

DEPARTMENT OF DEFENSE  
DEPARTMENT OF THE NAVY

FINAL NOTICE OF A PROPOSED ACTIVITY IN A FLOODPLAIN

Pursuant to Executive Order 11988, *Floodplain Management*, and Executive Order 11990, *Protection of Wetlands*, 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 and wetland to determine the potential effects that its activity would have on the human and natural environment. The Navy identified that there are no practicable alternatives to locating the action in the floodplain and wetland and that the Proposed Action includes all practicable measures to minimize harm to the floodplain and wetland environment.

The proposed action is to complete repairs on various components of hurricane damaged structures and facilities throughout the NAS Pensacola complex, located in Escambia County, Florida. This package includes the repairs to or replacement of electrical systems and facilities, stormwater infrastructure, seawall infrastructure, boardwalks, bridges, and boat piers, docks and basins. Individual project component details are provided below.

SUBSTATIONS

This portion of the project includes, but is not limited to, constructing new concrete equipment pads with ground loop, new concrete-encased duct banks, new substation and equipment pads, new 15kV cables spanning from each unit substation to the nearest manhole, new 480V or 208V feeders from each unit substation to service equipment, wireless power measurement equipment, and electrical connections. In addition, the existing damaged wireless power measurement equipment, unit substations, concrete equipment pads, 15kV cables, 480V or 208V feeders, and underground duct banks will be demolished and removed.

OVERHEAD ELECTRICAL SYSTEMS

This portion of the project includes, but is not limited to, replacement of 235 electrical poles, repair of 255 electrical poles, and vegetation clearing around 157 poles.

UNDERGROUND ELECTRICAL SYSTEMS

Repairs to manholes and handholes include, but is not limited to, evacuation of water from manholes, removal and disposal of abandoned paper insulated lead covered cables, cable capping, installation of missing cable circuit tags, replacement of missing cable rack insulators, reracking of circuit cables, and installation of bonding jumpers. Manhole replacement includes, but is not limited to, excavation for duct banks and manholes, dewatering of trench areas and manholes, installation of concrete covers, core drilling of manholes for conduit penetrations, installation of PVC for duct banks, installation of grounding conductors, installation of concrete duct banks, installation of cables, backfilling and compacting of open trenches and around manholes, and replacing asphalt in roadways.

## AIRFIELD ELECTRICAL DISTRIBUTION SYSTEM

This portion of the project will modernize a portion of the airfield lighting circuit with new ethylene propylene rubber-insulated conductors installed in a new underground concrete encased duct bank with pad mounted sectionalizing cabinets and manholes.

## OVERHEAD POWER TO UNDERGROUND ELECTRICAL CIRCUIT

This portion of the project will replace an existing damaged overhead circuit with an underground circuit. This is one of the longest circuits on NAS Pensacola and consists of 167 electrical poles.

## SUBSTATION M AND SUBSTATION E FEEDER

This portion of the project will install a new reinforced concrete duct bank between Substation M and Substation E and demolish and replace concrete/asphalt at all places where the duct bank runs under sidewalks and roads.

## STORMWATER

This portion of the project will replace existing damaged structures in-kind, with similar systems, incorporating current standards to restore the performance and improve the reliability of existing stormwater systems at selected locations that were damaged by Hurricane Sally.

## CHARLIE PIER

This portion of the project consists of in-kind repair and replacement of two storm damaged concrete access trestle spans to the mooring bollards located at the southern end of the Pier Allegheny at NAS Pensacola. The work includes, but is not limited to, repair of the existing access trestle, replacement of missing access trestle spans, repair of damaged concrete overlay and along the bottom of existing access trestle spans, removal and disposal of access trestle spans from bay bottom, and replacement of guardrails and lighting.

## SEAWALL NORTH OF ALPHA PIER (B302C)

This portion of the project consists of the backfill, regrading, and protecting of the uplands behind the existing concrete seawall located north of Pier Alpha and along Pensacola Bay at NAS Pensacola. The work includes, but is not limited to, removal and disposal of approximately seven existing concrete mooring blocks, clearing of debris, placement of rock rip rap armor stone over bedding layer over geotextile filter fabric, and seeding of areas without armor stone.

## NAVY OPERATIONAL SUPPORT CENTER JET BOAT DOCK

This portion of the project consists of the removal and replacement of the damaged gangway located between the bulkhead and the floating jet boat dock located in the Bayou Grande Sailing Marina. The work includes, but is not limited to, removal and disposal of the existing damaged gangway and bulkhead hangers, removal and replacement of damaged fabric canopy over the entrance gate, and construction of new gangway, including new bulkhead hanger pivots.

## SEAWALL

The work for this portion of the project includes the repair or replacement of damaged sidewalk sections and pavers, repair of damaged concrete seawall, addition of rubble riprap between seawall and sidewalk, grading and seeding of scoured areas between the seawall and sidewalk, replacement of damaged lighting, and repair of a damaged brick wall. In addition, work for this portion of the project includes removal and disposal of potentially contaminated soil and repair of damaged monitoring wells.

## NAVAL AIR TECHNICAL TRAINING CENTER BOARDWALKS

This portion of the project consists of the in-kind repair and replacement of the storm damaged boardwalks. Works includes, but is not limited to, removal and replacement of damaged timber posts, guard rails, deck planks, access stair/ramp, and foundation posts, caps, and deck stringers.

## RV BOARDWALKS

This portion of the project consists of the in-kind replacement of the storm damaged boardwalks. The work includes, but is not limited to, complete removal of the damaged boardwalks, including posts and debris and in-kind replacement of each boardwalk, ramps, and railings.

## COTTAGE BOARDWALKS

This portion of the project consists of the in-kind repair and replacement of the storm damaged boardwalks. The work includes, but is not limited to, complete removal and replacement of portions of boardwalk, including posts and debris, boardwalk inspections, removal and replacement of damaged railings, removal and replacement of damaged deck boards, and removal and replacement of sand fence.

## GOLF COURSE CART BRIDGE

This portion of the project consists of removing and replacing the existing storm damaged golf course cart bridge. The work includes, but is not limited to, complete removal of the existing bridge, including foundation piles, replacement of the bridge along similar alignment, and construction of ramps from the existing adjacent concrete pathways to the bridge.

## MAIN GATE BRIDGE

This portion of the project consists of the repair or in-kind replacement to damaged portions of the pile cap cheek wall.

## SMALL BOAT BASIN AND ROCK JETTY (SBB JETTY)

This portion of the project consists of repairs to the stone block quay wall (or bulkhead) about the small boat basin and the replacement of the adjacent jetty. The work includes, but is not limited to, removal and replacement of damaged masonry mortar joints, repair of damaged stone blocks, replacement of missing blocks, repaving of the damaged asphaltic concrete apron, repairs of sinkholes and erosion, repair of concrete base of light poles, removal and replacement of the jetty, and construction of battery-powered, solar-charged navigation hazard lighting along the top of the jetty.

## QUAY WALL

This portion of the project consists of repairs to the concrete cap, recoating of the bulkhead, and the replacement of the existing timber fender system along the full length of the quay wall.

## PIER BRAVO 303B

This portion of the project consists of repairs to the timber piles, repairs to open holes in the sheet piles, and the backfill and paving of sinkholes located behind the bulkhead. A hurricane damaged unit substation located on Pier Bravo will also be replaced as part of this project, including demolition of the existing unit substation, concrete equipment pad, cables and feeders and construction of a new concrete equipment pad, new concrete-encased duct banks, secondary switchgear, new substation, new 15kV cables, electrical connections, and electrical meter.

## SUBSTATION A AND B ROOFS

The work for this portion of the project includes, but is not limited to, removal of temporary roof covering and existing metal roof assembly and flashing, removal and re-installation of wall-mounted lighting fixtures, antenna, or security cameras, removal of standing seam metal roof assembly, and construction of permanent seam metal roof assembly and associated flashing and soffit.

Restoring these structures and facilities to fully functional conditions is essential to meeting military mission requirements for NAS Pensacola. 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 February 4, 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 February 4, 2022 to:

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

## Location Map



## Site Map



United States Navy  
Record of Categorical Exclusion For  
DR Sally Package 14,  
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) DR Package  
(3) Standard Manatee Conditions for In-Water Work  
(4) Sea Turtle and Smalltooth Sawfish Construction Conditions  
(5) Florida SHPO Consultation and Concurrence Correspondence  
(6) Refrigerant Tracking Forms  
(7) NASP Floodplain Public Notice  
(8) Navy CCD Correspondence  
(9) 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 repairing of the damage from Hurricane Sally 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 complete repairs to various components of hurricane damaged structures and facilities throughout the NAS Pensacola complex, including repairs to or replacement of electrical system components and facilities, stormwater infrastructure, seawall infrastructure, boardwalks, bridges, boat piers, docks and basins.

3. Applicable Exclusion: This action falls under Categorical Exclusion 34 of 32 CFR 775, "Demolition, disposal, or improvements involving buildings or structures when done in accordance with applicable regulations including those regulations applying to removal of asbestos, PCBs, and other hazardous materials."

4. Summary of Environmental Impacts:

Adhere to the 2011 Standard Manatee Conditions for In-water Work (Enclosure 3). This includes observing water-related activities for the presence of manatees and shutting down all in-water operations, including vessels, if a manatee comes within 50 feet of the operation.

Adhere to the Sea Turtle and Smalltooth Sawfish Construction Conditions for In-water Work (Enclosure 4). This includes observing water-related activities for the presence of sea turtles and shutting down all in-water operations, including vessels, if a sea turtle comes within 50 feet of the operation.

Movement of wheeled equipment on unpaved pathways shall be restricted to the lowest possible footprint and avoid ecologically-sensitive areas.

No wheeled equipment or vehicles shall be allowed on the beach.

Do not damage or remove native vegetation.

Do not disturb dunes beyond limit of work. Displaced dune material shall be immediately replaced.

Site access to the boardwalks shall be limited to the unpaved pathway and existing boardwalks.

During boardwalk repairs, limit work disturbance to no more than five feet beyond the edge of the boardwalks, 15-foot maximum total width inclusive of the boardwalk.

Turbidity curtains shall be deployed in adjacent aquatic areas to contain accidental spills and materials that enter the water.

Utilize sea turtle-friendly lighting/shielding on all new lighting. Examples of these types of fixtures are in the attached word document and recommended by the US Fish and Wildlife Service.

Contact Natural Resources at 850-452-2070 or 850-452-2057 for additional information if needed.

Please find SHPO consultation attached for electrical, stormwater, and waterfront facility repairs (Enclosure 5).

All construction projects must have a Stormwater Pollution Prevention Plan to protect water quality. If construction disturbs more than 1 acre then the project will require a Construction Generic Permit from the Florida Department of Environmental Protection. If dewatering activities are to be performed then a Generic Permit for Discharge of Ground Water from Dewatering Operations per FAC 62-621.300(2) is required.

The Notice of Demolition or Asbestos Renovation Form #dep62\_257\_900(1) is required and must be postmarked or received at least 10 working days before the project start date. Submit the notice to the appropriate DEP district office or local air program office. Standard heavy equipment will be used for demolition during this project. Contact the Asbestos Program Manager at 850-452-2322 for additional information if needed.

Ozone Depleting Substances must be recaptured in conformance with Clean Air Act; contractor is responsible for air emission record keeping. Contractor must use the attached Refrigerant Tracking Form to list all refrigerant added, recovered, reclaimed, and/or recycled. All recovered refrigerant must be turned in to the government, contractors are responsible for providing the refrigerant recovery cylinders to be turned in. A copy of the completed Refrigerant Tracking Form (Enclosure 6) must be provided to the PWD Environmental Department at completion of work. Contact the Air Program Manager at 850-452-9349 for additional information if needed.

40 CFR 112 requires secondary containment and overflow 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 overflowing of tanks. Contact the Spill Program Manager at 850-452-9349 for additional information if needed.

Copies all hazardous waste documentation (test results, shipping documents, manifests and return manifests from the TSDF) shall be provided to the NASP Hazardous Waste Program Manager.

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 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 October 27, 2021 to November 27, 2021. The public notice was shown on the NASP CNIC webpage (Enclosure 7). 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 8). Via email correspondence dated October 29, 2021 (Enclosure 9), 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:
  - 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;
  - Have an adverse effect on coral reefs or on federally designated wilderness areas, wildlife refuges, marine sanctuaries and monuments, or parklands;
  - Adversely affect the size, function, or biological value of wetlands and is not covered by a general (nationwide, regional, or state) permit;

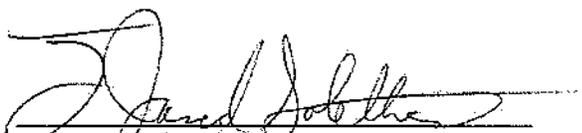
- o Have an adverse effect on archaeological resources or resources listed or determined to be eligible for listing on the National Register of Historic Places (including, but not limited to, ships, aircraft, vessels, and equipment) where compliance with Section 106 of the National Historic Preservation 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 34 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 SOLETER

CDR, US Navy  
Public Works Officer  
Naval Air Station Pensacola  
By direction

1/6/2022  
Date

## PROJECT ENVIRONMENTAL REVIEW SHEET

Project Name: RFP Package 14

Date: 7/2/2021

### 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 10/27/2021, (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 12/08/2021.

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Project Name: RFP Package 14

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### 6. Essential Fish Habitat

- Project has potential to affect essential fish habitat. Consultation with NMFS is required.
- Project does not have potential to affect essential fish habitat.
- An EFH Assessments was submitted to NMFS on 11/16/2021. Consultation concluded with a concurrence received on 11/16/2021.

### 7. Cultural Resources

- Cultural Resources Subject Matter Expert (CR SME) confirms that Project has the potential to affect historic properties. SHPO consultation/concurrence required.
- 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 12 / 20 / 21.

### 8. Water, Wastewater and Stormwater

#### 8a. Water:

- 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: Storm water management plan will require addressing possible contaminated soil exposure.

#### 8b. Wastewater:

- 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:

- 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 1-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: RFP Package 14

Date: 7/2/2021

chemicals.

 Other: Must submit Stormwater Management Plan for approval before commencing. Other: Generic Permit for Discharge of Ground Water from Dewatering Operations per FAC 62-621.300(2)**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 \_\_\_\_\_ 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&amp;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.

## PROJECT ENVIRONMENTAL REVIEW SHEET

Project Name: RFP Package 14

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**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.

**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 1-acre site; construction contractor must obtain permit and implement Stormwater Pollution Prevention Plan.

\_\_\_\_\_ Construction permit for new air emissions source.

Dig permit required per NASPNCLA INSTRUCTION 11010.3B.

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Other Permits: FDEP/NWFWD Environmental Resource Permit; Generic Permit for Discharge of Ground Water from Dewatering Operations per FAC 62-621.300(2)

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.

### 15. Comments :

CATEX:

Natural Resources: Adhere to the 2011 Standard Manatee Conditions for In-water Work (attached). This includes observing water-related activities for the presence of manatees and shutting down all in-water operations, including vessels, if a manatee comes within 50 feet of the operation.

Adhere to the Sea Turtle and Smalltooth Sawfish Construction Conditions for In-water Work (attached). This includes observing water-related activities for the presence of sea turtles and shutting down all in-water operations, including vessels, if a sea turtle comes within 50 feet of the operation.

Movement of wheeled equipment on unpaved pathways shall be restricted to the lowest possible footprint and avoid ecologically-sensitive areas.

No wheeled equipment or vehicles shall be allowed on the beach.

Do not damage or remove native vegetation.

Do not disturb dunes beyond limit of work. Displaced dune material shall be immediately replaced.

Site access to the boardwalks shall be limited to the unpaved pathway and existing boardwalks.

During boardwalk repairs, limit work disturbance to no more than five feet beyond the edge of the boardwalks, 15-foot maximum total width inclusive of the boardwalk.

Turbidity curtains shall be deployed in adjacent aquatic areas to contain accidental spills and materials that enter the water.

Utilize sea turtle-friendly lighting/shielding on all new lighting. Examples of these types of fixtures are in the attached word document and recommended by the US Fish and Wildlife Service.

Contact Natural Resources at 850-452-2070 or 850-452-2057 for additional information if needed.

CR: Please see SHPO consultation for proposed electrical, stormwater, and waterfront facility repairs attached.

Water: All construction projects must have a Stormwater Pollution Prevention Plan to protect water quality. If construction disturbs more than 1 acre then the project will require a Construction Generic Permit from the Florida Department of Environmental Protection. If dewatering activities are to be performed then a Generic Permit for Discharge of Ground Water from Dewatering Operations per FAC 62-621.300(2) is required.

IR:

AIR-SPCC: 10. Air Pollutants: The Notice of Demolition or Asbestos Renovation Form #dep62\_257\_900(1) is required

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and must be postmarked or received at least 10 working days before the project start date. Submit the notice to the appropriate DEP district office or local air program office. Standard heavy equipment will be used for demolition during this project. Contact the Asbestos Program Manager at 850-452-2322 for additional information if needed.

10. Air Pollutants: Ozone Depleting Substances must be recaptured in conformance with Clean Air Act; contractor is responsible for air emission record keeping. Contractor must use the attached Refrigerant Tracking Form to list all refrigerant added, recovered, reclaimed, and/or recycled. All recovered refrigerant must be turned in to the government, contractors are responsible for providing the refrigerant recovery cylinders to be turned in. A copy of the completed Refrigerant Tracking Form must be provided to the PWD Environmental Department at completion of work. Contact the Air Program Manager at 850-452-9349 for additional information if needed.

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: Copies all hazardous waste documentation (test results, shipping documents, manifests and return manifests from the TSDF) shall be provided to the NASP Hazardous Waste Program Manager.

Environmental Permits: All excavations 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.

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 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.

<b>PROJECT ENVIRONMENTAL REVIEW SHEET</b>
---

Project Name: RFP Package 14		Date: 7/2/2021
Environmental Division Director <b><u>Michael Keethler</u></b> Public Works Department, Pensacola PHONE: (850) 452-2114 FAX: (850) 452-2893	Signature: KEETHLER.MICH AEL.NEWTON.1 077401977 <small>Digitally signed by          KEETHLER.MICHAEL.NEWT          CN.1077401977          Date: 2021.12.27 09:45:04          +06'00'</small>	Date: 12/27/2021

## Environmental Reviewers:

Name/Media/Date: Robert H. Wilkins/ Haz Waste/ 13 Jul 21Name/Media/Date: Darrell L. Wilson / Air-SPCC / 13 July 2021Name/Media/Date: Thomas L. Archie / IR / 19 July 2021Name/Media/Date: Anna E. Lizana / NR / 23 Nov 2021Name/Media/Date: Carrie Williams-Hannah/CR/20 Dec 21Name/Media/Date: Joelle O'Daniel-Lopez/Water Quality & NEPA/21 Dec 2021

**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 in Vero Beach (1-772-562-3909) for south Florida, and emailed 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 8½" 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 [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.

## CAUTION: MANATEE HABITAT

All project vessels

**IDLE SPEED / NO WAKE**

When a manatee is within 50 feet of work  
all in-water activities must

**SHUT DOWN**

Report any collision with or injury to a manatee:



**Wildlife Alert:**

**1-888-404-FWCC(3922)**

cell \*FWC or #FWC



**UNITED STATES DEPARTMENT OF COMMERCE**  
**National Oceanic and Atmospheric Administration**  
**NATIONAL MARINE FISHERIES SERVICE**  
Southeast Regional Office  
263 13th Avenue South  
St. Petersburg, FL 33701

## **SEA TURTLE AND SMALLTOOTH SAWFISH CONSTRUCTION CONDITIONS**

The permittee shall comply with the following protected species construction conditions:

- a. The permittee shall instruct all personnel associated with the project of the potential presence of these species and the need to avoid collisions with sea turtles and smalltooth sawfish. All construction personnel are responsible for observing water-related activities for the presence of these species.
- b. The permittee shall advise all construction personnel that there are civil and criminal penalties for harming, harassing, or killing sea turtles or smalltooth sawfish, which are protected under the Endangered Species Act of 1973.
- c. Siltation barriers shall be made of material in which a sea turtle or smalltooth sawfish cannot become entangled, be properly secured, and be regularly monitored to avoid protected species entrapment. Barriers may not block sea turtle or smalltooth sawfish entry to or exit from designated critical habitat without prior agreement from the National Marine Fisheries Service's Protected Resources Division, St. Petersburg, Florida.
- d. 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.
- e. If a sea turtle or smalltooth sawfish 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 or smalltooth sawfish. Operation of any mechanical construction equipment shall cease immediately if a sea turtle or smalltooth sawfish 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.
- f. Any collision with and/or injury to a sea turtle or smalltooth sawfish 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.
- g. Any special construction conditions, required of your specific project, outside these general conditions, if applicable, will be addressed in the primary consultation.

Revised: March 23, 2006

O:\forms\Sea Turtle and Smalltooth Sawfish Construction Conditions.doc



**From:** [Williams-Hannah, Carrie A CIV USN NAVFAC SE DET PNS FL \(USA\)](#)  
**To:** [Dubose, Michael L.](#)  
**Cc:** [Winter, Leonard E CIV USN NAVFAC SE JAX FL \(USA\)](#)  
**Subject:** NAS Pensacola Hurricane Sally Electrical Repairs  
**Date:** Monday, November 15, 2021 8:41:00  
**Attachments:** [Enclosure 3. Relocate Circuit 1-B-24 SOW.pdf](#)  
[Enclosure 4. Distribution M Feeder SOW.pdf](#)  
[Enclosure 1. Underground Infrastructure SOW.pdf](#)  
[Enclosure 2. NAS Pensacola Archaeological Site Map.pdf](#)

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Michael,

Please regard this email as a formal invitation to consult under Section 106 of the NHPA.

NAS Pensacola and environs have been recovering from the effects of Hurricane Sally since landfall occurred on September 16, 2020. Initial damage assessments have resulted in scopes of work for repairs that will be utilized to solicit design/build proposals to complete the work. Assessment of the electrical infrastructure revealed considerable damage, as well as failed or compromised components requiring repair/replacement. Proposed work includes the repair/replacement of underground infrastructure, circuits, and distribution feeders.

#### UNDERGROUND INFRASTRUCTURE

Proposed work to underground infrastructure includes the replacement of manholes, handholes, and circuits (Enclosure 1). This proposed work is either located in known National Register of Historic Places (NRHP)-eligible archaeological sites, unevaluated archaeological sites, or areas that have not been archaeologically investigated (Enclosure 2). All work is located at extant facilities with existing electrical infrastructure. This work traverses NRHP-eligible sites 8ES1436, 8ES1444, 8ES2773, 8ES2839; one unsurveyed location in close proximity to the known limits of 8ES1264; and near unevaluated site 8ES1418B. Remaining work is located in areas that were previously surveyed for archaeological resources and in utility rights-of-way (Enclosure 2). The Navy has determined that the presence of a contracted Secretary of the Interior Qualified (SOIQ) Archaeologist during excavations within NRHP-eligible and unevaluated sites will safeguard archaeological remains, if encountered. Should archaeological remains be identified during the course of this work, the SOIQ Archaeologist will assess the findings and coordinate with the NAS Pensacola Cultural Resources Manager (NASP CRM) and/or NAVFAC SE Historic Preservation Officer (NAVFAC SE HPO) and your office accordingly.

#### RELOCATE CIRCUIT 1-B-24

The aged and storm-damaged overhead circuit 1-B-24 is one of the longest overhead circuits aboard NAS Pensacola with 167 power electrical poles that feed the Fuel Farm (bulk fuel storage) and the U.S. Coast Guard Station (Enclosure 3). NAS Pensacola is proposing to replace the existing overhead circuit with an underground circuit to provide a more secure, sustainable utility power source. A portion of the underground installation will impact NRHP-eligible site 8ES1354 (see Enclosure 2). The NASP CRM will work with the design contractor to determine the utility route in order to minimize impacts to archaeological remains. The project plans will include a combination of archaeological investigations prior to the install, and archaeological monitoring during the install. Archaeological investigations will include limited feature excavation and the use of polyethylene plastic sheeting and fill as a buffer between significant deposits and the utility install. Once the design is complete and the method of install is determined, NAS Pensacola will re-engage your office with specific plans of investigation for this install. For these areas outside 8ES1354, a standard inadvertent discovery statement in the required excavation permit instructs the excavator to halt work and contact the NASP CRM immediately in the event of inadvertent archaeological discoveries.

#### DISTRIBUTION M FEEDER

The proposed work will increase resiliency of the electrical distribution system by separating redundant feeders that provide power from Substation-M to Substation-E into separate pathways (Enclosure 4). The path of this system

traverses previously surveyed areas, existing rights of way, and NRHP-eligible site 8ES1436, Historic Warrington (see Enclosure 2). This work includes a new duct bank and new manholes. All work within the limits of 8ES1436 will be monitored by an SOIQ Archaeologist. Should archaeological remains be identified during the course of this work, the SOIQ Archaeologist will assess the findings and coordinate with the NASP CRM and/or NAVFAC SE HPO and your office accordingly. The remainder of the work will be subject to standard inadvertent discovery clauses in the required excavation permit that directs the excavator to halt work and contact the NASP CRM immediately in the event of inadvertent archaeological discoveries.

NAS Pensacola will work with the design contractor to establish the utility route of least impact, and archaeological investigations will be conducted at 8ES1354 prior to the utility install to mitigate adverse effects to significant deposits at 8ES1354. An SOIQ Archaeologist will be present during excavations for the utility install at 8ES1354, 8ES1436, 8ES1444, 8ES2773, 8ES2839, and 8ES1264. NAS Pensacola excavation permits, which are required for all excavations, will direct the contractor to stop work and notify the NASP CRM immediately in the event that archaeological resources are observed.

Since archaeological investigations will be conducted prior to this work, and safeguards are in place to halt work in the event that archaeological remains are identified, the Navy has determined the proposed work warrants a finding of NO ADVERSE EFFECTS pursuant to 36 CFR, Part 800.

I look forward to your review and concurrence at the earliest opportunity.

Respectfully,  
Carrie

Carrie Williams-Hannah  
Cultural Resources Manager  
NAVFAC Southeast  
NAS Pensacola Public Works Department  
310 John Towers Rd  
Pensacola, FL 32508-5303  
Phone: (850) 452-2055  
DSN: 459-2055  
Fax: (850) 452-3447  
Cell: (850) 619-5601



## FLORIDA DEPARTMENT of STATE

RON DESANTIS  
Governor

LAUREL M. LEE  
Secretary of State

Carrie Williams-Hannah  
Cultural Resources Manager  
NAVFAC Southeast  
NAS Pensacola Public Works Department  
310 John Towers Rd  
Pensacola, FL 32508-5303

December 14, 2021

RE: DHR Project File No.: 2021-6773, Received by DHR: November 15, 2021  
Project: *NAS Pensacola Hurricane Sally Electrical Repairs*  
County: Escambia

Dear Ms. Williams-Hannah:

The Florida State Historic Preservation Officer reviewed the referenced project for possible effects on historic properties listed, or eligible for listing, on the *National Register of Historic Places (NRHP)*. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties*.

Naval Air Station (NAS) Pensacola will work with the design contractor to establish the utility route of least impact, and archaeological investigations will be conducted at 8ES1354 prior to the utility install to mitigate adverse effects to significant deposits at 8ES1354. An SOIQ Archaeologist will be present during excavations for the utility install at 8ES1354, 8ES1436, 8ES1444, 8ES2773, 8ES2839, and 8ES1264. NAS Pensacola excavation permits, which are required for all excavations, will direct the contractor to stop work and notify the NASP CRM immediately in the event that archaeological resources are observed.

Based on the information and conditions provided above, our office concurs with NAS Pensacola's finding that historic properties listed, or eligible for listing, in the NRHP are unlikely to be adversely affected by the proposed undertaking. Our office requests to continue consultation with the NAS Pensacola as plans develop. Additional measures may be necessary if the scope of work changes or if ground disturbance will occur within of other archaeological sites. If you have any questions, please contact Michael DuBose, Historic Sites Specialist, by email at [Michael.DuBose@dos.myflorida.com](mailto:Michael.DuBose@dos.myflorida.com) or by telephone at 850.245.6342.

Sincerely,

Timothy A Parsons, Ph.D.  
Director, Division of Historical Resources  
& State Historic Preservation Officer

Division of Historical Resources  
R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399  
850.245.6300 • 850.245.6436 (Fax) • [FLHeritage.com](http://FLHeritage.com)



**From:** [Williams-Hannah, Carrie A CIV USN NAVFAC SE DET PNS FL \(USA\)](#)  
**To:** [Dubose, Michael L.](#)  
**Cc:** [Winter, Leonard E CIV USN NAVFAC SE JAX FL \(USA\)](#)  
**Subject:** NAS Pensacola Hurricane Sally Stormwater Infrastructure Repairs  
**Date:** Tuesday, November 16, 2021 6:54:00  
**Attachments:** [Enclosure 1. Hurricane Sally Repairs to Stormwater Infrastructure SOW.pdf](#)  
[Enclosure 2. NAS Pensacola Archaeological Site Map.pdf](#)

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Michael,

Please regard this email as a formal invitation to consult under Section 106 of the NHPA.

NAS Pensacola and environs have been recovering from the effects of Hurricane Sally since landfall occurred on September 16, 2020. Initial damage assessments have resulted in scopes of work for repairs that will be utilized to solicit design/build proposals to complete the work. Assessment of the stormwater infrastructure revealed damaged facilities, erosion/wash-outs, and areas of ponding that require repair/replacement. In addition to the proposed repairs at 15 different locations, a fence around the underground water storage facility is also slated for replacement (Enclosure 1).

#### AREAS REQUIRING ARCHEOLOGICAL MONITORING

Building 628 (J.01) is located between National Register of Historic Places (NRHP)-eligible archaeological sites 8ES1354 and 8ES1434 in an area currently undergoing archaeological investigations (Enclosure 2). Subject to those findings, an SOI-qualified Archaeologist may be installed to monitor repair work to ensure that archaeological resources, if discovered, are taken into consideration.

Repairs to an outfall pipe (J.04) located in NRHP-eligible 8ES1436, Historic Warrington, will require an SOIQ Archaeologist to monitor all excavations at this location. Stormwater replacement work along Turner Street (J.07) is located in NRHP-eligible site 8ES1436 and will require an SOIQ Archaeologist to monitor all excavations at this location. Flooding at the intersection of Hovey Road and Slemmer Avenue (J.11) is located along the northern boundary of NRHP-eligible site 8ES1354 and within areas not previously investigated, and will require an SOIQ Archaeologist to monitor all excavations at this location. An outfall along the east side of Building 3860 requires repair (J.12). This location is within the limits of NRHP-eligible site 8ES2839, the Old Navy Yard, and will require an SOIQ Archaeologist to monitor all excavations at this location.

#### AREAS THAT FALL UNDER INADVERTENT DISCOVERY CLAUSE

The remainder of the repair work will be conducted in areas that have been archaeologically investigated where no significant cultural resources were identified (J.02, J.03, J.05, J.06, J.08, J.09, J.10, J.13, and J.15), or repairs will not require excavation. At these locations, the terms of the excavation permit direct the contractor to halt work and contact the NASP CRM immediately in the event of inadvertent archaeological discoveries. Repairs along Sinton Circle Overpass (J.14) and the proposed fence replacement around the water storage facility (J.16) will be undertaken without archaeological consideration since these areas are disturbed and composed of modern soil fill.

Since monitoring will be conducted by an SOIQ Archaeologist for work conducted within the limits of NRHP-eligible sites, and safeguards are in place to halt work in the event of inadvertent archaeological discoveries, the Navy has determined the proposed work warrants a finding of NO ADVERSE EFFECTS pursuant to 36 CFR, Part 800.

I look forward to your review and concurrence at the earliest opportunity.

Respectfully,  
Carrie

Carrie Williams-Hannah  
Cultural Resources Manager

NAVFAC Southeast  
NAS Pensacola Public Works Department  
310 John Towers Rd  
Pensacola, FL 32508-5303  
Phone:(850) 452-2055  
DSN: 459-2055  
Fax: (850) 452-3447  
Cell: (850) 619-5601



## FLORIDA DEPARTMENT of STATE

**RON DESANTIS**  
Governor

**LAUREL M. LEE**  
Secretary of State

Carrie Williams-Hannah  
Cultural Resources Manager  
NAVFAC Southeast  
NAS Pensacola Public Works Department  
310 John Towers Rd  
Pensacola, FL 32508-5303

December 20, 2021

RE: DHR Project File No.: 2021-6872, Received by DHR: November 16, 2021  
Project: *NAS Pensacola Hurricane Sally Stormwater Infrastructure Repairs*  
County: Escambia

Dear Ms. Williams-Hannah:

The Florida State Historic Preservation Officer reviewed the referenced project for possible effects on historic properties listed, or eligible for listing, on the *National Register of Historic Places (NRHP)*. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties*.

Naval Air Station (NAS) Pensacola notes that building 628 is located between National Register of Historic Places (NRHP)-eligible archaeological sites 8ES1354 and 8ES1434 in an area currently undergoing archaeological investigation. Subject to those findings, NAS Pensacola proposes an SOI-qualified Archaeologist may be installed to monitor repair work to ensure that archaeological resources, if discovered, are taken into consideration. Additionally, NAS Pensacola notes that work located within NRHP-eligible 8ES1436, Historic Warrington, within and around NRHP-eligible site 8ES1354, and within NRHP-eligible site 8ES2839, the Old Navy Yard, will require an SOIQ Archaeologist to monitor all excavations at these locations.

The remainder of the repair work will be conducted in areas that have been archaeologically investigated where no significant cultural resources were identified, or repairs will not require excavation. At these locations, NAS Pensacola has proposed the terms of the excavation permit direct the contractor to halt work and contact the NASP CRM immediately in the event of inadvertent archaeological discoveries. Repairs along Sinton Circle Overpass and the proposed fence replacement around the water storage facility will be undertaken without archaeological consideration since these areas are disturbed and composed of modern soil fill.

NAS Pensacola has determined that since monitoring will be conducted by an SOIQ Archaeologist for work conducted within the limits of NRHP-eligible sites, and safeguards are in place to halt work in the event of inadvertent archaeological discoveries, the proposed work warrants a finding of NO ADVERSE EFFECTS pursuant to 36 CFR, Part 800.

Division of Historical Resources  
R.A. Gray Building • 500 South Bronough Street • Tallahassee, Florida 32399  
850.245.6300 • 850.245.6436 (Fax) • FLHeritage.com



Ms. Williams-Hannah  
DHR Project File No.: 2021-6872  
December 20, 2021  
Page 2

Based on the information and conditions provided above, our office concurs with NAS Pensacola's finding that historic properties listed, or eligible for listing, in the NRHP are unlikely to be adversely affected by the proposed undertaking. Our office requests to continue consultation with the NAS Pensacola as plans develop. If you have any questions, please contact Michael DuBose, Historic Sites Specialist, by email at [Michael.DuBose@dos.myflorida.com](mailto:Michael.DuBose@dos.myflorida.com) or by telephone at 850.245.6342.

Sincerely,



Timothy A Parsons, Ph.D.  
Director, Division of Historical Resources  
& State Historic Preservation Officer

**From:** [Williams-Hannah, Carrie A CTV USN NAVFAC SE DET PNS FL \(USA\)](#)  
**To:** [Dubose, Michael L.](#)  
**Cc:** [Winter, Leonard F CTV USN NAVFAC SE JAX FL \(USA\)](#)  
**Subject:** NAS Pensacola Hurricane Sally Waterfront Repairs  
**Date:** Wednesday, November 17, 2021 10:33:00  
**Attachments:** [Enclosure 1. Seawall, Quay Wall and Substation Repair SOW.pdf](#)  
[Enclosure 2. Facility 177, Small Boat Basin Repair SOW.pdf](#)

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Michael,

Please regard this email as a formal invitation to consult under Section 106 of the NHPA.

NAS Pensacola and environs have been recovering from the effects of Hurricane Sally since landfall occurred on September 16, 2020. Initial damage assessments have resulted in scopes of work for repairs that will be utilized to solicit design/build proposals to complete the work. Assessment of the waterfront facilities revealed damage to structures, including a substation, seawalls, boat slip and piers, and erosion/wash-outs.

#### AREAS REQUIRING ARCHEOLOGICAL MONITORING

Storm surge resulting from Hurricane Sally caused erosion along National Register of Historic Places (NRHP)-listed seawall (8ES1824), structural damage to quay wall 303A and seawall 302C (both determined not eligible for the NRHP), and damage to an electrical substation. The repair work includes excavation and fill at both locations, which traverses NRHP-eligible sites 8ES1436 and 8ES2839. Excavations in these areas will be monitored by a Secretary of the Interior Qualified (SOIQ) Archaeologist to ensure that effects to cultural resources are avoided, minimized, or mitigated.

#### HISTORIC PRESERVATION

NRHP-listed Facility 177 (8ES1605), a small boat basin, was constructed circa 1852. Its stacked and mortared cut granite blocks supported on timber-pile foundations require repair. Proposed work includes repointing mortar joints, repairing and replacing granite blocks, repairing sinkholes, replacing mooring cleats, and repairing light poles. All work proposed for Facility 177 will be conducted according to the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards). After contract award, the Navy will review the design submittals to ensure that in-kind replacement is achieved and consult your office to garner concurrence.

Since monitoring will be conducted by an SOIQ Archaeologist for work conducted within the limits of NRHP-eligible sites, and repairs to historic facilities will be accomplished utilizing the SOI Standards, the Navy has determined the proposed work warrants a finding of NO ADVERSE EFFECTS pursuant to 36 CFR, Part 800.

I look forward to your review and concurrence at the earliest opportunity.

Respectfully,  
Carrie

Carrie Williams-Hannah  
Cultural Resources Manager  
NAVFAC Southeast  
NAS Pensacola Public Works Department  
310 John Towers Rd  
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Phone:(850) 452-2055  
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Fax: (850) 452-3447  
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## FLORIDA DEPARTMENT of STATE

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**LAUREL M. LEE**  
Secretary of State

Carrie Williams-Hannah  
Cultural Resources Manager  
NAVFAC Southeast  
NAS Pensacola Public Works Department  
310 John Towers Rd  
Pensacola, FL 32508-5303

December 20, 2021

RE: DHR Project File No.: 2021-6486, Received by DHR: October 29, 2021  
Project: *Hurricane Sally #14 Recovery Work*  
County: Escambia

Dear Ms. Williams-Hannah:

The Florida State Historic Preservation Officer reviewed the referenced project for possible effects on historic properties listed, or eligible for listing, on the *National Register of Historic Places (NRHP)*. The review was conducted in accordance with Section 106 of the *National Historic Preservation Act of 1966*, as amended, and its implementing regulations in *36 CFR Part 800: Protection of Historic Properties*.

Storm surge resulting from Hurricane Sally caused erosion along National Register of Historic Places (NRHP)-listed seawall (8ES1824), structural damage to quay wall 303A and seawall 302C, and damage to an electrical substation. The repair work includes excavation and fill at both locations, which traverses NRHP-eligible sites 8ES1436 and 8ES2839. Naval Air Station (NAS) Pensacola proposes that excavations in these areas will be monitored by a Secretary of the Interior Qualified (SOIQ) Archaeologist to ensure that effects to cultural resources are avoided, minimized, or mitigated.

Furthermore, NRHP-listed Facility 177 (8ES1605), a small boat basin, was constructed circa 1852. Its stacked and mortared cut granite blocks supported on timber-pile foundations require repair. Proposed work includes repointing mortar joints, repairing and replacing granite blocks, repairing sinkholes, replacing mooring cleats, and repairing light poles. NAS Pensacola proposes that Facility 177 will be conducted according to the Secretary of the Interior's Standards for the Treatment of Historic Properties (SOI Standards). After contract award, the Navy will review the design submittals to ensure that in-kind replacement is achieved and consult your office to garner concurrence.

NAS Pensacola has determined that since monitoring will be conducted by an SOIQ Archaeologist for work conducted within the limits of NRHP-eligible sites, and repairs to historic facilities will be accomplished utilizing the SOI Standards, the proposed work warrants a finding of NO ADVERSE EFFECTS pursuant to 36 CFR, Part 800.

Ms. Williams-Hannah  
DHR Project File No.: 2021-6862  
December 20, 2021  
Page 2

Based on the information and conditions provided above, our office concurs with NAS Pensacola's finding that historic properties listed, or eligible for listing, in the NRHP are unlikely to be adversely affected by the proposed undertaking. Our office requests to continue consultation with the NAS Pensacola as plans develop. If you have any questions, please contact Michael DuBose, Historic Sites Specialist, by email at [Michael.DuBose@dos.myflorida.com](mailto:Michael.DuBose@dos.myflorida.com) or by telephone at 850.245.6342.

Sincerely,



Timothy A Parsons, Ph.D.  
Director, Division of Historical Resources  
& State Historic Preservation Officer

Refrigerant Tracking Form  
NAS Pensacola Complex

**Appliance<sup>1</sup> Service Report: 50 lbs or greater**

1. Work Order # \_\_\_\_\_ Date \_\_\_\_\_

Company Performing Work: \_\_\_\_\_

Note: Owners of appliances with charges of 50 pounds or greater are required to repair substantial leaks. A 30 percent annual leak rate is established for the industrial process refrigeration equipment, 20 percent for commercial refrigeration equipment, and 10 percent for air conditioning systems as the trigger for requiring repairs.

**Leaks found on appliances containing at least 50 pounds of refrigerant must be reported to HVAC Supervisor or site Environmental Manager Immediately**

2. Equipment Description:

3.  
Date Leak Reported: \_\_\_\_\_ Check if Leak repaired same day:   
Annual Leak Rate (%): \_\_\_\_\_ (only for appliances with charges greater than 50 lbs)<sup>2</sup>  
Date Leak Repaired (if not repaired the same day): \_\_\_\_\_  
Date of Initial Leak Verification test<sup>3</sup>: \_\_\_\_\_ (within 30 day repair period)  
Date of Leak Follow up verification test: \_\_\_\_\_ (within 10 days of successful Initial Verification Test)  
Annual Leak Inspection Program triggered<sup>4</sup>? YES / NO  
Leak Repaired? YES / NO *NOTE: Initial & Follow up verification tests required only if leak rate exceeds corresponding limit in Note above.*

4.  
Building: \_\_\_\_\_ Mfr.: \_\_\_\_\_ Model #: \_\_\_\_\_  
Refrigerant Type: \_\_\_\_\_  
# of Circuits: \_\_\_\_\_ Serial #: \_\_\_\_\_

5.  
Full Unit Charge (lbs): \_\_\_\_\_ Ref. Added Cir. #1: \_\_\_\_\_ Ref. Removed Cir. #1: \_\_\_\_\_  
Charge per Cir. #1: \_\_\_\_\_ lbs Cir. #2: \_\_\_\_\_ Cir. #2: \_\_\_\_\_  
Charge per Cir. #2: \_\_\_\_\_ lbs *\*If more than two circuits, include info on additional circuits in comments section below.*

6. Service/Maintenance Action Taken, including evacuation level achieved (mmHg):

7. Recovery Equip: Make: \_\_\_\_\_ Model #: \_\_\_\_\_ Serial #: \_\_\_\_\_

Comments:

Our Recommendations:

8. Certification Type (Check All That Apply):  Type I  Type II  Universal  MVAC

Technician's Name: \_\_\_\_\_ Technician's Signature: \_\_\_\_\_  
PLEASE PRINT

**\*\*\* when units are found low on Refrigerant this report must be performed, filled out and submitted to the HVAC supervisor \*\*\***

<sup>1</sup> Appliance: Any device which contains/uses a Class I or II substance or substitute as refrigerant which is used for household or commercial purposes, including any air conditioner, motor vehicle a/c, refrigerator, chiller, or freezer. For a system with multiple circuits, each independent circuit is considered a separate appliance.

<sup>2</sup> Rolling Leak Rate = (net lbs refrigerant added over 365 days / lbs refrigerant in full circuit charge) x 100 -- Also calculated by RTIS.

<sup>3</sup> Need to perform prior to adding refrigerant after the repair.

<sup>4</sup> Leak Inspection Requirements = Commercial/Industrial Process Refrigeration > 500 lbs once/3 months; 50-500 lbs once/year; Comfort Cooling ≥ 50 lbs once/year until leak rate does not exceed rates in note above for each category.

Refrigerant Tracking Form  
NAS Pensacola Complex

Appliance <sup>1</sup> Service Report: Less than 50 lbs					
1. Work Order # _____		Date _____			
Company Performing Work: _____					
2. Equipment Description: _____					
3.					
Date Service Requested: _____		Check if repaired same day: <input type="checkbox"/>			
Date Appliance Repaired (if not repaired the same day): _____					
Leak Repaired? YES / NO					
4.					
Building : _____		Mfr.: _____		Model #: _____	
# of Circuits: _____		Refrigerant Type: _____		Serial #: _____	
5.					
Full Circuit Charge (lbs): _____		Ref. Added Cir. #1: _____		Ref. Removed Cir. #1: _____	
		Cir. #2: _____		Cir. #2: _____	
*If more than two circuits, include info on additional circuits in comments section below.					
6. Service/Maintenance Action Taken, including evacuation level achieved (mmHg): _____					
Comments: _____					
_____					
_____					
Our Recommendations: _____					
_____					
_____					
8.					
Certification Type (Check All That Apply): <input type="checkbox"/> Type I <input type="checkbox"/> Type II <input type="checkbox"/> Universal <input type="checkbox"/> MVAC					
Technician's Name: _____			Technician's Signature: _____		
PLEASE PRINT					
*** when units are found low on Refrigerant this report must be performed, filled out and submitted to the HVAC supervisor ***					

Appliance: Any device which contains/uses a Class I or II substance or substitute as refrigerant which is used for household or commercial purposes, including any air conditioner, motor vehicle a/c, refrigerator, chiller, or freezer. For a system with multiple circuits, each independent circuit is considered a separate appliance.

DEPARTMENT OF DEFENSE  
DEPARTMENT OF THE NAVY

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

Pursuant to Executive Order 11988, *Floodplain Management*, and Executive Order 11990, *Protection of Wetlands*, the United States Department of the Navy (Navy) gives notice that the Navy is conducting an evaluation of a proposed action which may involve activity in a floodplain and wetland to determine the potential effects that its activity would have on the human and natural environment. The Navy will be identifying and evaluating practicable alternatives to locating the action in the floodplain and wetland and the potential impacts from the proposed action, as required by Executive Order 11988 and Executive Order 11990.

Naval Air Station (NAS) Pensacola, located in Escambia County, Florida, has been recovering from the effects of Hurricane Sally since landfall occurred on September 16, 2020. The proposed action is to complete repairs on various components of hurricane damaged structures and facilities throughout the NAS Pensacola complex. This notice includes the repairs to or replacement of electrical systems and facilities, stormwater infrastructure, seawall infrastructure, boardwalks, bridges, and boat piers, docks and basins. As required by EO 11988 and EO 11990, 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 November 27, 2021 by email to [joelle.odaniellopez@navy.mil](mailto:joelle.odaniellopez@navy.mil) or by mail postmarked no later than November 27, 2021 to:

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

## PROJECT DESCRIPTION

Naval Air Station (NAS) Pensacola, located in Escambia County, Florida, has been recovering from the effects of Hurricane Sally since landfall occurred on September 16, 2020. The proposed action is to complete repairs on various components of hurricane damaged structures and facilities throughout the NAS Pensacola complex. This notice includes the repairs to or replacement of electrical systems and facilities, stormwater infrastructure, seawall infrastructure, boardwalks, bridges, and boat piers, docks and basins. Individual project component details are provided below.

## SUBSTATIONS

Hurricane damage assessments indicate that several unit substations were identified as damaged or compromised during Hurricane Sally. Fourteen substations will be replaced as part of this project. This portion of the project includes, but is not limited to, constructing new concrete equipment pads with ground loop, new concrete-encased duct banks, new substation and equipment pads, new 15kV cables spanning from each unit substation to the nearest manhole, new 480V or 208V feeders from each unit substation to service equipment, wireless power measurement equipment, and electrical connections. In addition, the existing damaged wireless power measurement equipment, unit substations, concrete equipment pads, 15kV cables, 480V or 208V feeders, and underground duct banks will be demolished and removed. This provides a long-term permanent solution for replacing unit substations by replacing failing substations with modern units capable of withstanding the harsh conditions prevalent to NAS Pensacola.

## OVERHEAD ELECTRICAL SYSTEMS

The overhead electrical systems provide electricity throughout NAS Pensacola. Electrical Assessment Surveys indicate that hurricanes have compromised the NAS Pensacola overhead power distribution system and a large percentage of existing electrical poles need replacement, repairs to equipment on the poles, and vegetation cleaned and cleared around the base of the poles. This portion of the project includes, but is not limited to, replacement of 235 electrical poles, repair of 255 electrical poles, and vegetation clearing around 157 poles. The repair and replacement of these power poles and equipment will provide a more functional and secure utility power source for many facilities on the base and help the utility system sustain future storms.

## UNDERGROUND ELECTRICAL SYSTEMS

The underground electrical distribution system provides electricity throughout NAS Pensacola. Electrical Assessment Surveys indicate that hurricanes have comprised the NAS Pensacola underground power distribution system and that certain existing manholes, handholes, and underground circuits need replacement. Repairs to manholes and handholes include, but is not limited to, evacuation of water from manholes, removal and disposal of abandoned paper insulated lead covered cables, cable capping, installation of missing cable circuit tags, replacement of missing cable rack insulators, rerecking of circuit cables, and installation of bonding jumpers. Manhole replacement includes, but is not limited to, excavation for duct banks and manholes, dewatering of trench areas and manholes, installation of concrete covers, core drilling of manholes for conduit penetrations, installation of PVC for duct banks, installation of grounding conductors, installation of concrete duct banks, installation of cables, backfilling and compacting of open trenches and around manholes, and replacing asphalt in roadways.

This work will replace damaged and end-of-life underground electrical distribution system equipment and also help the utility system sustain future storms.

#### AIRFIELD ELECTRICAL DISTRIBUTION SYSTEM

Electrical Assessment Surveys indicate that hurricanes have compromised the NAS Pensacola underground power distribution system, including a portion of the NAS Pensacola airfield underground electrical distribution system. This portion of the project will modernize a portion of the airfield lighting circuit with new ethylene propylene rubber-insulated conductors installed in a new underground concrete encased duct bank with pad mounted sectionalizing cabinets and manholes. The existing airfield lighting cable was originally installed in 1955 when the airfield was constructed. Since the original installation, the cable has failed and been repaired several times. This will provide a more functional and secure utility power source for the airfield lighting and improve the reliability of the airfield lighting and navigation systems to enhance flight safety.

#### OVERHEAD POWER TO UNDERGROUND

Electrical Assessment Surveys indicate that hurricanes have compromised the NAS Pensacola overhead power distribution system. This portion of the project will replace an existing overhead circuit with an underground circuit. This particular circuit has reached the end of its useful life and, in severe weather, experiences damage that results in curtailments to electric service to the U.S. Coast Guard Station and Fuel Farm. This is one of the longest circuits on NAS Pensacola and consists of 167 electrical poles. This will replace damaged and end-of-life overhead electrical distribution system equipment with underground systems and provide a more functional and secure utility power source for many facilities on the base. This upgrade will also help this utility system sustain future storms.

#### SUBSTATION M AND SUBSTATION E FEEDER

Substation M is the main electrical substation for NAS Pensacola and feeds all substations on the installation. Substation E is one of five electrical substations fed from Substation M by two 15 kV circuits in one underground direct buried duct bank system. This portion of the project will install a new reinforced concrete duct bank between Substation M and Substation E and demolish and replace concrete/asphalt at all places where the duct bank runs under sidewalks and roads. This will increase the resiliency of the electrical distribution system by separating the circuits that provide power from Substation M to Substation E into separate pathways and provide greater reliability for the power feed.

#### STORMWATER

Hurricane Sally caused widespread damage from high winds, rainfall induced flooding, and riverine and coastal erosion to several areas throughout the base, including stormwater systems that act as critical stormwater collection systems at various locations throughout NAS Pensacola. Damage assessments following the hurricane identified specific stormwater infrastructure areas needing repair or replacement. This portion of the project will replace existing damaged structures in-kind, with similar systems, incorporating current standards to restore the performance and improve the reliability of existing stormwater systems at selected locations that were damaged by Hurricane Sally.

## CHARLIE PIER

Charlie Pier provides large ship mooring capability at NAS Pensacola and requires necessary repairs due to damage caused during Hurricane Sally. This portion of the project consists of in-kind repair and replacement of two storm damaged concrete access trestle spans to the mooring bollards located at the southern end of the Pier Allegheny at NAS Pensacola. The work includes, but is not limited to, repair of the existing access trestle, replacement of missing access trestle spans, repair of damaged concrete overlay and along the bottom of existing access trestle spans, removal and disposal of access trestle spans from bay bottom, and replacement of guardrails and lighting.

## SEAWALL NORTH OF ALPHA PIER (B302C)

The seawall located north of Alpha Pier retains fill and provides shoreline protection and stabilization and requires necessary repairs due to damage caused by Hurricane Sally. This portion of the project consists of the backfill, regrading, and protecting of the uplands behind the existing concrete seawall located north of Pier Alpha and along Pensacola Bay at NAS Pensacola. The work includes, but is not limited to, removal and disposal of approximately seven existing concrete mooring blocks, clearing of debris, placement of rock rip rap armor stone over bedding layer over geotextile filter fabric, and seeding of areas without armor stone.

## NAVY OPERATIONAL SUPPORT CENTER JET BOAT DOCK

The Navy Operational Support Center (NOSC) Jet Boat Dock requires repairs due to damages caused by Hurricane Sally. The structure is used by the NOSC for the berthing of small jet boats. This portion of the project consists of the removal and replacement of the damaged gangway located between the bulkhead and the floating jet boat dock located in the Bayou Grande Sailing Marina. The work includes, but is not limited to, removal and disposal of the existing damaged gangway and bulkhead hangers, removal and replacement of damaged fabric canopy over the entrance gate, and construction of new gangway, including new bulkhead hanger pivots.

## SEAWALL

The Seawall is approximately 5,860 feet in length and was originally constructed in 1924 to retain fill and provide shoreline protection and stabilization. Repair of the Seawall is necessary due to damages caused by Hurricane Sally. Damages from Hurricane Sally consist of damaged sidewalks, upland scour and erosion, damage to the concrete seawall, and damaged lighting. The work for this portion of the project includes the repair or replacement of damaged sidewalk sections and pavers, repair of damaged concrete seawall, addition of rubble riprap between seawall and sidewalk, grading and seeding of scoured areas between the seawall and sidewalk, replacement of damaged lighting, and repair of a damaged brick wall. In addition, work for this portion of the project includes removal and disposal of potentially contaminated soil and repair of damaged monitoring wells.

## NAVAL AIR TECHNICAL TRAINING CENTER BOARDWALKS

The Naval Air Technical Training Center (NATTC) boardwalks consist of two boardwalks which serve as a Nature Trail and Beach Walkover and beach access from nearby NATTC facilities and barracks. This portion of the project consists of the in-kind repair and replacement of the storm damaged boardwalks.

Works includes, but is not limited to, removal and replacement of damaged timber posts, guard rails, deck planks, access stair/ramp, and foundation posts, caps, and deck stringers.

#### RV BOARDWALKS

The RV boardwalks consist of three boardwalks which serve as beach access from the nearby RV facilities to the beach. This portion of the project consists of the in-kind replacement of the storm damaged boardwalks. The work includes, but is not limited to, complete removal of the damaged boardwalks, including posts and debris and in-kind replacement of each boardwalk, ramps, and railings.

#### COTTAGE BOARDWALKS

The Cottage boardwalks consist of five boardwalks which serve as beach access from nearby facilities to the beach. This portion of the project consists of the in-kind repair and replacement of the storm damaged boardwalks. The work includes, but is not limited to, complete removal and replacement of portions of boardwalk, including posts and debris, boardwalk inspections, removal and replacement of damaged railings, removal and replacement of damaged deck boards, and removal and replacement of sand fence.

#### GOLF COURSE CART BRIDGE

The golf course cart bridge is located about and under the main gate bridge at NAS Pensacola and spans a waterway to provide golf cart access to the areas of the golf course located on either side of Duncan Road. Replacement of the golf course cart bridge is necessary due to damages caused by Hurricane Sally. This portion of the project consists of removing and replacing the existing storm damaged golf course cart bridge. The work includes, but is not limited to, complete removal of the existing bridge, including foundation piles, replacement of the bridge along similar alignment, and construction of ramps from the existing adjacent concrete pathways to the bridge.

#### MAIN GATE BRIDGE

The main gate vehicular bridge provides access to NAS Pensacola across Bayou Grande. Repair of the main gate bridge is necessary due to damages caused by Hurricane Sally. This portion of the project consists of the repair or in-kind replacement to damaged portions of the pile cap cheek wall.

#### SMALL BOAT BASIN AND ROCK JETTY (SBB JETTY)

The small boat basin is a berthing area for small vessels and serves as a parking and staging area for the Port Operation Building and the rock jetty, originally constructed circa 1900, is located at the southwest end of the quay wall. Repair of the small boat basin is necessary due to damages caused by Hurricane Sally. This portion of the project consists of repairs to the stone block quay wall (or bulkhead) about the small boat basin and the replacement of the adjacent jetty. The work includes, but is not limited to, removal and replacement of damaged masonry mortar joints, repair of damaged stone blocks, replacement of missing blocks, repaving of the damaged asphaltic concrete apron, repairs of sinkholes and erosion, repair of concrete base of light poles, removal and replacement of the jetty, and construction of battery-powered, solar-charged navigation hazard lighting along the top of the jetty.

## QUAY WALL

The quay wall serves as a temporary berthing facility for visiting vessels and other support craft and is in need of repairs due to damages caused by Hurricane Sally. This portion of the project consists of repairs to the concrete cap, recoating of the bulkhead, and the replacement of the existing timber fender system along the full length of the quay wall.

## PIER BRAVO 303B

Pier Bravo is used as a berthing facility for U.S. Coast Guard vessels and other visiting vessels and is in need of repairs due to damages caused by Hurricane Sally. This portion of the project consists of repairs to the timber piles, repairs to open holes in the sheet piles, and the backfill and paving of sinkholes located behind the bulkhead. A hurricane damaged unit substation located on Pier Bravo will also be replaced as part of this project, including demolition of the existing unit substation, concrete equipment pad, cables and feeders and construction of a new concrete equipment pad, new concrete-encased duct banks, secondary switchgear, new substation, new 15kV cables, electrical connections, and electrical meter. This will replace the failing unit substation with modern equipment capable of withstanding the harsh conditions prevalent to NAS Pensacola.

## SUBSTATION A AND B ROOFS

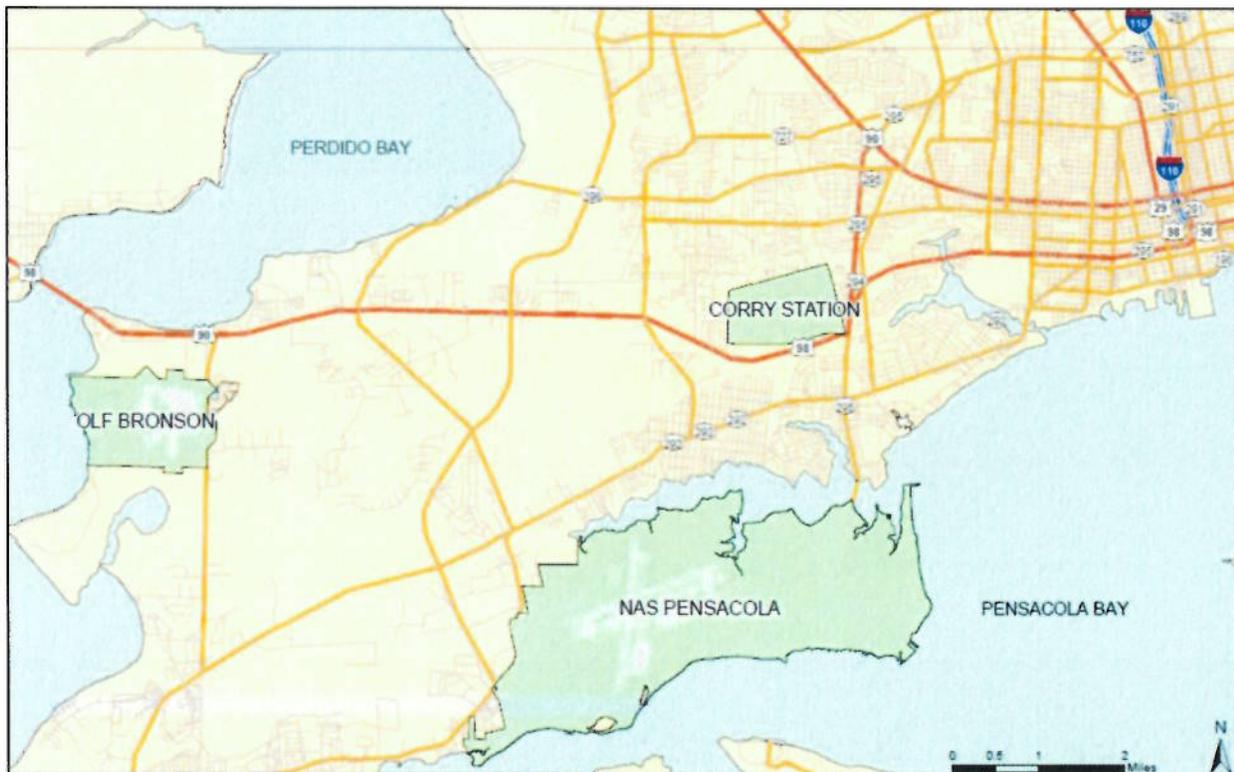
Substation-A consists of one structure used to house switchgear equipment and Substation-B consists of three free-standing structures used to house switchgear equipment, miscellaneous storage, and battery storage. Repairs to these structures are necessary due to damages caused by Hurricane Sally. The work for this portion of the project includes, but is not limited to, removal of temporary roof covering and existing metal roof assembly and flashing, removal and re-installation of wall-mounted lighting fixtures, antenna, or security cameras, removal of standing seam metal roof assembly, and construction of permanent seam metal roof assembly and associated flashing and soffit.

Restoring these structures and facilities to fully functional conditions is essential to meeting military mission requirements for NAS Pensacola. The Navy is proposing the action in a floodplain because repair and in-kind replacement of the existing structures and facilities is the most cost-efficient, feasible, and least destructive alternative for restoring these structures to fully functional conditions. If no action is provided, the above structures would continue to deteriorate and eventually become inoperable. This will incur extra costs and negatively affect military missions. Repair and in-kind replacement of the existing structures and facilities is the most cost-efficient alternative, will ensure that short and long-term military mission requirements are met, and allow for minimal effects to the floodplain and the natural environment.

Interested parties may submit written comments no later than 5:00 PM Central Time on November 27, 2021 by email to [joelle.odaniellopez@navy.mil](mailto:joelle.odaniellopez@navy.mil) or by mail postmarked no later than November 27, 2021 to:

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

### Location Map



### Site Map





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

5090  
Ser EV22/01198  
November 15, 2021

Mark Sramek  
NOAA NMFS Habitat Conservation Division  
263 13th Avenue South, Gulf of Mexico Branch  
St. Petersburg, FL 33701-5505

**SUBJECT: ESSENTIAL FISH HABITAT CONSULTATION**

The purpose of this consultation is to review the Department of the Navy's (DON) proposed series of repairs to coastal facilities and structures at Naval Air Station (NAS) Pensacola, Florida, in the aftermath of Hurricane Sally, and the potential effects on Essential Fish Habitat (EFH).

Enclosed is the USN's EFH Assessment. Based on the information and analysis presented in the Assessment, the DON has determined the project may impact EFH, but the potential effects are expected to be minimal.

The USN and the National Oceanic and Atmospheric Administration (NOAA) Fisheries 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 national security training and operations. The DON requests NOAA Fisheries' written reply by December 17, 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,

A handwritten signature in black ink, appearing to read "M. B. Oxendine", with a long horizontal flourish extending to the right.

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

Enclosure

Copy to:  
Mr. Michael Hardy, NAS Pensacola

**ESSENTIAL FISH HABITAT ASSESSMENT  
FOR  
HURRICANE SALLY RECOVERY REPAIRS  
AT  
NAVAL AIR STATION PENSACOLA, FLORIDA**

**NOVEMBER 2021**



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## 1. Introduction

The purpose of this document is to present the findings of the Essential Fish Habitat (EFH) assessment conducted for the proposed repairs of facilities and structures at Naval Air Station (NAS) Pensacola, as required by the Magnuson-Stevens Fishery Conservation and Management Act of 1976, as amended through 1996 (Magnuson-Stevens Act). These facilities and structures were damaged by Hurricane Sally in September 2020.

The objectives of this EFH Assessment are to describe how the actions proposed by the United States (U.S.) Navy at NAS Pensacola may affect EFH designated by the National Marine Fisheries Service (NMFS) and Gulf of Mexico Fisheries Management Council (GMFMC), for the area of influence of the project.

According to the GMFMC, EFH includes all estuarine and marine waters and substrates from the shoreline to the seaward limit of the Exclusive Economic Zone (EEZ). The area of influence of the Proposed Action would be the water and unconsolidated substrate in vicinity of the seven facilities and structures described herein.

This assessment includes a description of the Proposed Action and Action Area, a summary of EFH within the vicinity of the Action Area, and an assessment of the Proposed Action in terms of:

- (1) direct and indirect impact of individual stressors on EFH; and
- (2) cumulative effect of all stressors on EFH.

## 2. Purpose and Need for the Proposed Action

The United States (U.S.) Navy at Naval Air Station (NAS) Pensacola, Florida, proposes to repair 12 facilities and structures on the Installation’s Main Station that were damaged during Hurricane Sally in September 2020. Only seven of the 12 facilities and structures require repairs either in or over the water and therefore warrant an EFH Assessment. The seven facilities and structures are depicted in Figure 2-1 and listed below.



**Figure 2-1. Location of the facilities and structures to be repaired on NAS Pensacola. The projects warranting an EFH Assessment are numbered.**

1. Main Gate Bridge
2. Golf Cart Bridge
3. Small Boat Basin Bulkhead
4. Small Boat Basin Jetty
5. Charlie Pier
6. Quay Wall 303A
7. Wharf Bravo 303B

Restoring the facilities and structures to their fully functional condition is essential to meeting NAS Pensacola’s mission requirements. The golf cart bridge, small boat basin jetty, Charlie Pier, and Wharf Bravo cannot be used in their current damaged condition due to safety concerns. The Main Gate Bridge, while still in use, requires repairs to the cheek wall to meet safety requirements. Bulkheads and wharf seawall damage across the installation compromises shoreline stability and the protection of berthed vessels.

### 3. Location

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 3-1). The Action Area includes the vicinity of all of the numbered project areas labeled on the Main Station in Figure 2-1 above.

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 subject pilings and seawalls, there are no oyster beds in the Action Area. Water depth varies depending upon the specific project location, ranging from less than a foot deep near the shoreline of the golf cart bridge to 26 feet deep at Quay Wall 303A.

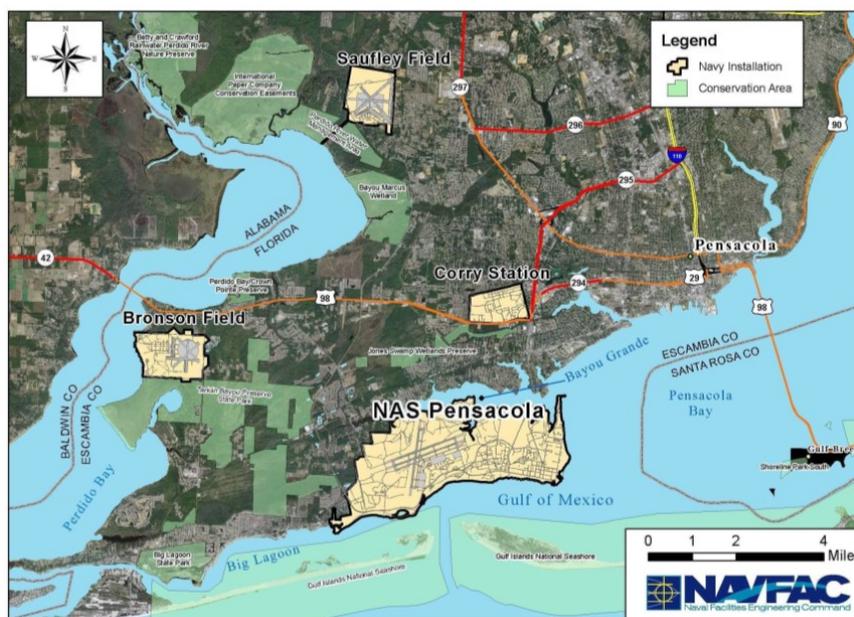


Figure 3-1. Location of the NAS Pensacola Main Station and outlying properties

## 4. Description of the Proposed Action

The Proposed Action consists of seven repair projects that would occur in or directly over potential Essential Fish Habitat (EFH). Those seven projects are described below.

### 4.1 Main Gate Bridge

This component of the Project consists of the repair to the damaged pile cap cheek wall on the Main Gate Bridge (Figure 4-1; see Figure 2-1 for site location). The cheek wall is comprised of a cast-in-place reinforced concrete panel attached to the end of the pile bent. The eastern cheek wall on bent 5 is damaged and is to be removed and replaced. The cheek wall is approximately 6'-6" wide by 7'-1" high by 9" thick. The damaged portion of the cheek wall, above the bearing seat, would be removed and replaced in kind. It is recommended that any undamaged existing reinforcing be left in place and utilized in the repair details.

Work would be performed from the bridge, but debris capture would occur using waterborne barges and small boats. This work is expected to require approximately 30 days.

Impacts to EFH would primarily be temporary shading of the water column. The substrate is a mix of sand and mud, and is devoid of seagrass and oyster beds. Because the repairs would occur above water, no sedimentation is anticipated.



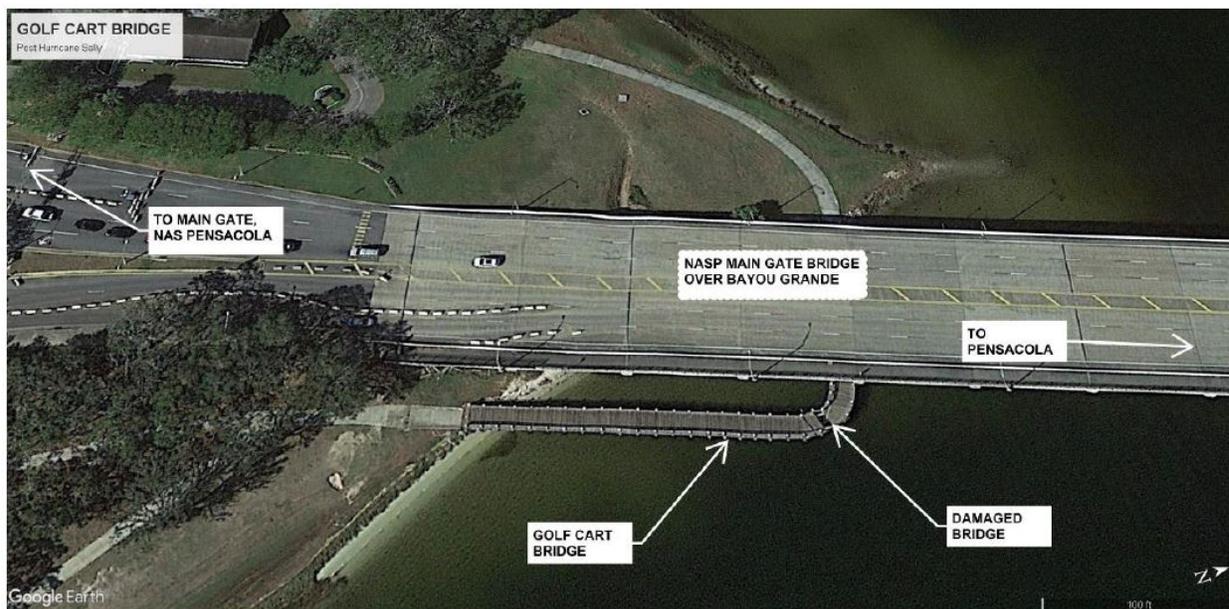
Figure 4-1. Damaged Cheek Wall on the Main Gate Bridge

### 4.2 Golf Cart Bridge

The Golf Cart Bridge allows golf carts to transit from the east to west portions of the station's golf course (See Figure 2-1 for site location). Hurricane Sally damage has compromised the structural integrity of the bridge. It is deteriorated and has become prone to failure due to condition of the materials and the exposure to the seawater. The existing Golf Cart Bridge will

be replaced with a system that meets Local and State regulations, United Facilities Guide Specifications (UFGS) and United Facilities Criteria (UFC) design standards. The bridge will connect concrete pathways and provide appropriate ramps from the existing adjacent concrete pathways to the bridge.

This component of the Project consists of removing and replacing the existing storm-damaged Golf Cart Bridge, located near and beneath the Main Gate Bridge adjacent to Bent 5 (Figure 4-2). The existing bridge consists of polyvinyl chloride (PVC) pipe foundation piles, timber bent caps, and timber stringers and deck. The bridge is approximately 14-feet wide, allowing golf carts to transit from the east to west portions of the station's golf course.



**Figure 4-2. Golf Cart Bridge**

The Proposed Action is summarized below. Work is anticipated to be performed from waterborne barges (potentially a jack-up barge) using a small crane and small work boats. Divers would be deployed to help remove existing debris in the water.

There are three piles per existing bent (approximately 75 piles in total) and the structure would be replaced in-kind. Pile removal would be dependent upon previous installation methods and existing conditions. All pile and deck replacement is anticipated to occur in and over the water. New timber piles would be installed via jetting, vibratory, or hydraulic jacks. This work is expected to require approximately 120 days.

- Remove the existing Golf Cart Bridge in its entirety, including the foundation piles.
- Replace the bridge along similar alignment between the connecting concrete pathways.
- Provide appropriate ramps from the existing adjacent concrete pathways to the bridge. The ramp slope must not exceed 5%.
- Coordinate with the Main Gate Bridge Owner regarding work under and adjacent to the bridge. Comply with any requirements and restrictions of the Bridge Owner. Do not impact or damage the existing Main Gate Bridge.

- The Golf Cart Bridge must be replaced along the same alignment as the existing.

Impacts to EFH would include temporary shading of the water column and shallower substrates by support vessels. Temporary sedimentation would occur during debris and pile removal, and during pile installation, particularly if the method of installation is jetting. Substrate in the area is a mix of sand and mud, and is devoid of seagrass and oyster beds, although shell hash could be present near the shoreline.

### 4.3 Small Boat Basin Bulkhead

The Small Boat Basin (SBB) Bulkhead encloses a slip approximately 115-feet wide by 570-feet long and serves as berthing for small vessels alongside the Port Operations Building (see Figure 1-1 for site location). The facility was originally constructed in about 1850 and was used as a dry dock. The Bulkhead, or Quay Wall, begins at the Allegheny Pier and extends about 275-feet westward, turning north into the slip (Figure 4-3). The total length of the Bulkhead is approximately 1,600 feet. It is comprised of stacked and mortared cut granite blocks supported on a timber pile foundation.



**Figure 4-3. Small Boat Basin Bulkhead (Quay Wall) and Jetty**

The Proposed Action is summarized below. Upland work would include the use of dump trucks, tampers, and other equipment for backfilling and pavement work. Water work would involve repairing the mortar joints and damaged blocks above the waterline, which would likely be performed from a small boat. Repairs below the waterline would be accomplished by divers. Block replacement would occur using a crane located landside of the bulkhead and in-water small boats. This work is expected to require approximately 30 days.

- Remove and replace/repoint damaged masonry mortar joints. Match existing color.
- Repair damaged granite blocks with mortar. Match color of blocks.
- Replace missing granite blocks. Match existing.
- Backfill and repave damage asphaltic concrete apron.

- Backfill and seed sinkholes and erosion behind the quay wall, various locations and sizes.
- Remove and replace damaged mooring cleats, including foundations, in-kind.
- Repair concrete base of light poles.

Impacts to EFH would include temporary shading of the water column and shallower substrates by support vessels. Substrate in the area is a mix of sand and mud, and is devoid of seagrass and oyster beds. Brief, localized sedimentation could occur if and when divers remove debris.

#### 4.4 Small Boat Basin Jetty

Located at the south and west of the Small Boat Basin is a granite stone block jetty (see Figure 4-3 above). The jetty was originally constructed circa 1900, is approximately 80-feet long at the top, and was comprised of stacked granite blocks of varying sizes. Prior to Hurricane Sally, the jetty extended 20-feet westward from the end of the SBB quay wall, then angled about 30-degrees south for the remaining 60-feet. An additional 160 feet of the jetty steps down beneath the water's surface to the mud line. The top of the jetty was around elevation +6 Mean Lower Low Water prior to the storm, with a water depth ranging from about 11-feet at the quay wall to 13-to-24 feet at the end of the blocks. The jetty is about 25-feet wide at the base, tapering to 10-feet wide at the top.

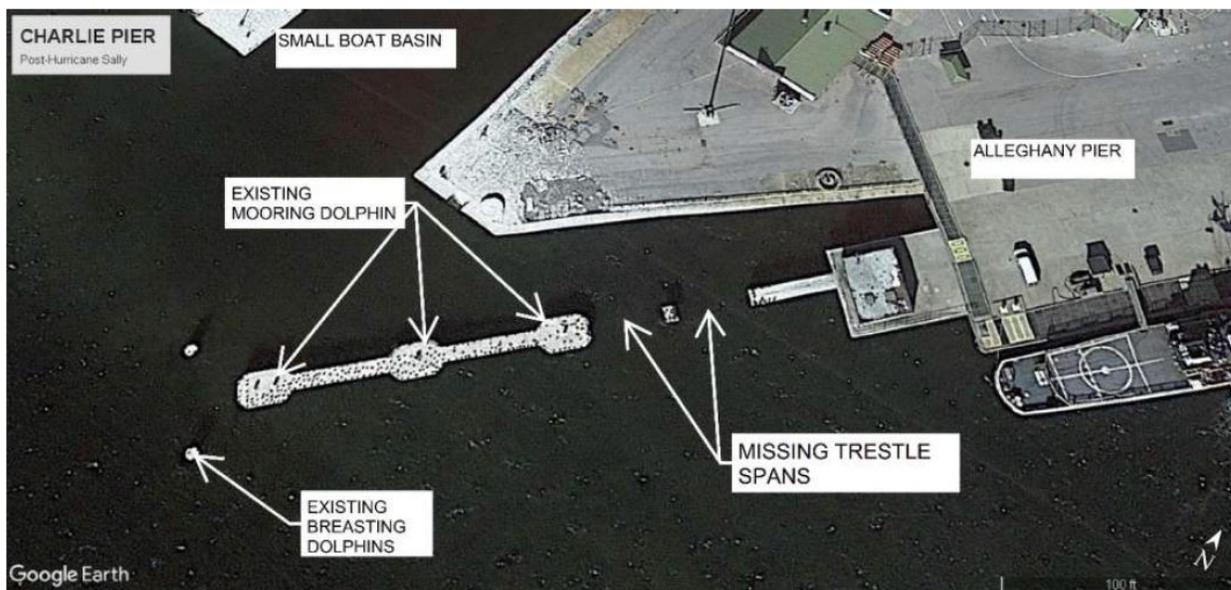
The Proposed Action is summarized below. Work would be performed from waterborne barges and cranes. Divers would also be deployed. Existing debris would be removed and reused for the core of the jetty. This work is expected to require approximately 75 days.

- Remove and salvage existing jetty granite blocks.
  - Re-use the blocks in the jetty replacement and to replace missing bulkhead blocks.
- Design the replacement jetty using granite rock riprap.
  - Jetty configuration is to match existing.
- Use salvaged granite blocks to provide a 10±feet wide level cap along the length of the jetty. Embed cap blocks into and supported by the rock riprap.
  - Provide new blocks if salvaged blocks are not usable or if quantity is inadequate.
- Provide battery powered, solar charged, LED low-level navigation hazard light along the top of the jetty. Provide no less than three LED low-level navigational lights along its length.

Impacts to EFH would primarily include temporary sedimentation as blocks and debris are lifted from the substrate and repositioned to reconstruct the jetty. The re-placement would occur within the footprint of the original jetty, but some areas of substrate that were previously not covered could end up beneath the repaired jetty. Temporary shading of the water column and shallower substrates by support vessels is also expected. Substrate in the area is a mix of sand and mud, and is devoid of seagrass and oyster beds.

#### 4.5 Charlie Pier

Charlie Pier provides large ship mooring capability at NASP (see Figure 2-1 for site location). Hurricane Sally destroyed two above-water trestle spans that require repair (Figure 4-4)



**Figure 4-4. Charlie Pier**

The Proposed Action is summarized below. The structure to be replaced is above the waterline, but work would be accomplished from waterborne barges with cranes. Divers would also be deployed to assist with inspections and debris recovery. Existing debris would be removed from the seabed and disposed of. This work is expected to require approximately 60 days.

- Repair existing access trestle concrete bent caps 8 and 9.
- Repair existing access trestle concrete bearing seat on mooring dolphin B45, near bent 10
- Replace missing access trestle spans, including guardrails.
- Repair damaged concrete overlay on existing access trestle spans, approximately 625 square feet.
- Repair damaged concrete along bottom of existing access trestle spans.
- Removal of existing access trestle spans from bay bottom and dispose of.
- Remove all guard railing and replace in-kind, 290 linear feet.
- Remove and replace lighting and grounding.

Impacts to EFH would include temporary shading of the water column and shallower substrates by support vessels. Substrate in the area is a mix of sand and mud, and is devoid of seagrass and oyster beds. Brief, localized sedimentation could occur if and when divers remove debris.

#### 4.6 Quay Wall 303A

This component of the Project consists of repairs to the concrete cap, recoating of the bulkhead, and the replacement of the existing timber fender system along the full length of Quay Wall 303A (see Figure 2-1 for site location). The Quay Wall is located at the end of the slip between Wharf Bravo and Pier Alpha (Figure 4-5). The Quay Wall was originally constructed circa 1940 as an anchored sheet pile bulkhead. Following extensive damage from Hurricane Fredrick in 1980 a new combi-King Pile/Steel Sheet Pile wall was constructed in front of the existing bulkhead. New tie rods and anchor wall were also constructed. The bulkhead is approximately 235 feet long with a water depth of 20-to-26 feet. The top of the concrete cap is about Elevation +10 Mean Lower Low Water (MLLW). The timber fender pile system consists of vertical timbers mounted on three rubber/ elastomeric blocks which are attached to the bulkhead.



**Figure 4-5. Quay Wall 303A**

The Proposed Action is summarized below. Repairs would take place above the waterline, but work would be accomplished from small boats as well as a small crane located in the uplands. This work is expected to require approximately 30 days.

- Repair cracks > 0.010-inch wide in the concrete cap using epoxy pressure injection.
- Repair spalls and other damage on the concrete cap. Remove and replace in its entirety the timber fender system, match existing.
- Clean and recoat the steel pile bulkhead from the bottom of the cap down to the MLLW.
  - Perform work after the existing fender system is removed, prior to installation of the replacement system.

Impacts to EFH would include temporary shading of the water column and shallower substrates by support vessels. Substrate in the area is a mix of sand and mud, and is devoid of seagrass and oyster beds.

#### 4.7 Wharf Bravo 303B

This component of the Project consists of repairs to the timber piles and the backfill and paving of eroded holes located behind the bulkhead around Wharf Bravo 303B (see Figure 2-1 for site location). Wharf Bravo 303B is at the west end of the Allegheny Wharf and is approximately 625 feet long (Figure 4-6). It has a steel combi HZ-pile bulkhead with tie rod anchors. The bulkhead was constructed circa 1980 in front of two previous retaining walls systems that were built and maintained between 1918 and 1940. The existing bulkhead is severely corroded with significant loss of sections and some open holes, on the scale of a few inches, in the sheet piles. Material loss through the openings has resulted in loss of backfill behind the apron and resulting sinkholes. The timber fender pile system is in disrepair with a number of loss and broken elements. The Proposed Action would patch the open holes in the sheet piles and backfill and pave the sink holes. The loss and broken fender sections would be removed and properly disposed.



**Figure 4-6. Wharf Bravo 303B**

The Proposed Action is summarized below. Repairs would take place above the waterline, but work would be accomplished from small boats as well as a small crane located in the uplands. Divers would also be deployed to assist with debris retrieval. This work is expected to require approximately 15 days.

- Weld steel patches to cover five open holes in the steel sheet pile (SSP) bulkhead.
- Backfill three sinkholes behind the bulkhead with approximately 325 cubic yards of fill.
- Remove approximately 275 square feet of damaged pavement from around the sinkholes.
- Fill and compact areas over sinkholes, with 12-inches densified aggregate base, approximately 1,000 square feet.
- Remove and dispose of 400 linear feet of loose and broken vertical and horizontal timber

fender wales and blocking.

- Replace with 12"x12" pressure treated timber, with ¾" galvanized bolts.

Impacts to EFH would include temporary shading of the water column and shallower substrates by support vessels. Substrate in the area is a mix of sand and mud, and is devoid of seagrass and oyster beds. Brief, localized sedimentation could occur if and when divers remove debris.

## 5. Essential Fish Habitat and Habitat Areas of Particular Concern

Essential fish habitat is those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity. The EFH types found in or near the Action Area are listed in Table 5-1. There are no Habitat Areas of Particular Concern (HAPC) that overlap the Action Area

**Table 5-1. Essential Fish Habitat (EFH) present at or near the Action Area and the applicable Fishery Management Plans (FMPs) associated with each.**

ESTUARINE/PALUSTRINE EFH	FMPs
Estuarine Water Column (High Salinity)	Snapper-Grouper, Coastal Migratory Pelagics, Atlantic Sharks
Soft Bottom (Intertidal/Subtidal)	Shrimp, Snapper-Grouper
<i>Sargassum</i> Habitat	Shrimp, Snapper-Grouper, Coastal Migratory Pelagics
Oyster Reefs and Shell Banks	Shrimp, Snapper-Grouper

## 6. Managed Fish Species and Habitat Associations

Table 6-1 lists the managed fishes and shrimps that may be present in the Action Area, with information about their habitats, food, and life stage requirements.

**Table 6-1: Managed fishes potentially occurring in the Action Area, their habitat associations, nursery and spawning habitats, sensitive life stages, primary prey, and life stages potentially present in the Action Area.**

COMMON NAME	SCIENTIFIC NAME	HABITAT ASSOCIATIONS	NURSERY/ SPAWNING HABITATS	SENSITIVE LIFE STAGE USE OF THE BAY	PRIMARY PREY	LIFE STAGE IN PROJECT AREA
<b>Red Drum</b>						
Red drum	<i>Sciaenops ocellatus</i>	Tidal creeks, aquatic vegetation, oyster reefs, unconsolidated sediment, beaches; migratory	Nursery: Estuary, Inshore Spawn: Inshore-Offshore	Nursery (summer-fall) Spawn (late summer-fall)	Opportunistic feeders on fish, invertebrates, small crabs, and shrimp	L/P/J/S/A
<b>Coastal Migratory Pelagics</b>						
Bluefish	<i>Pomatomus saltatrix</i>	Pelagic – water column, over rock or seagrass; migratory	Nursery: Estuary, Inshore Spawn: Inshore, Offshore	Nursery Warm months; Transient	Opportunistic feeders on fish (e.g., menhaden, jacks, sea trout, anchovies, shrimp, squid)	L/P/J/S/A
Cobia	<i>Rachycentron canadum</i>	Pelagic – water column, manmade structures, over reefs, migratory	Nursery: Inshore Spawn: Offshore	Transient	Opportunistic feeders on small fish, crabs, shrimp and squid	L/P/J/S/A
King Mackerel	<i>Scomberomorus cavalla</i>	Pelagic – water column, over rock or seagrass; migratory	Nursery: Inshore Spawn: Offshore	Nursery (spring-fall)	Pelagic schooling fish such as anchovies	L/P/J
Spanish Mackerel	<i>Scomberomorus maculatus</i>	Pelagic – water column, over rock or seagrass; migratory	Nursery: Inshore Spawn: Offshore	Nursery (spring-fall)	Pelagic schooling fish such as anchovies	L/P/J/S/A
<b>Reef Fish - Snappers</b>						
Gray snapper	<i>Lutjanus griseus</i>	Rocky areas, seagrass beds, reefs, unconsolidated sediment; offshore movement with age	Nursery: Estuary, lower reaches of rivers Spawn: Offshore	Nursery (summer-fall)	Opportunistic feeders on small fish, shrimps, crabs, gastropods, and cephalopods	L/P/J/S/A
Lane Snapper	<i>Lutjanus synagris</i>	Vegetated flats, reefs, over mud bottom; offshore movement with age	Nursery: Sea grass beds, bays Spawn: Offshore	Nursery (spring-summer)	Opportunistic feeders on small fish, shrimps, crabs, gastropods, and cephalopods	L/P/J/S

COMMON NAME	SCIENTIFIC NAME	HABITAT ASSOCIATIONS	NURSERY/ SPAWNING HABITATS	SENSITIVE LIFE STAGE USE OF THE BAY	PRIMARY PREY	LIFE STAGE IN PROJECT AREA
Red Snapper	<i>Lutjanus campechanus</i>	Rocky areas, seagrass beds, reefs, unconsolidated sediment; offshore movement with age	Nursery: Seagrass beds, estuary, hard bottom Spawn: Offshore	Nursery (summer-fall)	Opportunistic feeders on small fish, shrimps, crabs, gastropods, and cephalopods	L/P/J
<b>Reef Fish - Groupers</b>						
Gag	<i>Mycteroperca microlepis</i>	Seagrass beds, hard bottom, rocks, jetties, unconsolidated sediment; offshore movement with age	Nursery: Seagrass beds, hard bottom, rocks, jetties; Spawning: Offshore	Nursery (summer-fall)	Opportunistic feeders on small fish, shrimps, crabs, gastropods, and cephalopods	L/P/J
<b>Reef Fish - Wrasses</b>						
Hogfish	<i>Lachnolaimus maximus</i>	Seagrass beds, hard bottom, rocks, unconsolidated sediment; offshore movement with age	Nursery: Seagrass beds, hard bottom; Spawn: Offshore	Nursery (spring-fall)	Opportunistic feeders on fish, shrimp and invertebrates	L/P/J
<b>Shrimp</b>						
Brown Shrimp	<i>Penaeus aztecus</i>	Marsh grass-water interface, mud-sandy substrate; migratory	Nursery: Estuary Spawn: Inshore and Offshore	Nursery (spring-summer; may overwinter)	Invertebrates, decaying plant matter, organic debris	L/P/J/S/A
Pink Shrimp	<i>Penaeus duorarum</i>	Marsh grass-water interface, mud-sandy substrate; migratory	Nursery: Estuary Spawn: Inshore and Offshore	Nursery (spring-summer; may overwinter)	Invertebrates, decaying plant matter, organic debris	L/P/J/S/A
White Shrimp	<i>Penaeus setiferus</i>	Marsh grass-water interface, mud-sandy substrate; migratory	Nursery: Estuary Spawn: Inshore and Offshore	Nursery (spring-summer; may overwinter)	Invertebrates, decaying plant matter, organic debris	L/P/J/S/A
<b>Stone Crab</b>						
Gulf Stone Crab	<i>Menippe adina</i>	Rocky areas, hard bottom, seagrass beds, unconsolidated sediments	Nursery: Estuary, seagrass beds; Spawn: Inshore and Offshore	Nursery (spring-fall); Spawn (spring-summer)	Invertebrates, decaying plant matter, organic debris	L/P/J/S/A
<b>Sharks</b>						
Atlantic Sharpnose Shark	<i>Rhizoprionodon terraenovae</i>	Estuarine open water, coastline, tidal creeks, seagrass beds	Nursery: Estuary, bay, coast; Spawn: Inshore	Nursery (warm months); Transient	Opportunistic feeders on fish, shrimp, crabs, and mollusks	J/S/A

COMMON NAME	SCIENTIFIC NAME	HABITAT ASSOCIATIONS	NURSERY/ SPAWNING HABITATS	SENSITIVE LIFE STAGE USE OF THE BAY	PRIMARY PREY	LIFE STAGE IN PROJECT AREA
Bonnethead Shark	<i>Sphyrna tiburo</i>	Estuarine open water, coastline, tidal creeks, seagrass beds	Nursery: Estuary, bay, coast; Spawn: Inshore	Nursery (warm months) ; Transient	Opportunistic feeders on fish, shrimp, crabs, and mollusks	J/S/A
Bull Shark	<i>Carcharhinus leucas</i>	Estuarine open water, coastline, tidal creeks	Nursery: Estuary, bay, coast; Spawn: Inshore	Nursery (warm months) ; Transient	Opportunistic feeders on fish and crabs.	J/S/A
Great Hammerhead Shark	<i>Sphyrna mokarran</i>	Estuarine open water, coastline	Nursery: Estuary, bay, coast; Spawn: Inshore and Offshore	Transient	Opportunistic feeders on fish, especially stingrays	J/S
Spinner Shark	<i>Carcharhinus brevipinna</i>	Estuarine open water, coastline, tidal creeks, seagrass beds	Nursery: Estuary, bay, coast; Spawn: Inshore and Offshore	Nursery (warm months) ; Transient	Opportunistic feeders on fish, shrimp, crabs, and mollusks	J/S/A
Tiger Shark	<i>Galeocerdo cuvieri</i>	Estuarine open water, coastline	Nursery: Estuary, bay, coast; Spawn: Inshore and Offshore	Transient	Opportunistic feeders on fish, crabs, sea turtles, and sea birds	J/S

Notes: L = larvae, P = postlarvae, J = juvenile, S = subadults

## 7. Potential Impacts to EFH

Construction best management practices shall be followed to prevent negative impacts to water quality. These include adherence to the 2008 *Florida Stormwater Erosion and Sedimentation Control Inspector's Manual*, which prescribes the proper utilization of measures such as silt fences and turbidity barriers where applicable. All water quality mitigation measures shall be maintained as required to meet local, state, and federal regulations.

Anticipated stressors from the Proposed Action include:

- (1) Temporary loss of attached biota to pilings and jetty blocks,
- (2) temporary shading of the water column and unconsolidated mud and sand substrates beneath boats and vessels, and
- (3) Bottom disturbance and associated turbidity resulting from placement of new pilings.

### Loss of Attached Biota

Macroalgae, isolated oysters, and oyster clumps attached to the existing golf course bridge pilings would likely be directly disturbed or lost during relocations, but a comparable quantity of new biota would be expected to grow on the replacement piles, negating the loss of habitat within a year or two. The potential temporary loss of macroalgae and oysters represents a minimal, short-term impact on EFH.

### Shading

Temporary shading of the water column and benthos would result from the presence of support vessels during repairs. The substrates in the Action Area do not contain seagrasses or other live bottom. The benthos is unconsolidated mud and sand, so shading is not expected to have a detrimental impact to the habitat. The anticipated adverse effect of temporary shading in the Action Area represents an extremely minimal, short-term impact on EFH.

### Bottom Disturbance and Associated Turbidity

Temporary turbidity created during pile driving at the golf cart bridge, whether jet, vibratory, or impact driving, could positively or negatively impact foraging and refuge at an extremely local scale, but this impact would subside shortly after cessation of work on a given day. Similarly, the turbidity created by divers removing debris from the substrate would be local and of short duration. Floating turbidity screens would be utilized to contain any material suspended in the water column during construction activities. The anticipated adverse effect of bottom disturbance and turbidity in the Action Area represents a minimal impact on EFH.

### Cumulative Effect of Stressors

None of the Proposed Action stressors on EFH in the Action Area are anticipated to have greater than minimal impacts. Taken together, the combined impact of the temporary loss of biota, temporary shading, localized disturbance/turbidity in the demersal water column, and the permanent removal of storm-strewn debris near the shoreline is not expected to have more than a minimal adverse effect on EFH.

## **8. Navy Determination**

The Navy has concluded that the proposed Hurricane Sally repairs may have minimal adverse effects on EFH as described in the preceding sections. As such, the Navy is providing this EFH Assessment pursuant to 50 CFR 600.920(e) so the Service may provide additional conservation recommendations if necessary.

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# **Hurricane Sally Repairs at Naval Air Station Pensacola, Escambia County, Florida**

## **Federal Agency Coastal Zone Management Act (CZMA) Consistency Determination for the State of Florida**

### **Background**

Naval Air Station (NAS) Pensacola, located in Escambia County, Florida (Figure 1), has been recovering from the effects of Hurricane Sally since landfall occurred on September 16, 2020. NAS Pensacola 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 below. The Navy is evaluating the environmental effects of the Proposed Action through development of a Record of Categorical Exclusion under the National Environmental Policy Act (NEPA).

### **Proposed Action**

The Proposed Action is to complete 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 at NAS Pensacola (Figure 2). Individual project component details are provided below.

#### **I. Substations**

Hurricane damage assessments indicate that several unit substations were identified as damaged or compromised during Hurricane Sally. Fourteen substations will be replaced as part of this project. This portion of the project includes, but is not limited to, constructing new concrete equipment pads with ground loop, new concrete-encased duct banks, new substation and equipment pads, new 15kV cables spanning from each unit substation to the nearest manhole, new 480V or 208V feeders from each unit substation to service equipment, wireless power measurement equipment, and electrical connections. In addition, the existing damaged wireless power measurement equipment, unit substations, concrete equipment pads, 15kV cables, 480V or 208V feeders, and underground duct banks will be demolished and removed. This provides a long-term permanent solution for replacing unit substations by replacing failing substations with modern units capable of withstanding the harsh conditions prevalent to NAS Pensacola.

#### **II. Overhead Electrical Systems**

The overhead electrical systems provide electricity throughout NAS Pensacola. Electrical Assessment Surveys indicate that hurricanes have compromised the NAS Pensacola overhead power distribution system and a large percentage of existing electrical poles need replacement, repairs to equipment on the poles, and vegetation cleaned and cleared around the base of the

poles. This portion of the project includes, but is not limited to, replacement of 235 electrical poles, repair of 255 electrical poles, and vegetation clearing around 157 poles. The repair and replacement of these power poles and equipment will provide a more functional and secure utility power source for many facilities on the base and help the utility system sustain future storms.

### III. Underground Electrical Systems

The underground electrical distribution system provides electricity throughout NAS Pensacola. Electrical Assessment Surveys indicate that hurricanes have comprised the NAS Pensacola underground power distribution system and that certain existing manholes, handholes, and underground circuits need replacement. Repairs to manholes and handholes include, but is not limited to, evacuation of water from manholes, removal and disposal of abandoned paper insulated lead covered cables, cable capping, installation of missing cable circuit tags, replacement of missing cable rack insulators, reracking of circuit cables, and installation of bonding jumpers. Manhole replacement includes, but is not limited to, excavation for duct banks and manholes, dewatering of trench areas and manholes, installation of concrete covers, core drilling of manholes for conduit penetrations, installation of PVC for duct banks, installation of grounding conductors, installation of concrete duct banks, installation of cables, backfilling and compacting of open trenches and around manholes, and replacing asphalt in roadways. This work will replace damaged and end-of-life underground electrical distribution system equipment and also help the utility system sustain future storms.

### IV. Airfield Electrical Distribution System

Electrical Assessment Surveys indicate that hurricanes have compromised the NAS Pensacola underground power distribution system, including a portion of the NAS Pensacola airfield underground electrical distribution system. This portion of the project will modernize a portion of the airfield lighting circuit with new ethylene propylene rubber-insulated conductors installed in a new underground concrete encased duct bank with pad mounted sectionalizing cabinets and manholes. The existing airfield lighting cable was originally installed in 1955 when the airfield was constructed. Since the original installation, the cable has failed and been repaired several times. This will provide a more functional and secure utility power source for the airfield lighting and improve the reliability of the airfield lighting and navigation systems to enhance flight safety.

### V. Overhead Power to Underground

Electrical Assessment Surveys indicate that hurricanes have compromised the NAS Pensacola overhead power distribution system. This portion of the project will replace an existing overhead circuit with an underground circuit. This particular circuit has reached the end of its useful life and, in severe weather, experiences damage that results in curtailments to electric service to the U.S. Coast Guard Station and Fuel Farm. This is one of the longest circuits on NAS Pensacola and consists of 167 electrical poles. This will replace damaged and end-of-life overhead electrical distribution system equipment with underground systems and provide a more functional and

secure utility power source for many facilities on the base. This upgrade will also help this utility system sustain future storms.

#### VI. Substation M and Substation E Feeder

Substation M is the main electrical substation for NAS Pensacola and feeds all substations on the installation. Substation E is one of five electrical substations fed from Substation M by two 15 kV circuits in one underground direct buried duct bank system. This portion of the project will install a new reinforced concrete duct bank between Substation M and Substation E and demolish and replace concrete/asphalt at all places where the duct bank runs under sidewalks and roads. This will increase the resiliency of the electrical distribution system by separating the circuits that provide power from Substation M to Substation E into separate pathways and provide greater reliability for the power feed.

#### VII. Stormwater

Hurricane Sally caused widespread damage from high winds, rainfall induced flooding, and riverine and coastal erosion to several areas throughout the base, including stormwater systems that act as critical stormwater collection systems at various locations throughout NAS Pensacola. Damage assessments following the hurricane identified specific stormwater infrastructure areas needing repair or replacement. This portion of the project will replace existing damaged structures in-kind, with similar systems, incorporating current standards to restore the performance and improve the reliability of existing stormwater systems at selected locations that were damaged by Hurricane Sally (Figure 3).

#### VIII. Charlie Pier

Charlie Pier provides large ship mooring capability at NAS Pensacola and requires necessary repairs due to damage caused during Hurricane Sally (Figure 4). This portion of the project consists of in-kind repair and replacement of two storm damaged concrete access trestle spans to the mooring bollards located at the southern end of the Pier Allegheny at NAS Pensacola. The work includes, but is not limited to, repair of the existing access trestle, replacement of missing access trestle spans, repair of damaged concrete overlay and along the bottom of existing access trestle spans, removal and disposal of access trestle spans from bay bottom, and replacement of guardrails and lighting.

#### IX. Seawall North of Alpha Pier (B302C)

The seawall located north of Alpha Pier retains fill and provides shoreline protection and stabilization and requires necessary repairs due to damage caused by Hurricane Sally (Figure 5). This portion of the project consists of the backfill, regrading, and protecting of the uplands behind the existing concrete seawall located north of Pier Alpha and along Pensacola Bay at NAS Pensacola. The work includes, but is not limited to, removal and disposal of approximately seven existing concrete mooring blocks, clearing of debris, placement of rock rip rap armor stone over bedding layer over geotextile filter fabric, and seeding of areas without armor stone.

## X. Navy Operational Support Center Jet Boat Dock

The Navy Operational Support Center (NOSC) Jet Boat Dock requires repairs due to damages caused by Hurricane Sally (Figure 6). The structure is used by the NOSC for the berthing of small jet boats. This portion of the project consists of the removal and replacement of the damaged gangway located between the bulkhead and the floating jet boat dock located in the Bayou Grande Sailing Marina. The work includes, but is not limited to, removal and disposal of the existing damaged gangway and bulkhead hangers, removal and replacement of damaged fabric canopy over the entrance gate, and construction of new gangway, including new bulkhead hanger pivots.

## XI. Seawall

The Seawall is approximately 5,860 feet in length and was originally constructed in 1924 to retain fill and provide shoreline protection and stabilization. Repair of the Seawall is necessary due to damages caused by Hurricane Sally. Damages from Hurricane Sally consist of damaged sidewalks, upland scour and erosion, damage to the concrete seawall, and damaged lighting. The work for this portion of the project includes the repair or replacement of damaged sidewalk sections and pavers, repair of damaged concrete seawall, addition of rubble riprap between seawall and sidewalk, grading and seeding of scoured areas between the seawall and sidewalk, replacement of damaged lighting, and repair of a damaged brick wall. In addition, work for this portion of the project includes removal and disposal of potentially contaminated soil and repair of damaged monitoring wells.

## XII. Naval Air Technical Training Center Boardwalks

The Naval Air Technical Training Center (NATTC) boardwalks consist of two boardwalks which serve as a Nature Trail and Beach Walkover and beach access from nearby NATTC facilities and barracks. This portion of the project consists of the in-kind repair and replacement of the storm damaged boardwalks. Works includes, but is not limited to, removal and replacement of damaged timber posts, guard rails, deck planks, access stair/ramp, and foundation posts, caps, and deck stringers.

## XIII. RV Boardwalks

The RV boardwalks consist of three boardwalks which serve as beach access from the nearby RV facilities to the beach. This portion of the project consists of the in-kind replacement of the storm damaged boardwalks. The work includes, but is not limited to, complete removal of the damaged boardwalks, including posts and debris and in-kind replacement of each boardwalk, ramps, and railings.

#### XIV. Cottage Boardwalks

The Cottage boardwalks consist of five boardwalks which serve as beach access from nearby facilities to the beach. This portion of the project consists of the in-kind repair and replacement of the storm damaged boardwalks. The work includes, but is not limited to, complete removal and replacement of portions of boardwalk, including posts and debris, boardwalk inspections, removal and replacement of damaged railings, removal and replacement of damaged deck boards, and removal and replacement of sand fence.

#### XV. Building 4105 Lift Station

Building 4105 houses lift station equipment and is in need of repairs due to damages caused by Hurricane Sally. The building contains operational equipment even though it sustained roof and exterior damages caused by Hurricane Sally. Most of the damages are on the exterior envelope: the roof and the exterior door and louvers. This portion of the project includes, but is not limited to, constructing a new permanent standing seam metal roof system which includes replacement of roof covering system and all associated flashing, and replacement of damaged double door with louvers. Temporary roofing and damaged standing seam metal roof assembly will be removed as part of this project.

#### XVI. Golf Course Cart Bridge

The golf course cart bridge is located about and under the main gate bridge at NAS Pensacola and spans a waterway to provide golf cart access to the areas of the golf course located on either side of Duncan Road (Figure 7). Replacement of the golf course cart bridge is necessary due to damages caused by Hurricane Sally. This portion of the project consists of removing and replacing the existing storm damaged golf course cart bridge. The work includes, but is not limited to, complete removal of the existing bridge, including foundation piles, replacement of the bridge along similar alignment, and construction of ramps from the existing adjacent concrete pathways to the bridge.

#### XVII. Main Gate Bridge

The main gate vehicular bridge provides access to NAS Pensacola across Bayou Grande. Repair of the main gate bridge is necessary due to damages caused by Hurricane Sally. This portion of the project consists of the repair or in-kind replacement to damaged portions of the pile cap cheek wall.

#### XVIII. Small Boat Basin and Rock Jetty (SBB Jetty)

The small boat basin is a berthing area for small vessels and serves as a parking and staging area for the Port Operation Building and the rock jetty, originally constructed circa 1900, is located at the southwest end of the quay wall. Repair of the small boat basin is necessary due to damages caused by Hurricane Sally. This portion of the project consists of repairs to the stone block quay wall (or bulkhead) about the small boat basin and the replacement of the adjacent jetty. The work

includes, but is not limited to, removal and replacement of damaged masonry mortar joints, repair of damaged stone blocks, replacement of missing blocks, repaving of the damaged asphaltic concrete apron, repairs of sinkholes and erosion, repair of concrete base of light poles, removal and replacement of the jetty, and construction of battery-powered, solar-charged navigation hazard lighting along the top of the jetty.

#### XIX. Quay Wall

The quay wall serves as a temporary berthing facility for visiting vessels and other support craft and is in need of repairs due to damages caused by Hurricane Sally. This portion of the project consists of repairs to the concrete cap, recoating of the bulkhead, and the replacement of the existing timber fender system along the full length of the quay wall.

#### XX. Pier Bravo 303B

Pier Bravo is used as a berthing facility for U.S. Coast Guard vessels and other visiting vessels and is in need of repairs due to damages caused by Hurricane Sally. This portion of the project consists of repairs to the timber piles, repairs to open holes in the sheet piles, and the backfill and paving of sinkholes located behind the bulkhead. A hurricane damaged unit substation located on Pier Bravo will also be replaced as part of this project, including demolition of the existing unit substation, concrete equipment pad, cables and feeders and construction of a new concrete equipment pad, new concrete-encased duct banks, secondary switchgear, new substation, new 15kV cables, electrical connections, and electrical meter. This will replace the failing unit substation with modern equipment capable of withstanding the harsh conditions prevalent to NAS Pensacola.

#### XXI. Substation A and B Roofs

Substation-A consists of one structure used to house switchgear equipment and Substation-B consists of three free-standing structures used to house switchgear equipment, miscellaneous storage, and battery storage. Repairs to these structures are necessary due to damages caused by Hurricane Sally. The work for this portion of the project includes, but is not limited to, removal of temporary roof covering and existing metal roof assembly and flashing, removal and re-installation of wall-mounted lighting fixtures, antenna, or security cameras, removal of standing seam metal roof assembly, and construction of permanent seam metal roof assembly and associated flashing and soffit.

### **Purpose and Need**

The purpose of the Proposed Action is to complete repairs to and in-kind replacement of hurricane damaged structures and facilities including electrical systems and facilities, stormwater infrastructure, seawall infrastructure, boardwalks, lift station, bridges, and boat piers, docks and basins to restore these facilities to fully functional conditions.

The Proposed Action is needed because Hurricane Sally caused significant damages to the above structures and facilities and the repair and in-kind replacement of the existing structures and facilities is the most cost-efficient, feasible, and least destructive alternative for restoring these structures to fully functional conditions. If no action is provided, the above structures would continue to deteriorate and eventually become inoperable. This will incur extra costs and negatively affect military missions. Repair and in-kind replacement of the existing structures and facilities is the most cost-efficient alternative, will ensure that short and long-term military mission requirements are met, and allow for minimal effects to the human and natural environment.

### **Federal Consistency Review Determination**

Florida's Coastal Management Program is composed of state statutes, which constitute the enforceable policies of the Coastal Management Program. Statutes addressed as part of the Florida Coastal Management Program consistency review and considered in the analysis of the Proposed Action are discussed in Table 1. As analyzed in the consistency review table, the Navy has determined that the repairs to and in-kind replacement of hurricane damaged structures and facilities at NAS Pensacola, Florida, will be consistent to the maximum extent practicable with the federally enforceable policies of the Florida Coastal Management Program

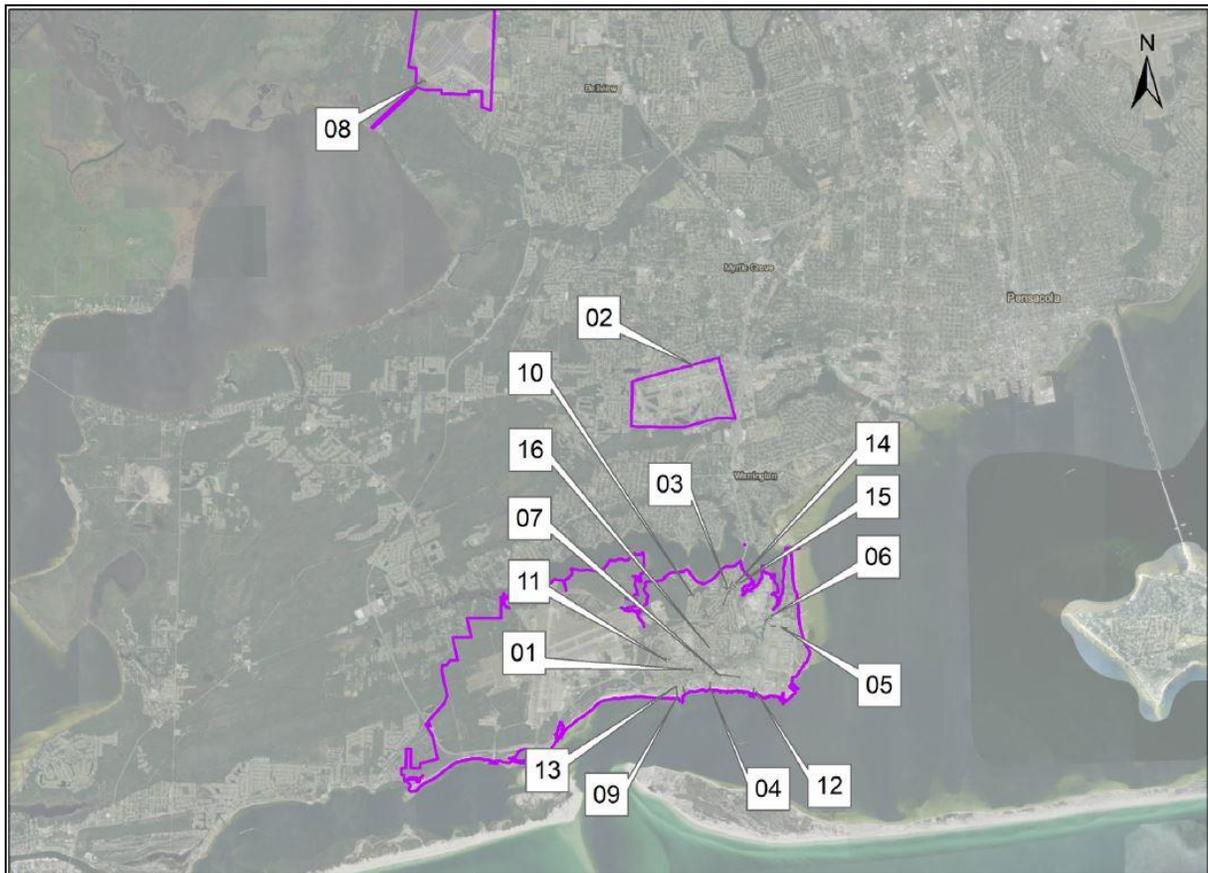
**Hurricane Sally Repairs at Naval Air Station Pensacola**  
**Project Figures**



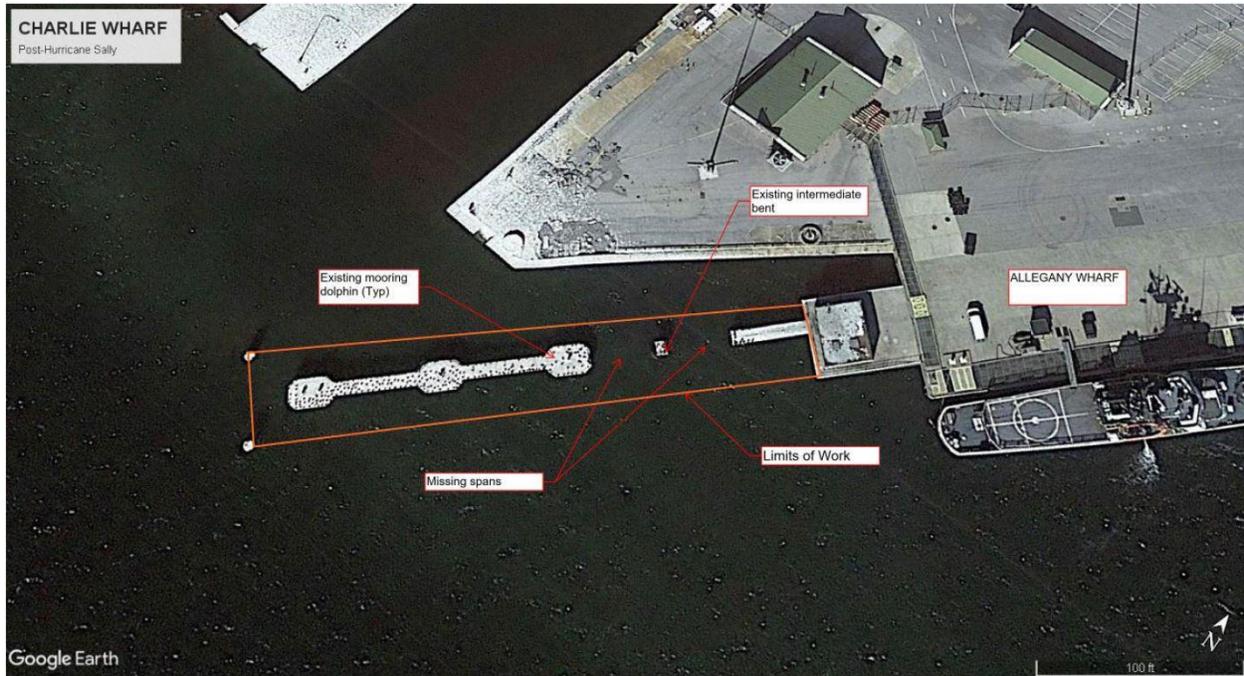
**Figure 1. NAS Pensacola Location Map**



**Figure 2: Project Site Locations**



**Figure 3: Stormwater Site Locations**



**Figure 4: Charlie Pier Repairs**



**Figure 5: Seawall North of Alpha Pier Repairs**



**Figure 6: NOSC Jet Boat Dock Repair Site**



**Figure 7: Golf Course Cart Bridge Repair Site**

**Table 1: Florida Coastal Management Program Consistency Review**

Florida’s Coastal Management Program is composed of 24 Florida Statutes to ensure the wise use and protection of the state’s coastal zone resources. The table below reviews the Proposed Action’s consistency with the enforceable policies of the Florida Coastal Management Program.

Florida Statute	Legal Scope	Consistency Evaluation
Chapter 161 <i>Beach and Shore Preservation</i>	Authorizes the Bureau of Beaches and Coastal Systems within Department of Environmental Protection (DEP) to regulate construction on or seaward of the state’s beaches.	The Proposed Action would not adversely affect the state’s beach and shore management. For construction on or adjacent to NAS Pensacola beaches and shoreline, native vegetation will not be damaged or removed and dunes will not be disturbed beyond the limit of work.
Chapter 163, Part II <i>Growth Policy; County and Municipal Planning; Land Development Regulation</i>	Requires local governments to prepare, adopt, and implement comprehensive plans that encourage the most appropriate use of land and natural resources in a manner consistent with the public interest.	The Proposed Action would not affect local (municipal or county) government comprehensive plans.
Chapter 186 <i>State and Regional Planning</i>	Details state-level planning requirements. Requires the development of special statewide plans governing water use, land development, and transportation.	The Proposed Action is being coordinated with the Florida State Clearinghouse during the planning process. The Proposed Action is consistent with the goals of this Chapter.
Chapter 252 <i>Emergency Management</i>	Provides for planning and implementation of the state’s response to, efforts to recover from, and mitigation of natural and man-made disasters.	The Proposed Action would not have an adverse effect on the ability of the state to respond to or recover from natural or man-made disasters.
Chapter 253 <i>State Lands</i>	Addresses the state’s administration of public lands and property of this state and provides direction regarding the acquisition, disposal, and management of all state lands.	The Proposed Action would not have an adverse effect on state’s administration of public lands and property
Chapter 258 <i>State Parks and Preserves</i>	Addresses administration and management of state parks and preserves.	The Proposed Action would not impact the administration or management of state parks and preserves.
Chapter 259 <i>Land Acquisitions for Conservation or Recreation</i>	Addresses public ownership of natural areas for the purposes of maintaining the state’s unique natural resources, promoting restoration activities on public lands, and providing lands for natural resource based recreation.	Implementation of the Proposed Action does not require acquisition of state lands, nor would the Proposed Action affect the manner in which state lands are managed.
Chapter 260 <i>Florida Greenways and Trails Act</i>	Establishes a statewide system of greenways and trails in order to conserve, develop, and use the natural resources of Florida for recreational purposes.	Implementation of the Proposed Action does not require acquisition of state lands, nor would the Proposed Action adversely affect the greenways and trails system.

Florida Statute	Legal Scope	Consistency Evaluation
Chapter 267 <i>Historical Resources</i>	Addresses management and preservation of the state's archaeological and historical resources.	<p>Cultural resources, including archaeological sites, historic districts, and individual structures, are known to exist within or adjacent to the project limits. The Proposed Action is being coordinated with the Florida State Historic Preservation Officer (SHPO) and mitigation measures will be followed as required.</p> <p>Projects where design is within 50 feet of known archaeological sites will comply with the NAS Pensacola Historical and Archaeological Resources Protection Plan and be approved by NAS Pensacola Cultural Resources Manager. If project limits are within 50 feet of known archaeological sites, an Archaeological Monitor will be on site during any ground disturbing activities.</p> <p>Should any cultural resources be discovered during project activities, the Proposed Action would cease and the discovery would be immediately reported to the NAS Pensacola Environmental Director and the Florida SHPO.</p>
Chapter 288 <i>Commercial Development and Capital Improvements</i>	Provides the framework for promoting and developing the general business, trade, and tourism components of the state economy.	The Proposed Action would not have an effect on commercial development or capital improvements.
Chapter 334 <i>Transportation Administration</i>	Addresses the state's policy concerning transportation administration and establishes the responsibilities of the state, counties, and municipalities to assure the development of an integrated, balanced statewide transportation system.	The Proposed Action would not have an effect on the state's policy concerning transportation administration. In addition, the Proposed Action would not disrupt current transportation patterns or affect existing levels of traffic safety.
Chapter 339 <i>Transportation Finance and Planning</i>	Addresses the finance and planning needs of the state's transportation system (Chapter 339).	The Proposed Action would not have an effect on the finance and planning needs of the state's transportation system.
Chapter 373 <i>Water Resources</i>	Addresses sustainable water management; conservation of surface and ground waters; preservation of natural resources, fish, and wildlife; protection of public land; and promotion of health and welfare of Floridians.	<p>A Jurisdictional Determination of wetlands and other surface waters will occur during the design and permitting phase for the Proposed Action. The determination will comply with the state and federal permitting process. Only approved wetland and surface water boundaries will be used for project designs to avoid and minimize impacts to the extent practical while supporting the project purpose and need.</p> <p>Applicable USACE or FDEP permits will be</p>

Florida Statute	Legal Scope	Consistency Evaluation
		<p>obtained in accordance with the CWA Section 404(b)(1) for any impacts to wetlands or surface waters; and an FDEP/NWFWMD ERP in accordance with F.A.C. 62-330. Action proponent will comply with all stipulations of those permits.</p> <p>Action proponent will coordinate with the USACE and the FDEP to provide an approved acreage of jurisdictional wetlands and waters impact, including both temporary and permanent project impacts. Mitigation requirements, if any, will be followed as identified through the state and federal permitting process.</p> <p>Potential impacts on nearby surface waters from sedimentation associated with implementation of the Proposed Action would be avoided or minimized by the use of appropriate best management practices (BMPs).</p>
<p>Chapter 375 <i>Outdoor Recreation and Conservation Lands</i></p>	<p>Develops comprehensive multipurpose outdoor recreation plan to document recreational supply and demand, describe current recreational opportunities, estimate need for additional recreational opportunities, and propose means to meet the identified needs.</p>	<p>The Proposed Action would not affect opportunities for recreation on state lands.</p>
<p>Chapter 376 <i>Pollutant Discharge Prevention and Removal</i></p>	<p>Regulates transfer, storage, and transportation of pollutants, and cleanup of pollutant discharges.</p>	<p>All established procedures for transport, storage, and handling of hazardous materials would be followed. The Navy does not anticipate the discharge of any pollutants in the marine environment or upon surface or ground waters. In the event of a spill, the Installation's written Spill Prevention, Control, and Countermeasure Plan would be followed.</p>
<p>Chapter 377 <i>Energy Resources</i></p>	<p>Addresses regulation, planning, and development of energy resources of the state.</p>	<p>The Proposed Action would not have an impact on the regulation, planning, and development of energy resources of the state.</p>
<p>Chapter 379 <i>Fish and Wildlife Conservation</i></p>	<p>Addresses management and protection of fish and wildlife in the state.</p>	<p>NAS Pensacola is home to a wide variety of plant and wildlife species. The Proposed Action will comply with federal, state, and base specific guidelines to protect natural resources. Areas of disturbance will be reviewed and investigated for potential wetlands and presence of listed species.</p> <p>Man-made structures, including culverts and drains, will be inspected for bats prior to demolition and rehabilitation.</p> <p>The spread of exotic and invasive plants</p>

Florida Statute	Legal Scope	Consistency Evaluation
		<p>will be prevented and sensitive plant and wildlife habitat will be protected.</p> <p>Gopher tortoise surveys will be completed for construction areas within upland habitats. If a buffer of 25-foot radius from a burrow entrance cannot be left undisturbed, a permit will be acquired through FWC. Work will cease if a gopher tortoise enters the construction/disturbance site or if a gopher tortoise burrow is encountered until the gopher tortoise can be removed from the site. If the project area contains tortoise burrows, Standard Protection Measures for the Eastern Indigo Snake will be followed as enforced by the U.S. Fish and Wildlife Service.</p> <p>If construction activities occur between March 15 and June 15, a pre-work survey will be performed within one week by an avian biologist to identify existing active nests and potential nesting habitat. For construction extending beyond two weeks, an avian biologist will complete additional surveys every two weeks. Work will be prohibited in areas with active nests either in trees or bushes or on the ground such as beaches.</p> <p>Some project components are located adjacent to known habitat of the gulf sturgeon, loggerhead sea turtle, green sea turtle, leatherback sea turtle, hawksbill sea turtle, Kemp's ridley sea turtle, and the West Indian Manatee. If species cannot be avoided or if habitat cannot be protected, applicable state, local, and federal permits will be obtained for work in these areas. During construction in marine habitat, a lookout will be maintained on each vessel to avoid vessel strikes with aquatic species. No debris from the project site will be allowed to be discharged into surface waters. Placement of equipment in shallow waters will be done in a manner to reduce entrapment of wildlife and removed as soon as work is completed.</p>
Chapter 380 <i>Land and Water Management</i>	Establishes land and water management policies to guide and coordinate local decisions relating to growth and development.	The Proposed Action would not affect development of state lands with regional effects, change coastal infrastructure, or use state funds for infrastructure planning, designing, or construction.
Chapter 381 <i>Public Health,</i>	Establishes public policy concerning the state's public health system.	The Proposed Action would not affect the state's public health system.

<b>Florida Statute</b>	<b>Legal Scope</b>	<b>Consistency Evaluation</b>
<i>General Provisions</i>		
Chapter 388 <i>Mosquito Control</i>	Addresses mosquito control efforts in the state.	The Proposed Action would not affect mosquito control efforts of the State of Florida.
Chapter 403 <i>Environmental Control</i>	Provides wide-ranging authority to address various environmental control concerns including air and water pollution, electrical power plan and transmission line siting, Interstate Environmental Control Compact, resource recovery and management, solid and hazardous waste management, drinking water protection, pollution prevention, ecosystem management, and natural gas transmission pipeline siting.	The Proposed Action would comply with applicable state regulations for air and water quality, solid and hazardous waste management, pollution prevention, and ecosystem management. The Navy would coordinate for all applicable permits as required by law.
Chapter 553 <i>Building Construction Standards</i>	Addresses building construction standards and provides for a unified Florida Building Code.	Building Construction Standards of the State of Florida will be followed as appropriate.
Chapter 582 <i>Soil and Water Conservation</i>	Provides for the control and prevention of soil erosion, prevention of floodwater and sediment damages, and further conservation, development, and use of soil and water resources.	A project specific Stormwater Pollution Prevention Plan will be followed, including BMPs addressing erosion and sediment controls to avoid or minimize impact on soils and water quality. The Proposed Action would be consistent with the current characteristic features of the area and landscape. Structures are being repaired or replaced in-kind and would not result in any changes to land use.
Chapter 597 <i>Aquaculture</i>	Establishes public policy concerning the cultivation of aquatic organisms.	The Proposed Action would not affect cultivation of aquatic organisms.

## 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  
**Subject:** [Non-DoD Source] RE: Department of the Navy CZMA Consistency Determination for Hurricane Sally Repairs at Naval Air Station Pensacola

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  
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**From:** Lizana, Anna E CIV USN NAVFAC SE JAX FL (USA) <anna.e.lizana.civ@us.navy.mil>  
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**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) <joelle.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  
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