street and adjacent buildings.

## **AIRFIELD DISTRICT**

### **Vision**

The challenge of designing for new buildings and additions for this area is to meet the functional need for new facilities while preserving the airfield campus character. The regular placement of the simple large geometric forms of the hangars is the primary defining design technique used for this district. The location of these hangars in a row creates a visual wall that serves as the defining boundary of the area. Future facilities should follow the same regular, orthogonal placement to preserve this character.



*Parking should not be allowed on grass, nor encouraged in any front yard location.*



*Storage yards must be screened to provide visual separation from the street and adjacent buildings.*



## **Recommendations**

New structures within the district boundary should be conceived as visually supporting the existing hangar structures, using complementary massing and detailing to reinforce this character. Since the predominant architectural character of the existing flight line buildings is contemporary, new construction should utilize contemporary and/or functional style to maintain a consistent appearance for the area. Low-pitch or flat roofs and light colored metal siding are appropriate for this area. With regard to surrounding smaller scale structures, designs are encouraged that utilize simple geometric enclosures with low-pitched roofs to complement the geometry of the hangars.

With regard to landscape, areas between the main street and the buildings should be dedicated wherever possible to green space. Where parking lots are necessary in these front yards, these parking areas should have landscape islands to minimize the impact of paved surfaces.



*The simple large geometric form of the hangars is the primary defining design technique used for the Airfield District.*



*The Air Operations Building exemplifies the contemporary yet functional style that is appropriate for the Airfield District.*

Service and utility areas should be located wherever possible between buildings as opposed to either the street side or flight-line side. These service and utility areas should be screened from the street, noting the need to meet AT/FP requirements.

## **PORT OPERATIONS / WATERFRONT DISTRICT Vision**

As noted earlier in this document, this compact district has high visibility on the base that justifies special care in design of new structures, with an emphasis on aesthetic impact as opposed to strictly industrial function. Scale, color, material, and detail within this district must defer to the context of the adjacent properties to preserve and/or create buildings that meet their functional requirements while remaining compatible with the buildings surrounding them.

The vision for this district is to emphasize the simple historic character of the existing Port Operations / Waterfront building (Building 38), while screening industrial and parking functions.



*Parking areas should have landscape islands to minimize the impact of paved surfaces.*



*Service and utility areas should be screened from the street. Outdoor storage also adds to visual clutter.*



**Recommendations**

New buildings in this district should be similar in scale, materials and color to the existing Port Operations / Waterfront building. Pitched roofs, fenestrated facades, and painted masonry should be incorporated into any new construction to create a similar feeling to the existing building. Industrial buildings consisting of pre-engineered, utilitarian, metal-sided structures are not recommended to be constructed in this area due to the visibility of the location and the context of adjacent buildings. Outdoor storage functions, including parking and material yards, should be provided with either landscape or masonry screens to minimize visual clutter. Security enclosures, where required, should consist of masonry piers and decorative metal fencing as opposed to chain link enclosures.

**ALL BUILDING PROJECTS** There are certain principles that apply to all building projects, irrespective of district or style:



*Pitched roofs, fenestrated facades, and painted masonry should be incorporated into any new construction to create a similar feeling to Building 38.*



*These living quarters were renovated to add a pitched standing seam metal roof, which helps it to blend with existing Georgian architecture.*

Any proposed additions or alterations to existing buildings should be compatible with the original building design in terms of scale, proportion, form, massing, materials and color, with few exceptions. An existing building to which an addition is being considered should form the context for the design of the addition, with consideration given to the design of surrounding structures.

Architectural designs should be informed by the context of the district in which they lie. Additions and renovations, besides being responsive to the buildings for which they are intended, must also be responsive to the surrounding district theme to help unify the overall architectural character. Architectural projects extend beyond the immediate envelope of the building, and designs for renovations, additions, and new construction must take into consideration overall site planning, including landscaping, parking, utility placement, visual setbacks, and dumpster screening. Attention to site development as a whole will



*Attention to site development as a whole will help avoid instances of placement of undesirable elements in visible locations.*



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



help avoid instances of placement of undesirable elements in visible locations, such as transformers, dumpsters, and service areas.

Overall, NAS Pensacola does not have many examples of uncoordinated placement of structures, unscreened dumpsters, utilities, or parking takes away from the design integrity of the base, with the exception of the Industrial Districts that appear more fragmented and less aesthetically controlled. Integration of these elements into the design of the entire project will help avoid this needless loss of value.



*The incorporation of utility screening into the design process creates an aesthetically controlled environment.*

## 6.2.2 NASP Corry Station Design Guidelines

### NASP CORRY STATION PERSONNEL SUPPORT DISTRICT

#### Vision

This district is the most visually fragmented district at Corry Field. It requires the most effort to weave common elements into existing and new architecture to help unify the area. Along with this charge, the remaining historical assets in this portion of the historic district within its boundaries must stay paramount in any architectural improvements. Scale, color, material, and detail within these districts, and adjacent to historic properties, must defer to the historic context of those properties.

Similar to above, the district has a wide range of building types and styles, and guidelines should allow for contextual responses to adjacent structures. New construction should be informed by common detail elements, but not be limited to those elements. This allows for creative design solutions that allow both new and old to be crafted into successful design solutions that are responsive to both. Building projects such as the dormitories Buildings 3703 and 3716, and Mast Hall, illustrate how this goal can be achieved.

#### Recommendations

Historic Districts and Properties Contextual responses should take precedence in construction or expansion of any building in the designated historic districts, or adjacent to historically designated properties. Failure to use complementary materials and massing can result in an incompatible solution, clearly illustrated by the insensitive infill structures between the existing former hangar buildings. It is not enough to use the same brick color, or the same contrasting masonry (pre-cast) striping, to create a contextual



solution; new buildings and additions must respect overall massing and articulation.

In all cases of historic districts and properties, development, additions, and maintenance should follow the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings. Work on historic properties and/or within historic districts will require consultation with the base's Cultural Asset Manager and may require consultation with the State Historic Preservation Officer or the Advisory Council on Historic Preservation.

### NON-HISTORIC SUB-DISTRICTS ADJACENT TO HISTORIC DISTRICTS

Considering the importance of the historic core as the character-defining center of the base, it is recommended that future construction in this district embrace complementary materials, scale



*The renovated dormitory buildings, as well as Mast Hall, demonstrate examples of successfully merging old and new design techniques.*

and details. This does not suggest that this district should be strictly traditional; there is too great a prevalence of existing contemporary architecture within the district to shape the district in this direction. Rather, development of contemporary solutions that embrace similar details, massing, and rhythm of historical buildings is encouraged. Producing false imitations of historical content is to be avoided. The goal is to be sensitive to the context, rather than creating imitations that ultimately devalue the significance of the authentically historic. An example of this approach is illustrated in the IAP Example Project for renovations to Building 540, the Navy Exchange Retail building just east of the historic district and across the street from the historic Building 503. The Retail Center should be viewed as an exception to this rule, due to its purely contemporary architectural character. In this area, contemporary solutions with similar light-colored masonry and flat roofs are recommended to maintain continuity in this distinct sub-district.



*In the NASP Corry Station Special Projects, Bldg 540 renovations are proposed that respond to its adjacency to the historic district.*



*Contemporary solutions with similar light-colored masonry and flat roofs are recommended for the retail area.*



## NASP CORRY STATION TRAINING/ ADMINISTRATIVE DISTRICTS

### Vision

As noted above, this district is composed of two primary areas: the historic core, and supporting structures extending from the core. The architecture in the historic district should follow the same guidelines as those noted for the Personnel Support District. Historic properties must follow historic guidelines; non-historic properties should respond to the adjacent historic properties in scale, material, color and massing. This generally means that new buildings in these areas should be red brick, with pitched roofs, pre-cast or stone banding, articulated brick corners, and copper detailing where appropriate.

### Recommendations

New larger buildings in this district, in which windows are not desirable, should draw from the vernacular presented by the former hangar buildings with their red brick corner masses, flat roofs, and copper detailing. Administrative and Training buildings that do require windows, in contrast, should be inspired by Building 501 to be a series of articulated wings. Smaller one-story structures should incorporate pitched roofs, grouped orthogonally with existing structures. Entry porches are encouraged to complement the existing adjacent historic building entry treatments. New construction outside of the historic district does not have to duplicate historic details, but it must be complementary in massing and scale. There is an absence of this sensitivity in most of the contemporary buildings constructed along Chiefs Way that significantly diminishes the character of the district.

In this district, site development must be considered as part of any architectural project, particularly parking, utility, and dumpster locations. Large unrelieved parking areas should be broken

down into smaller landscaped lots to minimize the appearance of a sea of asphalt, and clear separations must be created between parking and roadway areas. Central building landscape features such as expansive front lawns and courtyards created by H-shape organization, should be preserved to retain the integrity of the building design. Dumpsters should always be consolidated and screened, and utilities, especially electrical transformers and mechanical equipment, placed near service areas where they will not detract from major entries. Where such placement is pre-existing, landscape screening should be employed to shield view of such equipment from pedestrians.



*Smaller one-story buildings in the Training/Administrative Districts should have pitched roofs, similar to Bldg 503 shown here.*



*Behind the NEX Retail Bldg 540, landscaping is required to minimize the parking lot and screen the dumpsters and recycling center.*



Mechanical equipment enclosure/screening is a major concern in this area, especially the units serving the large training buildings connected to the former hangar buildings. As noted above, these units should be placed between buildings wherever possible, and always screened, noting that AT/FP requirements for these functions must be met. Failure to provide this screening results in much of this district taking on an almost industrial character, which is inappropriate to its functional intent.

Failure to respect the scale and context of the remaining historic structures will result in the fragmentation of the district and damage the value of the base's unique historical assets.

## **NASP CORRY STATION INDUSTRIAL DISTRICT**

### Vision

Similar to the Pensacola Industrial District, the main design issue to address in the industrial areas is massing and containment, which is directly related to the evolution of the functions within these buildings. The inherent need for support space, especially storage, results in the construction of smaller out-buildings that expand the visual chaos. Outdoor storage is provided to accommodate excess material that cannot be kept inside. The resulting "industrial sprawl" detracts from function, security, maintainability, and appearance. The use of utilitarian architecture for enclosure is prevalent and appropriate for this function as long as it is within this functional district, whether constructed fifty years ago or today. These structures provide simple building envelopes and large volumes to reflect their functional need to enclose space efficiently. Brick, block, and metal siding are all common materials used in this area to provide for efficient and economical envelope enclosure.

Note that the use of utilitarian structures to enclose industrial functions outside of this district is not acceptable, since these locations require a more

contextual response to reflect the more sensitive architectural character of the district in which they reside.

### **Recommendations**

As in the Pensacola Industrial District, to help counter the natural but undesirable progression of sprawl, efforts should be made at the time of consideration of additions to existing buildings or construction of new buildings to consolidate existing functions, both in structures and geometry. New structures should be conceived with the idea of incorporating functions that have been fragmented and relegated to out-buildings so that these out-buildings can be removed. Such an approach will create more efficient use of land, reduce the number of structures to maintain, and provide better visual organization of the industrial area. Pre-fabricated support structures placed next to such buildings, together with small storage buildings that intrude on visual site setbacks, should be avoided.



*Large units that serve the training buildings and former aircraft hangars are unscrapped and left visible from the street.*



*This equipment is located in front of Bldg 501 and significantly detracts from the attractive architecture.*



Site development in this area should clearly differentiate between service areas (along sides and behind buildings), and front facades, with green space dedicated for the front yard. Parking should NOT be allowed on green spaces, nor encouraged in any front yard location. If it is imperative to locate parking in front yards, adequate landscape screening and islands should be provided to minimize its impact both visually and with regard to storm water management. Storage yards must be screened and well-defined to provide visual separation from the street and adjacent buildings.



*This storage yard must be screened and well-defined to provide visual separation from the street and surrounding buildings.*



## 6.3 Building Material and Color

Building materials and color should reflect the common theme of the district in which a project is to be constructed. In addition, color choices should take into consideration the recommended colors from palette 1 defined in the Installation Appearance Guidelines (IAG).



The NATC utilizes brick, stucco, and light green standing seam metal roofs.



Bldg 191 is a very good example of the preferred palette in the Training/Administrative and Personnel Support Districts.

Recommendations appear below organized into two categories: NAS Pensacola and NASP Corry Station.

### 6.3.1 NAS Pensacola

At NAS Pensacola, the following guidelines are recommended for new construction.

**TRAINING/ADMINISTRATIVE AND PERSONNEL SUPPORT DISTRICTS** Red brick should be the predominant material for building exterior, in all cases except where historic context would take precedence. Stucco is also acceptable. Grey pitched roofs are preferred, though pitched roofs may be used to conceal flat areas beyond necessary to support the building's program. Trim should be white, and porches/entry porticos are encouraged. Roof accents should include copper or green metal trim similar to the patinaed copper details seen on the base's historic structures. Standing seam roofs of either light gray (preferred for LEED) or light green are acceptable.

Trim, Accent



Pantone 13-0905 TPX  
Birch  
FED-STD #37769

Trim, Accent



Pantone 12-0404TPX  
TPX; Light Grey  
FED-STD #27722

Roof



Pantone 15-4101 TPX  
High Rise  
FED-STD #26373

*Potential color scheme for buildings in the Training/Administrative and Personnel Support Districts.*

*Based on IAG Color Scheme 1, 2, 4*



Off-white and tan colors should be taken from IAG palette color scheme 1. Building 191 offers a very good example of the preferred palette, noting that its ornamental metal finished in light grey is appropriate for its building style in lieu of the white prevalent on the Georgian buildings.

**AIRFIELD** Light colored durable materials are recommended for this district, including stucco over concrete block, painted or integral colored white or light tan concrete block, and light colored brick. Roof structures should be beige or off-white to prevent heat build-up. Large operable panels, such as overhead doors or hangar doors, should be off-white or beige for similar reasons.

Color selection should be taken from the light colors on IAG palette color scheme 1.



**Body 1**  
**Pantone 14-1107 TPX**  
**Oyster Gray**  
**FED-STD #36586**



**Body 2/Roof**  
**Pantone 13-0905 TPX**  
**Birch**  
**FED-STD #37769**



**Trim 1**  
**Pantone 18-1222 TPX**  
**Cocoa Brown**  
**FED-STD #30140**

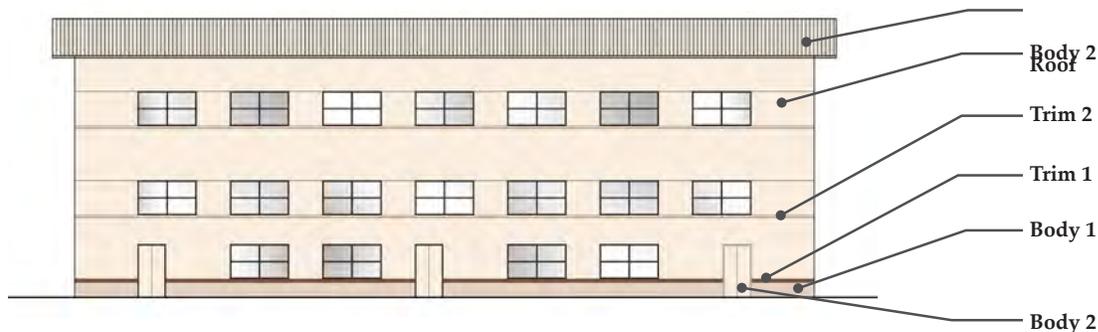


**Trim 2**  
**Pantone 16-1010 TPX**  
**Incense**  
**FED-STD #33446**

*Potential color scheme for buildings in the Airfield and Industrial Districts.*

*Based on IAG Color Scheme 1*

**INDUSTRIAL DISTRICTS** These areas should follow the same color guidelines as the Airfield above. Flat roofs and low-slope roofs are both acceptable for this area.



*Potential paint scheme for large buildings in the Industrial and Airfield Districts.*



*Light colors, like this white, should be used for buildings in the Airfield and Industrial Districts.*



*The light colored walls, doors, and roof of this warehouse are suggested for future construction in the Industrial District.*



## 6.3.2 NASP Corry Station

At NASP Corry Station, the following guidelines are recommended for new construction.

**NASP CORRY STATION TRAINING/ ADMINISTRATIVE AND PERSONNEL SUPPORT DISTRICTS** Red brick should be the predominant material for building exterior, in all cases except where historic context would take precedent. Grey pitched roofs are preferred, though pitched roofs may be used to conceal flat areas beyond necessary to support the building's program. Flat roofs are acceptable for large volume buildings, similar to the training facilities adjacent to the former hangar buildings. Trim should be white, and porches/entry porticos are encouraged. Roof accents should include copper or green metal trim similar to the patinaed copper details seen on the base's historic structures. Standing seam roofs of either light gray (preferred for LEED) or light green are acceptable.



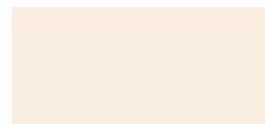
All buildings in the Navy Exchange/Commissary Retail area should match the off-white masonry color or brick color of the Commissary.

The exception to the above guidelines is the Navy Exchange/Commissary Retail area, in which the entire collection of buildings are contemporary. In this area, masonry color should match either the off-white color of the Commissary Building or the accent brick color of the same building, to promote a consistent appearance in the area.

Color selections throughout both of these Functional districts should be taken from IAG palette color scheme 1.

**NASP CORRY STATION INDUSTRIAL DISTRICT** Light colored durable materials are recommended for this district, including stucco over concrete block, painted or integral colored white or light tan concrete block, and light colored brick. Roof structures should be beige or off-white to prevent heat build-up. Large operable panels, such as overhead doors or hangar doors, should be off-white or beige for similar reasons.

Color selection should be taken from the light colors on IAG palette color scheme 1.



Pantone 13-0905 TPX  
Birch  
FED-STD #37769



Pantone 14-1107 TPX  
Oyster Gray  
FED-STD #36586



Pantone 16-1010 TPX  
Incense  
FED-STD #33446

*Potential color scheme for buildings in the Training/Administrative, Personnel Support, and Industrial Districts.  
Based on IAG Color Scheme 1*





# Signage

## 7.1 Overview

Existing signs at the installation vary significantly in weathering and use a wide range of materials, colors, and typefaces. An updated, unified signage system will instill a stronger sense of identity and provide more effective wayfinding throughout the entire base.

An updated signage system will benefit NAS Pensacola, Corry Station in several tangible ways. First, a new signage system will be integral to both the experience and character of the base. It will contribute to the overall image of the complex, complementing the landscaping and site amenities. The signage system will have a significant presence on the site, bringing clarity

through a unified set of signs. In addition, limiting the number of signs will reduce visual clutter.

Second, the signage will help bring order to vehicular and pedestrian traffic by providing clear directions and information. Signage will help direct cars to desired parking areas while keeping them away from pedestrian areas.

These guidelines outline the tasks required to accomplish an integrated, coordinated signage system that complies with Navy-wide standards. The design principles and major sign types recommended for NAS Pensacola and NASP Corry Station are detailed in this chapter.



*Examples of the wide variation in existing signage at NAS Pensacola, Corry Station. A greater degree of coherence would contribute to an enhanced sense of place.*

## 7.2 Sign Components

In order to program, locate, and design the signage system, a hierarchy of elements must be developed as part of a sequence. This sequence begins when a visitor to NAS Pensacola, Corry Station first encounters graphics at the adjacent street before arriving at the installation entrance. Primary directional signage inside the Main Gate and the Radford Boulevard Gate is the first guidance most drivers will see. From there, the sequence progresses into the site, to drop-off and parking locations, and on to specific building, office, or installation destinations. Secondary directional signage and an installation map may be required to direct visitors to their final destinations. Upon exit, the sequence occurs in reverse. It is important to provide information during the entry and exit sequences. Avoid loading the graphics with unnecessary messages so that decisions can be made at appropriate intersections. Signs should allow for removal and replacement of individual message panels.

**SIGN HIERARCHY** At NAS Pensacola, Corry Station, a variety of sign types are required to provide a hierarchy. Signs which are intended to direct vehicles are different from those oriented to pedestrians. They should differ by type, size, and number of messages. However, these signs should include common themes of color, type styles, and nomenclature to create a cohesive system.

**PANEL LAYOUT** Arrows should be arranged flush to the left. Associated directional sign messages should be placed flush to the right of the arrows. For signs with more than one direction, any destination straight ahead should be placed at the top. Directional arrows should be grouped together by direction, for easier readability.

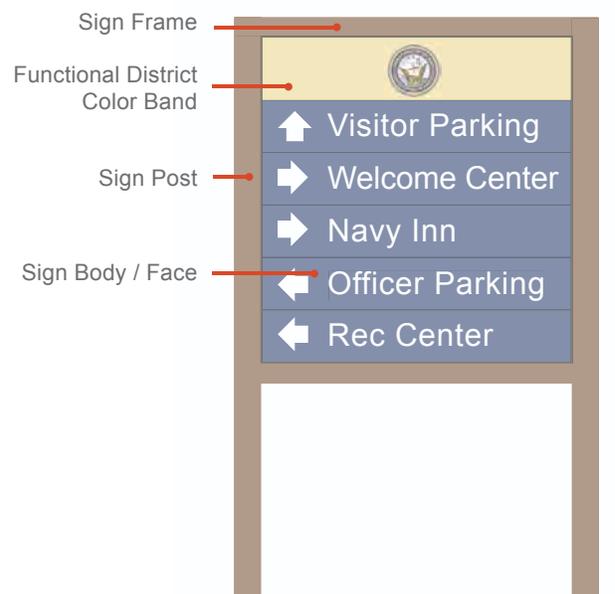
**NUMBER OF MESSAGES** Six messages is the maximum amount that can be comprehended by

drivers in a moving vehicle. Pedestrian signs can accommodate more messages, since users can linger and read. To help with orientation at the base, directories should be designed and placed for use by pedestrians.

**TYPEFACE** Helvetica Medium is required for text applied to directional signs, building entries, monuments, pedestrian directional signs, and street name signs. Signs entirely in upper case lettering are difficult to read; therefore all signs should use both upper case and lower case lettering unless otherwise specified in the sign type guidelines. There are three exceptions to using Helvetica Medium as the standard typeface:

ABCDEFGHIJKLMN  
OPQRSTUVWXYZ  
abcdefghijklmn  
opqrstuvwxyz

*Example of Helvetica Medium typeface.*



**Figure 7.1** Sign Components.



building number signs and directional signs should use Helvetica Bold, and nameplate panels on building identification signs should use Helvetica Regular. In addition, when appearing on entrance identifiers, the name of the installation should be in Times New Roman typeface.

**NOMENCLATURE** A successful signage system relies on a consistency and clarity of nomenclature. A destination will always be referred to as the same short, functional name. Spell out the names of buildings and destinations whenever possible, as only the most universally known acronyms should be used.

**MATERIALS** All sign posts should be composed of square 6061-T6 aluminum with mill finish (the aluminum should be appropriately coated for a seaside environment). Aluminum for extrusions should be 6063-T5 or T6 with mill finish in agreement with ASTM-B221. Sign faces shall be aluminum. All aluminum sheeting should be 6061-T6 with mill finish in accordance with ASTM-B209. Mounting hardware for aluminum signs should be hardened aluminum ASTM-B211 6061-T6 Alloy.

Reflective sheeting should be consistent with Federal Highway Administration standard FP-79 Table IV (Engineer Grade) reflective sheeting. The sheeting should incorporate a pre-coated pressure sensitive adhesive backing (Class 1) or a tack-free heat activated adhesive backing (Class 2).

Non-reflective vinyl sheeting should have a 0.003 to 0.006-film thickness and should conform to Military Specification M43719A. The sheeting should include a pre-coated pressure sensitive adhesive backing (Class 1) or a tack-free heat activated adhesive backing (Class 2). The sheeting should be applied without additional adhesive coats on either the backing or the application surface.

Signs should have screen printed lettering. For vehicular directional signs, reflective vinyl lettering should be used to increase nighttime visibility.

Messages should be printed on panels composed of the same material as the sign. These panels should be affixed to the body of the sign in a manner which allows them to be removed or changed easily.

Paints should be products that are qualified for listing on the applicable GSA Qualified Products List. Qualified alkyd, acrylic, epoxy, or urethane enamels should be used. Colors should be consistent with Federal Standard 595a. Pretreatments should be applied as recommended by the manufacturer. Two color coats of enamel should be applied and baked according to the manufacturer's specifications: a) the coating on aluminum should conform to the Architectural Aluminum Manufacturing Association's voluntary specification 603.8; b) the coating on steel should be consistent with Military Specification MIL-E-480A.

**FOUNDATIONS** Concrete foundations should withstand weathering caused by wind, water, and ice. The depth of the footings should suit the local environment. Consult a structural engineer for minimum allowable wind loading and size the footings accordingly. Post sleeve and base plate mounts on the foundation may be used when needed.



**Figure 7.2** Navy Seal Motif (to be included on all site entry identifiers).

**FREESTANDING SIGNS** Freestanding signs should be mounted in drilled hole concrete footings. The tops of all foundations should be even with the ground level. All concrete should be poured at 3,000 PSI with a 28-day cure.

**COLOR** In general, light text on a dark background is easier to read and allows for the use of reflective text on roadway signage. The sign posts should be brown, Pantone #7532 C, and the sign face for all signs on the installation shall be blue, Pantone #19-4052 TPX, as dictated by the standards set in the Navy Installation Appearance Guidelines (IAG). The letter color for all signage should be white. Each sign should also display

a color band that corresponds to the functional district in which the sign is located.

**FUNCTIONAL DISTRICT COLOR BAND** All signage should display a color band located above the signage field that is colored according to the functional district in which the sign is located. The functional districts will be defined by a future condition (approximately the year 2030) when the existing functional districts will be well-developed and occupy distinct areas of the installation. These future districts will be generalized to the

Administrative and Training  
Myrtle  
Pantone # 18-6114 TPX



Airfield  
Elmwood  
Pantone #17-1019 TPX



Port Operations / Waterfront  
Bluesteel  
Pantone # 18-4222 TPX



Industrial  
Monument  
Pantone # 17-4405 TPX



Personnel Support  
Rattan  
Pantone # 14-1031 TPX

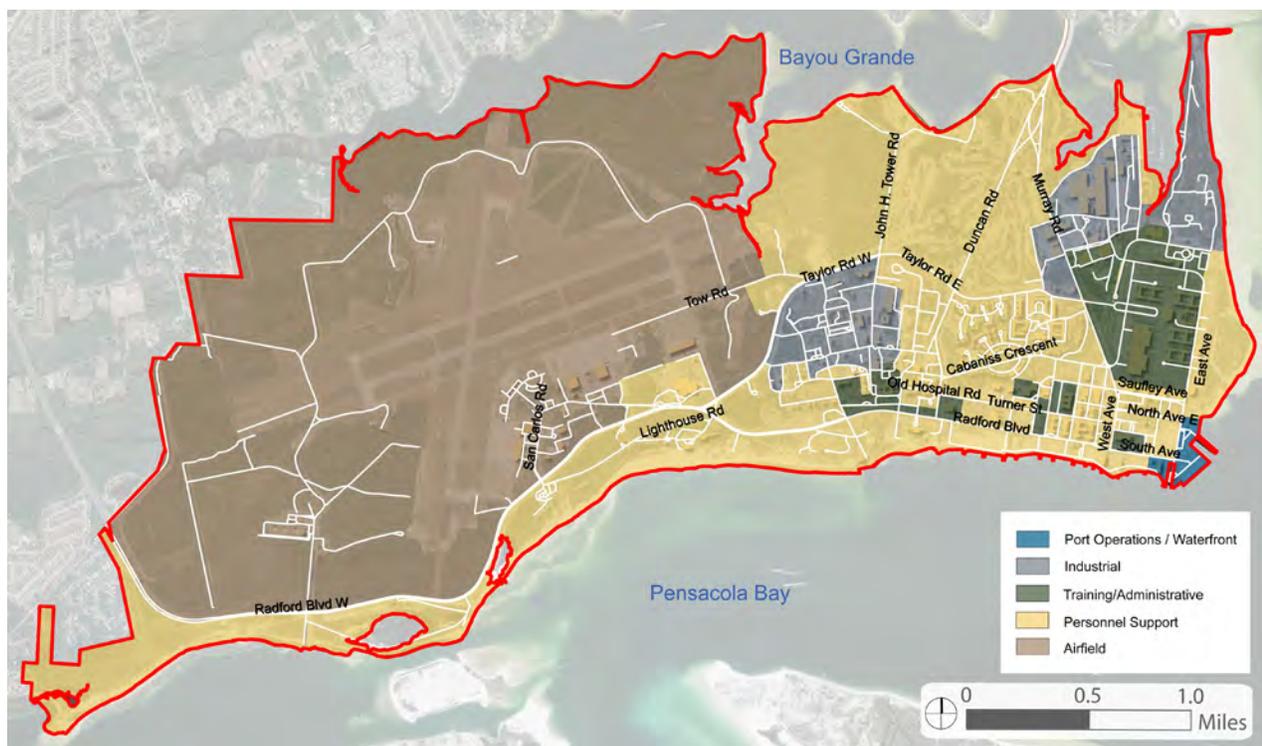


Figure 7.3 Pensacola Functional District Map.



most common activity type in that area. In the case that a building's function does not match the activity defined by its district, the signage for that building should reflect the district, not the building's individual function.

Installation directories should be placed at entrances and along highly trafficked corridors and intersections that clarify the functional district scheme for the installation. The directories should include a color-coded map of the functional districts, as well as an explanatory key.

**SIGN PLACEMENT** Sign placement is as important as sign clarity. Signs should be placed in order to maximize a user's comprehension of the information on the sign. In addition, signs should not hide traffic control devices or roadway entrances or exits.

## 7.3 Sign Types

Many types of signs are used to direct people around the installation. Below, thirteen types of signs are described.

**SITE ENTRY IDENTIFIERS** The graphics at the perimeter entrances are the starting point of the visitor experience and create a valuable first impression. They identify the base from the surrounding roads and streets and form an important symbolic role as the "gateway" to the installation. Entry signs should introduce the graphic theme of the site to a visitor, and should inform the visitor as he progresses.

The Site Entry Identifiers should be designed to respond to several key points:

- Locations should be chosen for maximum impact and visibility.
- The Site Entry Identifiers should introduce the Navy brand to the visitor, specifically by incorporating the Navy seal within each gate entry sign.



Figure 7.4 Entrance Sign example utilizing Times New Roman and the Navy logo.



- The function of the Site Entry Identifiers should not be combined with directional messages; they should be kept solely as an entry marker.
- Signs can be illuminated in order to be visible at night and in low light.
- The design should be carefully coordinated with the architectural and landscape features.
- The sign may be combined with these by mounting on architectural or landscape walls, integrating with planting, and by using compatible materials.
- Primary and secondary entrances to the sites should have similar sign treatments at differing scales. The same basic design should be adapted at a smaller, appropriate size for secondary entrances.
- The name of the installation should be in Times New Roman typeface.

**STREET NAME IDENTIFICATION** All streets at the installation shall be marked by flag signs on individual poles located at intersections. Where applicable, street signs may be combined with existing light fixtures to reduce costs and provide ambient light for sign visibility.

- When used, sign poles shall be round and constructed of the same aluminum used for other installation signage.
- Sign poles and signage field should be blue, Pantone #19-4052 TPX.
- Color bands should correspond with the functional district in which the sign is located (See Figs. 7.1 and 7.5).
- Lettering should be white.
- Street name should be displayed in 2 inch text.

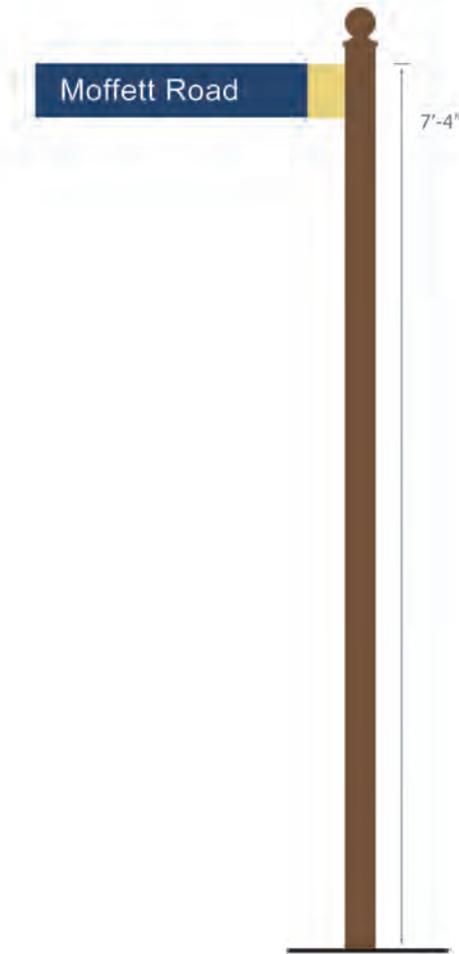


Figure 7.5 Street Name Identifier.

### VEHICULAR DIRECTIONAL – (TYPE A)

Vehicle Directional Signs (Type A) provide information for those arriving and departing by car on primary and secondary roadways with a speed limit of 35 to 45 miles per hour. The following requirements apply to this type of directional signage:

- Total panel dimensions should be a total of 84" x 108", (including a 14" x 108" functional district color band).
- Signs should be limited to a maximum of six 14-inch message panels. Separate panels should be used for each destination. Panels should be 14" x 108".
- Signs should be placed a minimum of 100 feet and not more than 200 feet before an intersection.





Figure 7.6 Vehicular Directional Sign (Type A).

- Signs should be placed seven feet from the edge of the road at the closest point.
- Care should be taken in placing site signs to avoid blocking drivers' vision at intersections.
- Arrow shaft height shall be six inches and conform to a square proportion of two parts tall by two parts wide and should be placed flush to the left.
- Messages should direct vehicles to parking and drop-off locations. Directions to individual buildings and functions are not appropriate if there are no parking facilities or drop-off locations available.
- Color bands should correspond with the functional district in which the sign is located.
- Reflective vinyl lettering should be used. Lower case letters should be Helvetica, six inches in height, and placed to the right of the arrows.
- Each destination should be separated with a white rule to increase nighttime visibility. Major directional signs should be illuminated by lights to ensure nighttime visibility.
- Messages should be placed high enough to avoid being blocked by vegetation and other cars. All messages should be a minimum of 36 inches above the ground for streets with speeds of 35 – 45 mph. Signs should be placed on the right-hand side of the road facing traffic.
- The exiting sequence needs to be signed, providing directions to the surrounding streets and highway interchanges.



**VEHICULAR DIRECTIONAL (TYPE B)** Vehicular Directional Signs provide information for those arriving and departing by vehicle on primary and secondary roadways with a speed limit of 35 miles or less.

- Total panel dimensions should be a total of 50" x 54", (including a 10" x 54" functional district color band).
- Color bands should correspond with the functional district in which the sign is located.
- Signs should be limited to five 8 inch message panels. Panel dimensions should be 8" x 54": there should be a minimum of three panels.
- For signs with a single message, place one blank panel above and one below the message panel, in the same color.
- For signs with two message panels, place a blank panel below.
- Messages should be sized to be visible from vehicles at the appropriate speed. Less than twenty-five miles per hour: 3 inch lowercase letter height, which can be read from a distance of 150 feet. Twenty-five to thirty-five miles per hour: 4 inch lowercase letter height, which can be read from a distance of 200 feet.
- Signs should be located six feet from the edge of the road at the closest point and should be a minimum of 100 feet and not more than 200 feet before the intersection.
- Messages should be placed high enough to avoid being blocked by vegetation and other cars. Signs should be placed on the right-hand side of the road facing traffic.
- All messages should be a minimum of 30 inches above the ground for design speeds of 30 mph or below and 36 inches above the ground for design speeds above 30 mph.

- The exiting sequence needs to be signed, providing directions to the surrounding streets and highway interchanges.
- 4 inch arrows should be placed flush to the left.



**Figure 7.7** Vehicular Directional Sign.

- Each destination should be separated with a white rule to increase nighttime visibility. In addition, major directional signs should be illuminated by lights to ensure nighttime visibility.

**PEDESTRIAN WAYFINDING** Pedestrian wayfinding signs should provide directions to specific destinations and buildings throughout the site.

- Pedestrian wayfinding signs can have more messages than vehicular signs.
- Text height should be a minimum of 3/4 inch capital letter height, however, 1 inch is preferred. While smaller text is readable, larger text is legible from a greater distance, as well as more accommodating to vision-impaired users.



- Color bands should correspond with the functional district in which the sign is located.
- Messages should direct pedestrians to building entrances.
- Since these signs are viewed from a close distance, better detailing and vandal resistance is needed. Screen printed messages are more durable than vinyl messages, which can be peeled off.



Figure 7.8 Pedestrian Directional Sign.

**DIRECTORIES** Directories, showing overall site maps and lists of destinations, should be designed for pedestrians and placed where it is safe and convenient for pedestrians to stop and read the information.

- Directories should be located at key pedestrian locations near visitor entry gates, parking garage exits, surface lots, and other transition points between cars and pedestrians.
- Change is inevitable. The directories should have changeable maps, artwork, and name lists.
- The directories would benefit greatly from illumination. Backlighting or picture lighting of the information panels would make them legible in low-light or night situations. The map case should have a hinged, locked tempered glass

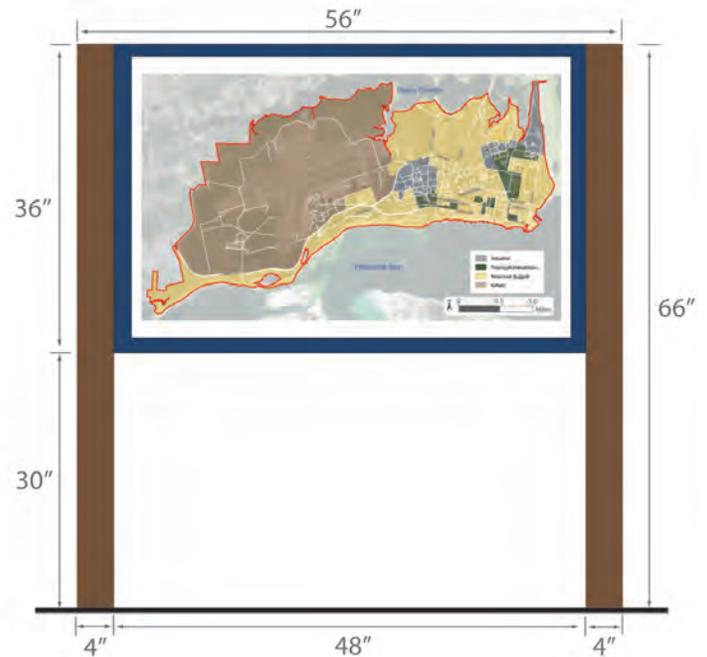


Figure 7.9 Directory.

window containing the UV-resistant plot of the directory.

- Total cabinet dimensions should be 36" x 48". The graphic should fill the cabinet.
- Both the posts and cabinet should be standard brown color.
- Street name shall be displayed in three inch text.

### BUILDING-MOUNTED IDENTIFICATION SIGNS

As dictated by Navy standards, all buildings on the installation should receive a building-mounted identification sign displaying the building's assigned number.



Figure 7.10 Building Mounted Identification Sign.



- Building-mounted identification signs should display only the building number. Building names shall not be included.
- For high-use, major destination buildings, an extra sign displaying the postal address should be mounted below the building number sign.
- Buildings not considered high-use, major installation destinations, such as sheds and warehouses, should receive building-mounted signage without the address.
- Building numbers should be displayed in 9-3/4 inch text.
- The building's address shall be displayed in 2 inch text.
- Signs should be 21"x 28" (including a 5" x 28" functional district band).
- Color bands should correspond with the functional district in which the sign is located.
- The address portion and the functional district band should each measure 5"x 28".
- Signage field shall be blue, Pantone #19-4052 TPX. Lettering should be white.
- Signs should be placed where they are most visible for all methods of circulation, preferably near the entrance.
- Canopies and awnings should not be printed with building identification signage. Where identification is necessary, a building-mounted or free-standing sign should be used.
- The bottom of the sign should be a minimum of seven feet above grade and usually two feet below the top of the building.

### FREESTANDING IDENTIFICATION SIGNS (TYPE A)

In addition to a building-mounted identification sign, high-use buildings should also receive a freestanding identification sign that displays the building's name, building number, and postal address, if applicable. Type A should be used for buildings that house major organizations.

- Limit building freestanding identification signage to one sign per building.
- Freestanding identification signs should be consistent with all other signage on the installation, however, identification signs in historic districts may use a contextual approach.
- Building name and number shall be at least 4" tall capital letter height, centered, and 2 feet above grade to allow for landscaping at the sign base.
- The freestanding identification signs should include the building postal address. The postal address shall appear below the building name and number.
- Unit emblems may be included only for buildings housing command level organizations and must have prior approval. Logos should be 12 inches maximum.
- The command nameplate panel should be 2.5" capital letter height, Helvetica Regular, centered. Including a nameplate is optional and recommended only if the commander of the base requires it.
- Signs should be double-sided and placed where they are most visible for all methods of circulation, preferably near the entrance and perpendicular to the roadway.
- Signs should be located six to 12 feet off the pavement edge.
- Total panel dimensions should be 38" x 84", including 6" x 84" long functional district color

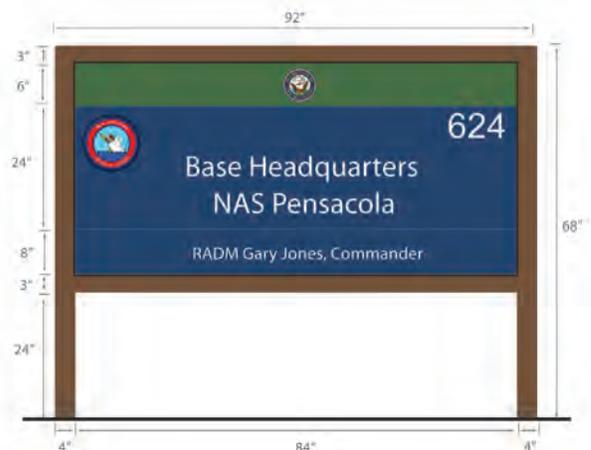


Figure 7.11 Freestanding Identification Sign (Type A).



panel, 24" x 84" long main panel and 8" x 84" long nameplate panel. The nameplate panel should be in a separate panel in the same color as the main panel and should be located at the bottom of the signs.



Figure 7.12 Freestanding Identification Sign (Type B).

- Color bands should correspond with the functional district in which the sign is located.

### FREESTANDING IDENTIFICATION SIGNS (TYPE B)

Freestanding identification signs (Type B) are used to identify buildings containing organizations other than major commands and functions.

- Freestanding identification signage should be limited to one sign per building.
- Freestanding identification signs should be consistent with all other signage on the installation, however, identification signs in historic districts may use a contextual approach.
- The building number should be included in its own panel at the top; buildings with multiple users should have a panel for each user.
- Signs should be double-sided and are to be placed where they are most visible for all methods of circulation, preferably near the entrance and perpendicular to the roadway.
- Signs should be located six to 12 feet off the pavement edge.

- The building name shall be at least 3 ½ inches tall and 2 feet above grade to allow for landscaping at the sign base. The building number should be 4" capital letter height, flush right, Helvetica Bold.
- Total panel dimensions should be 46" x 48", including 6" x 48" long functional district color panel, with a maximum of five 8" panels (Three panels for a single occupant, including a blank panel at the bottom).
- Color bands should correspond with the functional district in which the sign is located.

**PARKING LOT SIGNS** A number of facilities at NAS Pensacola and Corry Station call for additional information to guide drivers to suitable parking areas.

- Parking lot signs should match the other signs in materials and construction.

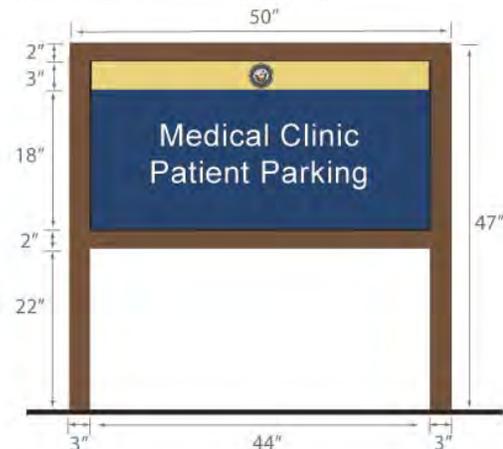


Figure 7.13 Parking Lot Sign.

- Signs should be located to the right of the parking lot entrance.
- Upper and lower case sign text should use Helvetica Medium, centered.
- Total panel dimensions should be 21" x 44" including a 3" x 44" functional district color band.
- Color bands should correspond with the functional district in which the sign is located.
- Text should be 3" upper case letter height.



**REGULATORY SIGNS** Regulatory signs include standard traffic control signage, as well as messages specific to NAS Pensacola and Corry Station, such as restricted areas, special warnings, and notices. Although they are primarily functional, the design of regulatory signs should relate to the rest of the system.

- For safety and legal reasons, critical traffic control signage (Stop, Yield) shall be placed by a qualified traffic consultant or civil engineer.
- Traffic signs shall use standard US Department of Transportation (DOT) sizes, shapes, and colors. For more information, reference the Manual on Uniform Traffic Control Devices (MUTCD).
- Wall-mounted signs may be used where appropriate. These may be used to provide visibility while maintaining sidewalk clearance and reducing sign damage. Pole-mounted regulatory signs shall use a pole to match that used for pole-mounted street identification signage.

**COMMERCIAL SIGNAGE** Signs for commercial uses, such as retail stores, restaurants, and non-government functions, should complement the historic character of the installation. They should become a part of the overall composition, but should not be allowed to dominate the non-commercial signage. Some basic points which should be required of commercial signs are:

- Messages on commercial signs shall be limited to the tenant's trade name or logo only.
- Appropriate sign types include panel signs with dimensional frames mounted flat to the wall surface, gold leaf on glass, or projecting blade signs.
- Use of nautical and historic themed letters and graphics is encouraged. Natural materials such as painted or natural wood, natural metals, brass or copper, wrought iron, tile, stained glass, and stone are encouraged for the signs and their details.

**ELECTRONIC SIGNAGE** Electronic signage is a relatively new phenomenon at Navy installations. To the extent possible, electronic signage should be designed in accordance with the principles outlined under Vehicular Directional Signs in this section, however, manufacturing requirements may dictate specific design features. The following guidelines should govern the use of electronic signs on an installation:

- Signage should be rectangular, horizontal in orientation, with the display area generally comprising no more than ten square feet. Pediments or other decorative elements that deviate from the rectangular form should be avoided unless they relate to the architecture of the adjacent buildings.
- Consistent with the specifications for vehicular directional signs, the sign should rest on a vertical support that should be no more than 48 inches high.
- The frame of the sign and the support should be painted Pantone 7532C (brown) to be consistent with the other signage on the installation.
- Use of electronic signs should be limited to no more than one per primary gate per installation, employing them only for the dissemination of key information that is subject to change.
- Consistent with the placement of vehicular directional signs, electronic signs should be placed a minimum of six feet from the roadway.
- Light emitting diode (LED) signs should be employed, as LED signs consume approximately one-tenth the amount of electricity required to power an incandescent sign. In addition, resolution is higher with LED technology.
- Luminance should be restricted at night to that which is necessary to maintain readability. Excessive luminance can contribute to light pollution at the installation.
- Electronic signage with streaming text or changing screens should not be placed within the first 100 feet of entry gates or at complex high



volume intersections because they have the potential to increase driver distraction, thereby creating a safety hazard.

- Electronic signage should not be positioned where the information load is already high due to conventional signage.
- Electronic signage should not be located where drivers are frequently performing lane changing maneuvers.
- Double sided signs should only be installed where the message can be clearly read from sides of the roadway without creating visual obstructions.
- All information, with the exception of the installation logo, should be located within the electronic panel of the sign.

**BICYCLE SIGNS** Bicycle signs are used to indicate that a particular road is to be shared by both motorists and bicyclists. While there is insufficient space on many of the streets at NAS Pensacola and NASP Corry Station for a separate bicycle lane, shared roads should be indicated by proper signage.



*Example of a sign to encourage motorists to be aware of bicyclists.*



*Example of road signage to indicate shared usage with bicyclists.*

## 7.4 Procedures

The following guidelines are designed to assure that the necessary signage at NAS Pensacola, Corry Station is coordinated, functionally effective, and visually attractive.

- All sign locations and appearance should be approved by the NAS Pensacola, Corry Station Public Works Officer prior to installation.
- Periodic inspection of signage throughout the base should be performed to identify signs requiring maintenance.
- Deteriorated signs should be repaired or replaced systematically based on above inspection report.
- All signs in a grouping or row should be set an equal distance from the curb, sidewalk, or other related physical feature.
- Sign heights should be appropriate to the intended viewer.
- Do not mount signs on walls or columns of historically significant structures without written permission of the Public Works Officer.
- In cases where signs will be mounted to walls or columns, signs should be proportional to the architecture.
- No signs (except for street identification signs) are to be mounted on decorative light standards.
- Consolidate multiple signs of the same type on a single post when possible.
- All signs posts should be painted the color specified in the Sign Type Guidelines.
- Posts should be installed plumb. Damaged, bent, and leaning posts should be repaired systematically based on the scheduled inspection report.
- Mounting hardware should be of rust proof compatible metals when possible. Use a bond breaker or separator to prevent direct contact when the use of compatible metals is not possible.

## Signage - Key Recommendations



- A successful signage system should have consistent sign components including message order, typeface, nomenclature, materials, and color.
- Install signage on the base in a coordinated, functionally effective, and visually attractive manner.



# Sustainability

## 8.1 Overview

Sustainable design is important to reduce the environmental impacts associated with conventional development practices. Green design reduces construction and operation costs for new and existing buildings; improves health, comfort, and even productivity of building occupants, and reduces pollution.

Navy Installations are subject to several Federal level regulations and mandates with regard to sustainability. The key regulations are:

- Energy Policy Act of 2005
- Guiding Principles MOU (Jan 2006)
- Executive Order 13423
- National Defense Authorization Act 2007
- Energy Independence and Security Act of 2007



In addition, the U.S. Navy's Sustainable Design Policy is articulated in the Engineering & Construction Bulletin (ECB) 2008-01 under "Energy Policy Act of 2005 Implementation and USGBC LEED Certification". This bulletin states that "NAVFAC policy is to reduce the total ownership costs, including life-cycle costs of shore facilities, by incorporating sustainable development principles and strategies in the planning, programming, design, construction, operation and maintenance, sustainment, restoration and modernization of all facilities and infrastructure projects to the fullest extent possible, consistent with mission, budget and client requirements". Within this mandate, the bulletin advocates the use of 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. Specifically the bulletin states the following requirement for LEED certification:



*Sustainable strategies may be incorporated into the natural or built environment.*



All FY09 Projects and later projects for new buildings and major renovations where the work exceeds 50 percent of the building's plant replacement value (PRV) must comply with EPA Act 2005 requirements, Executive Order 13423, and must be registered with USGBC and have the required LEED® submittal documentation certified by USGBC to meet the required LEED® Silver-level rating.

For every Navy Installation, the major sustainability goals mandated under the various regulations may be summarized as:

### **BUILDINGS**

- LEED Silver (all New Construction & Major Renovation)

### **ENERGY**

- 30% reduction as compared to ASHRAE 90.1 baseline
- (20% reduction for Major Renovation)
- 30% renewable energy component by 2015
- 100% reduction in fossil fuels & "Carbon-Neutral" by 2030

### **WATER**

- 20% reduction indoors, 50% potable water use reduction outdoors
- Pre-development to equal post-development hydrology

The following discussion on sustainable development strategies are generally applicable to NAS Pensacola, Corry Station unless otherwise noted. It is recommended that the Installation carry out a more detailed study that lays out specific sustainability actions that help meet the overall goals while keeping within reasonable cost and cost-benefit constraints.

## **8.2 LEED Rating Systems**

Established by the US Green Building Council (USGBC), the Leadership in Energy and Environmental Design (LEED®) Rating Systems provide guidelines for measuring the sustainability of different types of construction projects. The suite of LEED rating systems that may pertain to building renovations or site improvements on Navy installations includes LEED for New Construction (LEED-NC), LEED for Neighborhood Development (LEED-ND), LEED for Existing Buildings (LEED-EB), LEED for Commercial Interiors (LEED-CI), and LEED for Healthcare. Planning for any building improvements, interior renovations, new construction, and site improvements should include a review of the applicable rating system to identify opportunities for sustainable design.

Each of these rating systems is structured to address a series of categories pertinent to the building or site type. Each category addresses a series of prerequisites, which are mandatory, and credits, which contribute to the overall score of a project. All projects qualifying for LEED certification, regardless of the appropriate rating system, are required to meet all prerequisites and a minimum number of credits, as outlined in the specific LEED system pursued.



Coordination with Federal Standards  
Per UFC 3-210-10 Low Impact Development, 3-4.2 LEED Green Building Rating System, Navy policy encourages the use of the LEED checklist. Application of LEED rating systems shall provide additional guidance to existing federal standards, including Department of Defense Unified Facilities Criteria (UFCs) and Secretary of the Interior standards for historic properties, available on the NAVFAC portal. Use LEED criteria when the following federal standards apply:

- UFC 3-100-10N, General Architectural and Interior Design Requirements (Draft)
- UFC 3-120-02AN, Interiors
- UFC 3-210-05FA, Landscape Design and Planting Criteria
- UFC 3-210-06A, Site Planning and Design
- UFC 3-210-10, Low Impact Development
- UFC 4-010-01, DoD Minimum Antiterrorism Standards for Buildings

These and any other applicable federal requirements take precedence in the event of any conflict between this document and any UFC or other federal requirement.

**ANTI-TERRORISM/ FORCE PROTECTION** While the LEED Rating System is useful for quantifying the sustainability of projects through building, site, and environmental impacts, some LEED credits do not apply or conflict with other criteria such as AT/FP requirements. The LEED-DoD Antiterrorism Standards Tool, accessible on the Whole Building Design Guide website ([www.wbdg.org/tools](http://www.wbdg.org/tools)), identifies these conflicts as well as compatibilities through a comprehensive matrix tool. This tool matches up the Unified Facilities Criteria (UFC) 4-010-01 DoD Minimum Antiterrorism Standards for Buildings with the LEED-NC requirements to assist in identifying which are best suited for an individual application. Only those LEED requirements listed as “conflicting” should be eliminated from consideration for a construction

or renovation project. Since each project has its own threat or vulnerability assessment and risk analysis, so does the appropriateness of each credit. Refer to UFC 4-010-01 DoD Minimum Antiterrorism Standards for Buildings when determining green building synergies for a given project.

**SUSTAINABILITY STRATEGIES AND INSTALLATION APPEARANCE** The “LEED Appearance Items” list, available at the NAVFAC portal in the “Sustainable Building and Design” section, identifies the LEED-NC requirements that can impact the appearance of an Installation or a project.

LEED strategies apply to installation appearance. Guidelines in LEED-NC pertain to building and site design, and guidelines selected from LEED-ND relate to the sidewalks and streets within the installation. Where there is overlap between LEED-NC and LEED-ND regarding building design, LEED-NC prevails; LEED-ND is used here as a reference only for additional guidelines.

The application guide for LEED-NC addressing Multiple Buildings and On-Campus Building Projects is an additional resource. This supplement provides direction in applying LEED-NC to projects in a campus or multi-building setting with common ownership and the ability to share amenities or common design features.



## 8.3 LEED for New Construction

Prerequisites and credits for LEED-NC are applied in six categories. These categories are given below with a description of the key concepts typically applicable to the appearance of site or building improvements on military installations, as summarized from LEED-NC Version 2.2.

The **Sustainable Sites** section addresses the site selection and development itself. Key recommendations of this section are as follows:

- Redevelop brownfields.
- Incorporate alternative transportation strategies such as public transit, bicycle, and carpools.
- Protect and restore habitat, natural areas, and open space.
- Incorporate stormwater treatment features to improve the quality and quantity of runoff through Low Impact Development (LID) and other acceptable best management practices, also known as Integrated Management Practices



*Recommended LEED-NC strategies: native landscaping incorporated into a stormwater management feature.*

- Mitigate the heat island effect caused by paved areas and roofs.
- Reduce light pollution.

The **Water Efficiency** section addresses techniques limiting the amount of potable water used for landscaping and by occupants, with an emphasis on water-efficient landscaping.

The **Energy and Atmosphere** section addresses the management and operations of building systems; this section does not address building or site appearance.

The **Materials and Resources** section addresses extending the life of resources through recycling and reuse, as well as selecting local, rapidly renewable, and environmentally responsible construction materials. A key feature of this section is the selection of regional materials to create a sense of place and to reduce transportation costs.



*Recommended LEED-NC strategies: native landscape complementing local materials.*



**Table 8.1 Recommended LEED-NC Credits and Prerequisites**

<b>LEED-NC (New Construction) Appearance Items</b>	
<b>Sustainable Sites</b>	
Credit 1	Site Selection
Credit 2	Development Density & Community Connectivity
Credit 3	Brownfield Redevelopment
Credit 4.1, 4.2 & 4.4	Alternative Transportation: Public Transportation Access; Bicycle Storage; Parking Capacity
Credit 5.1 & 5.2	Site Development: Protect or Restore Habitat; Maximize Open Space
Credit 6.1 & 6.2	Stormwater Design: Quantity & Quality Control
Credit 7.1 & 7.2	Heat Island Effect: Non-Roof & Roof
Credit 8	Light Pollution Reduction
<b>Water Efficiency</b>	
Credit 1.1 & 1.2	Water Efficient Landscaping: Reduce by 50%; No Potable Use or No Irrigation
<b>Energy and Atmosphere</b>	
Credit 2	On-Site Renewable Energy
<b>Materials &amp; Resources</b>	
Credit 5.1 & 5.2	Regional Materials: 10% -20% Extracted, Processed & Manufactured Regionally
<b>Indoor Environmental Quality</b>	
Prereq 2	Environmental Tobacco Smoke Control
Credit 8.1 & 8.2	Daylight & Views: Daylight 75% of Spaces; Views for 90% of Spaces

Source: "LEED Appearance Items", available at NAVFAC portal; excerpted by EDAW. EDAW's recommended additions to the list are provided in italic.



*Recommended LEED-NC Sustainable Sites strategies, from top: shading paved surfaces; stormwater management through infiltration; and lighting with full cut-off fixtures to eliminate light spill.*

