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CLINTON SPORTS COMPLEX

Anderson County, Tennessee

Request for Deed Modification,
Land Use Allocation Change, and
Section 26a Approval for City of Clinton
Carden Farms Sports Complex and
Riverwalk Development on a Portion of the
Carden Farm Industrial Park

Melton Hill Reservoir
Sale Tract No. XMHR-49
Clinch River Miles 59.0L to 59.3L

Lead Agency
TENNESSEE VALLEY AUTHORITY

Cooperating Agencies
U.S. ARMY CORPS OF ENGINEERS
U.S. COAST GUARD
CITY OF CLINTON

AUGUST 2005

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Proposed project: Clinton Sports Complex
Anderson County, Tennessee

Lead agency: Tennessee Valley Authority

Cooperating entities: U.S. Army Corps of Engineers
U.S. Coast Guard
City of Clinton, Tennessee

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Abstract: Tennessee Valley Authority (TVA), in cooperation with U.S. Army Corps of Engineers, U.S. Coast Guard, and city of Clinton, Tennessee (City), has prepared this Final Environmental Assessment (EA) to evaluate the potential impacts of the City's proposal to develop a recreational complex on former TVA land on the Clinch River (Melton Hill Reservoir) along the left descending bank between Clinch River Miles 59.0 and 59.3. TVA prepared an EA in 1985 for the sale of the 138-acre Carden Farm Industrial Park land to the City. The City has requested a modification of its sale deed to allow recreation development on the 16.8-acre original sale tract (Tract No. XMHR-49) that was previously conveyed to the City for industrial purposes. This request also requires a land use allocation change on a portion of Planned Tract (PT) No. XMHR-142PT (from industrial/commercial to recreation) along the shoreline fronting Tract No. XMHR-49. Under Alternative B, the centerpiece of the Sports Complex would consist of two baseball fields, one softball field, a multiple-use park/lawn area, and parking area as well as a centrally located, three-story pavilion with a restaurant, concessions, hospitality space, press box, locker rooms, restrooms, and storage and office support space. The complex would have parking for 408 vehicles. Other recreation facilities would include a portable stage for concerts, field house and equipment storage, picnic shelters, batting cages, and children's play areas. The Sports Complex development would also involve construction of an asphalt walking trail (Riverwalk) along a portion of the shoreline that would loop around within the complex area, a pedestrian bridge over the Clinch River connecting with downtown Clinton, as well as a waterfront docking facility. Riverbank stabilization would facilitate dock and pedestrian bridge construction. The Riverwalk trail corridor would contain lighting, benches, and trash receptacles. The complex would also include a new vehicle access road, brick entry feature and signage, perimeter fence, pedestrian entrance concourse, parking lot lighting, and associated landscaping. Alternative C would include all the recreation facilities included in Alternative B along with any mitigation required to reduce development and use impacts. Descriptions of environmental resources and an explanation as to how unavoidable project impacts would be mitigated are included in this EA.

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CHAPTER 1

1. PURPOSE OF AND NEED FOR ACTION

1.1. The Decision

The Tennessee Valley Authority (TVA) is considering approval of a city of Clinton (City) request for modification of a sale deed to allow recreation development on 16.8 acres of land originally sold for industrial purposes. Rather than using the property for industrial purposes, the City now believes that recreational use would be a better, more beneficial use for the community. If approved, the City would develop this land (Tract No. XMHR-49) on Melton Hill Reservoir, between Clinch River Miles (CRMs) 59.0L and 59.3L, for a multipurpose recreational sports complex called the City of Clinton Carden Farm Sports Complex and Riverwalk (Sports Complex). An accompanying land allocation change would allow the City to use land along the Clinch River for recreation (a portion of Planned Tract (PT) No. XMHR-142PT). The City also proposes shoreline stabilization, a boat dock, and pedestrian bridge construction, which would require approval under Section 26a of the TVA Act. Although an earlier part of the proposal, the City is not likely to sale a piece of Jaycee Park property and use the proceeds for the Sports Complex at this time (see Section 1.4).

1.2. Other Pertinent Environmental Reviews or Documentation

Prior to the sale of the 138 acres of land now in the Carden Farm Industrial Park, TVA completed an Environmental Assessment (EA) entitled *Request for Sale of TVA Tract No. XMHR-49 for Development of Industrial Park at the Carden Farm Site, Town of Clinton, Tennessee (TVA 1985)*. This EA evaluated the environmental consequences of approving, denying, or adopting reasonable alternatives to allow use of Tract No. XMHR-49 for general industrial purposes. The 16.8-acre parcel of land now being considered for recreation development is one of the remaining undeveloped parcels in the industrial park.

1.3. The Scoping Process and Project Description

1.3.1. Scoping Process

The Clinton City Council (Council) and the Clinton Recreation Advisory Board hosted a town hall meeting on September 13, 2002, to inform the public of plans for the Sports Complex and seek comments. Seventeen people offered comments at the meeting. Most participants felt that the new facilities were needed to replace old outdated recreation facilities and boost the local economy. Because of concerns about selling a portion of Jaycee Park and a question about whether property taxes would be raised to fund the project, several people spoke out against it. Toward the end of the meeting, during further discussions among citizens, City officials responded to these concerns. They suggested that with this project, there would be an overall increase (not a loss of recreation opportunity) from the probable sale of a portion of Jaycee Park and that this project would not prompt a tax increase.

TVA published a public notice in the *Clinton Courier News* on July 23, 2003. In response to this notice, TVA received four comments. All comments were supportive of the project plans and in favor of development of the Sports Complex at the Carden Farm Industrial

Park location. In the fall of 2004, the Council approved a 33-member 21st Century Riverfront Commission, made up of 15 organizations, to study possible development along the broader Clinton riverfront. Through the Council's public master plan development process, it endorsed development of the Sports Complex site. Although the commission's deliberations resulted in some adjustments to the current project plans, no specific requests for additional land, landrights, or actions requiring TVA authorization have arisen from the commission's work.

The proposed 16.8-acre industrial tract is a portion of the original 138-acre tract sold by TVA to the City for the Carden Farm Industrial Park. This agreement, executed in 1985, was specific to the development of the properties for industrial purposes. In 1997, results of a Phase I archaeological survey suggested that the site was eligible for listing on the National Register of Historic Places (NRHP). Since the survey was terminated when intact archaeological deposits were encountered, the actual site depth and extent of these deposits were unknown at that time. During the investigation, no human remains were identified. Since so little was known about the site at the time, the tract was recommended for avoidance or Phase II site evaluation to determine what was there and its level of significance. From available data on Site 40AN165, the NRHP-eligible site appeared to contain intact archaeological features dating between 1640 and 1780 A.D. (Protohistoric Period) and back to approximately 400 A.D. (Middle to Late Woodland Period).

In September 2004, because a previous survey suggested the possible presence of significant archaeological resources, TVA initiated further consultation with the Tennessee State Historic Preservation Officer (SHPO) and appropriate affiliated Native American Indian tribes for this project. Formal consultation letters were sent to the SHPO and Eastern Band Cherokee Indian (EBCI) tribal representative in April 2005. Additionally, letters to the SHPO were sent on June 9 and July 7, 2005 regarding historic structures in the project Area of Potential Effect (APE). Responses, including the SHPO response of July 12, 2005, are included in Appendix A – National Historic Preservation Act, Section 106 Consultation Letters.

As a part of this evaluation, additional archaeological testing (Phase II site evaluation) was conducted on Site 40AN165 (See Section 3.1 Cultural Resources). The APE was determined to be all of Tract No. XMHR-49, a portion of Tract No. XMHR-142PT, and any surrounding area visually or audibly affected by this project.

Accordingly, TVA and cooperating agencies have prepared this EA to evaluate the potential impacts of a proposal requiring a deed modification, land allocation change, shoreline stabilization, boat dock, and pedestrian bridge, all needing federal approval. This EA has been prepared to better understand the nature and significance of the effects on cultural, navigation, noise, transportation, visual, and other resources at or near the site, and to assess the impacts of the entire proposed Sports Complex project. TVA prepared an EA in 1985 for the original sale of the 138-acre Carden Farm Industrial Park land to the City.

1.3.2. Project Description

The Sports Complex would be located on the Clinch River (Melton Hill Reservoir) along the left descending bank between CRMs 59.0 and 59.3. The City has requested a modification of its sale deed to allow recreation development on the 16.8 acres of the original sale tract (Tract No. XMHR-49), conveyed to the City for industrial purposes. A vicinity map and topographic map of the site are shown in Figure 1-1.

The City has not been able to attract an industry to the site and now believes that recreational use would be better and more beneficial to the community. This tract of land is bordered by the Clinch River, Norfolk Southern (NS) Railway railroad and bridge, and the old United States Highway (US) 25W right-of-way on the downstream end of the property (Figure 1-2). The City retains ownership of an easement over this old highway right-of-way and controls its use. An adjoining small residential community occurs just south of this right-of-way.

This request would also require a land use allocation change on a portion of Tract No. XMHR-142PT. This 3.7-acre narrow strip of TVA land is sparsely vegetated with scattered groups of small trees and shrubs. It begins at CRM 59.0L and occupies the shoreland upstream around the bend of the Carden Farm Industrial Park to about CRM 60.4L. It is allocated to Zone 5, industrial/commercial, in the Melton Hill Reservoir Land Management Plan (TVA 1999). If approved, to accommodate a portion of the planned Riverwalk trail, a portion of this planned tract fronting Tract No. XMHR-49 would be reallocated to Zone 6, Recreation.

The City's proposed Sport Complex would be constructed almost entirely on the 16.8-acre sale tract. However, part of the City's proposal affects Tract No. XMHR-142PT. This would involve shoreline stabilization and construction of a boat dock and pedestrian bridge over the Clinch River (at CRM 59.1) to connect the Sports Complex to downtown Clinton. This shoreline tract would also accommodate a portion of the Riverwalk trail. The pedestrian bridge would be constructed on the old US 25W right-of-way and, if structurally sound, would use the existing river crossing piers and abutments. The boat dock would be constructed a short distance upstream of the pedestrian bridge. See Figure 1-3 for the City's Sports Complex master plan.

The centerpiece of the Sports Complex would consist of two baseball fields, one softball field, a multiple-use park/lawn area, and parking area as well as a centrally located, three-story pavilion with a restaurant, concessions, hospitality space, press box, locker rooms, restrooms, and storage and office support space. One baseball field would have a 250-foot fence, 60-foot baselines with dugouts, and bleachers. The other baseball field would be high school and minor league configuration with 325-foot foul poles, 375-foot centerfield, and 345-foot gaps. Additionally, this ballfield would have covered stadium seating to accommodate 3,000 spectators. One softball field would have a 300-foot fence, 60-foot baselines with dugouts, and bleachers. The Sports Complex would have parking for 408 vehicles. Other recreation facilities would include a portable stage with sound shell and lighting, etc., for concerts; field house and equipment storage; picnic shelters; batting cages; and children's play areas. The complex would also include a new vehicle access road, brick entry feature and signage, vinyl-coated chain-link perimeter fence, pedestrian entrance concourse, parking lot lighting, and associated landscaping. The Sports Complex development would also involve construction of an 8-foot-wide asphalt walking trail (Riverwalk) along a portion of the shoreline that would loop around within the complex area. The trail would connect to the proposed pedestrian bridge over the Clinch River connecting with downtown Clinton as well as a waterfront docking facility. The 3,400-foot Riverwalk trail corridor would contain lighting, benches, and trash receptacles. Plans for wellness stations, historical markers, and other features are under consideration.

General Note

1. The information shown on this drawing is taken from a TVA Melton Hill Reservation map prepared by the Maps and Surveys Branch of the Tennessee Valley Authority

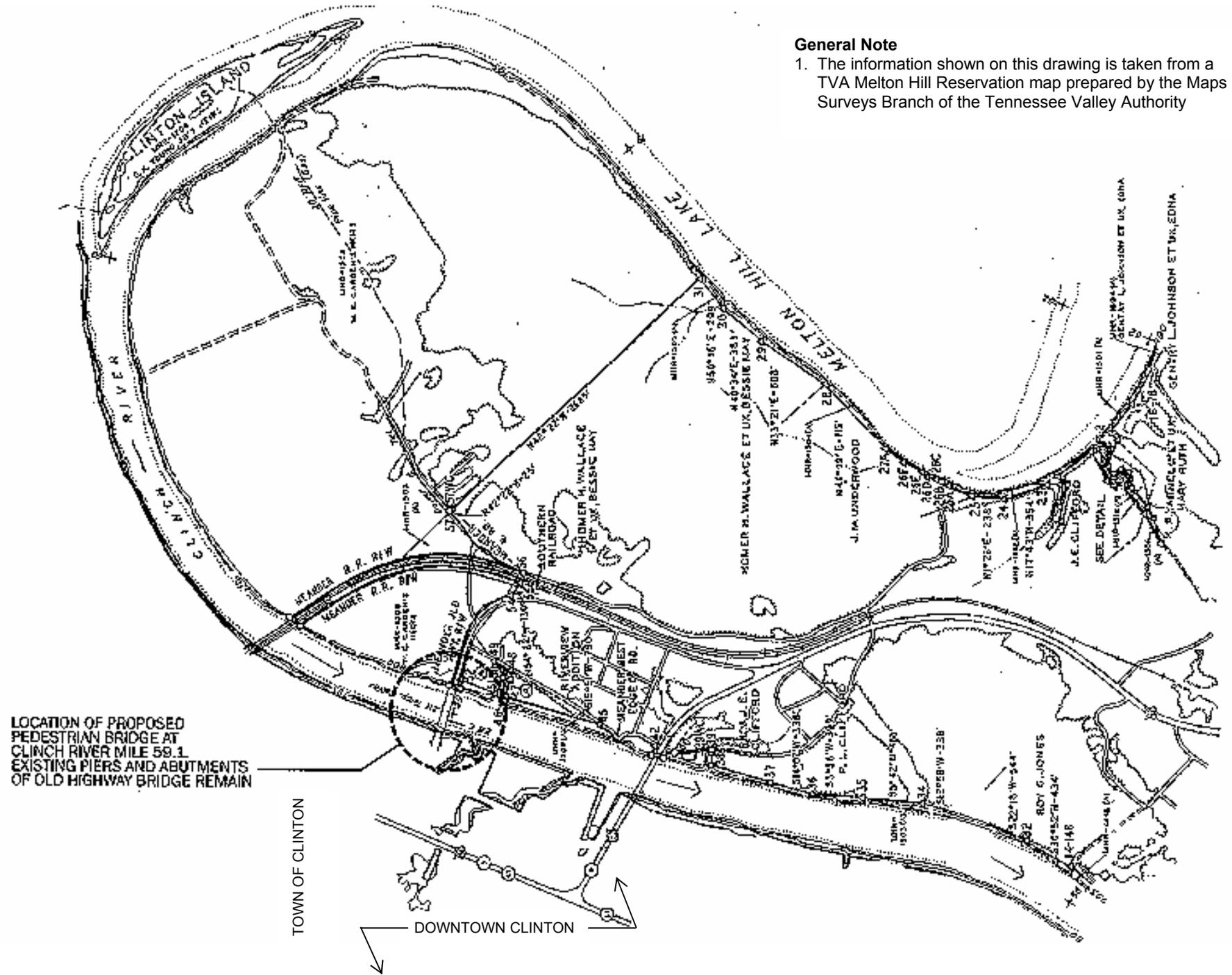
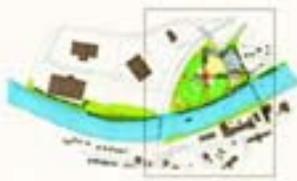


Figure 1-2. City of Clinton, Carden Farm Sports Complex and Riverwalk - Site Location Map



LEGEND

- | | | | |
|---|---|---|--|
| 01 Brick entry feature | 06 New vehicular access road (from old US 25 right-of-way) | 12 Pavilion (70 x 100 x 3 stories) - Main level-concessions, toilets, locker rooms, storage; Middle level-hospitality space/restaurant; Upper level-Press box, scorekeepers offices | 18 Picnic/recreation area (horseshoe pits, volleyball, etc.) |
| 02 New pedestrian bridge | 07 Parking (408 spaces) with landscape | 13 Covered stadium seating (3,000 seats) | 19 Children's play/picnic area |
| 03 Pedestrian sidewalk/concourse | 08 Park lawn | 14 Portable stage (with sound shell, lighting, etc., for concerts) | 20 Existing railroad bridge |
| 04 Riverwalk & walking trail (8-foot-wide minimum; 0.6-mile length) | 09 Baseball field (250-foot fence, 60-foot bases, dugouts, and bleachers) | 15 Batting cages | 21 Residential |
| 05 Boat dock | 10 Baseball field-high school & minor league configuration (325-foot foul poles, 375-foot centerfield, 345-foot gaps) | 16 Field house & equipment storage | 22 Landscaped buffer between park and residential area for acoustical/visual screening as required |
| | 11 Softball field (300-foot fence, 60-foot bases, dugouts, and bleachers) | 17 Picnic shelter (vending, seating, and grill) | |

Figure 1-3. City of Clinton, Carden Farm Sports Complex and Riverwalk – Master Plan

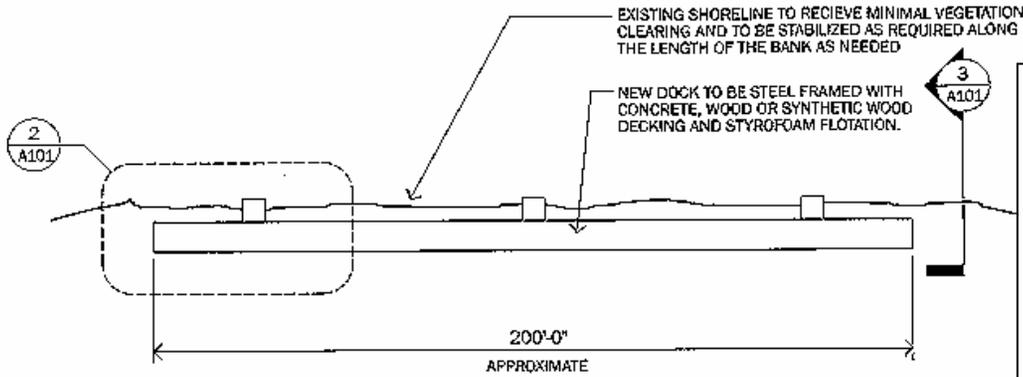
Riverbank stabilization to the extent needed would be conducted to facilitate construction of the boat dock and pedestrian bridge. This stabilization is proposed to occur along a 220-foot stretch of shore, between elevations 792.0 feet mean sea level (msl) and 802.0 feet msl (top of riprap) where the boat dock would be constructed at CRM 59.2. The normal summer target operating elevation for Melton Hill Reservoir is 795 msl. If needed, some additional but minor stabilization would occur in the immediate vicinity of the old US 25W right-of-way approach abutments on both sides of the Clinch River at CRM 59.1. Riprap would be sufficient in size to prevent washout and would be anchored and underlain with filter fabric. Pins or wooden stakes would be used to hold the filter fabric in place. A new steel-framed boat dock built of concrete and treated wood with a synthetic wood deck and Styrofoam floatation would be construction adjacent to the stabilized shoreline. This dock would be approximately 200 feet long by 8 feet wide and lie parallel to the shoreline. It would be accessed from the shore by two 6-foot-wide by 4-foot-long walkways; thus, the edge of the dock would extend no farther than 12 feet from the shore (Figure 1-4). The dock would be used by the general public as well as local rowing clubs for launching small watercraft (canoes, kayaks, etc.) for short-term use. Other uses would include fishing, wildlife viewing, and other passive recreational activities. There would be no long-term or permanent mooring of boats at this dock. Only a minimal amount of existing vegetation would be disturbed during construction and shoreline stabilization.

The pedestrian bridge, proposed for construction at CRM 59.1, would connect the Riverwalk trail to downtown Clinton. If structurally sound, it would be constructed on existing piers and abutments within the old US 25W right-of-way (Figure 1-5). The bridge is proposed to be 10 feet wide by 525 feet long. The horizontal clearance between the existing river pier faces is 210 feet; while from centerline to centerline, the piers are 225 feet apart. The bridge would be constructed of preengineered painted metal bow truss with a concrete deck. The bridge surface would be sloped to facilitate proper drainage (Figure 1-6). The existing piers would be cleaned, repaired, and stained as needed, and when bridge construction is complete, new decorative light poles with signage brackets would be affixed to each side of the bridge at the two pier locations.

The 100-year flood elevation at CRM 59.1 is 802.1 msl. The bottom of the pedestrian bridge (low steel) would be at elevation 830 msl or 35-feet above the summer operating elevation (795 msl) of Melton Hill Reservoir (Figure 1-7). As required by the U.S. Army Corps of Engineers (USACE) and U.S. Coast Guard (USCG), navigation lights would be mounted prominently beneath the bridge and on both the piers.

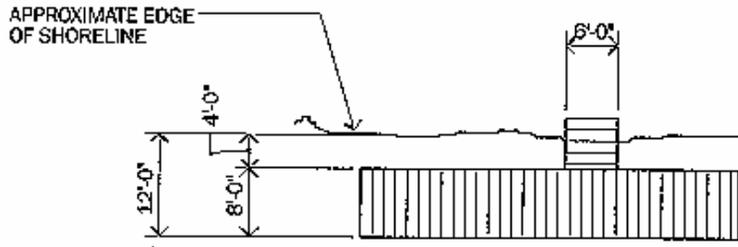
1.4. Necessary Federal Permits or Licenses

TVA, USACE, USCG, and the National Park Service (NPS) have potential approval of actions related to this project. TVA must decide whether to approve the proposed change of land use on both the sale and fee-owned (planned) shoreline tracts. The proposed shoreline stabilization, docking, and bridge structures also require approval under Section 26a of the TVA Act. Pursuant to its authority under Section 10 of the River and Harbors Act of 1899, USACE must authorize construction of the structures below ordinary high water on the shore and in the river. Authority to approve the location and plans for bridges across the navigable waters of the United States was transferred to the Secretary of Transportation by Subsection 6(g) of the Department of Transportation Act (Public Law 89-670, 80 Statute



1 Proposed Boat Dock Plan

SCALE: 1/4" = 1'-0"



2 Enlarged Partial Plan at Dock

SCALE: 1/2" = 1'-0"

NOTE: DOCK TO BE UTILIZED BY THE GENERAL PUBLIC AS WELL AS THE LOCAL ROWING CLUB FOR LAUNCHING SMALL WATERCRAFT (CANOES, KAYAKS, ETC.). OTHER USES WILL INCLUDE FISHING, WILDLIFE VIEWING AND OTHER PASSIVE RECREATIONAL ACTIVITIES.

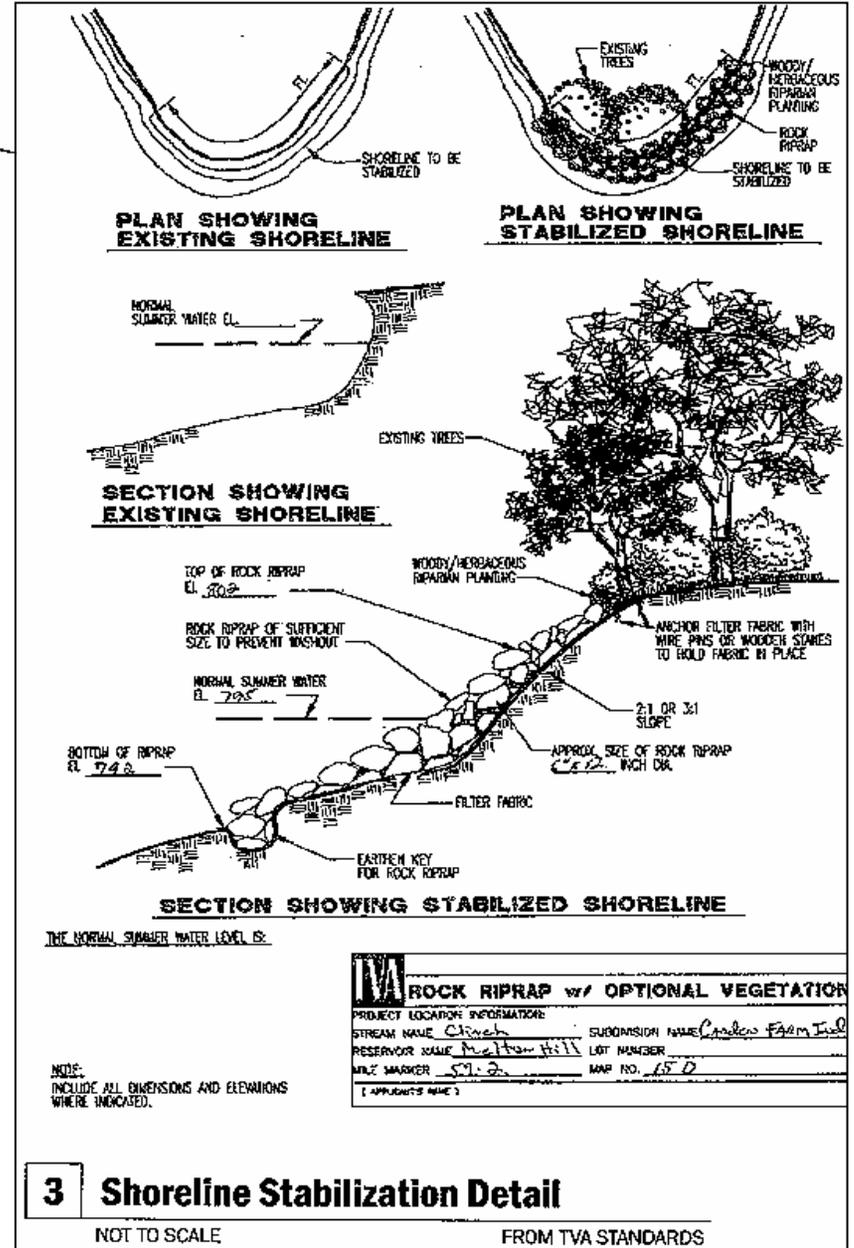


Figure 1-4. City of Clinton, Carden Farm Sports Complex and Riverwalk – Bank Stabilization and Boat Dock Plans

City of Clinton

CLINCH RIVER PEDESTRIAN BRIDGE

Clinch River Mile 59.1

Anderson County, Tennessee

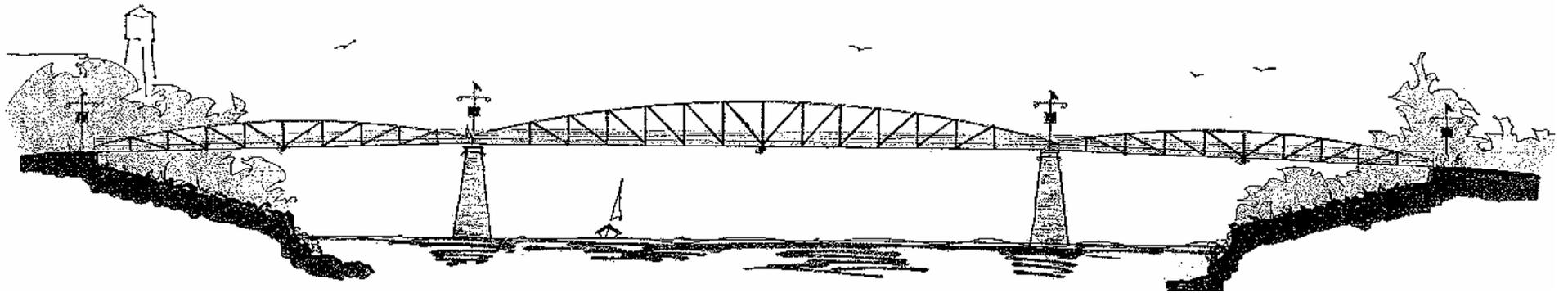
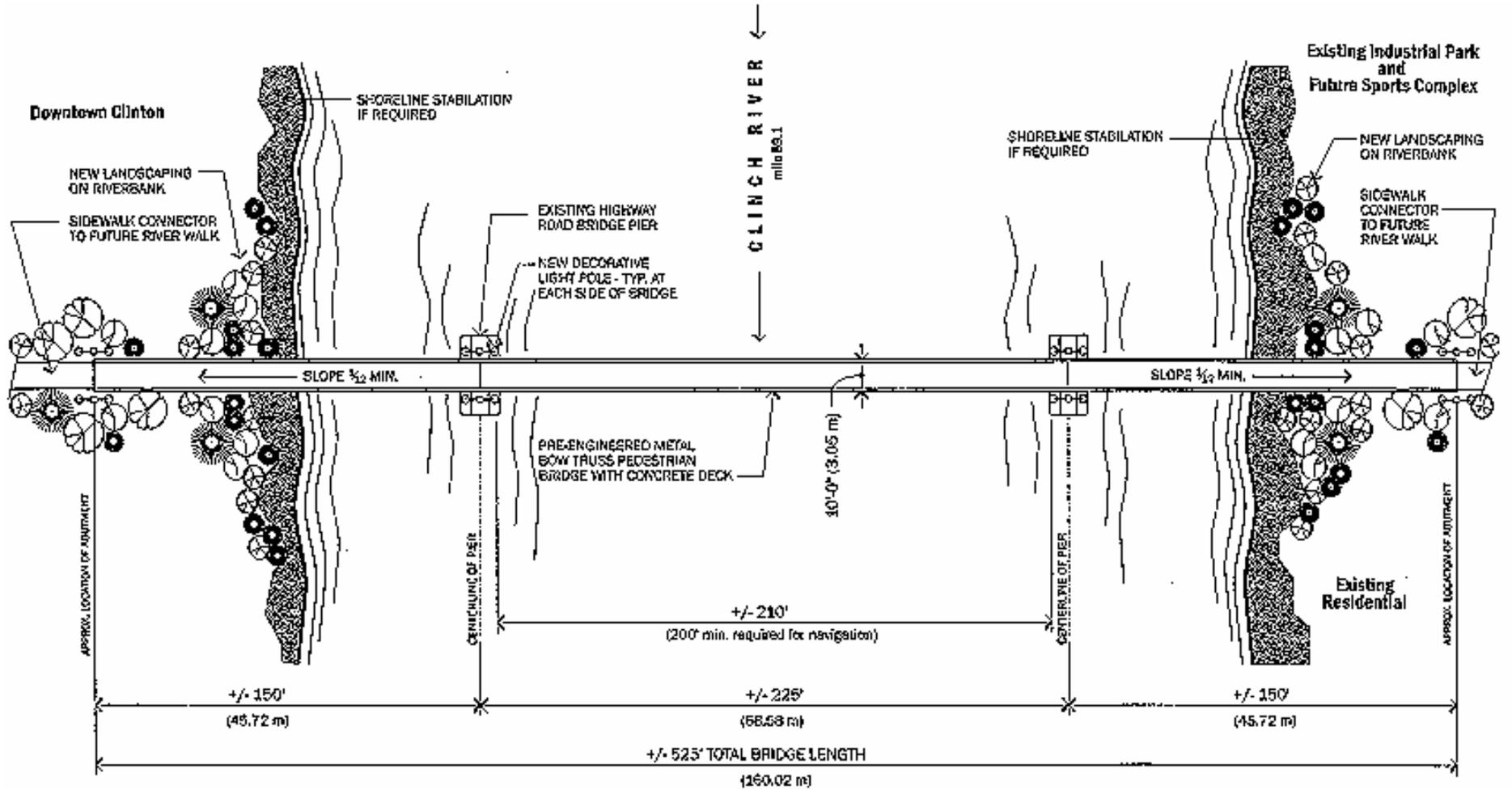


Figure 1-5. City of Clinton, Carden Farm Sports Complex and Riverwalk – Clinch River Pedestrian Bridge Site Plan



General Note

1. BRIDGE DIMENSIONS ARE APPROXIMATE BASED ON INFORMATION PROVIDED BY THE CITY OF CLINTON. DIMENSIONS OF EXISTING BRIDGE ABUTMENTS AND PIERS WERE OBTAINED WITH GPS LOCATION.

Figure 1-6. City of Clinton, Carden Farm Sports Complex and Riverwalk – Clinch River Pedestrian Bridge Plan

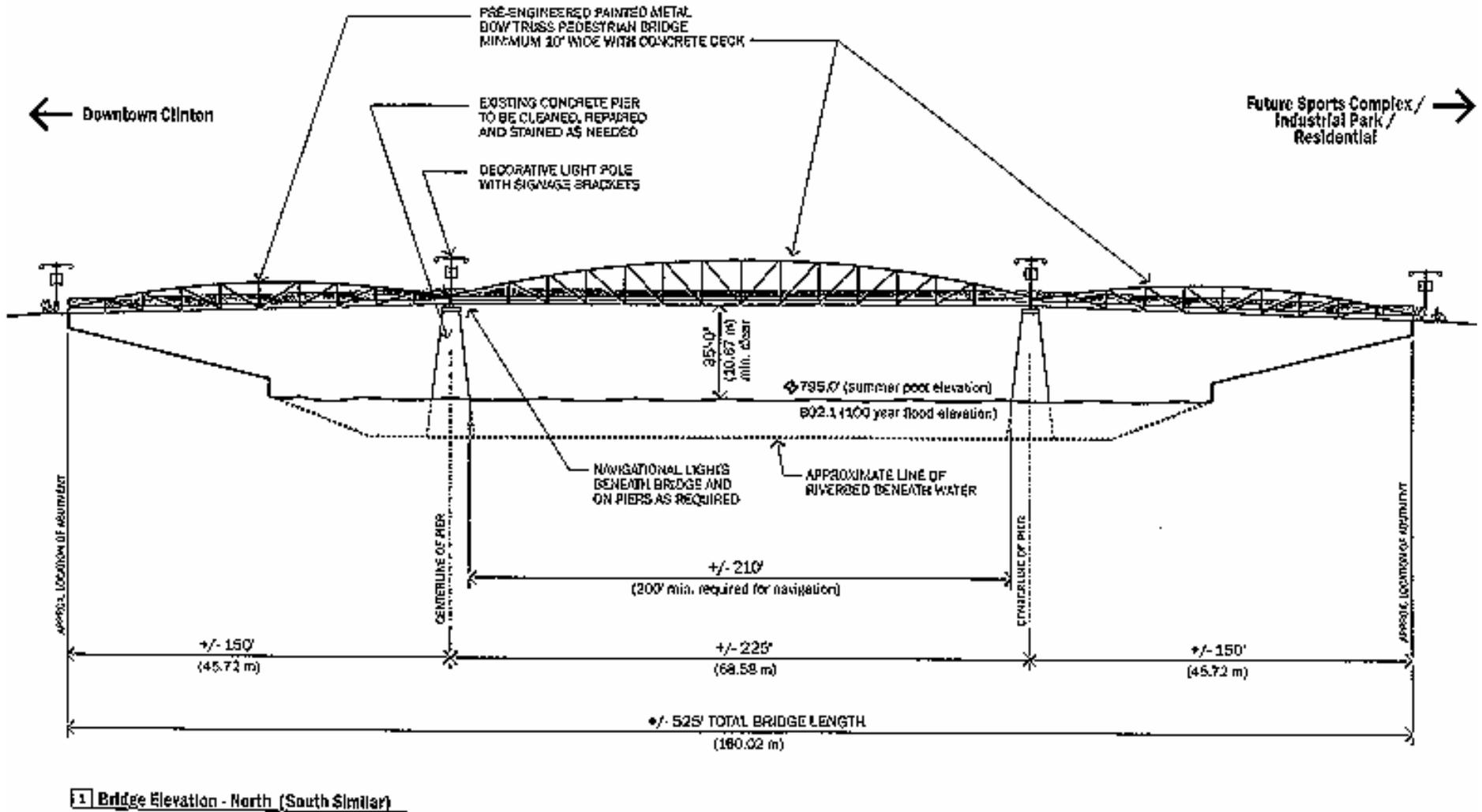


Figure 1-7. City of Clinton, Carden Farm Sports Complex and Riverwalk – Clinch River Pedestrian Bridge Elevation

931-950, 49 United States Code 1651-1659). Because the Secretary of Transportation (Secretary) delegated to and authorized the USCG Commandant to exercise the functions, powers, and duties vested in the Secretary by this subsection, the USCG must approve construction of the pedestrian bridge over the Clinch River at CRM 59.1.

The City had an offer to purchase a 5.8-acre piece of public (city) property of which 2.005 acres of this land lies within the existing Jaycee Park (see Sections 3.4 and 4.4 Recreation). Receipts from the sale of this piece of parkland would have been used to help fund development of the Sports Complex. Prior to the finalization of this EA, the City indicated that it would not likely use the proceeds of the sale of the 2.005 acres for development of the proposed Sports Complex. Since there is still some uncertainty on the issue whether the proceeds would be used to help fund the complex, the impacts of commercial development of the 2.005-acre piece of Jaycee Park is included in this evaluation. Because Jaycee Park was developed, in part, with federal Land and Water Conservation Fund (L&WCF) monies, the City has initiated the Section 6(f) conversion process with the Tennessee Department of Environment and Conservation (TDEC), Recreation Education Services Division, so that proceeds from the sale can be used to help fund the Sports Complex. The NPS administers the L&WCF program through TDEC. The City is a cooperating municipality (i.e., local government) in this evaluation, and this EA could be provided as part of the information needed in support of the conversion request. NPS could then likely review and adopt this evaluation in fulfillment of its own National Environmental Policy Act [NEPA] implementation procedures. NPS declined TVA's invitation to become a cooperating agency. Further, since the City could possibly apply for additional federal funds for the Riverwalk through the Federal Highway Administration (FHWA), TEA-21 Program, FHWA was also asked to be a cooperating agency. FHWA also declined the opportunity to participate.

Because federal land and approval would be needed to change the use of the property and to accommodate proposed actions on the shore, in the river, and over the Clinch River (bridge) under Section 26a, Section 6(g) of the Department of Transportation Act, and Section 10 of the Rivers and Harbors Appropriation Act of 1899, TVA assessed the impacts of the entire development site. Furthermore, TVA has included the entire 16.8-acre site in the APE for purposes of National Historic Preservation Act (NHPA), Section 106 review. In addition, the project would affect a large tract of land, structures, and facilities, and use of the proposed complex development could potentially affect an archaeological site, navigation, visual, recreation, land-based transportation, and terrestrial ecological resources and could generate noise. Because of the land use action, TVA is the lead federal agency. The City accepted TVA's invitation to be a cooperator. USACE and USCG are cooperating because portions of the project require authorization from these agencies. It is expected that USACE can approve the shoreline stabilization work (riprap) under its Nationwide Permit Program and issue a Letter of Permission for the boat dock.

CHAPTER 2

2. ALTERNATIVES INCLUDING THE PROPOSED ACTION

This section describes two Action Alternatives that would accomplish the purpose and need for the project, summarizes the environmental consequences, compares the effects of each alternative (Action and No Action) as if they were implemented, and states the preferred project alternative.

2.1. Alternatives

This EA evaluates the potential effects of three alternatives, a No Action and two Action Alternatives (Alternatives B and C). Under the No Action Alternative (Alternative A), TVA would not grant a deed modification or change in land use allocation on its planned shoreland. In addition, TVA and other permitting authorities would not approve the docking, stabilization, or bridge structures proposed on the shore and over the Clinch River. Under Alternative B (Clinton Sports Complex Proposal), the Sports Complex would consist of a softball/baseball fields, three-story pavilion and park lawn area, along with the Riverwalk trail, restaurant, concessions, restrooms, storage and office support space, shelters, park/picnic, parking lot, as well the shoreline stabilization, boat dock, pedestrian bridge, and other support facilities and amenities described in Section 1.3.2. Under Alternative C (Clinton Sports Complex Proposal With Mitigation), the Sports Complex would consist of all the facilities described under Alternative B along with any appropriate mitigation measures, resulting from this review and needed to reduce or offset cultural, resource, social, or environmental effects. Both Action Alternatives would also include a vinyl-coated chain-link perimeter fence, pedestrian entrance concourse, entrance signage, new vehicle entrance roadway, parking lot lighting, and associated landscaping. These alternatives are described in more detail below. Also, see Section 1.3.2, Project Description, for details of the proposed Sports Complex facilities and amenities.

2.1.1. *Alternative A – The No Action Alternative*

Under the No Action Alternative (Alternative A), TVA would not grant a deed modification on the sale tract (Tract No. XMHR-49) or change its land use allocation for a portion of Tract No. XMHR-142PT. In addition, neither TVA nor the other permitting authorities would approve the stabilization, docking, or bridge structures proposed on the shore and over the Clinch River. This would result in rejection of the City's Sports Complex development proposal including foregoing its recreational and potential economic benefits. Tract No. XMHR-49 could remain available for the City to promote industrial use, and Tract No. XMHR-142PT would remain allocated for industrial/commercial use.

2.1.2. *Alternative B – Clinton Sports Complex Proposal*

Under Alternative B, TVA would grant a deed modification on the sale tract (Tract No. XMHR-49) and change its land use allocation for a portion of Tract No. XMHR-142PT. This would allow the proposed Sports Complex to be constructed. In addition, TVA and the other permitting authorities would approve the stabilization, docking, and bridge structures proposed on the shore and over the Clinch River. See Section 1.3 and, in particular, Section 1.3.2 for a detailed project description.

2.1.3. Alternative C – Clinton Sports Complex Proposal With Mitigation

Under Alternative C, TVA would grant a deed modification on the sale tract (Tract No. XMHR-49) and change its land use allocation for a portion of Tract No. XMHR-142PT. In addition, TVA and the other permitting authorities would approve the stabilization, docking, and bridge structures proposed on the shore and over the Clinch River. The project under Alternative C would be the same as described under Alternative B, but the mitigation measures described in Section 4.9 would be incorporated into the project implementation plans.

2.2. Comparison of Alternatives

2.2.1. Anticipated Effects of Alternative A – The No Action Alternative

Under the No Action Alternative, the deed modification over Tract No. XMHR-49 would not occur, current land use allocation for Tract No. XMHR-142PT (industrial) use would not change, and the Sports Complex would not be constructed. Permitting authorities would not issue approvals, conditional or otherwise, for development in, on, or over the Clinch River. No historic properties would be affected. However, in accordance with its previously developed EA (1985), TVA would take necessary steps to ensure compliance with provisions of the NHPA of 1966 in the event the City ever proposes Tract No. XMHR-49 for general industrial use purposes. Minor current levels of commercial barge, recreational, and pleasure boat traffic would remain the same or probably increase as a result of additional waterfront development along the river and at the Eagle Bend Industrial Park in the future. Background noise level would remain the same or increase as a result of additional development, but not resulting from approval of this recreation facility by TVA. Depending on its type, this proposed development could have less noise generation impacts than using the property for a future industrial use purpose.

Clinton will continue to grow and the need for additional sports fields will continue to exist. Existing area recreation facilities would continue to provide for the current level of demand, which is increasing. Because other possible sites considered are not centrally located, are not owned by the City and lack other desirable characteristics, the City probably would not provide for this increasing demand by development of the new Sports Complex at this location in the foreseeable future. Therefore, at least temporarily, the City would forego any socioeconomic benefits anticipated from the project. To address future recreation demand under Alternative A at another location, the City would likely incur land acquisition or possibly condemnation costs, as well as development costs. On-site terrestrial habitat would essentially remain unchanged, and wildlife utilization would continue at the current level up until the time the site is developed for industrial use. Increases in traffic or impacts on local roadways or land-based transportation in the area would be anticipated, but only consistent with projected growth. Under the No Action Alternative, visual resources would not be affected.

2.2.2. Comparison of the Effects of Alternatives B and C – Clinton Sports Complex Proposal and Clinton Sports Complex Proposal With Mitigation

Under both Alternatives B and C, archaeological sites known from the area have been determined to be ineligible for listing on the NRHP and, with mitigation, historic structures would not be adversely affected. As indicated under Alternative B (Section 4.1.2) and to address concerns regarding inadvertent discoveries, EBCI recommends the use of a minimum of 18 inches of clean fill over the eastern portion of Site 40AN165 on a portion of

Tract No. XMHR-49. In response to these concerns, the City would agree to conduct any grading, soil removal, or excavation within this area while the work is being monitored by a qualified archaeologist approved by TVA. The City has also agreed to landscape, maintain, and manage the Sports Complex in such a way that retains or replaces (plants) trees of such height and growth characteristics that they would screen historic structures of concern (Appendix A). The City would also provide a vegetative screening plan for the early 20th century upscale homes along Eagle Bend Road to the SHPO for review before construction begins. In addition, full cutoff or shielded directional lighting would be used to minimize visual effects on the early 20th century house, Magnet Knitting Mills, and the early 20th century upscale homes along Eagle Bend Road (see Section 4.9 Summary of TVA Commitments and Proposed Mitigation Measures).

Impacts of the project on commercial and recreational navigation would be the same under Alternatives B and C. No navigation impacts from construction and operation of shoreline stabilization, boat dock, and the pedestrian bridge are expected. Because there would be a need for a floating platform or plant in the river, there would be some minor temporary navigation channel obstruction while the bridge superstructure is being erected during construction.

Under Alternative B, impacts of temporary construction noise would be insignificant. Individual daytime or evening sporting events and concerts are not expected to generate significant amounts of noise from spectators and visitors or cause an annoyance to nearby residences. However, because of increased sensitivity to noise at night and because the nearest residence is located less than 100 feet from the southern boundary of the proposed Sports Complex, under Alternative C, the City agrees to end sporting events at 11:00 p.m. and concerts at 10:00 p.m.

Under Alternative B, Sports Complex development would be expected to increase the City's baseball and softball league capacity and provide top quality facilities. Citizens would benefit from construction of the waterfront docking facilities, an increase in local recreational use opportunities, and an improvement in their quality of life and recreation experiences. This alternative would have a beneficial recreation impact on the community. The impacts of Alternative C on recreation are expected to be the same as Alternative B.

Under Alternative B, a slight shift to species more tolerant of human disturbance or reduction in the number of individuals and species using the site would probably occur. However, wildlife utilization of this site would remain relatively the same and impacts are expected to be minor and insignificant on a local, reservoirwide, and regional basis. Under Alternative C, the City would agree to use native vegetation in all landscaping activities for the proposed Sports Complex. This would further minimize any long-term negative ecological effects as well as help reduce the effects on native plant species by nonnative species (i.e., invasive exotics).

Under Alternative B, construction and use of the Sports Complex would not result in minor traffic increases for the residents of City. Many sporting and cultural events would probably be held during off-peak hours (weekends or evenings) when most local businesses are closed, thus avoiding mixing traffic from complex visitors with existing levels of peak local traffic. Because of the short length of Carden Farm Drive between the adjoining residential community and US 25W, less than 0.5-mile, no adverse transportation-related impacts to residents are expected during most events at the complex. Some expected additional traffic would generally not cause an annoyance to travelers. However, under Alternative C,

for certain events when City officials anticipate a larger than normal number of spectators or visitors, an event-specific shuttle service from a designated location such as the Hicks Street Municipal Parking Lot would be established to reduce the effects of increases in traffic on Carden Farm Drive due to increased attendance (see Table 2-1).

Under Alternative B, because of planned vegetation removal and grading and earth-moving operations, residents in the nearby community to the south would experience the greatest visual impacts. During construction, these residents would notice an increase in people and equipment; however, such impacts would be short-term. Operational impacts would include an increase in automobile and pedestrian traffic in the area and an increase in visible lighting across the landscape when the complex is used for nighttime activities. Frequent recreational users on and along the Clinch River would notice a slight change in the visible landscape. However, these elements would be visually similar to other water-use facilities seen along the river now and would not be individually or cumulatively significant. Under Alternative C, mitigation measures would be used to minimize visual impacts further and include (1) the use of shielded “dark sky” fixtures for exterior lighting, (2) planting a vegetative screen of mixed trees and evergreen shrubs along the southern boundary of the project site and (3) providing color schemes for building exteriors that would be visually compatible with natural background colors and would provide dark roofs on all structures. Poles less than 40 feet tall would be used for general lighting. All ballfield lighting fixtures would be full cutoff or shielded directional or would be a hybrid with both features (Table 2-1).

Table 2-1. Comparison of the Impacts of the Alternatives

Resource Media/Issue	Alternative A (No Action)	Alternative B – Clinton Sports Complex Proposal	Alternative B – Clinton Sports Complex Proposal With Mitigation
Cultural Resources	None	None	None
Navigation	None	None	None
Noise	None	Insignificant	Negligible
Recreation	None	Beneficial	Beneficial
Terrestrial Ecology	None	Insignificant	Negligible
Transportation	None	Minor	Negligible
Visual	None	Minor	Negligible

Under Alternatives B and C, the Sports Complex would be located at approximate CRM 59.2 on Melton Hill Reservoir. At this location, the 100- and 500-year floodplains are the areas lying below elevation 802.1 and 804.1 msl, respectively. All facilities proposed within the 100-year floodplain are considered repetitive actions. Substantial structures associated with the complex would be located outside of the 100- and 500-year floodplains. Therefore, the project would comply with Executive Order (EO) 11988 (Floodplain Management). In order to prevent any future increases in flood risk, the City would not locate any facilities or equipment subject to flood damage below the 500-year flood elevation (804.1 msl). Any future development proposed within the limits of the 100-year floodplain, elevation 802.1 msl, would be consistent with the requirements of EO 11988. TVA would retain the right to flood this area and would not be liable for damages resulting from flooding.

2.3. The Preferred Alternative

TVA's preferred alternative is Alternative C - Clinton Sports Complex Proposal With Mitigation. These mitigation measures are project specific and are designed to further reduce impacts on the environment, including effects of ecological, social, and economic resources.

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CHAPTER 3

3. AFFECTED ENVIRONMENT

This chapter presents descriptions of the environmental resources or media areas that could be affected by the project and evaluated under the array of alternatives. Due to the nature of the proposed action, some resources or features minimally affected by the project alternatives (e.g., air quality, water quality, surface water, groundwater, aquatic ecology, etc.) are not evaluated in detail. Prior to site disturbance, TVA would ensure the placement of needed best management practices to prevent runoff from entering the Clinch River (see Section 4.9). Other resources or features identified during the scoping process as more important issues are described in much more detail. The arrangement of topics and the numbering of sections in this chapter is the same as the arrangement of these topics and section numbers used in Chapter 4 (Environmental Consequences).

The proposed 16.8-acre Sports Complex site (Tract No. XMHR-49), which lies within the city limits of Clinton, is generally bordered by the Clinch River to the west, NS Railroad tracks and bridge to the east and north, and a small residential community to the south. Businesses within the Carden Farm Industrial Park are located northeast of the property. From US 25W, Carden Farm Drive provides direct access to both the residential and industrial areas. Riverview Drive runs from Carden Farm Drive west and then north along the Clinch River. It provides a southern and narrow western boundary and offers interior access for the community, which contains about 30 residential homes. The community appears to be made up of low to moderate-income residents. The potential for noise, transportation, and visual impacts to the community setting are described below.

3.1. Cultural Resources

For at least 12,000 years, the Clinch River has been an area for human occupation, which became more intense through succeeding cultural periods. In the upper east Tennessee area, archaeological investigations have demonstrated that Tennessee and the eastern Ridge and Valley Region were the setting for each one of these cultural/temporal traditions, from the Paleo-Indian (12,000-8000 B.C.), the Archaic (8000-1200 B.C.), the Woodland (1200 B.C.-1000 A.D.), the Mississippian (1000-1500 A.D.), to the Protohistoric-Contact Period (1500-1750 A.D.). Prehistoric archaeological stages are based on changing settlement patterns. Smaller time periods, known as "Phases" are represented by distinctive sets of artifact remains. In addition, historic era cultural traditions have included the Cherokee (1700 A.D.-present), European and African American (1750 A.D.-present) occupations.

Anderson County was formed in 1801 from sections of Knox and Grainger Counties. It was named after Joseph Anderson, a prominent U.S. Senator at the time. As with most counties along the Clinch River, agriculture was the major industry. However, with the addition of railroad networks in the 1800s, mining gradually became its leading industry. This continued until the Civil War (1860-1865). No major Civil War battles were fought in Anderson County. Mining and agriculture were the major occupations until the creation of TVA in 1933 and later Oak Ridge. At that point, the county became a leader in flood control, electrical power production, and nuclear exploration because of the increased federal presence. Anderson County's economy has become more diverse with various

industries, but TVA and Oak Ridge National Laboratory still are major employers in the area (Mielnik 1998).

In September 2004, TVA sent notification letters to the SHPO and appropriate affiliated Native American Indian tribes regarding this project. Formal consultation letters regarding the Phase II site evaluation were sent to the SHPO and EBCI tribal representative on April 21 and April 26, 2005, respectively (Appendix A). For the proposed action, the APE for this project is considered the entire 16.8-acre parcel, shoreland tract, and any areas that would be visually or audibly affected by use of the Sports Complex. The APE, as defined in 36 Code of Federal Regulations Part 800.16 (d), is “the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if such properties exist.”

3.1.1. Archaeological Resources

A Phase I archaeological identification survey was conducted in 1997 (Cable 1997), and two archaeological sites were recorded. The depth of the survey was terminated when intact archaeological deposits were encountered. One site was an eroded site that did not contain intact archaeological resources and was determined to be ineligible for listing on the NRHP. Additional testing (Phase II site evaluation) was conducted on the second site within the 16.8-acre parcel, which contained resources from the Late Woodland to possible Historic occupation. Although archaeological material was identified during the evaluation study of the site conducted in 2004 (Alexander 2005), material TVA considered to be potentially significant intact archaeological features in the identification study (Cable 1997) were later determined not to be cultural resources. Given the combination of the paucity of artifacts and low density of intact cultural features identified during intense Phase I identification survey (including deep testing) and Phase II site evaluation, TVA has determined that the archaeological resources do not warrant additional testing or preservation and are not eligible for the NRHP.

As a result of more recent consultation, comments from the EBCI (via e-mail) and SHPO were received dated June 2 and June 6, 2005, respectively. There were concerns about inadvertent discoveries in a portion of the project area. A final response from the EBCI was received dated August 4, 2005 (see Appendix A).

3.1.2. Historic Structures

Four historic features within the APE are potentially eligible for listing on the NRHP. These are (1) an early 20th century house, (2) former Magnet Knitting Mills, (3) a series of early 20th century upscale homes along Eagle Bend Road, and (4) the abandoned concrete roadbed of the former US 25W and the two remaining concrete bridge piers and abutments. Additional letters to the SHPO was sent on June 9 and July 7, 2005 regarding these historic structures in the project APE (see Appendix A).

3.1.2.1. Early 20th Century House

This large substantial house appears to date circa 1870s with extensive additions in 1925. The front walls are constructed of large cut stone blocks with brick columns on the front porch, while the rear is constructed of brick. It is sited on an elevation above the street, which is above the NS railroad track. This rail bed is elevated above the proposed ballfields.

3.1.2.2. Former Magnet Knitting Mills

This large manufacturing plant was a major employer and influential socioeconomic force in the life of early 20th century Clinton. Construction of the plant begun in 1906, and the facility now contains a series of major additions probably dating from the 1920s through the 1940s. The large chimney once present on this prominent structure has been demolished along with the southernmost section of the complex.

3.1.2.3. Homes Along Eagle Bend Road

There are early 20th century upscale houses on both sides of the street paralleling the Clinch River. These are well maintained and have the potential for nomination as a historic district. These homes lie on the north bank and on the opposite side of the river from the proposed Sports Complex.

3.1.2.4. Former US 25W

This river crossing of the old US 25W was later replaced by a bridge (1938-1940) over the Clinch River just downstream to the south. The old highway bridge was removed circa 1963, while the two concrete bridge piers and abutments remain. On the east bank, the narrow concrete paving remains from the former highway that lies on the south border of the Sports Complex. The City proposes to reuse the former bridge piers for the pedestrian bridge. It is uncertain whether plans include preserving all or portions of the old concrete road paving as part of the Riverwalk trail.

3.2. Navigation

The site for the proposed Sports Complex lies on the Clinch River between CRMs 59.0 and 59.3 on the left descending bank. The Clinch River is a part of the commercially navigable Tennessee River waterway system that links east Tennessee with most of the eastern United States by water. Some 50 million tons of cargo are moved on the Tennessee River system annually.

The Sports Complex site is near the farthest upstream reach of commercial navigability on the Clinch River, which is navigable for 61 miles. There is a terminal located upriver from the proposed development site at the Eagle Bend Industrial Park (CRM 61.3L), but it is currently inactive. The most recent activity at the Eagle Bend terminal was in the 1970s. The only other water-based commercial activities of any duration in the area were for the construction of the Clinton Highway Bridge (US 25W) at CRM 58.8 in the 1980s and the City's water intake structures.

The Eagle Bend industrial site remains a viable site for a waterway-using industry. The fact that there has not been commercial traffic at Eagle Bend recently does not preclude it from happening in the future. That Eagle Bend terminal site is appropriate "as is" for dry bulk materials such as iron and steel or coal handling.

The nearest downstream commercial terminal is at the TVA Bull Run Fossil Plant at CRM 47.5L. There are no navigation aids or safety landings on the Sports Complex site.

Low to moderate levels of recreational navigation occur in the Clinch River in the vicinity of the proposed Sports Complex. This qualitative estimate of use is based on observation,

and no supporting TVA data for this reach of the Clinch River are available. People enjoy fishing, and pleasure boating is common, particularly in summer, with public access ramps both up and downstream of the proposed development site (see Section 4.4 Recreation). Some use of jet skis, canoes, kayaks, and other small personal watercraft also occurs.

3.3. Noise

The proposed Sports Complex is generally bordered by the Clinch River to the west, NS Railroad tracks to the east, and a small residential community to the south. Businesses within the Carden Farm Industrial Park are located northeast of the property. The nearest residence would be located less than 100 feet from the southern boundary of the proposed park.

Ambient noise at the proposed park was measured with a Bruel & Kjaer 2237 Integrating Sound Level Meter on March 15, 2005. Noise levels were measured three times at each location with each measurement lasting for 5 minutes. Leq is the continuous equivalent sound level or the “average” noise level during the measurement period. While Leq is very valuable for describing continuous noises, it is less useful for intermittent noises. Leq smoothes out the discrete high-level events, such as trucks passing, to the point of eliminating the annoyance factor of the events. MaxP is the maximum peak sound level during the measurement, which is an important descriptor for intermittent noises. The average Leq at the proposed Sports Complex was measured at 47 dBA (a unit used to express the intensity of a sound wave) and the maximum MaxP was measured at 87 dBA.

Existing noise sources in the area include trucks on Carden Farm Road as well as traffic on State Route 61 (Charles Seivers Boulevard) across the river. There are railroad tracks bordering the proposed park. These tracks are very close to the nearby residences, so these homes are impacted by noise from passing trains. There were no trains in the area when the noise measurements were taken. Noise levels would be much higher than those measured when trains are present.

3.4. Recreation

The City offers a diverse array of community recreational facilities to its citizens. This portion of the Clinch River is somewhat popular among anglers and boaters with small to medium-sized watercraft. Fishing is particularly popular in the spring during the spawning runs for certain game species, but fishing pressure in this reach of the river is generally low. This part of the river offers a variety of game fish including white bass and brown and rainbow trout.

The City manages three parks, Jaycee, South Clinton, and Lakefront, and three community centers, Clinton, Green-McAdoo, and South Clinton. A summary of the recreation facilities provided by the City is included in Table 3-1.

Table 3-1. Recreation Facilities Provided by the City of Clinton, Tennessee

Baseball Fields	Softball Fields	Tennis Courts	Basketball Courts	Soccer Fields	Picnic Tables	Picnic Shelters
6	2	9	7	4	23	2

Jaycee Park has an Olympic-sized outdoor swimming pool and Clinton Community Center has an indoor swimming pool. Restrooms that meet the guidelines established by the Americans with Disability Act are associated with two of the three parks and all three of the community centers. Two football fields, kitchens, and meeting rooms are a part of the facilities offered by the community center. There are two walking trails included among the park amenities. There is also a boat ramp, boathouse, and dock for the rowing association at the Lakefront Park.

In addition to the City-managed areas and facilities, there are Tennessee Wildlife Resources Agency boat ramps approximately 5 and 7 river miles upstream at CRM 64 and CRM 66.3. Lakefront Park has a public boat ramp and dock. Anderson County has a boat ramp, a small park, picnic pavilion, and picnic tables in Gibbs Ferry Park at CRM 53.1 and a boat ramp in Lost Bottom Park at CRM 53.9.

The City initially had plans to sell 5.8 acres of property it owns, of which 2.005 acres lies within Jaycee Park. This 2.005-acre area is mowed grassed, partially graveled, and adjoins the old National Guard Armory and is adjacent to one of the City's public works facilities. Because of its previous use this area is highly disturbed. If sold, the City could then include those proceeds to help fund development of the new Sports Complex (see Section 4.4 for discussion of the L&WCF Section 6(f) conversion). But, prior to finalizing this EA, the City indicated that it would not likely sell this land and use these proceeds for development of the proposed Sports Complex.

3.5. Terrestrial Ecology

This 16.8-acre parcel proposed for recreational development was generally addressed in the TVA finalized EA (TVA, 1985). As described in that EA, this site is approximately 90 percent open land dominated by Kentucky fescue and orchard grass and annually mowed for hay crops. There is a small, approximate 0.1-acre man-made depression in the northern portion of this open field. This area does hold water in late winter and early spring providing some limited temporal habitat for some amphibians and birds such as Canada geese, killdeer, great blue herons, and cliff swallows. The area does dry up by late spring and inspection of the site did not indicate the presence of any hydric soils; therefore, this area is not a jurisdictional wetland. No other potential wetland areas occur on the site.

The fence lines and railroad right-of-way bordering the northeast side of this parcel are comprised primarily of small to medium-sized trees including green ash, elm, boxelder, sycamore, hackberry, eastern red cedar, red and silver maples, and black cherry. The understory or shrub layer vegetation in this area is dominated by invasive, exotic species such as Chinese privet, Japanese honeysuckle, and multiflora rose. The shoreline portion (Tract No. XMHR-142PT), or riparian zone on this parcel is comprised of medium-sized trees including green ash, elm, boxelder, and sycamore. There are a few pockets of river alder shrubs along the immediate shoreline/water interface. The remainder of the understory along this portion is dominated by similar invasive, exotic species as described above.

As described in the original EA (TVA, 1985), this parcel does not provide habitat diversity or adequate food or cover to support more than marginal wildlife populations. Wildlife species that utilize these types of managed open land or edge habitats are generally widespread and abundant in this area and across the region. Common mammals include white-tailed deer, eastern cottontail rabbit, woodchuck, white-footed mouse, raccoon, and opossum.

Typical resident birds expected to use this area include mockingbird, Carolina wren, northern cardinal, American crow, Canada goose, and red-shouldered hawk. Migratory birds that would use this area including riparian habitats include white-eyed vireo, brown thrasher, indigo bunting, orchard oriole, brown-headed cowbird, and wood duck. Common reptiles and amphibians that are likely present include eastern box turtle, black rat snake, garter snake, and Cope's gray tree frog.

Review of TVA's Natural Heritage database indicated that no federally or state-listed species or plant or animal species proposed for such listing are reported to occur on Tract No. XMHR-49. TVA field inspections confirmed that no unique or rare species or habitats occur on or adjacent to Tract Nos. XMHR-49 or XMHR-142PT. Within a 5-mile radius of this parcel, there are several extant records of state-listed plants including American ginseng, Nuttall's elodea, tall larkspur, Canada lily, northern bush-honeysuckle, and Appalachian bugbane. However, based on a recent on-site inspection, none of these species are expected to occur on this parcel due to current habitat conditions and past on-site management activities.

3.6. Transportation

The proposed Sports Complex would be located in the city of Clinton, Tennessee, approximately 18 miles northwest of Knoxville, Tennessee. The site is located on the eastern shore of the Clinch River and is bordered by Carden Farm Drive and the NS railroad line. Primary access to the site would be via an intersection with Carden Farm Drive, between South Central Street and the Carden Farm Drive overpass crossing the NS railroad tracks. Carden Farm Drive, which runs primarily in a north-south direction, is a dead-end, two-lane route with no shoulders and a 35 miles per hour (mph) speed limit. Access to Carden Farm Drive is provided by US 25W, which is a multilane route with good shoulders, a middle turning lane, and a speed limit of 45 mph. At the intersection of US 25W and Carden Farm Drive, there is a shopping center with retail and dining facilities. There is also an alternate connector to Carden Farm Drive, Carden Road. Carden Road is also a two-lane route with no shoulders and 25 mph speed limit. Carden Road intersects US 25W southeast of the intersection of Carden Farm Drive and US 25W and intersects Carden Farm Drive just north of the NS railroad tracks.

Adjacent to the proposed Sports Complex site is a residential community to the south and Carden Farm Industrial Park to the north. Carden Farm Drive directly accesses both the residential and industrial areas. The residential area has low volume roads, which are narrow with no shoulders and no posted speed limit. The industrial park is at the dead end of Carden Farm Drive and includes five businesses/plants.

The latest available Average Annual Daily Traffic (AADT) counts from the Tennessee Department of Transportation (TDOT) show approximately 22,430 vehicles per day on US 25W, with a level of service (LOS) of C (Transportation Research Board 2000). Six levels of service, A through F, are used categorically to describe differing qualities of service provided by a particular roadway. The LOS concept was created to make the understanding and presentation of results easier for decision-makers. LOS A is defined as the highest quality of service that a particular class of highway can provide. It is a condition of free flow with little or no restriction on speed or maneuverability caused by the presence of other vehicles. Conversely, LOS F indicates forced-flow operations at low speeds. As the level of vehicular density increases, it creates the proverbial traffic "jam." TDOT traffic counts are not available for Carden Farm Drive or any of the other surrounding roads. TVA

personnel estimated the AADT for Carden Farm Drive using the Institute of Transportation Engineers (ITE) *Trip Generation* manuals (ITE 1998). This method uses a weighted trip generation rate, which is the weighted average number of trip ends per one unit of independent variable (for example, acres of development, number of employees, or peak hour of adjacent street traffic). Based on the number of adjoining residents that use this roadway as their primary access as well as the number of persons employed at the industrial park, TVA estimates the AADT for Carden Farm Drive is 1,502. Carden Farm Drive has an LOS of E.

3.7. Visual Resources

Views of a landscape are described in terms of what is seen in foreground, middleground, and background distances. In the foreground, an area within 0.5 mile of the observer, details of objects are easily distinguished in the landscape. In the middleground, normally between 1-4 miles from the observer, objects may be distinguishable, but their details are weak and they tend to merge into larger patterns. Details and colors of objects in the background, the distant part of the landscape, are not normally discernible unless they are especially large and standing alone. The impressions of an area's visual character can have a significant influence on how it is appreciated, protected, and used. The general landscape character of the study area is described in this section.

The proposed Sports Complex would be developed on the 16.8-acre sale tract between CRMs 59.0L and 59.3L, just north of Lost Ridge. The site is bordered to the west and north by the Clinch River, to the east by Carden Farm Industrial Park, and to the south by residential development. Current access to the site by automobile is from Riverview Drive. Future access to the Sports Complex would be from Carden Farm Drive. Future pedestrian access to the site from the City would be over a proposed pedestrian bridge that would utilize existing piers and abutments in the Clinch River adjacent to the site. The existing piers and abutments are seen in the foreground and middleground distances by recreation users along the river.

The site is relatively flat with gentle slopes along the southeastern border, and is sparsely vegetated. Due to dense vegetation along the boundaries, views to the site are mainly limited to higher ridges in middleground distances. Most views of the site are from Carden Farm Road to the east by plant employees during shift changes. Views from the site include the rooflines of taller buildings and an abandoned water tower to the west and numerous utility poles and lines along higher ridgelines to the north. An existing railroad line servicing the Carden Farm Industrial Park can be seen along the eastern property line. Scenic attractiveness is common. Scenic integrity is low.

Along Tract No. XMHR-142PT, shoreline stabilization activities and construction of a dock and pedestrian bridge are planned. This section of the Clinch River, about 500 feet wide, is in the relatively narrow upper reach of the waterway (Melton Hill Reservoir) and is used mainly by recreational users. Foreground views from the water include mainly commercial and older industrial developments on the right bank (in town) and more sparse residential developments on the left bank downstream of the site. Just upstream, on the left bank, and across the NS railroad tracks, lie industries in the Carden Farm Industrial Park complex. To the east, higher ridgelines provide visual contrast to the lower-lying areas adjacent to the riverbanks. Scenic attractiveness is common. Scenic integrity is moderate.

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CHAPTER 4

4. ENVIRONMENTAL CONSEQUENCES

This chapter presents the potential environmental consequences that are expected to occur with regard to a variety of resource or media areas under each of the three alternatives evaluated. The general components of each alternative are presented in Sections 2.1 Alternatives. The sections in this chapter address the same resource areas as those described in Chapter 3 (Affected Environment) and are presented in the same order. Within each section, any general discussion is followed by an evaluation of the effects of each alternative. All of this information is summarized in Section 2.2 and in Table 2-1.

Past land excavation, possibly associated with railroad or old US 25W construction, has left a high grassy earthen bank around portions of the perimeter of Tract No. XMHR-49. Site preparation for the Sports Complex is expected to result in an approximate 20-foot embankment remaining around much of the perimeter of the site. This would include much of the southern and eastern site boundary near the residential community and along the NS railroad track. This remnant berm would help to reduce the effects of the project on historic structures, noise, and visual resources. The effects of these topographic changes have been taken into account in the following analysis. TVA also recognizes that measures to offset impacts on one resource or media serve to reduce effects on other media. For example, use of dark or natural background colors on external surfaces of building would also help reduce visual effects on historic properties. This too is considered in TVA's evaluation.

4.1. Cultural Resources

4.1.1. *Alternative A – The No Action Alternative*

See Section 2.2.1 Anticipated Effects of Alternative A for a discussion of the impacts of the No Action Alternative.

4.1.2. *Alternative B – Clinton Sports Complex Proposal*

TVA considers the APE for purposes of NHPA, Section 106 compliance, to be the entire 16.8-acre tract, the shoreland, and any areas that would be visually or audibly affected by development and use of the Sports Complex. The EBCI recommended the use of a minimum of 18 inches of clean fill over a portion of Tract No. XMHR-49 to address concerns regarding inadvertent archaeological resource discoveries (Figure 4-1). They also recommended, during project construction, that the City not excavate below this fill soil, which would adequately protect any isolated archaeological resources that may be present. Prior to the City's proposal and in anticipation of this parcel being used for industrial purposes, a Phase I archaeological resources identification survey was conducted in association with the Carden Farm Industrial Park (TVA, 1985). This survey revealed the presence of archaeological sites that may be affected by development of the Sports Complex on the sale tract (Tract No. XMHR-49). However, Phase II site evaluation over the site later revealed that no archaeological resources eligible for listing on the NRHP were present. Therefore, there are no such eligible resources located on the 16.8-acre tract proposed for the Sports Complex development, including the area that would be affected by the Riverwalk trail. In response to the EBCI concerns, however, the City agrees to conduct any grading, soil removal, or excavation within this area while the work is being monitored by a qualified archaeologist approved by TVA.

The Sports Complex development project would have visual and audible effects on historic structures. An early 20th century house would be within the view shed (i.e., up hill) of the proposed complex and is approximately 1,100 feet from the centrally located three-story pavilion. This structure would also be affected by noise generated by construction and use of the facilities at this site. Grading of the elevated knoll and the new access road along the south perimeter of the property could remove a considerable number of trees that currently screen the proposed Sports Complex area from the view shed of the house. The former Magnet Knitting Mills across the river would also be visually impacted, in particular by the three-story pavilion, approximately 700 feet away. The former mills site would also be visually impacted by the proposed complex night lighting. Vegetation on both banks of the Clinch River to the west as well as along the NS railroad track to the east of the property would offer some screening. The homes along Eagle Bend Road are at an initial distance of approximately 2,200 feet. These homes are already well screened by mature trees. However, night lighting would also impact these homes.

Reusing (former US 25W bridge) piers and abutments for the new pedestrian bridge without retaining the old concrete roadway along the south border of the Sports Complex could result in an adverse effect.

4.1.3. Alternative C – Clinton Sports Complex Proposal With Mitigation

No eligible archaeological sites are located on the 16.8-acre parcel (Tract No. XMHR-49) proposed for Sports Complex development, including the Riverwalk trail.

As indicated under Alternative B (Section 4.1.2) and to address concerns in the event of inadvertent discoveries of archaeological resources, the EBCI recommended the use of a minimum of 18 inches of clean fill over the eastern portion of Site 40AN165 on a portion of Tract No. XMHR-49 (Appendix A). Archaeological monitoring would be conducted within the area of concern where grading, soil removal, or excavation is proposed (Figure 4-1). This monitoring would be conducted by a qualified archaeologist approved by TVA. TVA and the SHPO believe this would adequately protect any such resources that may be present. Work would cease immediately and appropriate action would be taken if archaeological material is discovered.

Although the project would have visual and audible effects on historic structures, they are not considered adverse because the City has committed to landscaping measures that would screen these features. As expressed in their letter of July 7, 2005 regarding vegetative screening, of concern to the SHPO are the early 20th century upscale homes along Eagle Bend Road (see Appendix A). The SHPO has determined these homes would be eligible for listing on the NRHP as a historic district; however, they would not be adversely affected. The City has committed to maintain and add more trees as needed along the northern and eastern boundaries of the property near the NS railroad track to screen these homes from the Sports Complex. This would not only screen these homes, which are beyond the railroad, but reduce noise generated from the complex. In addition, full cutoff or shielded directional lighting would be installed to minimize visual effects (see Section 4.7 Visual Resources and 4.9 Summary of TVA Commitments and Proposed Mitigation Measures and July 12, 2005 SHPO letter in Appendix A).

Lastly, the City plans to reuse former old US 25W piers and abutments for the new pedestrian bridge and retain the old concrete roadway along the south border of the Sports Complex. TVA finds, and the SHPO concurs, that such use would not result in an adverse affect on this historic feature.

4.2. Navigation

4.2.1. Alternative A – The No Action Alternative

See Section 2.2.1 Anticipated Effects of Alternative A for a discussion of the impacts of the No Action Alternative.

4.2.2. Alternative B – Clinton Sports Complex Proposal

Two features of the overall Sports Complex development have a potential to impact commercial and recreational navigation, the City's planned boat dock and the pedestrian bridge linking the recreation complex with downtown Clinton across the river. Shoreline stabilization (riprap) is proposed to occur along the shoreline fronting the boat dock and, if needed, in the vicinity of bridge abutments on both shores of the Clinch River. Resultant stabilization is not expected to impact navigation.

The proposed design of the boat dock calls for an 8-foot-wide wood floating structure (to allow for the fluctuation of reservoir levels) that extends 200 feet along the shoreline. It would be connected to the shore by two 4-foot by 6-foot walkways for a maximum lakeward extent of 12 feet for the facility. It is envisioned that the boat dock would provide only temporary mooring for visitors arriving by water and possibly for those wishing to launch a canoe or kayak.

With a maximum lakeward extent of 12 feet and no permanent mooring, the dock would have no impact on commercial navigation. Similarly, TVA expects that the dock would not impact recreational navigation and would likely enhance access and use of the river by people with small to medium-sized watercraft.

As indicated in Section 1.3.2, the proposed pedestrian bridge is to be constructed using existing piers from the old US 25W bridge right-of-way at CRM 59.1 and consists of a 10-foot-wide deck that will be 525 feet long. The horizontal clearance between the existing river pier faces is 210 feet; while from centerline to centerline, the piers are 225 feet apart. The bottom of the pedestrian bridge (low steel) would be at elevation 830 msl or 35 feet above the summer operating elevation (795 msl) of Melton Hill Reservoir. TVA expects that such a span between piers as well as the proposed bridge height would allow expected low to moderate recreational and commercial barge and boat traffic to move safely past the structure without creating a navigation hazard or impediment. The vertical clearance above summer reservoir operating elevation also meets the USCG guide clearance for this reach of the Clinch River. Therefore, construction of the pedestrian bridge is not expected to impact navigation. Because there would be a need for a floating platform or plant in the river, there would be some minor temporary navigation channel obstruction while the bridge superstructure is being erected during construction.

4.2.3. Alternative C – Clinton Sports Complex Proposal With Mitigation

Under Alternative C, impacts of the project, as proposed, on navigation would be the same to those described for Alternative B.

4.3. Noise

4.3.1. Alternative A – The No Action Alternative

See Section 2.2.1 Anticipated Effects of Alternative A for a discussion of the impacts of the No Action Alternative.

4.3.2. Alternative B – Clinton Sports Complex Proposal

4.3.3. Construction Noise

Construction activities would likely include the use of compactors, front loaders, scrapers, excavators, and graders. This type of equipment is expected to generate noise levels from 79 to 88 dBA at 50 feet (U.S. Environmental Protection Agency 1971). Construction equipment would cause an increase in noise levels at the residences immediately adjacent to the proposed Sports Complex. However, due to the temporary nature of construction and the limitation of construction activities to daylight hours, noise impacts from construction are expected to be insignificant.

4.3.4. Noise From Use of the Sports Complex

The proposed Sports Complex would increase traffic on Carden Farm Road. The proposed parking lot would hold 408 vehicles. Because alternative (overflow) parking would be provided away from the Sports Complex during large events, such an increase in vehicular traffic during the peak hour on Carden Farm Road would not result in a significant increase in traffic noise at the nearby residences (see Section 4.6, Transportation).

The proposed Sports Complex would include seating for up to 3,000 people. Average noise levels of cheering crowds at professional sporting events were measured at levels up to 90 dBA, with instantaneous maximum noise levels up to 110 dBA (Cowan 1994). These measurements were taken in indoor stadiums with much larger crowds, so noise from spectators at this Sports Complex should be considerably less. Spectator noise would likely be more similar to noise from school playgrounds at recess with average noise levels of 68 to 77 dBA and peak noise levels of 101 dBA (New York City School Construction Authority 1992). At times, cheering crowds would be heard at the nearby homes. If sporting events that extend into the nighttime hours are concluded by 11:00 p.m., noise from spectators would not have a significant impact on nearby residences.

The proposed Sports Complex may occasionally be used for outdoor concerts. Noise from concerts, more typically held at night, would vary greatly depending on the type of music performed and the volume of the sound system. In many cases, concert sounds can be heard more than 1,000 feet away from an outdoor amphitheater. Noise from concerts would be heard at nearby residences and could become an annoyance. If concerts that extend into the nighttime hours were concluded by 10:00 p.m., they would not cause a significant impact at nearby residences.

4.3.5. Alternative C – Clinton Sports Complex Proposal With Mitigation

Based upon this evaluation, noise impacts under Alternative C are expected to be the same as those expected under Alternative B (i.e., in general, this project would not be expected to have a significant effect on noise at nearby residences). As indicated under Alternative B, because large crowds of spectators at sporting events or noise generated by some outdoor concerts would potentially cause significant noise impacts, the City would agree to end

such sporting events by 11:00 p.m. and concerts by 10:00 p.m. to avoid creating a nuisance to nearby neighbors.

4.4. Recreation

4.4.1. Alternative A – The No Action Alternative

See Section 2.2.1 Anticipated Effects of Alternative A for a discussion of the impacts of the No Action Alternative.

4.4.2. Alternative B – Clinton Sports Complex Proposal

As indicated in Section 1.3.1, Scoping Process, the City had earlier proposed to sell a portion of Jaycee Park which does not include any of the developed recreation facilities in Jaycee Park, and use those monies to fund a portion of the proposed Sports Complex. Although there is some uncertainty as to whether the proceeds from the sale would be used for the Sports Complex development, TVA has included the impact of development of the 2.005-acre property in Jaycee Park. From a recreation perspective, TVA believes this conversion is a good proposal. The 2.005-acre portion of Jaycee Park proposed for sale would likely be developed for commercial use purposes. Its present contribution to the recreational use value of Jaycee Park overall would not be adversely affected by its sale for the proposed alternative use at this location. TVA anticipates that the present recreational use value of this area would be offset by development at the new Sports Complex, and the public would receive increased benefits. No other important or sensitive environmental resources would be affected by the change in use of this property.

Although the location of the Sport Complex favors people who live in the southern part of the City, it is somewhat centrally located and accessible to a majority of the population. The site lies just upstream and across the river from Lakefront Park. The proposed pedestrian bridge would provide improved access downtown Clinton and probably help provide parking in town for larger events.

Under Alternative B, Sports Complex development would be expected to increase the City's baseball and softball league capacity by 37 percent and provide top quality facilities. Anglers, boaters, walkers, and other citizens would benefit from construction of the waterfront docking facilities, Riverwalk trail, and pedestrian bridge. In this location, the Clinch River acts as a natural buffer for most of the City. This development would help provide some balance to the quality of life as well as recreational experiences as the community grows and seeks additional industries over the next couple of decades. This alternative would have a beneficial recreation impact on the community.

4.4.3. Alternative C – Clinton Sports Complex Proposal With Mitigation

Based on review of the plans, this project appears to use the available 16.8-acre land base and adjoining shoreline (e.g., Riverwalk) to the fullest and in an effective manner without prompting use conflicts and overcrowding. Under Alternative C, impacts of the project, as proposed, on recreation would be the same as those described for Alternative B.

4.5. Terrestrial Ecology

4.5.1. *Alternative A – The No Action Alternative*

See Section 2.2.1 Anticipated Effects of Alternative A for a discussion of the impacts of the No Action Alternative.

4.5.2. *Alternative B – Clinton Sports Complex Proposal*

Under Alternative B, construction and development of ballfields, access roads, parking areas, pavilions, covered stadiums, field house, picnic/recreation areas, and other associated amenities would result in the removal of an open land area currently managed for annual hay crops. Much of this area would be replaced by the grasses and openness of ballfields and play areas. Vegetation and associated habitat located within the railroad right-of-way would remain intact, as would most of the riparian vegetation along the riverfront. Wildlife utilization of these areas would remain largely the same and consist of species that are tolerant to human-induced changes and disturbance. A slight shift or reduction in the number of individuals and species using the site would probably occur; however, selection of this alternative would result in minor and insignificant effects on terrestrial ecological resources on a local, reservoirwide, and regional basis. Similar, but probably more intensive, long-term effects on resources would be expected if this site were to be developed for industrial use as the land is currently allocated.

4.5.3. *Alternative C – Clinton Sports Complex Proposal With Mitigation*

Under Alternative C, impacts on terrestrial ecological resources would be similar to those described for Alternative B. However, under this mitigation alternative, TVA would require the City to use native vegetation in all landscaping activities for the proposed recreation development. This mitigative action would not only minimize long-term effects on terrestrial ecology and wildlife resources but would help TVA demonstrate the intent of EO 13112 (Invasive Species) to provide for restoration of native species and habitat conditions in invaded ecosystems and promote public education on invasive species issues. Under this alternative, TVA would review the City's initial landscaping and planting plans prior to implementation to ensure that it meets the spirit of EO 13112.

4.6. Transportation

4.6.1. *Alternative A – The No Action Alternative*

See Section 2.2.1 Anticipated Effects of Alternative A for a discussion of the impacts of the No Action Alternative.

4.6.2. *Alternative B – Clinton Sports Complex Proposal*

The proposed Sports Complex would include a baseball field with a seating capacity of 3,000 people alone, along with other recreational facilities to attract visitors, walkers, and other recreationists. The facilities would also include a parking lot capable of accommodating 408 vehicles.

Estimates of the trips generated by the Sports Complex development were also derived using the above-mentioned ITE manuals. These trip generation predictors are models taken from actual studies performed across the United States. There are many different types of traffic generators, and for this analysis, the models used derived estimates of

typical use of a city park, a live theatre, and a county park. Even though the Sports Complex is an addition for the City’s current facilities, the county park option was also evaluated. This is because the City lies in a rural area and the ITE city park model is based on sites surveyed in southern California. Because of the location and characteristics of the area around the proposed development, TVA also assumed that 95 percent of the traffic leaving the park would be turning right onto Carden Farm Drive to travel to US 25W as it dispersed away from the complex. Anyone making a left turn out of the development would be traveling to the industrial park or taking Carden Road to US 25W. Therefore, when applying the generated trips to US 25W, only 95 percent of the trips applied to Carden Farm Drive were added to the AADT for US 25W.

As well as the ITE methods, a worst-case scenario was evaluated. This worst case assumes that each of the 408 parking spaces if filled at one time would generate 816 trips. See Table 4-1 for the predicted trips that would be generated by visitors to and from the proposed Sports Complex. For comparison, also see the predicted typical number of trips that would be generated in associate with of types of recreation facilities.

Table 4-1. Trips Generated and Percent Increase in Number of Vehicles

<i>Type of Facility</i>	<i>Analysis Period</i>	<i>Carden Farm Drive</i>		<i>US 25W</i>	
		<i>Trips Generated</i>	<i>Percent Increase</i>	<i>Trips Generated</i>	<i>Percent Increase</i>
City Park	Weekday p.m. Peak Hour	28	15.5	27	1.0
	Sunday	16	1.1	15	0.07
Live Theater	Weekday p.m. Peak Hour	4	2.2	51	1.9
County Park	Weekday p.m. Peak Hour	38	21.0	36	1.3
	Saturday	204	13.6	194	0.9
	Sunday	70	4.7	67	0.03
Worst Case	Any Day	816	54.3	775	3.5

The impact the Sport Complex would have on the predicted increase in traffic on US 25W is negligible, ranging from 0.03 to 3.5 percent. This assumes all parking places are filled one time in a day. There would be an expected greater impact from traffic on Carden Farm

Drive, ranging from a 1.1 to 54.3 percent increase in traffic, again, if all parking spaces are filled once daily.

The worst-case increase of 54.3 percent of the traffic on Carden Farm Drive was further investigated by conducting another LOS analysis, which includes the increase in traffic caused by TVA's estimated AADT. This would bring the projected traffic on Carden Farm Drive to 2,318 vehicles per day. This would decrease the average travel speed on Carden Farm Drive by 1.4 mph to 20.6 mph and increase the percent time a vehicle spends following another by 7.3 percent to 60.4 percent. Even at these levels, Carden Farm Drive still has an LOS of E, which is not desirable, but not significantly worse than the LOS without the additional traffic. Therefore, construction and use of the Sports Complex would not result in significant traffic increases for the residents of Clinton. Many Sports Complex events would probably be held during off-peak hours (weekends or evenings) when most local businesses are closed. This would largely avoid mixing traffic from complex visitors with existing levels of peak local traffic. In addition, because of the short length of Carden Farm Drive between the adjoining residential community and US 25W, less than 0.5 mile, no adverse transportation-related impacts to residents are expected during most sporting or cultural events at the complex. Some additional traffic would generally not cause an annoyance to travelers.

4.6.3. Alternative C – Clinton Sports Complex Proposal With Mitigation

Under Alternative C, impacts on land-based transportation would largely be the same as those described for Alternative B. However, if multiple events were planned, particularly prior to completion of the pedestrian bridge that would allow visitor access to parking in town, demand for parking at the complex could exceed capacity. In this event, traffic impacts on Carden Farm Road would likely temporarily worsen. In the near-term, if the City anticipates the number of patrons to exceed the limited parking capacity (408 spaces) of the complex, responsible officials would consider some type of alternative for moving visitors to and from the complex. An event-specific shuttle service from a designated location with adequate supplemental space, such as the Hicks Street Municipal Parking Lot on US 25W, would be established to mitigate any increases in traffic on Carden Farm Drive due to increased event attendance.

The LOS analysis process does not establish criteria for an LOS F for two-lane highways. Therefore, it is not possible to determine technically at what traffic increase (AADT) a significant impact would occur. However, City officials should realize that large or multiple events at the proposed development would warrant some type of mitigation to prevent adverse impacts on the traffic on Carden Farm Drive.

4.7. Visual Resources

Visual consequences are examined in terms of visual changes between the existing landscape and proposed actions, sensitivity of viewing points available to the general public, their viewing distances, and visibility of proposed changes. Scenic integrity indicates the degree of intactness or wholeness of the landscape character. These measures help identify changes in visual character based on commonly held perceptions of landscape beauty and the aesthetic sense of place. The foreground, middleground, and background viewing distances were previously described in the Affected Environment Section.

4.7.1. Alternative A – The No Action Alternative

See Section 2.2.1 Anticipated Effects of Alternative A for a discussion of the impacts of the No Action Alternative.

4.7.2. Alternative B – Clinton Sports Complex Proposal

Under this alternative, TVA would grant a deed modification on the sale tract (Tract No. XMHR-49) and change its land use allocation for a portion of Tract No. XMHR-142-PT. In addition, TVA and other permitting authorities would approve the shoreline stabilization, docking, and pedestrian bridge proposed on the shore and over the Clinch River.

The proposed ballfields, parking, and associated structures (pavilions, equipment storage, etc.) would be constructed on the 16.8-acre sale tract. Most views of the ballfield fencing, three-story pavilion, and stadium seating would be from the Clinch River by recreation users in the foreground and middleground distances. Once, even a limited amount of, vegetation adjacent to the Clinch River is cleared for the dock (from some portions of Tract No. XMHR-142PT), public visibility would slightly increase. Pedestrians, employees at local businesses, and motorists along Main Street (Charles Seivers Boulevard) to the west would likely have foreground views of the complex. These new features would add to the number of highly contrasting elements seen in the downtown area, and would contribute to the cumulative reduction of visual harmony.

Residents in the existing community south of the Sports Complex would have the greatest visual impacts. Much of the existing vegetative buffers along the south side of the site would likely be removed during grading and earth-moving operations. During construction, residents would notice an increase in people and equipment in the area. These impacts would be short-term for the duration of construction. Impacts of operation for these residents would include an increase in vehicular and pedestrian traffic in the area as well as an increase in visible lighting across the landscape when the complex is utilized for nighttime activities. Visual coherence, tranquility, and harmony would be reduced, which would change the aesthetic sense of place. Scenic integrity of the currently undeveloped landscape would be reduced.

Frequent recreation users on and along the river would notice a slight change in the visible landscape. The new pedestrian bridge and boat dock would introduce broadly horizontal features that would increase the number of adversely contrasting elements seen in the landscape, including by viewers from town. However, these elements would be visually similar to other water-use facilities seen along the Clinch River now and would not be individually or cumulatively significant. Stabilizing the shoreline with riprap and crushed stone would prevent erosion in this area. Viewing riprap and crushed stone along an area that has been smoothly graded and free of debris and obstruction is preferable to an area that is eroding or one that has experienced bank failure. Some minor visual discord may occur during construction, but would be temporary until these activities are completed.

4.7.3. Alternative C – Clinton Sports Complex Proposal With Mitigation

Under Alternative C, visual impacts would be similar to those described in Alternate B. However, mitigation measures shown in Section 4.9 would further minimize these impacts. Area lighting poles less than 40 feet in height would be used for general lighting. Other mitigative measures would also include use of shielded “dark sky” fixtures for exterior lighting in order to eliminate upward light transmission that adds to night sky brightness,

and to reduce the amount of light seen across the night landscape. Fixtures would be fully shielded, directional, or have internal low-glare optics, such that no light would be emitted from the fixture at angles above the horizontal plane. Shielded lighting would reduce the effective number of total lumens by 35 percent. All ballfield lighting fixtures would be full cutoff or shielded directional or would be a hybrid with both features. The upper limit or the defined beam of ballfield lighting should be no more than 80 degrees above nadar (10 degrees or more downward from the horizontal plane of the luminaire). All fixtures would be deeply regressed lamp with internal shielding. Any nighttime construction activity would require temporarily retrofitting floodlights and other fixtures with external visors and side-shields.

4.8. Summary of Impacts

With mitigation under Alternatives C, there would be no effect on archaeological sites and no adverse effects on historic structures. No navigation impacts from construction and operation of shoreline stabilization, boat dock, and the pedestrian bridge are expected. Under this alternative, citizens would benefit from increased local recreational use opportunities and an improved quality of recreation experience and life. Impacts of temporary construction noise would be minor and insignificant. Because the City has agreed to end sporting events at 11:00 p.m. and concerts at 10:00 p.m., use of the facility is expected to have negligible impacts. Since additional parking would be provided at such locations as the Hicks Street Municipal Parking Lot for larger events, no adverse transportation-related impacts to residents are expected during most events at the complex. This would reduce the effects of increases in traffic on Carden Farm Drive. Because trees and other vegetation would remain on site or be planted around the perimeter of the property, residents in the nearby community to the south would experience negligible noise, traffic, and visual impacts (see Section 4.9, Summary of TVA Commitments and Proposed Mitigation Measures). Limiting pole height, use of shielded “dark sky” fixtures, and directional lighting (or a hybrid with both features) as well as use of prescribed color schemes for building exteriors would further reduce visual impacts.

According to the 2000 census, 71,330 people live in Anderson County. Comparatively, small populations of blacks and Hispanic (Mexicans and Latin Americans) reside in the county and the City. Observations suggest that some low-income families probably reside in the adjacent small community. These populations would also benefit from increased recreational use opportunities. Because there would be negligible impacts on the community from noise, traffic, and visual alterations, selection of Alternative C would not disproportionately impact minority or low-income populations in the area. No residences or businesses would be relocated by the Sports Complex construction.

Tennessee is subject to the National Ambient Air Quality Standards, which limit outside air concentrations of six pollutants: particulate matter, sulfur dioxide, carbon monoxide, ozone, nitrogen dioxide, and lead. The U.S. Environmental Protection Agency has designated Anderson County as a nonattainment area with respect to fine particulate matter pollution (PM 2.5) and the 8-hour ozone standard. Neighboring Knox County and Blount County to the south are designated nonattainment for the PM-2.5 standard for fine particulates. Prevention of Significant Deterioration (PSD) regulations are used to limit air pollutant emissions from new or expanding sources. Under these regulations, certain national parks and wilderness areas are designated PSD Class I air quality areas and are specially protected. The closest PSD Class I area is Great Smoky Mountains National Park about 30 miles to the south. With use of standard practices and contract specifications to control

fugitive dust and other air emissions during construction, no local or regional air quality impacts are expected. Therefore, consistent with the Clean Air Act, the project conforms to applicable federal or state implementation plans (see July 28, 2005 letter from TDEC, Division of Air Pollution Control in Appendix B).

Because the property lies within the city limits of the city of Clinton and is considered urban or built-up land, provisions of the Farmland Protection Policy Act do not apply and no farmland conversion impact rating is needed. As indicated in Section 3.5 and consistent with a letter dated July 22, 2005 from the U.S. Fish and Wildlife Service (Appendix B), no adverse impacts to fish and wildlife resources of the area are anticipated. Pursuant to Section 401 of the Clean Water Act, water quality permits or certifications from TDEC would be required prior to issuance of federal permits or approvals from TVA, USACE, and USCG.

4.9. Summary of TVA Commitments and Proposed Mitigation Measures

This project will be approved contingent upon the City successfully implementing needed best management practices for erosion and sediment control (TVA Standard Conditions 5a-e, 6a, and 6c-i). The City will also adhere to impact minimization and avoidance measures included in any USACE, USCG, and TDEC authorizations and approvals. The following is a list of project-specific special mitigation measures the City will implement to reduce the impacts of the Sport Complex development. The City has also agreed to provide TVA evidence of adherence to these measures.

1. The City agrees to protect any isolated archaeological resources that may be present in the eastern portion of Site 40AN165 on a portion of Tract No. XMHR-49. The City further agrees to conduct any grading, soil removal, or excavation within this area of concern, shown in Figure 4-1, while the work is being monitored by a qualified archaeologist approved by TVA. At the conclusion of all archaeological monitoring, the City will submit copies of a brief report (as an addendum to Alexander 2005) on the investigations (monitoring results) to TVA, SHPO, and EBCI.
2. The City agrees to landscape, maintain, and manage the Sports Complex to retain or replace (plant) trees of such height and growth characteristics that they will screen the early 20th century house, Magnet Knitting Mills, and the early 20th century upscale homes along Eagle Bend Road. The City will provide a vegetative screening plan for the early 20th century upscale homes along Eagle Bend Road to the SHPO for their review before construction begins. This will include location and types of plantings along the eastern boundary with the Norfolk Southern railroad. In addition, full cutoff or shielded directional lighting will be used to minimize visual effects on the early 20th century house, Magnet Knitting Mills, and the early 20th century upscale homes along Eagle Bend Road.
3. To avoid noise impacts on nearby residents in the immediate vicinity of the Sports Complex, the City agrees to end sporting events at 11:00 p.m. and concerts at 10:00 p.m.
4. The City will submit an initial landscaping plan, involving use of native plants, to TVA for approval.

5. For certain events when City officials anticipate a larger than normal number of patrons, an event-specific shuttle service from a designated location such as the Hicks Street Municipal Parking Lot will be established to reduce the effects of increases in traffic on Carden Farm Drive.
6. Area lighting poles less than 40 feet in height will be used for general lighting. The City also agrees to use shielded “dark sky” fixtures for exterior lighting in order to eliminate upward light transmission that adds to night sky brightness, and to reduce the amount of light seen across the night landscape. Fixtures will be fully shielded or have internal low glare optics such that no light is emitted from the fixture at angles above the horizontal. Shielded lighting will reduce the effective number of total lumens by 35 percent. The upper limit or the defined beam of ballfield lighting should be no more than 80 degrees above nadar (10 degrees or more downward from the horizontal plane of the luminaire). All fixtures shall be deeply regressed lamp with internal shielding. Any nighttime construction activity will require temporarily retrofitting floodlights and other fixtures with external visors and side-shields.
7. The City agrees to plant a vegetative screen of native mixed tree and evergreen shrub species, 10-foot minimum width, along the southern boundary of the project site and along the eastern boundary with the NS railroad. Shrubs shall have mature height of 10 to 12 feet tall and be 4.5 to 5 feet tall when planted, with a maximum spacing of 5 feet. Trees shall have a mature height of 30 to 35 feet or greater and be a minimum of 9 to 10 feet in height and a maximum of 20 feet apart when planted.
8. The City agrees to use color schemes for building exteriors that will be visually compatible with natural background colors and will provide dark roofs on all structures.

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CHAPTER 5

5. LIST OF PREPARERS

5.1. TVA NEPA Project Management

Stanford E. Davis

Position: Senior NEPA Specialist, TVA Environmental Policy and Planning, Knoxville, Tennessee

Education/Experience: B.S., Wildlife and Fisheries Science, 30 years in Wildlife Habitat and Land Management, Site Evaluation, and Environmental Impact Analysis and Review Requirements

Involvement: NEPA Compliance and Document Preparation

W. Scott Ledford

Position: Land Use Representative

Education/Experience: 13 years, Section 26a Permitting and Land Use Matters

Involvement: Project Lead

5.2. Other TVA Contributors

V. James Dotson

Position: Civil Engineer, TVA Fossil Power Group, Chattanooga, Tennessee

Education/Experience: M.S. and B.S., Civil Engineering; 1 year in Site Engineering with TVA, 1 year in Field Engineering/Inspection with TDOT

Involvement: Transportation/Traffic

A. Eric Howard

Position: Archaeologist, TVA Resource Stewardship, Knoxville, Tennessee

Education/Experience: M.A., Anthropology, 9 years in Cultural Resources Federal Compliance Laws; 13 years in Southeastern U.S. and Caribbean Archaeology

Involvement: Cultural Resources

George M. Humphrey

Position: Land Use and Recreation Specialist, TVA Resource Stewardship, Lenoir City, Tennessee

Education/Experience: M.S., Natural Recreation Resources Planning; B.S., Forestry

Involvement: 29 years in Recreation Resources Planning Recreation

Wesley K. James

Position: Wildlife Biologist, TVA Resource Stewardship, Lenoir City, Tennessee
Education/Experience: B.S., Wildlife and Fisheries Science, 29 years in Terrestrial and Wildlife Management and Environmental Impacts Evaluation
Involvement: Terrestrial Ecology

M. Carolyn Koroa

Position: Senior Geographic Analyst, TVA River Operations, Knoxville, Tennessee
Education/Experience: M.S. and B.A., Geography, 15 years in Geographic Analysis; 7 years with TVA Navigation Program
Involvement: Navigation Planning

W. Chett Peebles

Position: Specialist, Landscape Architect, TVA Resource Stewardship, Knoxville, Tennessee
Education/Experience: Bachelor of Landscape Architecture; Registered Landscape Architect, 17 years in Site Planning and Visual Assessment
Involvement: Visual Resources

Cassandra L. Wylie

Position: Atmospheric Analyst, Environmental Technology, TVA Research & Technology Applications, Knoxville, Tennessee
Education/Experience: M.S., Forestry and Statistics; B.S., Forestry, 16 years in Atmospheric Modeling and Effects of Air Pollution on Forests; 5 years in Noise Analysis
Involvement: Noise Impacts

5.3. Cooperating Agency Contributors

J. Ruben Hernandez

U.S. Army Corps of Engineers
Federal Cooperating Agency

Roger Houck

Director of Parks and Recreation, City of Clinton
Municipal Government Cooperator

Steve Jones

City Manager, City of Clinton
Municipal Government Cooperator

Virginia L. FUSDIGIAN

Project Officer
Federal Cooperating Agency

CHAPTER 6

6. LIST OF AGENCIES AND PERSONS CONSULTED

Federal Agencies

U.S. Army Corps of Engineers
U.S. Coast Guard
U.S. Department of the Interior
 Office of Environmental Policy and Compliance
U.S. Fish and Wildlife Service

State Agencies

East Tennessee Development District
Tennessee Department of Agriculture
Tennessee Department of Economic and Community Development
Tennessee Department of Environment and Conservation
 Tennessee Historical Commission
 Environmental Policy Office
 Division of Recreation Resources
 Division of Natural Heritage
 Division of Water Pollution Control
 Division of Air Pollution Control
Tennessee Department of Transportation
 Environmental Planning and Permits Division
Tennessee Wildlife Resources Agency

Individuals

Ms. Virginia L. Fusedjian
Project Officer
U.S. Coast Guard
1222 Spruce Street
St. Louis, MO 63103-2832

Mr. Roger Houck
Director of Parks and Recreation
City of Clinton
101 Hicks Street
Clinton, TN 37716

Mr. J. Ruben Hernandez
U.S. Army Corps of Engineers
Nashville District
Regulatory Branch
3710 Bell Road
Nashville, TN 37214

Mr. Steve Jones
City Manager
City of Clinton
100 Bowling Street
Clinton, TN 37716

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CHAPTER 7

7. LITERATURE CITED

- Alexander, L. 2005. Phase II Archaeological Testing of Site 40AN165, Carden Farm Tract, City of Clinton, Anderson County, Tennessee. Submitted to TVA.
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**APPENDIX A – NATIONAL HISTORIC PRESERVATION ACT,
SECTION 106 CONSULTATION LETTERS**

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Davis, Stanford E.

From: Michelle Hamilton [michhami@nc-chokeee.com]
Sent: Thursday, August 04, 2005 8:56 AM
To: Howard, Anthony Eric
Subject: Carden Farm

Dear Mr. Howard,
Please note that this email serves as official correspondence from the Tribal Historic Preservation Office of the Eastern Band of Cherokee Indians. We concur and endorse the proposal to have an archaeological monitor present at the site to oversee the planned removal of the previously discussed high portion of the property.
Thank you,
Michelle Hamilton

Michelle Hamilton
Tribal Historic Preservation Office
Eastern Band of Cherokee Indians
(828)488-0237 ext 2

08/08/2005



TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

July 12, 2005

Mr. J. Bennett Graham
Tennessee Valley Authority
400 West Summit Hill Dr.
Knoxville, Tennessee, 37902-1499

RE: TVA, CARDEN FARM SPORTS COMPLEX, CLINTON, ANDERSON COUNTY

Dear Mr. Graham:

In response to your request, received on Friday, July 8, 2005, we have reviewed the documents you submitted regarding your proposed undertaking. Our review of and comment on your proposed undertaking are among the requirements of Section 106 of the National Historic Preservation Act. This Act requires federal agencies or applicant for federal assistance to consult with the appropriate State Historic Preservation Office before they carry out their proposed undertakings. The Advisory Council on Historic Preservation has codified procedures for carrying out Section 106 review in 36 CFR 800. You may wish to familiarize yourself with these procedures (Federal Register, December 12, 2000, pages 77698-77739) if you are unsure about the Section 106 process.

Considering available information, we find that the project as currently proposed will NOT ADVERSELY AFFECT ANY PROPERTY THAT IS ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER OF HISTORIC PLACES. Therefore, this office has no objection to the implementation of this project. Please direct questions and comments to Joe Garrison (615) 532-1550-103. You may find additional information concerning the Section 106 process and the Tennessee SHPO's documentation requirements at www.state.tn.us/environment/hist/sect106.shtm. We appreciate your cooperation.

Sincerely

A handwritten signature in cursive script that reads 'Herbert L. Harper'.

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jyg



Tennessee Valley Authority, 400 West Summit Hill Drive, Knoxville, Tennessee 37902-1401

July 7, 2005

Dr. Joe Garrison
 Tennessee Historical Commission
 Clover Bottom Mansion
 2941 Lebanon Pike
 Nashville, Tennessee 37243-0442

Dear Dr. Garrison:

CLINTON, ANDERSON COUNTY, TENNESSEE- GARDEN FARM SPORTS COMPLEX

Following is additional requested information concerning the proposed Sports Complex and its impact on the historic houses along Eagle Bend Road to the north-east. The City of Clinton, Anderson County, Tennessee (City) proposes to develop a Sports Complex on former Tennessee Valley Authority (TVA) land on the Clinch River (Melton Hill Reservoir). This 16.8 acre tract was given to the City for industrial purposes. However, the City believes a recreational use (Sports Complex) would be better suited for their community. The Sports Complex is on the west side of the railroad with the industrial development on the east side. See aerial photographs and previous data sent.

The centerpiece of the Sports Complex would consist of two baseball fields, one softball field, high intensity night lighting, a multiple-use park/lawn area and parking area as well as a centrally located, three-story pavilion (70-foot by 100-foot). As indicated in the enclosed letter from Roger Houck, Clinton Parks & Recreation Director, specialized directional lighting with filters will be installed to lessen the impacts of the spreading of night lighting. Tree screening will be implemented on the perimeters of the Sports Complex, retaining existing trees and planting additional as needed.

North and north-east of the Sports Complex are a series of early 20th century up-scale homes along Eagle Bend Road. The nearest are at a distance of approximately 2,200 feet and continue to approximately 4,000 feet. They are well screened by mature trees in their yards and along the River bank.

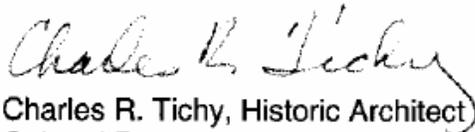
The elevated railroad right-of-way and bridge over the Clinch River are between the Sports Complex and these houses along Eagle Bend Road. The Sports Complex will be approximately 30 feet lower than this elevated railroad. Considerable tree growth occurs along both sides of this elevated railroad. These trees occur within the Sports Complex boundary as well. See aerial map with property lines marked in red (Sports Complex outlined in yellow). Note trees on Sports Complex side of boundary lines; also note letter from Roger Houck indicating that these trees will be preserved, and additional trees planted to screen the sounds and lights of the Sports Complex. The elevated railroad in particular is referenced as desired to be screened; this in turn would also contribute to the screening of the homes along Eagle Bend Road.

Dr. Joe Garrison
Page 2
July 7, 2005

It is TVA's opinion that the commitments by the City of Clinton, Parks & Recreation Department will reduce the both the visual and audio impacts to the homes along Eagle Bend Road. These commitments are the shielding of lighting and retention of trees. Pursuant to 36 CFR Part 800.4, it is TVA Cultural Resources' opinion that no historic properties eligible for listing in the National Register of Historic Places will be adversely affected by this project. Our office seeks your concurrence regarding these findings.

If you have any questions or comments, contact me at (865) 632-6455, or email (crtichy@tva.gov).

Sincerely,

A handwritten signature in cursive script that reads "Charles R. Tichy". The signature is written in black ink and is positioned above the printed name and title.

Charles R. Tichy, Historic Architect
Cultural Resources

Enclosures

LIST OF ENCLOSURES

Letter from Roger Houck, Clinton Parks & Recreation Director

This states their commitment to use specialized directional lighting with filters to lessen the impacts of the spreading of night lighting. Trees will be preserved and additional trees planted along borders to screen the Sports Complex sounds and lights.

Aerial Views

Aerial photo tax map of area. Property lines are marked in red (Sports Complex outlined in yellow). Note trees along both sides of elevated railroad on the east boundary of the Sports Complex. The Sports Complex will preserve these trees on its property and plant additional as needed for screening (see Letter). These trees will provide additional screening for the houses along Eagle Bend Road.

Aerial from TerraServer with Eagle Bend Road and boundary of the Sports Complex yellow highlighted. Recent industrial building as shown on aerial photo tax map is not shown on 1997 TerraServer Aerial (in the field between the elevated railroad and other industrial buildings). Additional TerraServer Aerial at smaller scale to show more of surrounding areas. Photo identification locations shown by red arrows.

Aerial color photograph with sites yellow highlighted on attached B&W copy. Note extensive tree cover along Eagle Bend Road houses and along elevated railroad between these houses and the Sports Complex.

Aerial with Directional Identification of Photo-copies

Key to Photo-copies (See TerraServer Aerial)

- 1 – Looking south-east from highway overpass. Sports Complex in open field in center. Note tree cover along elevated railroad on left; this is between the Sports Complex and the Eagle Bend Road houses.
- 2 – Looking north from elevated railroad bank. Sports Complex in open field in center. Eagle Bend Road houses are behind elevated railroad and to the right of the railroad bridge.
- 3 - Looking north north-east from the street overpass over elevated railroad. Proposed Sports Complex is to left of railroad tracks behind the trees. Arrow locates a single home along Eagle Bend Road on opposite side of river. Note extensive tree cover of houses along Eagle Bend Road.
- 4 – Looking north north-east from street overpass. Railroad spur to right to industrial park. Arrow locates the same single home (as in 3) along Eagle Bend Road on opposite side of river.

5 & 6 – Looking north from industrial park to terrace above Clinch River and along Eagle Bend Road. Only a few houses along Eagle Bend Road are partially visible; others are hidden behind trees.

Charles Tichy, Historic Architect
Tennessee Valley Authority, Cultural Resources
July 2005



TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

July 7, 2005

Mr. J. Bennett Graham
Tennessee Valley Authority
400 West Summit Hill Dr.
Knoxville, Tennessee 37902-1499

RE: TVA, CARDEN FARM SPORTS COMPLEX, UNINCORPORATED,
ANDERSON COUNTY

Dear Mr. Graham:

Pursuant to your request, this office has reviewed eligibility determinations, photographs, and a locator map relative to the above-referenced undertaking received on Friday, June 10, 2005. Based on available information, we find that the houses along Eagle Bend Road are eligible for listing in the National Register of Historic Places under Criterion "C" as a contributing building within a potential historic district.

Therefore, we will need to review a screening plan for this project before work begins. Should project plans change, please inform this office to determine what additional steps, if any, are required to complete the Section 106 process relative to this property. Questions or comments should be directed to Joe Garrison (615) 532-1550-103. Your cooperation is appreciated.

Your cooperation is appreciated.

Sincerely,

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jyg



TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

July 5, 2005

Mr. J. Bennett Graham
Tennessee Valley Authority
400 W. Summit Hill Drive
WT 11D - Cultural Resources
Knoxville, Tennessee 37902

RE: TVA, ARCHAEOLOGICAL ASSESSMENT, CARDEN FARM SPORTS COMPLEX,
CLINTON, ANDERSON COUNTY, TN

Dear Mr. Graham:

At your request, our office has reviewed the above-referenced proposal for archaeological monitoring and filling in accordance with regulations codified at 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739). Based on the information provided, we concur that the project area contains no archaeological resources eligible for listing in the National Register of Historic Places.

If project plans are changed or archaeological remains are discovered during monitoring activities, please contact this office to determine what further action, if any, will be necessary to comply with Section 106 of the National Historic Preservation Act. At the conclusion of all archaeological monitoring, please submit a brief report on the investigations to this office for our review.

Your cooperation is appreciated.

Sincerely,

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jmb



CITY OF CLINTON
PARKS & RECREATION DEPARTMENT

Clinton Community Center
101 Hicks St.
Clinton, TN 37716
457-0642



July 5, 2005

Mr. Charles R. Tichy
Tennessee Valley Authority
400W. Summit Hill Drive
Knoxville, TN 37902

Mr. Tichy

Located on Melton Hill Reservoir – TVA Tract # XMHR-49 is a dense line of trees along the property line between this tract and the Norfolk Southern property. The City of Clinton will retain the trees along their side of the elevated property line and will add trees as needed to provide a visual and sound barrier. Trees will also be retained and planted on the other boundaries as well, in particular to shield the residential areas to the south. Also, the City of Clinton will use specialized directional lighting with filters on all of the athletic fields to minimize environmental concerns. There has been no negative concerns from the residents of Eagle Bend Road at any of the Town Hall meetings or the Mayor's 21st Century Commission meetings.

Sincerely

A handwritten signature in cursive script that reads "Roger Houck".

Roger Houck
Parks & Recreation Director

Clinton Sports Complex

June 30, 2005

Ms. Jennifer Barnett
Tennessee Division of Archaeology
Cole Building #3
1216 Foster Avenue
Nashville, Tennessee 37210

Dear Ms. Barnett:

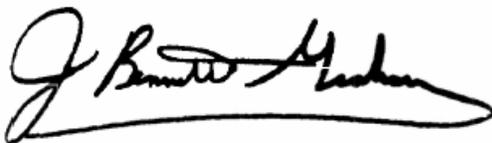
CLINTON, ANDERSON COUNTY, TENNESSEE, CARDEN FARM SPORTS COMPLEX

Per previous consultation, the City of Clinton, Anderson County, Tennessee (City) has expressed interest in developing a sports complex on land formerly acquired by the Tennessee Valley Authority (TVA). The City has agreed to have archaeological monitoring conducted in locations proposed for excavation and/or grading within the Area of Concern (see attached map) depicted in *Phase II Archaeological Testing of Site 40AN165, Carden Farm Tract, City of Clinton, Anderson County, Tennessee* (Alexander 2005). The architects are currently finalizing which elevation that the cut will extend and precise locations of footers. The monitoring will be conducted during ground disturbance in the Area of Concern. Fill will be used in remaining Area of Concern to level the Sports Complex to the finalized elevation contours.

It is TVA's findings that monitoring will address any concerns about inadvertent discoveries. Pursuant to 36 CFR Part 800, TVA requests your concurrence that this strategy will address the effects to 40AN165.

If you have any questions or comments, please contact Eric Howard at (865) 632-2457 or email (aehoward@tva.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "J. Bennett Graham". The signature is fluid and cursive, with a long horizontal stroke at the end.

J. Bennett Graham, Manager
Cultural Resources

Enclosures

Cc: Mr. Russell Townsend
Tribal Historic Preservation Officer
Eastern Band of Cherokee Indians
Post Office Box 455
810 Acquoni Road
Cherokee, North Carolina 28719

Mr. Steve Jones
City of Clinton
100 N. Bowling Street
Clinton, Tennessee 37716

Stacey Cox
Vice President
Management & Development
Studio Four Design
7B Market Square
Knoxville, Tennessee 37902

Stanford E. Davis, WT 9B-K
Scott Ledford, LCB 1A-LCT

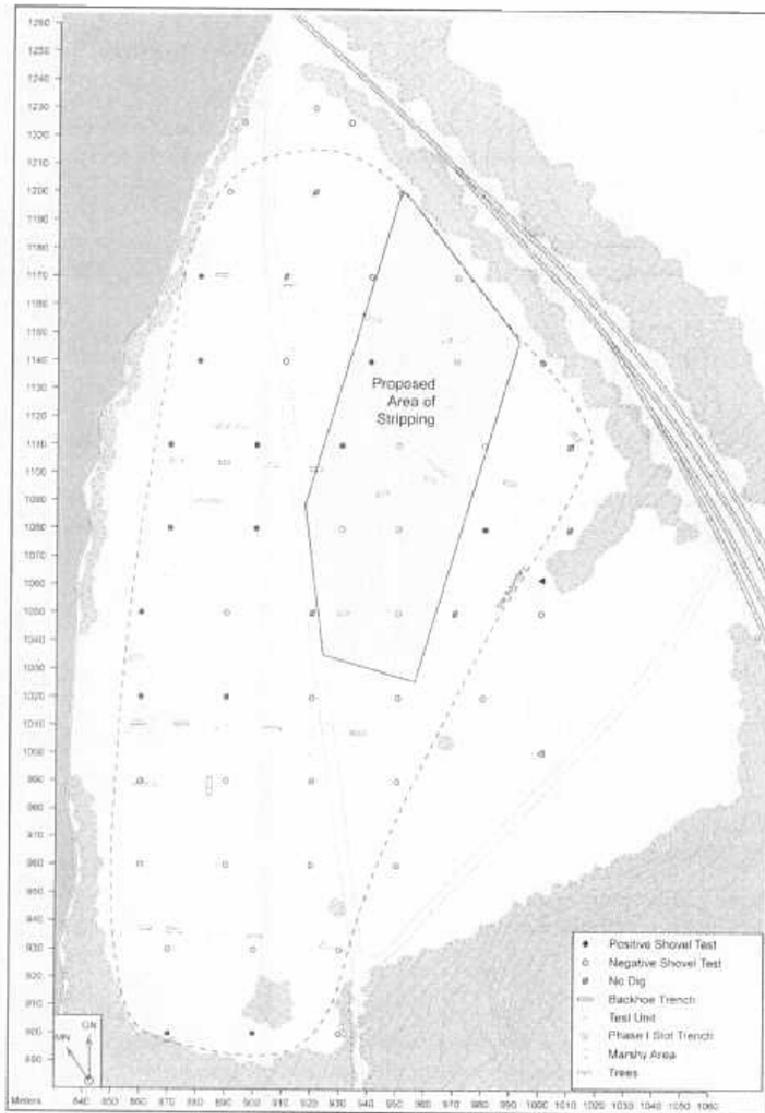


Figure 36. Site 40AN165, Illustrating Test Units and Elevated Area Recommended For Topsoil Stripping.

Emergency Discoveries

The intense research effort and excellent research sampling strategy does not preclude that important archaeological features or human graves may not have been discovered during the testing program. Federal cultural resource preservation statutes mandate that should such materials become apparent during construction, such materials should be identified and evaluated for eligibility for inclusion in the NRHP. Should human remains be encountered during the construction, the Tennessee Legal Code specifies that work should cease immediately and the TVA Office of Natural Resources, and the proper authorities be notified.

June 9, 2005

Dr. Joe Garrison
Tennessee Historical Commission
Clover Bottom Mansion
2941 Lebanon Pike
Nashville, TN 37243-0442

Dear Dr. Garrison:

CLINTON, ANDERSON COUNTY, TENNESSEE- CARDEN FARM SPORTS COMPLEX

The City of Clinton, Anderson County, Tennessee (City) proposes to develop a Sports Complex on former Tennessee Valley Authority (TVA) land on the Clinch River (Melton Hill Reservoir) along the left descending bank between Mile 59.0 and 59.3 (see enclosed map). Prior to development or transfer to another party, the City is required to seek TVA's approval. This approval includes Section 106 compliance of the National Historic Preservation Act. This 16.8 acre tract was given to the City for industrial purposes. However, the City believes a recreational use (Sports Complex) would be better suited for their community.

The centerpiece of the Sports Complex would consist of two baseball fields, one softball field, high intensity night lighting, a multiple-use park/lawn area and parking area as well as a centrally located, three-story pavilion (70-foot by 100-foot) with a restaurant, concessions, hospitality space, press box, locker rooms, restrooms and storage and office support space. The complex would have parking for 408 cars. A wooded knoll to the south-east adjacent to the railroad right-of-way and the road overpass will be leveled for the parking area and to provide fill for the ball fields. Other recreation facilities would include a portable stage with sound shell, lighting, etc. for concerts; field house and equipment storage, picnic shelters, batting cages, and children's play areas. The Sports Complex development would also involve construction of an asphalt walking trail (i.e., Riverwalk) along a portion of the shoreline that would loop around within the complex area; a pedestrian bridge over the Clinch River connecting with downtown Clinton as well as a waterfront docking facility. Riverbank stabilization to the extent needed would facilitate dock and pedestrian bridge construction. The Riverwalk trail corridor would contain lighting, benches and trash receptacles. The complex would also include a new vehicle access road, vinyl-coated chain-link perimeter fence, brick entry feature and signage, pedestrian entrance concourse, parking lot lighting and associated landscaping. The area of potential effect (APE) for this project is considered to be the 16.8 acre tract itself and any areas that would be visually affected by use of the Sports Complex.

Dr. Joe Garrison
Page 2
June 9, 2005

Archaeological investigations have been conducted within this area, and the reports have been sent to Jennifer Barnett for comment. TVA requests your comments regarding the APE and the potential effects on historic structures. Enclosed is the historic structures assessment for your review.

There are four buildings/districts within the APE which are potentially eligible for listing on the National Register of Historic Places (NRHP). In the process of constructing the Sports Complex, access road and associated amenities, the extensive tree and undergrowth cover will be removed (south-east portion) thus removing extensive screening for an eligible early 20th century house (1) to the south-east. Immediately adjacent to and east of the Sports Complex and across the Clinch River is the historic former Magnet Knitting Mills (2). North and north-east of the Sports Complex are a series of early 20th century up-scale homes along Eagle Bend Road (3). The abandoned concrete road bed of the former Route 25W State Highway and the two remaining concrete bridge piers and abutments (4) for the River crossing lie on the south edge of the Complex.

Determination of Effect

(1) Large Early 20th Century House

The house is at a higher elevation than the Sports Complex and could be visually impacted by the 3-story pavilion and the ball field night lighting. This can be minimized by retaining as many trees as possible in the area of the overpass and south-east borders of the Sports Complex. Additional trees may be needed to supplement the screening of the view shed. Shielded lighting could reduce the impact of bright night lights. It is TVA Cultural Resources' opinion that these measures would result in a no adverse effect.

(2) Former Magnet Knitting Mills

The Mill is directly across the river from the Sports Complex. Retaining the shoreline trees where possible and adding additional trees will reduce the visual impact. Shielded lighting could reduce the impact of bright night lights. It is TVA Cultural Resources' opinion that these measures would result in a no adverse effect.

(3) Homes along Eagle Bend Road

These are at a distance of approximately 2,200 feet and further; they are already well screened by mature trees. Shielded lighting could reduce the impact of bright night lights. It is TVA Cultural Resources' opinion that these measures would result in a no adverse effect.

Dr. Joe Garrison
Page 3
June 9, 2005

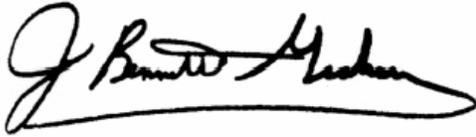
(4) Former Route 25W State Highway

Though the bridge over the Clinch River has been removed and the highway has been abandoned, the two concrete bridge piers and abutments as well as the narrow concrete paving for the former highway on the east bank remain. It is TVA Cultural Resources' opinion that reusing the piers and abutments for the pedestrian bridge and retaining the old concrete road way along the south border of the Sports Complex would result in a no adverse effect.

Pursuant to 36 CFR Part 800.4, it is TVA Cultural Resources' opinion that no historic properties eligible for listing in the National Register of Historic Places will be adversely affected by this project. Our office seeks your concurrence regarding the APE and these findings.

If you have any questions or comments, please contact Eric Howard at (865) 632-2457, email (aehoward@tva.gov) or Charles Tichy at (865) 632-6455, email (ctichy@tva.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "J. Bennett Graham". The signature is fluid and cursive, with a long horizontal flourish at the end.

J. Bennett Graham, Manager
Cultural Resources

Enclosures

Cc: Jennifer Barnett, TDOA
Stan Davis, WT 9B-K



TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

June 6, 2005

Mr. J. Bennett Graham
Tennessee Valley Authority
400 W. Summit Hill Drive
WT 11D - Cultural Resources
Knoxville, Tennessee 37902

RE: TVA, ARCHAEOLOGICAL ASSESSMENT, CARDEN FARM SPORTS
COMPLEX/40AN165, CLINTON, ANDERSON COUNTY, TN

Dear Mr. Graham

At your request, our office has reviewed the above-referenced archaeological testing report in accordance with regulations codified at 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739). Based on the information provided, we concur that the additional testing has demonstrated that the western portion of site 40AN165 contains no archaeological resources eligible for listing in the National Register of Historic Places. The results of the testing of the western portion of site 40AN165 were less conclusive. The presence of at least one intact feature and ceramic artifacts within the limited testing areas suggests that there is a possibility for additional isolated cultural features in this area.

Given the proposed use of the Carden Farm property as a sports field complex, our office concurs with the report author that the placement of a minimum of 18 inches of clean fill over the eastern portions of site 40AN165, as well as a stipulation that excavation during project construction should not extend below this fill, will adequately protect any isolated resources that may be present.

You may direct questions or comments to Jennifer M. Barnett (615) 741-1588, ext. 17.

Your continued cooperation is appreciated.

Sincerely,

A handwritten signature in cursive script that reads 'Herbert L. Harper'.

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/jmb

Message

Page 1 of 2

Davis, Stanford E.

From: Howard, Anthony Eric
Sent: Thursday, June 02, 2005 12:56 PM
To: Davis, Stanford E.; Norton, Donna E.; Ledford, W Scott
Subject: FW: Carden Farm Phase II Review

Official response from the Eastern Band.

-----Original Message-----

From: Michelle Hamilton [mailto:michhami@nc-chokeee.com]
Sent: Thursday, June 02, 2005 11:30 AM
To: Howard, Anthony Eric
Cc: Russell Townsend; Jennifer.Barnett@state.tn.us
Subject: Carden Farm Phase II Review

RE: Carden Farm Sports Complex, Anderson County, TN

Dear Mr. Howard,

Please consider this email official correspondence from the Tribal Historic Preservation Office of the Eastern Band of Cherokee Indians. We have received and reviewed the "Phase II Archaeological Testing of Site 40AN165, Carden Farm Tract, City of Clinton, Anderson County, Tennessee" report prepared by Alexander Archaeological Consultants, Inc. on behalf of TVA. We offer the following comments based on the suggestions of the authors and TVA's position on those suggestions.

We agree with the authors of the report and TVA that the western portion of site 40AN165 is not eligible for listing on the National Register. Many factors contribute to this determination, including the statistically small amount of cultural material recovered during testing, degree of previous site disturbance (especially in the western portion), and the lack of intact features (again, in the western portion of the site).

However, we are concerned that the eastern portion of the site, which yielded a single intact pit feature containing FCR, lithic flakes, and a single burned seed, has not been adequately sampled. We feel that the statistically small sample size utilized during testing in this eastern portion is not adequate to determine whether more intact features (i.e., human burials) are likely to be present. Our concern regarding the possibility of burial features being present is enhanced by the small amount of diagnostic ceramic sherds recovered in the western portion, potentially indicating a habitation site with possible attendant burial components as well.

In this case, we agree with the authors of the report that modern burial of the western portion of the site using a minimum of 60cm of alluvial fill is warranted, as is modern burial of the eastern portion of the site using an additional 50cm to 75cm of fill to protect any impact to intact archeological features which may be present. Furthermore, we would request that any subsequent construction for the sports complex not intrude any deeper than the level of modern fill. Should you have any questions, please feel free to contact us at any time.

Sincerely,
 Michelle Hamilton

Michelle Hamilton

06/28/2005

**Tribal Historic Preservation Office
Eastern Band of Cherokee Indians
(828)488-0237 ext 2**

April 26, 2005

Mr. Russell Townsend
Tribal Historic Preservation Officer
Eastern Band of the Cherokee Indians
Post Office Box 455
810 Acquoni Road
Cherokee, North Carolina 28719

Dear Mr. Townsend:

**CLINTON, ANDERSON COUNTY, TENNESSEE- CARDEN FARM SPORTS
COMPLEX**

Per previous consultation, the City of Clinton, Anderson County, Tennessee (City) has expressed interest in developing a sports complex on land formerly acquired by the Tennessee Valley Authority (TVA). Prior to development or transfer to another party, the City is required to seek TVA's approval. This approval includes Section 106 compliance of the National Historic Preservation Act. Enclosed is the Phase II site evaluation of 40AN165 draft report depicting the project area and work being conducted.

Although archaeological material was identified, what our office considered to be significant intact archaeological features in the previous investigations were determined not to be cultural during this recent study. Given the combination of the paucity of artifacts and low density of intact cultural features identified during intense Phase I deep testing and Phase II site evaluation of 40AN165, it is our opinion that this site does not merit additional testing or preservation. The authors of the report have recommended site burial of at least 75cm along the alluvial levee because of the potential for shallow archaeological deposits; or if that is not feasible, then the area should be stripped to reveal any features if present. On the basis of the current findings, our office does not agree with this recommendation. Based on these studies, our office no longer considers 40AN165 to be eligible for listing on the National Register.

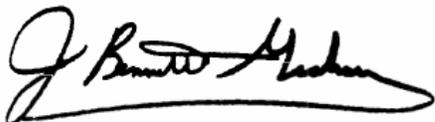
Clinton Sports Complex

Mr. Russell Townsend
Page 2
April 26, 2005

Pursuant to 36 CFR Part 800.4(a), TVA requests your comments on the draft report and seeks your concurrence regarding our recommendations and findings.

If you have any questions or comments, please contact Eric Howard at (865) 632-2457 or email (aehoward@tva.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "J. Bennett Graham". The signature is fluid and cursive, with a long horizontal flourish at the bottom.

J. Bennett Graham, Manager
Cultural Resources

Enclosure

Cc: Stanford E. Davis, WT 9C-K
Jennifer Barnett, TDOA
Steve Jones, City of Clinton

April 21, 2005

Ms. Jennifer Barnett
Tennessee Division of Archaeology
Cole Building #3
1216 Foster Avenue
Nashville, Tennessee 37210

Dear Ms. Barnett:

**CLINTON, ANDERSON COUNTY, TENNESSEE- CARDEN FARM SPORTS
COMPLEX**

Per previous consultation, the City of Clinton, Anderson County, Tennessee (City) has expressed interest in developing a sports complex on land formerly acquired by the Tennessee Valley Authority (TVA). Prior to development or transfer to another party, the City is required to seek TVA's approval. This approval includes Section 106 compliance of the National Historic Preservation Act. During the previous consultation regarding the site, in the letter dated May 5, 2000, TVA and your office agreed that 40AN165 was eligible for listing in the National Register of Historic Places. Enclosed is the Phase II site evaluation of 40AN165 draft report depicting the project area and work being conducted.

Although archaeological material was identified, what our office considered to be significant intact, archaeological features in the previous investigations were determined not to be cultural during this recent study. Given the combination of the paucity of artifacts and low density of intact cultural features identified during intense Phase I deep testing and Phase II site evaluation of 40AN165, it is our opinion that this site does not merit additional testing or preservation. The authors of the report have recommended site burial of at least 75cm along the alluvial levee because of the potential for shallow archaeological deposits; or if that is not feasible, then the area should be stripped to reveal any features if present. On the basis of the current findings, our office does not agree with this recommendation. Based on these studies, our office no longer considers 40AN165 to be eligible for listing on the National Register.

Pursuant to 36 CFR Part 800.4(a), TVA requests your comments on the draft report and seeks your concurrence regarding our recommendations and findings.

Clinton Sports Complex

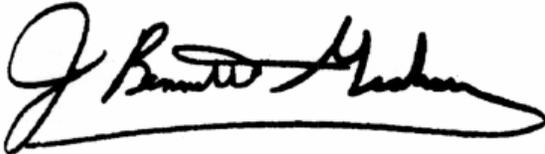
Ms. Jennifer Barnett

Page 2

April 21, 2005

If you have any questions or comments, please contact Eric Howard at (865) 632-2457 or email (aehoward@tva.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "J. Bennett Graham". The signature is fluid and cursive, with a long horizontal flourish at the end.

J. Bennett Graham, Manager
Cultural Resources

Enclosures

Cc: Steve Jones, City of Clinton
Russell Townsend, Eastern Band
Stanford E. Davis, WT 9C-K

**APPENDIX B – AGENCY AND PUBLIC COMMENTS ON THE DRAFT
ENVIRONMENTAL ASSESSMENT**

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STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION

August 10, 2005

Mr. Jon M. Loney, Manager
NEPA Administration
Environmental Policy and Planning
Tennessee Valley Authority
400 West Summit Hill Drive
Knoxville, Tennessee 37902-1409

**RE: CLINTON SPORTSCOMPLEX-REQUEST FOR DEED MODIFICATION,
LAND USE ALLOCATION CHANGE, AND SECTION 26A APPROVAL
FOR CITY OF CLINTON CARDEN FARMS SPORTS COMPLEX AND
RIVERWALK DEVELOPMENT ON A PORTION OF THE CARDEN
FARM INDUSTRIAL PARK - ANDERSON COUNTY, TENNESSEE**

Dear Mr. Loney:

Thank you for the opportunity to comment on the above referenced document.

After a research of our office's files, we can locate no occasion where a grant administrated by this division has been awarded to the Carden Farm Industrial Park in Anderson County. Therefore, we have no involvement in the Carden Farm Industrial Park area from a state or federal level.

The City of Clinton has contacted us and stated that they will not be pursuing the sale of approximately 2 acres of city property in Jaycee Park to provide funding for development at the proposed Clinton Carden Farms Sports Complex.

Thank you for including this office during the 30-day review period.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Turmons".

Mark Turmons, CPRP
Director

MT/lh

Copy Anne Marshall, East TN PARTAS Consultant

Recreation Educational Services Division*10th Floor, L&C Tower*401 Church Street*Nashville, TN 37243
Phone (615) 532-0748
Fax (615) 532-0778



United States Department of the Interior

U. S. GEOLOGICAL SURVEY

Reston, VA 20192

In Reply Refer To:
Mail Stop 423

AUG 10 2005

Stanford E. Davis,
NEPA Administration
Tennessee Valley Authority
400 West Summit Hill Drive
Knoxville, TN 37902

Subject: Draft Environmental Assessment for the Clinton Sports Complex Anderson County,
Tennessee

Dear Mr. Davis:

As requested by the U.S. Army Corps of Engineers, in your correspondence of July 14, 2005, the U.S. Geological Survey (USGS) has reviewed the subject draft environmental assessment (EA) and offers the following comments.

SPECIFIC COMMENTS

Figures 1.1, 1.2, 1.3 and 1.6, each dealing with the proposed City of Clinton, Carden Farm Sports Complex and Riverwalk

Use of each of these figures would be enhanced if a readable map of the project site and its environs were included in the report, preferably at the beginning. A readable map could help to identify potential environmental effects of the project to the Clinch River ecology.

Page 19, Section 3 Affected Environment, first paragraph, second sentence

The sentence states that surface water and water quality will be unaffected by the project. This may not be accurate; two issues affecting these resources that should be addressed are runoff to the river, and floodplain/floodway encroachment. Depending on where drainage is routed (not discussed in the draft EA), storm runoff from fertilized lawns can contribute sediment and nutrients to the river. Runoff from paved areas sealed with coal-tar-based or asphalt-based sealant has recently been shown to contain significant concentrations of polycyclic aromatic hydrocarbons (PAHs) (Mahler and others 2005). PAHs are an environmental concern because they are toxic to aquatic life and because several are suspected human carcinogens. More information about this can be found on the internet at:
http://water.usgs.gov/nawqa/asphalt_sealers.html.

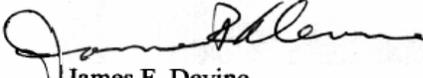
If the new parking lots and the new asphalt walkway along the river mentioned on page 4, fourth paragraph, third-to-last sentence will be sealed, this potential source of contamination should be addressed. Second, the document states that structures will be above the 500 year floodplain, but if other improvements, such as the shoreline stabilization work, encroach on the floodway or floodplain they could impede flows and cause increased flood elevations upstream. This also should be addressed in the document.

REFERENCE

Mahler BJ, van Metre PC, Bashara TJ, Wilson JT, and Johns DA. 2005. Parking lot sealcoat: an unrecognized source of urban polycyclic aromatic hydrocarbons. *Environ Sci Technol* 39:5560-5566.

Thank you for the opportunity to review and comment on this draft EA. If you have any questions concerning our comments, please contact Lloyd Woosley, Chief of the USGS Environmental Affairs Program, at (703) 648-5028 or at lwoosley@usgs.gov.

Sincerely,



James F. Devine
Senior Advisor for Science Applications



TENNESSEE WILDLIFE RESOURCES AGENCY

ELLINGTON AGRICULTURAL CENTER
P. O. BOX 40747
NASHVILLE, TENNESSEE 37204

August 4, 2005

Tennessee Valley Authority
Attention: Jon M. Loney, Manager
NEPA Administration
Environmental Policy and Planning
400 West Summit Hill Drive
Knoxville, TN 37902-1499

Re: Comments Regarding the Draft Environmental Assessment for the Proposed Deed Modification for City of Clinton, Melton Hill Reservoir, Anderson County, Tennessee

Dear Mr. Loney:

The Tennessee Wildlife Resource Agency has reviewed the Draft Environmental Assessment for the Proposed Deed Modification for City of Clinton in Anderson County, Tennessee and recommends Alternative C. The deed modification would change the land use allocation for a portion of Planned Tract XMHR-142PT to recreational instead of the current industrial/commercial. Although the City of Clinton has been unable to recruit industry to this site as of yet, there is no guarantee that they would not be successful in the future. It is our opinion that the potential environmental impacts associated with industrial development would be greater than those posed under Alternative C which include mitigation measures to offset potential environmental impacts.

Sincerely,

A handwritten signature in cursive script that reads "Robert M. Todd".

Robert M. Todd
Fish and Wildlife Environmentalist

cc: Rob Lindbom
Bob Nichols
USFWS, EPA

The State of Tennessee

AN EQUAL OPPORTUNITY EMPLOYER

Davis, Stanford E.

From: BarnCUSA@aol.com
Sent: Friday, July 29, 2005 12:34 PM
To: Davis, Stanford E.
Subject: Re: Clinton Sports Complex - DEA Cooperating Agency Coordination

Good afternoon Stan,

Roger is on vacation but we have discussed the DEA and it looks fine. It reflects all of the issues we discussed prior to its issuance.

Thanks

Steve Jones
City Manager
City of Clinton

08/01/2005



STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
DIVISION OF AIR POLLUTION CONTROL
9TH FLOOR, L & C ANNEX, 401 CHURCH STREET
NASHVILLE, TN 37243-1531
TELEPHONE: (615) 532-0554

July 28, 2005

Mr. Stanford E. Davis
NEPA Administration
Tennessee Valley Authority
400 West Summit Hills Drive
Knoxville, TN 37902

RE: Draft Environmental Assessment for Clinton Sports Complex -Anderson County, TN

Dear Mr. Davis:

have reviewed a copy of the draft environmental assessment for the project listed above.
have no comment on this project at this time.

Thank you for allowing me the opportunity to comment.

Sincerely,

A handwritten signature in cursive script that reads "Barry R. Stephens".

Barry R. Stephens, P E.
Director

BRS:JLW:gc



DEPARTMENT OF THE ARMY
NASHVILLE DISTRICT, CORPS OF ENGINEERS
Regulatory Branch
3701 Bell RD
Nashville, TN 37214
July 27, 2005

Regulatory Branch

SUBJECT: File No. 200301258; DEA Review - Proposed City of Clinton's Carden Farms Sport Complex and Riverwalk at Clinch River Mile 59.0-59.3L, in Clinton, Anderson County, Tennessee

Mr. Jon M. Loney, Manager
NEPA Administration
Environmental Policy and Planning
Tennessee Valley Authority
400 West Summit Hill Drive
Knoxville, Tennessee 37902-1401

Dear Mr. Loney:

Thank you for the opportunity to review the Clinton Sports Complex (CSC) DEA. As a cooperating agency, we are glad to provide you our views/comments on the project. Please refer to File No. 200301258 in future communications.

The DEA adequately addresses the resources and areas of interest to our agency. Since Corps regulations preclude us from being a proponent or opponent of any permit proposal, we do not have a preferred alternative.

The CSC would involve the construction of a waterfront docking facility, bank stabilization, and a pedestrian bridge. Such actions would involve construction activities in or over the Clinch River (Melton Hill Lake). The Clinch River is a navigable water of the United States (U.S.) from its mouth (Tennessee River Mile 567.7R) to Mile 202.1 (Tennessee-Virginia State Line). Therefore, the dock and bank stabilization activities are subject to our Department of the Army (DA) permit authorities under Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403) and Section 404 of the Clean Water Act (33 USC 1344). Section 10 prohibits the obstruction or alteration of navigable waters of the U.S. without a Corps permit. Section 404 requires a Corps permit for any discharge of dredged or fill material into waters of the U.S., including wetlands.

Since a DA permit would be required for the dock and bank stabilization activities, we encourage the city of Clinton to apply for a Corps permit as early as possible. We are available to participate in preapplication meetings to discuss our requirements in more detail. Based on the descriptions provided in the DEA, we believe the proposed activities may qualify for abbreviated processing in the form of letters of permission or general permits.

Finally, the DEA states that the proposed pedestrian bridge would be constructed by adding a superstructure (truss, decking, etc.) to the existing bridge piers and abutments of the old US Highway 25W across the river. The primary jurisdiction regarding building or altering bridges lies with the U.S. Coast Guard (USCG). Since the proposed construction would require USCG review and approval and not involve the deposition of fill material into the lake, the pedestrian bridge would not be subject to our regulatory authorities.

Thank you for the opportunity to provide comments on the DEA. If you have any questions, please contact me at the above address or telephone (615) 369-7519.

Sincerely,

A handwritten signature in cursive script, appearing to read "J. Ruben Hernandez".

J. Ruben Hernandez
Project Manager
Operations Division



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: obr
Phone: (314) 539-3900 x 2380
Fax: (314) 539-3755
Email:

16591.1/59.3 CLR
July 27, 2005

RECEIVED

Environmental Policy and Planning

Mr. Stanford E. Davis
Senior NEPA Specialist
NEPA Administration
Environmental Policy and Planning
400 West Summit Hill Drive, WT 8C
Knoxville, TN 37902

AUG 02 2005

Doc. Type: EA - Administrative Review
Index Field: Answer Comments
Project Name: CLINTON SPORTS COMPLEX
Project No.: 2003-104

Subj: CLINTON SPORTS COMPLEX PEDESTRIAN BRIDGE, MILBURN
CLINCH RIVER

Dear Mr. Davis:

This is in reply to the Draft Environmental Assessment (DEA) dated July 2005. We have completed our review and offer the following comments.

1. In Chapter 3 on page 19, it states that air quality is not included in the document. However, all bridge actions must comply with the provisions of the Clean Air Act. The Final EA must include information on whether the project conforms to an approved Federal Implementation Plan or to a State Implementation Plan.
2. On page 33, under Alternative B, it states that construction of the recreation area would impact an open land area currently used for annual hay crops. State whether the project would be using prime and unique farmlands.
3. Provide information on any impacts to fish and wildlife.
4. Provide a statement that indicates that no businesses or residences will be impacted or relocated by this project.
5. Also provide the statement that the project will have no effect on minority and low-income populations, i.e., Environmental Justice – E.O. 12898.
6. Before we can issue a Coast Guard Bridge Permit, we will require a Water Quality Certificate, pursuant to Section 401 of the Clean Water Act.

We appreciate the opportunity to comment on this project.

Sincerely,

ROGER K. WIEBUSCH
Bridge Administrator
By direction of the District Commander



July 22, 2005

Mr. Jon M. Loney, Manager
NEPA Administration
Environmental Policy and Planning
Tennessee Valley Authority
400 West Summit Hill Drive
Knoxville, TN 37902-1401

Dear Mr. Loney:

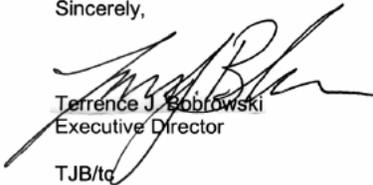
SUBJECT: Result of Regional Review
Tennessee Valley Authority - Clinton Sports Complex-Request for Deed Modification,
Land Use Allocation Change, and Section 26A Approval

The East Tennessee Development District has completed its review of the above mentioned proposal, in its role as a regional clearinghouse to review state and federally-assisted projects.

ETDD review of this proposal has found no conflicts with the plans or programs of the District or other agencies in the region. However, ETDD or other reviewing agencies may wish to comment further at a later time.

We appreciate the opportunity to work with you in coordinating projects in the region.

Sincerely,



Terrence J. Bobrowski
Executive Director
TJB/tc

P.O. Box 19806 Knoxville, TN 37939-2806
PHONE: (865)584-8553 FAX: (865)584-5159
Web Site: <http://www.korrnet.org/etdd>



United States Department of the Interior

FISH AND WILDLIFE SERVICE
446 Neal Street
Cookeville, TN 38501

July 22, 2005

Mr. Jon M. Loney
Manager, NEPA Administration
Environmental Policy and Planning
Tennessee Valley Authority
400 West Summit Hill Drive
Knoxville, Tennessee 37902-1401

Re: FWS #05-1447

Dear Mr. Loney:

Thank you for your correspondence of July 15, 2005, regarding the Tennessee Valley Authority's (TVA) Draft Environmental Assessment (DEA) for the City of Clinton's proposed Carden Farm Sports Complex and Riverwalk (Sports Complex) Project in Anderson County, Tennessee. TVA proposes to modify certain deed restrictions, change the land use allocation, and issue a 26a permit for development of the Sports Complex on 16.5 acres between Clinch River Mile 59.0 and 59.3 on the left descending bank. Fish and Wildlife Service (Service) personnel have reviewed the document and we offer the following comments.

The DEA adequately describes the resources within the project area and the impacts of potential alternatives to these resources. The Service has no objection to the Preferred Alternative (Alternative 3), and believes it will have no adverse impacts to fish and wildlife resources of the area.

Thank you for the opportunity to comment on this proposed action. If you have any questions regarding the information which we have provided, please contact Wally Brines of my staff at 931/528-6481, extension 222.

Sincerely,

Lee A. Barclay Ph.D.
Field Supervisor