

FINDING OF NO SIGNIFICANT IMPACT
TENNESSEE VALLEY AUTHORITY
ECONOMIC DEVELOPMENT GRANT PROPOSAL FOR
COMMERCIAL PARK INTERSTATE SITE
Dyer County, TN (Dyersburg)

An integral part of Tennessee Valley Authority's (TVA) mission is to promote economic development within the TVA service area. TVA provides financial assistance to help bring to market new/improved sites and facilities within the TVA service area and position communities to compete successfully for new jobs and capital investment. TVA proposes to provide an economic development grant through InvestPrep funds to the City of Dyersburg (the City) to assist with the development of the Commerce Park Interstate Site, as a result of their February 26, 2021 application. The area of TVA's proposed action (herein referred to as the Project Area) comprises approximately 25.9 acres of the total 67 acres of the Commerce Park Interstate Site located between Fort Hudson Road and U.S. Highway 51, approximately 5 miles northeast of the City of Dyersburg, Tennessee in Dyer County.

The proposal is the subject of an Environmental Assessment (EA) prepared by TVA, which is incorporated herein by reference. In the EA, TVA evaluated potential impacts of the Proposed Action (i.e., the Action Alternative) as well as the alternative of not implementing the action (i.e., the No Action Alternative). Under the No Action Alternative, TVA would not provide InvestPrep funds to the City. TVA would not be furthering its mission of promoting economic development by assisting the local community to compete successfully for new jobs and capital investment through the Proposed Action. The City may seek alternate funding (if available) to combine with their existing funds to develop the site. Success in obtaining alternate funding would result in similar impacts and benefits as the Action Alternative. If the City were not able to secure the funding for the Proposed Action, the land use at the site would likely remain unchanged, no environmental impacts would be anticipated, and the economic benefits associated with the Action Alternative would not be accomplished.

Under the Action Alternative, TVA would provide InvestPrep funds to the City, facilitating the improvement of the Project Area within the Commercial Park Interstate Site. TVA funds would be used for the clearing of approximately 0.1 acre of trees, the grading of a 200,000 square foot (ft²) dirt building pad (and associated parking and truck dock areas), construction of a gravel access road, construction of two detention basins, installation of temporary marketing signage, installation of erosion and sediment controls, and the stabilization of disturbed areas after grading activities are completed.

TVA's preferred alternative is the Proposed Action Alternative. This alternative would meet the purpose of the Project and would further promote TVA's mission to promote economic development in the TVA service area.

The potential impacts of the Action Alternative are described in detail in the EA. Implementation of the Action Alternative would have no impact on solid and hazardous wastes, floodplains, wetlands, aquatic ecology, managed and natural areas, land use, prime farmland, or recreation.

Implementation of the Action Alternative would have no impacts on land use, as the Commerce Park Interstate Site is zoned for light industrial use. The surrounding area is largely agricultural, undeveloped, residential, and industrial, which would not be changed by the Proposed Action. Minor adverse impacts related to groundwater, geology, and soils would occur because of the site grading and construction.

Construction-related activities would result in minor and short-term impacts to air quality and climate change. With the use of best management practices (BMPs) impacts would be minimal, temporary, and localized; and would not be anticipated to result in any violation of applicable ambient air quality standards or impact regional air quality.

No uncommon or rare plant or animal communities are present within the proposed Project Area and the impacts to vegetation and wildlife would be insignificant. No plants or animals protected under the Endangered Species Act (ESA), or habitat suitable for these listed species are present on this site; therefore, the requirements under Section 7 of that Act have been met. No state-listed protected species would be significantly affected.

No archaeological or architectural/historic resources eligible for inclusion on the National Register of Historic Places occur on or in the immediate vicinity of the proposed Project Area. TVA has determined that there would be no effects on historic properties and the Tennessee State Historic Preservation Officer concurred with this determination.

Construction vehicles and equipment visible during construction activities would have a minor visual impact over the temporary construction period. Therefore, implementation of the proposed Action Alternative would result in only a minor overall change in visual quality.

Noise would be localized and temporary, and no receptor would be exposed to significant noise levels for an extended period. Further, construction activities would be expected to be conducted during daylight hours only, when ambient noise levels are often higher, and most individuals are less sensitive to noise. Thus, noise-related impacts resulting from implementation of the Action Alternative are anticipated to be temporary and minor.

Minor beneficial socioeconomic impacts during construction and operation would occur. No long-term impacts to community services are anticipated and there would be no disproportionate impacts to low-income or minority communities in the area.

Additional traffic would be generated during construction activities. However, the amount of additional traffic generated would be minor and have a negligible impact on overall traffic volumes.

No suitable summer or winter roosting habitat, or foraging habitat exists in the Project Area for Indiana bat or northern long-eared bat. A number of activities associated with the Action Alternative, including tree removal, were addressed in TVA's programmatic consultation with the U.S. Fish and Wildlife Service (USFWS) on routine actions and federally listed bats in accordance with ESA Section 7(a)(2) and completed in April 2018. For those activities with potential to affect bats, TVA committed to implementing specific conservation measures. These activities and associated conservation measures are identified on page 5 of the TVA Bat Strategy Project Screening Form (Attachment 2 of EA) and must be reviewed/implemented as

part of the Action Alternative. With implementation of these conservation measures, no significant impacts are expected to federally listed bats.

Mitigation

To minimize or reduce the environmental effects of site activities associated with the Action Alternative, the City, or its contractors, are expected to ensure all clearing and grading activities conducted are in compliance with stormwater permitting requirements and utilize applicable BMPs to minimize and control erosion and fugitive dust during these actions. These practices include, but are not limited to, installation of sediment and erosion controls (silt fences, sediment traps, etc.); management of fugitive dust; and a restriction allowing work during daytime work hours only. Trees and stumps will be hauled offsite and no burning is planned.

Operations involving chemical or fuel storage or resupply and vehicle servicing are expected to be handled outside of riparian areas and in such a manner as to prevent these items from reaching a watercourse. Earthen berms or other effective means are expected to be installed to protect nearby surface waters from direct surface runoff. Servicing of equipment and vehicles is expected to be done with care to avoid leakage, spillage, and subsequent surface or ground water contamination. Oil waste, filters, and other litter are expected to be collected and disposed of properly.

Specific avoidance and conservation measures would be implemented as a part of the Action Alternative to reduce effects to Indiana bat and northern long-eared bat. These measures are identified in the TVA Bat Strategy Project Screening Form (Attachment 2 of EA).

Conclusion and Findings

Based on the findings listed above and the analyses in the EA, we conclude that the Proposed Action of TVA funding the improvement of the Project Area within the Commercial Park Interstate Site would not be a major federal action significantly affecting the environment. This finding is dependent on implementation of the mitigation measures described above. Accordingly, an environmental impact statement is not required.



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Date Signed