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NAS SAUFLEY FIELD
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MASTER PLAN FOR NAVAL EDUCATION AND TRAINING PROGRAM MANAGEMENT
SUPPORT ACTIVITY NAS SAUFLEY FIELD FL
9/1/1988
NAVFAC SOUTHERN

MASTER PLAN

NETPMSA SAUFLEY FIELD

SEPTEMBER 1988

SOUTHERN DIVISION, NAVAL FACILITIES ENGINEERING COMMAND

EXECUTIVE SUMMARY

Saufley Field lies in south Escambia County, Florida about 7 miles northwest of downtown Pensacola, Florida, 10 miles northwest of Naval Air Station (NAS) Pensacola and 24 miles southwest of NAS Whiting Field.

Saufley Field's host activity is the Naval Education and Training Program Management Support Activity (NETPMSA). Tenants of Saufley include: Navy Comptroller Standard Systems Activity (NAVCOMPTSSA), Defense Activity for Non-Traditional Education Support (DANTES), Naval Training Systems Center (NAVTRASYSSEN), Naval Reserve Center (NAVRESCEN), Navy Exchange (NAVEX), Naval Aviation Depot Pensacola (NAVAVNDEPOT), NAS Pensacola Consolidated Firefighting Division (NAS Fire Department), Recreational Services - Naval Technical Training Center (NAVTECHTRACEN) Corry, Public Works Center - NAS Pensacola, and NAS Whiting Field Crash Unit. The Federal Bureau of Prisons (BOP) and the United States Customs also occupy space at Saufley Field.

No change in the mission for NETPMSA Saufley Field is anticipated during the planning period.

NETPMSA Saufley Field's October 1986 population report documented 395 military and 1,048 civilian personnel. The projected population for fiscal year 1992 for Saufley Field is 284 military and 1,085 civilian personnel for a total of 1,369 personnel. This projection indicates a reduction of 111 military and an increase of 37 civilian personnel for a net decrease of 74 personnel. In addition to NETPMSA's population, the Bureau of Prisons is expected to increase to a total of 350 prisoners and 75 staff personnel by 1992.

There are no significant development constraints within the station core of Saufley Field. There is a small area in the west corner of the station core with steep slopes. An aircraft accident potential zone which exists in the east corner of the station core should be reserved for open space or outdoor recreation. The off-station residential development along the south and west boundaries of the station should be considered when planning locations for future facilities.

The land uses on station are primarily administrative or office uses that have little relation to the original design and use of Saufley Field as a Naval Air Station.

Most of the land area within the station core is developed. Only a small number of parcels are available in the core for development. Infill development of these parcels is the most feasible alternative for providing expansion capabilities for existing functions located at Saufley Field and for locating new tenants.

The proposed land use plan for the station core seeks to maximize the use of the existing land use patterns, circulation system, and infrastructure while minimizing change to existing facilities. New facilities are proposed to be located in open areas adjacent to similar or compatible facilities. Existing vegetation is important to the image of Saufley Field, therefore, the preservation of trees should be considered when site planning for new buildings and parking areas. The following provides an analysis of the existing and required facilities at NETPMSA Saufley Field:

The hangars should continue to be used for air-related uses, storage or other similar uses. The intent is to preserve the integrity of the airfield.

The location of the station support uses at the west end and the outdoor recreation along the southern boundary of the station serve as appropriate buffers for the interior uses on station from off-station residential uses and should be maintained.

The abandoned pool at the intersection of Sprague Avenue and Frothingham Street should be removed to create a building site for the host activity.

Open space is proposed for the accident potential zone on the east corner of the station.

A new 12,470 volt electrical distribution system is being installed to ensure a dependable supply of electrical power to facilities on station. The installation also includes removal of existing base electrical generating equipment.

A new Data Processing Support Building, required to house personnel involved in the development of computer software, should be located as planned south of Building 2434.

The four boilers in the heating plant should be replaced with three energy efficient boilers. The boilers to be replaced are manually operated with no automatic controls. The boiler efficiency is very low, resulting in high operating and maintenance costs.

An Elevated Potable Water Storage Tank with a stored water capacity of 250,000 gallons is required to meet fire demand.

The demolition of the existing gymnasium and construction of a new gymnasium facility in the same location of the existing gymnasium are planned.

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I. INTRODUCTION

The Naval Education and Training Program Management Support Activity (NETPMSA) Saufley Field was originally opened in 1940 as an air station under the Pensacola Naval Air Station (NAS). Saufley Field's mission to train Naval aviators continued until 1976 when the core of the station was disestablished and the airfield was designated as an Outlying Landing Field (OLF). In May 1979 it was reactivated as the home of the Navy's Education and Training Program Development Center. In 1986, the station's name was changed to the Naval Education and Training Program Management Support Activity.

A. Purpose

The principal objective of the master plan is to provide for the orderly and efficient development of NETPMSA Saufley Field as well as enhance the quality of life on station while optimizing the use of Navy property. The master plan establishes an overall scheme for land use in response to the mission requirements of the station. The plan is structured to comply with and incorporate all the elements required and defined by NAVFACINST 11010.63B.

B. Technique (Methodology)

A pre-planning conference was held in October 1986 at NAS Whiting Field to review the steps involved in the preparation of the master plan.

Following the pre-planning conference, members of the study team interviewed various department heads and key personnel throughout the station. Interviews and observations of operating areas provided the study team with an understanding of the operations, functions, and particular problems or deficiencies of organizations and departments on station.

Questionnaires that had been completed by NETPMSA Saufley Field personnel were reviewed. The questionnaires provided general planning data, organization structure, and current and projected personnel base loading.

Following the field investigation and data collection, planning analyses were conducted to determine constraints and opportunities for future development on station. Planning assumptions and objectives were then developed to serve as the guiding principles in developing the concept plans.

Three alternate concept plans were developed to document different methods of accomplishing the planning objectives. The concepts were presented to NETPMSA Saufley Field and Southern Division, Naval Facilities Engineering Command (SOUTHNAVFACENGCOM). One plan was selected and is presented in the master plan as the recommended development concept for NETPMSA Saufley Field.

C. Scope

The master plan sets a framework for the future development of NETPMSA Saufley Field by examining the existing conditions at the installation as well as the area and vicinal factors influencing development.

An analysis of the current program at the base is provided which considers such elements as the deficiency and requirements for all areas of operation, future base loading and mission of the station. This analysis forms the basis for the proposed functional concept and a proposed land use plan. A Capital Improvements Plan (CIP), included as Appendix B, sets priorities and recommends construction phasing for the projects noted in the land use plan.

D. Planning Assumptions and Objectives

Prior to beginning preparation of the concept plans, several general assumptions were generated based on the information and data that were collected and analyzed. Following compiling the assumptions, objectives for future development at NETPMSA Saufley Field were formulated. The objectives provided guidance for developing the concepts plans. The objectives also served as a tool for evaluating the alternative concepts in terms of meeting future station requirements.

1. Planning Assumptions

- o No change in mission or base loading is anticipated during the five year planning period.
- o No troop or family housing is scheduled to be located at Saufley Field.
- o The airfield at Saufley will continue to be used by Whiting Field as an outlying field.

- o Existing trees, especially the oak trees in the station "core," are important to the visual and environmental quality of the station; therefore, as many trees as practical should be preserved.
- o Natural features do not present constraints for future development within the station "core" with the exception of steep slopes at the west corner and an area of aircraft accident potential at the far east corner of the site.
- o The Bureau of Prisons (BOP) will occupy Buildings 2440 and 2463 and may require additional space in the future. BOP plans to utilize Navy recreational facilities for prisoners and employees.
- o Maximum use should be made of existing permanent facilities such as buildings, roads and airfields.

2. Planning Objectives

- o Reserve the ability to convert facilities along the airfield to air-related activities.
- o Continue the use of outdoor recreation along the southern boundary of the station as a buffer from off-station land uses.
- o Maximize the use of existing permanent facilities. Choose to update and renovate permanent facilities over semi-permanent.
- o Consolidate each host and tenant activity in separate buildings or complexes of buildings when possible.
- o Locate high use facilities in an area that will minimize travel time for users.
- o Provide for expansion capabilities for future changes in demand.
- o Separate incompatible uses with other more compatible uses or open space buffers.

- o Use land best suited for development when selecting sites for new construction.
- o Provide for space deficiencies documented in the Facilities Requirements Plan.
- o Replace required inadequate structures with permanent structures.
- o Prevent deterioration of vacant facilities by assigning uses to occupy the facilities.

E. Location

Saufley Field lies in south Escambia County, Florida about 7 miles northwest of downtown Pensacola, Florida, 10 miles northwest of NAS Pensacola and 24 miles southwest of NAS Whiting Field. The location for Saufley Field is shown on the Vicinity Map. See Plate I-1.

F. Background and Activities

In 1939, 866 acres were purchased by the U.S. Government for Saufley Field. Saufley Field first opened for flight purposes in August 1940 as an air station under the Pensacola Naval Air Station. The field was named after Lieutenant (Junior Grade) Richard C. Saufley, a pioneer of naval aviation. LTJG Saufley was killed in 1916 in a plane crash off Santa Rosa Island while trying to better an earlier endurance record.

In 1943, Saufley Field was commissioned as a Naval Auxiliary Air Station (NAAS). During World War II, the field was used for training not only U.S. pilots but those from Allied nations. Saufley Field continued to have a high level of use until the opening of Sherman Field at NAS Pensacola.

Saufley Field continued to train naval aviators in tactics until 1957 when the mission of NAAS Saufley was changed to basic training of naval aviators. In 1968, Saufley was redesignated a Naval Air Station (NAS). In 1976, NAS Saufley was disestablished and placed in a caretaker status and the airfield was designated as an Outlying Landing Field. In 1979, it was reactivated and continues to be the home of the Naval Education and Training Program Management Support Activity. The airfield is currently used as an outlying field for training in fixed-wing aircraft by NAS Whiting Field based aircraft. Maintenance of the airfield is the responsibility of NETPMSA Saufley Field.

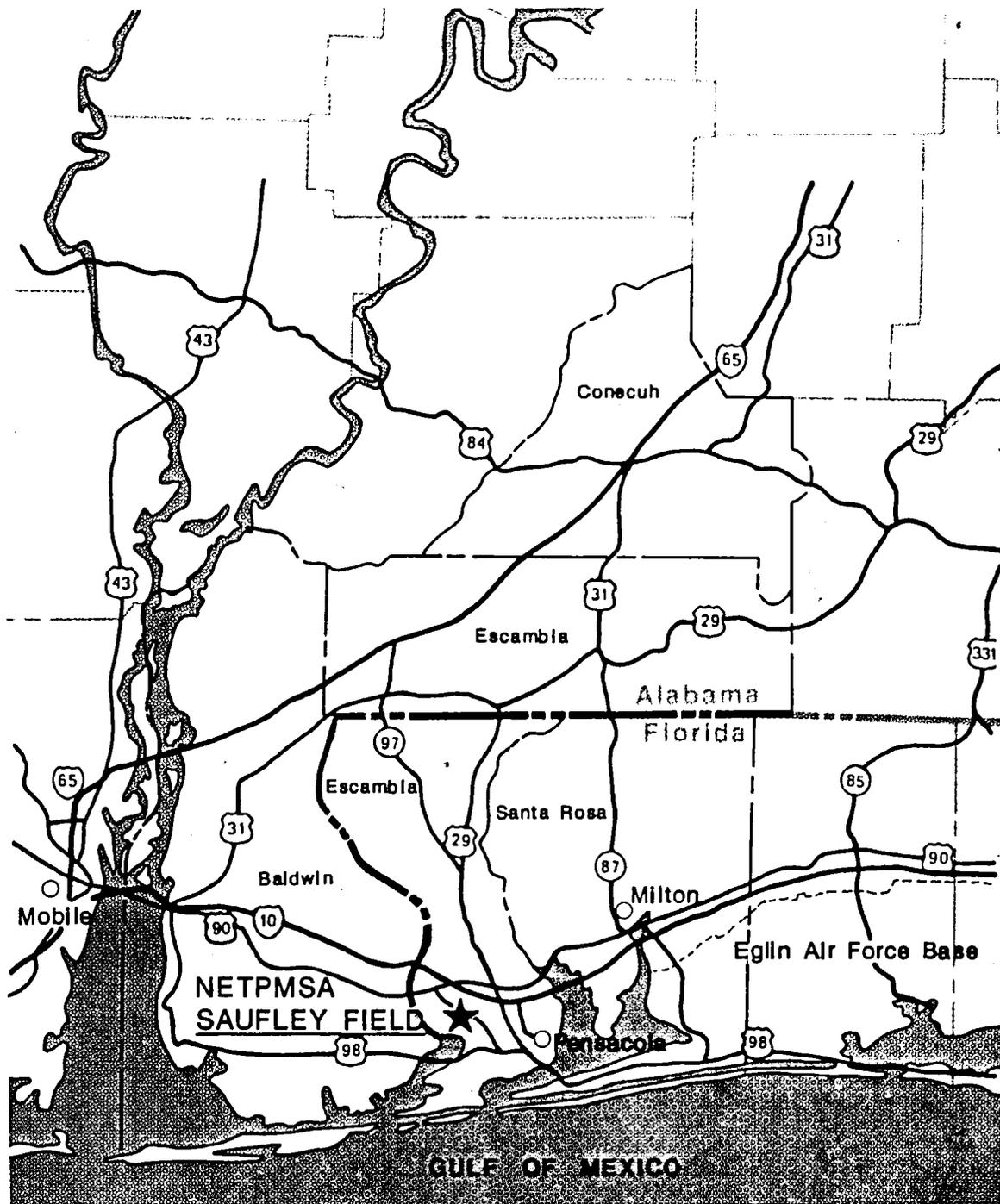


PLATE I-1

NETPMSA SAUFLEY FIELD VICINITY MAP

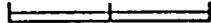
PENSACOLA, FLORIDA

LEGEND

- ★ NETPMSA Saufley Field
- State Lines
- - - County Lines



Scale: 0 10 20 Statute Miles



MASTER PLAN

G. Previous Master Planning Efforts

Prior to this master plan, NETPMSA Saufley Field was addressed in the Master Plans for NAS Whiting Field, NETPDC Saufley Field and Outlying Fields that was prepared by SOUTHNAVFACENCOM and approved by Chief of Naval Operations in April 1983.

II. AREA AND VICINAL FACTORS

A. Population

NETPMSA Saufley Field is located in the Pensacola Metropolitan Statistical Area (MSA) which consists of Santa Rosa and Escambia Counties, Florida. In 1985, the estimated population for Santa Rosa County was 63,381 and Escambia County was 264,715 for a total MSA population of 328,096. It is estimated that the Pensacola MSA population has grown at an annual growth rate of 2.6 percent since 1980. This was greater than the southern United States and twice the rate for the entire country for the same period.

By the year 2000, Santa Rosa County is projected to have a population of 79,800 and Escambia County is projected to grow to a population of 314,100.

B. History

Pensacola was founded in 1559 under King Phillip of Spain. Two years after its founding, the settlement was abandoned due to dissension among its inhabitants. A permanent settlement was not established until 1698 by the Spanish. The area was controlled at different times by Spanish, French and British rule until Florida was transferred to the United States by Spain in 1822.

During the Civil War, Pensacola again flew a different flag when the city was under the control of the Confederate government. In 1862, the Confederate government abandoned the city to the Union forces and once again, Pensacola was under the control of the United States. During its history, the city of Pensacola changed hands a total of thirteen times. The flags of five nations have flown over the city.

The first settlers of Santa Rosa County were Spanish conquistadors. Santa Rosa County is named after Santa Rosa Viterbo, a Roman Catholic Priest. In its early history, the area prospered partly due to a large smuggling trade designed to avoid the Spanish customs duties. Santa Rosa County was settled much later than Pensacola. The city of Milton was only a trading post as late as the end of the 18th Century. Milton was named in honor of John Milton, an early governor of Florida.

C. Historical and Cultural Resources

The Pensacola area has been known as the "cradle of Naval Aviation" since 1914. The Naval Aviation Museum was opened in Pensacola as a tribute to this heritage.

The city of Pensacola has established a 36-block Pensacola Historic District centered on Seville Square. The Historic Pensacola Preservation Board has been instrumental in establishing two other historic preservation districts in the city as well as operating three museum facilities: The Museum of West Florida History, the Transportation Museum and the T. T. Wentworth, Jr. State Museum. The Board has acquired and restored several historic homes in the city.

D. Natural Environment

1. Natural Resources Management Plan

A comprehensive Natural Resources Management Plan for NETPMSA Saufley Field has been prepared and is available from the Public Works Officer at the installation or from SOUTHNAVFACENGCOM (Code 243). This plan includes detailed information on the natural environment and provides specific plans for the optimum management and protection of natural resources in support of the activity's mission. The plan considers and supports current Public Laws, Executive Orders, DOD policy, OPNAV policy, and other policies relevant to federal land management. The Natural Resources Management Plan consists of a section for Land Management, Forestry Management (shown in Plate II-1), and Fish and Wildlife Management. Subjects include wetlands inventory, soil classification, vegetation, wildlife, endangered species protection, erosion and sedimentation control, and other information and maps related to the natural environment on base.

2. Climatology

The climate in the region is temperate, with warm and humid weather occurring much of the year. Average temperatures at Saufley Field range from 54°F in winter to 81°F during the summer. Temperatures fall below freezing levels an average of 14 days per year. Temperatures of 90°F or more occur an average of 31 days per year.

Average annual precipitation at Saufley Field is 53 inches, with July and September being the months of greatest precipitation. On the average, measurable amounts of rainfall occur 108 days per year. Along the Gulf Coast in general, precipitation occurs predominantly in the daytime. The period of high frequency of thunderstorms (1200-1800 CST) is evident all year, but especially during the summer. On any day during the summer months in the Pensacola area, there is a better than a 30 percent probability of having a thunderstorm between 1200-1800 CST.

Winds are primarily from the north from September through March and from the south from April through August. Winds are generally under 20 knots though gusting is

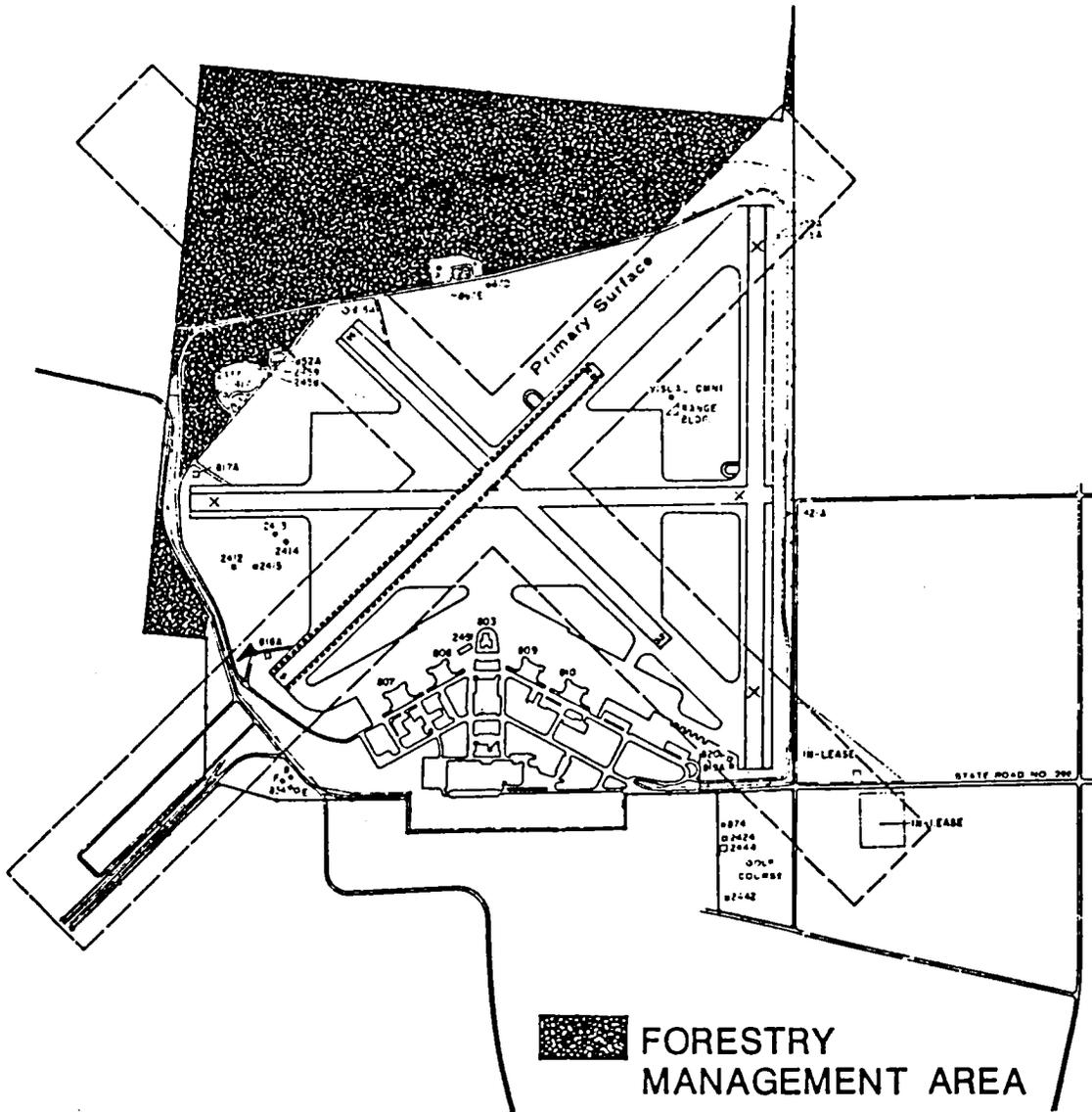


PLATE II-1

NETPMSA FORESTRY MANAGEMENT
 SAUFLEY FIELD PENSACOLA, FLORIDA



MASTER PLAN

typical. From April through September, sea breezes are common, generally starting during the late morning and lasting until after sunset.

3. Soils and Geology

The region lies in the Coastal plain Province, which consists mainly of unconsolidated sands, silts, limestones and clays deposited before the shoreline of the continental mainland reached its present position. No bedrock is found to a depth of 1800 feet. Oil wells are located in the region.

The region can be divided into two physiographic divisions, the Western Highlands and the Gulf Coastal Lowlands. The Western Highlands, which lie at the northern part of Santa Rosa and Escambia Counties, form a southwardly sloping plateau whose surface is cut by numerous streams. The area contains ceramic and brick quality clays and quartz sands and gravels. The Gulf Coastal Lowlands comprises the southern portion of the region and consists of relatively undissected, nearly level plains. Mineral resources are limited to sand, clay and gravel.

4. Topography and Hydrology

The southern portion of Santa Rosa and Escambia Counties lies in the Coastal Plain Province, which is nearly level, poorly drained land extending about 12 miles inland from the coast. At this point, the Western Highlands begin, an area characterized by sloping, well-drained land. Elevations over the region vary from sea level to 290 feet.

There are two primary sources for the region's abundant supply of freshwater: (1) fresh surface waters from rivers, streams, creeks and ponds and (2) groundwater from the sand and gravel aquifer, upper Floridan limestone aquifer and lower Floridan limestone aquifer. The high annual rainfall for this region provides ample water to recharge the groundwater and surface water systems of the area.

5. Vegetation and Wildlife

Western Florida forests are found throughout Escambia County. Slash and longleaf pine are the main species. There are also appreciable amounts of loblolly, and sand pine. The pines grow mostly on the uplands. Many hardwood species, such as sweetgum, blackgum, yellow-poplar, hickory, maple and baldcypress grow mainly along the Yellow, Blackwater and Escambia Rivers. Turkey, post, blackjack and bluejack oak grow on the southeast sandhills. Naturally occurring areas of Pensacola bahia grass and coastal bermuda grass are found in the county.

Escambia County has a wide variety of wildlife habitats. Many species of birds, mammals, reptiles and fish live throughout the county. Wildlife include whitetailed deer, bobwhite quail, gray and fox squirrel, mourning dove, and wild turkey, as well as many different wading birds, woodpeckers, raptors, songbirds and small mammals.

E. Political Environment

Both Escambia and Santa Rosa counties are governed through five-member boards of County Commissioners. Neither of the two counties has county-wide zoning.

In Escambia County, there is zoning in only three areas, the city of Pensacola, the area around the University of West Florida, and on Perdido Key. The zoning around the University was established as a condition of the state establishing a school there. Zoning on Perdido Key was established after the residents of the island petitioned the County Commission to do so. None of the Navy airfields in the county are in a zoned area. Escambia County is considering a draft airport overlay zoning ordinance. It is estimated that the ordinance could be adopted as early as December 1988.

In Santa Rosa County, there is zoning in the cities of Milton and Gulf Breeze. In May 1986, Santa Rosa County adopted an airport zoning ordinance that was drafted by the Navy. The ordinance is designed to regulate land uses and restrict the height of structures and trees within airport environs. The ordinance applies to Milton "T" Airport, NAS Whiting Field, OLF Choctaw, OLF Harold, OLF Spencer, OLF Pace, OLF Santa Rosa and OLF Holley.

The State of Florida passed the 1985 Omnibus Growth Management Law, Chapter 85-55. A part of this legislation, the Local Government Comprehensive Planning and Land Development Regulation Act, mandates that all local governments in the State of Florida adopt comprehensive plans in compliance with the new legislation. Both Escambia and Santa Rosa counties must adopt their plans by 1991. Subsequent to adopting a comprehensive plan, local governments are then mandated to adopt land use regulations to implement the plans.

1. Intergovernmental Coordination

As previously stated, Florida has adopted a "top-down" planning process designed to manage future growth. At the top of the pyramid is the State Comprehensive Plan. Next are the Comprehensive Regional Policy Plans. At the bottom of the pyramid are the local government comprehensive plans. According to the State's mandate, the plans must be consistent with plans

in the layers above them. Plans developed by local governments must be reviewed for compliance by the State of Florida Department of Community Affairs and by the Regional Planning Council. Escambia and Santa Rosa counties are in the jurisdiction of the West Florida Regional Planning Council (WFRPC). The office of the WFRPC is in Pensacola.

The Office of Management of Budget Circular A-95 sets forth procedures under which federal agencies and applicants for federal assistance must give state and local governments, through state and areawide clearinghouses, an opportunity to review and comment on proposed federal projects.

The WFRPC is the area A-95 clearinghouse responsible for coordination and review of federal plans and programs.

The State of Florida adopted a program to facilitate orderly and well-planned developments in the state by establishing a review procedure for developments that, because of their character, magnitude or location, will have a substantial effect on the health, safety or welfare of citizens of more than one county. These projects are known as Developments of Regional Impact (DRI). The WFRPC is also the agency responsible for coordinating the review of DRI's.

2. Environmental Management

A number of state and regional agencies, in addition to local governments, have review and permitting authority before projects can be constructed in Florida. The following agencies play a key role in managing the environmental quality in Escambia and Santa Rosa counties.

- o U. S. Environmental Protection Agency, Region IV, located in Atlanta, Georgia.
- o U. S. Army Corps of Engineers, South Atlantic Division, Atlanta, Georgia; Mobile (AL) district.
- o Florida Department of Environmental Regulation, located in Tallahassee; Pensacola district office.
- o Coastal Zone Management (CZM). The Department of Environmental Regulation is the State CZM authority, while the West Florida Regional Planning Council is the regional representative.

- o Northwest Florida Water Management District, District Office Havana, Florida.
- o Florida Game and Fresh Water Fish Commission; Tallahassee, Florida.
- o Florida Department of Natural Resources, Tallahassee, Florida.

F. Socioeconomic Profile

As shown in **Table II-1**, employment in the Pensacola MSA is dominated by the Government, Services and Trade sectors. This is partially due to the presence of many military facilities in the area.

Although Manufacturing is not a large component of the regional economy, many of the major employers are manufacturers: Monsanto, American Cyanamid, Vanity Fair Mills, Westinghouse, and Air Products and Chemicals Corporation. The manufacturing of chemicals and allied products is the predominant manufacturing activity in the region.

Personal income for residents of Escambia and Santa Rosa Counties is slightly below that of the State of Florida. Per capita income in 1984 for Escambia County was \$10,199 and \$10,459 for Santa Rosa County. The per capita income for the state was \$12,773 for the same period. Santa Rosa County ranked 28th in 1984 out of 67 counties in Florida in per capita income while Escambia County ranked 30th.

Total employment in Escambia County in 1985 was estimated to be 98,976 and Santa Rosa County's employment was estimated to be 13,483.

The unemployment rate of the area was slightly greater than that of the State of Florida and less than or equal to the nation's unemployment rate for the period of May-July 1987. Escambia County's unemployment rate averaged 5.9 percent and Santa Rosa County's rate was slightly higher at 6.2 percent. **Table II-2** shows the historical unemployment rates for both counties for the period of 1981-1986.

TABLE II-2

UNEMPLOYMENT RATES FOR ESCAMBIA AND SANTA ROSA COUNTIES

1981-1986

	1981	1982	1983	1984	1985	1986
Escambia County	5.8%	7.1%	7.6%	5.8%	5.7%	6.3%
Santa Rosa County	6.0%	7.1%	8.4%	7.3%	6.8%	7.7%

Source: 1987 Florida Statistical Abstract, Bureau of Economic and Business Research

The percentage of families with income below the poverty level in Escambia County in 1979 was 14.0 percent. Santa Rosa County's level was 13.9 percent. The counties ranked 39th and 37th, respectively, among Florida's 67 counties.

G. Regional and Vicinity Land Use

NETPMSA Saufley Field is within a five-county region comprised of Escambia and Santa Rosa Counties, Florida and Baldwin, Escambia and Conecuh Counties, Alabama.

The northern part of the region, Escambia and Conecuh Counties in Alabama and the northern portion of the other three counties, is generally hilly and forested. Most of the population is scattered in the rural areas and in a few cities and towns. There are also some areas of agricultural use mixed with woodlands. Land use in the northern part of the region is generally stable with little industrial or residential development.

In the southern part of the area, generally below a line connecting Bridgehead, Cantonment and Milton, the land is less hilly and there is more agricultural land use, generally mixed with woodlands. Towns and urban areas are more numerous. This area also has a generally higher population density. Pensacola and its suburbs comprise a large area of urban land use in southern Escambia County, Florida.

Most of the growth and development are occurring in the southern part of the region. Among the attractions are the Gulf shore and waterfront areas near the bays, where new vacation and retirement homes, including high-rise condominiums, are being developed. Large tracts have been subdivided in this part of the region, indicating continued development activity.

In Santa Rosa County, 1.9 percent of the land area is residential land use and 4.6 percent is classified as urban or developed. By contrast, Escambia County is more urban with 15.5 percent of the land area classified as urban or built-up.

H. Regional and Vicinity Trends

The population for the five-county region has grown rapidly in recent years. Between 1970 and 1980, the growth rate averaged 1.8 percent per year. This was the same as the growth rate for the southern United States and above the 1.1 percent annual growth rate for the nation. Between 1980 and 1984, the growth rate for the region increased to 2.2 percent per year. This was greater than the southern United States and twice the rate for the entire country for the same period.

Population growth has not been uniform throughout the region. Between 1980 and 1984, the three southernmost counties each grew at about 2.5 percent per year, while the two northernmost counties saw little or no population growth. An analysis of growth trends within each county shows that most of the population growth has been in areas near the coast, on the bays and in the suburbs around Pensacola.

Population projections for the five-county region are presented in Table II-3. The two Florida counties and Baldwin County, Alabama, are expected to continue their rapid growth through the eighties and grow at a somewhat slower rate during the following decade. Population in the other two Alabama counties is expected to increase at a much slower rate.

In Conecuh and Escambia Counties, almost all future development is expected to occur around the existing municipalities. In Escambia County, this includes the areas around Atmore, Brewton, East Brewton and Flomaton. Most development in Conecuh County is expected near Evergreen, with smaller concentrations at Repton and Castleberry.

In the northern part of Baldwin County, Alabama, most development is expected around the city of Bay Minette and in an area north of Interstate 10 and west of Highway 59. South of I-10, the development is likely to be more widespread. Extensive development is expected along and within a few miles of Mobile Bay, from I-10 south to Weeks Bay, as well as along the Gulf Coast and around Wolf Bay and Perdido Bay. Other likely areas for major development activity are around Foley, Bon Secour, and Gulf Shores. Most of the development along the Gulf Coast consists of vacation or retirement residences. Elsewhere in the county, new residential development is expected to support new local industry and the economic bases of Mobile and Pensacola and is likely to consist of mostly single-family housing.

TABLE II-3
FIVE-COUNTY REGION
POPULATION PROJECTIONS BY COUNTY

County	Population 1980	Population Projection		% Change 1980-2000
		1990	2000	
Escambia, FL	233,794	280,900	313,700	34
Santa Rosa, FL	55,989	68,800	79,900	43
Baldwin, AL	78,556	98,800	115,500	47
Escambia, AL	38,440	41,300	44,250	15
Conecuh, AL	15,884	16,100	16,600	5
5-County Total	422,663	505,900	569,950	35

Source: Bureau of Economic Research, University of Florida Bulletin No. 74, June 1985 (middle population of high, middle and low estimates for Florida counties); Alabama Office of State Planning and Federal Programs.

III. EXISTING CONDITIONS

A. Property Holdings

The property holdings for Saufley Field include 877.87 acres. The existing condition and limits of property are illustrated in **Plate III-I**.

B. Tenant Commands and Supported Units

Saufley Field's host activity is the Naval Education and Training Program Management Support Activity (NETPMSA). Tenants of Saufley include: Navy Comptroller Standard Systems Activity (NAVCOMPTSSA), Defense Activity for Non-Traditional Education Support (DANTES), Naval Training Systems Center (NAVTRASYSSEN), Naval Reserve Center (NAVRESCEN), Navy Exchange (NAVEX), Naval Aviation Depot (NAVAVNDEPOT), NAS Pensacola Consolidated Firefighting Division (NAS Fire Department), Recreational Services - Naval Technical Training Center (NAVTECHTRACEN) Corry, Public Works Center - NAS Pensacola, and NAS Whiting Field. The Federal Bureau of Prisons (BOP) and the United States Customs also occupy space at Saufley Field. **Plate III-2** shows the locations of tenant activities at Saufley Field.

C. Population (On-Station)

Saufley Field's October 1986 population report documented 395 military and 1,048 civilian personnel on station for a total of 1,443 personnel. The projected population for fiscal year 1992 for Saufley Field is 248 military and 1,085 civilian personnel for a total of 1,369 personnel. This projection indicates a reduction of 111 military and an increase of 37 civilian personnel for a net decrease of 74 personnel. In addition to NETPMSA's population, the Bureau of Prisons is expected to increase to a total of 350 prisoners and 75 staff personnel by 1992.

D. Natural Environment

1. Topography and Soils

Saufley Field sits on a low ridge with an elevation of 85 feet Mean Sea Level, which drops off to 25 feet on the north side to Eight Mile Creek and down to 10 feet to the west.

The area around Saufley Field consists of four different soils groups. The field itself and the area to the northeast are composed of the Lakeland-Eustis Association soils. These are nearly level or gently sloping sandy soils which are well drained and not subject to flooding. The area east of the

field is composed of the Norfolk-Ruston-Savannah Association which are nearly level to gently sloping loamy soils. These soils are well drained and not subject to flooding.

On the south and southwest sides of the field is a mixed Alluvial Land-Fresh Water Swamp Association. This land is nearly level, poorly drained and is located in flood plains and swamps. West of the field the soils belong to the Plummer-Rutlege Association, which is nearly level, poorly drained gray sandy soil that is subject to flooding. On the northwest side of the field, soils are in the Klej-Leon Association. These are nearly level poorly drained sandy soils.

2. Flood Plains

Saufley Field is affected by two 100-year flood plains which follow Eight Mile Creek and Eleven Mile Creek. The flood plains do not encroach upon the developed areas of the facility.

3. Vegetation and Wildlife

The Saufley Field site is dominated by the airfield and associated activities; therefore, most of the site is paved or covered in mowed grass. The northern portion of the property is forested and represents the only undeveloped wildlife habitat.

The forested areas at Saufley Field consist predominately of natural and planted stands of Slash Pines with one small area of Longleaf Pines. The vegetation surrounding the natural drain through the forested area is predominated by a variety of Oaks, Gums, and White Cedars.

Threatened and endangered plants observed or likely to occur at Saufley Field are listed below:

PLANTS

Scientific Name	Common Name
<i>Drosera intermedia</i>	Water sundew
<i>Epigaea repens</i>	Trailing arbutus
<i>Hexastylis arifolia</i>	Heartleaf
<i>Kalmia latifolia</i>	Mountain laurel
<i>Lilium iridollae</i>	Panhandle lily
<i>Polygonella macrophylla</i>	Large-leaved jointweed
<i>Rhododendron austrinum</i>	Orange azalea
<i>Sarracenia leucophylla</i>	White-top pitcherplant
<i>Sarracenia rubra</i>	Red-flowered pitcherplant
<i>Stewartia malacodendron</i>	Silky camellia

EXISTING CONDITIONS

LEGEND

- ==== PAVED ROAD & AIRFIELD PAVEMENT
- ===== IMPROVED OR UNIMPROVED ROAD
- BUILDING
- AIRFIELD PROPERTY BOUNDARY
- x— FENCE
- - - - PRIMARY SURFACE/CLEAR ZONE
- RUNWAY LIGHTS
- ▲ WINDSOCK

FIELD EL. 85'MSL

SOURCE: SOUTHNAVFACENGCOM

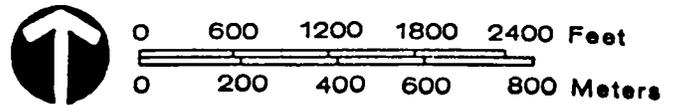
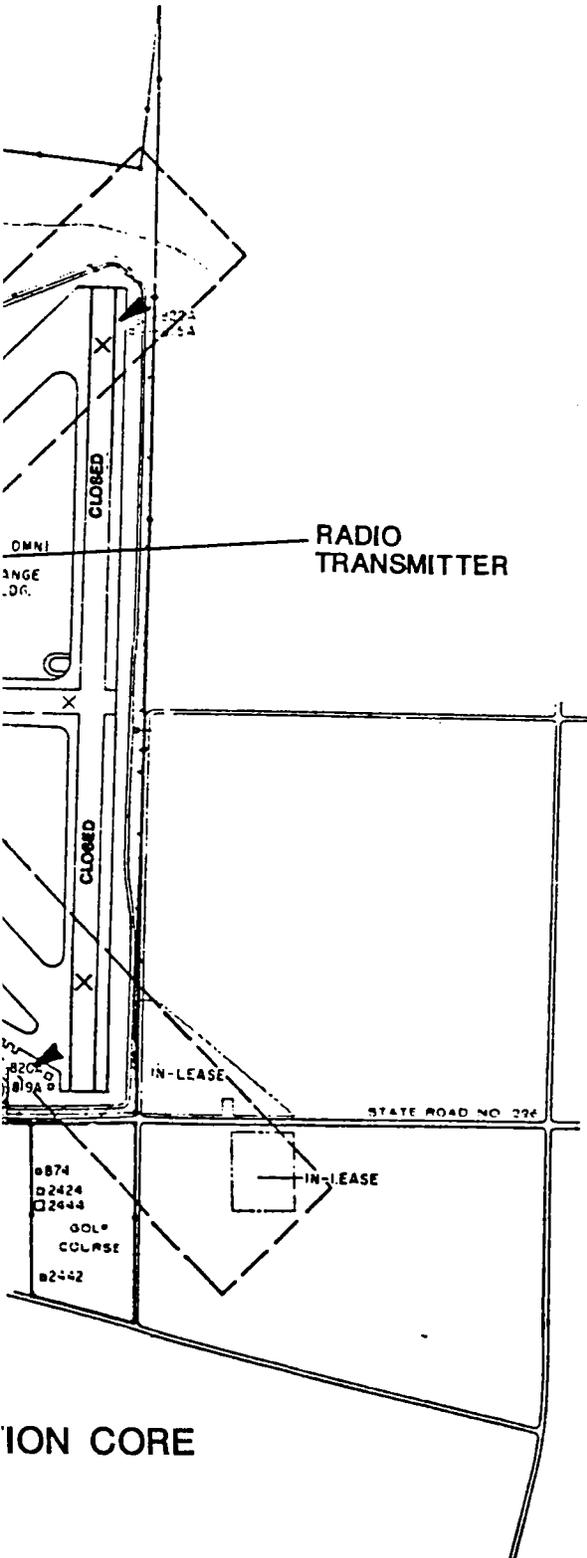


PLATE III-1

NETPMSA SAUFLEY FIELD

PENSACOLA, FLORIDA

MASTER PLAN



TENANT ACTIVITY PLAN LEGEND

-  NETPMSA
-  NAVCOMPTSSA
-  REC. SERVICES, NTTC CORRY
-  PWC
-  NAVRESCEN
-  DANTES
-  NAVTRASYSSEN
-  NAVEX
-  NASPNCLA FIRE DEPT.
-  WF CRASH UNITS
-  U.S. CUSTOMS
-  VACANT
-  BOP
-  NAVAVNDEPOT

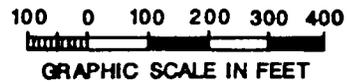
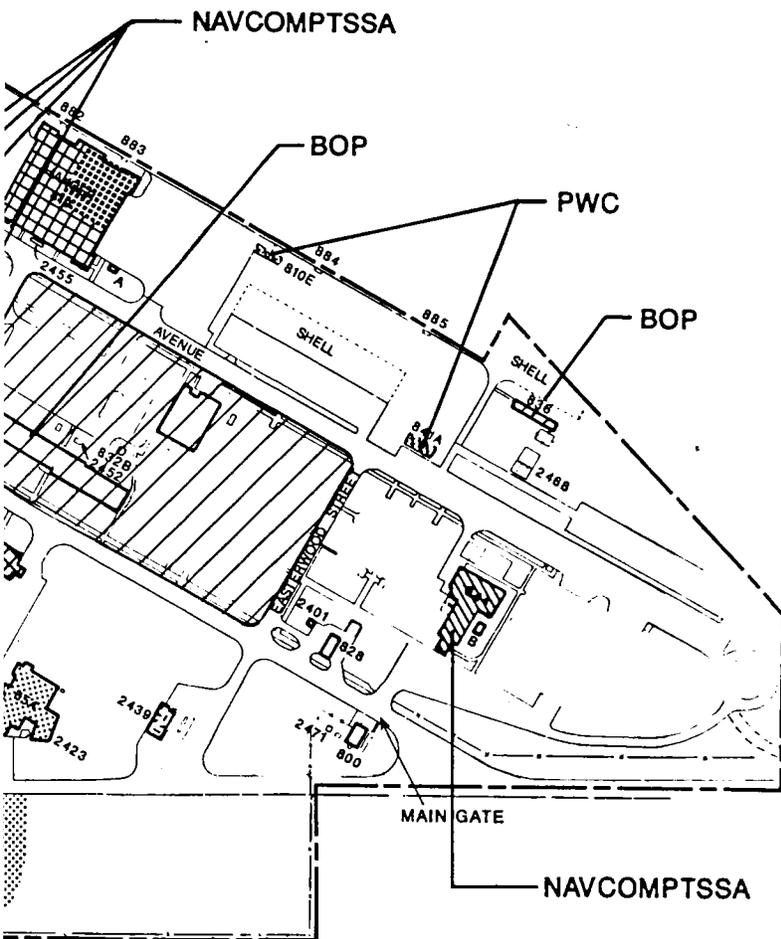
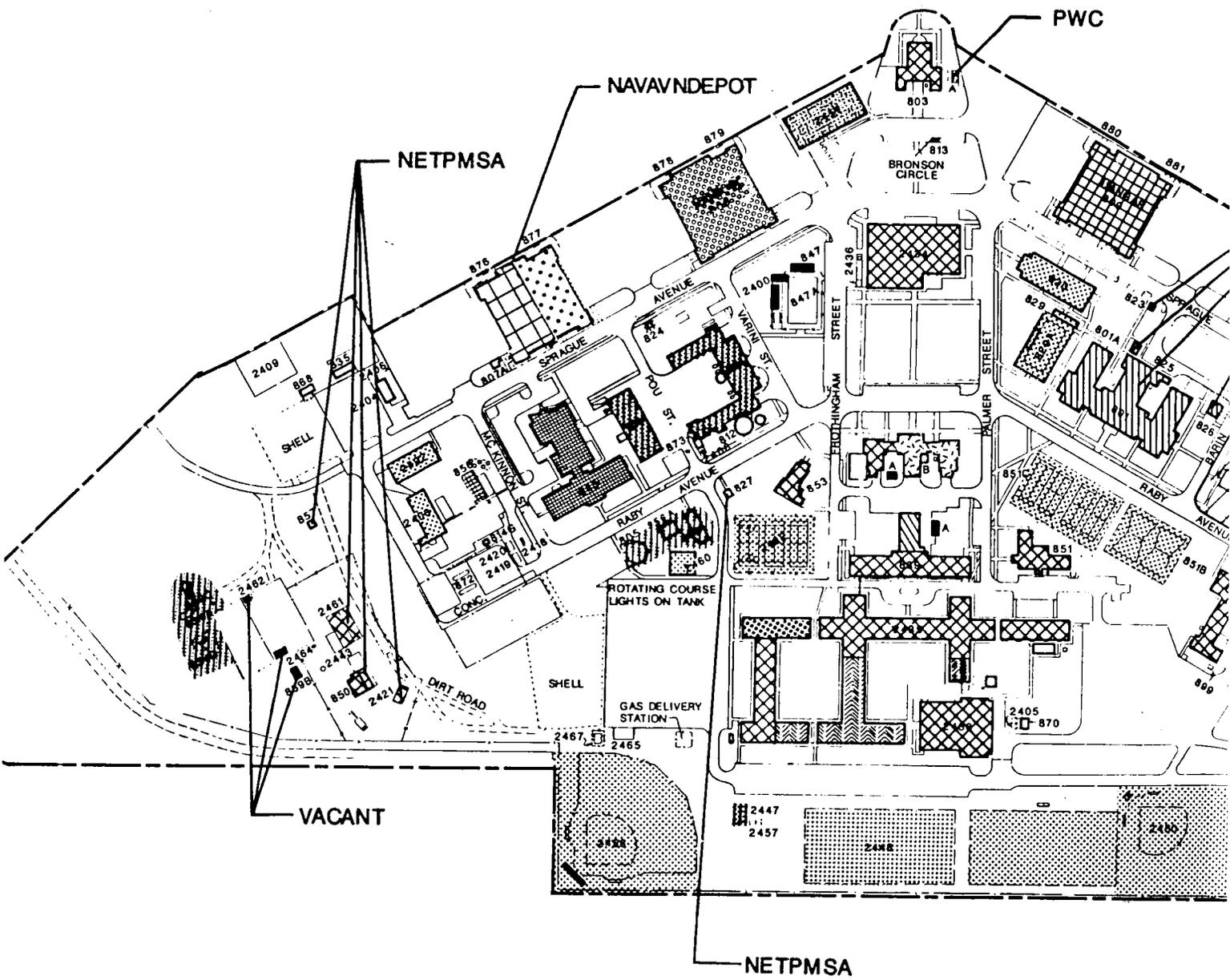


PLATE III-2

NETPMSA SAUFLEY FIELD

PENSACOLA, FLORIDA

MASTER PLAN



Animals in the area include deer, squirrel, skunks, rats, mice, fox, snakes, frogs and toads. Among the birds are turkey, quail, woodpeckers, heron, and hawks. Threatened and endangered animals observed or likely to occur at Saufley Field are listed below:

Scientific Name

Common Name

FISHES

Fundulus jenkinsi

Saltmarsh topminnow

AMPHIBIANS AND REPTILES

Alligator mississippiensis
 Drymarchon corais couperi
 Gopherus polyphemus
 Rana areolata aesopus
 Macroclmys temmincki

American alligator
 Eastern indigo snake
 Gopher tortoise
 Florida gopher frog
 Alligator snapping
 turtle

MAMMALS

Ursus americanus floridanus

Florida black bear

BIRDS

Dendroica dominica stoddardi

Stoddard's yellow-
 throated warbler

Egretta thula

Snowy egret

Falco peregrinus tundrius

Arctic Peregrine
 falcon

Falco sparverius paulus

Southeastern kestrel

Haliaeetus leucocephalus

Bald eagle

Pandion haliaetus

Osprey

Pelecanus occidentalis
 carolinensis

Eastern brown
 pelican

INVERTEBRATES

Copris gopheri

Copris tortoise
 commensal scarab
 beetle

E. Built Environment

1. Existing Land Use

The existing land use for the station core of Saufley Field is shown in **Plate III-3**. Most of the land area within the core is developed. Only small scattered areas of open space are available for future development. Many large oak trees and stands of mature pine trees exist within many of the remaining open spaces.

The land uses on station are primarily administrative or office uses that have little relation to the original design and use of Saufley Field as a Naval Air Station. There are no personnel housed at Saufley Field today. Many of the uses on station occupy buildings that were originally designed for other purposes. For example, the principal activity at the station NETPMSA occupies buildings designed as housing for military personnel. The housing was converted to house headquarters, administration and general office functions. Much of the hangar space has been converted to storage space.

The outdoor recreation area along the southern boundary of the station serves as a good buffer between Saufley Field and the adjacent off-station uses. Other recreation areas are integrated throughout the station core.

Off-station residential development is occurring immediately adjacent to the south and west boundaries of Saufley Field. These off-station uses should be considered when planning the locations of future facilities on station.

2. Utilities

All utilities are provided by Public Works Center (PWC). PWC owns the power plant, wells, sewage facilities and all distribution systems.

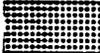
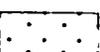
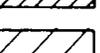
a. Electrical System

Gulf Power Company, of Pensacola, furnishes 12,470 volts primary power to the station, where it is stepped down to 2,400 volts for secondary power distribution within the station. The Gulf Power substation has a capacity of 3,750 KVA with one 3-phase transformer on line; there is no standby transformer. There are no above ground electrical distribution lines.

A new electrical distribution system, which is illustrated in **Plate III-4**, is currently being installed to replace the present system that was installed in 1939.

EXISTING LAND USE

LEGEND

-  ADMINISTRATION
-  ADMINISTRATION STORAGE
-  COMMUNITY SUPPORT FAC.
-  PUBLIC WORKS
-  RECREATION
-  TRAINING
-  AIR CRASH RESCUE
-  ABANDONED SWIMMING POOL
-  U.S. CUSTOMS ADMINISTRATION/ OPERATIONS AND STORAGE
-  VACANT
-  INDUSTRIAL
-  PRISON CAMP

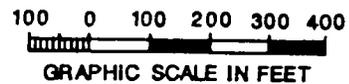
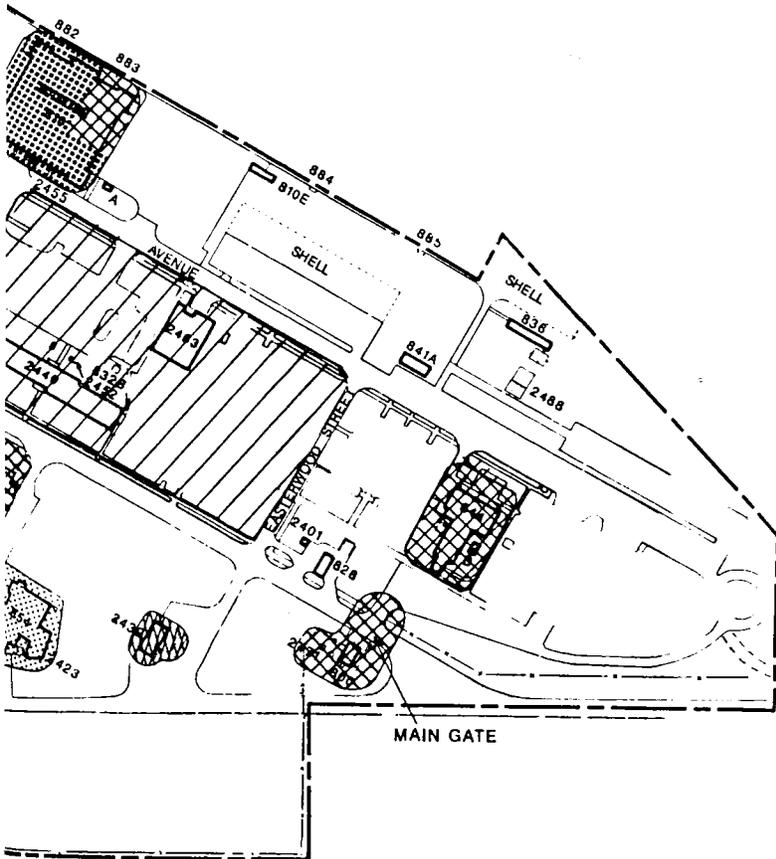


PLATE III-3

NETPMSA
SAUFLEY FIELD

PENSACOLA, FLORIDA

MASTER PLAN

UTILITIES, WATER SUPPLY

LEGEND

■ WELLS

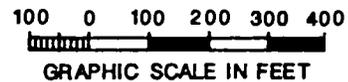
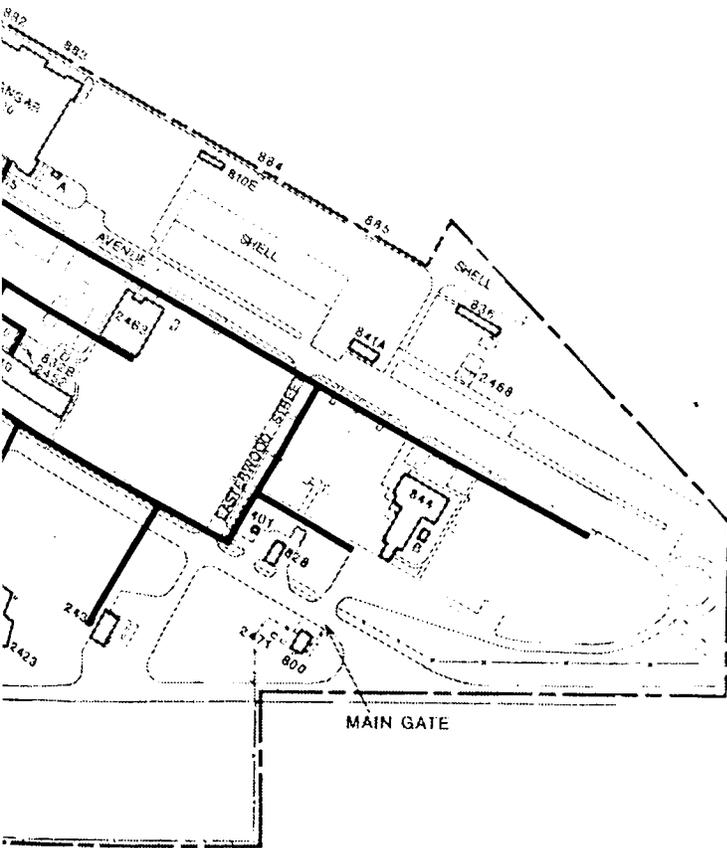


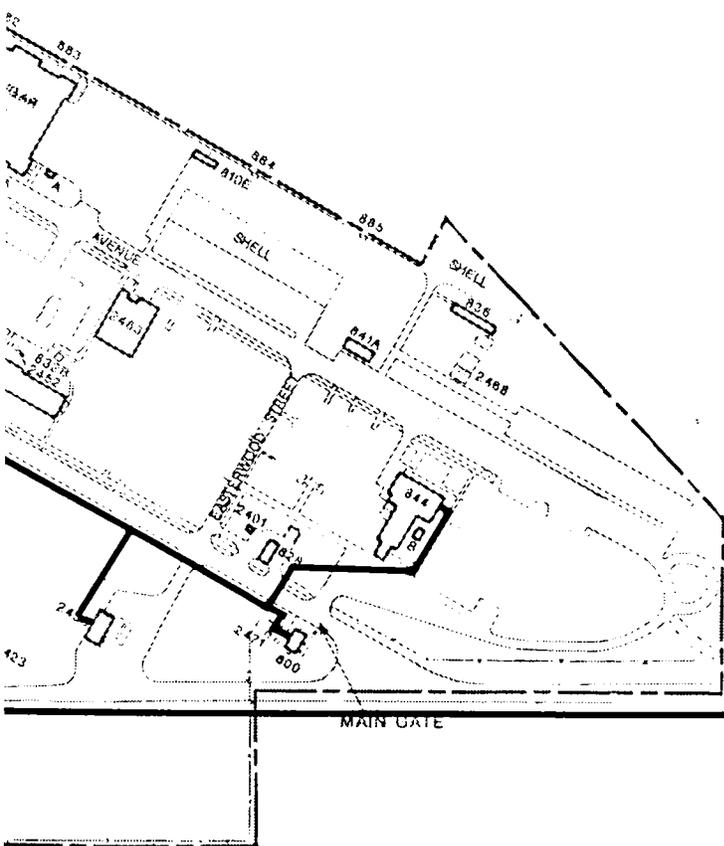
PLATE III-6

NETPMSA SAUFLEY FIELD

PENSACOLA, FLORIDA

MASTER PLAN

UTILITIES, NATURAL GAS



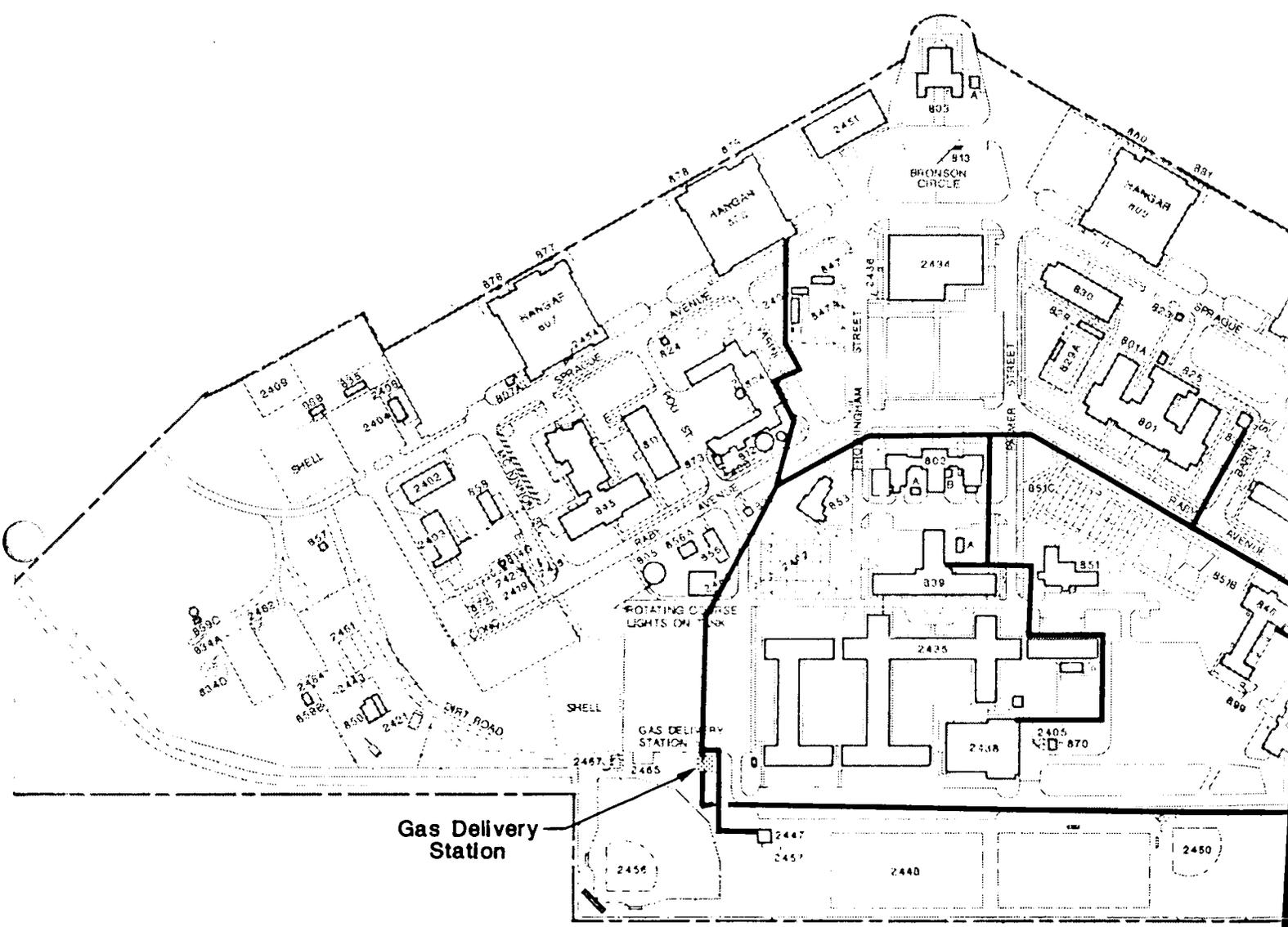
100 0 100 200 300 400
GRAPHIC SCALE IN FEET

PLATE III-8

NETPMSA SAUFLEY FIELD

PENSACOLA, FLORIDA

MASTER PLAN

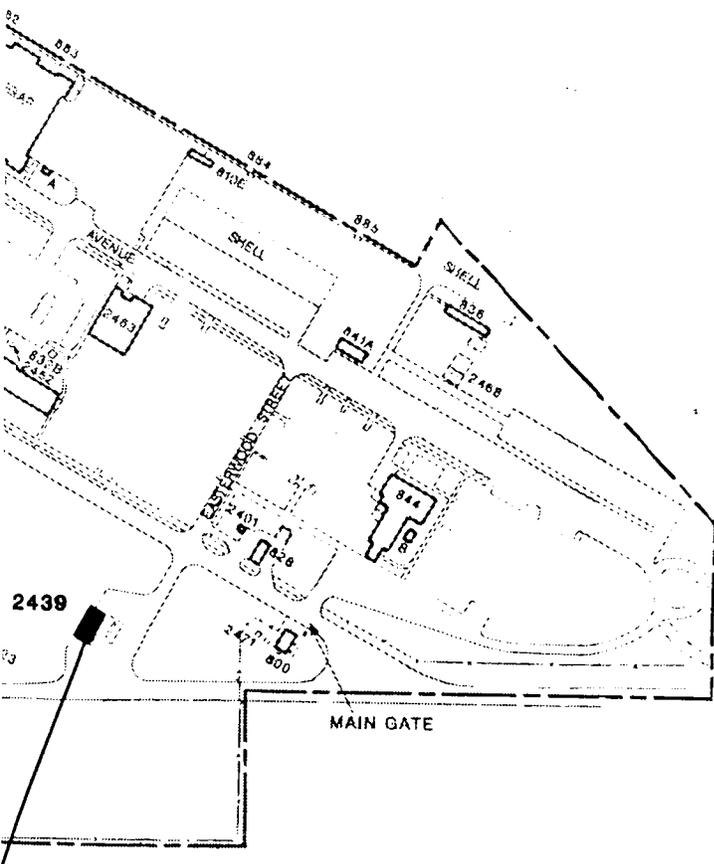


Gas Delivery Station

PETROLEUM OIL AND LUBRICANTS FACILITIES

LEGEND

● ■ POL FACILITY



-3 BELOW GROUND TANKS



100 0 100 200 300 400
GRAPHIC SCALE IN FEET

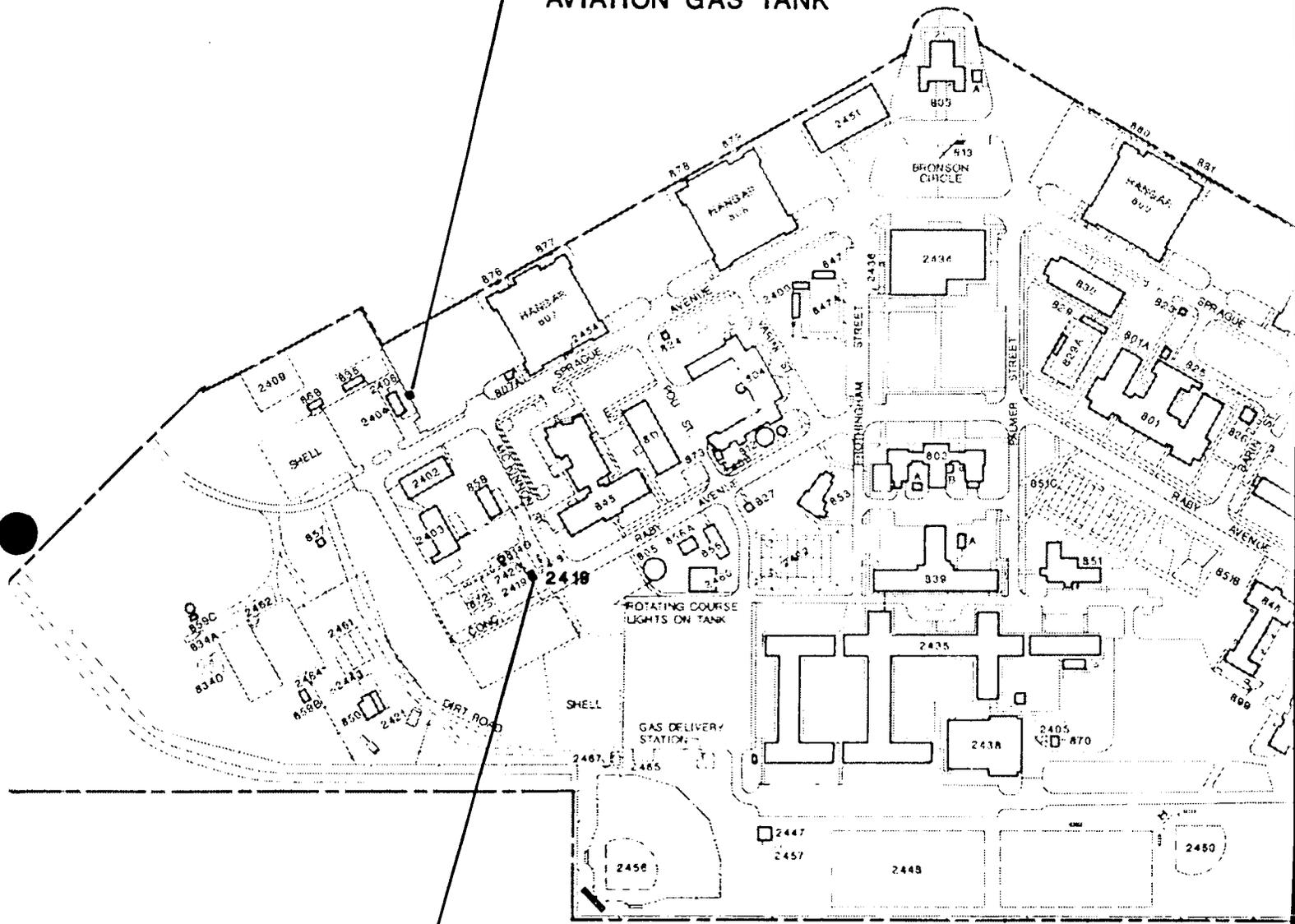
PLATE III-9

NETPMSA
SAUFLEY FIELD

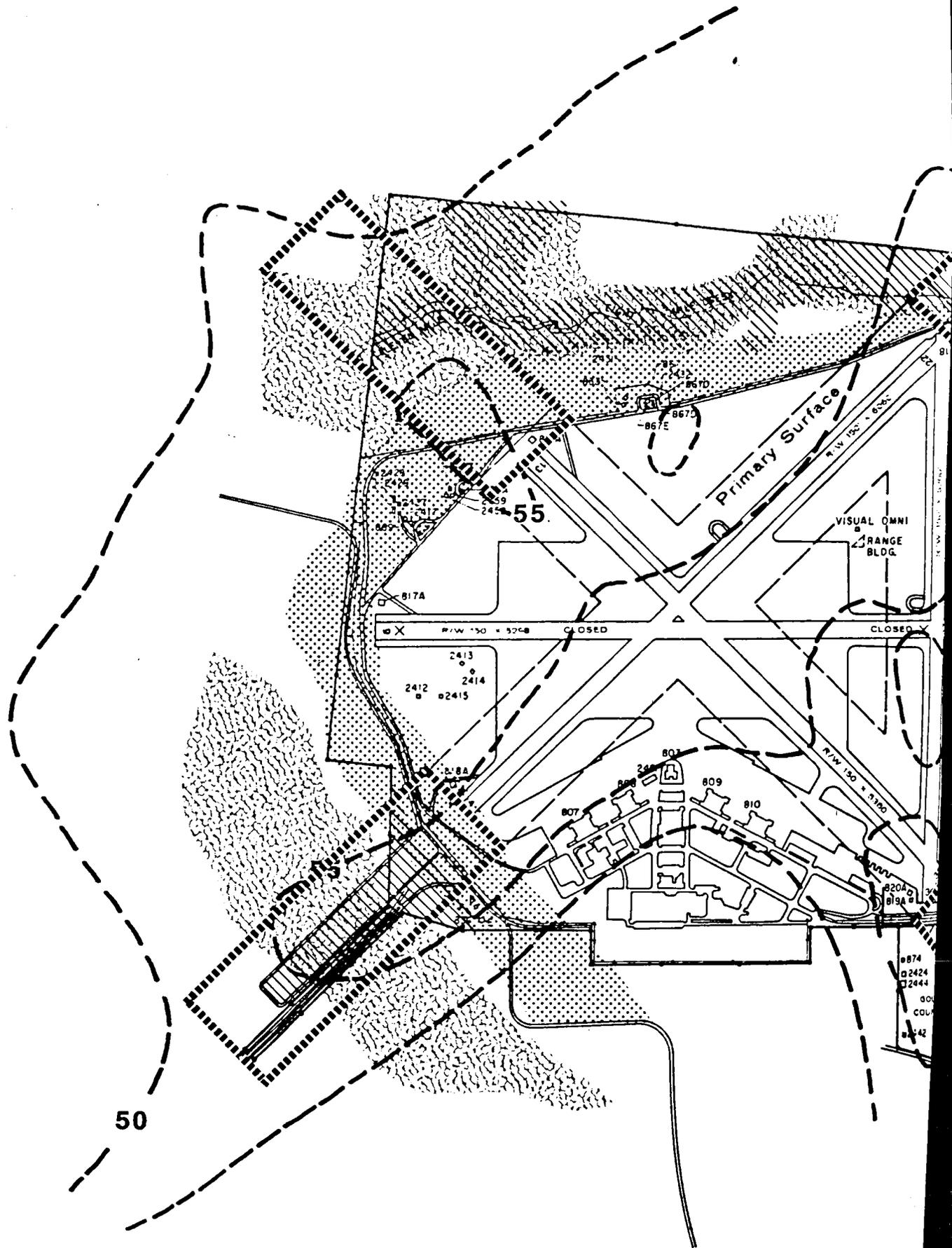
PENSACOLA, FLORIDA

MASTER PLAN

ABOVE GROUND
AVIATION GAS TANK



BELOW GROUND TANK



50

55

Primary Surface

VISUAL OMNI
RANGE
BLDG.

817A

RAW 150 x 5068 CLOSED

CLOSED

2413
2414
2412
2415

8A

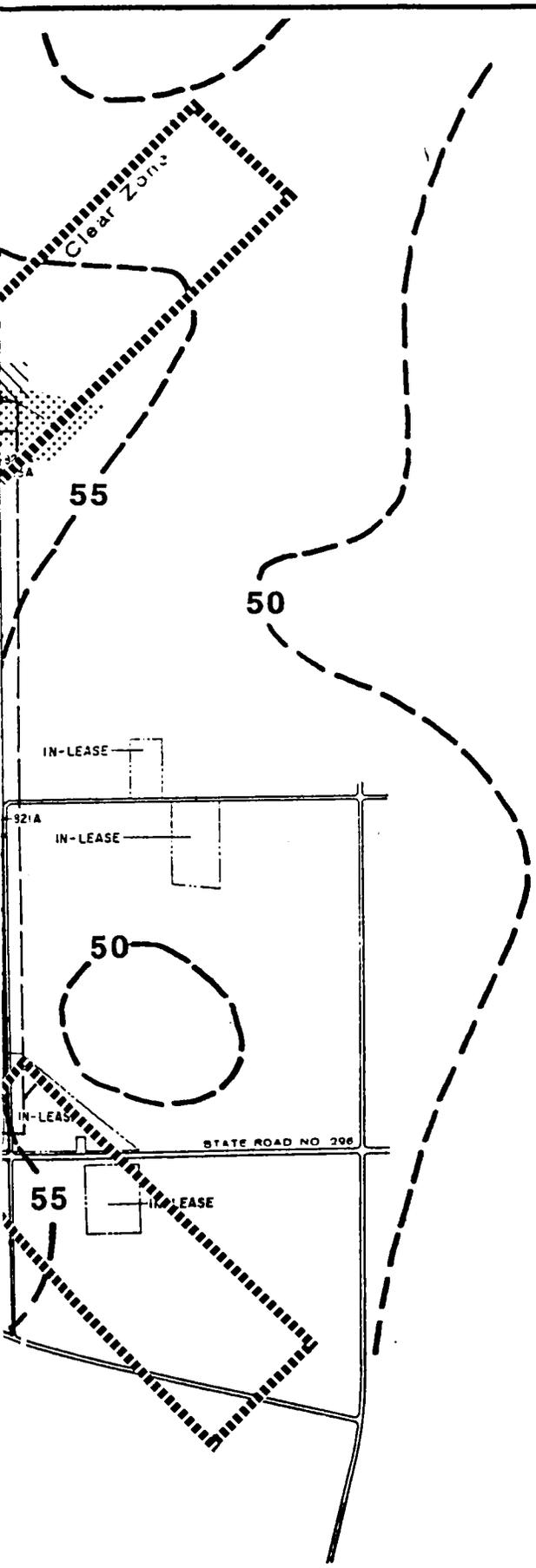
807

809

810

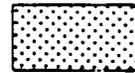
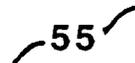
820A
819A

8874
2424
2444
COL
COL
42



COMPOSITE DEVELOPMENT CONSTRAINTS

LEGEND

-  SOILS W/SEVERE DEVELOPMENT RESTRICTIONS
-  CLEAR ZONE
-  STEEP SLOPES
-  100-YEAR FLOOD PRONE AREAS
-  55 LDN NOISE CONTOUR

SOURCE: SOUTHNAVFACENGCOM

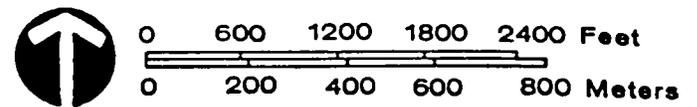


PLATE III-12

NETPMSA SAUFLEY FIELD

PENSACOLA, FLORIDA

MASTER PLAN

I. INTRODUCTION

The Base Exterior Architecture Plan is a plan for improving the overall visual environment of Saufley Field. The plan will provide guidance for design professionals when designing a project, Navy personnel when reviewing and evaluating a project, and personnel at the station involved in decision making that influences the visual environment. Future projects, whether renovation of existing facilities or new construction, should be consistent with the Base Exterior Architecture Plan.

The plan consists of four sequential tasks as follows:

- Task I: Survey and Analysis - An inventory of the significant physical and visual site components that constitute the primary visual environment.
- Task II: Visual Environment Theme - Sets forth the basic motifs for all future development.
- Task III: Visual Environment Plan - Presents alternative solutions for improving the visual environment of the station consistent with the Visual Environment Theme.
- Task IV: Base Design Guides - Design guidelines providing a range of acceptable standards for the style, design, size, color, materials, plant materials, and structures on the station. The guidelines are directed toward creating a visually cohesive and attractive station.

II. TASK I - SURVEY AND ANALYSIS

A. Introduction

The Base Exterior Architecture Plan (Task I) presents the results of the survey and analysis of the major components that shape the visual environment of Saufley Field. Task I contains information obtained from field surveys, published reports and interviews with Navy personnel.

The purpose of Task I is to identify positive and negative assets that affect the visual environment of the station. The data presented and conclusions reached will provide background information for:

1. Developing the Visual Environment Theme in Task II.
2. Identifying specific projects to correct or improve the appearance of the station.
3. Establishing priorities for implementing specific projects.

Task I is presented in four sections:

1. Physical and Environmental Influences - an overview including history, climate, soils, topography, and drainage.
2. General Site Components - broad components such as views, functional districts, landmarks, action nodes and edges.
3. Specific Site Components - individual elements that impact the overall visual appearance of the station.
4. Assets and Liabilities - a list of the positive and negative component of the station.

B. Physical and Environmental Influences

1. History

Saufley Field was established as an Auxiliary Airfield in 1940 and until 1976 Saufley Field's mission was the training of naval aviators. From 1976 to 1980 Saufley Field was in a caretaker status. In 1980 it was reactivated as the home of the Navy's Education and Training Program Development Center, recently renamed Naval Education and Training Program Management Support Activity, and as an outlying landing field (OLF) for

Whiting Field. Although the roles for Saufley Field have changed dramatically since its establishment, it has retained its original character. The existing character is an asset and should be retained while planning for Saufley Field's future.

2. Climate

The climate of the region is temperate, with warm and humid weather occurring much of the year. Average temperatures range from 54 degrees fahrenheit in the winter to 81 degrees fahrenheit in the summer. Temperatures fall below the freezing point on an average of 14 days per year. The temperature climbs above 90 degrees fahrenheit an average of 31 days per year.

The average annual precipitation is 53 inches, with the greatest precipitation in July and September. Measurable amounts of rainfall occur on the average 108 days per year, predominantly during the daytime. There is a high frequency of thunderstorms during the summer months.

Winds are primarily from the north from September through March, and from the south from April through August. Winds are generally under 20 knots though gusting is typical. From April through September, sea breezes are common, generally building during the late morning and lasting until after sunset.

3. Soils/Topography/Drainage/Forestry

The developed area of the core of the station consists predominantly of Lakeland-Eustis Association soils. These soils are nearly level or gently sloping sandy soils that are well drained.

Saufley Field is on a low ridge with an elevation of 85 feet Mean Sea Level (MSL), which drops off to 25 feet on the north to Eight Mile Creek and down to 10 feet MSL on the west. The developed area on station is relatively flat. Saufley Field is affected by two 100-year flood plains which follow Eight Mile and Eleven Mile Creeks. The flood plains do not encroach upon the developed areas on station.

Storm water drainage for the airfield and the developed areas on station are handled by means of open swales. The majority of drainage from the station flows into a concrete-lined ditch to Perdido Bay. A portion of the drainage flows into Eight Mile Creek.

Outside the developed areas of the station is land under a forestry management program which is part of the Natural Resources Management Plan for NETPMSA Saufley Field. The

PRELIMINARY ENVIRONMENTAL ASSESSMENT

(PEA)

NETPMSA

SAUFLEY FIELD

SEPTEMBER 1988

APPENDIX C

Preliminary Environmental Assessment (PEA)

This assessment was prepared by Southern Division, Naval Facilities Engineering Command in accordance with OPNAVINST 5090.1 of 26 May 1983 in compliance with Section 102(2)(c) of the National Environmental Policy Act of 1969 and all subsequent amendments.

Submitting DOD Component: Department of the Navy

Installation: NETPMSA Saufley Field
Pensacola, Florida

Project Title: Master Plan

Date of Submission: September 1988

1. Introduction

A. Project Description

The plan provides guidance for facilities development in an orderly fashion. It is based upon consideration of military requirements, planning criteria, financial resources and environmental factors. The plan seeks to maximize the use of existing land use patterns, circulating system, and infrastructure while minimizing change to existing facilities. New facilities are proposed to be located in open areas adjacent to similar or compatible uses.

Major proposals of the plan are:

- (1) Construct a new Data Processing Support Building.
- (2) Install an elevated Potable Water Storage Tank.
- (3) Demolish and construct a new Gymnasium building.

B. Existing Environment of Proposed Site

Saufley Field lies in south Escambia County, Florida about 7 miles northwest of downtown Pensacola, Florida, 10 miles northwest of NAS Pensacola and 24 miles southwest of NAS Whiting Field.

The region around the station is the Coastal Plain Providence which consists primarily of unconsolidated sands, silts, limestones and clays. These soils are nearly level and poorly drained. Flood plains do not affect the airfield or developed areas of the station, but do affect forestry-use areas.

There is sufficient land with development potential available at NETPMSA Saufley Field. There are no significant development constraints within the station core with the exception of clear zone encroachment at the eastern corner of the station.

No buildings or sites included on the National Register of Historic Places are located at Saufley Field, and there are no other known historic or archaeological resources located there.

There are endangered species on or adjacent to the property. Planned development is not expected to adversely affect the wildlife on and around the station.

The station is located in a temperate zone with warm and humid weather occurring much of the year. Average annual temperatures range from a low of 54oF to a high of 81oF and the average annual precipitation amounts to 53 inches.

Civilian land around NETPMSA Saufley Field is predominately developing urban.

2. Relationship of Proposed Action To Land Use Plans, Policies and Controls for the Affected Area.

	<u>Conforms with</u>	<u>No Plans For Area</u>	<u>Conflicts With</u>
a. Station Master Plan	X*	-*	-
b. Clean Air Act, as amended	X	-	-
c. Federal Water Pollution Control Act, as amended	X	-	-
d. Solid Waste Disposal Act as amended	X	-	-
e. Other Land Use Plans	X	-	-

3. The Probable Environmental Impact of the Proposed Action

The proposed action will have potentially significant effects on the following:

<u>Item</u>	<u>Primary</u>	<u>Secondary</u>	<u>Favorable</u>	<u>Adverse</u>	<u>No Effect</u>
Traffic	X	-	X	-	-
Energy Supply	X	-	X	-	-
Community Facilities	X	-	X	-	-
Schools	-	-	-	-	X
Waste Treatment Facilities	-	X	X	-	-
Utilities	X	-	X	-	-
Land Management	X	-	X	-	-
Population Patterns	-	-	-	-	X
Ambient Noise	X	-	X	-	-

* Throughout the PEA, "X" signifies that the item applies, "-" signifies that the item does not apply. For those entries referencing an attachment, no attachment is included if a "-" is marked.

<u>Item</u>	<u>Primary</u>	<u>Secondary</u>	<u>Favorable</u>	<u>Adverse</u>	<u>No Effect</u>
Air Quality	-	-	-	-	X
Water Quality	-	-	-	-	X
Solid Waste Disposal	-	-	-	-	X
Fish and/or Wildlife	-	X	X	-	-
Area Appearance	X	-	X	-	-
Other (See Attachment _)	-	-	-	-	X

4. Alternatives to the Proposed Action

- X Proposed action only alternative considered. (After approval of the Master Plan, no alternate development concepts will be considered without detailed analysis.)
- No action. The effects of this alternative are discussed in Attachment _.
- Various alternatives and their effects are discussed in Attachment _.

5. Any Probable Adverse Environmental Effects Which Cannot Be Avoided Should the Proposed Action Be Implemented

- X No adverse effects on the environment are anticipated.
- Probable adverse effects are described in Attachment _.

6. Relationship Between Local Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity.

- No change in short-term use.
- No change in the maintenance and/or enhancement of long-term productivity.
- X Adverse effects on the environment will occur only during the construction period and these will not create permanent or long-lasting adverse effects.

- X The proposed action will enhance/expend the short-term use of the environment by:

<u>Enhance</u>	<u>Expend</u>	
X	-	Air and water quality, <u>noise</u>
X	-	Area appearance
X	-	Utilities
X	-	Operational efficiency
X	-	Habitability of existing facilities
-	-	Other: _____ _____

- X Long-term productivity will be enhanced/expended by changes in:

<u>Enhance</u>	<u>Expend</u>	
X	-	Air and water quality
X	-	Land Use Plan consolidates functionally-related land use.
X	-	Operational efficiency-Consolidated functions and modern facilities will increase operational efficiency.
X	-	Use of natural resources
-	-	Other: _____ _____

7. Irreversible and Irretrievable Commitments of Resources Which Would Be Involved in the Proposed Action Should It Be Implemented

- X No significant irreversible or irretrievable commitment of resources.
- X No destruction of identified archaeological or historical sites.
- X No effect on known endangered species of wildlife.

- X No significant change in land use.
- Potentially significant irreversible or irretrievable commitments of resources are discussed in Attachment _.
- Other: _____

8. Considerations That Offset the Adverse Environmental Effects

- a. Considerations that offset adverse environmental effects are listed in Attachment _ . (No attachment.)
- b. Cost benefit analysis of proposed action is Attachment _ . (No attachment.)

9. Summary

- X It is concluded that the proposed action will have no significant adverse effects on the environment.
- X There has not been, nor is there currently, any known controversy concerning the proposed action.

Based on this assessment, it is concluded that:

- An environmental assessment must be prepared prior to implementation of the proposed action.
- An environmental statement must be prepared prior to implementation of the proposed action.
- X This is a categorically excluded action which does not normally significantly impact on the quality of the human environment.

Site visit was not made to prepare assessment, for the following reasons:

- Information obtained by phone.
- X Previous knowledge of site.
- X Sufficient written or photographic information available.
- Other: _____

BIBLIOGRAPHY AND GLOSSARY

**NETPMSA
SAUFLEY FIELD**

SEPTEMBER 1988

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b. Heating and Fuel Systems (Steam)

Saufley Field has a central steam system for providing heat for the buildings on station. Steam is generated in the steam plant in the Public Works area at the rate of 15,000 BTU/hour and is distributed on station at 380° to 420°F. There is only limited condensate return so raw or treated water must continually be fed to the boiler. Natural gas is used as the principal fuel with fuel oil as a standby. The existing underground distribution system is shown in Plate III-5. There are no aboveground steam distribution lines at Sauflley Field.

c. Water System

Water is supplied from two wells on station as shown in Plate III-6 and then to the chlorinator pump house where some filtration and an in-line chlorinator comprise the water treatment. Fluoride is added as a dental decay deterrent. Water is stored in an elevated storage tank and reservoir. Water pressure averages 40 psi. Swimming pools serve as an emergency water supply for fire fighting purposes.

d. Sewage and Storm Drainage

The existing sewage treatment plant is an all gravity trickling filter plant with primary and secondary sewage treatment. The plant is equipped with dual chlorination chambers, flow proportional chlorination, an aerobic digester and a totalizing effluent recorder. The plant is operating under capacity at approximately 60,000 gallons per day. The maximum capacity of the plant is 210,000 gallons per day. The treated effluent is discharged into a paved ditch through which it flows into Perdido Bay.

Storm water drainage on the airfield is by means of open grass-lined swales. This drainage is consolidated with the rest of the station drainage. There are no retention facilities on the station. The majority of drainage from the station flows into Perdido Bay by means of a concrete-lined trapezoidal ditch equipped with an oil and water separator.

Both the sanitary and storm sewer drainage systems are shown in Plate III-7.

e. Natural Gas System

Natural gas is furnished under contract from United Gas Company through the Okaloosa Gas District and piped into the station where it is used in the central heating plant. The natural gas distribution system is shown in Plate III-8.

f. Refuse Collection and Disposal

The janitorial contract service places refuse in dumpsters. NAS Pensacola Public Works Center (PWC) collects and disposes of the refuse on a contract basis to the station.

g. Telephone System

Southern Bell Telephone and Telegraph Company furnishes telephone service to the station with 1200 lines. A centrex system with 511 lines, 29 interior circuits and 8 special circuits is under the operation and maintenance control of the PWC.

h. Fuel Storage Systems

Petroleum Oil and Lubricants Systems (POL)
- Fuel oil for the boilers is supplied under contract and is trucked on station. The only aviation fuel currently stored at the station is for U.S. Customs aircraft. The locations of the fuel oil tanks on station are shown in **Plate III-9**.

Gasoline for private vehicles is furnished under contract and is sold at Building 2439 just inside the main gate. Gasoline for Governmental vehicles is disposed at Building 2419.

i. Air Conditioning

Each building is cooled with independent air conditioning systems. Although there is no base-wide deficiency, some facilities may experience minor deficiencies.

j. Street Lighting System

Street lighting is in place within developed areas on station. The lighting system adequately illuminates the major vehicular circulation routes and high use parking areas. The street lights are a mercury vapor type.

Due to the relatively low level of night time activity on station the system functions well.

k. Compressed Air System

There are two air compressors on station. The two compressors are independent. No station-wide system exists. The compressor in Building 809 is used for air powered staple guns. The other compressor is located in Building 2461.