

DEPARTMENT OF DEFENSE  
DEPARTMENT OF THE NAVY

FINAL NOTICE OF A PROPOSED ACTIVITY IN A FLOODPLAIN

Pursuant to Executive Order 11988, *Floodplain Management*, the United States Department of the Navy (Navy) gives notice that the Navy has conducted an evaluation of a Proposed Action which involves construction in a floodplain to determine the potential effects that its activity in the floodplain would have on the human environment. The Navy identified that there are no practicable alternatives to locating the action in the floodplain and that the Proposed Action includes all practicable measures to minimize harm to the floodplain environment.

The proposed action is to relocate an existing floating dock used to store Navy Reserve Maritime Pre-positioning Force Utility Boats (MPFUBs) to protect them from degradation caused by prolonged time in the water. The project will include installation of new pilings and the repair and relocation of the existing floating dock. The location of the existing dock is insufficient, so the proposed project will relocate the dock to deeper water approximately 150 feet from its existing location where it can operate properly. This will allow the MPFUBs to enter and exit the floating jet dock and protect the vessels from degradation. Repair and relocation of the dock will provide an operable floating dock to remove the MPFUBs from the water and improve life expectancy of the vessels to ensure that short and long-term military mission and training requirements are met. Additional details of the proposed action are included in the attached Record of Categorical Exclusion.

Interested parties may submit written comments no later than 5:00 PM Central Time on March 23, 2022 by email to [joelle.a.odaniel-lopez.civ@us.navy.mil](mailto:joelle.a.odaniel-lopez.civ@us.navy.mil) or by mail postmarked no later than March 23, 2022 to:

Naval Air Station Pensacola  
Joelle O'Daniel-Lopez, NEPA Program Manager  
310 John Towers Road, Building 3560  
Pensacola, FL 32508

Figure 1 - Location Map



Figure 2 - Site Map



United States Navy  
Record of Categorical Exclusion For  
SAR 21-68 New Jet Dock Location,  
Naval Air Station Pensacola,  
Pensacola, Escambia County, Florida

Ref: (a) National Environmental Policy Act (NEPA) of 1969, 42 USC 4321-4347  
(b) Council on Environmental Quality Regulations for Implementing NEPA, 40 CFR 1500-1508  
(c) Policies and Responsibilities for Implementation of the National Environmental Policy Act within the Department of the Navy, 32 CFR 775  
(d) OPNAV Manual M-5090.1

Encl: (1) Project Environmental Review Sheet (PERS) form  
(2) SAR Package  
(3) NASP Floodplain Public Notice  
(4) Navy CCD Correspondence  
(5) Florida Clearinghouse CCD Response

1. Introduction: This Record of Categorical Exclusion (RCE), prepared in accordance with references (a) through (d), addresses the environmental effects and impacts related to the relocation of a jet dock used to store Navy Reserve Maritime Pre-Positioning Force Utility Boats at Naval Air Station Pensacola, Florida. A categorical exclusion (CATEX) is defined as "[a] published category of actions that do not individually or cumulatively have a significant impact on the human environment under normal circumstances, and, therefore, do not require either an environmental assessment or an environmental impact statement."

2. Proposed Action: The proposed action is to relocate the existing jet dock. The relocation entails the installation of five 12" diameter, 35-40 ft. in length marine grade wood pilings parallel with the electrical pedestal that is installed on E-dock at the marina and install two brow ramp brackets to E-dock where the Jet dock will be placed to enter and exit the floating jet dock.

3. Applicable Exclusion: This action falls under Categorical Exclusion 14 of 32 CFR 775, "Alterations of and additions to existing buildings, facilities, and systems (e.g., structures,

roads, runways, vessels, aircraft, or equipment) when the environmental effects will remain substantially the same and the use is consistent with applicable regulations."

#### 4. Summary of Environmental Impacts:

##### **Dolphin Harassment**

Dolphin harassment needs to be considered when driving pilings. The contractor shall implement a shut-down plan whenever a dolphin comes within the calculated underwater noise radius (called the zone of influence, or ZOI).

- In this case, the plan is to install five 12-inch timber piles. Fortunately, timber piles result in relatively small zones of influence.
- If an impact hammer is used, the ZOI would be 47 meters.
- If a vibratory driver is used, the ZOI would be about three times larger, at 159 meters.
- Depending on which driving method is used the contractor shall assign an observer to look for dolphins that come within that respective distance (47m for impact or 159m for vibratory), and call for a pile driving shutdown until the dolphin(s) leave.
- No Marine Mammal Protection Act (MMPA) permit will be required if appropriate shut-down procedures are implemented.

##### **Standard Manatee Conditions for In-Water Work**

- All personnel associated with the project shall be instructed about the presence of manatees and manatee speed zones, and the need to avoid collisions with and injury to manatees. The contractor shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act, the Endangered Species Act, and the Florida Manatee Sanctuary Act.
- All vessels associated with the construction project shall operate at "Idle Speed/No Wake" at all times while in the immediate area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
- Siltation or turbidity barriers shall be made of material in which manatees cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid manatee entanglement or entrapment. Barriers must not

impede manatee movement. Contractor shall be responsible for supplying and securing siltation and turbidity barriers.

- All on-site project personnel are responsible for observing water-related activities for the presence of manatee(s). All in-water operations, including vessels, must be shut down if a manatee(s) comes within 50 feet of the operation. Activities will not resume until the manatee(s) has moved beyond the 50-foot radius of the project operation, or until 30 minutes elapses if the manatee(s) has not reappeared within 50 feet of the operation. Animals must not be herded away or harassed into leaving.
- Any collision with or injury to a manatee shall be reported immediately to NAS Pensacola Natural Resources at 850-452-2070, 850-452-2057, or 850-452-2114.
- Temporary signs concerning manatees shall be posted prior to and during all in-water project activities. All signs are to be removed upon completion of the project. Contractor shall be responsible for obtaining and posting signage. Temporary signs that have already been approved for this use by the FWC must be used. One sign which reads Caution: Boaters must be posted. A second sign measuring at least 8½ " by 11" explaining the requirements for "Idle Speed/No Wake" and the shutdown of in-water operations must be posted in a location prominently visible to all personnel engaged in water-related activities. These signs can be viewed at [http://www.myfwc.com/WILDLIFEHABITATS/manatee\\_sign\\_vendors.htm](http://www.myfwc.com/WILDLIFEHABITATS/manatee_sign_vendors.htm). Questions concerning these signs can be forwarded to the email address listed above.

#### **Standard Sea Turtle Conditions for In-Water Work**

- The contractor shall instruct all personnel associated with the project of the potential presence of sea turtles and the need to avoid collisions with sea turtles. All construction personnel are responsible for observing water-related activities for the presence of sea turtles.
- The contractor shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing sea turtles, which are protected under the Endangered Species Act of 1973.
- Siltation barriers shall be made of material in which a sea turtle cannot become entangled, be properly secured, and be

regularly monitored to avoid protected species entrapment. Contractor shall be responsible for supplying and securing siltation barriers.

- All vessels associated with the construction project shall operate at "no wake/idle" speeds at all times while in the construction area and while in water depths where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will preferentially follow deep-water routes (e.g., marked channels) whenever possible.
- If a sea turtle is seen within 100 yards of the active daily construction/dredging operation or vessel movement, all appropriate precautions shall be implemented to ensure its protection. These precautions shall include cessation of operation of any moving equipment closer than 50 feet of a sea turtle. Operation of any mechanical construction equipment shall cease immediately if a sea turtle is seen within a 50-ft radius of the equipment. Activities may not resume until the protected species has departed the project area of its own volition.
- Any collision with and/or injury to a sea turtle shall be reported immediately to NAS Pensacola Natural Resources at 850-452-2070, 850-452-2057, or 850-452-2114.

#### **Other Provisions to Protect Marine Species**

- All in-water construction activities shall occur during daylight hours (one hour post sunrise to one hour prior to sunset).
- All construction and support vessels shall operate in no-wake speeds in the Action Area.
- All work shall adhere to performance requirements of the Clean Water Act, Section 404 permit and Section 401 Water Quality Certification. No in-water work shall begin until after issuance of regulatory authorizations.
  - The contractor shall be responsible for obtaining applicable permits for in-water activities and/or wetland impacts. Please provide a copy of the permits to PWD Natural Resources prior to starting the project.
- The construction contractor is responsible for preparation of an Environmental Protection Plan. The plan shall be submitted and implemented prior to the commencement of any construction activities. The plan shall identify construction elements and recognize spill sources at the

site. The plan shall outline best management practices (BMPs), responsive actions in the event of a spill or release, and notification and reporting procedures. The plan shall also outline contractor management elements such as personnel responsibilities, project site security, site inspections, and training.

- No petroleum products, lime, chemicals, or other toxic or harmful materials shall be allowed to enter surface waters.
- Washwater resulting from washdown of equipment or work areas shall be contained for proper disposal, and shall not be discharged unless authorized.
- Equipment that enters surface waters shall be maintained to prevent any visible sheen from petroleum products.
- No oil, fuels, or chemicals shall be discharged to surface waters, or onto land where there is a potential for re-entry into surface waters shall occur. Fuel hoses, oil drums, oil or fuel transfer valves, fittings, etc. shall be checked regularly for leaks, and be maintained and stored properly to prevent spills.
- No cleaning solvents or chemicals used for tools or equipment cleaning shall be discharged to ground or surface waters.
- Construction materials shall not be stored where high tides, wave action, or upland runoff could cause materials to enter surface waters.
- Barge operations shall be restricted to tidal elevations adequate to prevent grounding of a barge.
- A containment boom surrounding the work area shall be used during creosote-treated pile removal to contain and collect any floating debris and sheen. The boom may be lined with oil-absorbing material to absorb released creosote. Containment booms shall be made of material in which protected species cannot become entangled and be regularly monitored to avoid protected species entrapment. All containment booms and other in-water equipment shall be properly secured with materials that reduce the risk of protected species entanglement and entrapment.
  - o In-water lines (rope, chain, and cable, including the lines to secure containment booms) shall be stiff, taut, and non-looping. Examples of such lines are heavy metal chains or heavy cables that do not readily loop and tangle. Flexible in-water lines, such as nylon rope or any lines that could loop or tangle,

shall be enclosed in a plastic or rubber sleeve/tube to add rigidity and prevent the line from looping and tangling. In all instances, no excess line shall be allowed in the water and no lines may drag on the bottom. All mooring/anchoring shall be in areas free from hardbottom and seagrass.

- o Containment booms and other in-water equipment shall be placed in a manner that does not entrap protected species within the construction area.
- o Containment booms shall be positioned in a way minimizes the extent and duration of protected species' exclusion from the project area.
- Oil-absorbent materials shall be used in the event of a spill if any oil product is observed in the water.
- Removed piles and associated sediments (if any) shall be contained on a barge. If a barge is not utilized, piles and sediments may be stored in an upland containment area near the construction site.
- All creosote-treated material and associated sediments shall be disposed of in a landfill that meets environmental standards.
- Any floating debris generated during installation shall be retrieved. Any debris in a containment boom shall be removed by the end of the work day or when the boom is removed, whichever occurs first. Retrieved debris shall be disposed of at an upland disposal site.
- Whenever activities that generate sawdust, drill tailings, or wood chips from existing treated timbers are conducted, tarps or other containment material shall be used to prevent debris from entering the water.
- Soft starts shall be performed at the beginning of impact pile driving. During a soft start, an initial set of strikes from the impact hammer at reduced energy shall be performed before it is able to be operated at full power and speed. Initiating impact pile driving at a lower power would allow underwater species an opportunity to move away from the immediate vicinity of the activity, thereby reducing the likelihood of exposure to sound levels that could cause further behavioral disturbance or injury.

40 CFR 112 requires secondary containment and overfill protection for every fuel/oil tank or container with at least 55-gallon capacity. Please ensure secondary containment is provided for all hazardous materials maintained on-site. Use



drip pans during transfer operations; adequate absorbent material must be onsite to clean up any spills and prevent releases to the environment. Cover tanks and drip pans during inclement weather and provide procedures and equipment to prevent overfilling of tanks. Contact the Spill Program Manager at 850-452-9349 for additional information, if needed.

The Proposed Action is located in a floodplain because the existing facilities are located in a floodplain. The Proposed Action needs to be located in the floodplain because relocation of the pier and supporting facilities outside of the floodplain is not practicable. Implementation of the Proposed Action would not affect flood frequency or severity because there would be no construction of structures that would increase the potential for an increased amount of flood waters, and all construction actions would be in compliance with applicable State and local flood protection standards.

Due to the Proposed Action being implemented in floodplain areas, Executive Order 11988 requires the Navy to provide a public notice of the Proposed Action. A public notice was issued from 29 JUN 21 to 29 JUL 21. The public notice was shown on the NASP CNIC webpage (Enclosure 3). No comments were received from the public during this period.

Implementation of the Proposed Action has the potential to affect coastal uses or resources within the coastal zone. The Navy determined that the proposed action would be undertaken in a manner consistent to the maximum extent practicable with the enforceable policies of the federally approved Florida Coastal Management Program (Enclosure 4). Via email correspondence dated October 29, 2021 (Enclosure 5), the Florida Clearinghouse indicated they do not select this project for review and the Navy can proceed with the project.

Therefore, based on this environmental analysis of the proposed action, the Navy has determined this action would not:

- Adversely affect public health or safety;
- Involve effects on the human environment that are highly uncertain, involve unique or unknown risks, or which are scientifically controversial;
- Establish precedents or make decisions in principle for future actions that have the potential for significant impacts;

- Threaten a violation of Federal, State, or local environmental laws applicable to the Department of the Navy; or
- Involve an action that may:
  - o Have more than an insignificant or discountable effect on federally protected species under the Endangered Species Act or have impacts that would rise to the level of requiring an Incidental Take Authorization under the Marine Mammal Protection Act irrespective of whether one is procured;
  - o Have an adverse effect on coral reefs or on federally designated wilderness areas, wildlife refuges, marine sanctuaries and monuments, or parklands;
  - o Adversely affect the size, function, or biological value of wetlands and is not covered by a general (nationwide, regional, or state) permit;
  - o Have an adverse effect on archaeological resources or resources listed or determined to be eligible for listing on the National Register of Historic Places (including, but not limited to, ships, aircraft, vessels, and equipment) where compliance with Section 106 of the National Historic Preservation Act has not been resolved through an agreement executed between the Department of the Navy and the appropriate historic preservation office and other appropriate consulting parties; or
  - o Result in an uncontrolled or unpermitted release of hazardous substances or require a conformity determination under standards in 40 CFR part 93, subpart B (the Clean Air Act General Conformity Rule).

5. Record Keeping: This Record of CATEX should be retained in command files for seven years and made available for review during environmental quality assessments. RCEs relying on categorical exclusions #43 and #44 must be uploaded to the OPNAV (N45) Environmental Planning Library Web site per section 10-3.7c(1)(b)4 of Reference (d).

6. Conclusion: The undersigned finds that the proposed action is within the scope of CATEX 14 and none of the exclusions from reliance on a CATEX apply in this case. Therefore, the proposed action is excluded from the requirement for further NEPA analysis. In accordance with Executive Order 11988, Floodplain Management, the Navy finds there is no other practicable alternative to implementing the Proposed Action within the floodplain and that the Proposed Action includes all practicable measures to minimize harm to the floodplain environment.

Approved by:



T. JARED SOLETHIER  
CDR, US Navy  
Public Works Officer  
Naval Air Station Pensacola  
By direction

2/24/2022

Date

## PROJECT ENVIRONMENTAL REVIEW SHEET

Project Name: SAR 21-68 - New Jet Ski Location

Date: 5/26/21

## 1. Natural Resources

Yes      No

- ☒ ☐ Does project affect flora?
- ☒ ☐ Does project affect fauna?
- ☒ ☐ Does project affect Bird-Aircraft Strike Hazards (BASH)?
- ☒ ☐ Does project affect erosion?

## 2. Jurisdictional Wetlands or Other Surface Waters [CWA 404(b)(1), E.O. 11990]

☒ Project is sited in a jurisdictional wetland. See section 13 for required permits.☐ Project is not sited in a jurisdictional wetland.☐ Provided public notice per E.O. 11990 of proposed action for projects with jurisdictional wetlands prior to RCE signature. The RCE Conclusion Section must include a concise Finding of No Practicable Alternative (FONPA) statement.

## 3. Flood Plains (E.O. 11988)

☒ Reviewed most current FEMA Map for the project site (<https://msc.fema.gov/portal/home>).☒ Project is sited in a 1-percent-annual-chance flood. See section 13 for required permits.).☐ Project is not sited in a 1-percent-annual-chance flood (formerly known as the 100-year flood or base flood)☒ Provided public notice per E.O. 11988 of proposed action for projects located within flood plains prior to RCE signature. The RCE Conclusion Section must include a concise Finding of No Practicable Alternative (FONPA) statement.

## 4. Coastal Zone Management Act (15 CFR 930)

☒ Project is located within the Coastal Zone.☐ Project is not located within the Coastal Zone.☐ Project is not located in the coastal zone, but has potential to effect coastal uses or resources within the coastal zone (e.g., runoff, emissions, protected species, historic resources, etc.).☐ A Coastal Consistency Determination was submitted to the state coastal management program for the project on \_\_/\_\_/\_\_, (at least 90 days before final approval of the activity, i.e., signed RCE).☐ A Negative Determination was submitted to the state coastal management program for the project on \_\_/\_\_/\_\_, (at least 90 days before final approval of the activity, i.e., signed RCE).☒ Concurrence from the state coastal management program on either the Coastal Consistency Determination or Negative Determination was received on 10/29/2021,

## 5. Threatened and Endangered Species

☒ Project has potential for affecting threatened or endangered species or federally designated critical habitats.☐ Project has no potential for affecting threatened or endangered species or federally designated critical habitats.☒ Biological Evaluation/Assessment is required. Consultation concluded with a concurrence received on 10/25/2021.

# PROJECT ENVIRONMENTAL REVIEW SHEET

Project Name: SAR 21-68 - New Jet Ski Location

Date: 5/26/21

## 6. Essential Fish Habitat

X Project has potential to affect essential fish habitat. Consultation with NMFS is required.

\_\_\_\_ Project does not have potential to affect essential fish habitat.

  X   An EFH Assessments was submitted to NMFS on 09/14/2021. Consultation concluded with a concurrence received on 09/14/2021.

## 7. Cultural Resources

\_\_\_\_\_ Cultural Resources Subject Matter Expert (CR SME) confirms that Project has the potential to affect historic properties. SHPO consultation/concurrence required.

\_\_X\_\_ CR SME concludes that Project has no potential to affect historic properties. SHPO consultation is not required.

\_\_\_\_\_ CR SME confirms that Project Area of Potential Effects (APE) has been surveyed and no historic properties were identified. SHPO consultation/concurrence required.

CR SME confirms that Project will not incur adverse effects on historic properties identified in the APE. SHPO consultation/concurrence required.

\_\_\_\_\_ CR SME confirms that Project will incur an adverse effect on historic properties identified in the APE. SHPO consultation/concurrence required.

CR SME confirms that Project will affect sites of interest to federally recognized Indian tribes. Appropriate tribal consultation required.

\_\_\_\_\_ CR SME confirms that Section 106 consultation concluded with a concurrence received on  
/ / .

## 8. Water, Wastewater and Stormwater

8a. Water:

  X   Implementation of the Proposed Action will not affect water.

\_\_\_\_\_ Construction permit required for extension of water system. See section 13.

\_\_\_\_\_ Backflow preventer(s) required. Must be field tested by licensed inspector upon installation.

\_\_\_\_\_ Sprinkler system must have rain sensor device.

\_\_\_\_\_ Well drilling/mod/abandonment must be conducted by a licensed contractor. Permit required. (See Section 13.)

Other: \_\_\_\_\_

8b. Wastewater:

  X   Implementation of the Proposed Action will not affect wastewater.

Construction permit required to connect to collection system. See section 13.

           No permit required.

Other: \_\_\_\_\_

8c. Stormwater:

  X   Implementation of the Proposed Action will not affect stormwater.

\_\_\_\_\_ Site included in station stormwater master plan; permit required but may access existing stormwater system.

\_\_\_\_\_ NPDES 5-acre site; construction contractor must obtain permit and implement Stormwater Pollution Prevention Plan (CWA Section 402). See section 13.

\_\_\_\_ Notice of Intent/Notice of Termination required.

\_\_\_\_\_ Upon completion site will be included in station Stormwater Pollution Prevention Plan

Other: Erosion control measures in place and/or dust control measures whenever earth is exposed.

Other: Power wash runoff must not enter storm drains. Avoid power washing with soap or

## PROJECT ENVIRONMENTAL REVIEW SHEET

Project Name: SAR 21-68 - New Jet Ski Location

Date: 5/26/21

chemicals.

\_\_\_\_\_ Other: Must submit Stormwater Management Plan for approval before commencing.

\_\_\_\_\_ Other: \_\_\_\_\_

### 9. Installation Restoration Program (IRP)/Leaking Petroleum Storage Tank (LPST)

\_\_\_\_\_ Facility is on an IRP/LPST site.

☒ Facility is sited near an IRP/LPST site. Approximately 250 feet away.

\_\_\_\_\_ Facility is not sited on or near an IRP/LPST site.

☒ The nature of the site contamination does not preclude the type of construction activity proposed.

\_\_\_\_\_ Land Use Restrictions are in effect.

\_\_\_\_\_ The proposed facility is acceptable land use.

\_\_\_\_\_ The proposed facility is not acceptable land use.

\_\_\_\_\_ There is a Compliance Agreement associated with this site.

\_\_\_\_\_ A Remedial Investigation/Feasibility Study &/or Affected Property Assessment Report was completed on \_\_\_\_/\_\_\_\_/\_\_\_\_, to accurately delineate the aerial extent of the contamination.

The following activities must be coordinated with the IRP Manager/Navy: excavation, sampling, and 40-hour H&S training.

### 10. Air Pollutants

\_\_\_\_\_ Will be generated by implementation of the Proposed Action.

\_\_\_\_\_ Request for permit determination is required.

\_\_\_\_\_ Only de minimus air effects are expected (identify sources in RCE).

☒ Will not be generated by implementation of the Proposed Action.

☒ Conformity applicability analysis is not required.

\_\_\_\_\_ Conformity applicability analysis is required. See section 13.

☒ Construction Permit for new air emissions source is not required.

\_\_\_\_\_ Construction Permit for new air emissions source is required. See section 13.

\_\_\_\_\_ Ozone Depleting Substance must be recaptured in conformance with Clean Air Act

\_\_\_\_\_ Contractor is responsible for air emission record keeping.

### 11. Hazardous Wastes

\_\_\_\_\_ Will implementation of the Proposed Action generate any wastes? \_\_\_\_\_ Yes ☒ No

Hazardous waste generation and disposal must be coordinated with the Station HW Manager.

#### 11a. Asbestos:

\_\_\_\_\_ Present: (See attached Asbestos Survey Certification form.)

☒ Not present.

\_\_\_\_\_ Survey completed on \_\_\_\_\_.

\_\_\_\_\_ Need asbestos survey.

\_\_\_\_\_ Department of Health Notification Required

\_\_\_\_\_ Contractor is responsible for all Notification fees and disposal costs.

All asbestos work will be done by personnel who hold a license issued by the appropriate regulatory authority.

## PROJECT ENVIRONMENTAL REVIEW SHEET

Project Name: SAR 21-68 - New Jet Ski Location

Date: 5/26/21

**11b. Lead Based Paint:**

- ☐ Present: (See attached Lead Survey Certification form.)  
☐ Need lead survey.  
☐ Survey completed on \_\_\_\_\_.  
☒ Not present. (Lead Survey Certification not required.)

**11c. Polychlorinated biphenyls (PCBs):**

- ☐ Present: See IR Affected Property Assessment Report  
☒ Not present.

Other known hazardous or toxic substances and pollutants (e.g. contaminated soils):

- ☒ Not present.  
☐ Present: See IR Affected Property Assessment Report

**12. Solid Wastes**

- ☐ Solid waste disposal must be coordinated with Solid Waste Manager.  
☐ Will work being performed on the project generate any nonhazardous waste? ☐ Yes ☒ No  
☐ Construction and Demolition debris? ☐ Yes ☒ No  
☐ Recyclables? ☐ Yes ☒ No (All recyclable quantities must be reported/submitted in tons to SWM)

**13. Environmental Permits**

- ☐ The following permits are required prior to construction:  
☒ Army Corps of Engineers Permit for wetland impacts.  
☐ Construction permit required for extension of potable water system per \_\_\_\_\_  
☐ Construction permit required to connect to sanitary collection system per \_\_\_\_\_  
☐ Well drilling/modification/abandonment Permit required per \_\_\_\_\_. Work must be performed by a licensed contractor.  
☐ NPDES 5-acre site; construction contractor must obtain permit and implement Stormwater Pollution Prevention Plan.  
☐ Construction permit for new air emissions source.  
☐ Dig permit required per \_\_\_\_\_.  
☒ Other Permits: FDEP Environmental Resource Permit and US Army Corps of Engineers Nationwide Permit for wetland impacts and Coastal Zone Management Act  
☐ No permits are required.

**14. Extraordinary Circumstances**

Were one or more extraordinary circumstances of 32 CFR 775.6(e)(1) present and a consideration for this proposed action?

☐ Yes\* ☒ No

\*If yes, notify CNRSE Regional NEPA Coordinator immediately.

## PROJECT ENVIRONMENTAL REVIEW SHEET

Project Name: SAR 21-68 - New Jet Ski Location

Date: 5/26/21

## 15. Comments :

Natural Resources and T&amp;E Species: See attached document.

CR: All excavations, including anchoring/tie-downs or utility tie-in for temporary trailers/laydown areas, will require a NAS Pensacola Excavation Permit per NASPNCLA INSTRUCTION 11010.3B. Contact the Navy Archaeologist at 850-452-2055 for additional information, if needed.

Water: No Comments

IR: No comments.

AIR-SPCC: Spill Prevention: 40 CFR 112 requires secondary containment and overfill protection for every fuel/oil tank or container with at least 55-gallon capacity. Please ensure secondary containment is provided for all hazardous materials maintained on-site. Use drip pans during transfer operations; adequate absorbent material must be onsite to clean up any spills and prevent releases to the environment. Cover tanks and drip pans during inclement weather and provide procedures and equipment to prevent overfilling of tanks. Contact the Spill Program Manager at 850-452-9349 for additional information if needed.

HW: No comments.

## 16. If the proposed action does not require a documented Record of Categorical Exclusion (RCE), complete the following:

The proposed action falls under CATEX \_\_\_\_\_ and does not require a formally documented RCE, per CNRSEINST 5090.1B (4)(c).

## 17. Are multiple CATEXs being applied to this proposed action? \_\_\_Yes \_\_\_X\_\_\_No

Please note the use of multiple CATEXs for a proposed action should be the exception, not the rule. NAVFACSE NEPA Core should also be engaged to ensure consistency across the Region. If it has been determined the use of multiple categorical exclusions (typically no more than 2) are appropriate for the proposed action, please revise the conclusion language of Section 6 of the RCE to the following:

Conclusion: The undersigned finds that the proposed action is within the scope of CATEX XX and CATEX XX, and none of the exclusions from reliance on a CATEX apply in this case. Regarding the use of multiple CATEXs for this proposed action, the undersigned also finds that the proposed action has not been improperly of segmented to meet the definition a CATEX; that the proposed action is not connected to other actions with potentially significant impacts; is not related to other actions with individually insignificant but cumulatively significant impacts; and, would not irreversibly commit the Navy to one large action. Therefore, the proposed action is excluded from the requirement for further NEPA analysis.

## 18. Per NRSEINST 5090.2B, please submit complete copies of all signed RCEs with enclosures to the CNRSE Regional NEPA Coordinator within 14 calendar days of signature, in a single pdf file.

Environmental Division Director **Michael Keethler**  
Public Works Department, Pensacola  
PHONE: (850) 452-2114  
FAX: (850) 452-2893

Signature:

KEETHLER.MICHAEL.N  
EWTON.1077401977

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02/17/2022



Environmental Reviewers:

Name/Media/Date: Darrell L. Wilson / Air-SPCC / 27 May 21

Name/Media/Date: Robert Wilkins / Haz Waste / 27 May 21

Name/Media/Date: Thomas L. Archie / IR / 27 May 21

Name/Media/Date: Carrie Williams-Hannah / CR / 27 May 21

Name/Media/Date: Anna E. Lizana / NR / 29 Oct 2021

Name/Media/Date: Joelle O'Daniel-Lopez/Water Quality & NEPA/16 Feb 2022

Name/Media/Date: \_\_\_\_\_

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Naval Air Station Pensacola - Natural Resources  
Requirements for In-Water Construction  
SAR 21-68 - Jet Dock Relocation

### **Dolphin Harassment**

Dolphin harassment needs to be considered when driving pilings. The contractor shall implement a shut-down plan whenever a dolphin comes within the calculated underwater noise radius (called the zone of influence, or ZOI).

- In this case, the plan is to install five 12-inch timber piles. Fortunately, timber piles result in relatively small zones of influence.
- If an impact hammer is used, the ZOI would be 47 meters.
- If a vibratory driver is used, the ZOI would be about three times larger, at 159 meters.
- Depending on which driving method is used the contractor shall assign an observer to look for dolphins that come within that respective distance (47m for impact or 159m for vibratory), and call for a pile driving shutdown until the dolphin(s) leave.
- No Marine Mammal Protection Act (MMPA) permit will be required if appropriate shut-down procedures are implemented.

### **Standard Manatee Conditions for In-Water Work**

- All personnel associated with the project shall be instructed about the presence of manatees and manatee speed zones, and the need to avoid collisions with and injury to manatees. The contractor shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act, the Endangered Species Act, and the Florida Manatee Sanctuary Act.
- All vessels associated with the construction project shall operate at "Idle Speed/No Wake" at all times while in the immediate area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
- Siltation or turbidity barriers shall be made of material in which manatees cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid manatee entanglement or entrapment. Barriers must not impede manatee movement.
- All on-site project personnel are responsible for observing water-related activities for the presence of manatee(s). All in-water operations, including vessels, must be shut down if a manatee(s) comes within 50 feet of the operation. Activities will not resume until the manatee(s) has moved beyond the 50-foot radius of the project operation, or until 30 minutes elapses if the manatee(s) has not reappeared within 50 feet of the operation. Animals must not be herded away or harassed into leaving.
- Any collision with or injury to a manatee shall be reported immediately to the Florida Fish and Wildlife Conservation Commission (FWC) Hotline at 1-888-404-3922. Collision and/or injury should also be reported to the U.S. Fish and Wildlife Service in Jacksonville (1-904-731-3336) for north Florida or in Vero Beach (1-772-562-3909) for south Florida, and emailed to FWC at [ImperiledSpecies@myFWC.com](mailto:ImperiledSpecies@myFWC.com).

- Temporary signs concerning manatees shall be posted prior to and during all in-water project activities. All signs are to be removed upon completion of the project. Temporary signs that have already been approved for this use by the FWC must be used. One sign which reads Caution: Boaters must be posted. A second sign measuring at least 8½" by 11" explaining the requirements for "Idle Speed/No Wake" and the shutdown of in-water operations must be posted in a location prominently visible to all personnel engaged in water-related activities. These signs can be viewed at [http://www.myfwc.com/WILDLIFEHABITATS/manatee\\_sign\\_vendors.htm](http://www.myfwc.com/WILDLIFEHABITATS/manatee_sign_vendors.htm). Questions concerning these signs can be forwarded to the email address listed above.

#### **Standard Sea Turtle Conditions for In-Water Work**

- The contractor shall instruct all personnel associated with the project of the potential presence of sea turtles and the need to avoid collisions with sea turtles. All construction personnel are responsible for observing water-related activities for the presence of sea turtles.
- The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing sea turtles, which are protected under the Endangered Species Act of 1973.
- Siltation barriers shall be made of material in which a sea turtle cannot become entangled, be properly secured, and be regularly monitored to avoid protected species entrapment.
- All vessels associated with the construction project shall operate at "no wake/idle" speeds at all times while in the construction area and while in water depths where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will preferentially follow deep-water routes (e.g., marked channels) whenever possible.
- If a sea turtle is seen within 100 yards of the active daily construction/dredging operation or vessel movement, all appropriate precautions shall be implemented to ensure its protection. These precautions shall include cessation of operation of any moving equipment closer than 50 feet of a sea turtle. Operation of any mechanical construction equipment shall cease immediately if a sea turtle is seen within a 50-ft radius of the equipment. Activities may not resume until the protected species has departed the project area of its own volition.
- Any collision with and/or injury to a sea turtle shall be reported immediately to the National Marine Fisheries Service's Protected Resources Division (727-824-5312) and the local authorized sea turtle stranding/rescue organization.

#### **Other Provisions to Protect Marine Species**

- All in-water construction activities shall occur during daylight hours (one hour post sunrise to one hour prior to sunset).
- All construction and support vessels shall operate in no-wake speeds in the Action Area.
- All work shall adhere to performance requirements of the Clean Water Act, Section 404 permit and Section 401 Water Quality Certification. No in-water work shall begin until after issuance of regulatory authorizations.
  - The contractor shall be responsible for obtaining applicable permits for in-water activities and/or wetland impacts. Please provide a copy of the permits to PWD Natural Resources prior to starting the project.

- The construction contractor is responsible for preparation of an Environmental Protection Plan. The plan shall be submitted and implemented prior to the commencement of any construction activities. The plan shall identify construction elements and recognize spill sources at the site. The plan shall outline best management practices (BMPs), responsive actions in the event of a spill or release, and notification and reporting procedures. The plan shall also outline contractor management elements such as personnel responsibilities, project site security, site inspections, and training.
- No petroleum products, lime, chemicals, or other toxic or harmful materials shall be allowed to enter surface waters.
- Washwater resulting from washdown of equipment or work areas shall be contained for proper disposal, and shall not be discharged unless authorized.
- Equipment that enters surface waters shall be maintained to prevent any visible sheen from petroleum products.
- No oil, fuels, or chemicals shall be discharged to surface waters, or onto land where there is a potential for re-entry into surface waters shall occur. Fuel hoses, oil drums, oil or fuel transfer valves, fittings, etc. shall be checked regularly for leaks, and be maintained and stored properly to prevent spills.
- No cleaning solvents or chemicals used for tools or equipment cleaning shall be discharged to ground or surface waters.
- Construction materials shall not be stored where high tides, wave action, or upland runoff could cause materials to enter surface waters.
- Barge operations shall be restricted to tidal elevations adequate to prevent grounding of a barge.
- A containment boom surrounding the work area shall be used during creosote-treated pile removal to contain and collect any floating debris and sheen. The boom may be lined with oil-absorbing material to absorb released creosote. Containment booms shall be made of material in which protected species cannot become entangled and be regularly monitored to avoid protected species entrapment. All containment booms and other in-water equipment shall be properly secured with materials that reduce the risk of protected species entanglement and entrapment.
  - In-water lines (rope, chain, and cable, including the lines to secure containment booms) shall be stiff, taut, and non-looping. Examples of such lines are heavy metal chains or heavy cables that do not readily loop and tangle. Flexible in-water lines, such as nylon rope or any lines that could loop or tangle, shall be enclosed in a plastic or rubber sleeve/tube to add rigidity and prevent the line from looping and tangling. In all instances, no excess line shall be allowed in the water and no lines may drag on the bottom. All mooring/anchoring shall be in areas free from hardbottom and seagrass.
  - Containment booms and other in-water equipment shall be placed in a manner that does not entrap protected species within the construction area.
  - Containment booms shall be positioned in a way minimizes the extent and duration of protected species' exclusion from the project area.
- Oil-absorbent materials shall be used in the event of a spill if any oil product is observed in the water.

- Removed piles and associated sediments (if any) shall be contained on a barge. If a barge is not utilized, piles and sediments may be stored in an upland containment area near the construction site.
- All creosote-treated material and associated sediments shall be disposed of in a landfill that meets environmental standards.
- Any floating debris generated during installation shall be retrieved. Any debris in a containment boom shall be removed by the end of the work day or when the boom is removed, whichever occurs first. Retrieved debris shall be disposed of at an upland disposal site.
- Whenever activities that generate sawdust, drill tailings, or wood chips from existing treated timbers are conducted, tarps or other containment material shall be used to prevent debris from entering the water.
- Soft starts shall be performed at the beginning of impact pile driving. During a soft start, an initial set of strikes from the impact hammer at reduced energy shall be performed before it is able to be operated at full power and speed. Initiating impact pile driving at a lower power would allow underwater species an opportunity to move away from the immediate vicinity of the activity, thereby reducing the likelihood of exposure to sound levels that could cause further behavioral disturbance or injury.

**NAS Pensacola Environmental Contacts:**

Michael Hardy  
Natural Resources Manager  
[Mike.hardy@navy.mil](mailto:Mike.hardy@navy.mil)  
850-452-2070

Anna Lizana  
Area Forester/Natural Resources  
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Installation Environmental Program Director  
[Michael.keethler@navy.mil](mailto:Michael.keethler@navy.mil)  
850-452-2114



DEPARTMENT OF THE NAVY  
NAVAL FACILITIES ENGINEERING SYSTEMS COMMAND SOUTHEAST  
JACKSONVILLE, FL 32212-0030

5090  
Ser EV22/00884  
September 13, 2021

Dr. Catherine T. Phillips  
USFWS Panama City Field Office  
1601 Balboa Avenue  
Panama City, Florida 32405



U.S. Fish and Wildlife Service  
1601 Balboa Avenue  
Panama City, Florida 32405  
(850) 769-0552 Fax (850) 763-2177

FWS Log No. EF04-3000-2021-I-0842

The proposed action is not likely to adversely affect resources protected by the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 et seq.). This finding fulfills the requirements of the Act.

Catrina

Digitally signed by  
Catrina Martin

Date: 2021.10.22  
13:03:54 -05'00'

Date

SUBJECT: INFORMAL CONSULTATION

Catrina Martin  
Environmental Review Supervisor

In accordance with Section 7 of the Endangered Species Act (ESA), the U. S. Navy (USN) is initiating an informal consultation for relocating the Bayou Grande Marina floating jet boat dock at Naval Air Station (NAS) Pensacola, Florida. The proposed action is described in the enclosed Biological Evaluation. ESA-listed species under consideration in this document are the West Indian manatee (*Trichechus manatus*) and four species of nesting sea turtles: loggerhead sea turtle (*Caretta caretta*), green sea turtle (*Chelonia mydas*), Kemp's ridley sea turtle (*Lepidochelys kempii*) and leatherback sea turtle (*Dermochelys coriacea*).

The USN determined that the proposed action may affect, but is not likely to adversely affect, the species listed above, and seeks U. S. Fish and Wildlife Service (USFWS) concurrence with this determination. The USN also determined that the proposed action would have no effect on the rufa red knot (*Calidris canutus* ssp. *rufa*). The USN and the USFWS have a history of effective partnering and we look forward to continuing that relationship with this project that is vital to sustaining NAS Pensacola's training and operations. The USN requests that this Section 7 consultation be completed no later than 15 October 2021.

My point of contact for this project is Mr. Jered Jackson who may be reached at (904) 542-6308 or [jered.b.jackson.civ@us.navy.mil](mailto:jered.b.jackson.civ@us.navy.mil).

Sincerely,

M. B. OXENDINE, PE  
Environmental Business Line Leader  
By direction  
of the Commanding Officer

Enclosure: Biological Evaluation

Copy to:  
Mr. Michael Hardy, NAS Pensacola

**BIOLOGICAL EVALUATION  
FOR  
RELOCATING THE BAYOU GRANDE MARINA JET BOAT DOCK  
AT  
NAVAL AIR STATION PENSACOLA, FLORIDA**

**September 2021**



## **Table of Contents**

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## **Attachments**

Attachment A. Standard Manatee Conditions for In-water Work



## **1. Purpose and Need for the Proposed Action**

The United States (U.S.) Navy at Naval Air Station (NAS) Pensacola, Florida, proposes to relocate the existing jet boat dock at Bayou Grande Marina approximately 200 feet away from shore. The dock is used to store Navy Reserve Maritime Pre-positioning Force Utility Boats (MPFUBs) and is currently located in shallow water along the seawall at Bayou Grande Marina (Figure 1-1). The MPFUBs are used by the Navy Operational Support Center (NOSC) to train and qualify reservists in the operation and maintenance of the boats. The jet boat dock accommodates two MPFUBs and protects them from degradation caused by prolonged time in the water. However, the current shallow-water position of the dock sometimes prevents proper storage of the MPFUBs, increasing the costs and time spent to maintain them. Failure to relocate the dock would negatively affect training missions, as the vessels would increasingly be out of service for maintenance. Repair and relocation of the dock to a new location approximately 200 feet from shore (Figure 1-2) would provide an operable floating dock to remove the MPFUBs from the water and improve their life expectancy to ensure the completion of military mission and training requirements.



**Figure 1-1. The jet boat dock at its current location in the Bayou Grande Marina.**



## 2. Installation Location and Action Area

The Main Station at NAS Pensacola is comprised of approximately 5,800 acres located in Escambia County on a peninsula on the western side of Pensacola Bay. This peninsula is bordered to the south by Big Lagoon and Pensacola Bay, to the east by Pensacola Bay, and to the north by Bayou Grande (Figure 2-1).

Bayou Grande Marina is a dredged, seawall-reinforced offshoot of Bayou Grande, that stretches south-to-north on the eastern end of the installation. It is separated from Pensacola Bay to the east by a forested dune and is connected to the Bay by a narrow dredged channel to the north. The existing jet boat dock and the proposed relocation are situated near the southern, terminal end of Bayou Grande Marina (Figure 2-2). Substrate in the area is a mix of mud and sand. Seagrass is not present and, although oyster clumps are observable on nearby pilings and portions of the adjacent seawall, there are no oyster beds in the Marina. High tide depth at the proposed relocation site is approximately nine (9) feet.



**Figure 2-1. Location of the NAS Pensacola Main Station and outlying properties**



**Figure 2-2. Location of the NAS Pensacola Main Station and outlying properties**

### 3. Description of the Proposed Action

The Proposed Action is to relocate the current floating jet boat dock at Bayou Grande Marina. The jet boat dock occupies an area of approximately 2,500 square feet. The new location would be approximately 200 linear feet east of the existing location, at approximately 30°21.56" N and 87°16.08" W. Five 12-inch-diameter marine-grade timber piles, approximately 35-to-45 feet long, would be installed to secure the floating dock at its new location. The method of pile driving would likely be a combination of water jet and a pneumatic drop hammer; however, vibratory driving may also be an option. Pile driving placement and driving would be accomplished from a support barge and small support vessels would be used to transport personnel to the barge. A new brow ramp, approximately 20 feet long, would be installed to span the space between the existing E-dock and the relocated jet boat dock. It would be secured with brackets above the water. The Proposed Action is not expected to require more than a week or two to complete and all work would be accomplished during typical daylight work hours. The worksite shall be kept clean of debris and waste from the removal operations daily. Debris shall be disposed of at an off station approved site.

### 4. Listed Species, Potential Impacts, and Protective Measures

#### 4.1 Listed Sea Turtles

Four species of sea turtles are known to nest on beaches in Escambia County, Florida: loggerhead (*Caretta caretta*), green (*Chelonia mydas*), Kemp's ridley (*Lepidochelys kempii*), and leatherback (*Dermochelys coriacea*) sea turtles.

Loggerhead sea turtles in the Northwest Atlantic Ocean distinct population segment (DPS), and green sea turtles in the North Atlantic DPS are federally-listed as threatened; Kemp's ridley and leatherback sea turtles are listed as endangered. While critical habitat has been designated for these species, there is none located in the Action Area. Female sea turtles nest at night in early summer (typically, May to July). Hatchlings emerge from the nests at night in late summer (typically, July to October) and crawl to the water. Loggerhead sea turtles are the most frequent nesters of the four species in vicinity of NAS Pensacola. According to the 2020 Escambia County Marine Turtle Nest Monitoring Report, a total of twenty-five (25) loggerhead sea turtles nested on Pensacola Beach and Perdido Key. No green or leatherback sea turtles have nested on the beach so far during the 2020 season. Two Kemp's ridley sea turtles and one green sea turtle also nested on Pensacola Beach that year, according to the report.

Although they nest in Escambia County, sea turtles do not nest on the beaches on NAS Pensacola. Potential impacts of the proposed action to nesting sea turtles are therefore limited to the influence of artificial lights, which could disorient nesting females and new hatchlings. However, no lights are proposed to be installed on the relocated jet boat dock and construction would not occur after dark, so lights would not be necessary during the repair and relocation process.

**Pursuant to the ESA, the Proposed Action may affect, but is not likely to adversely affect, nesting and hatchling loggerhead, green, Kemp's ridley, and leatherback sea turtles, and would have no effect on their critical habitat as none is located in the Action Area.**

#### 4.2 West Indian Manatee

West Indian manatees (*Trichechus manatus*) are summer migrants along the northern Florida coast. The Action Area is devoid of seagrass, so there are no forage opportunities for manatees in vicinity of the proposed repairs and dock relocation, which reduces the likelihood of a manatee being present in the immediate vicinity of the Proposed Action. The primary potential effect to manatees would be collision with vessels during in-water work. The Navy shall adhere to the 2011

*Standard Manatee Conditions* (Attachment A) to mitigate potential impacts to manatees during construction activities. These conditions require the shutdown of in-water operations if a manatee comes within 50 feet of the activities. The scheduled use of MPFUBs for training and operations is not planned to increase once the dock is relocated, although down-time for repairs and maintenance to the MPFUBs is expected to decrease. As such, the risk of future collisions between manatees and MPFUBs would not increase appreciably. West Indian manatee critical habitat is not present in the Action Area.

**Pursuant to the ESA, the Proposed Action may affect, but is not likely to adversely affect, the West Indian manatee, and would have no effect on West Indian manatee critical habitat as none is located in the Action Area.**

#### **4.3 Rufa Red Knot**

The only species of ESA-listed bird with potential to occur at NAS Pensacola is the rufa red knot (*Calidris canutus* ssp. *rufa*), which is classified as threatened. It has never been observed on the installation and has no critical habitat in the Action Area. Red knots migrate along the Florida coast in route from Argentina to the Canadian Arctic and back again. Flocks taking part in this migration typically stop along Florida beaches for a few days in March or April. Red knots inhabit shoreline and dune ecosystems, foraging in the intertidal zone of beaches and estuaries. Fall migrations back to Argentina appear to occur with fewer stopovers, resulting in fewer Florida sightings than in the spring. August is probably the most likely month to sight a red knot in northern Florida during the fall migration. Since rufa red knots have never been documented at NAS Pensacola and because the Proposed Action would not occur on beach habitat, no effects to the species are anticipated.

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## STANDARD MANATEE CONDITIONS FOR IN-WATER WORK

2011

The permittee shall comply with the following conditions intended to protect manatees from direct project effects:

- a. All personnel associated with the project shall be instructed about the presence of manatees and manatee speed zones, and the need to avoid collisions with and injury to manatees. The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing manatees which are protected under the Marine Mammal Protection Act, the Endangered Species Act, and the Florida Manatee Sanctuary Act.
- b. All vessels associated with the construction project shall operate at "Idle Speed/No Wake" at all times while in the immediate area and while in water where the draft of the vessel provides less than a four-foot clearance from the bottom. All vessels will follow routes of deep water whenever possible.
- c. Siltation or turbidity barriers shall be made of material in which manatees cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid manatee entanglement or entrapment. Barriers must not impede manatee movement.
- d. All on-site project personnel are responsible for observing water-related activities for the presence of manatee(s). All in-water operations, including vessels, must be shutdown if a manatee(s) comes within 50 feet of the operation. Activities will not resume until the manatee(s) has moved beyond the 50-foot radius of the project operation, or until 30 minutes elapses if the manatee(s) has not reappeared within 50 feet of the operation. Animals must not be herded away or harassed into leaving.
- e. Any collision with or injury to a manatee shall be reported immediately to the Florida Fish and Wildlife Conservation Commission (FWC) Hotline at 1-888-404-3922. Collision and/or injury should also be reported to the U.S. Fish and Wildlife Service in Jacksonville (1-904-731-3336) for north Florida or Vero Beach (1-772-562-3909) for south Florida, and to FWC at [ImperiledSpecies@myFWC.com](mailto:ImperiledSpecies@myFWC.com)
- f. Temporary signs concerning manatees shall be posted prior to and during all in-water project activities. All signs are to be removed by the permittee upon completion of the project. Temporary signs that have already been approved for this use by the FWC must be used. One sign which reads *Caution: Boaters* must be posted. A second sign measuring at least 8 ½" by 11" explaining the requirements for "Idle Speed/No Wake" and the shut down of in-water operations must be posted in a location prominently visible to all personnel engaged in water-related activities. These signs can be viewed at [MyFWC.com/manatee](http://MyFWC.com/manatee). Questions concerning these signs can be sent to the email address listed above.

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## Section 7 Consultation Tracking Sheet

Date: 20210923

Due Date: 20211122

FWS Project Number (TAILS): 2021-I-0842

Project Title: NAS Pensacola Bayou Grande Marine Jet Boat Dock

Consultation Lead: Lisa Yarbrough

### Species listed in consultation

| Species   | Biologist<br>Analyzing<br>Determination | No Effect –<br>Acknowledge or<br>Disagree | MANLAA -<br>Concur | Time spent per<br>species (hr:min) |
|---|---|---|--------------------|------------------------------------|
| Loggerhead sea turtles  | Lisa Yarbrough                          |   | Concur             |                                    |
| Reason for Concurring: No lights will be added to the relocated boat dock and construction will occur during daytime hours. There should be no impacts due to sky glow to nesting or hatchling sea turtles on Gulf Islands National Seashore. |   |   |                    |                                    |
| Loggerhead sea turtle CH  | Lisa Yarbrough                          | Acknowledge                               |                    |                                    |
| Reason for Concurring: CH occurs on Gulf Islands National Seashore.   |   |   |                    |                                    |
| Green sea turtles   | Lisa Yarbrough                          |   | Concur             |                                    |
| Reason for Concurring: See above  |   |   |                    |                                    |
| Kemp's ridley sea turtles   | Lisa Yarbrough                          |   | Concur             |                                    |
| Reason for Concurring: See above  |   |   |                    |                                    |
| Leatherback sea turtles   | Lisa Yarbrough                          |   | Concur             |                                    |
| Reason for Concurring: See above  |   |   |                    |                                    |
| Green sea turtle  | Lisa Yarbrough                          |   | Concur             |                                    |
| Reason for Concurring: See above  |   |   |                    |                                    |
| West Indian manatees  | Lisa Yarbrough                          |   | Concur             |                                    |
| Reason for Concurring: Standard BMPs for in-water work will be implemented to reduce any impacts.   |   |   |                    |                                    |
| West Indian manatees<br>CH  | Lisa Yarbrough                          | Acknowledge                               |                    |                                    |
| Reason for Concurring: Action occurring outside of CH   |   |   |                    |                                    |
| Red knot  | Lisa Yarbrough                          | Acknowledge                               |                    |                                    |
| Reason for Concurring:  |   |   |                    |                                    |

## Site Approval Memorandum of Request

Date: 25 May 2021

From: DCC Hartzog, Bryan

To: Public Works Department  
Facilities Management Division  
NAS Pensacola, Florida

Subj: Jet Dock at Bayou Grande Marina.

**1. Please provide the following information:**

- a. **Originating Activity:** NOSC Pensacola
- b. **Program Year:** 2021
- c. **Cost:** \$16,500
- d. **Type of Funding:** NOSC Pensacola ACU-1 Money
- e. **Activity UIC:** 61949
- f. **Project Title:** Driving Marine grade wood pilings
- g. **eProjects WO#:**
- h. **Type of Project:** Relocation of Structure
- i. **Type of Request:** Standard
- j. **Project duration:** TBD, up to nine months
- k. **Mission summary and any applicable documents/directive(s) indicative of requirement.** The installation of the five marine grade wood pilings are to secure the floating Jet dock in place. The jet dock is to be used to stow UB-18/ UB-29 to protect it from the sea growth degrading the life expectancy of the UB's.
- l. **Project Description / Statement of Work and Intended Use. If this is for a temporary event include dates required:** Install five 12" diameter, 35-40 ft in length marine grade wood pilings parallel with the electrical pedestal that is installed on E-dock at the marina. Install two brow ramp brackets to E-dock where the Jet dock will be placed to enter and exit the floating jet dock.
- m. **Latest Basic Facility Requirement (BFR) and supporting data in accordance with Naval Facilities Engineering Command (NAVFAC) P-80 Facility Planning Criteria – If BFR not available or outdated, command may request services to develop/update BFR and Facility Planning Document (FPD).**  
*Note: Site Approval cannot be approved until BFR and FPD is submitted, if required.*
- n. **Proposed Site Plan:** The marine grade pilings will be installed at approximately latitude 30.21.56 Longitude 87.16.08. Pilings will be installed parallel with the electrical pedestal installed on E-dock. The first starboard piling installed will be installed approximately 20 feet south of E-dock.
- o. **Does this project involve any of the following:** No.
  - Explosives safety criteria implications
  - Airfield safety criteria

- Electromagnetic illumination or electromagnetic transmissions
  - Radioactive elements
  - Small arms ranges
2. *Following site approval, an excavation permit will be required if any earth disturbance is to be done in the course of construction.*
3. Point of contact at (Command) is (Point of Contact) @ telephone #, email address.  
NOSC Pensacola, DCC Bryan Hartzog 808-938-5041 Bryan.Hartzog@navy.mil
4. FMD point of contact for Site Approval Process is Steve Ward at 452-2231,  
email: Stephen.ward12@navy.mil.

**Type of Project:**

- New Construction
- Change Use
- Addition to Existing
- Major Modification to Existing Facility
- Relocation of Structure
- Maintenance and/or Repairs
- Repair by Replacement
- Demolition
- Other

**Type of Request:**

- Airfield Safety Site
- Explosive Site/Safety
- Electromagnetic Radiation Site
- Resubmittal or Standard

DEPARTMENT OF DEFENSE  
DEPARTMENT OF THE NAVY

EARLY NOTICE AND PUBLIC REVIEW OF A PROPOSED ACTIVITY IN A FLOODPLAIN

Pursuant to Executive Order 11988, Floodplain Management, the United States Department of the Navy (Navy) gives notice that the Navy is conducting an evaluation of a proposed action which may involve construction in a floodplain to determine the potential effects that its activity in the floodplain would have on the human environment. The Navy will be identifying and evaluating practicable alternatives to locating the action in the floodplain and the potential impacts on the floodplain from the proposed action, as required by Executive Order 11988.

The Navy Operational Support Center aboard Naval Air Station (NAS) Pensacola, located in Escambia County, Florida, is proposing to relocate an existing floating jet dock used to store Navy Reserve Maritime Pre-positioning Force Utility Boats (MPFUBs) to protect them from degradation caused by prolonged time in the water. As required by EO 11988, a more detailed description of the proposed action is available below.

There are three primary purposes for this notice. First, people who may be affected by activities in floodplain and wetlands and those who have an interest in the protection of the natural environment should be given an opportunity to express their concerns and provide information about these areas. Commenters are encouraged to offer alternative sites outside of the floodplain and wetlands, alternative methods to serve the same project purpose, and methods to minimize and mitigate impacts. Second, an adequate public notice program can be an important public educational tool. The dissemination of information and request for public comment about floodplain and wetlands can facilitate and enhance Federal efforts to reduce the risks and impacts associated with the occupancy and modification of these special areas. Third, as a matter of fairness, when the Federal government determines it will participate in actions taking place in floodplain and wetlands, it must inform those who may be put at greater or continued risk.

Interested parties may submit written comments no later than 5:00 PM Central Time on July 29, 2021 by email to Joelle.odaniellopez@navy.mil or by mail postmarked no later than July 29, 2021 to:

NAS Pensacola  
Joelle O'Daniel-Lopez, NEPA Program Manager,  
310 John Towers Road  
Pensacola, FL 32508

## PROJECT DESCRIPTION

The Navy Operational Support Center aboard Naval Air Station (NAS) Pensacola, located in Escambia County, Florida, is proposing to relocate an existing floating jet dock used to store Navy Reserve Maritime Pre-positioning Force Utility Boats (MPFUBs) to protect them from degradation caused by prolonged time in the water. The project will include installation of new pilings and the repair and relocation of the existing floating dock.

The MPFUBs are used by the Navy Operational Support Center to train and qualify reservists in the operation and maintenance of MPFUBs. The existing jet dock has the capability to store two MPFUBs and is currently located in shallow water at Bayou Grande Marina on NAS Pensacola. The current location is insufficient, so the proposed project will relocate the dock to deeper water approximately 150 feet from its existing location where it can operate properly. The project includes installing five 12" diameter marine grade wood pilings to secure the floating jet dock in place. The existing dock will be repaired and relocated to the new location and attached to the newly installed pilings. This will allow the MPFUBs to enter and exit the floating jet dock and protect the vessels from degradation.

The Navy is proposing the action in a floodplain because of its location in Bayou Grande and proximity to Pensacola Bay. The MPFUBs are water vessels and the proposed dock location provides easy access to Pensacola Bay and the Gulf of Mexico to meet military mission and training requirements. The alternative to repair and relocation actions would be no action. If no action is provided, the MPFUBs would remain in the water for prolonged periods of time, which would continue to degrade the vessels. This is much less efficient, as it requires additional costs and time spent on maintaining the MPFUBs. No action would negatively affect training missions, as the vessels may be out of service while maintenance is being completed. Repair and relocation of the dock would provide an operable floating dock to remove the MPFUBs from the water and improve life expectancy of the vessels to ensure that short and long-term military mission and training requirements are met.

Interested parties may submit written comments no later than 5:00 PM Central Time on July 29, 2021 by email to [joelle.odaniellopez@navy.mil](mailto:joelle.odaniellopez@navy.mil) or by mail postmarked no later than July 29, 2021 to:

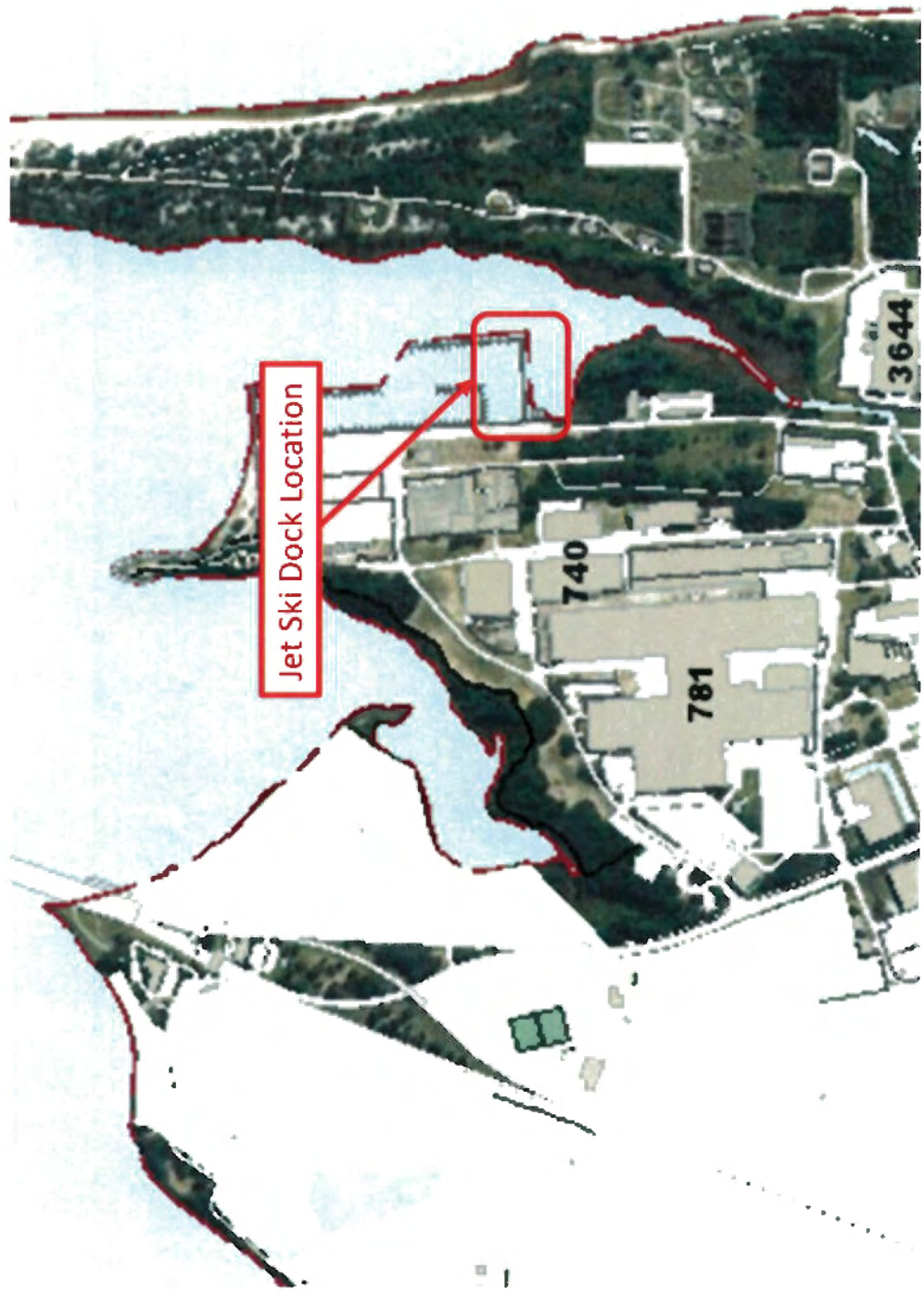
NAS Pensacola  
Joelle O'Daniel-Lopez, NEPA Program Manager,  
310 John Towers Road  
Pensacola, FL 32508

**Figure 1 - Location Map**

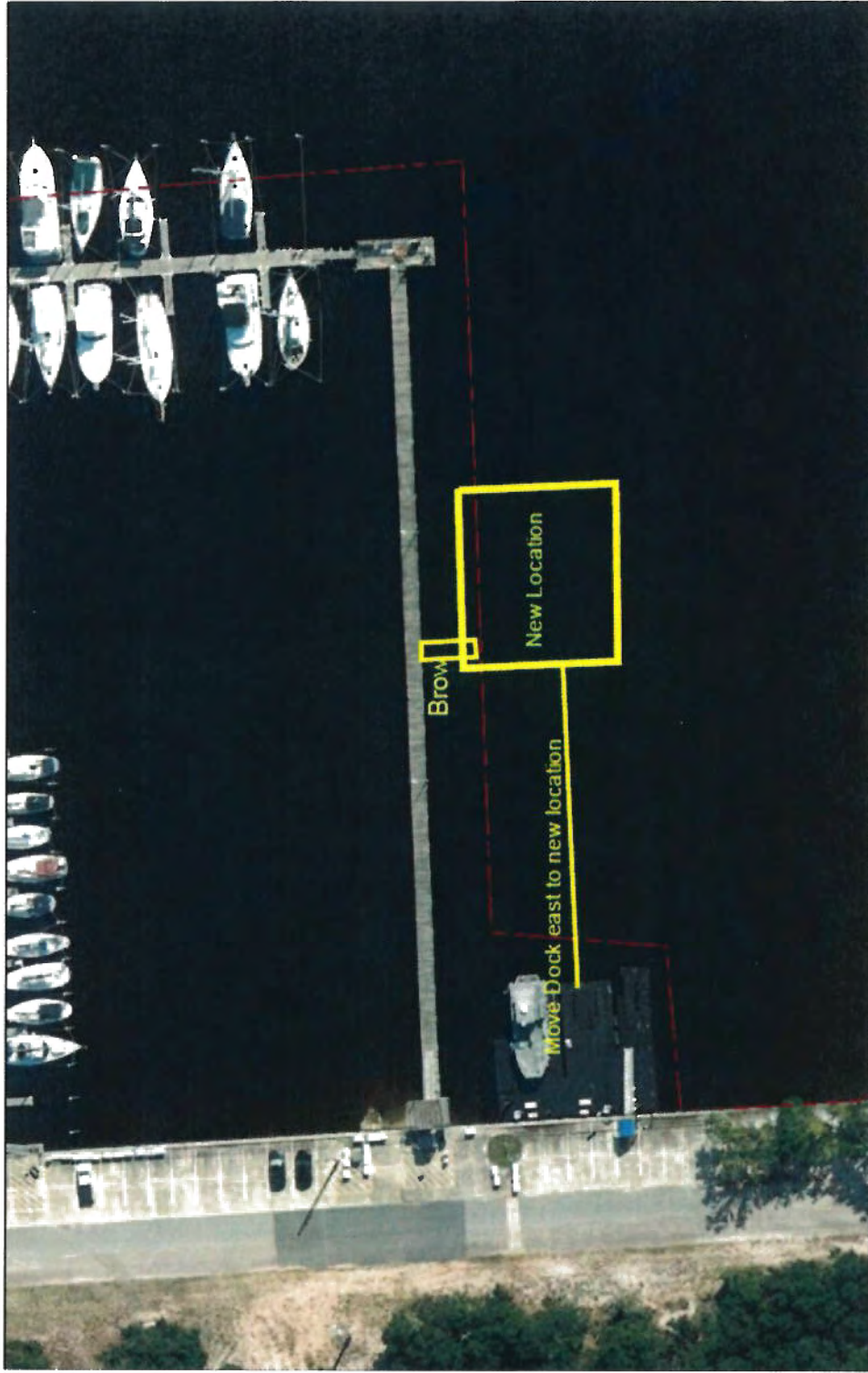


**Figure 2 - Site Map**











## **O'Daniel-Lopez, Joelle A CIV USN (USA)**

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**From:** State\_Clearinghouse <State.Clearinghouse@dep.state.fl.us>  
**Sent:** Thursday, October 28, 2021 9:44  
**To:** Lizana, Anna E CIV USN NAVFAC SE JAX FL (USA); State\_Clearinghouse  
**Cc:** Keethler, Michael N CIV USN NAVFAC SE DET PNS FL (USA); O'Daniel-Lopez, Joelle A CIV USN (USA); Hardy, Michael J CIV USN NAS PENSACOLA FL (USA); Paige Wiebe [Non-DoD Source] RE: Department of the Navy CZMA Consistency Determination for Hurricane Sally Repairs at Naval Air Station Pensacola  
**Subject:**

While it is covered by EO 12372, the Florida State Clearinghouse does not select the projects for review. You may proceed with your projects.

Please send future electronic requests directly to the State Clearinghouse email address, [State.Clearinghouse@dep.state.fl.us](mailto:State.Clearinghouse@dep.state.fl.us)

Good Luck.

*Chris Stahl*

Chris Stahl, Coordinator  
Florida State Clearinghouse  
Florida Department of Environmental Protection  
3800 Commonwealth Blvd., M.S. 47  
Tallahassee, FL 32399-2400  
ph. (850) 717-9076  
[State.Clearinghouse@floridadep.gov](mailto:State.Clearinghouse@floridadep.gov)

**From:** Lizana, Anna E CIV USN NAVFAC SE JAX FL (USA) <anna.e.lizana.civ@us.navy.mil>  
**Sent:** Wednesday, October 27, 2021 1:02 PM  
**To:** State\_Clearinghouse <State.Clearinghouse@dep.state.fl.us>  
**Cc:** Keethler, Michael N CIV USN NAVFAC SE DET PNS FL (USA) <michael.n.keethler.civ@us.navy.mil>; O'Daniel-Lopez, Joelle A CIV USN (USA) <joele.a.odaniel-lopez.civ@us.navy.mil>; Hardy, Michael J CIV USN NAS PENSACOLA FL (USA) <michael.j.hardy24.civ@us.navy.mil>; Paige Wiebe <plwiebe2020@gmail.com>  
**Subject:** Department of the Navy CZMA Consistency Determination for Hurricane Sally Repairs at Naval Air Station Pensacola

### **EXTERNAL MESSAGE**

This email originated outside of DEP. Please use caution when opening attachments, clicking links, or responding to this email.

Good afternoon,

Naval Air Station (NAS) Pensacola, located in Escambia County, Florida, is preparing a project to repair or replace various components of hurricane-damaged structures and facilities throughout the NAS Pensacola complex. The Proposed Action includes repairs to or in-kind replacement of electrical systems and facilities, stormwater infrastructure, seawall infrastructure, boardwalks, lift station, bridges, and boat piers, docks and basins. Individual project component details are provided in the attached document with the projects' locations/features and the Navy's consistency review analysis.

The Navy is evaluating the impacts to environmental resources that may be affected by the Proposed Action. In accordance with the Coastal Zone Management Act and 15 CFR 930, the Navy has prepared a Coastal Consistency Determination (attached) and is requesting coordination with the Florida State Clearinghouse concerning the potential effects to coastal resources within the project area.

Based on the information and analysis presented in the Florida Coastal Management Program Consistency Review, we have concluded that the Proposed Action would be undertaken in a manner consistent to the maximum extent practicable with the enforceable policies of the federally approved Florida Coastal Management Program. In accordance with 15 CFR 930.36, the Navy requests concurrence with this determination. Please provide your response within 60 days of receiving this correspondence.

Thank you,

Anna E. Lizana  
Navy Area Forester  
NAS Pensacola Public Works Department  
310 John Towers Road, Bldg 3560  
Pensacola, Florida 32508-5303  
Office 850-452-2057  
Cell 504-723-2826

