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**NORRIS LAKE SERENITY, LLC (TENNESSEE VUES AT
NORRIS LAKE) RECREATION EASEMENT AND SECTION
26A APPROVAL
ENVIRONMENTAL ASSESSMENT**

Claiborne County, Tennessee

EAXX-455-00-000-1731080674

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Symbols, Acronyms, and Abbreviations

AASHTO	American Association of State Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
ACS	American Community Survey
ARAP	Aquatic Resource Alteration Permit
AST	Above-ground storage tank
BMP	Best Management Practice
CAA	Clean Air Act
CFR	Code of Federal Regulations
CWA	Clean Water Act
dB	decibels
dBA	A-weighted decibels
dbh	Diameter at breast height
EA	Environmental Assessment
EIS	Environmental Impact Statement
EO	Executive Order
EPA	United States Environmental Protection Agency
ESA	Endangered Species Act of 1973
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FSLG	TVA Flood Storage Loss Guideline
HAPs	Hazardous Air Pollutants
HUC	Hydrologic Unit Code
IPaC	Information for Planning and Consultation
Ldn	Day-night Level
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NLEB	Northern Long-Eared Bat
NNL	National Natural Landmark
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
OSHA	US Occupational Safety and Health Administration
PM	Particulate Matter
RCRA	Resource Conservation and Recovery Act
RLMP	Reservoir Land Management Plan
SAV	Submerged Aquatic Vegetation
SPCC	Spill Prevention, Control, and Countermeasure
SWPPP	Stormwater Pollution Protection Plan
TDEC	Tennessee Department of Environment and Conservation
TDOT	Tennessee Department of Transportation
TVA	Tennessee Valley Authority
TWRA	Tennessee Wildlife Resources Authority

USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
WOTUS	Waters of the United States
WQC	Water Quality Certification
WWC	Wet Weather Conveyance

CHAPTER 1 – PURPOSE AND NEED FOR ACTION

1.1 Introduction and Background

Norris Lake Serenity, LLC (the Applicant) has applied for a Shoreline Construction Permit under Section 26a of the Tennessee Valley Authority (TVA) Act and a 30-year easement under 40 U.S.C. § 1314 associated with development of a commercial marina and associated infrastructure (the Project) on approximately 62.67 acres comprised of private land, land within the TVA flowage easement, and inundated TVA property (the Project Area). The Project is located on Norris Reservoir on the Clinch River in Claiborne County, Tennessee (see Figure 1-1). Within the Project Area, the proposed Project would include 1,216 public boat slips, a floating marina store, fuel docks, a wave break, utilities to service the boat slips, land-based porticos, a boat ramp, access roads, and associated infrastructure. TVA's action includes approval of the construction of proposed facilities within TVA's flowage easement and inundated TVA property, as well as approval of a 30-year easement for operation of the commercial marina.

The Project Area has approximately 6,230 feet of frontage on the north bank of the Clinch River on the Norris Reservoir between river miles 135 and 136. Land cover and use within the Project Area includes deciduous and mixed forests and a network of logging trails and gravel roads.

1.2 Purpose and Need

The Applicant's purpose and need is to develop a commercial marina and associated facilities within a larger mixed-use community development along Norris Reservoir. TVA's purpose and need for action is to decide whether to grant a Section 26a approval for shoreline construction activities and grant an easement for commercial recreational use of TVA property as part of the Applicant's proposed commercial marina development project on Norris Reservoir.

Section 26a of the TVA Act requires TVA approval prior to the construction, operation, or maintenance of any dam, appurtenant works, or other obstructions affecting navigation, flood control, or public lands or reservations across, along, or in the Tennessee River or its tributaries. TVA's Section 26a jurisdiction extends to the limits of the Tennessee River watershed. On TVA reservoirs, that jurisdiction typically applies to the limits of the 500-year floodplain or to the upper limits of TVA's flowage rights, whichever is higher. Flowage rights refer to certain rights, usually in the form of an easement over a certain area, purchased by TVA from landowners that grant TVA the right to flood or submerge land within the easement area for a prescribed period of time, typically associated with the land around reservoirs. Within the Project Area, TVA's jurisdiction corresponds to its flowage rights, which extend up to the 1,044-foot contour elevation, well above the 500-year flood elevation (1,035 feet).

The proposed development includes activities that would be located on TVA property within a TVA flowage easement; therefore, TVA has Section 26a

jurisdiction over portions of the Project Area and must consider whether to approve or deny the Section 26a permit application.

TVA's Land Policy (2006) governs the management of public lands to maximize public enjoyment, flood control, navigation, power production, and economic growth. Consistent with 40 U.S.C. § 1314, the Land Policy states that TVA shall consider leasing or granting limited easements for the development of commercial recreation facilities or public recreation purposes if the property is so designated in a reservoir land management plan and the site remains suitable for recreational uses and a continued need exists for such use. Accordingly, as part of its consideration and review of the Proposed Action, TVA must also consider whether to approve or deny an easement for the development and use of a commercial marina on TVA property.

1.3 Decisions to be Made

The primary decisions TVA must make are whether to grant Section 26a approval for shoreline construction activities and grant a 30-year easement for the operation of a commercial marina by the Applicant. TVA's Section 26a jurisdiction is implemented through Section 26a regulations (18 CFR 1304) and the 1999 Shoreline Management Policy. Public law 40 U.S.C. § 1314 allows TVA to grant easements for various uses, including recreation.

This Environmental Assessment (EA) was prepared to inform TVA decision makers and the public about the environmental consequences of implementing the Proposed Action. TVA will use this EA to support the decision-making process and to determine whether an Environmental Impact Statement (EIS) should be prepared or whether a Finding of No Significant Impact (FONSI) may be issued.

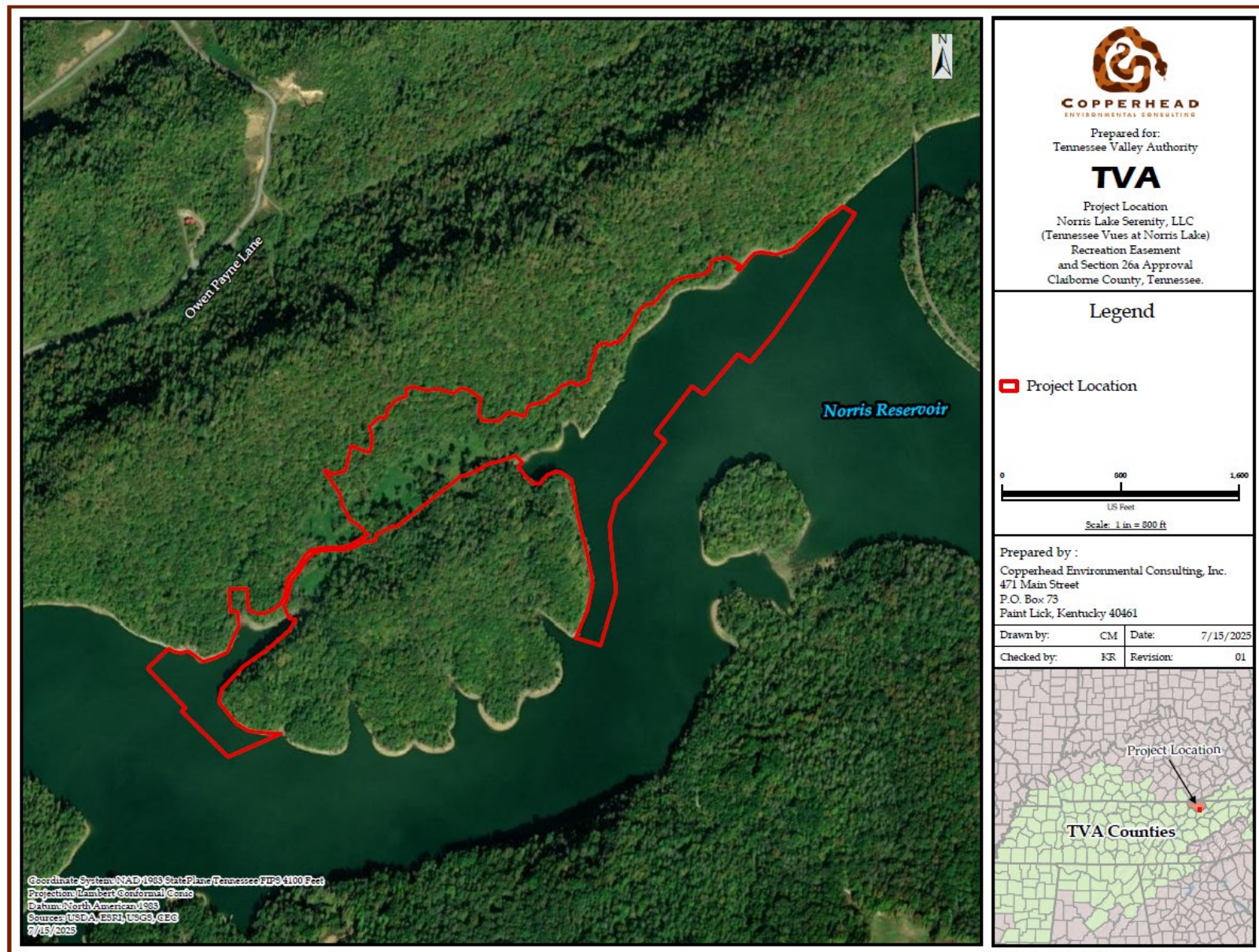


Figure 1-1. Project Location Map

1.4 Related Environmental Reviews and Consultation Requirements

During the preparation of this EA, TVA consulted with several federal and state agencies.

TVA initiated consultation with the Tennessee Historical Commission in compliance with Section 106 of the National Historic Preservation Act (NHPA) on November 4, 2025, to address potential adverse effects on cultural resources. On November 7, 2025, TVA received concurrence from the Historical Commission. Additional details are provided in Section 3.13 and in Appendix A.

Several activities associated with the Proposed Action Alternative were addressed in TVA's programmatic consultation with the United States Fish and Wildlife Service (USFWS) on routine actions and federally listed bats in accordance with the Endangered Species Act (ESA) Section 7(a)(2), which was completed in April 2018 and updated in 2023 and 2024. For those activities with the potential to affect bats, TVA committed to implementing specific conservation measures. These activities and associated conservation measures are identified in the TVA Bat Strategy Project Screening Form (Appendix B and summarized in Section 2.3). See Section 3.19 for species-specific details.

TVA identified the following environmental reviews that are related to the Proposed Action. The contents of these related reviews help describe the affected property and are incorporated by reference as appropriate.

Norris Reservoir Land Management Plan - Final Environmental Assessment (2001)

The Norris Reservoir Land Management Plan (RLMP) was approved by the TVA Board of Directors in September 2001. On September 18, 2001, TVA posted in the Federal Register (Volume 66, Number 181) that it was adopting the proposed RLMP for Norris Reservoir. The Norris RLMP addresses the management of TVA-owned public land surrounding Norris Reservoir.

In the Norris RLMP Final EA, TVA considered two alternatives for managing land around the Norris Reservoir. Under Alternative A, or the No Action Alternative, TVA would continue to use the existing Norris Reservoir Land Forecast System to manage TVA public land. Under Alternative B, the Allocation Alternative, TVA would use the proposed Norris Plan to guide future land use decisions. A common feature of both alternatives is the categorization of residential and flowage easement shoreline. The Project Area shoreline is categorized as Zone 1: Non-TVA Shoreland, which includes shoreland located above the summer pool (June 1 Flood Guide) elevation that TVA does not own in fee or land never purchased by TVA. Non-TVA shoreland within the 500-year floodplain or encumbered by TVA flowage easement is subject to TVA's 26a permitting jurisdiction. It should be noted that TVA owns the inundated land below the summer pool elevation, thus requiring the proposed 30-year easement for commercial recreation operations.

Shoreline Management Policy Final Environmental Impact Statement (1999)

TVA's Shoreline Management Policy FEIS was released in November 1998 and was approved by the TVA Board of Directors on April 21, 1999. The Record of Decision for the FEIS was published in the Federal Register on June 4, 1999 (Volume 64, Number 107). The Shoreline Management Policy establishes a Valleywide policy to improve the protection of shoreline and aquatic resources while allowing reasonable access to the water.

In the Shoreline Management Policy FEIS, TVA considered seven alternatives for managing residential shoreline development impacts in the Tennessee Valley. The TVA Board adopted the Blended Alternative, in which TVA seeks to balance residential shoreline development, recreation use, and resource conservation needs in a way that maintains the quality of life and other important values provided by its reservoir system.

The Record of Decision was published in the Federal Register on June 4, 1999 (Volume 64, Number 107). The Proposed Action is consistent with this policy.

1.5 Scope of the Environmental Assessment

TVA is considering whether to approve or deny the Applicant's request to obtain Section 26a approval for shoreline construction activities and an easement for recreational use of TVA-managed property. To ensure that the potential impacts are properly analyzed, the EA addresses resources present within the entire 62.67-acre Project Area, although TVA's permitting authority applies to the approximately 55.79 acres of flowage easement and inundated TVA property. While TVA does not have jurisdiction over the remaining 6.88 land-based acres, activities in these areas are considered connected actions under the National Environmental Policy Act (NEPA) and are addressed in this EA.

TVA prepared this EA to comply with NEPA and TVA's procedures for implementing it at 18 CFR part 1318. TVA reviewed the Proposed Action and Section 26a permit application and identified the following issues to be evaluated in detail in the EA:

- Land Use and Prime Farmland
- Geology and Groundwater
- Noise and Vibration
- Air Quality
- Visual Resources
- Socioeconomics
- Public Health and Safety
- Hazardous Materials and Solid Waste
- Utilities and Service Systems
- Natural and Managed Areas
- Parks and Recreation
- Transportation
- Cultural and Historic Resources
- Vegetation

- Wetlands
- Surface Water
- Floodplains
- Aquatic Ecology
- Terrestrial Zoology

The following resources were considered but ultimately dismissed from further analysis in the EA:

- Navigation: Commercial navigation extends 61 miles up the Clinch River from its mouth; the Project Area is located between river miles 135 and 136. As such, coordination with the U.S. Coast Guard regarding impacts on commercial navigation is not needed. In its review of the Applicant's plans, TVA also determined that the Project would not obstruct the navigational capacity of Norris Reservoir, therefore, a US Army Corps of Engineers permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 is not needed. For these reasons, impacts on navigation require no further analysis. Impacts to recreational boating are addressed in Section 3.11.
- Global Climate Change: Potential effects related to global climate change were considered and determined to be negligible because of the nature of the action.

1.6 Scoping and Public Involvement

TVA Public Land Management completed a 30-day public comment period as part of the Commercial Recreation Easement process. The notice was posted in the *Claiborne Progress* on May 21, 2025, and requested public comments regarding potential impacts on environmental or historic resources and to identify any other issues associated with the proposed Project. Three comments were received. Substantive topics raised by commenters are addressed in this EA.

The draft EA was posted on TVA's website for a 30-day public review period on November 20, 2025. The public was notified about the draft EA through an ad published in the *Claiborne Progress* and a media release. TVA received responses via mail, e-mail, and via TVA's website. By the end of the public comment period, TVA received a total of 267 individual submittals, including 266 from private individuals and one from the Tennessee Department of Environment and Conservation (TDEC). Identical comments were treated as a single comment. TVA carefully reviewed comments received on the draft EA and addressed them, as appropriate, in the Final EA. Revisions to the Final EA include the following:

- Clarification added to Section 1.4 about direction provided in TVA's Shoreline Management Policy and the Norris Reservoir Management Plan.
- Vegetation removal approach and the Air Pollution Control citation were revised in Section 3.4, Air Quality.

- Clarification that some of the shoreline in the Project Area would remain forested in Section 3.5, Visual Resources. Additional details about rip rap placement and the use of native vegetation were also incorporated.
- Revisions made to Section 3.6, Socioeconomics, to reflect the lack of availability of details to conduct a full economic analysis.
- Additional information on boating safety and reported incidents on Norris Reservoir has been provided in Section 3.7, Health and Safety.
- Section 3.11, Parks and Recreation, was revised to include information about the TVA Navigation review of the preliminary plans and the effects on the recreational navigation channel.
- Section 3.12, Transportation, was revised to include the findings of the transportation impact study conducted by the Applicant and the recommendations that the Applicant agreed to implement that would minimize impacts to the transportation system.

Appendix E contains summaries of comments that resulted in changes to the Final EA, along with TVA's responses to those summaries. Additional comments were received and reviewed, but were not specifically addressed because they did not result in substantive changes to the EA, were outside of TVA's jurisdiction, or were outside of the scope of the project. All public comments received during the draft EA public comment period are in Appendix F.

1.7 Necessary Permits or Licenses

All necessary permits, permit modifications, licenses, and approvals would be obtained by the Applicant for activities it implements within the 62.67-acre Project Area. The list below identifies additional regulations, programs, permits, approvals, or other authorizations from federal, state, or local authorities that may be required before the Project Area could be developed for specific uses by the Applicant:

- A National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activity (CGP) is required under Section 402 of the Clean Water Act for discharge of pollutants found in stormwater runoff associated with construction activities that disturb one or more acres into Waters of the U.S. (WOTUS) or Waters of the State of Tennessee. The development and approval of a Stormwater Pollution Prevention Plan (SWPPP) is a component of this permit. Construction Best Management Practices (BMPs) to minimize impacts to water quality would be outlined in the SWPPP. The Applicant is applying for an NPDES permit from the TDEC Division of Water Resources.
- Should hydrostatic test discharges occur, the Applicant would be required to obtain coverage under the 2021 NPDES General Permit for Discharges of Hydrostatic Test Water (TN670000).

- A US Army Corps of Engineers Section 404 permit for discharge of dredged or fill material into WOTUS.
- An Aquatic Resource Alteration Permit (ARAP), which also operates as TN's Section 401 Water Quality Certification, for alterations to streams, rivers, lakes, or wetlands.
- A TVA Section 26a permit is required for shoreline construction activities like docks, marinas, or shoreline stabilization.
- A Claiborne County floodplain development permit would be required for development within the Clinch River 100-year floodplain.
- A Claiborne County building permit is required for permission to construct, enlarge, or remodel a building in an unincorporated area of the county.
- For ongoing operations of the marina, the Applicant would be required to obtain a Tennessee Multisector Stormwater Permit (TMSP), Sector Q.

CHAPTER 2 – ALTERNATIVES

Two alternatives are under consideration: Alternative A – the No Action Alternative, and Alternative B – the Proposed Action Alternative. Below are descriptions of both alternatives, a table comparing the alternatives, and the identified Preferred Alternative.

2.1 Description of Alternatives

2.1.1 Alternative A – The No Action Alternative

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. As a result, no proposed facilities would be constructed within the TVA flowage easement or TVA inundated reservoir property. This alternative does not meet the Applicant's purpose and need for the Project. However, it does provide a benchmark for comparing the environmental impacts of the implementation of the Action Alternative.

2.1.2 Alternative B – Proposed Action Alternative

Under the Proposed Action Alternative, TVA would grant Section 26a approval for shoreline construction activities and grant a 30-year easement for operation of the proposed commercial marina. The proposed Project would be constructed on approximately 62.67 acres along the Norris Reservoir in Claiborne County, Tennessee (see Figure 2-1). The Project Area consists of approximately 12.89 acres of private land within the TVA flowage easement, 42.9 acres of inundated TVA property, and 6.88 acres of private land where proposed activities are considered connected actions under NEPA and are addressed in this EA. The 30-year easement would cover 42.9 acres of inundated TVA property in TVA Tract Nos. NR-106 and NR-102, all below the 1,020-foot contour elevation (normal summer pool). The Section 26a approval would apply to the 55.79 acres of flowage easement and inundated TVA property.

Figure 2-1 displays the preliminary master plan for the proposed development within the Project Area. The proposed Project would achieve the Applicant's purpose of developing a commercial marina and associated facilities within a larger mixed-use community development along Norris Reservoir.

Construction would occur in three phases as summarized below:

Phase I

- A main dock consisting of approximately 400 boat slips of varying sizes
- A 10,000-square-foot floating marina store
- An eight-inch water line, an eight-inch sewer line, gas, electrical, and telecommunications lines
- Four fuel pumps located on two fueling docks with gas lines running from storage tanks located above the 1,044-foot contour elevation

- An aluminum walkway (12-feet wide by 92-feet long)
- A 12,000-square foot land-based portico
- A concrete boat ramp 36 feet wide by 120 feet long with a floating dock 12 feet wide by 120 feet long
- A wave wall dock (wave break)
- Parking areas with spaces for 67 trucks with trailers and 221 cars
- Marina store and restaurant located on the main dock.
- Installation of rip rap for shoreline stabilization

Phase II

- Approximately 424 boat slips of varying sizes
- An aluminum walkway
- A 12,000-square-foot land-based portico
- Water and electric lines
- A roadway used for access to phase II of the marina
- Planting of the shoreline using native plants for stabilization

Phase III

- Approximately 200 boat slips of varying sizes on the west side of the development
- Approximately 192 boat slips of varying sizes on the east side of the development
- An aluminum walkway
- A 12,000-square-foot land-based portico
- Water and electric lines
- A roadway used for access to phase III of the marina
- Installation of rip rap for shoreline stabilization

If the Section 26a approval is granted, construction of Phase I is anticipated to begin in late 2026. Because the timelines for Phase II and III construction would be based on demand, the Applicant anticipates that Phase II would begin around early 2029 and Phase III in early 2032. TVA would review final plans prior to each Phase of construction to ensure consistency with the analysis of this EA and its associated decision.

Grading and development of road, utility, and landscape infrastructure would be conducted to support the Project. Typical grading and construction equipment for land development and installation of infrastructure would be used (e.g., excavators, bulldozers, skid steer loaders, motor graders, trenchers, scrapers, etc.). Grading below the 1,044-foot elevation contour would be associated with the docks and supporting facilities, walkways, the marina store, and the restaurant. This would

occur during the initial phase of development. The Applicant's plans include 3,262 cubic yards of excavation and 1,456 cubic yards of fill below the 1,044-foot contour.

Some pilings would be driven into the shore side of the dock where the water depth is low enough and pile driving conditions are workable. However, most of the anchoring for the dock system would be winches with cables, fairleads to direct the cables underneath the flotation, and "dead men" anchors on the reservoir bottom. Pending final Project engineering plans, these anchors would be secured in one of two ways: (1) using concrete footers placed on the riverbed; or (2) a helical system that would be affixed to the riverbed below the marina. Concrete footers would require about 2.6 million pounds of concrete placed on the reservoir bottom to hold the docks.

The wave wall dock would extend a few feet deeper into the reservoir than the docks and would not be anchored to the bottom of the reservoir. It would be located on the outer edge of the last line of docks to dissipate the presented waves with a series of steel angles that turn the incoming wave energy onto itself and neutralize the forces. Given the shallow depths of operation of the wave wall, there should be minimal impact on the water flow below 3-5 feet deep.

Grading and other ground-disturbing construction activities would require clearing approximately 4.78 acres of trees.

Water, sewer, gas, and electrical services entering the interior of the Project Area would be installed underground with sufficient protective cover. No connection to existing on-site transmission lines, nor use of existing transmission structures, is planned.

Construction of one of the parking areas would result in unavoidable impacts to wetland W001 (0.02 acres). Wetland W001 is presumed to be an isolated and non-jurisdictional feature, and no permits or mitigation would be required. See Section 3.15 for additional details.

Norris Lake Serenity, LLC Recreation Easement and Section 26a Approval

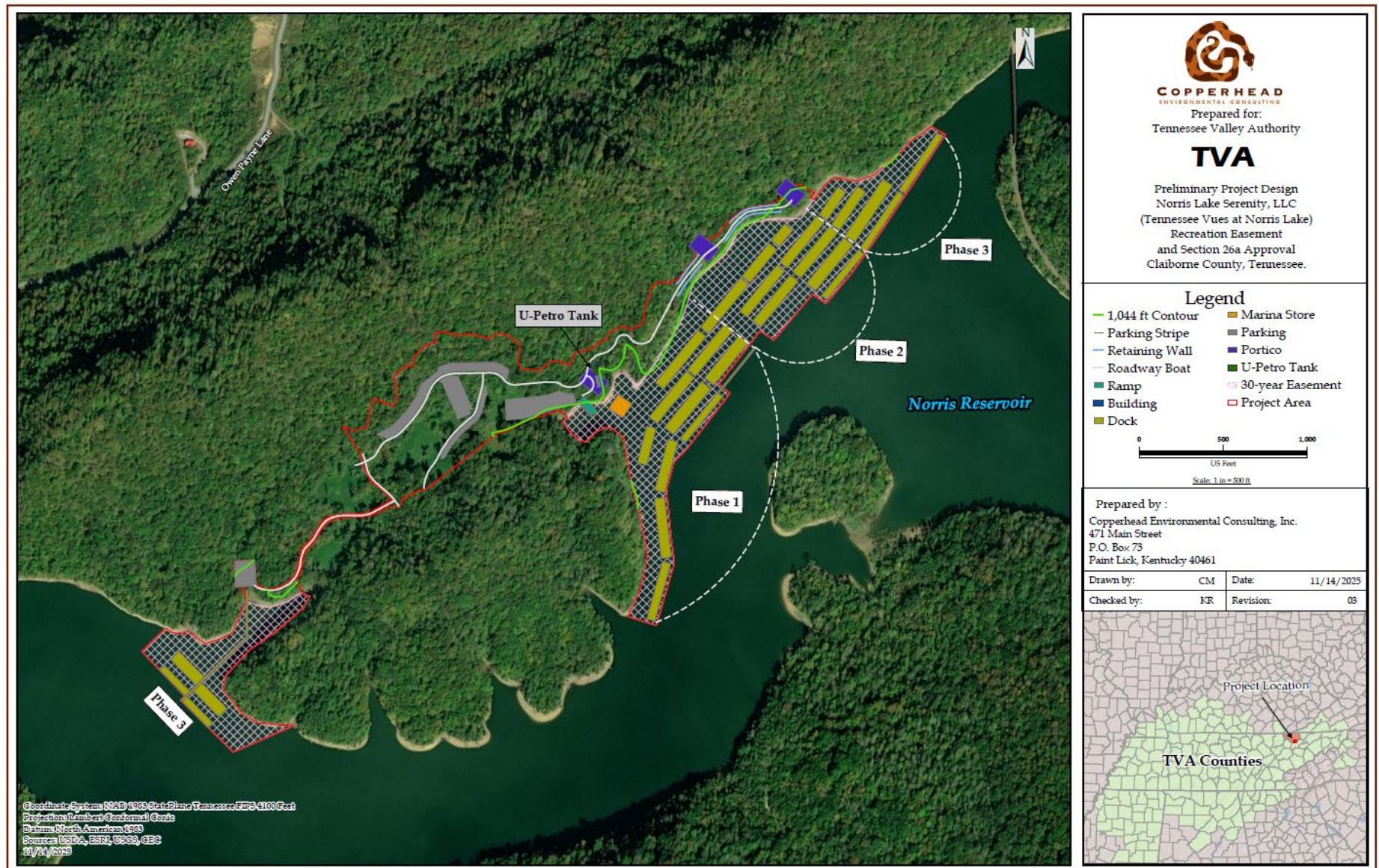


Figure 2-1. Overview of Proposed Project

2.1.3 Alternatives Considered but Eliminated From Further Discussion

No other alternatives were identified for the Project.

2.2 Comparison of Alternatives

Impacts evaluated may be beneficial or adverse and may apply to the full range of natural, aesthetic, historic, cultural, and socioeconomic resources within the Project Areas of each alternative and within the surrounding areas. Impact severity is dependent upon their relative magnitude and intensity, and resource sensitivity. In this document, four descriptors are used to characterize the level of impacts in a manner that is consistent with TVA's current practice. In order of degree of impact, the descriptors are as follows:

- No Impact (or Effect) – Resource not present or, if present, not affected by Project alternatives under consideration.
- Minor – Environmental impacts are not detectable or are so minor that they would not noticeably alter any important attribute of the resource.
- Moderate – Environmental impacts are sufficient to alter noticeably, but not to destabilize, important attributes of the resource.
- Major – Environmental impacts are clearly noticeable and are sufficient to destabilize important attributes of the resource.

A comparison of the environmental consequences associated with each alternative is presented in Table 2-1.

Table 2-1. Summary and Comparison of Alternatives by Resource Area

Resource Area	Impacts From No Action Alternative	Impacts from Proposed Action Alternative
Land Use and Prime Farmland	No impacts	Minor adverse long-term impacts on land use because the Proposed Action would be consistent with other properties in the vicinity where mixed residential and commercial development are common.
Geology and Groundwater	No impacts	Minor adverse impacts with BMPs to minimize potential for spills and contamination.
Noise and Vibration	No impacts	Minor temporary impacts from construction noise. Minor to moderate impacts during operation from increased boat use.
Air Quality	No impacts	Minor adverse impacts during construction and operation from vehicle, equipment, and boat emissions.
Visual Resources	No impacts	Minor adverse impacts on visual resources from conversion of Project Area from mostly forested to a developed condition.
Socioeconomics	No impacts	Minor to moderate short and long-term benefits to the local economy from increase in construction and operation employment and tax revenue.

Resource Area	Impacts From No Action Alternative	Impacts from Proposed Action Alternative
Public Health and Safety	No impacts	Minor short- and long-term impacts with adherence to OSHA and TOSHA requirements and the Tennessee Fire Codes.
Hazardous Materials and Solid Waste	No impacts	No adverse impacts with implementation of Spill Prevention, Control, and Countermeasure (SPCC) plan.
Utilities and Service Systems	No impacts	Temporary, minor impacts from potential interruptions during construction and no adverse impacts during operation.
Natural and Managed Areas	No impacts	Minor indirect impacts, but no conflict with management of Hinds Ridge Forest potential National Natural Landmark (NNL) or its eligibility for NNL designation.
Parks and Recreation	No impacts	Minor short-term impacts from construction activities; moderate long-term beneficial impacts from increased water-based recreational opportunities. Impacts to the recreational navigation channel would be noticeable but minor.
Transportation	No impacts	Minor impacts with implementation of recommended improvements to the transportation system.
Cultural and Historic Resources	No impacts	Based on survey results and lack of NRHP eligible or listed resources, no effects are anticipated.
Vegetation	No impacts	Minor impacts from 4.78 acres of tree clearing. No impacts on rare plant communities or threatened or endangered species.
Wetlands	No impacts	Minor, permanent impacts from removal of 0.02 acres of low-quality wetlands.
Surface Water	No impacts	With adherence to requirements in the Section 26a permit, SWPPP, SPCC, CGP, and CWA permits, there would be minor short- and long-term impacts on surface water.
Floodplains	No impacts	Minor temporary impacts from construction of roads, a boat launch ramp, courtesy pier, porticos, and parking lots within the 100- and 500-year floodplains. Minor permanent impacts from placement of fill within the 100-year floodplain and Norris Flood Storage Zone.
Aquatic Ecology	No impacts	No impacts to federally or state-listed species. Minor adverse and beneficial impacts from construction with adherence with state and local guidelines for water quality.
Terrestrial Zoology	No impacts	Minor impacts to species common in the area; no impacts to migratory birds. No effect to gray bat with use of conservation measures and potential beneficial impact to tricolored bat.

2.3 Identification of Mitigation Measures

Through the Project planning and permitting process, numerous design modifications have been incorporated into the Proposed Action Alternative that avoid or minimize impacts to sensitive resources identified within the Project Area.

In addition to the standard conditions for granting Section 26a approval and other necessary permits, which include mitigation measures, BMPs, and other requirements, TVA would require implementation of the following mitigation measures to avoid, minimize, or resolve adverse impacts on the environment:

- In accordance with the Spill Prevention, Control, and Countermeasure (SPCC) plan (certified by a Professional Engineer, as required by 40 CFR 112.3(d)), the SWPPP, CGP and Clean Water Act (CWA) permits, Project activities would be conducted in a manner to ensure that waste materials are contained, and the introduction of pollution materials to receiving waters would be minimized.
- The Applicant and its contractors would adhere to OSHA and TOSHA requirements to minimize safety risks.
- Structures would conform to applicable building code and floodplain development requirements.
- The following Conservation Measures identified in the TVA Bat Strategy Project Review Form (Appendix B) would be implemented:
 - Noise would be short-term, transient, and not significantly different from the urban interface or natural events (i.e., thunderstorms) that bats are frequently exposed to when present on the landscape.
 - Operations involving chemical/fuel storage or resupply and vehicle servicing would be handled outside of riparian zones (streamside management zones) in a manner to prevent these items from reaching a watercourse. Earthen berms or other effective means would be installed to protect the stream channel from direct surface runoff. Servicing would be done with care to avoid leakage, spillage, and subsequent stream, wetland, or ground water contamination. Oil waste, filters and other litter would be collected and disposed of properly. Equipment servicing and chemical/fuel storage would be limited to locations greater than 300 ft from sinkholes, fissures, or areas draining into known sinkholes, fissures, or other karst features.
 - Standard BMPs for sediment and contaminants as well as measures to avoid or minimize impacts to sensitive species or other resources would be implemented consistent with applicable laws and Executive Orders (EOs).

- Temporary lighting would be directed away from suitable habitat during the active season.
- The use of outdoor lighting would be evaluated during the active season, and light pollution would be minimized when installing new or replacing existing permanent lights by angling lights downward or via other light minimization measures (e.g., dimming, directed lighting, motion-sensitive lighting).
- To minimize the potential for sediment introduction into jurisdictional aquatic resources and reduce impacts from stormwater runoff, sedimentation, and erosion, the Project would comply with the TDEC General NPDES Permit for Discharge of Stormwater Associated with Construction (CGP) by developing and implementing a SWPPP and installing erosion prevention and sediment control measures in upland areas.
- The Applicant and its contractors would adhere to requirements in the Tennessee Air Pollution Control Regulations 1200-03-08 to minimize fugitive dust.
- An SPCC plan (certified by a Professional Engineer) would be required due to the capacity (20,000 gallons) of the gasoline above-ground storage tanks (ASTs). The purpose of this plan would be to defend against petroleum pollution. It would apply to all locations in the marina where fuel or oil is stored or transferred, and it would clearly explain spill emergency procedures, including health and safety, notification and spill containment and control measures.
- All solid waste generated during construction (i.e., organic material, building material, excess debris associated with clearing, excavation, and grading) and operation would be managed and disposed of in accordance with applicable local, state, and federal regulations, and disposed of at an off-site landfill.
- Organic material would not be burned on site.
- Permanent restroom facilities would be properly sized, permitted, and installed per state and local requirements.
- To ensure that the Proposed Action Alternative would be consistent with the requirements of EO 11988 for floodplain management, the following conditions would be included in the final TVA Section 26a approval:
 - The porticos would remain open to the elements and never be enclosed.

- No items or equipment subject to flood damage would be stored under the porticos.
- Dumpsters located below an elevation of 1,035 feet would be securely anchored to prevent them from floating free during a major flood.
- The fuel storage tank would be designed to meet State or Local requirements for above ground storage tanks, as appropriate.
- Floating facilities (boat slips, marina store, fuel dispensers located on the dock, access walkways, courtesy dock, and wave break) would be securely anchored to prevent them from floating free during major floods.
- For all electrical utilities permitted, a cutoff would be located at or above the 500-year flood elevation (1,035 feet) and would be accessible during flooding.
- The Applicant would evaluate future development connecting to utilities to ensure they would not support unwise development in the 100-year floodplain.
- Bank stabilization would be placed, on average, no more than two feet from the existing shoreline at the June 1 flood guide elevation (summer pool) of 1,020 feet.
- The concrete boat launch ramp, parking areas, and landscaping would be constructed to withstand flooding with minimal damage.
- The recreation easement would contain the following flood risk conditions or covenants, as appropriate:
 - Any future facilities or equipment subject to flood damage would be located above or floodproofed to at least the 500-year flood elevation plus two vertical feet, which would be an elevation of 1,037 feet.
 - Any future development proposed within the limits of the 100-year floodplain (elevation 1,032 feet) would be consistent with the requirements of EO 11988.
 - All future development would be consistent with the requirements of the TVA Flood Storage Loss Guidelines.
 - TVA retains the right to flood the area and would not be liable for damages resulting from flooding.

2.4 The Preferred Alternative

TVA's preferred alternative is the Proposed Action Alternative. Under this alternative, TVA would grant a commercial recreation easement and 26a approval to the Applicant for the proposed marina. The Proposed Action Alternative meets the needs of the Applicant and supports TVA's mission of providing recreational opportunities in the Tennessee Valley region.

CHAPTER 3 – AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter describes the existing environmental, social, and economic conditions of the Project Area and surrounding areas and the anticipated potential impacts of implementing the No Action Alternative and the Proposed Action Alternative for each resource. The No Action Alternative is analyzed in the EA to establish a baseline for analyzing the environmental impacts of the Proposed Action Alternative in accordance with NEPA regulations.

To ensure the potential impacts of the Project are properly analyzed, this EA addresses resources present within the entire 62.67-acre Project Area, although TVA's permitting authority applies to the approximately 55.79 acres that fall below the 1,044-foot contour.

3.1 Land Use and Prime Farmland

Consistent with the Norris RLMP, TVA manages public land on Norris Reservoir to protect and enhance natural resources and to improve the quality of life in the Tennessee Valley. TVA public land is used for commercial and public recreation, industrial development, natural resource management, and a variety of other community needs.

The Project Area is in an unincorporated portion of Claiborne County without land use zoning. Prior to construction, the Applicant would be required to obtain a Claiborne County building permit.

Aside from open water, land cover in both the Project Area and within a 1-mile buffer of it is primarily deciduous forest (Table 3-1) (USGS 2024). Much of the Project Area exhibits signs of past logging activities (see Section 3.14).

Table 3-1. Landcover within the Project Area and within a 1-mile Buffer

Landcover Class	Project Area Acres	Percent of the Project Area	Project Area and 1-mile Buffer Acres	Percent of Project Area and 1-mile Buffer
Deciduous Forest	25.83	40.2	2,142.42	57.86
Developed, Low Intensity	0.22	0.3	10.90	0.29
Developed, High Intensity	-	-	2.22	0.06
Developed, Medium Intensity	-	-	8.23	0.22
Developed, Open Space	-	-	84.28	2.28
Hay/Pasture	0.91	1.4	188.89	5.10
Herbaceous	9.10	14.2	169.77	4.59
Mixed Forest	0.02	<1	208.20	5.62
Open Water	28.15	43.8	780.46	21.08
Barren Land	-	-	4.85	0.13
Emergent Herbaceous Wetland	-	-	0.22	0.01
Shrub/Scrub	-	-	64.07	1.73

Landcover Class	Project Area Acres	Percent of the Project Area	Project Area and 1-mile Buffer Acres	Percent of Project Area and 1-mile Buffer
Evergreen Forest	-	-	38.06	1.03

Data source: USGS 2024

Prime farmland is land most suitable for economically producing sustained high yields of food, feed, fiber, forage, and oilseed crops. Prime farmlands are available for agricultural use (i.e., not water or developed land) and have the best combination of soil type, growing season, and moisture supply. The Farmland Protection Policy Act (7 U.S.C. § 4201 et seq.) requires Federal agencies to consider the adverse effects of their actions on prime or unique farmlands. The purpose of the Act is “to minimize the extent to which Federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses.”

Soils in the Project Area are comprised of Lehigh fine sandy loam, Rough stony land/Talbot soil material, and Montevallo shaly silt loam. Within the Project Area, none of these soil types are classified as prime farmland. The erosion factor K for these soils ranges from 0.20 to 0.24. Factor K indicates the susceptibility of a soil to sheet and rill erosion by water, and, in general, the higher the value, the more susceptible the soil is to sheet and rill erosion by water (USDA-NRCS 2024).

3.1.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. As a result, there would be no construction and no change in land use or prime farmland in the Project Area.

3.1.2 Alternative B

As a result of the proposed construction and operation activities, land cover and use would change, with a long-term decrease in forested land and an increase in developed land. Because the Project Area is in a location without land use zoning, there would be no conflicts with local land use regulations. Overall, impacts on land use would be long-term and minor.

There is no prime farmland in the Project Area and, therefore, no impacts on this resource. Because the erosion factor for the predominant soil types in the Project Area is relatively low, it is anticipated that the risk of erosion would be minor. Clearing, grading, and development of the landscape, including vegetation clearing, increases in impermeable surfaces, and soil compaction, are expected to result in minor impacts to shallow aquifers as water infiltration is reduced.

3.2 Geology and Groundwater

The Project Area is within the Ridge and Valley Province of the Appalachian Mountain Region, which is characterized by long ridges and intervening valleys and composed of early Paleozoic sedimentary rocks (TVA 2001, NPS 2018). The province extends southwest to northeast and soft sediment limestone and shales that are easily eroded make up the valleys, while more resistant sandstones and

conglomerates form the ridges (NPS 2018). Cambrian age dolomites, shales, and limestones primarily characterize the bedrock geology underlying the Project Area (USGS 2017). There are no known caves within the Project Area.

In eastern Tennessee, the Ridge and Valley Province principal aquifers consist of carbonate rocks that are primarily Cambrian and Ordovician in age, with minor Silurian, Devonian, and Mississippian rocks also present (USGS 1995). Locally, this system is referred to as the East Tennessee aquifer system and consists of soluble carbonate rocks. Water quality in the carbonate aquifers of the province is characterized as hard, with dissolved solids concentrations of 170 milligrams per liter or less. Due to the complex network of fractures, bedding planes, and solution openings in the carbonate rocks in areas with thin residuum overlying the substrate, water recharges rapidly and water quality in these aquifers is susceptible to contamination by human activities (USGS 1995).

The depth to groundwater in the Project Area is reported as greater than 30 inches beneath the land surface (USDA Natural Resource Conservation Service [USDA-NRCS] 2024). Groundwater used for public supply is often obtained from a relatively deep zone, the top of which is typically 50-250 feet beneath the land surface (USGS 2016).

3.2.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. As a result, there would be no change to the existing geological and groundwater conditions.

3.2.2 Alternative B

Construction of the proposed marina and associated infrastructure would involve ground-disturbing activities. Approximately 4.78 acres of tree removal would occur, and the Project Area would be graded, resulting in ground disturbance at shallow to moderate depths. Excavation for foundations, piping, pilings, and utility connections would result in ground disturbance at greater depths. It is not anticipated that these activities would occur at depths that would intersect public groundwater supplies (typically 50 to 250 feet beneath the land surface (USGS 2016)) or result in significant impacts to groundwater resources.

Shallow aquifers could sustain minor impacts from changes to overland water flow and recharge caused by clearing, grading, and construction within the Project Area. Water infiltration, which is normally enhanced by vegetation, would be temporarily reduced until vegetation is re-established. Since construction would occur in three phases, the entirety of the Project Area would not be devoid of vegetation at a single point in time. In addition, near-surface soil compaction caused by heavy construction vehicles could reduce the ability of soil to absorb water. These minor impacts would be temporary and would not significantly affect geologic resources or groundwater resources.

The implementation of a SWPPP would minimize potential impacts from erosion and sediment. Following construction, all disturbed areas not covered by roads, parking, or structures would be restored and vegetated, or other stabilization measures would be installed. Any impacts resulting from construction activities involving chemical or fuel storage or resupply and equipment and vehicle services, such as spills and leaks that could contaminate groundwater, would be minimized by implementation of the SPCC for construction and operation of the proposed marina. Installation of the sewer pump, sewer lines, fuel piping, fuel dock, and fuel tanks would be conducted following applicable permits and regulatory requirements to minimize the potential for leakage or spillage.

Following construction, all disturbed areas not covered by roads, parking, or structures would be restored and vegetated, or other stabilization measures would be installed. With compliance with applicable permits and regulatory requirements, it is anticipated that the construction and operation of the proposed marina would have minor impacts on geologic and groundwater resources.

3.3 Noise and Vibration

Noise is defined as unwanted or unwelcome sound judged to be unpleasant, loud, or disruptive. For this analysis, this definition is focused on sound added to the undeveloped Project Area through human activities. These levels can vary with time of day, weather, vegetation, and human activity. The level of disturbance or unpleasantness can be variable and subjective, but the intensity or loudness is measured on a logarithmic scale in units called decibels (dB). Because of inherent subjectivity, dB is adjusted using an “A-weighted decibel” (dBA), which weights high-pitched and low-pitched sounds to approximate how the average person hears sound. The day and night level (Ldn) is the 24-hour equivalent of the steady A-weighted sound level, which incorporates a 10 dBA correction penalty for the hours between 10 pm and 7 am to account for the increased annoyance during this period and the fact that most people are more sensitive to noise while they are trying to sleep.

Construction activities from vehicle traffic and construction equipment create sounds referred to as construction noise. The impact of construction noise can vary not only among individuals but also based on time of day. For traffic-related noise, the Federal Highway Administration (FHWA) has set a threshold of 67 dBA as the sound level at which noise abatement should be considered (FHWA 2017).

According to the Claiborne County Sheriff’s Office, there are no noise ordinances or other restrictions in unincorporated portions of Claiborne County (K. Rhodes, personal communication, July 17, 2025).

The Project Area is in a rural setting, where existing noise is primarily associated with boating activity on Norris Reservoir. Typical background Ldn for rural areas ranges between 35 and 50 dBA (EPA 1974). Background noise levels greater than 65 dBA can interfere with normal conversation, watching television, using a

telephone, listening to the radio, and sleeping. Ambient noise within the Project Area is anticipated to fall within the typical range described above for rural areas.

Given the rural setting, there are few sensitive noise receptors within the vicinity of the Project Area. Northwest of the Project Area is the Elk Lodge cabin rental and a nearby residence, both of which are approximately 0.43 miles from the edge of the Project Area's boundary. The Pines Cabin rental is approximately 0.34 miles north of the Project Area. A cluster of around three residences is located southwest of the Project Area, across Norris Reservoir. These residences are approximately 0.25 miles from the edge of the Project Area's boundary.

3.3.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. As a result, there would be no changes in noise levels in the Project Area and no impacts.

3.3.2 Alternative B

There would be short and long-term increases in noise during implementation of the Proposed Action Alternative. During each of the three phases of construction, noise would be generated from the operation of construction equipment on-site and the movement of construction-related vehicles (i.e., worker trips and material and equipment trips) into the Project Area and on surrounding roadways. Table 3-2 displays the average noise levels produced by typical construction equipment and the typical noise level associated with a twin-engine motorboat. Twin engine boats include pontoon boats, yachts, wakeboard boats, and others.

Table 3-2. Average Noise Levels from Construction Equipment and a Typical Twin-Engine Motorboat

Noise Source	Average Measured Sound Level at 50 feet
Impact Pile Driver	101
Auger Drill Rig	84
Dozer	82
Concrete Pump Truck	81
Excavator	81
Twin-engine Motorboat	79
Front-end Loader	79
Concrete Mixer Truck	79
Backhoe	78
Dump Truck	76
Flatbed Truck	74

Data source: Federal Highway Administration 2017, National Marine Manufacturers Association 2000

Although noise levels associated with construction activities would increase ambient noise levels adjacent to the Project Area, the distance, topography, and remaining vegetation between the Project Area and the nearest sensitive receptor would diminish noise to a background level such that it is unlikely to be experienced. Any

noise that would potentially be experienced would be short-term during the construction phases. Using the noise level associated with an impact pile driver, the loudest typical piece of construction equipment, the approximate noise level at each receptor is estimated in Table 3-3. These noise levels would be temporary and intermittent, only occurring when the loudest equipment is used. For these reasons, impacts during construction would be minor.

Table 3-3. Approximate Noise Levels at Receptors within Proximity of the Project Area

Receptor	Approx. Distance from Project Area Boundary (miles)	Approx. Noise Level of an Impact Pile Driver at that Distance (dBA)
Commercial – Elk Lodge	0.43	67
Residence – Owen Payne Ln	0.43	67
Commercial – The Pines Cabin	0.34	69
Residences – Washburn, TN	0.25	72

It is anticipated that boating noise would increase as a result of the operation of the marina. These impacts would be minor to moderate in conjunction with the existing use of Norris Reservoir. Impacts from boating noise would occur during the day (the use of personal water craft (e.g., jet skis) is not permitted to operate between sunset and sunrise (Kalkomey Enterprises 2025)), which reduces the likelihood that larger twin-engine boats would be heard at night.

3.4 Air Quality

Federal and state regulations protect ambient air quality. With authority granted by the Clean Air Act (CAA) 42 U.S.C. 7401 et seq. as amended in 1977 and 1990, the U.S. Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS) to protect human health and public welfare. The EPA codified NAAQS in 40 Code of Federal Regulations (CFR) Part 50 for the following “criteria pollutants:” nitrogen dioxide, carbon monoxide, ozone, sulfur dioxide, lead, and particulate matter (PM) with an aerodynamic diameter equal to or less than 2.5 microns (PM_{2.5}). The NAAQS reflect the relationship between pollutant concentrations and health and welfare impacts. Primary standards protect human health, including the health of sensitive populations such as asthmatics, children, and the elderly. Secondary standards are designed to protect public welfare, including visibility, animals, crops, vegetation, and buildings. These standards reflect the latest scientific knowledge and have an adequate margin of safety intended to address uncertainties and provide a reasonable degree of protection.

The EPA classifies geographic areas as being “attainment” areas or “nonattainment” areas. A geographic area with air concentrations at or below the NAAQS is referred to as an “attainment” area. An area with air concentrations that exceed these standards is referred to as a “nonattainment” area. The air quality in Claiborne County, Tennessee, currently meets the ambient air quality standards and is designated in attainment with respect to criteria pollutants (US EPA 2025).

Other pollutants, such as hazardous air pollutants (HAPs), are also a consideration in air quality impact analysis. HAPs are pollutants that are listed under Section 112(b) of the CAA because the pollutants present a threat of adverse human health impacts or adverse environmental impacts. Although there are no applicable ambient air quality standards for HAPs, the emissions are limited through permit thresholds and technology standards as required by the CAA.

Fugitive dust is a source of respirable airborne PM, including PM₁₀ and PM_{2.5}, which can result from ground disturbances such as grading, excavation, and travel on unpaved roads. The amount of dust generated is a function of the activity, silt and moisture content of the soil, wind speed, frequency of precipitation, vehicle traffic and types, and roadway characteristics. The TDEC Air Pollution Control Regulations (Tennessee Code Annotated [TCA] 1200-03-08) require reasonable precautions to prevent PM from becoming airborne, including use, where possible, of asphalt, water or suitable chemicals to limit its creation. Proposed construction and operation activities would be subject to both federal and state (Tennessee Division of Air Pollution Control) regulations. These regulations impose permitting requirements and specific standards for expected air emissions.

3.4.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. As a result, there would be no construction or operation activities and no changes to existing air quality conditions.

3.4.2 Alternative B

Transient air pollutant emissions would occur during the proposed construction activities, Phase I of which is anticipated to begin in mid-2026 and finish in the first quarter of 2027. Construction-related air quality impacts would primarily result from the staging of construction vehicles, equipment, and supplies, the operation of construction vehicles and equipment, and worker personal vehicles. Vegetation clearing would be done using heavy machinery, and no open burning would occur.

Fugitive dust from site development (grading, construction, etc.) would be minimized during the construction period through adherence to requirements in TCA 1200-03-08.

During the construction and operation phases, combustion of gasoline and diesel fuels by internal combustion engines (boats, vehicles, generators, construction equipment, etc.) would generate local emissions of PM, nitrogen oxides, carbon monoxide, volatile organic compounds, and SO₂ during the site preparation and construction period. However, modern emission control technologies and new fuel mixtures have significantly reduced vehicle and equipment emissions.

Generally, these temporary impacts on air quality during the construction and operation phases would be similar to other medium-scale construction projects and marinas. The quantity and duration of emissions would vary, further minimizing the

intensity of short-term impacts on air quality. Air emissions are dependent upon both man-made factors (e.g., intensity of activity, control measures) and natural factors (e.g., wind speed, wind direction, soil moisture). However, even under unusually adverse conditions, emissions during construction and operation would have, at most, a minor transient impact on off-site air quality and would be well below applicable NAAQS.

3.5 Visual Resources

Visual resources within a landscape are evaluated based on several factors that include scenic attractiveness, integrity, and visibility. Scenic attractiveness is a measure of scenic quality based on human perceptions of intrinsic beauty as expressed in the forms, colors, textures, and visual composition of each landscape. Scenic integrity is a measure of scenic importance based on the degree of visual unity and wholeness of the natural landscape character. The varied combinations of natural features and human alterations both shape landscape character and help define their scenic importance. The subjective perceptions of a landscape's aesthetic quality and sense of place are dependent on where and how it is viewed. For this analysis, the affected environment is the Project Area, as well as the physical and natural features of the landscape around it.

Undeveloped portions of the Project Area offer a moderate degree of scenic attractiveness, particularly the Project Area interior and shoreline, which are largely in a natural condition, but with areas of disturbance including unpaved access roads, tree removal or downed trees, and human-made clearings. The view from the Project Area across the Norris Reservoir is currently a mix of forested and residential areas.

3.5.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. There would be no change to visual resources in the Project Area and no impacts on scenic attractiveness, integrity, or visibility.

3.5.2 Alternative B

The scenic attractiveness, integrity, and visibility of the Project Area would be altered by the construction and operation of the marina and associated facilities. Residences on adjacent parcels would likely experience minor visual impacts, which would be minimized by the presence of trees and other vegetation between those residences and the proposed development. There would be moderate impacts from the change in visual character resulting from the proposed development. However, these changes would be similar to the character of several nearby parcels in the viewshed, which include a mix of residential, commercial, and open space lands. Development along the Project Area shoreline would be seen from across the Norris Reservoir, including some residential areas. However, according to the grading and vegetation removal plan for the Project, some of the shoreline would remain forested, which would minimize direct changes to the scenic qualities and visibility of the Project Area. While rip rap would be installed for bank stabilization in

some areas, native plants would also be incorporated, which would help soften and minimize visual impacts. As a result, adverse impacts on visual resources would be minor.

3.6 Socioeconomics

The Project Area is in Claiborne County, Tennessee. The nearest city is Tazewell, the county seat. Publicly available statistics generated by the United States Census Bureau to characterize socioeconomic conditions in the state and county are presented in Table 3-4. Claiborne County's 2024 population is close to the median county population for Tennessee.

Table 3-4. Population, Income, and Employment in the State and County

Socioeconomic Metric	Claiborne County	Tennessee
Population¹		
Total Population (2020)	29,930	6,910,840
Most Recent Population Estimate (July 2024)	33,070	7,227,750
Population Percent Change: 2020 to 2024	+10.5%	+4.6%
Income and Employment²		
2022 Average Earnings (2024\$)	\$48,086	\$72,251
2022 Per Capita Income (2024\$)	\$45,112	\$62,489
2024 Unemployment rate	4.0%	3.4%
2022 Average Earnings (2024\$)	\$48,086	\$72,251
Top Employment Industries (2024)	Manufacturing (25%); Local government (19%); Trade, transportation, & utilities (16%); Education & health services (14%)	Trade, transportation, & utilities (21%); Education & health services (15%); Professional & business services (14%); Leisure & hospitality (11%); Manufacturing (11%)

¹ 2020 Population Estimates from U.S. Census Bureau, 2020 Decennial Census; 2024 Population Estimates from U.S. Census Bureau, Population Estimates Program

² Income and employment data source: U.S. Department of Commerce, Bureau of Economic Analysis via Headwaters Economics

The average earnings and per capita income in Claiborne County are about 33 percent lower than the statewide earnings and per capita income. The primary industries providing employment are manufacturing, local government, trade/transportation/utilities/ and education/health services. Manufacturing facilities providing employment include automotive parts, cargo trailers, furniture, and textiles.

The 2024 unemployment rate for Claiborne County was 4 percent, slightly higher than the state unemployment rate. Data from the 2023 American Community Survey (ACS) indicate that approximately 18 percent of residents in Claiborne

County live below the federal poverty level, which is higher than at the state level (13 percent) (Headwaters Economics 2025). Three Census block groups are within 1 mile of the Project Area, including where the Project Area itself is located. Table 3-5 summarizes poverty and minority information for these areas compared to the county and state levels. The three Census block groups near the Project Area are predominantly white with relatively low levels of individuals below the poverty level. Approximately 4 percent of the total population of each county is considered a minority race (non-white), compared to approximately 27 percent of the total population of Tennessee. Similarly, the percentage of people in each county with an income in the past 12 months below the poverty level is also meaningfully lower than the percentage in Tennessee as a whole (U.S. Census Bureau 2023).

Table 3-5. Poverty and Minority Status by Census Block Group Within 1-mile of the Project Area Compared at the County and State Levels

Socioeconomic Metric¹	Block Group 2, Census Tract 9706, Claiborne County, TN	Block Group 3, Census Tract 9709, Claiborne County, TN	Claiborne County, TN	Block Group 3, Census Tract 5001, Grainger County, TN	Grainger County, TN	Tennessee
Estimated Population	2,320	1,055	32,221	1,815	23,929	6,986,082
Income in the past 12 months below poverty level*	100	37	5,599	266	3,884	940,092
Race						
White alone	2,191	1,055	30,563	1,791	22,978	5,133,249
Black or African American alone	44	0	237	0	269	1,108,897
American Indian and Alaska Native alone	0	0	13	0	41	17,288
Asian alone	0	0	256	0	34	129,226
Native Hawaiian or Other Pacific Islander alone	0	0	0	0	112	5,037
Some Other Race alone	0	0	20	0	35	174,679
Population of Two or More Races	85	0	1,132	24	460	417,706

¹ Data source: U.S. Census Bureau 2023 American Community Survey, 5-year estimates

* Total number of individuals for whom the U.S. Census Bureau can determine poverty status

3.6.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. There would be no change to employment levels, tax revenue, or property values.

3.6.2 Alternative B

According to the Applicant's Section 26a application, the Project would provide an estimated 15-30 construction jobs during construction, and 30-50 long-term jobs for operation. The restaurant, retail space, and fuel dock would cost approximately \$8 million to construct over one year, and the boat slips would cost approximately \$40 million to construct over six years. On November 20, 2023, the Claiborne County Commission, including the County Mayor, passed a resolution in support of the development.

The proposed Project would contribute to the local economy by providing jobs and increasing revenue through sales and taxes. There would be additional short- and long-term economic benefits derived from employment income of site contractors, sales tax revenues for building materials and supplies, heavy-equipment rental for site preparation, and enhancement of surrounding property values.

Conversely, increased property values could result in adverse economic impacts on existing residents in the county, such as an increase in property taxes and housing costs. However, impacts are anticipated to be minor due to the geographic separation between existing neighborhoods and the proposed Project.

Overall, the proposed Project would provide employment opportunities, sales revenues to local businesses, and tax revenue to local municipalities. Although the estimated sales and tax revenues are not quantified at this time, based on other large development projects, it is reasonable to anticipate that there would be minor to moderate economic benefits to the local economy.

3.7 Public Health and Safety

The mission of the Occupational Safety and Health Administration (OSHA), a division of the US Department of Labor, is to ensure safe and healthful working conditions for working men and women by setting and enforcing standards and by providing training, outreach, education, and assistance. The State of Tennessee has an OSHA-approved plan under the Tennessee Occupational and Safety and Health Administration (TOSHA), which covers employees in the private sector and state and local government.

The Project Area is currently undeveloped and is not used by the public.

Some wastes generated by construction activities can pose a health and safety hazard. Exposure to these wastes can occur for persons working on or accessing (e.g., trespassing) a project site and persons working or living adjacent to a project site. Currently, solid, hazardous, and liquid wastes discharges, and air emissions are managed following applicable federal, state, and local laws and regulations and applicable permit requirements.

Safety risks associated with the operation of the Project include worker safety, the potential for structure fires, and public safety on access roads and floating boat slips. In Tennessee, the Tennessee Wildlife Resources Agency (TWRA) is

responsible for enforcing the Tennessee Boating Safety Act and oversees boat registrations, safety equipment, and speed limits. Recreational boating and volume are not managed, tracked, or enforced by TVA.

3.7.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. There would be no change in public health and safety conditions within the Project Area.

3.7.2 Alternative B

The Applicant and its contractors would adhere to OSHA and TOSHA requirements to minimize safety risks. As a result, short-term impacts during construction would be minor.

During operation, the Applicant would provide fire extinguisher cabinets appropriately spaced to follow the Tennessee Fire Codes that require fire extinguishers and a life ring for emergencies. Appropriate speed limits would be established on Project Area roads. Commercial operators would be expected to employ standard employee safety training programs as required by OSHA and TOSHA. Safety risks on and near floating infrastructure would be further minimized by the installation of lightweight, portable firefighting pumps that are mounted on a float. As a result, long-term impacts during operation would be minor.

The U.S. Coast Guard reported that there were 3,887 boating incidents in the U.S. in 2024, and the most common primary contributing factors were operator inattention, improper lookout, operator inexperience, machinery failure, and navigation rules (USCG 2024). The TWRA is responsible for preparing Tennessee's annual boating safety reports. On Norris Reservoir in 2024, there were 10 incidents, including 1 reported in Claiborne County and 4 reported in Grainger County, which is the county across Norris Reservoir from the Project Area. Two of the 10 incidents were reported as being "serious" incidents. TWRA did not report any fatal boating incidents in either county in 2024 (TWRA 2024). (TWRA does not report fatal incidents by waterbody in its annual boating safety report.) Boating safety is regulated under the Tennessee Boating Safety Act, which TWRA is responsible for enforcing, including on TVA-managed reservoirs.

3.8 Hazardous Materials and Solid Waste

Solid waste is defined by the Resource Conservation and Recovery Act (RCRA) as any garbage, sludge, or any other discarded material from industrial, commercial, mining, agricultural operations, and community activities. Solid waste is any material that has been discarded by being abandoned, inherently waste-like, a discarded military munition, or recycled in certain ways (US EPA 2021). The EPA regulates solid waste under Subtitle D of the RCRA, which bans the open dumping of waste and sets minimum federal criteria for the operation of municipal waste and industrial waste landfills, including design criteria, location restrictions, financial assurance, corrective action, and closure requirements. In Tennessee, the TDEC Division of

Solid Waste Management operates under the authority of the Solid Waste Management Act of 1991 (T.C.A. §68-211-101 et seq.) and implements RCRA Subtitle D at the state level.

Hazardous waste materials may include any solid waste or combination of solid waste that, because of their quantity, concentration, or physical, chemical, or infectious characteristics, may present substantial danger to public health or the environment when released into the environment (40 CFR Part 261). To be classified as a hazardous waste, a solid waste must meet one or more of the EPA-established characteristic properties (ignitability, corrosivity, reactivity, and toxicity) or be specifically listed as a known hazardous waste (US EPA 2021). Hazardous wastes are regulated under the RCRA through the EPA and the Atomic Energy Act through the US Nuclear Regulatory Commission. In addition to the EPA and US Nuclear Regulatory Commission, hazardous materials are regulated in the US by laws and regulations administered by OSHA and the US Department of Transportation. In Tennessee, the TDEC Division of Solid Waste Management implements RCRA Subtitle C at the state level.

A Phase I Environmental Site Assessment has not been completed for the Project Area. A search of the TDEC map database did not identify any underground storage tanks in the Project Area (TDEC 2025). No solid or hazardous wastes are known to be present.

3.8.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. As a result, there would be no change in solid or hazardous waste generation or disposal in the Project Area.

3.8.2 Alternative B

Solid waste would be generated during the clearing, construction, and operation of the proposed development and facilities. Wastes associated with construction would primarily consist of organic material, building material waste, and excess debris associated with clearing, excavation, and grading. All solid waste generated during construction and operation would be managed and disposed of in accordance with applicable local, state, and federal regulations, and disposed of at an off-site landfill. Organic material would not be burned on site.

Construction of an eight-inch sewer line and continuation of service below the 1,044-foot contour are included in the Proposed Action. Sewer infrastructure within the Project Area would be constructed to code to minimize the potential for future overflows.

Project operation would involve the storage and use of gasoline. The March 28, 2025, site plan provided by the Applicant and the Section 26a application indicate that two double-walled ASTs are planned to be installed near the marina for fuel storage. The Applicant also proposed the installation and use of four fuel pumps,

two each located on 12x100-foot fuel docks on either side of the main walkway just past the marina store platform. A gas line would transport fuel from the ASTs located above the 1,044-foot contour down to the fuel docks and gas station. The proposed marina would qualify as a Tier II facility because the total aggregate aboveground storage would be in excess of 10,000 gallons (40 CFR 112.3(g)(2)). An SPCC plan certified by a Professional Engineer would be required due to the capacity of the gasoline ASTs (20,000 gallons), the purpose of which would be to defend against petroleum pollution. Since the threshold requirement for a SPCC plan would be met, a SPCC plan would be prepared and would apply to all locations in the marina where fuel or oil is stored or transferred, and it would clearly explain spill emergency procedures, including health and safety, notification and spill containment and control measures.

With the implementation of the SPCC plan, no adverse impacts related to solid and hazardous waste and hazardous materials are anticipated.

3.9 Utilities and Service Systems

The Project Area is served by a variety of utility providers and service systems, including the following:

- Electric – Powell Valley Cooperative
- Water, Sewer, and Gas – Claiborne County Utility District
- Trash and Recycling, Cable and Internet, and Phone – multiple providers exist for these services

3.9.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. There would be no changes to utilities on the Project Area or any of the existing service systems and no impacts.

3.9.2 Alternative B

The proposed Project would include installation of utilities above and below the 1,044-foot contour, including an 8-inch water line, 8-inch sewer line, telecommunications, and electricity. These utilities would serve the restaurant and commercial marina. The gas line would also run from storage tanks located above the 1,044-foot contour down to the dock to supply fuel to the gas station. Although unlikely, interruptions in service could be experienced by nearby residences and businesses as these utilities are connected to the system. Any interruptions would be temporary and would be avoided to the extent possible. The Applicant would coordinate with the applicable utility provider(s) to minimize planned disruptions. As a result, there may be temporary, minor impacts during construction and there would be no adverse impacts during operation.

3.10 Natural and Managed Areas

Managed areas include lands held in public ownership that are managed by an entity (e.g., TVA, US Department of Agriculture, US Forest Service, state agencies) to protect and maintain certain ecological and/or recreational features. Natural areas include ecologically significant sites; federal, state, or local park lands; national or state forests; wilderness areas; scenic areas; wildlife management areas; recreational areas; greenways; trails; Nationwide Rivers Inventory streams; and wild and scenic rivers. Ecologically significant sites are either tracts of privately owned land that are recognized by resource biologists as having significant environmental resources or identified tracts on TVA lands that are ecologically significant but not specifically managed by TVA's Natural Areas program. A review of the TVA Natural Heritage Database identified one natural or managed area within 3 miles of the Project Area: the Hinds Ridge Forest area, a potential National Natural Landmark (NNL) comprised of 13 acres and located across Norris Reservoir, approximately 0.25 miles from the Project Area.

3.10.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. There would be no direct or indirect impacts to the Hinds Ridge Forest potential NNL because none of the proposed activities would take place.

3.10.2 Alternative B

Construction and operation of the proposed development would not directly impact the Hinds Ridge Forest potential NNL. Minor indirect impacts could include construction and operation noise, viewshed intrusions, and runoff during construction, which would be minimized by adhering to the SWPPP. These impacts are not anticipated to affect the management of the potential NNL or its eligibility for NNL designation.

3.11 Parks and Recreation

Recreationists seek activities to participate in, as well as specific settings for their desired recreation experience. Popular recreational opportunities near the Project Area include boating, fishing, and water skiing on Norris Reservoir. Surrounding parcels are a mix of private land and TVA Undeveloped Recreation Lands. These TVA lands are available for informal and dispersed recreation such as hunting, hiking, birdwatching, camping, and other pursuits, subject to posted restrictions.

No public parks (e.g., county parks, ballfields, etc.) are located within 1 mile of the Project Area. There are currently two public water access points within 3 miles of the Project Area that provide recreation opportunities:

- The Lone Mountain Boat Dock is a public marina that is open year-round. The marina is located approximately 1.2 miles north of the Project Area on Ball Creek, a tributary of Big Sycamore Creek that enters the Clinch River around mile 135. This marina has 187 boat slips, as well as houseboat moorings. The Lone Mountain Boat Dock also offers amenities such as

camping, boat rentals, and other water recreation activities, such as canoeing and kayaking.

- The Norris Landing Marina is a commercial marina located approximately 1 mile northwest of the Project Area. The Marina has 392 boat slips and offers other amenities, such as RV camping, utilities, and other marina services.

The Tennessee Wildlife Resources Agency (TWRA) places and maintains natural and manmade fish attractors that provide fish with habitat and resources such as cover, food sources, and spawning sites. Several fish attractors are located northeast of the Project Area in Big Sycamore Creek and Ball Creek and may provide an improved fishing experience.

3.11.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. There would be no change in parks and recreation facilities or opportunities near the Project Area.

3.11.2 Alternative B

Under the Proposed Action Alternative, there could be short-term impacts to Norris Reservoir recreation experiences during installation of floating infrastructure (e.g., possible temporary implementation of a no-wake zone). A mandatory slow or no-wake speed zone would be implemented by TWRA within 300 feet of the marina once construction is complete, per Tennessee Compilation of Rules and Regulations Chapter 1660-02-07-.00. However, there would be moderate beneficial impacts during operation because of improved access to water-based recreation opportunities ranging from fishing and swimming to water skiing.

Construction may introduce temporary and intermittent noise on nearby TVA parcels, possibly affecting dispersed recreation experiences. These impacts are expected to be minor and would occur over the short term. Operation is not expected to affect land-based recreation opportunities on nearby TVA parcels.

There could be an increase in recreational boat traffic in the direct Project Area after the proposed marina is operational. However, there are multiple recreational access locations on Norris Reservoir and within the vicinity of the Project Area. As a result, and because recreational boats can travel a considerable distance from their original access point, it is unclear if or how much of an increase there may be in the surrounding area because of the proposed marina. A discussion on the effects of the Proposed Action on boating safety is provided in the Public Health and Safety section (Section 3.7.2).

The portion of Norris Reservoir where the proposed marina would be located generally measures less than one mile wide between shorelines. TVA Navigation subject matter experts reviewed the preliminary site plans and requested that the Applicant reduce the lakeward extension of the marina to minimize impacts to the

recreational navigation channel. After the requested changes were made, TVA Navigation determined that the revised site plan was within the range of acceptable potential impacts to the recreational navigation channel. Therefore, it is anticipated that impacts to the recreational navigation channel from the construction of the proposed marina would be minor.

3.12 Transportation

The Project Area contains an unimproved network of logging trails and roads. Direct access is from the north via Owen Payne Lane, which originates at its intersection with Lone Mountain Road. These two roads are considered rural local roads by the Tennessee Department of Transportation (TDOT), which support travel over short distances and primarily provide access to adjacent land (TDOT 2025; FHWA 2023). Lone Mountain Road is a two-lane Minor Collector per the TDOT Functional Classification Maps. Within the vicinity of the Project Area, the roadway width varies between 20 and 25.5 feet with a posted speed limit of 35 mph and no curb or gutter. Owen Payne Lane is unmarked and varies in width from 17.5 to 22 feet.

Major roadways within the vicinity of the Project Area include US 25E and TN 33, which intersect in the City of Tazewell, approximately 5.5 miles north of the Project Area. TDOT 24-hour traffic data for annual average daily traffic on roadways near the Project Area is provided in Table 3-6.

Table 3-6. 2024 Annual Average Daily Traffic

Roadway	2024 Annual Average Daily Traffic
Lone Mountain Road (NW of Project Area)	1,167
Lone Mountain Road (NE of Project Area)	808
US 25E (S of Lone Mountain Road)	9,338
US 25E (N of Lone Mountain Road)	13,401
TN 33 (near intersection with Lone Mountain Road)	9,924

Source: TDOT 2024.

Because there is no active use in the Project Area, the existing logging trails and roads are not used for daily traffic.

3.12.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. As a result, the footprint of the main access point to the Project Area would remain the same, and it would remain as an unimproved surface. There would be no change in transportation access or traffic volumes near the Project Area and no impacts.

3.12.2 Alternative B

Under the Proposed Action Alternative, paved roadways within the Project Area would be constructed, and the existing network of logging roads would no longer be used for access or transportation. Traffic along Owen Payne Lane and Lone Mountain Road would increase during the construction period because of materials deliveries and workers entering the Project Area. This increase would be a minor

impact because a small crew of 8 to 12 workers would be on-site daily during construction. While this increase would be noticeable because of the low existing traffic levels, it would not result in regular delays or congestion.

Over the long term, there would be greater increases in traffic during operation as the public uses commercial facilities in the Project Area. This increase would likely be more noticeable on weekends and may result in localized, intermittent delays on holiday weekends or other times of high use. Increased traffic on local roads could result in congestion and safety impacts on the transportation system.

The Applicant has agreed to implement recommendations to minimize impacts on roadways and intersections prior to opening the marina. The Applicant would widen some local roads. Typical acceptable roadway width ranges from 16 feet (for less than 500 vehicles per day) to 24 feet (for approximately 10,000 vehicles per day) for two-lane roads with 8- or 12-foot-wide travel lanes, respectively. Based on the potential for increased traffic on Owen Payne Lane, this roadway would be widened to a minimum of 20 feet from the intersection of Lone Mountain Road to the Project Area. The section of Venable Lane between Lone Mountain Road to Owen Payne Lane is anticipated to become a primary thoroughfare for ingress and egress to the Project Area. This section of Venable Lane would be widened to a minimum of 20 feet to accommodate the increase in traffic.

The Applicant would also take measures to ensure adequate sight distances and associated turning and intersection infrastructure. Based on the American Association of State Highway and Transportation Officials (AASHTO) sight distance requirements for roadways where the posted speed limit is 35 mph, 390 feet of sight distance is required to make a left turn, and 335 feet of sight distance is required to make a right turn from a side street stop-controlled scenario. At the intersection of Lone Mountain Road and Blue Top Road, where the posted speed limit is 35 mph, the available sight distance exceeds the 335 feet required for a side street stop-controlled scenario. The Applicant would coordinate with Claiborne County to schedule left turn lane installation and timing at the intersection of Lone Mountain Road and Blue Top Road (eastbound approach). Additionally, at all Project Area access locations, all corner sight distances would be maintained to ensure that grading, landscaping, signage, and other features do not restrict intersection site distance lines of sight.

With the implementation of these recommendations, it is anticipated that impacts would be minor.

3.13 Cultural and Historic Resources

Cultural resources include pre-contact and historic archaeological sites, districts, buildings, structures, and objects, as well as locations of important historic events that lack material evidence of those events. Historic architectural structures are also cultural resources and include standing structures (e.g., houses, barns, dams, power plants) that are usually at least 50 years of age and are considered eligible for listing on the National Register of Historic Places (NRHP). Cultural resources are

considered historic properties if included in, or considered eligible for inclusion in, the NRHP maintained by the National Park Service. The eligibility of a resource for inclusion in the NRHP is based on the Secretary of the Interior's criteria for evaluation (36 CFR § 60.4), which state that significant cultural resources possess integrity of location, design, setting, materials, workmanship, feeling and association, and:

- A. are associated with important historical events; or
- B. are associated with the lives of significant historic persons; or
- C. embody distinctive characteristics of a type, period, or method of construction or represent the work of a master, or have high artistic value; or
- D. have yielded or may yield information (data) important in history or prehistory

Because of their importance to the Nation's heritage, historic properties are protected by multiple laws. Federal agencies, including TVA, have a statutory obligation to facilitate the preservation of historic properties, stemming primarily from NHPA (16 U.S.C. §§ 470 et seq.). Other relevant laws include the Archaeological and Historic Preservation Act (16 U.S.C. §§ 469- 469c), Archaeological Resources Protection Act (16 U.S.C. §§ 470aa-470mm), and the Native American Graves Protection and Repatriation Act (25 U.S.C. §§ 3001-3013).

Section 106 of the NHPA requires federal agencies to consider the potential effects of their actions on historic properties and to allow the Advisory Council on Historic Preservation (ACHP) an opportunity to comment on the action. Section 106 involves four steps: 1) initiate the process; 2) identify historic properties; 3) assess adverse effects; and 4) resolve adverse effects. This process is conducted in consultation with the State Historic Preservation Office (Tennessee Historical Commission) of the state in which the action would occur, all federally recognized Tribes with interest in the project location, and with other interested consulting parties. Section 110 of the NHPA sets out the broad historic preservation responsibilities of federal agencies and is intended to ensure that historic preservation is fully integrated into their ongoing programs. Federal agencies are responsible for identifying and protecting historic properties and avoiding unnecessary damage to them. Section 110 also charges each federal agency with the affirmative responsibility for considering projects and programs that further the purposes of the NHPA, and it declares that the costs of preservation activities are eligible project costs in all undertakings conducted or assisted by a federal agency.

Cultural Resource Surveys and Findings

TVA has recommended that the area of potential effect (APE) for the cultural resources surveys includes the project footprint, where physical effects could occur, and all areas within a half-mile radius of the project footprint that would be visible

from the proposed structures, where visual effects to above-ground resources could occur.

During an archaeological survey of the project shoreline in 2009 conducted by TVA (Gage and Herrmann), no cultural resources were identified within the APE. In March 2024, North Wind Resource Consulting, LLC (North Wind) conducted an additional Phase I archaeological survey within and adjacent to the project shoreline within TVA's flowage easement jurisdiction (Brown et al. 2025a). The proposed facility locations above TVA's flowage easement were not surveyed during this effort. As such, TVA requested additional archaeological surveys of those areas. North Wind conducted an additional survey in May of 2025 (Brown et al. 2025b). North Wind did not record any new archaeological sites during their surveys; however, they did revisit previously recorded sites 40CE225, 40CE228, and 40CE266 and recorded a single isolated find along the shoreline. All three of these sites were previously determined not to be eligible for listing in the NRHP and are located outside of the APE. Likewise, the single isolated find is located outside the APE and is also not considered eligible for listing in the NRHP. North Wind recommended that the revisited sites remain listed as ineligible for the NRHP following their investigation.

North Wind also conducted a Phase I historic architectural survey of the APE that would be visible to the proposed project facilities. North Wind's survey identified one historic-aged above-ground structure, the Middlesboro Branch of the Southern Railroad, within the APE. However, North Wind recommended the Railroad as not eligible for listing in the NRHP. North Wind recommended that no additional archaeological or architectural work is needed in the APE. TVA agrees with the recommendations made by North Winds.

3.13.1 Alternative A

Under the No Action alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. As a result, no proposed facilities would be constructed within the Project Area, and there would be no effects to historic properties.

3.13.2 Alternative B

Under the Proposed Action alternative, TVA would grant a Section 26a approval for shoreline construction activities and an easement to operate the proposed marina. Construction would involve ground-disturbing activities and the installation of above-ground structures in an uncompromised viewshed.

The Phase I archaeological surveys did not identify any resources within the APE. As such, the Proposed Action has no potential to affect archaeological sites. The Phase I architectural survey identified a single historic above-ground structure, the Middlesboro Branch of the Southern Railroad, in the APE. Northwind recommended this resource as not eligible for the NRHP and that the Proposed Action would have no effect on historic properties. TVA agrees with North Wind's recommendations.

Based on the results of the surveys and the lack of NRHP eligible or listed resources in the APE, there would be no effect on historic properties as a result of the Proposed Action. TVA initiated consultation on November 4, 2025, with the Tennessee Historical Commission and all Federally Recognized Tribes with an interest in the Project Area regarding the potential for adverse effects to cultural resources in compliance with Section 106 of the National Historic Preservation Act (NHPA). One response was received from the Shawnee Tribe, which concurred with the Project. On November 7, 2025, TVA received concurrence from the Tennessee Historical Commission that no historic properties eligible for listing in the National Register of Historic Places would be affected. Details are provided in Appendix A.

Should previously undiscovered cultural resources be identified during construction or operations, TVA would consult with all consulting parties before any further action is taken.

3.14 Vegetation

A vegetation field survey of the Project Area was conducted on May 6, 2025, and focused on documenting plant communities, invasive species, and any potential plant populations that are state or federally listed as threatened or endangered. Using the National Vegetation Classification System (Grossman et al. 1998), vegetation types observed during field surveys were categorized as a combination of deciduous forest, mixed forest, and herbaceous vegetation. The herbaceous vegetation was heavily disturbed and degraded in some areas, with signs of recent deforestation and heavy equipment use throughout the site (Figure 3-1). No forested areas in the Project Area had structural characteristics indicative of old growth forest stands (Leverett 1996). All plant communities observed within the Project Area are common and well-represented across Tennessee.

Deciduous forests are comprised of stands in which deciduous tree species account for more than 75 percent of the canopy cover. These forests occurred on approximately 24.1 percent of the Project Area (15.48 acres) and were dominated by young forest with trees ranging from 6 to 12 inches in diameter at breast height (dbh). Older trees were found in select areas along the Norris Reservoir shoreline and steeper slopes within the Project Area, which ranged from approximately 12 to 24 inches dbh. Common canopy trees, including saplings, were observed in the area. Additionally, thick stands of non-native invasive shrubs and vines mixed with native shrubs were prevalent. Both native and invasive species were observed on the forest floor. Woody vine species were found throughout the canopy and understory. A list of common species observed in the Project Area is in Appendix C.



Figure 3-1. Example of Heavily Disturbed Vegetation in the Project Area

Mixed forests are defined as stands in which both evergreen and deciduous species contribute between 25-75 percent of total canopy cover. This forest type occurred in approximately 6.4 percent of the Project Area (4.12 acres) and was composed primarily of young trees that averaged approximately 6-12 inches dbh. Older trees were found in select areas along the Norris Reservoir shoreline and steeper slopes within the Project Area and ranged from approximately 12 to 30 inches dbh. Mixed forests were dominated by a variety of deciduous tree species, including American beech, sugar maple, red maple, southern red oak, eastern black walnut, and yellow buckeye, as well as conifers including eastern redcedar and Virginia pine. The understory supported saplings of canopy species mentioned above, as well as staghorn sumac. The herbaceous layer featured rattlesnake fern, Christmas fern, downy rattlesnake plantain, and Japanese stiltgrass as dominant species. Poison ivy vines covered much of the forest floor and understory and limited light penetration within these areas.

Herbaceous vegetation is characterized by greater than 75 percent cover of forbs and grasses and less than 25 percent cover of other vegetation types. These areas occupied approximately 7.4 percent of the Project Area (4.73 acres). Forest edges, disturbed fields, and regions along former logging roads accounted for the vast majority of herbaceous vegetation within the Project Area. Most of these sites were heavily disturbed and dominated by plants indicative of early-successional habitats, including areas with dense coverage of non-native invasive species. Common herbaceous species included pokeweed, common mullein, lyreleaf sage, wild garlic, broomsedge, daisy fleabane, and Japanese stiltgrass. Common woody species in

these areas included multiflora rose, Pennsylvania blackberry, black elderberry, Japanese honeysuckle, frost grape, and kudzu. Much of this habitat type was densely covered in kudzu.

3.14.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. As a result, on-site vegetation would remain in its current condition, and there would be no impact to vegetation located within the Project Area.

3.14.2 Alternative B

Under the Proposed Action Alternative, existing vegetation within the Project Area would likely be heavily disturbed. Approximately 4.78 acres of trees would be cleared within portions of deciduous and mixed forest vegetation types, and ground disturbance would occur to construct structures associated with the proposed marina and housing, as well as the road, parking, and pedestrian infrastructure. Construction of these structures and maintenance of the surrounding areas could reduce the abundance of invasive plant species within the Project Area, while increased light penetration due to tree clearing could promote the growth of aggressive native and invasive species within the periphery of cleared areas. Because of the relatively small area affected, and the existing levels of disturbance from prior logging activities, these impacts would be minor.

There would be no loss of rare or unique plant communities, as all of the terrestrial plant communities found within the Project Area are common and well represented throughout the region. Herbaceous species on-site are primarily weedy native species or non-native invasive species. Under the Proposed Action, the extent or abundance of these species at the local, regional, or state level would not be significantly affected. The Proposed Action is not anticipated to affect federal or state-listed plant species or their habitats, as field surveys indicated habitat for rare, threatened, and endangered species does not occur within the Project Area. Development and regular maintenance of the Project Area over the long term may reduce the abundance of current invasive species on-site and could improve the overall quality of vegetation present.

Submerged aquatic vegetation (SAV) may be affected by the installation of the docks. However, many species of SAV are free-floating and thus impacts are expected to be minor. The physical presence of the docks may also alter natural light regimes and water circulation. Some shading may also have a beneficial effect by suppressing algal growth and cooling surface waters in the immediate area. Operation and use of the docks could lead to the possible introduction of invasive aquatic vegetation.

3.15 Wetlands

Wetlands are areas inundated by surface or groundwater often enough to support vegetation or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps,

marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, mud flats, and natural ponds.

Wetlands are protected under Sections 404 and 401 of the Clean Water Act (CWA) and by EO 11990, Protection of Wetlands. Under Section 404, the U.S. Army Corps of Engineers (USACE) established a permit system to regulate activities in WOTUS, including wetlands. To conduct specific activities in wetlands, authorization under a Section 404 permit from the USACE may be required, depending on the wetland size and hydrologic connectivity to a navigable waterway. Section 401 gives states the authority to certify whether activities permitted under Section 404 are in accordance with state water quality standards. In Tennessee, the TDEC is responsible for issuing Section 401 Water Quality Certification (WQC). TDEC administers Section 401 WQC through the Aquatic Resource Alteration Permit (ARAP) program. EO 11990 requires all federal agencies to minimize the destruction, loss, or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands in carrying out the agency's responsibilities.

A stream and wetland delineation for the Project Area was conducted in May 2025. The delineation was performed according to the USACE standards (Environmental Laboratory 1987). The USACE wetland standards require documentation of wetlands, such as the one used by the USFWS (Cowardin et al. 1979), and as defined under 18 CFR Part 1318.40, were also considered in this review. One wetland (W001; 0.02 acres) was identified within the Project Area and is described in more detail in the following paragraph.

Wetland W001 is a palustrine emergent wetland located near the center of the Project Area along the edge of a former logging road (Figure 3-2). It appeared as a depression within the surrounding landscape. Wetland W001 supported dominant wetland vegetation consisting primarily of black willow (*Salix nigra*), soft rush (*Juncus effusus*), broadleaf cattail (*Typha latifolia*), woolgrass (*Scirpus cyperinus*), Pennsylvania blackberry, Japanese stiltgrass (*Microstegium vimineum*), and kudzu. The soil profile consisted of clay loam soils. Hydrology indicators included drainage patterns, geomorphic position, and FAC-neutral test.

Wetland W001 is located approximately 700 feet west of the Norris Reservoir shoreline. This wetland is presumed isolated within the landscape and would not be considered a jurisdictional WOTUS under the current guidance issued in March of 2025 following court decisions regarding the case of *Sackett v EPA*. Final determinations of jurisdictional status are subject to USACE approval. According to TVA Rapid Assessment Method (RAM) wetland scoring methodologies, W001 is a low-quality wetland.



Figure 3-2. View of Wetland W001, Facing East

3.15.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. As a result, wetland W001 would remain in its current condition and there would be no impact to wetlands located within the Project Area.

3.15.2 Alternative B

The Proposed Action Alternative would result in draining or filling of wetland W001. This wetland is hydrologically isolated and therefore non-jurisdictional at the federal level based on current guidance provided by the USACE. At the state level, no notice, approval, or mitigation is required for the alteration of a low-quality wetland less than 1 acre in size (such as W001), provided that the alteration is done in accordance with the following conditions:

- (A) The activity must not result in the discharge of toxic pollutants;
- (B) Sediment must be prevented from entering a stream or other surface waters; and
- (C) Appropriate steps must be taken to ensure that petroleum products or other chemical pollutants are prevented from entering waters of the state. In the event of a spill, measures must be taken immediately to prevent pollution

of waters of the state, including groundwater (T.C.A., Title 69, Chapter 3, Part 1).

If required, the Applicant would obtain all necessary section 404/401 CWA permits and required compensatory mitigation prior to construction. Because W001 is of low quality and requires no permitting or mitigation, impacts under the Proposed Action Alternative would be permanent but minor.

3.16 Surface Water

The Project Area drains to waterways within the ten-digit hydrologic unit code (HUC) Norris Lake-Clinch River (0601020511) and Ball Creek (0601020509) watersheds. In addition to the Norris Reservoir embayment of the Clinch River, a May 2025 stream and wetland delineation identified one intermittent stream and one ephemeral stream/wet-weather conveyance (WWC) in the Project Area (Table 3-7). A representative photograph of the intermittent stream on the Project Area is provided as Figure 3-3. The WWC transitions into an intermittent stream as groundwater influence becomes apparent. This single channel terminates into Norris Reservoir. All surface waters in the Project Area are depicted in Figure 3-4.

Table 3-7. Watercourses in the Project Area

Drainage Name	Type of Resource	Jurisdictional Status	Total Length (feet)
L001 (Norris Reservoir)	Lacustrine	Jurisdictional	7,913.72
S001	Intermittent Stream	Jurisdictional	77.36
E001	Wet Weather Conveyance	Ephemeral	130.02

As defined by the 2023 Conforming Rule, enacted in response to *Sackett v. EPA*, ephemeral features are those that flow only in direct response to precipitation, including ephemeral streams, swales, gullies, rills, and pools, and are not considered jurisdictional WOTUS. The intermittent stream is presumed to be jurisdictional, which would require permits and mitigation. Hydrological determinations were conducted by a Tennessee Qualified Hydrologic Professional to determine its jurisdictional status. Linear watercourses were classified as stream or WWC/ephemeral streams. Streams are defined by the 2020 TDEC Division of Water Pollution Guidance for Making Hydrologic Determinations as “a surface water that is not a wet-weather conveyance” [Rule 0400-4-3-.04(20)]. Wet-weather conveyances are “man-made or natural watercourses, including natural watercourses that have been modified by channelization: (a) that flow only in direct response to precipitation runoff in their immediate locality; (b) whose channels are at all times above the ground water table; (c) that are not suitable for drinking water supplies; (d) and in which hydrological and biological analysis indicate that, under normal weather conditions, due to naturally occurring ephemeral or low flow there is not sufficient water to support fish, or multiple populations of obligate lotic aquatic organisms whose life cycle includes an aquatic phase of at least two months [Rule 1200—3.04(25)].

The CWA requires states to identify all waters where required pollution controls are not sufficient to attain or maintain applicable water quality standards and to establish priorities for the development of limits based on the severity of the pollution and the sensitivity of the established uses of those waters. States are required to submit reports to the EPA. The term ‘303(d) list’ refers to the list of impaired and threatened streams and waterbodies identified by the state. Norris Reservoir is listed on Tennessee’s 2024 303(d) list as impaired due to mercury caused by atmospheric deposition and sources outside state jurisdiction or borders (TDEC 2024).



Figure 3-3. View of Intermittent Stream S001, Facing South

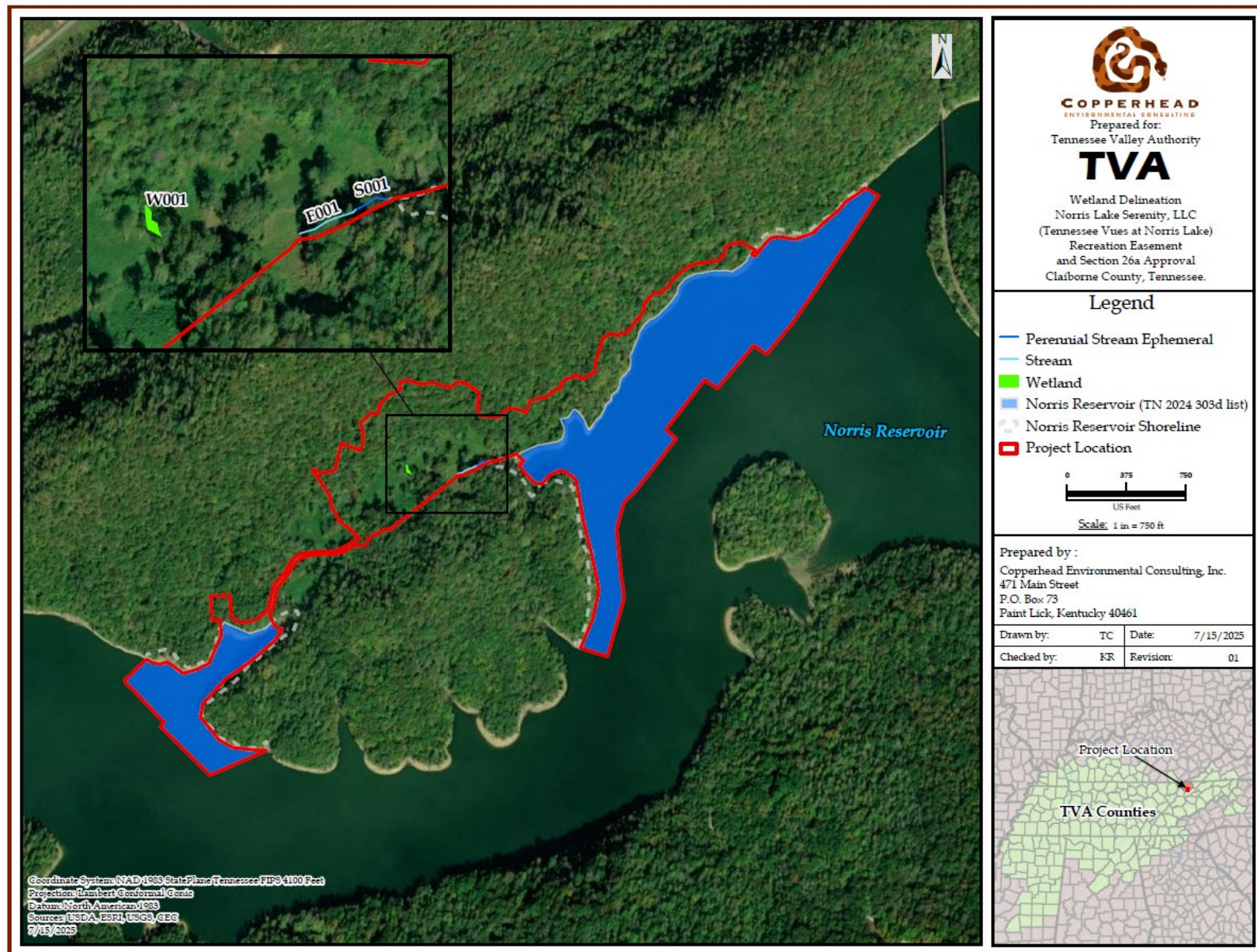


Figure 3-4. Map of Delineated Wetlands and Waterways Within the Project Area

3.16.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. There would be no impact on surface waters located within the Project Area. As a result, surface waters would remain in their current condition.

3.16.2 Alternative B

The proposed construction activities would result in minor impacts to Norris Reservoir, with limited potential impacts to the watershed surrounding stream S001. Due to the location and nature of the proposed work, stream S001 is not expected to be directly impacted; however, some impacts could result from construction activities or runoff above the stream. Adhering to the Project's SWPPP would reduce potential water quality impacts.

The Applicant would be required to comply with applicable state and federal permit requirements, including the CGP for disturbances greater than 1 acre. Adhering to the SPCC plan would ensure that waste materials are contained, and the introduction of pollution materials to receiving waters would be minimized. Erosion and sediment control measures would minimize or avoid sedimentation into waterways, as required by the NPDES permit. The Applicant would obtain an ARAP issued from TDEC for work in waters of the state of Tennessee, as well as a USACE Individual 404 Permit for work in Norris Reservoir.

Construction could result in long-term impacts on water quality. Impervious buildings and infrastructure prevent rain from percolating through the soil, which results in additional runoff of water and pollutants into storm drains, ditches, and streams. Construction of the marina facilities would be expected to increase impervious cover, and implementation of the Proposed Action Alternative would be expected to increase the concentrated stormwater flow from the Project Area. This flow would need to be properly treated by diverting and controlling the stormwater discharges appropriately in accordance with the NPDES permit requirements. With proper implementation of controls, only minor, temporary impacts to local surface waters are expected during construction. Potential for fuel or contaminants from construction equipment would be minimized through implementation of the SPCC as required by permit guidelines.

Portable toilets would be provided for the construction workforce. These toilets would be pumped out regularly, and the sewage would be transported by tanker truck to a publicly owned wastewater treatment plant that accepts pump out. Permanent restroom facilities would be properly sized, permitted, and installed per state and local requirements. Per the Applicant's Section 26a application, the sanitary sewer and gray water would be serviced by Claiborne County Utility District.

Following construction of the proposed marina, surface waters could be impacted by day-to-day operation. Potential impacts could include the introduction of oils, lubricants, and/or fuels to surface waters from fueling practices and parking lots;

solid waste introduction from trash and debris not properly stored or disposed of; and black or grey water discharges to surface waters. In the long term, nonpoint source pollutants may accumulate from these sources, as well as from the marina itself. Continuing to adhere to the SPCC during operation would reduce the likelihood and severity of impacts to surface waters. For ongoing/post-construction operations of the marina, the Applicant would obtain a Tennessee Multi-sector Stormwater Permit (TMSP), Sector Q. A SWPP would be implemented within 6 months of the Notice of Coverage (NOC), which would minimize impacts from point source discharges of stormwater runoff.

With implementation of the mitigation measures described above, only minor short- and long-term impacts on surface water are anticipated as a result of the Proposed Action.

3.17 Floodplains

A floodplain is the relatively level land area along a stream or river that is subject to periodic flooding. The area subject to a one-percent chance of flooding in any given year is normally called the 100-year floodplain. The area subject to a 0.2-percent chance of flooding in any given year is normally called the 500-year floodplain. It is necessary to evaluate development in the floodplain to ensure that the project is consistent with the requirements of EO 11988, Floodplain Management.

TVA reservoirs have either power storage or flood storage or both. Power Storage is allocated to a range of elevations called the Power Storage Zone (PSZ), and water occupying space in that zone is used to generate electric power through a dam's hydroturbines. Flood Storage is allocated to a range of elevations called the Flood Storage Zone (FSZ), and water occupying space within that zone is used to store flood water during a flood or high-flow rain event. It is necessary to evaluate development in the PSZ and FSZ to ensure that the project is consistent with the requirements of TVA's Flood Storage Loss Guideline to minimize the loss of reservoir flood storage.

The proposed project would be located between Clinch River miles 133 and 135.4 and Ball Creek, miles 0.0 and 0.2, on Norris Reservoir. At this location, the 100- and 500-year flood elevations would be 1,032 and 1,035 feet, respectively. The PSZ would extend from an elevation of 930 to 1,020 feet, and the FSZ would extend from an elevation of 1,000 to 1,035 feet.

3.17.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. There would be no impact on floodplains located within the Project Area. As a result, floodplains would remain in their current condition.

3.17.2 Alternative B

Under the Proposed Action Alternative, and as described in Sections 1.5 and 2.1.2, TVA would grant Section 26a approval for shoreline construction activities and an easement to operate the proposed marina.

Within the 100-year floodplain, the project would involve the construction of floating boat slips, a floating marina store, utilities, fuel dispensers located on the floating dock, 1.1 acre-feet of fill for riprap bank stabilization and grading, retaining walls for bank stabilization, a floating access walkway, land-based porticos, concrete boat launch ramp with floating courtesy dock, floating wave break, parking areas, and landscaping. The proposed project would also involve approximately 3.5 acre-feet of fill within the FSZ. No fill would be needed within the PSZ for riprap bank stabilization and grading.

A fuel storage tank and trash dumpsters would be located within the 500-year floodplain (FSZ) but outside the 100-year floodplain, which is consistent with EO 11988. No practical alternatives to locating these facilities within the FSZ exist because of the nature of grading needed for the marina roads. State and Local requirements for above ground storage tank design would minimize adverse impacts. Additionally, trash dumpsters would be anchored to prevent them from floating free during major floods. Therefore, these facilities would comply with the TVA Flood Storage Loss Guideline (FSLG).

More than 1 acre-foot of fill is proposed within the FSZ for bank stabilization, for which there is no practical alternative due to the length of shoreline that is proposed to be stabilized. To the extent practicable, flood storage impacts resulting from bank stabilization were offset by removing material from other areas of the Project Area. Therefore, the bank stabilization would comply with the TVA FSLG.

Land-based porticos would connect the boat slips and the roadways. The porticos would be open on two sides and would be considered a recreational use of the floodplain that is approvable, provided floodplain impacts are minimized. To minimize adverse impacts, the porticos would remain open to the elements and would never be enclosed in the future. Additionally, no flood-damageable items would be stored in the porticos.

Consistent with EO 11988, the remaining facilities would be considered repetitive actions in the 100-year floodplain that would result in only minor impacts (TVA 1981). The mitigation measures (Section 26a and Recreation Easement conditions) outlined in Section 2.3 would minimize adverse impacts. With the implementation of these conditions and measures, it is anticipated that the Proposed Action would result in no significant impact on floodplains and their natural and beneficial values.

3.18 Aquatic Ecology

The Project Area is encompassed in the Norris Lake-Clinch River (0601020511) and the Ball Creek (0601020509) HUC-10 watersheds. The Project Area lies within the Southern Limestone/Dolomite Valleys and Low Rolling Hills sub-ecoregion of

the Ridge and Valley ecoregion. Impoundments within the Ridge and Valley ecoregion are common, resulting in lower free-flowing riverine habitat types. This sub-ecoregion is primarily noted for being composed of limestone and cherty dolomite. The primary land use of this sub-ecoregion includes intensive agriculture, some urban and industrial development, and dense forest. Primary cover types within forests include white oak stands, bottomland oak forests, and sycamore-ash-elm riparian forests (Griffeth et al. 2009).

In addition to Norris Reservoir, the aquatic features documented in the Project Area consist of a WWC that transitions into a stream as groundwater influence becomes apparent. This single channel terminates into Norris Reservoir and two families of benthic macroinvertebrates with an aquatic lifecycle of greater than or equal to two months were documented, which grants it the jurisdictional status of a stream (see Sections 3.15 and 3.16).

Threatened and Endangered Aquatic Species

The ESA requires federal agencies to conserve endangered and threatened species and to determine the impacts of proposed actions on endangered and threatened species and Designated Critical Habitat. Endangered species are those determined to be in danger of extinction throughout all or a significant portion of their range. Threatened species are those determined to likely become endangered within the foreseeable future. Section 7 of the ESA requires federal agencies to consult with USFWS when proposed actions may affect endangered or threatened species or Designated Critical Habitat.

A query of the TVA Natural Heritage Database and the USFWS Information for Planning and Consultation (IPaC) tool indicated five federally listed species (four fish, one mussel) as occurring within the HUC-10 watersheds overlapping the Project Area (Table 3-8). Additionally, the Tangerine Darter is “Deemed in Need of Management” by the state of Tennessee. All species in Table 3-8 are extirpated or historical and are not expected to be in the Project Area. Therefore, these species are not discussed further, and no impacts are expected to federal or state-listed threatened or endangered species as a result of the Proposed Action.

Table 3-8. Records of Federal and State-Listed Aquatic Species

Common Name	Scientific Name	Element Occurrence (rank¹)	Federal Status²	State Status (rank³)
FISH				
Palezone shiner	<i>Notropis albizonatus</i>	X	E	E (SH)
Slender chub	<i>Erimystax cahni</i>	X	T,XN	T(S1)
Spotfin chub	<i>Erimonax monachus</i>	X	T,XN	T(S2)
Tangerine darter	<i>Percina aurantiaca</i>	H	-	D(S3)
Yellowfin madtom	<i>Noturus flavipinnis</i>	X	T,XN	T(S1)
MUSSELS				

Common Name	Scientific Name	Element Occurrence (rank ¹)	Federal Status ²	State Status (rank ³)
Fine-rayed pigtoe	<i>Fusconaia cuneolus</i>	X	E,XN	E (S1)
Green blossom pearlymussel	<i>Epioblasma torulosa gubernaculum</i>	X	DL	E(SX)

Source: TVA Natural Heritage Database, queried on 4/9/2025

¹ Heritage Element Occurrence Rank: H=historical record ≥ 25 years old; X=extirpated

² Status Codes: E = Listed Endangered; T = Listed Threatened; D = Deemed in need of management; XN= Non-essential experimental population; DL = delisted due to extinction

³ State Ranks: S1 = Critically Imperiled; S2 = Imperiled; S3 = Vulnerable; SH = of historical occurrence in TN, with the expectation that it may be rediscovered; SX = Presumed extirpated

3.18.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. There would be no impact on aquatic ecology located within the Project Area. As a result, aquatic species and their habitat would remain under their current condition.

3.18.2 Alternative B

Given that no federally or state-listed aquatic species are presumed to be in the Project Area, no impacts to these species are expected with the implementation of either dock anchoring method (i.e., concrete footers or helical system). In general, the installation of the docks is expected to create some turbidity in the water, which can affect the quality of possible spawning habitats. This effect would be temporary, and the overall impacts of the dock construction are anticipated to be minor, resulting in both positive and adverse impacts on aquatic species. For example, the docks may provide habitat for benthic macroinvertebrates and offer cover and foraging areas for fish species.

The plans for the proposed marina include 3,262 cubic yards of excavation and 1,456 cubic yards of fill below the 1,044-foot contour. Soil would be disturbed during the installation of utilities, construction of a road and parking, and development of porticos and a boat ramp. Siltation has a detrimental effect on many aquatic animals adapted to riverine environments. Turbidity caused by suspended sediment can negatively impact the spawning and feeding success of fish and mussel species (Brim Box and Mossa 1999; Sutherland et al. 2002). The Applicant would be responsible for adhering to state and local guidelines regarding sediment control during every phase of construction, which would minimize impacts to water quality and aquatic species. The Applicant would be responsible for acquiring applicable permits or implementing mitigation related to the disturbance of S001.

Operation and use of the docks could lead to the possible introduction of aquatic invasive species from other waterways. Several species of both flora and fauna have been recorded as being transported across waterbodies and proven detrimental to the ecosystems into which they are introduced.

3.19 Terrestrial Zoology

TVA zoologists conducted terrestrial animal habitat assessments in the Project Area on April 8, 2025. The Project Area consists of deciduous and mixed deciduous-evergreen forest, early-successional, herbaceous habitat, developed or otherwise disturbed areas, and aquatic habitat (see Section 3.14 for additional details about vegetation conditions). Landscape features surrounding the Project Area consist of a variety of forest habitat, ephemeral stream crossings, early-successional habitat, and developed or otherwise disturbed areas.

Deciduous and mixed deciduous-evergreen forests occupy most of the land-based acres within the Project Area, which provide habitat for an array of common terrestrial animal species such as blue jay, , eastern chipmunk, eastern box turtle, gray ratsnake, white-tailed deer, and wild turkey (National Geographic 2006, Whitaker 1996, TWRA 2025a). This area also provides foraging and roosting habitat for several bat species, such as big brown bat, eastern red bat, and evening bat.

Early-successional, herbaceous habitat (i.e., field and scrub-shrub) comprises a smaller portion of the land-based acreage within the Project Area. Some common species include coyote, eastern bluebird, northern black racer, and red fox (National Geographic 2006, Whitaker 1996, TWRA 2025b).

Developed areas and areas previously disturbed by human activity make up the smallest percentage of habitat within the Project Area. Many common species may occur within this habitat type, including American robin, American toad, common gartersnake, eastern gray squirrel, mourning dove, and turkey vulture (National Geographic 2006, Whitaker 1996, TWRA 2025c).

Migratory Birds

According to a March 2025 review of the TVA Regional Natural Heritage Database, the nearest bald eagle record is approximately 2.2 miles from the Project Area. No additional aggregations of migratory birds or wading bird colonies have been documented within three miles of the Project Area, and none were observed during field surveys. The USFWS IPaC tool identified eight migratory bird species of conservation concern (MBCC) with potential to occur within the Project Area: bald eagle, chimney swift, Kentucky warbler, prairie warbler, prothonotary warbler, red-headed woodpecker, rusty blackbird, and wood thrush.

Suitable foraging and nesting habitats are available within the Project Area for chimney swift, Kentucky warbler, prairie warbler, prothonotary warbler, red-headed woodpecker, and wood thrush. Suitable wintering habitat occurs within the Project Area for rusty blackbird. An abundance of similarly suitable foraging and nesting habitat also occurs throughout the adjacent landscape. Neither bald eagles nor their nests were observed in or adjacent to the Project Area during field surveys; see the Threatened and Endangered Species section for a discussion of potential impacts to bald eagle. See Appendix D for supplemental MBCC habitat information.

Threatened and Endangered Species

A March 2025 query of the TVA Natural Heritage Database identified records for one federally protected species (bald eagle) but no federally listed species within three miles of the Project Area. Two species proposed for federal listing (hellbender and tricolored bat) and three federally listed species (gray bat, Indiana bat, and northern long-eared bat) have been documented in Claiborne County, Tennessee. Additional review of the USFWS IPaC tool determined that the proposed threatened monarch butterfly also has the potential to occur within the Project Area (Table 3-9).

Table 3-9. Federally Listed Terrestrial Animal Species Known to Occur in Claiborne County, TN, and Other Species of Conservation Concern within 3 miles of the Project Area

Common Name	Scientific Name	Federal Status ¹	State (Rank ^{1, 2})
Amphibians			
Hellbender ³	<i>Cryptobranchus alleganiensis</i>	PS	PS (S3)
Birds			
Bald eagle	<i>Haliaeetus leucocephalus</i>	DL	D
Insects			
Monarch butterfly ⁴	<i>Danaus plexippus</i>	PT	- (S4)
Mammals			
Gray bat ³	<i>Myotis grisescens</i>	E	E (S2)
Indiana bat ³	<i>Myotis sodalis</i>	E	E (S1)
Northern long-eared bat ³	<i>Myotis septentrionalis</i>	E	T (S1S2)
Tricolored bat ³	<i>Perimyotis subflavus</i>	PE	T (S2S3)

Data source: TVA Regional Natural Heritage Database; USFWS Information for Planning and Consultation (IPaC) online system (<https://ecos.fws.gov/ipac/>) extracted 03/03/2025.

¹ Status Codes: D = Deemed in Need of Management; DL = Delisted; E = Endangered; PE = Proposed Endangered; PS = Partial Status; PT = Proposed Threatened; T = Threatened

² State Ranks: S1 = Critically Imperiled; S2 = Imperiled; S3 = Vulnerable; S4 = Apparently Secure.

³ Species has not been documented within three miles of the Project Area, but has been documented from Claiborne County, Tennessee.

⁴ Historically, this species has not been tracked by state or federal heritage programs; USFWS has determined that this species has the potential to occur within the Project Area.

Bald eagles are protected under the Bald and Golden Eagle Protection Act (16 USC 668–668d). This species is associated with larger mature trees capable of supporting their massive nests. These are usually found near larger waterways where the eagles forage, primarily for fish (USFWS 2007). This species is opportunistic, eating whatever they can catch when fish aren't available, including small birds, rodents, and carrion (NWF 2025). One bald eagle record was documented approximately 2.2 miles from the Project Area. While no bald eagles or nests were observed in or adjacent to the Project Area during field surveys, suitable foraging and nesting habitat is present for bald eagles throughout the Project Area.

Gray bats roost in caves year-round and migrate between summer and winter roosts during spring and fall (Brady et al. 1982, Tuttle 1976). Gray bats have also been documented roosting in manmade structures such as the underside of bridges, dams, mines, concrete box culverts, and abandoned buildings (USFWS 2025). Summer caves are typically located close to rivers, lakes, or reservoirs. Bats disperse over bodies of water at dusk, where they forage for insects emerging from

the surface of the water (Harvey 2011). Three gray bat records are known from Claiborne County, the nearest of which occurs approximately 9.5 miles from the Project Area. Suitable roosting habitat is not present for gray bats within the Project Area; however, suitable foraging habitat for gray bats exists over Norris Reservoir.

Hellbenders are typically found in perennial, fast-flowing, cool ($\leq 20^{\circ}\text{C}$), highly oxygenated streams with boulders, especially large slab rocks, which act as cover and are consistently identified as the most important indication of adult hellbender habitat. Juveniles are most often found in the interstices of cobble piles and gravel. This species is not well adapted to low-oxygen conditions. Hellbenders generally breed between late August and early October. Nests are found in bedrock fissures but are typically excavations beneath partially embedded large flat rocks (USFWS 2024a). The nearest record of hellbender occurrence is approximately 11.6 miles from the Project Area from a small stream near the confluence with the Powell River. Suitable hellbender habitat is not present within the Project Area as Norris Reservoir is deep, sluggish, and warm in late spring, summer, and early fall months.

Indiana bats hibernate in caves in winter and use areas around them for swarming (mating) in the fall and staging in the spring, prior to migration back to summer habitat. During summer, Indiana bats roost under the exfoliating bark of dead snags and living trees (typically ≥ 5 inches in diameter) in mature forests with an open understory and a nearby source of water (Pruitt and TeWinkel 2007, Kurta et al. 2002). Indiana bats are known to change roost trees frequently throughout the season, while still maintaining site fidelity, returning to the same summer roosting areas in subsequent years (Pruitt and TeWinkel 2007). Although less common, Indiana bats have also been documented roosting in buildings (Butchkoski and Hassinger 2002). Indiana bats eat terrestrial and aquatic insects while foraging in forested stream corridors, upland and bottomland forests, forested wetlands, and along wooded edges of agricultural fields, pastures, and impounded bodies of water at night (USFWS 2008). Six records of Indiana bat have been documented from Claiborne County, Tennessee, the nearest of which was documented from a hibernaculum approximately 12 miles from the Project Area. Suitable foraging and summer roosting habitat are present within the Project Area for Indiana bat.

Monarch butterfly is a highly migratory species, with eastern U.S. populations overwintering in Mexico. Summer breeding habitat in the U.S. requires milkweed plant species, on which adults exclusively lay eggs for larvae to develop and feed on. Adults drink nectar from other blooming wildflowers when milkweeds are not in bloom. Approximately 4.98 acres of the Project Area is comprised of open or disturbed (dirt or gravel road) habitat. No records of monarch butterfly are known from Claiborne County, although the USFWS has determined that this species has the potential to occur within the Project Area. Suitable habitat may occur throughout disturbed, open areas of the Project Area; however, no milkweeds were observed within the Project Area during field surveys in April 2025. Few additional blooming wildflowers were observed during surveys that would support the monarch butterfly.

The NLEB predominantly overwinters in large hibernacula such as caves, abandoned mines, and cave-like structures. During spring and fall, NLEB utilize entrances of caves and the surrounding forested areas for swarming and staging. In summer, NLEBs roost individually or in colonies beneath exfoliating bark or in crevices of both live and dead trees (typically ≥ 3 inches in diameter). Roost selection by NLEB is similar to that of Indiana bat, however, NLEBs are thought to be more opportunistic in roost site selection. This species also roosts in abandoned buildings and under bridges. NLEBs emerge at dusk to forage below the canopy of mature forests on hillsides and roads, and occasionally over forest clearings and along riparian areas (USFWS 2014). NLEB are well suited to foraging in the forest interior. Fourteen NLEB records are known from Claiborne County, the nearest of which was documented from a hibernaculum approximately 8.7 miles from the Project Area. Suitable foraging and summer roosting habitat are present within the Project Area for NLEB.

Tricolored bats are generally found in small groups. They are associated with forested landscapes where they forage along forest edges and waterways. Summer roosts are primarily in live and dead leaf clusters of live or recently dead deciduous hardwood trees. This species has also been documented roosting in manmade structures such as barns, bridges, bunkers, culverts, and residential roofs during summer. In winter, this species is most commonly found in caves and mines but may also use culverts, abandoned wells, and rock shelters. One known tricolored bat record has been documented from a mine site in Claiborne County, approximately 21 miles from the Project Area. Suitable foraging and summer roosting habitat for the tricolored bat is present within the Project Area.

The nearest known cave is approximately 2.84 miles from the Project Area. No additional caves, mines, rock shelters, culverts, or other human-made structures suitable for use by winter roosting bats were observed within the Project Area during field review in April 2025.

Following the 2024 Range-Wide Indiana Bat Survey Guidelines (USFWS 2024b), TVA surveyed approximately 20.01 acres of forested habitat within the Project Area for the presence of potentially suitable habitat for federally listed bats on April 8, 2025. Approximately 2.43 acres were determined to be suitable for use by summer roosting Indiana bats and NLEBs, based on the presence of trees with exfoliating bark, hollows, and/or cracks and crevices. All 20.01 acres of forested habitat are suitable for use by tricolored bats, as all forested habitat in the Project Area is either of hardwood or mixed hardwood-evergreen composition. Suitable Indiana bat and NLEB roosting habitat consisted of 11 shagbark hickory and 14 snag trees. Suitable foraging habitat was also identified within the Project Area for gray bat, Indiana bat, NLEB, and tricolored bat, in and around forests, forested edges, and over Norris Reservoir. Norris Reservoir also provides a source of drinking water for all four bat species.

3.19.1 Alternative A

Under the No Action Alternative, TVA would not grant Section 26a approval for shoreline construction activities or an easement to operate the proposed marina. As a result, there would be no development and terrestrial animals and their habitats, including threatened and endangered species, would not be affected.

3.19.2 Alternative B

Ground disturbance would occur incrementally throughout the Project Area because the proposed marina would be constructed in three phases (see Section 2.1.2). The proposed marina would include 3,262-cubic yards of excavation and 1,456-cubic yards of fill below the 1,044-foot contour. Soil disturbance is anticipated for the installation of utilities, construction of a road and parking, and development of porticos and a boat ramp. It is anticipated that most vegetation clearing would be done using heavy machinery, and the removed material would be stockpiled on the property.

Any wildlife (primarily common, habituated species) currently using the Project Area may be displaced by increased levels of disturbance during construction actions. Wildlife would disperse into surrounding areas to find new food and shelter sources and to reestablish territories. Approximately 4.78 acres of forested areas that would be cleared would be maintained as early-successional or developed habitat for the foreseeable future. It is expected that over time, those species that utilize early-successional habitat, fragmented forests, and otherwise developed habitats would return to the Project Area upon completion of Project actions. Direct impacts on some individuals that are immobile during the time of construction may occur, particularly if construction activities transpire during breeding/nesting/hibernation seasons. Non-nesting individuals present on the landscape would be expected to flush from the Project Area to nearby available habitat during disturbance events. Overall, these impacts would be minor and are not likely to affect populations of species common to the area, as similarly forested habitat is abundant throughout the surrounding landscape.

Given the size and composition of the Project Area (an abundance of suitable foraging and nesting habitat) and scope of the Proposed Action Alternative, there would be no impacts on populations of migratory birds.

Threatened and Endangered Species

Hellbenders and their habitat were not located during the April 2025 field survey, therefore the Proposed Action Alternative would not jeopardize the continued existence of this species.

Although the TVA Natural Heritage Database identified Indiana bat and northern long-eared bat records of occurrence within Claiborne County, the species survey data developed and used by the USFWS within the IPaC tool suggests that the Project Area does not occur within known Indiana bat and northern long-eared bat

habitat. Therefore, the Proposed Action Alternative would have no effect on Indiana bat or northern long-eared bat.

Because the nearest documented bald eagle nest occurs well over 1,000 feet from the Project Area, and no additional nests were observed during field surveys, the Proposed Action Alternative would have no impact on nesting bald eagles. Similarly, the Proposed Action Alternative would have no effect on gray bat hibernacula, given the distance to the nearest documented cave (2.84 miles) and lack of available roosting habitat within the Project Area. While foraging habitat for bald eagle and gray bat exists in and around Norris Reservoir, impacts to the Reservoir would be mitigated to the extent practicable by implementing construction BMPs. The Proposed Action Alternative would comply with the National Bald Eagle Management Guidelines. Neither Bald eagle nor gray bat would be significantly impacted by the Proposed Action Alternative.

While there is the potential for milkweed and monarchs to occur within open or disturbed acreage in the Project Area, neither was observed during the April 2025 field survey. Therefore, the Proposed Action Alternative is not likely to jeopardize the continued existence of monarch butterfly.

Tricolored bat roosting habitat is available throughout the forested acreage within the Project Area. Under the Proposed Action Alternative, approximately 4.78 acres of tree removal would occur. Direct impacts on individual tricolored bat pups could occur if vegetation removal took place during pup season (USFWS 2024), which occurs from May 15 to July 31. Direct impacts on tricolored bat could also occur if individuals are roosting within the Project Area during the non-winter season (April 1 – May 14; August 1 – September 30). Individuals roosting during this time, however, would likely be mobile and able to flush to nearby suitable habitat if disturbed. Based on the scale of the Proposed Action, the amount of suitable available habitat, and conservation measures, the Proposed Action Alternative is not likely to jeopardize the continued existence of tricolored bat.

Many activities associated with the Proposed Action were addressed in TVA's programmatic consultation with the U.S. Fish and Wildlife Service on routine actions and federally listed bats in accordance with ESA Section 7(a)(2), originally completed in April 2018 and updated in 2023 and 2024. For those activities with potential to affect bats, TVA would require that the Applicant implement specific conservation measures. These activities and associated conservation measures are identified in the TVA Bat Strategy Project Review Form (Appendix B) and summarized in Section 2.3. With use of these conservation measures, the Proposed Action Alternative would not significantly affect gray bat and may also be beneficial to tricolored bat.

The Proposed Action Alternative would not result in significant impacts on any terrestrial species or their habitats.

3.20 Reasonably Foreseeable Impacts

Reasonably foreseeable environmental trends and planned actions are those considered sufficiently likely to occur. These actions and trends may be taken by Federal and non-Federal agencies, state or local governments, or other groups or individuals.

The geographic scope of analysis for reasonably foreseeable impacts includes the Project Area and a 1-mile buffer. Current land cover and uses in the Project Area include deciduous forest, mixed forest, and herbaceous and hay vegetation. Land cover within the 1-mile buffer is similar to the Project Area, with the addition of areas considered developed open space.

Based on a review of county and state planning documents and projects proposed by the Tennessee Department of Transportation, the reasonably foreseeable environmental trends and planned actions identified within the geographic scope of analysis include the following:

- Continued use of Norris Reservoir for recreational purposes, including operation of nearby commercial marinas and public boat launch sites.
- Continued residential and commercial development (e.g., Norris Harbor, Norris Lake Landing), including on formerly undeveloped lands.
- While no specific road construction or maintenance projects were identified within the geographic scope of analysis, it is reasonable to assume that local roadways would continue to require maintenance and possible upgrades (e.g., widening).

In combination with the implementation of the Proposed Action Alternative, these actions would contribute to the continued development of Claiborne County and its recreational opportunities. There would be minor adverse impacts on wildlife, vegetation, and water quality from increased development and public use; it is assumed that development would be subject to applicable local, state, and federal permitting requirements to minimize impacts.

3.21 Unavoidable Adverse Environmental Impacts

This section describes the principal unavoidable adverse environmental impacts associated with the implementation of the Action Alternative, for which mitigation measures are considered either impracticable, do not exist, or cannot eliminate the impact. Under the Action Alternative, the construction and operation of a commercial marina would render the land occupied by the recreational facility unavailable over the duration of the operation. As described in Section 3.15 there would be unavoidable adverse impacts on 0.02 acres of wetlands. Approval or mitigation to offset impacts to this wetland is not required because of the low quality and small size of the affected wetland (T.C.A. Title 69, Chapter 3, Part 1).

3.22 Relationship of Short-Term Uses and Long-Term Productivity

NEPA requires a discussion of the relationship between short-term uses of the environment and maintenance and enhancement of long-term productivity. This EA analyzes the potential environmental impacts of constructing and operating the proposed full-service commercial marina. Construction and operation activities would include conversion of forested areas to a more developed setting consisting of a mix of buildings, infrastructure (e.g., roads and parking lots), and outdoor facilities. Short-term uses are those during the construction period. Long-term productivity is the lifespan of the Project operation.

Short-term use of the environment to achieve the results of the proposed Project requires the use of land and construction materials, the use of existing roadways, and correlative, but temporary increases in emissions from transportation vehicles, as well as increased noise and vibration from construction equipment. Most of the environmental impacts from construction activities would be relatively short-term and would be addressed by mitigation measures. Construction activities would also have a limited, yet favorable short-term impact to the local economy through the creation of construction and support jobs and revenue.

Operation of the proposed facilities would affect long-term productivity through the conversion of forested areas to other uses. Physical alterations to Norris Reservoir and its shoreline would alter sediment structure, light availability, and habitat surrounding the marina. Pollutants and excess nutrients resulting from operation of the marina can impact aquatic organisms. Boat wakes and changes in currents may cause shoaling and shoreline erosion. Impacts from project-related activities that would alter the Project Area landscape and aquatic environment may be considered permanent.

3.23 Irreversible and Irretrievable Commitments of Resources

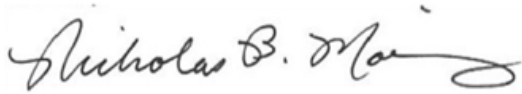
This section describes anticipated irreversible and irretrievable commitments of environmental resources associated with TVA's decision to approve the request to develop a full-service commercial marina. For the purposes of this analysis, the term "irreversible" applies to the commitment of environmental resources to their former state. The term "irretrievable" applies to the commitment of material resources that, once used, cannot by practical means be recycled or restored for other uses.

TVA's decision to approve the request to develop a commercial marina on Norris Reservoir would result in the irreversible and irretrievable conversion of land under the proposed facilities. The use of the land for other purposes would be irreversibly and irretrievably lost because of the long-term operation of the facility. Additionally, there would be an irreversible and irretrievable use of resources for the construction of the Project facilities and the use of fossil fuels for the transport of construction materials and the operation of vehicles and equipment during construction. Overall, the commercial marina would add new recreation amenities for the surrounding community and tourism. Therefore, the Project would result in a long-term increase

in recreational opportunities and would support TVA's goal of providing recreational opportunities in the Tennessee Valley region.

3.24 NEPA Compliance Certification

Consistent with 18 CFR 1318.106(e) and 1318.401(g), the Tennessee Valley Authority certifies that this document represents TVA's good-faith effort to fulfill the requirements of NEPA within the Congressional timeline established at NEPA Section 107(g) and according to page limits established at NEPA Section 107(e). In this document, TVA prioritizes documentation of the most important considerations based on its expert judgement. Any considerations addressed briefly or unaddressed are, in TVA's judgment, comparatively less substantive. In TVA's expert opinion, the factors mandated by NEPA have been thoroughly considered, and the analysis contained in this document is adequate to inform and reasonably explain TVA's final decision regarding the proposed federal action.



on behalf of

February 10, 2026

Dawn Booker, Senior Manager
NEPA Compliance
Tennessee Valley Authority

CHAPTER 4 – LIST OF PREPARERS

4.1 NEPA Project Management

Name: **Jessica Wykoff-Carpenter**
 Education: B.S., Geography/Environmental Studies
 Project Role: NEPA Project Manager
 Experience: 6 years experience in TVA land management and NEPA compliance

Name: **Erica McLamb**
 Education: B.S., Marine Biology
 Project Role: NEPA Project Manager
 Experience: Over 20 years experience conducting NEPA evaluations, ESA Section 7 permitting, CWA Permitting, and environmental field studies.

Name: **Dana Nelson**
 Education: B.S., Environmental Science
 Project Role: Environmental Program Manager
 Experience: 18 years of environmental compliance; 7 years preparation of environmental review documents.

Name: **Drew Vankat (Copperhead Environmental Consulting, Inc.)**
 Education: M.S., Environmental Policy and Planning
 Project Role: Project Manager, NEPA Coordinator
 Experience: 19 years in NEPA compliance and environmental planning.

4.2 Other Contributors

Name: **Sara McLaughlin-Johnson**
 Education: B.S., Wildlife & Fisheries Science
 Project Role: Terrestrial Zoology, Threatened and Endangered Species
 Experience: 13 years in Biological Compliance, NEPA compliance, and ESA consultation for T&E terrestrial animals. 18 years in biological field studies.

Name: **Alec Nance**
 Education: B.S Wildlife and Fisheries Management
 Project Role: Aquatic Ecology and Threatened and Endangered Species
 Experience: 1 year in Biological Compliance and ESA Surveying and Compliance writing for ESA, CWA, and NEPA.

Name: **Emily Kathryn McCann**
 Education: M.S. Wetland Ecology, B.S. Professional Biology
 Project Role: Wetlands
 Experience: 9 years experience in field biology, including wetland delineations, environmental reviews, NEPA and ESA compliance, and consulting with Federal agencies.

Name:

Education: **David Nestor**

Project Role: M.S. Botany, B.S. Aquaculture, Fisheries & Wildlife Biology

Experience: Botany
25 years in floristic surveys, plant ecology, and 20 years in ESA and NEPA compliance

Name: **Callan Pierson:**

Education: B.S., Civil Engineering

Project Role: Surface Water Quality

Experience: 7 years of experience in surface water regulatory compliance.

Name: **Derek Reaux**

Education: B.A., Anthropology, University of Kentucky; M.A. and Ph.D., University of Nevada, Reno

Project Role: Cultural Resources

Experience: 13 years of experience in archaeological research and cultural resource management

Name: **Todd Amacker**

Education: M.S., Wildlife and Fisheries Science and B.S., Environmental Science

Project Role: Aquatic Ecology and Threatened and Endangered Species

Experience: 14 years working with terrestrial and aquatic endangered species, aquatic ecology, and fisheries research and management

Name: **Carrie Williamson, P.E. (TN), CFM**

Education: M.S. Civil Engineering; B.S. Civil Engineering; Professional Engineer; Certified Floodplain Manager

Project Role: Floodplains and Flood Risk

Experience: 12 years in Floodplains and Flood Risk; 3 years in River Forecasting; 11 years in Compliance Monitoring

Name: **Nicole Berger**

Education: M.S., Engineering Management, B.S., Civil/Environmental Engineering

Project Role: Navigation

Experience: 14 years in river forecasting; 12 years in navigation

Name: **Chloe Sweda**

Education: B.S., Earth and Environmental Science

Project Role: Managed and Natural Areas

Experience: 7 years of experience in Natural Resource Management

Name: **Ryan Guppton**

Education: B.S., Environmental Science

Project Role: Recreation

Experience: 1 year experience in Recreation Management

- Name: **Kim Rhodes (Copperhead Environmental Consulting, Inc.)**
 Education: B.S., Environmental Management and Policy
 Project Role: NEPA Specialist, Air Quality, Parks and Recreation
 Experience: 9 years of experience with environmental policy, including NEPA document preparation.
- Name: **Kelsie Eshler (Copperhead Environmental Consulting, Inc.)**
 Education: B.A., Environmental Earth Science
 Project Role: Hazardous Materials and Solid Waste, Safety, Utilities and Service Systems
 Experience: 7 years of experience performing environmental assessments and field surveys.
- Name: **Marty Marchaterre, JD (Copperhead Environmental Consulting, Inc.)**
 Education: J.D., Law; B.A., History and Political Science
 Project Role: Noise and Vibration, Geology and Groundwater
 Experience: 35 years of experience with environmental policy, including NEPA document preparation.
- Name: **Kari Buck, PhD (Copperhead Environmental Consulting, Inc.)**
 Education: Ph.D., Interdisciplinary Ecology
 Project Role: Natural and Managed Areas, Visual Resources, Socioeconomics
 Experience: 10 years of experience in NEPA analysis and documentation
- Name: **Will Seiter (Copperhead Environmental Consulting, Inc.)**
 Education: B.S., Wildlife Management
 Project Role: Transportation, Land Use and Prime Farmland
 Experience: 10 years of experience performing environmental assessments and field surveys.
- Name: **Dakota Hunter, PWS, TN-QHP (Copperhead Environmental Consulting, Inc.)**
 Education: M.S., Biology
 Project Role: Wetlands, Surface Water, Vegetation
 Experience: 9 years of experience performing environmental assessments, field surveys, and compliance.
- Name: **Chris McNees (Copperhead Environmental Consulting, Inc.)**
 Education: B.S., Environmental Studies
 Project Role: GIS
 Experience: 19 years of experience with environmental policy, including NEPA document preparation.

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Appendix A – Agency Consultation and Coordination



400 West Summit Hill Drive, Knoxville, Tennessee 37902

November 4, 2025

Ms. Miranda Montgomery
State Historic Preservation Officer
Tennessee Historical Commission
2941 Lebanon Pike
Nashville, Tennessee 37243-0042

Dear Ms. Montgomery:

TENNESSEE VALLEY AUTHORITY (TVA), SECTION 26A PERMIT, NORRIS LAKE SERENITY MARINA PROJECT, CLAIBORNE COUNTY, TENNESSEE (36.37056, -83.5697559) (TVA TRACKING NUMBER – CRMS 114218205286)

TVA is proposing to issue a Section 26a permit and 30-year easement to Norris Lake Serenity, LLC (the Applicant) for the construction of a commercial marina and associated infrastructure on Norris Reservoir in Claiborne County, Tennessee. The project includes the installation of 1,216 public boat slips, porticos, a boat ramp, access roads, and parking lots on private property within TVA's flowage easement jurisdiction (Figure 1). TVA has determined that this project is an undertaking (as defined at 36 CFR § 800.16(y)) that has the potential to cause effects on historic properties. TVA recommends that the Area of Potential Effects (APE) be considered the project footprint (62.67 acres), where physical effects may occur, as well as all areas within a half-mile radius that would be visible to the project, where visual impacts to above-ground resources could occur.

TVA conducted an archaeological survey of the project shoreline in 2009 (Gage and Herrmann). No cultural resources were identified within the current APE during that survey. Prior to TVA's involvement, North Wind Resource Consulting, LLC (North Wind), at the behest of the applicant, conducted an additional Phase I archaeological survey of the property's shoreline within TVA's flowage easement jurisdiction. The associated facility locations above the shoreline were not surveyed during this effort. As such, TVA requested that the Applicant conduct additional archaeological surveys of those areas. North Wind conducted the requested additional survey in May of 2025. North Wind did not record any new archaeological sites within the APE during their surveys. Lastly, there are no known American Civil War or Native American Removal Routes within a mile of the APE.

As a part of the additional TVA requested survey, North Wind also conducted a historic architectural survey. North Wind determined, with a viewshed analysis and ground truthing, that only one resource, the Middleboro Branch of the Southern Railroad, was located within the APE. North Wind recommended the railroad as not eligible for listing in the National Register of Historic Places (NRHP). North Wind also recommended that no additional archaeological or architectural work is needed in the APE. TVA agrees with these recommendations. Please find attached to this letter both North Wind survey reports.

As no historic properties listed in or eligible for the NRHP were identified in the APE, TVA finds the proposed undertaking, as currently planned, would have no effect on historic properties.

Pursuant to 36 CFR Part 800.3(f)(2), TVA is consulting with federally recognized Indian tribes regarding properties within the proposed project's APE that may be of religious and cultural significance to them and eligible for the National Register of Historic Places (NRHP).

Pursuant to 36 CFR Part 800.4(d)(1) we are notifying you of TVA's finding of no historic properties affected; providing the documentation specified in § 800.11(d); and inviting you to review the finding. Also, we are seeking your agreement with TVA's eligibility determinations and finding that the undertaking as currently planned will have no effects on historic properties.

Please contact Derek Reaux by email, djreaux@tva.gov with your comments.

Sincerely,



Michaelyn S. Harle
Manager, Cultural Projects, Economic Development, and Environment
Deputy Federal Preservation Officer
Cultural Resources

DJR:ERB

Enclosures

cc (Enclosures):

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



TENNESSEE HISTORICAL COMMISSION
STATE HISTORIC PRESERVATION OFFICE
2941 LEBANON PIKE
NASHVILLE, TENNESSEE 37243-0442
OFFICE: (615) 532-1550
www.tnhistoricalcommission.org

11-07-2025 13:44:36 CST

Micahelyn Harle
Tennessee Valley Authority

RE: Tennessee Valley Authority (TVA), Norris Lake Serenity Marina Project, CRMS
114218205286, Project#: SHPO0007963, , Claiborne County, TN

Dear Micahelyn Harle:

In response to your request, we have reviewed the cultural resources survey report and additional documentation submitted by you regarding the above-referenced 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 applicants 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 (Federal Register, December 12, 2000, 77698-77739).

Please note: All documentation submitted through our e106 customer portal must include a cover letter. The shapefiles of the survey areas were submitted without an accompanying cover letter. Future documentation submitted without a cover letter will be returned for revision.

Considering the information provided, we concur that no historic properties eligible for listing in the National Register of Historic Places will be affected by this undertaking. If project plans are changed or archaeological remains are discovered during project construction, 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. Please provide your Project # when submitting any additional information regarding this undertaking. Questions or comments may be directed to Jennifer Barnett, who drafted this response, at Jennifer.Barnett@tn.gov.

Sincerely,

A handwritten signature in cursive script that reads "Miranda Montgomery".

Miranda Montgomery
State Historic Preservation Officer

Ref:MSG18024026_921RZAFPkpHG8RGV15k

Appendix B – TVA Bat Strategy Project Review Form

Project Review Form - TVA Bat Strategy (04/2025)

This form should **only** be completed if project includes activities in Tables 2 or 3 (STEP 2 below). This form is not required if project activities are limited to Table 1 (STEP 2) or otherwise determined to have no effect on federally listed bats. If so, include the following statement in your environmental compliance document (e.g., add as a comment in the project CEC): "Project activities limited to Bat Strategy Table 1 or otherwise determined to have no effect on federally listed bats. Bat Strategy Project Review Form NOT required." This form is to assist in determining required conservation measures per TVA's ESA Section 7 programmatic consultation for routine actions and federally listed bats.¹

Project Name: Norris Lake Serenity, LLC (Tennessee Vues at Norris Lake)

Date: 2/15/2025

Contact(s): Brian Ross

CEC#:

Project ID: 46150

Project Location (City, County, State): Tazewell, Claiborne County, TN

Project Description:

Norris Lake Serenity, LLC has submitted a request to TVA for a 30-year recreation easement (ID 4032402) & Section 26a permit (ID 4031137) approval for construction & operation of a full-service commercial marina over approximately 62.67 acres of inundated TVA reservoir property & land-based facilities on Norris Reservoir. Applicant provided detailed vegetation management plan.

SECTION 1: PROJECT INFORMATION - ACTION AND ACTIVITIES

STEP 1) Select TVA Action. If none are applicable, contact environmental support staff, Environmental Project Lead, or Terrestrial Zoologist to discuss whether form (i.e., application of Bat Programmatic Consultation) is appropriate for project:

1 Manage Biological Resources for Biodiversity and Public Use on TVA Reservoir Lands	6 Maintain Existing Electric Transmission Assets
2 Protect Cultural Resources on TVA-Retained Land	7 Convey Property associated with Electric Transmission
3 Manage Land Use and Disposal of TVA-Retained Land	8 Expand or Construct New Electric Transmission Assets
■ 4 Manage Permitting under Section 26a of the TVA Act	9 Promote Economic Development
5 Operate, Maintain, Retire, Expand, Construct Power Plants	10 Promote Mid-Scale Solar Generation

STEP 2) Select all activities from Tables 1, 2, and 3 below that are included in the proposed project.

TABLE 1. Activities with no effect to bats. Conservation measures & completion of bat strategy project review form NOT required.		
☐ 1. Loans and/or grant awards	☐ 8. Sale of TVA property	☐ 19. Site-specific enhancements in streams and reservoirs for aquatic animals
☐ 2. Purchase of property	☐ 9. Lease of TVA property	☐ 20. Nesting platforms
☐ 3. Purchase of equipment for industrial facilities	☐ 10. Deed modification associated with TVA rights or TVA property	☐ 41. Minor water-based structures (this does not include boat docks, boat slips or piers)
☐ 4. Environmental education	☐ 11. Abandonment of TVA retained rights	☐ 42. Internal renovation or internal expansion of an existing facility
☐ 5. Transfer of ROW easement and/or ROW equipment	☐ 12. Sufferance agreement	☐ 43. Replacement or removal of TL poles
☐ 6. Property and/or equipment transfer	☐ 13. Engineering or environmental planning or studies	☐ 44. Conductor and overhead ground wire installation and replacement
☒ 7. Easement on TVA property	☐ 14. Harbor limits delineation	☐ 49. Non-navigable houseboats

Project Review Form - TVA Bat Strategy (04/2025)

TABLE 2. Activities not likely to adversely affect bats with implementation of conservation measures. Conservation measures and completion of bat strategy project review form REQUIRED; review of bat records in proximity to project NOT required.

☐ 18. Erosion control, minor	☒ 57. Water intake - non-industrial	☐ 79. Swimming pools/associated equipment
☒ 24. Tree planting	☐ 58. Wastewater outfalls	☐ 81. Water intakes – industrial
☒ 30. Dredging and excavation; recessed harbor areas	☒ 59. Marine fueling facilities	☐ 84. On-site/off-site public utility relocation or construction or extension
☐ 39. Berm development	☒ 60. Commercial water-use facilities (e.g., marinas)	☐ 85. Playground equipment - land-based
☐ 40. Closed loop heat exchangers (heat pumps)	☐ 61. Septic fields	☐ 87. Aboveground storage tanks
☐ 45. Stream monitoring equipment - placement and use	☐ 66. Private, residential docks, piers, boathouses	☐ 88. Underground storage tanks
☒ 46. Floating boat slips within approved harbor limits	☐ 67. Siting of temporary office trailers	☐ 90. Pond closure
☐ 48. Laydown areas	☐ 68. Financing for speculative building construction	☐ 93. Standard License
☒ 50. Minor land based structures	☐ 72. Ferry landings/service operations	☐ 94. Special Use License
☒ 51. Signage installation	☐ 74. Recreational vehicle campsites	☐ 95. Recreation License
☐ 53. Mooring buoys or posts	☒ 75. Utility lines/light poles	☐ 96. Land Use Permit
☐ 56. Culverts	☒ 76. Concrete sidewalks	

Table 3: Activities that may adversely affect federally listed bats. Conservation measures AND completion of bat strategy project review form REQUIRED; review of bat records in proximity of project REQUIRED by OSAR/Heritage eMap reviewer or Terrestrial Zoologist.

☐ 15. Windshield and ground surveys for archaeological resources	☒ 34. Mechanical vegetation removal, includes trees or tree branches > 3 inches in diameter	☐ 69. Renovation of existing structures
☐ 16. Drilling	☒ 35. Stabilization (major erosion control)	☐ 70. Lock maintenance/ construction
☐ 17. Mechanical vegetation removal, does not include trees or branches > 3" in diameter (in Table 3 due to potential for woody burn piles)	☒ 36. Grading	☐ 71. Concrete dam modification
☐ 21. Herbicide use	☐ 37. Installation of soil improvements	☒ 73. Boat launching ramps
☐ 22. Grubbing	☐ 38. Drain installations for ponds	☒ 77. Construction or expansion of land-based buildings
☐ 23. Prescribed burns	☐ 47. Conduit installation	☐ 78. Wastewater treatment plants
☒ 25. Maintenance, improvement or construction of pedestrian or vehicular access corridors	☐ 52. Floating buildings	☐ 80. Barge fleeting areas
☐ 26. Maintenance/construction of access control measures	☐ 54. Maintenance of water control structures (dewatering units, spillways, levees)	☐ 82. Construction of dam/weirs/ levees
☐ 27. Restoration of sites following human use and abuse	☐ 55. Solar panels	☐ 83. Submarine pipeline, directional boring operations
☐ 28. Removal of debris (e.g., dump sites, hazardous material, unauthorized structures)	☐ 62. Blasting	☐ 86. Landfill construction
☒ 29. Acquisition and use of fill/borrow material	☐ 63. Foundation installation for transmission support	☐ 89. Structure demolition
☐ 31. Stream/wetland crossings	☐ 64. Installation of steel structure, overhead bus, equipment, etc.	☐ 91. Bridge replacement
☐ 32. Clean-up following storm damage	☐ 65. Pole and/or tower installation and/or extension	☐ 92. Return of archaeological remains to former burial sites
☐ 33. Removal of hazardous trees/tree branches		

STEP 3) Project includes one or more activities in Table 3?

☒ YES (Go to Step 4)☐ NO (Go to Step 12)

Project Review Form - TVA Bat Strategy (04/2025)

STEP 4) Answer questions a through e below (applies to projects with activities from Table 3 ONLY)

- a) Will project involve continuous noise (i.e., ≥ 24 hrs) that is greater than 75 decibels measured on the A scale (e.g., loud machinery)? ☒ NO (NV2 does not apply) ☐ YES (NV2 applies, subject to records review)
- b) Will project involve entry into/survey of cave? ☒ NO (HP1/HP2 do not apply) ☐ YES (HP1/HP2 applies, subject to review of bat records)
- c) If conducting prescribed burning (activity 23), estimated acreage: and timeframe(s) below; ☒ N/A

STATE	Winter Hibernation	Winter Torpor	Spring Staging, Fall Swarming	Pup Season	Summer Gap	Year
VA, TN, NC	Nov 16 - Mar 31	N/A	Apr 1 - May 14, Aug 16 - Nov 15	May 15 - Jul 31	Aug 1 - Aug 15	
KY	Nov 16 - Mar 31	N/A	Apr 1 - May 14, Aug 16 - Nov 15	May 15 - Jul 31	Aug 1 - Aug 15	
AL, GA	Nov 16 - Mar 14	N/A	Mar 15 - Apr 30, Sept 1 - Nov 15	May 15 - Jul 31	Aug 1 - Aug 30	
MS (Hibernation Range)*						
MS (Year-round Range)*	N/A	Dec 15 - Feb 15	N/A	May 1 - Jul 15	Feb 16 - Apr 30, Jul 16 - Dec 14	

*MS (Year-round Range) = Attala, Wintson, Noxubee, Leake, Neshoba, Kemper, Rankin, Scott, and Newton Counties, Mississippi

*MS (Hibernation Range) = All MS counties in the TVA Region excluding those listed above in the Year-round Range

- d) Will the project involve vegetation piling/burning? ☒ NO (SSPC4/SHF7/SHF8 do not apply) ☐ YES (SSPC4/SHF7/SHF8 applies, subject to review of bat records)
- e) If tree removal (activity 33 or 34), estimated amount: 4.78 ☒ ac ☐ trees ☐ N/A

STATE	Winter Hibernation	Winter Torpor	Spring Staging, Fall Swarming	Pup Season	Summer Gap	Year
VA, TN, NC	☒ Nov 16 - Mar 31	N/A	☒ Apr 1 - May 14, Aug 16 - Nov 15	May 15 - Jul 31	☒ Aug 1 - Aug 15	
KY	Nov 16 - Mar 31	N/A	Apr 1 - May 14, Aug 16 - Nov 15	May 15 - Jul 31	Aug 1 - Aug 15	
AL, GA	Nov 16 - Mar 14	N/A	Mar 15 - Apr 30, Sept 1 - Nov 15	May 15 - Jul 31	Aug 1 - Aug 30	
MS (Hibernation Range)*						
MS (Year-round Range)*	N/A	Dec 15 - Feb 15	N/A	May 1 - Jul 15	Feb 16 - Apr 30, Jul 16 - Dec 14	

*MS (Year-round Range) = Attala, Wintson, Noxubee, Leake, Neshoba, Kemper, Rankin, Scott, and Newton Counties, Mississippi

*MS (Hibernation Range) = All MS counties in the TVA Region excluding those listed above in the Year-round Range

If warranted, does project have flexibility for bat surveys (May 15-Aug 15): ☐ MAYBE ☒ YES ☐ NO

*** For PROJECT LEADS whose projects will be reviewed by a Heritage Reviewer (Natural Resources Organization only), STOP HERE. Click File/Save As, name form as "ProjectLead_BatForm_CEC-or-ProjectIDNo_Date", and submit with project information. Otherwise continue to Step 5. ***

SECTION 2: REVIEW OF BAT RECORDS (applies to projects with activities from Table 3 ONLY)

STEP 5) Review of bat/cave records conducted by Heritage Reviewer? ☐ YES ☐ NO (Go to Step 12)

Info below completed by: ☐ Heritage Reviewer (name) Date

☒ Terrestrial Zoologist (name) Sara McLaughlin-Johnson Date 7/30/25

Species	None	Within a Distance Of:	Cave/Winter Roost	Capture	Summer Roost / Roost Tree	Within the County
Gray Bat		3 mi	☒		N/A	☒
Indiana Bat		10 mi	☒		☒	☒
Northern Long-Eared Bat		5 mi	☒	☒		☒
Tricolored Bat		3 mi	☒			☒
Virginia Big-Eared Bat	☒	6 mi				

Amount of SUITABLE habitat to be removed/burned (may differ from STEP 4e): 2.43 ☒ ac ☐ trees* ☐ N/A

Project Review Form - TVA Bat Strategy (04/2025)

STEP 6) Provide any additional notes resulting from Heritage Reviewer records review in Notes box below then
 Go to Step 12

Notes from Bat Records Review (e.g., historic record; bats not on landscape during action; DOT bridge survey with negative results):

Based on IPaC review in July 2025, project does not occur in a location where Indiana bat and northern long-eared bat are reasonably certain to occur, as such, no take would occur.

STEPS 7-11 To be Completed by Terrestrial Zoologist (if warranted):

STEP 7) Project will involve removal of suitable trees within documented habitat? ☐ YES ☒ NO

Hibernation Zone	Within Swarming Habitat	Near Post-WNS Captures	Near Post-WNS Summer Roosts
Indiana Bat	< 10 mi	< 5 mi	< 2.5 mi
Northern Long-Eared Bat	< 5 mi	< 1.5 mi	< 0.25 mi
Tricolored Bat	< 3 mi	< 1.5 mi	< 0.25 mi

Year-Round Zone	Near Post-WNS Captures	Near Post-WNS Summer Roost Trees
Northern Long-Eared Bat	< 1.5 mi	< 0.25 mi
Tricolored Bat	< 1.5mi	< 0.25 mi

STEP 8) Presence/absence surveys were/will be conducted: ☐ YES ☒ NO ☐ TBD

STEP 9) Presence/absence survey results, on ☐ NEGATIVE ☐ POSITIVE ☒ N/A

STEP 10) Project ☐ WILL ☒ WILL NOT require use of Incidental Take in the amount of acres or ☐ trees
 proposed to be used during the ☐ WINTER ☐ VOLANT SEASON ☐ NON-VOLANT SEASON ☒ N/A

STEP 11) Remaining Incidental Take (prior to accounting for this project) as of 7/30/25

Species	Total Suitable Habitat to be Removed	Winter Season Removal	Winter Season Take Remaining*	Volant Season Removal	Volant Season Take Remaining*	Pup Season Removal	Pup Season Take Remaining*
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Indiana Bat

NLEB

Tricolored Bat

Take Estimates are for TVA Action 4 - Manage Permitting under Section 26a of the TVA Act

Amount contributed to TVA's Bat Conservation Fund upon activity completion: \$ 0.00

OR ☒ N/A

TERRESTRIAL ZOOLOGISTS, after completing SECTION 2, review Table 4, modify as needed, and then complete section for Terrestrial Zoologists at end of form.

SECTION 3: REQUIRED CONSERVATION MEASURES

STEP 12) Review Conservation Measures in Table 4 and ensure those selected are relevant to the project. If not, manually override and uncheck Irrelevant measures, and explain why in ADDITIONAL NOTES below Table 4.

Did review of Table 4 result in ANY remaining Conservation Measures in RED?

☒ NO (Go to Step 13)

☐ YES (STOP HERE; Submit for Terrestrial Zoology Review. Click File/Save As, name form as "ProjectLead_BatForm_CEC-or-ProjectIDNo_Date", and submit with project information).

Project Review Form - TVA Bat Strategy (04/2025)

Manual Override

Sara McLaughlin-Johnson

Table 4. TVA's ESA Section 7 Programmatic Bat Consultation Required Conservation Measures

The Conservation Measures in Table 4 are automatically selected based on your choices in Tables 2 and 3 but can be manually overridden, if necessary. To Manually override, press the button and enter your name.

Check if Applies to Project	Activities Subject To Conservation Measure	Conservation Measure Description
☒	15, 16, 17, 18, 22, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 45, 47, 48, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 90, 91, 92, 93, 94, 95, 96	NV1 - Noise will be short-term, transient, and not significantly different from urban interface or natural events (i.e., thunderstorms) that bats are frequently exposed to when present on the landscape.
☐	16, 25, 26, 37, 47, 52, 62, 63, 64, 65, 70, 71, 73, 78, 80, 82, 83, 86, 91	NV2 - Drilling, blasting, or any other activity that involves continuous noise (i.e., longer than 24 hours) disturbances greater than 75 decibels measured on the A scale (e.g., loud machinery) within a 0.5 mile radius of documented winter and/or summer roosts (caves, trees, unconventional roosts) will be conducted when bats are absent from roost sites.
☐	16, 26, 62	NV3 - Drilling or blasting within a 0.5 mile radius of documented cave (or unconventional) roosts will be conducted in a manner that will not compromise the structural integrity or alter the karst hydrology of the roost site.
☐	16, 26, 62	NV4 - Drilling or blasting within 0.5 miles of a documented roost site (cave, tree, unconventional roost) that needs to occur when bats are present will first involve development of project-specific avoidance or minimization measures in coordination with the USFWS.
☐	15, 26, 92	HP1 - Site-specific cases in which potential impact of human presence is heightened (e.g., conducting environmental or cultural surveys within a roost) will be closely coordinated with staff bat biologists to avoid/minimize impacts below any potential adverse effect. Any take from these activities would be covered by TVA's Section 10 permit.
☐	15, 26, 92	HP2 - Entry into roosts known to be occupied by federally listed bats will be communicated to the USFWS when impacts to bats may occur if not otherwise communicated (i.e., via annual monitoring reports per TVA's Section 10 permit). Any take from these activities would be covered by TVA's section 10 permit.
☐	23	SHF1 - Fire breaks will be used to define and limit burn scope.
☐	17, 23, 34	SHF2 - Site-specific conditions (e.g., acres burned, transport wind speed, mixing heights) will be considered to ensure smoke is limited and adequately dispersed away from caves so that smoke does not enter cave or cave-like structures.
☐	23	SHF3 - Acreage will be divided into smaller units to keep amount of smoke at any one time or location to a minimum and reduce risk for smoke to enter caves.
☐	17, 23, 34	SHF4 - If burns need to be conducted when there is some potential for bats to present on the landscape and more likely to enter torpor due to colder temperatures, burns will only be conducted if the air temperature is 55° or greater, and preferably 60° or greater.
☐	23	SHF5 - Fire breaks will be plowed immediately prior to burning, will be plowed as shallow as possible, and will be kept to minimum to minimize sediment.
☐	23	SHF6 - Tractor-constructed fire lines will be established greater than 200 feet from cave entrances . Existing logging roads and skid trails will be used where feasible to minimize ground disturbance and generation of loose sediment.
☐	17, 22, 23, 32, 33, 34, 35, 36	SHF7 - Burning will only occur if site specific conditions (e.g. acres burned, transport wind speed, mixing heights) can be modified to ensure that smoke is adequately dispersed away from caves or cave-like structures. This applies to prescribed burns and burn piles of woody vegetation.
☐	17, 22, 23, 32, 33, 34, 35, 36	SHF8 - Brush piles will be burned a minimum of 0.25 mile from documented, known, or obvious caves or cave entrances and otherwise in the center of newly established ROW when proximity to caves on private land is unknown.

Project Review Form - TVA Bat Strategy (04/2025)

☐	16, 17, 18, 21, 22, 24, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36, 37, 38, 39, 48, 50, 51, 56, 61, 62, 63, 64, 65, 67, 69, 84, 89	SSPC1 (Transmission only) - Transmission actions and activities will continue to Implement A Guide for Environmental Protection and Best Management Practices for Tennessee Valley Authority Construction and Maintenance Activities. This focuses on control of sediment and pollutants, including herbicides. Following are key measures: ○ BMPs minimize erosion and prevent/control water pollution in accordance with state-specific construction storm water permits. BMPs are designed to keep soil in place and aid in reducing risk of other pollutants reaching surface waters, wetlands and ground water. BMPs will undertake the following principles: ● Plan clearing, grading, and construction to minimize area and duration of soil exposure. ● Maintain existing vegetation wherever and whenever possible. ● Minimize disturbance of natural contours and drains. ● As much as practicable, operate on dry soils when they are least susceptible to structural damage and erosion. ● Limit vehicular and equipment traffic in disturbed areas. Keep equipment paths dispersed or designate single traffic flow paths with appropriate road BMPs to manage runoff. ● Divert runoff away from disturbed areas. ● Provide for dispersal of surface flow that carries sediment into undisturbed surface zones with high infiltration capacity and ground cover conditions. ● Prepare drainage ways and outlets to handle concentrated/increased runoff. ● Minimize length and steepness of slopes. Interrupt long slopes frequently. ● Keep runoff velocities low and/or check flows. ● Trap sediment on-site. ● Inspect/maintain control measures regularly & after significant rain. ● Re-vegetate and mulch disturbed areas as soon as practical. ○ Specific guidelines regarding sensitive resources and buffer zones: ● Extra precaution (wider buffers) within SMZs is taken to protect stream banks and water quality for streams, springs, sinkholes, and surrounding habitat. ● BMPs are implemented to protect and enhance wetlands. Select use of equipment and seasonal clearing is conducted when needed for rare plants; construction activities are restricted in areas with identified rare plants. ● Standard requirements exist to avoid adverse impacts to caves, protected animals, unique/important habitat (e.g., cave buffers, restricted herbicide use, seasonal clearing of suitable habitat).
☒	16, 17, 18, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 48, 50, 51, 52, 53, 54, 55, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 70, 71, 73, 76, 77, 78, 80, 81, 82, 83, 86, 87, 88, 89, 90	SSPC2 - Operations involving chemical/fuel storage or resupply and vehicle servicing will be handled outside of riparian zones (streamside management zones) in a manner to prevent these items from reaching a watercourse. Earthen berms or other effective means are installed to protect stream channel from direct surface runoff. Servicing will be done with care to avoid leakage, spillage, and subsequent stream, wetland, or ground water contamination. Oil waste, filters, other litter will be collected and disposed of properly. Equipment servicing and chemical/fuel storage will be limited to locations greater than 300-ft from sinkholes, fissures, or areas draining into known sinkholes, fissures, or other karst features.

Appendix B – TVA Bat Strategy Project Review Form

Project Review Form - TVA Bat Strategy (04/2025)

☒	17, 18, 21, 22, 24, 25, 26, 30, 31, 33, 34, 35, 36, 40, 46, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 66, 67, 68, 69, 70, 72, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 87, 88, 91, 93, 95, 96	SSPC5 (26a, Solar, Economic Development only) - Section 26a permits and contracts associated with solar projects, economic development projects or land use projects include standards and conditions that include standard BMPs for sediment and contaminants as well as measures to avoid or minimize impacts to sensitive species or other resources consistent with applicable laws and Executive Orders.
☐	21, 54	SSPC6 - Herbicide use will be avoided within 200 ft of portals associated with caves, cave collapse areas, mines and sinkholes are capable of supporting cave-associated species. Herbicides are not applied to surface water or wetlands unless specifically labeled for aquatic use. Filter and buffer strips will conform at least to federal and state regulations and label requirements.
☐	17, 21, 25, 26, 27, 28, 29, 31, 32, 33, 34, 35, 36, 37, 38, 54, 55	SSPC7 - Clearing of vegetation within a 200-ft radius of documented caves will be limited to hand or small machinery clearing only (e.g., chainsaws, bush-hog, mowers). This will protect potential recharge areas of cave streams and other karst features that are connected hydrologically to caves.
☒	16, 26, 36, 37, 38, 39, 48, 50, 52, 59, 60, 62, 66, 67, 69, 72, 75, 77, 78, 79, 86	L1 - Direct temporary lighting away from suitable habitat during the active season.
☒	16, 26, 36, 37, 38, 39, 48, 50, 52, 59, 60, 62, 66, 67, 69, 72, 75, 77, 78, 79, 86	L2 - Evaluate the use of outdoor lighting during the active season and seek to minimize light pollution when installing new or replacing existing permanent lights by angling lights downward or via other light minimization measures (e.g., dimming, directed lighting, motion-sensitive lighting).

¹Bats addressed in consultation (04/2018) and updates (05/2023 and 10/2024), which includes gray bat (listed in 1976), Indiana bat (listed in 1967), northern long-eared bat (listed in 2015), tricolored bat (anticipated listing in the future), and Virginia big-eared bat (listed in 1979).

NOTES (additional info from field review, explanation of no impact or removal of conservation measures).

Project Review Form - TVA Bat Strategy (04/2025)

STEP 13) Save completed form (Click File/Save As, name form as "ProjectLead_BatForm_CEC-or-ProjectIDNo_Date") in project environmental documentation (e.g. CEC, Appendix to EA) AND send a copy of form to batstrategy@tva.gov
Submission of this form indicates that Project Lead/Applicant:

Brian Ross

(name) is (or will be made) aware of the requirements below.

- Implementation of conservation measures identified in Table 4 is required to comply with TVA's Endangered Species Act programmatic bat consultation.
- TVA may conduct post-project monitoring to determine if conservation measures were effective in minimizing or avoiding impacts to federally listed bats.

For Use by Terrestrial Zoologist Only

- ☒ For projects that require use of Take and/or contribution to TVA's Bat Conservation Fund, Terrestrial Zoologist acknowledges that Project Lead/Contact has been informed that project will result in use of Incidental Take ☐ ac ☐ trees and that use of Take will require \$ 0.00 contribution to TVA's Conservation Fund upon completion of activity (amount entered should be \$0 if cleared in winter).

Terrestrial Zoologist acknowledges that Project Lead/Contact (name) Brian Ross has been informed of any relevant conservation measures and/or provided a copy of this form.

Terrestrial Zoologist Acknowledgment. Finalize and Print to Non-Editable PDF

Appendix C – Common Plant Species Observed During Vegetation Survey

The following common species (native and non-native) were observed during a May 6, 2025, Project Area vegetation survey:

Common Name	Scientific Name
Southern red oak	<i>Quercus falcata</i>
Shagbark hickory	<i>Carya ovata</i>
Red maple	<i>Acer rubrum</i>
Sugar maple	<i>Acer saccharum</i>
Eastern black walnut	<i>Juglans nigra</i>
American sycamore	<i>Platanus occidentalis</i>
Black locust	<i>Robinia pseudoacacia</i>
American beech	<i>Fagus grandifolia</i>
Black willow	<i>Salix nigra</i>
Common pawpaw	<i>Asimina triloba</i>
Eastern redbud	<i>Cercis canadensis</i>
Staghorn sumac	<i>Rhus typhina</i>
Japanese honeysuckle	<i>Lonicera japonica</i>
Multiflora rose	<i>Rosa multiflora</i>
Black elderberry	<i>Sambucus nigra</i>
Pennsylvania blackberry	<i>Rubus pensilvanicus</i>
Blue violet	<i>Viola sororia</i>
Catchweed bedstraw	<i>Galium aparine</i>
Japanese stiltgrass	<i>Microstegium vimineum</i>
Licorice bedstraw	<i>Galium circaezans</i>
Poison ivy	<i>Toxicodendron radicans</i>
Virginia creeper	<i>Parthenocissus quinquefolia</i>
Greenbrier	<i>Smilax rotundifolia</i>
Kudzu	<i>Pueraria montana</i>

Appendix D – Supplemental Migratory Bird Habitat Information

Chimney swift are associated with human settlement and primarily use chimneys as nesting habitat; when chimneys are unavailable, swifts may utilize tree cavities or other human-made structures, such as barns, silos, and vents made of porous materials such as brick, stone, or mortar (USFWS 2025). They forage over a variety of habitats, including open terrain, forests, and residential areas (Steeves et al. 2020). Suitable habitat for chimney swift is available within the Project Area.

Kentucky warbler breeds in Tennessee between mid-April and late August. During this period, this species uses lowland hardwood forest, often near streams, with a dense understory. Large tracts of forest habitat are required for nesting (over 1,200 acres), though gaps such as treefall gaps, trails, or small roads are important for creating a patchwork of shaded and well-lit areas. This species mostly forages along forest floors, though they will also feed on insects in the understory and lower parts of trees (Cornell 2025d). Suitable foraging and nesting habitat is present with the Project Area, as habitat within and surrounding the Site consists of large tracts of riparian forest.

Prairie warbler migrates to the southeastern United States (U.S.) to breed from May through July in shrubby habitats with open canopies, ranging from pine forests, scrub oak barrens, regenerating forests, and borders of forest and prairie (Nolan et al. 2020). This species forages for insects, spiders, and snails in shrubby habitats. Disturbed sites within the Project Area contain a small amount of suitable nesting and foraging habitat for this species.

Prothonotary warbler breeds and forages throughout most of the southeastern U.S. in bottomland forests, wooded swamps, and forests near lakes and streams between April and July. Nests are placed in holes created by woodpeckers and chickadees, in natural holes in standing dead trees, and in nest boxes (Petit 2020). Suitable nesting and foraging habitat is present in the Project Area within forested riparian sites.

Red-headed woodpecker are present within the Project Area year-round. This species is a cavity nester of deciduous woodlands with oak or beech, groves of dead or dying trees, river bottoms, recent clearings, grasslands with scattered trees, forest edges, and roadsides (Frei et al. 2020). Foraging for insects and fruit occurs within that same deciduous habitat and breeding occurs from mid-May through mid-September. Suitable nesting and foraging habitat are present throughout the Project Area.

Rusty blackbird breeds in Alaska, Canada, and the northeastern U.S. In their wintering range they may use flooded woods, edges of ponds and streams, and adjacent fields (Avery 2020). No perennial streams or pond boundaries are present within the Project Area. The Project Area may contain marginally suitable habitat for rusty blackbird in wooded areas along the Reservoir.

Wood thrush breed throughout much of the southeastern U.S. This species can be found in mature deciduous and mixed forests, though breeding may also occur – somewhat less successfully, in fragmented forests and suburban parks. Ideal habitat includes trees over 50 feet tall, a moderate understory of saplings and shrubs, and an open forest floor with moist soil and decaying leaf litter with water nearby. In Tennessee, nesting occurs from early May through late August and nests are placed in saplings or shrubs. Foraging occurs primarily on leaf-litter invertebrates and shrub fruits (Evans et al. 2020). Suitable nesting and foraging habitat is present in the Project Area.

**Appendix E – Responses to Public Comments Received on the
Draft Environmental Assessment**

The draft EA was made available for a 30-day public review period beginning on November 20, 2025, and ending on December 22, 2025. The availability of the draft EA was announced in a media release posted on TVA's website, and transmitted to state, federal, and local agencies, and federally recognized tribes. TVA received responses via mail, e-mail, and via TVA's website.

By the end of the public comment period, TVA received a total of 267 individual submittals, including 266 from private individuals and one from TDEC. Identical comments were treated as a single comment. Comments that were non-substantive in nature were related to topics that are not under TVA's jurisdiction or out of the scope of this Project. These comments were dismissed from further consideration. Those that were considered substantive were addressed, as appropriate, in this document.

Comments that were considered substantive were recorded according to the resource topics in this EA and summarized. Responses to comment topics where changes were made between the Draft and Final EA are listed below.

Related Environmental Reviews

Comment Summary:

Comments received questioned whether the Proposed Action aligns with the 1998 TVA Shoreline Management Plan, citing specifically that the 1999 ROD said that TVA wanted "to balance residential shoreline development, recreational use, and resource conservation in a way that maintains the quality of life and other important values." It was also noted that, in the Plan, TVA committed to adopting a strategy of maintaining and gaining public shoreline.

TVA Response:

TVA reviewed and determined that the application was consistent with the Shoreline Management Plan and the Norris Reservoir Land Management Plan. The Project Area shoreline is categorized as Zone 1 – Non-TVA Shoreland, which includes shoreland located above the summer pool that TVA does not own in fee or land never purchased by TVA. Non-TVA shoreland within the 500-year floodplain or encumbered by TVA flowage easement is subject to TVA's Section 26a permitting jurisdiction. TVA owns the inundated land below the summer pool elevation, thus requiring the proposed 30-year easement for commercial recreation operations. TVA's evaluation of the application fulfills its desire to balance resource use along TVA-managed reservoirs.

Additional language and clarification were added to Section 1.4 about the direction provided in the Shoreline Management Plan and Reservoir Land Management Plan.

Air Quality

Comment Summary:

All comments received regarding air quality were focused on the construction phase of the Project. Commenters noted that truck traffic associated with construction projects can generate emissions of air pollutants and suggested that all vehicles used should have up-to-date technology and proper maintenance to minimize pollution. Additionally, recommendations were

made to consider alternatives to open burning during vegetation removal and use wet suppression in addition to other measures to reduce fugitive dust.

TVA Response:

At this time, TVA cannot require the Applicant or the Applicant's contractors to use specific vehicles or equipment or perform regular maintenance to minimize pollution. However, it is anticipated that the Applicant and the Applicant's contractors would follow all applicable emissions-related state and federal laws and regulations for vehicles and construction equipment. No open burning would be used during vegetation removal. Fugitive dust would be minimized during construction through adherence to requirements in the Tennessee Air Pollution Control Regulations (TCA 1200-03-08). See Section 3.4.2 of the EA for additional information.

Changes were made to Section 3.4 to more clearly indicate that open burning would not occur during vegetation removal. The Air Pollution Control Regulations citation was changed to the correct citation: TCA 1200-03-08.

Geology and Groundwater (Shoreline Erosion)

Comment Summary:

Commenters note that shoreline erosion has intensified and feel that it is likely from the increased use of larger and faster boats (i.e., wake, surf, and cabin cruiser vessels). The primary concern is that the proposed marina would ultimately worsen shoreline erosion issues because of a higher number of larger and faster boats. Commenters said that approving the marina would lead to irreversible damage to shorelines and that shoreline erosion would be worse on the opposite side of the channel from the Project Area (in Grainger County). It was suggested that mandatory no-wake zones and strict speed limits would be implemented. Commenters said that TVA is responsible for addressing overcrowding on Norris Reservoir and providing details on how additional/future shoreline erosion would be mitigated. Finally, it was noted that the Draft EA does not detail the total linear feet of shoreline within the Project Area that would be altered by the Proposed Action (altered, hardened, graded, or converted from natural vegetation).

TVA Response:

TVA manages the shoreline in accordance with its 1999 Shoreline Management Policy, which directs TVA to manage public lands and shorelines using a balanced multiple-use strategy.

Boat traffic would likely increase on Norris Reservoir because of the additional slips created by the proposed marina; however, it is impossible to determine the potential magnitude of increased boat traffic. The types of boats anticipated to be present would be in line with the existing use of Norris Reservoir. TWRA has jurisdiction over implementing no-wake zones and speed limits. Additionally, it is the jurisdiction of TWRA to track, monitor, and manage recreational boating on waters of the State.

Clarification added to section 1.4 about direction provided in TVA's Shoreline Management Policy and the Norris Reservoir Land Management Plan.

Health and Safety

Comment Summary:

Several comments said that the size of the additional boat traffic from the proposed marina and the location of the proposed marina would create or further exacerbate unsafe boating conditions. Commenters identified the following concerns regarding boating safety:

- Existing overcrowding from the addition or expansion of existing marinas on Norris Reservoirs would become worse if the proposed marina were approved.
- The location of the proposed marina is on a narrow area of Norris Reservoir, which can also become shallower in the winter when water levels drop. These features make boating more dangerous in this area.
- The increased boat traffic would result in dangerous conditions for other types of recreation, such as swimming, fishing, and jet skiing.
- More boat traffic will lead to more crime, substance abuse, and people not following safe water use practices.
- There is not sufficient enforcement of boating laws to support approving the marina/large number of additional slips on the Reservoir.
- Rental boats and jet skis would bring inexperienced operators who are unfamiliar with the equipment and Norris Reservoir. Out-of-state visitors do not have a Tennessee boating license and are not familiar with the local boating regulations.

Commenters said that boating accidents, including fatalities, have increased within recent years, and suggested that approving the proposed marina would only increase the number of incidents. In general, commenters blamed TVA and/or TWRA for a lack of adequate monitoring or enforcement, and said that an additional, larger marina should not be approved.

TVA Response:

TVA recognizes safety-related concerns from commenters and has provided information related to the proposed marina to the TWRA. This agency is responsible for addressing recreational boating safety issues on waters within the State.

Additional information on boating safety and reported incidents on Norris Reservoir has been provided in Section 3.7.

Navigation (Recreation)

Comment Summary:

Commenters questioned how far into the navigation channel the proposed marina would extend and feel that the proposed marina layout would obstruct the main navigation channel, creating safety/access issues for larger vessels, such as houseboats and pontoon boats. They also said that two-way traffic would be restricted because of the proposed marina and would affect vessel maneuverability, especially during peak summer periods and/or when there are increased flows

from dam operations. Commenters said that the area around the proposed marina would become too congested if it were approved.

TVA Response:

TVA Navigation subject matter experts reviewed the preliminary plans submitted by the Applicant and requested changes to reduce the lakeward extension of the marina and impacts to the recreational navigation channel. The requested changes were made, and the plans were approved by TVA Navigation. There is no commercial navigation on Norris Reservoir. Therefore, it is anticipated that the adverse effects on recreational navigation would be minor.

Section 3.11 of the EA was revised to include information about the TVA Navigation review of the preliminary plans and the effects on the recreational navigation channel.

Socioeconomics

Comment Summary:

Some commenters acknowledged that additional jobs in the area would be a benefit to the community, while others suggested that the jobs created would not provide quality or year-round work. Commenters felt that the claims of potential job creation were unsupported by independent economic analysis and that the benefit would be mostly to the development company, not the local economy. Commenters said that local businesses would benefit from the proposed marina, especially during construction, but that gains would be temporary and ultimately would result in higher property taxes.

TVA Response:

Since the projected sales tax revenues cannot be fully quantified at this time, it can only be estimated that there would be minor short- and long-term socioeconomic benefits.

Revisions made to Section 3.6 to reflect the lack of availability of details to conduct a full economic analysis.

Transportation

Comment Summary:

Several transportation-related concerns were raised by commenters, more specifically:

- The local road infrastructure is inadequate and is not designed to handle the anticipated surge in traffic from construction and long-term operation of the proposed marina.
- The proposed location is accessed by narrow, winding two-lane roads that are not designed for heavy seasonal traffic.
- The increased volume of traffic on existing roadways in the vicinity will negatively impact the quality of life of residents in the area.

Commenters also identified specific roadways that would be a concern because of their design, should the marina be approved:

- The intersection of Owen Payne Lane and Lone Mountain Road is already dangerous under current conditions.
- The 90 degree turn on Owen Payne Lane would need to be improved to handle increased traffic
- Lone Mountain Road is narrow and dangerous due to the curves and driveway openings.
- Lone Mountain, Owen Payne and Venable Lane are twisty, 2-lane at best, with Venable Lane being single lane across the railroad tracks.

Commenters also said that TVA should require a traffic study that includes detailed plans for road improvements, safety enhancements, and appropriate mitigation measures before approving the marina.

TVA Response:

As part of the permitting and approval process with Claiborne County, the Applicant conducted a transportation impact study, which has been incorporated into Section 3.12 of the Final EA. This study concluded that the impacts to the transportation system would be moderate; however, the Applicant has agreed to address issues prior to the opening of the marina, which would minimize these impacts and also addresses many of the concerns brought forward by commenters.

Section 3.12 of the EA was revised to include the findings of the transportation impact study conducted by the Applicant and the recommendations that the Applicant agreed to implement that would minimize impacts to the transportation system.

Visual Resource

Comment Summary:

The construction of the proposed marina and associated additional traffic, delivery trucks, and daily services would significantly alter the scenic and rural character of the Norris Reservoir shoreline. Visual “wild” aesthetics would be replaced with dense infrastructure and would be an eyesore. The quiet and natural character of the Reservoir is what draws residents and visitors, and it would be permanently altered if the proposed marina were approved.

TVA Response:

Construction would create temporary visual impacts throughout all three proposed phases. Once completed, it is anticipated that the proposed marina and associated infrastructure would result in minor visual changes because it would be consistent with other nearby marinas in this section of Norris Reservoir. Existing trees and other vegetation that would remain intact would minimize visual impacts at nearby residences.

According to the vegetation removal and grading plan developed for the Project, areas of the shoreline would remain vegetated. Rock rip rap would be placed in areas that are cleared; however, native plants would also be used to stabilize the shoreline, which would soften and minimize visual impacts.

Added clarification to Section 3.5 that some of the shoreline in the Project Area would remain forested. Details about rip rap placement and the use of native vegetation were also incorporated.

Appendix F – Comments Submitted During the Draft EA Public Comment Period

Hello, I personally have concerns regarding the proposed community and marina in Claiborne County. I have boated on Norris lake for 20+ years and have already seen substantial growth. I worry that additional large communities and marinas on the Clinch side of Norris Lake will be a hazard to boaters and cause further damage/erosion to the shoreline. I can't see how a 1200+ slip marina will not overwhelm the area. I realize money talks, but the safety and wellbeing of current residents and boaters should be considered as well.
We don't need anymore boat slips up that way on Norris lake it's to tight up that way as it is
Good afternoon. I am a resident of New Tazewell and have a home on Norris Lake. I am very opposed to the building of the new 1,216 slip marina. The pollution to the lake alone would be detrimental never mind ruining the peaceful lake with all the additional boats and construction involved. The additional boats would also increase the possibility of boating accidents. Furthermore, the road infrastructure cannot sustain the increased amount of traffic.
Please, please do not build the proposed boat slip in Claiborne County. All the growth TN is experiencing is killing out our Wildlife, their lands to feed and live are disappearing hugely. It's not uncommon to see a dead animal every time you leave your home for they are being hit by cars, boats, etc. Also, our TN wildlife are migrating to developed areas to feed and live. That's dangerous for us all when you regularly see Bears, Bobcats for example in your backyard! Thank you for your time.
I would like to say the size and location of this proposed marina is going to be a major safety concern. Norris is already a very popular recreation lake and adding 1200 additional boats to a very narrow section of the lake is going to be a very dangerous and risky situation. According to an article by WBIR released two months ago, Norris has had 31 deaths on the lake in the past 20 years and there was another just a few weeks ago, adding to the total. I believe that approving this development will guarantee those numbers will rise. Despite the economic and tax impact to the area, I hope the safety of the residents will be considered.
I am begging you NOT to approve this. The lake is so crowded as it is and we don't need more homes, boats, people! Environmentally, this cannot be a good thing. We need trees and cutting them down to put more homes endangers our air, water, plants, animals etc. I am so tired of only hearing bulldozers instead of birds. The last few years, we have seen more drownings and accidents because there are too many people. Lafollette also isn't equipped for that with staffing, police, fire etc. They can barely keep the roads paved and most haven't been paved in 20+ years. Knoxville is having a huge issue with building too fast with no infrastructure, please don't do the same in Lafollette. Keep Norris Lake special and clean for everyone to enjoy years from now
The necessary infrastructure does not exist to support a project of this scale. Our current police, fire, medical, and road systems are already stretched thin. Adding major development would place an undue burden on essential services and create safety risks for both current residents and future visitors. Furthermore, the dramatic increase in boat traffic would significantly affect the surrounding coves and waterways. This proposal would create dangerous congestion in a small, concentrated section of the lake, fundamentally altering the character and safety of the area. We only need to look at Lake of the Ozarks to see the negative consequences of dense lakeside development—overcrowded waters, diminished water quality, and long-term impacts on local communities. For these reasons, I strongly urge you to reject this project and protect the integrity, safety, and long-term sustainability of Norris Lake. Please do not allow this development to move forward.
You asked for input from the public. I have owned a home on Norris Lake for 18 years. It's my understanding that the main goal of TVA is to protect the lake and shoreline. This has not been accomplished. The erosion of the lake bank is significant. I moved from the Twin Cove part of the

Norris Lake Serenity, LLC Recreation Easement and Section 26a Approval

lake to Norris Point (by marker 12) only 5 years ago. We had lilly's planted at the edge then hired a company to rip rap the shoreline. The lilly's that survived are now several feet lower. The wake boats throw such big wakes is one of the problems. The other is the amount of boats on the lake at the same time. Four to five boats going in both directions passing at the same time creates large waves that crash into the banks of the lake causing severe erosion. In my opinion, adding another 1,200 slip marina will only cause more damage. I would also like to add that wake boats should only be allowed to have their ballasts full in certain areas where's there is no houses and docks.
As an east Tn resident I do not like this at all. 1,200 more boats on the lake are going to increase accidents that happen yearly in our area. You also can't say that this will be current residents as this will be luxury, and as you know most Claiborne residents simply can't afford luxury. So my guess is 75% and greater will be new boats to the area. There is just not the area of lake to receive that many new boats. The ecosystem itself will be greatly harmed by introducing this many boats into the water. More trash, more gas, more oil this is simply unreasonable. Why do the locals always have to cater their way of life to the rich and luxurious. Many people fish that lake to help feed their families, what will happen when we have that much more environmental harm?
As someone who grew up on the lake and loves it more than anything, the marina should NOT be approved. The lake is already very crowded, people can buy what's built or rent from one of the thousand of rentals. We have to ensure the lake doesn't get overcrowded and become dangerous. I love this lake and want everyone to experience it but with anything, there has to be a capacity. Hard to do on land, I get it.
As a full time home owner on Norris Lake I do not believe that Norris needs another marina of that size on the lake. The lake is often over crowded and as past fatalities have proven unsafe at times. While I live in Union County I am very familiar with that part of the lake and have concerns about the additional traffic in that area. Also, the undeveloped part of that area adds beauty and conservation around the lake. If I was given a vote for approval of such marina, it would be no. Thank you.
This lake is already overflowing with boat traffic that is detrimental to the shoreline and wildlife. We do not need anymore lake front communities.
Norris Lake is getting out of control with so much development and pulling in more and more renters. I say NO to the proposed development near New Tazwell. We live full time on the lake in Big Creek and have seen a huge increase in irresponsible boating and lack of respect for property. This development will fuel these problems further!
Over crowding on Norris Lake has reached dangerous levels. Until the lack of enforcement related to boater safety, as well as shoreline management related to erosion, it is not reasonable to have unchecked expansion. I am a property owner and have been on the lack 50+ years.
I am a current lake front homeowner on Norris Lake. I highly object to adding another marina to the lake. Currently the lake is so busy during the summer months and especially during the summer holidays. Inexperienced boaters have caused numerous accidents as well as costly dock damage to several homeowners docks. Adding another marina with slips will increase the already over populated lake. In addition it will further add to the erosion of the beautiful lake and land.
I am a homeowner on Norris Lake - expressing my negative vote on this project development... absolutely NO.
We have owned property on Norris Lake for the past 30 years. The lake can NOT support over 1200 more wake boats destroying the shoreline , existing boat slips, marina infrastructure and private property. Wake boats keep getting bigger and producing larger wakes. All TVA has to do is drive the shoreline to see the destruction . Also there has been so many more boating accidents resulting in death than any other previous year. It is not safe to boat on this lake as it stands now . Enough said , this must be stopped.
Regarding proposed marina, one thousand times "No"..... please! We are 63 year old lifelong Campbell County residents that have used and loved Norris Lake all our lives. Until the last few years....

The fun and enjoyment for locals has diminished since its become so popular here. We try to pick a random weekday Monday - Wednesday to go out. It's near impossible to safely enjoy the lake during the peak times. And the peak times are pretty much April till October. Adding the potential for that much more boat traffic will likely have deadly consequences. Please also consider Norris Lake shoreline. There's been a drastic change in bank erosion with all the bigger, faster, boat traffic. There's just too many boats and folks crammed into the lake right now. Please please please say no to the proposed marina.
I am writing in vehement opposition of TVA approving the construction of the new marina in question with over 1200 new boat slips. Just take a look at how the safety statistics of the lake—namely boating accidents resulting in casualties including deaths— have exploded in recent years, and examine the correlation to increased boat traffic on the lake due to marina expansion and the construction of dozens of new communities and campgrounds. I've always understood recreation to be the very least of TVA's priorities, with navigation, hydropower, and environmental stewardship ranking higher on the list. In addition to the endangerment of human lives, consider the catastrophic environmental impact of the increased boat traffic on the already eroding shorelines and delicate wildlife populations. Overfishing, habitat destruction, water pollution... I am having trouble thinking a single benefit aside from profit for the marina owners. Please take all of this into consideration, and do not approve the permit for this project.
I personally do not want it. There's so many on the lake now that the locals can't enjoy it but also its a safety issue with alot people coming in not obeying the rules of the lake. I like our little town I don't feel it needs to be commercialized.
We absolutely do not need this new development in lone mtn area! I own property in this area, we do not want this! Increased traffic both on land and water will be too much! Its already overflowing now! These people come in from out of town with boats too giant for the area! They do not know or care to know the rules! They make giant waves almost plow over boats and swimmers in water. Disguard any no wake signs and constantly drink at boat docks and drive drunk! The erosion ive seen in the lone mountain area on the banks over the last 15 yrs is insane!! It is ruining it! They do nit care about any jet ski/float pulling rules. We do not need anymore rich out of town people period! They already haven't been able to basically sell all these hoa lots in the area they got so low they was basically trying to give them away and couldnt!
That's a no vote for me. Overcrowded with slips as it is and the huge wakes from the wake boats are posing a threat. I have to go out midweek to try to avoid the wakes that are very dangerous. I don't go out on the weekend as it's now to dangerous.
TVA, This is my opinion/feedback based on an article posted on Facebook that asked for feedback to be sent to this email address. We don't need more new homes and more new marinas built on Norris Lake. It's already becoming over crowded and dangerous with many first-time boaters and/or reckless boaters that are ruining what used to be a great family-friendly lake. The continual expansion of more new homes being built and now a potential new huge marina to support an upscale new development/community is very concerning. After being on Norris Lake for over 30 years, many of us homeowners are beginning to think Norris Lake is not for us anymore...for many reasons.....and the massive influx of new homes constantly being built and more people on the lake is a major concern, not to mention costs of everything on and around the lake continue to skyrocket. This is quite frankly killing what drove many of us to this beautiful lake. Plus, clearing off more and more "TVA protected" land is really pissing people off as well. This is taking away from the natural beauty of Norris Lake. Enough is enough already. Preserve the lake as is and quit being so greedy!
The lake does not need this, the lake is narrow in that area, horrible idea to allow that many boat slips. Erosion Overcrowding

Accidents Taking away from wildlife POLLUTION POLLUTION POLLUTION KEEP NORRIS CLEAN!
Adding an additional marina on Norris Lake would negatively impact the community for several reasons. First, it would increase boat traffic in an already busy area, creating safety hazards and reducing the enjoyment of the lake for residents and visitors. Second, more development along the shoreline accelerates erosion, which harms water quality and disrupts natural habitats. Preserving the lake's natural beauty is essential for wildlife and for maintaining the scenic appeal that draws people to the area. Finally, additional infrastructure contributes to overcrowding and diminishes the sense of tranquility that makes Norris Lake special. Limiting development helps protect the environment and ensures sustainable recreation for future generations. We have enough marinas on the lake. We don't need another one. The development is not in the best interest of the community. Over priced and destroying the beautiful country side in Claiborne county. Thanks for asking for people's opinions! Have a Happy Thanksgiving. Happy Holidays
Hello, as one who lives on lake Norris and understands the congestion of the lake. I understand the upscale community wants to offer a slip to residents of the new community. However, I do believe that 1200 slips is excessive. Possibly limit to 1 slip per house built plus 10 to 15% for rent/day use while at local establishments connected to the dock. Thank you for your time and consideration.
TVA , Im against any new Development on Norris Lake. We need to keep our lakes and lands as natural as possible. I remember in the 1980's when we only saw small to medium ski boats and fishing boats on Norris Lake. Now we Cabin Cruisers and surf boats that are tearing up the shoreline. Please protect Norris Lake don't destroy it.
Let's not as say we did, we don't need it. There's already to many people here. The town is over populated. Prices are to expensive. Sure just keep taking away the trees and land of food supply that the wildlife needs to survive. And and mind you to more trees we cut down and the more people we add. The worst the air is to breathe. We need trees to survive. Stop cutting down trees and taking land from wildlife. Life here is hard enough. The lake is already being destroyed and contaminated by us human. Food, trash, sewage, oil, gas, etc can all be found in the water. I grew up around tva members and I grew up on this lake. It's getting worse every year. Knowing a lot of things and seeing all this stuff. Alot of us all agree this doesn't need to happen. For our sake, the wildlife, and the environment.
I understand the proposed luxury doc sounds extremely innovative. However, several factors should be considered. The first point is the destruction of our land and the pollution that would end up in the lake. This would have a very negative impact on our ecosystem and the wildlife that resides within it. Another factor to consider is the egregious cost of living that locals already endure due to Lincoln Memorial University. Our residents can barely afford to live in the current climate. This dock would cause that problem to become even more prominent. I truly hope you consider how negatively this would impact the residents of Claiborne County. Please consider the people in my area and how we are doing everything we can to stay afloat. God bless you.
To whom it may concern, I'm a local and my family is on that end of Norris in Claiborne county every weekend. My husband and I have had a boat on Norris for 16 years and it had gotten busier and busier with each passing year. We almost got hit a couple times last year with what boat traffic that's already came in. Do you honestly think adding 1000+ more boats to such a small area island going to help anything? It's going to be very dangerous. A lot of people are going to get hurt. The lake on this end is not big enough. It narrows down and it's a mess now in the area your talking about building. Imagine how bad this is going to make that area. I honestly believe that our end has gotten busier because the bubba brew/dam end has gotten so busy and dangerous, they've started coming on this end to try to get away from it. Im sure my opinion along with everyone else's around me will not mean anything to you all. It's all about the money. I just thought I would give you my two cents before someone loses their life or hurt. I think this will run the

locals off because I know I'm not going to put my family at risk for it. We are already over ran with people from Ohio, Kentucky, Indiana and so on its ridiculous already. Pretty soon Norris is going to be ruined.
First off i don't know why 1,200 boat slips are needed for only 300 houses but fatality numbers will go through the roof once complete & come winter time those docks will either have to drydock or be pushed out and blocking the main channel. Twra officers already have there hands full & are understaffed but I'm sure this article is only to say tva ask the public's opinion when the boat slips are already approved or they wouldn't be pouring millions of dollars into dirt work with only a hope of approval. It would've been nice for some tva officials come set in a boat out on this narrow river channel on a hot summer weekend to understand how bad traffic already is & see all the erosion first hand. Your lake just my comments but i do see this lake 355 days out of 365 a year. Good ideal for making money but at a high risk!! Thank you
Thanks for allowing me to weigh in! My family owns properties in "downtown" Lone Mountain, which we have been here since 1800s. I am concerned about the marina only because I am concerned about the water quality of the lake. Will there be Stormwater mitigation from the homes and roads? Will there be impervious surfaces to balance out the new asphalt and concrete, especially considering the steep pitches? Mudslides? It seems clear cut for much of the neighborhood, how do you plan for erosion? And not just filtration of organic matter like mud into the lake, but also allowing wetlands areas for aeration of pesticides and nitrates? The reason everyone is moving here, and the very reason you need a marina expansion, is access to the fish and boating. Please I hope you include plans for limiting the amount of runoff from the neighborhood yards, accounting for the impervious surfaces, and replanting for erosion control, so we do not jeopardize the very waters and fish that the new marina hopes to access. Please also keep public access points as a top priority.
Let's say you add 1200 docks. The lake support as in patrol is not there to keep watch over that many people will only make water more dangerous due to rough conditions and only so many places for boats to go. I think if there's 300 homes being built the dock should be no more then that if it is that number shouldn't be over 400/500 tops and I think that will be pushing it. Most people at the lake are with family's and trying to enjoy it I don't think anyone will be fond of the 1200 slips I don't see the houses being an issue, I see the issue in the amount of slips.
We are writing in response to the recent news clip for the 1,216 boat slip Marina being considered for the project at the Vues, in Claiborne County. I've lived around the corner from this project on the lake for 20 years. Jobs or no jobs, this is a terrible idea. Our area on the lake where this is being considered is not big enough for 1,216 more boat slips. It will create such a huge problem in our no wake zones, excessive boat activity, dangerous for our wake boarders, swimmers, skiers, fishermen, jet skis, etc. We already have six (6) marinas within 3 miles of this project. Sadly, this will ruin and destroy this part of Norris Lake. I certainly hope you will NOT approve a permit for this project. Do not let our beautiful lake (the cleanest in TN) be destroyed by allowing this permit to be approved. Thank you for your consideration.
Don't think it's a great idea , I have heard as many as 1200 boat slips if that sounds right . If 1200 more boats come on norris and rentals , it will be a disaster and not a enjoyable lake anymore
It is my opinion as a lifelong Norris Lake enjoyer that 1,200 slips is way too excessive. Our lake is already crowded...and dangerous...most high season days. I can NOT imagine if even only 25% of boats at a 1,200 slip marina got out on the water on the same summer day, much less 50% of them. 300, 600, or more! additional watercraft is asking for disaster!

If the proposed number of residences in TN Vues is 300, then the number of slips should be closer to 300 (one per household). Please, please PLEASE do not allow such exploitation & further crowding of our beautiful lake!
Please no more condos or marinas on Norris lake. There is already too much development and wake boats are eroding the shoreline.
I just wanted to voice my displeasure of the large community/ marina that is slated for Claiborne County. The opposite end of Norris lake is crazy busy and we have enjoyed what we call the quieter side of the lake in Claiborne county. It is unfortunate that this is allowed to overrun nature and create more danger with the added boat/personal water craft to this end of the lake which is really just a river. Concerned property owner
To whom it may concern, The proposed area of the slips on Norris Lake near the Clinch River is not good. This is a rural area with limited access by road and will over crowd the available roads and disrupt local residents. In addition, this will very much overwhelm the water of the area. It is already crowded at times just with local use and current available moorage. Summers will be insufferable and I and others who are local to the area fear more crime will ensue due to overcrowding, substance abuse, and people not following safe water use practices. Please do not build this here.
No, I do not believe there is enough room for such development. It will impact our lake and its ability to stay natural and safe.
Good day, I have many concerns with the proposed new marina. The main one is safety due to overcrowding of the lake. In the summer the lake is very crowded as it is. Also the channel is narrow and I just don't believe it would be safe to add that many boats. Plus the wake boats are already destroying the shoreline. I know everyone has a right to be on Norris Lake, I fish the lake frequently and usually stay off the water during the weekends in the summer. Norris is beautiful and the addition of a large marina like the one proposed, I feel will only add to more accidents and damage.
Hello. My husband and I have been coming to Norris for over 30 years. We recently bought a place a couple of years ago. I do not feel the lake could sustain an additional 1200 plus boat activity. Especially if they are wave boats. I would greatly appreciate it if you would not grant permission for this type of large scale building endeavor. I do appreciate you asking for public comments. Thank you
The Norris Lake project is a terrible idea for our community. It threatens the very things that make this area special. Local wildlife is already struggling, and this project would destroy even more of their natural food sources and shelter. We don't need another development pushing animals out of their habitat just to squeeze in more houses and boat slips. On top of that, boat traffic on the lake is already overwhelming. Adding more homes and docks will only make the lake more congested, less safe, and far less enjoyable for the people who already live here.

Our infrastructure can't handle it either. The roads around Norris Lake are already at capacity, and anyone who drives them regularly knows they're not built for more traffic. Ignoring that reality won't make it go away.

And let's be honest—housing prices in Tennessee are already way too high. People here are struggling to find affordable homes as it is. More luxury or high-priced developments won't help local families; they'll only make the problem worse.

This project isn't about helping the community—it's about overdevelopment at the expense of the environment, the lake, and the people who already call this place home. We deserve better.

To whom it concerns,

I am against the proposed 1200 plus boat dock and new development. As a lifelong resident, I have watched many developments along the lake which promise benefits to the community and added tax revenue. Our roads, schools, and public infrastructure area still very poor quality. The lake is overcrowded as is. One can barely find a time or place to quietly fish without a number of boats and jet skis zooming by with no regard for those fishing. Locals can barely afford to live in their own towns because of people moving in and paying exorbitant prices for real estate. The project has already started so this email is a waste of time but I wanted to give my input and opinion. Greed, and wealth will prevail as they have the money to back the politicians and control voices of opposition. Thank you for your time,

As a full time resident in Claiborne County downriver from the proposed Marina, I would like to voice my opposition to such a large marina being added to this end of Norris Lake. This Marina is to be built on the more narrow Clinch River part of the lake. This part of the lake is a safer place for residents of this area to fish, float and swim. With an addition of over 1000 boat slips, that will increase the boat traffic which will lead to higher traffic, more trash, more noise, higher potential for accidents. The marina at Jimmy's Place has already been increased in size. Adding another marina not far up the river will create too much congestion.

We moved to this area in 2020 to enjoy the water and wildlife. The cleanliness of the lake is in jeopardy. Can Claiborne County afford the added expense on they're already stretched budget? Sometimes progress is learning to say this is not good for our area.

Thank you

As someone who already owns property on Norris Lake it's easy to say no more development and close the door behind me. In the case of the proposed development in Clairborne County, I strongly agree with that sentiment. As someone who has enjoyed Norris Lake for the past 50 years I have seen the dramatic increase not only in boating traffic, but the actual size of the boats and their wakes to the point that my boat is no longer safe to operate on the lake.

Additionally, there seems to be an enormous increase in the number of boating crashes resulting in injuries and death. It also seems as though there already is not sufficient law enforcement available to enforce boating laws that would help to prevent at least some of these incidents.

Shoreline erosion is another concern as a property owner. Even though my property has Rip Rap, the shoreline has been eroded to the point I am going to have to pay again to have someone repair the damage. That amount of erosion cannot be good for the reservoir. Adding an excess of 1,200 more boats will make the matter worse.

So, before any additional major development is approved, TVA should consider addressing the current issues before expounding them. Until then, I don't support the proposed project.

I am very much opposed to this new marina on Norris Lake. I have lived near the lake for the last

14 years and during that time have witnessed firsthand the overcrowding of the lake, more accidents, and more land being bought up and destroying the beautiful area. The lake is being disrespected, and too many people are boating and doing it in an unsafe manner. The expansion of anything else related to Norris Lake should be stopped. Also, there is not enough locals to do the jobs, nor are they interested. They do not like the northerners coming and taking over the lake and building luxury homes. The northerners disrespect the locals too. Truth! I have seen it. I am a northerner, but do not have a boat or a house on the lake. I am still an outsider to these folks and not liked by many because I am not from here.

I say NO to this.

Good evening,

In regards to the proposed new 1200 slip marina and 300 home development on Norris Lake. This development is a dangerous gamble that once approved can't be undone. In the architect development map it shows absolutely no means of egress for fire or EMT to the marina, no parking for the 1200 newly rented slips. Also another 1200 boaters on Norris? This lake isn't able to hold the current amount of boat traffic now, Thursday through Sunday is an absolute cluster of new 1st time boaters or very inexperienced boaters...sometimes completely drunk!

Please use your best judgment and think of the fact once approved it is practically unstoppable.

THANKS

I am writing to provide feedback on the Draft Environmental Assessment for the proposed Norris Lake Serenity, LLC marina and associated development in Claiborne County, Tennessee.

As a resident and frequent user of Norris Lake, I am deeply concerned about the suitability and safety of the proposed marina location. The area of the lake identified for this project is extremely narrow, and I believe it is not appropriate for a marina of this scale, which would introduce 1,216 public boat slips and significantly increase boat traffic. This section of Norris Reservoir already experiences congestion and hazardous conditions, and tragically, there were fatalities in the area last year due to boating accidents.

The Environmental Assessment acknowledges that the proposed action would result in minor to moderate impacts from increased boat use, including noise and safety concerns. However, I believe these impacts are understated given the unique geography and existing traffic patterns in this part of the lake. The increased density of boats, especially in such a confined area, will exacerbate safety risks for all users.

Additionally, the proposed development includes extensive new housing and commercial facilities. The local road infrastructure, particularly Owen Payne Lane and Lone Mountain Road, is rural and not designed to handle the anticipated surge in traffic from both construction and long-term operation of the marina and residential areas. The Environmental Assessment notes only minor to moderate transportation impacts, but I urge TVA to reconsider whether the existing roads can safely support this level of development without substantial upgrades.

I am also concerned about the long-term environmental consequences, including loss of forested land, disturbance to wildlife, and permanent changes to the character of the area. While the Assessment describes mitigation measures, I am not convinced these will be sufficient to address the cumulative impacts on safety, quality of life, and the natural environment.

In summary, I respectfully request that TVA reconsider approval of this marina project in its current form. The narrowness of the lake, history of accidents, and inadequate road infrastructure make this location unsuitable for such a large-scale development. I urge TVA to prioritize public safety and environmental stewardship in its decision-making process.

I live in lone mountain the rds caint handle that nor are they big enough the lake is crowded already local caint even afford the property and its just driving us local out. We do not want another marina on the lake we do not want a bunch out of state ppl coming in buying the land and changing the place they have already started clearing the land ruining places ive had hunt for over 20 year destroying the true beauty of the mountains and east Tennessee. Flat out WE DO NOT WANT THE SUBDIVISION THE MARINA ANYTHING TO DO WITH DESTROYING THE WILDLIFE OR MOUNTAIN AROUND US
The increasing number of slips is concerning. I moved to Cove Norris five years ago, and my family has kept a boat on Norris Lake at Sequoia Marina for twenty years. Over the past twenty five years we have observed a significant increase in high-end speedboats and large wake boats, many equipped with multiple motors and capable of reaching speeds of 80 mph or more. Too often, these operators show little understanding of boating etiquette or established boating rules. The proposal also does not address rental boats or jet skis, which frequently bring inexperienced operators to the lake—individuals unfamiliar with both the equipment and the waterway. A required boating course with certification and proof of insurance should be mandatory at every marina before a vessel is rented or operated. TWRA presence will also be necessary in high-traffic areas, at boat-pull-up gatherings, at marinas known for “party” atmospheres, and during poker runs where the fastest time determines the winner. Many of these events are openly advertised on the Facebook group Norris Lake Lovers. Additionally, large wake boats are causing substantial damage to the shoreline and to private docks. As boat traffic continues to increase, this problem will only worsen. It should also be state law that any boat occupying a long-term slip in Tennessee be registered within Tennessee. This requirement is critical, as out-of-state boats often bring operators unfamiliar with the lake as well as invasive species—such as mussels not previously seen on Norris. In addition it would a great funding source for TWRA. Thank you for requesting input from Norris Lake residents.
As a visitor of Norris Lake, my wife and I are against the newly proposed marina at Clinch River. We enjoy waverunning, and pontooning, and appreciate the scenery and ability for tranquility. The addition of this, will only add to the erosion problem, due to more wake boats, more City folk, and more people who have no care, no concern, or nothing here to lose. We should be working to build travel, not build things that attract people to move to our area, who do not have our beliefs, way of life, etc..
As a local of Claiborne County, TN, this marina and homes should not be built. The infrastructure cannot handle the amount of people who come through the area anyway. Environmental impact and shoreline erosion will be aggressive. Plus, that many slips on the main channel of the clinch, what an eye sore?? Think of human pollution from it all. It's all going to be washed right down the lake. I vote against the proposition.
No to this marina. Narrow part of the lake would result in safety issues. Norris is crowded at this mile marker at the present. Each year there are more accidents because of ingested traffic.
To Whom It May Concern, I am deeply concerned about the growing boat traffic on Norris lake, coupled with the increased number of boat accidents. The lake is becoming dangerous to navigate on weekends. Also, because wake boats are popular, shore lines are deteriorating. A large commercial marina would deteriorate the

lake even further. I believe it would be negligent of TVA to approve the commercial marina at Norris lake.

Please vote no, and Sincerely,

Norris lake has too much boat traffic already. There are 4 marinas on the lake now. I Richard Rigsby of 368 Norris Dr Tazewell TN am opposed to this development as well as many other locals I've talked to.

My family has had a seasonal home on Norris Lake since 1956, and I am firmly opposed to any new marinas, additional boat slips, or expansion of any existing marinas on the lake. TVA has allowed and contributed to the destruction of a once beautiful lake and recreational area.

Any additional boat slips, new marinas, or expansion of existing marinas on the Norris Reservoir would increase the destruction of the entire area.

I believe that TVA needs to be more focused on trying to rectify the problems that they have allowed to occur over the past 4 or more decades on the lake. These issues would include the damage to shoreline due to excessive erosion, over-building with the destruction of land and the environment, clear cutting to the water's edge, massive amounts of personal docks that are unsightly and hazardous, and the dumping of construction materials and such into the lake. I would suggest that you evaluate and correct some of these existing problems on Norris Lake before you contribute to more destruction of the lake and surrounding areas.

It is one of my lifetime wishes that TVA becomes proactive in protecting Norris Lake instead of destroying it in the name of progress and the almighty dollar. At 69 years old, I feel certain that I will leave

the Norris Lake area with only my wonderful memories from the days when the Norris Reservoir was a sanctuary, not the endangerment and eyesore that it has become.

The proposed 1,216 slip marina proposed in Claiborne County, TN near Norris Landing Marina seems to be unnecessary. The close proximity of this proposed marina to Norris Landing Marina and Lone Mountain Marina means that this proposed Marina would not intend to service existing boaters, but actually add 1,216 boats to the very narrow portion of Clinch River/Norris Lake.

From a safety perspective, this portion of Norris Lake is more of a river (Clinch) channel than an actual lake and thus lends itself to potential boat collisions when you add this many new boats to this very narrow area of the lake.

Since these comments will be made public, and available for future reference I would suggest that TVA be prepared for litigation in the future from boater's families after boat accidents occur due to the increased boat traffic in this area. It will be an unfortunate consequence that can be easily traced back to the issuance of this permit by TVA when they added 1,216 boats to an already narrow portion of the River/Lake. These types of accidents have already occurred in this area of the lake, and TVA should not ignore this fact.

This is an obvious decision for TVA if boater's safety is taken into consideration and this safety is important to TVA's management of the lake system. This proposal should be denied based on the fact that this portion of Clinch River/Norris Lake can't handle an additional 1,216 boats concentrated in this area.

I am [REDACTED], a Board Member of Fountain City Sportsman Club. We are one of the oldest conservation groups in Tennessee. We are located on Norris Lake.

I want to express my disbelief that so many boat slips could become available by passing section 26A permit application.. Please do not grant a permit for shoreline construction activities. Having 1216 boat slips will be a disaster. This many boat slips is unreasonable and will negatively impact our quality of life.

Our prestigious lake has already become more crowded and populated. We are experiencing shoreline erosion and are having great difficulties finding quiet areas on the lake. This will worsen with more development and more wake board boats that through constant wave action destabilizes banks and stirs up sediment. The wave energy can uproot vegetation, degrade habitats, and increase water turbidity, which may lead to other issues like algae blooms. I am against more development on Norris Lake.
I am writing regarding plans to potentially allow the building of a large marina on Norris Lake. I strongly encourage the TVA to block this permit. My family has owned property on the lake in Sharps Chapel for 60 years. We have seen a massive amount of development through the years, and this growth is not sustainable. The size of this project is jaw dropping, and Norris simply cannot withstand 1200 more boats. The bank erosion we have experienced with the influx of traffic since 2020 alone is incredible. Norris is FULL!!! In addition, the majority of the jobs a marina creates is summer jobs for teens and college students. These are not high-paying, year-round jobs. The trade-off simply isn't worth it. This project would destroy the quality of life for residents around the lake and for other East Tennesseans who enjoy the lake currently. Please do not allow this development.
I am concerned about the 1200+ marina and the development request. First, the roads are not ready for another 400-600 cars as a typical home has 2 cars. Second, the lake is not prepared for an additional 1200+ boats. We currently boast Lake Norris as being the cleanest lake in Tennessee, and that will certainly end if this happens. While I understand that we need to build up the area, we must create a better infrastructure prior to adding people. Based on that, please do not allow this development and marina to be built all at once. Instead it should be done in a measured way that protects the road infrastructure and the lake. I believe that 1200 slips is ridiculous for 300 homes and do not understand how that is being justified.
Re: Opposition to Proposed 1,200-Slip Marina and 300-Home Development on Norris Lake, Claiborne County To Whom It May Concern: I am writing to formally oppose the proposed 1,200-boat marina and associated 300-home development on Norris Lake in Claiborne County. This project presents significant risks to environmental quality, public safety, shoreline stability, waterway capacity, and local infrastructure. The cumulative impact of this development is incompatible with the long-term health and sustainability of Norris Lake and the surrounding communities. NORRIS LAKE'S CLEANLINESS AND IMPORTANCE Norris Lake is widely recognized as the cleanest and clearest lake in Tennessee. This exceptional water quality is a community asset and a major reason residents and visitors value the area for recreation, fishing, and long-term property investment. Introducing a 1,200-slip mega-marina and high-density development will increase localized fuel discharge, oil residue, gray-water contamination, and sediment disturbance. Once water clarity is lost, restoration is extremely difficult. ENVIRONMENTAL IMPACT Research and federal guidance show that large marinas can create semi-enclosed areas with reduced water circulation, leading to increased contamination, sediment accumulation, and decreased dissolved oxygen—conditions harmful to aquatic ecosystems. Concentrated boat traffic also increases turbidity, resuspends sediments, and damages aquatic vegetation essential for water clarity and fish nursery habitat. SHORELINE DEGRADATION & BOAT WAKE HARM Boat wakes from concentrated marina activity contribute significantly to shoreline erosion. Even in lakes where wind plays a major factor, studies consistently show that boat-generated wakes amplify

erosion rates, especially in coves and narrow areas. Repeated wake impact can undermine both natural riparian buffers and engineered shoreline protections, forcing residents to invest continually in costly repairs.

I have personally spent more than \$10,000 protecting and stabilizing the shoreline at our property, which we have owned for over 20 years due to the already increase in boat traffic. Many neighboring homeowners have made similar and larger investments, demonstrating the existing and ever increases stress on shoreline stability. A mega 1200 -slip marina in the area it is being planned will most definitely have a negative impact on Norris Lake and shift additional erosion-related costs onto private landowners.

SAFETY HAZARDS

Adding hundreds or potentially over a thousand additional boat trips per week during peak season greatly increases the risk of collisions, wake-related injuries, and navigational hazards. Sections of Norris Lake near the proposed development were not designed for this level of maritime traffic and present dangers for swimmers, paddlers, and anglers who rely on quieter water.

TRAFFIC & INFRASTRUCTURE BURDEN

A 300-home development will substantially increase vehicle traffic on rural Claiborne County roads, many of which are narrow, winding, and already strained. Emergency response access, utility demand, and maintenance burdens will rise—costs that typically fall on local taxpayers, not developers.

WATER QUALITY, SEPTIC RISK & NUTRIENT LOADING

Large Residential developments near water bodies introduce nutrient loading from septic systems, fertilizers, pesticides, and stormwater runoff. Even moderate increases in nitrogen and phosphorus can trigger algae blooms which has previously been observed on increasing frequency and degrade water clarity. Norris Lake's exceptional condition makes it highly vulnerable to such impacts.

LOSS OF RURAL CHARACTER & PUBLIC ACCESS

This development and the additional public traffic, delivery trucks and other daily services for a large mega marina will significantly alter the scenic and rural nature of the Norris Lake shoreline further. Public access and natural shoreline views will be replaced with dense infrastructure, docks, traffic, and commercial services.

CONCLUSION & REQUEST

For these reasons, I urge the TVA to deny approval for the proposed 1,200-slip marina unless and until comprehensive, independent, peer-reviewed environmental studies—encompassing hydrologic modeling, wake impact analysis, nutrient loading, water quality projections, and emergency-access review—demonstrate no significant adverse effects.

The continuation of NEPA/ TVA stewardship of protecting the integrity of Norris Lake must remain a priority for current and future generations.

I am a local Realtor and I specialize in sale in all five counties of Norris Lake. However, we own three lakefront properties on Norris lake in the Cove Creek area. In the last five years in the summer, the water has gotten so busy it is turning extremely dangerous. Rarely ever do we see a TWR an officer during the summer. However my husband and I specialize in sale in all five counties of Norris Lake. However, we own three lakefront properties on Norris lake in the Cove Creek area. In the last five years in the summer, the water has gotten so busy it is turning extremely dangerous. Rarely ever do we see a TWRA officer during the summer. However, my husband and I went last spring via water about 1/2 of a mile from our house and only one other boat in sight and here comes two officers in one boat to make sure we had our fishing license. Of course we did and all was good. However, hundreds of boats per day go by here in the summer, not obeying the no surfing in a channel that is less than 400 foot wide and definitely not staying the required distance from private docks. We want everyone to be able to come here and enjoy the lake, but we must be realistic and that if there are not enough funds to supply the amount of officers that we need now, how can we afford more?

In addition, TVA still makes everyone apply and get approval to rip rap the shoreline (it's a 2 step permitting process) and they limit the amount that you can do. I personally find that offensive and honestly crazy on TVA's part. If private owners are willing to spend THEIR money and rip rap/gravel as much of the shoreline as possible to stop the erosion from the wake boats and other boats, why does TVA not lift the requirement for permitting on that?

I'm all for controlled growth BUT TVA and TWRA need to join together and address the issues we have which are the lack of enforcement of the rules AND the major erosion that has occurred in the last 5 years BEFORE any additional permitting takes place.

I further understand there are multiple departments within TVA and my comments and the solutions cross multiple departments but someone with authority needs to take responsibility and move forward with a true plan not just do a study that takes 2 years without a plan of how to address the findings of the study. The results are people are inconsiderate of others, even with zero tolerance BUI they are still drinking heavily and with the erosion continuing we are going to have more surface area on the lake, but the average water depth is decreasing and the underwater aquatic environmental system is being damaged drastically.

I appreciate whoever is reading this, but I beg you to send this to people that can make a difference. Anyone is welcome to call me anytime on my cell phone below.

I am contacting you to express my concern for a proposed development and marina on the Clinch River side of Norris Lake in the Tazewell TN area.

As an area taxpayer and experienced property owner on the shore of Norris Lake I can only see major problems in the future with such an increase of boat traffic on the lake. Currently I am observing large amounts of damage to the shorelines from the present amount of traffic on the lake. I believe there needs to be actions taken NOW to stop the advancing damage to our shores. Adding more opportunities for this continued damage is a horrible thought. Surely, we have educated conservationists in our government who could make an informed and intelligent decision on such a development and the capacity of our lake to survive such growth.

Let's be smart about increasing our tax base and not do so at the expense of our cherished natural environment.

I could go on about future safety decreasing on the water with more traffic, area infrastructure needs with additional dwellings and people, loss of habitat for wildlife, etc. however, I believe there is already evidence of ongoing damage to our lake NOW that needs addressed before we even think of adding exponential pressure to this valued natural resource to the taxpayers!

That would be a big NO from us.

The building on the lake is getting out of control. Just look at the mess in the attached photo showing the disaster that has been an eyesore for 2 years now in Deerfield Cove Marina. Why is this not being monitored? Now they want to add 1200 more boats on this lake. Have you noticed the shore erosion? Most holidays the lake is so crowded we don't even go out on the lake which is one of the reasons we left Cumberland.

The TVA needs to be vigilant on the current situations with the lake like trash, accidents, shore erosion & protecting our wildlife & water quality. We are homeowners & would like to continue to enjoy the lake life.

PLEASE reject this developer's request to overpopulate Norris Lake. Thank you! [REDACTED]
P.S. & PLEASE do something about the eyesore pictured. No one seems to know what is going on with this mess. Earlier this year the entire dock was floating freely outside of the cove & landed near Chuck Swan.

Dear TVA Officials:

I am writing to express my strong opposition to the proposed permit to build a large commercial marina and associated facilities on Norris Reservoir (Clinch River Mile 134.7 / Claiborne County), as described in your recent draft environmental assessment. [Claiborne Progress+1](#)

My family owns a cabin near Washburn, TN, and we have long valued Norris Lake not only for recreation but for the rare sense of quiet, natural green-space that currently exists along many stretches of its shoreline. The proposed development — 1,216+ public boat slips, fuel docks, wave breaks, boat ramps, access roads, and other infrastructure over more than 60 acres of TVA-controlled and private-backed land — threatens to undermine exactly what draws families like mine to Norris.

[Claiborne Progress+1](#)

There is already documented community concern about this project. Local residents and long-term cabin owners near Norris Lake have expressed that the development would fundamentally alter the quiet, natural character of the lake, and conservation-minded groups such as the Norris Lake Project have long worked to preserve its forested shorelines and clean water. While proponents have suggested the project could create jobs, these claims are largely anecdotal and unsupported by independent economic analysis; no verified projections exist for long-term employment, wages, or the number of local residents who might benefit. In contrast, the environmental and social risks — including increased boating traffic, shoreline development, potential nutrient and bacterial pollution, and loss of green space — are real and well-documented.

I urge TVA to also consider carefully the environmental consequences of such development. Some of my primary concerns:

Water quality and ecological health. While Norris Lake is often celebrated for its clarity — with visibility reportedly 15–20 feet under good conditions, attributed to limestone geology, depth, and heavily forested shorelines — these very features are fragile and easily disturbed by major shoreline development. Norris Lake Homes | [+2accesslakes.com](https://www.accesslakes.com) [+2](#)

Documented ecological stress. According to TVA's own reservoir-health assessments, dissolved oxygen levels in Norris Reservoir have been rated “poor” at multiple monitoring sites, particularly in deep waters during parts of summer and autumn, because temperature stratification and long water retention hinder oxygen mixing. [tva.com](https://www.tva.com) [+1](#) This raises legitimate concern about how additional development — with increased boating traffic, fuel docks, wastewater from boats, and shoreline disruption — might exacerbate oxygen depletion, sediment disturbance, and harm to aquatic life.

Precedents of degradation tied to shoreline & marina development. According to a 2006 environmental assessment of Norris's watershed, accelerated shoreline development — including housing, condos, golf courses with shoreline access, and expanding marina facilities — was linked with increased nutrient loading, run-off, and higher risk of eutrophication, which degrades water quality and can allow harmful algal blooms or increased bacterial contamination. [samab.org](https://www.samab.org) [+1](#)

Loss of the quiet, green-space character. The current abundance of forested, undeveloped shoreline and minimal agricultural or urban runoff is likely a core reason why Norris stands out among Tennessee reservoirs. [knoxlakes.com](https://www.knoxlakes.com) [+2](#) [Norris Lake Homes](https://www.norrislakehomes.com) | [+2](#) The proposed project threatens to replace natural shoreline and forest buffer zones with commercial infrastructure, roads, and concentrated boating — undermining not just ecological integrity, but the very character of what makes Norris special.

Insufficient monitoring and local concern. It has come to the attention of local citizens and conservation-minded residents that existing monitoring by TVA may be too infrequent (on five-year or two-year rotations, depending on location), and that a grassroots organization — the Norris Lake Protection Alliance (Keep Norris Blue) — was formed precisely because they believe ongoing contamination risks (mercury advisories for fish in 2022 in parts of the lake, for example) warrant more sustained oversight. [Historic Union County](https://www.historicunioncounty.com) [+1](#) For many of us, the proposed marina threatens to add new and concentrated stressors.

For these reasons, I urge TVA to reject the permit for this development — or at a minimum require a full, independent, peer-reviewed environmental impact statement (EIS), rather than a limited “permit approval” under the existing 26a process.

If TVA proceeds without pausing for thorough public input and ecological assessment, Norris may lose what makes it unique: clean water, forested shoreline, quiet inlets, and natural habitat for fish and wildlife.

For the sake of current residents, longtime cabin owners like us, and the health of the lake for future

generations, I hope you will do what is needed to protect the reservoir.

Thank you for considering my views.

I'm writing not as a developer or politician, but as a grandmother from East Tennessee. My family has lived in these mountains for generations, and my grandchild is the sixth generation to grow up here. We've always believed in being stewards of this land, not just users and we consider the land's stewardship a blessing not to be cherished and honored.

The proposed Tennessee Vues project—hundreds of homes and a massive marina—may look like “progress” on paper, but to us it threatens the heart of our community. We've seen this story before, more specifically with Rock Harbor: big promises of jobs, amenities, and security that never truly materialized. Dashed dreams of the country resort way of life that never happened reduced to Q and A of a POA. Moreover, promises made to the selling family to incorporate their rural heritage as a theme honored in designing the gated community, even keeping the family home as a valuable asset when promising to use it to welcome home the resort owners upon entrance to the gated community, promises made to the community of jobs central that were indeed created but then assigned to their own overworked developer employees. At Rock Harbor, the central promise of a gated community lifestyle was soon “redesigned” by the developer and ultimately the associated security, utilities, and “resort” privilege left fostered to our already struggling county's infrastructure. Broken promises and their ramifications were far more reaching than that on paper when addressing the stakeholders concerns arising from simply not installing a physical gate or using questionably “training” the county fire volunteer fire departments when burning the stately Victorian home with its' handmade staircases and old growth timber rather than allow the family members to recover same. Broken promises showcase the harsh reality of what happens when after gaining favor and building of support through TVA's backing of a developer, when that developer cashes out and the effects of same are forced upon the surrounding communities, thus leaving the county to pick up the tab by an already stretched thin, struggling county service provider without sufficient additional resources while developers moved on with their profits. (<https://rock-harbor.com/poa-documents/>) (<https://www.wate.com/news/claiborne-county-news/new-300-home-community-planned-around-norris-lake-in-claiborne-county/>) (<https://www.linkedin.com/company/hexa-usa-llc/about/>)

Why am I comparing Tennessee Vues to Rock Harbor? I've read Tennessee Vues' own disclaimer: everything shown is “illustrative only” and can be changed or withdrawn at any time. That tells me all I need to know—their promises aren't built to last. And once the forests are bulldozed, the hollers paved, and the quiet broken, there's no way to bring them back. I'm writing not as a developer or politician, but as a grandmother from East Tennessee. My family has lived in these mountains for generations, and my grandchild is the sixth generation to grow up here. We've always believed in being stewards of this land, not just users and we consider the land's stewardship a blessing not to be cherished and honored.

The proposed Tennessee Vues project—hundreds of homes and a massive marina—may look like “progress” on paper, but to us it threatens the heart of our community. We've seen this story before, more specifically with Rock Harbor: big promises of jobs, amenities, and security that never truly materialized. Dashed dreams of the country resort way of life that never happened reduced to Q and A of the Rock Harbor POA. Moreover, promises made to the selling family to incorporate their rural heritage as a theme honored in designing the gated community, even keeping the family home as a valuable asset when promising to use it to welcome home the resort owners upon entrance to the gated community, promises made to the community of jobs central that were indeed created but then assigned to their own overworked developer employees. At Rock Harbor, the central promise of a gated community lifestyle was soon “redesigned” by the developer and ultimately the associated security, utilities, and “resort” privilege left fostered to our already struggling county's infrastructure. Broken promises and their ramifications were far more reaching than that on paper when addressing the stakeholders concerns arising from simply not installing a physical gate or using questionably “training” the county fire volunteer fire departments when burning the stately Victorian home with its' handmade staircases and old growth timber rather than allow the family members to recover same. Broken promises showcase the harsh reality of what happens when after gaining favor and building of support through TVA's backing of a developer, when that developer cashes out and the effects of same are forced upon the surrounding communities, thus leaving the county to pick up the tab by an already stretched thin, struggling county service provider without sufficient additional resources while

developers moved on with their profits. (https://rock-harbor.com/poa-documents/) (https://www.wate.com/news/claiborne-county-news/new-300-home-community-planned-around-norris-lake-in-claiborne-county/) (https://www.linkedin.com/company/hexa-usa-llc/about/) Why am I comparing Tennessee Vues to Rock Harbor? I've read Tennessee Vues' own disclaimer: everything shown is "illustrative only" and can be changed or withdrawn at any time. That tells me all I need to know—their promises aren't built to last. And once the forests are bulldozed, the hollers paved, and the quiet broken, there's no way to bring them back. The ability to draw on the historic presence of hindsight offered by similar "resort" type developments offers us the ability to make more informed decisions when referencing. Upon researching, I found that Rock Harbor is but one among multiple now mostly vacant plats of initially resort type developments on record in the Claiborne County Register of Deeds office available for inspection , but found that Tennessee Vues mirror many Rock Harbor designs. My mother had a saying that pertained to using hindsight. She said, "A burnt toed chicken don't go back to the fire." I am asking that TVA be that smart and NOT afford Tennessee Vues the opportunity to "change their mind" by simply not supporting their efforts to destroy the community - period. HEXA has already touted they mine for profit targeted municipalities, in this case it appears they set their hook for New Tazewell. Moreover, they boast that they do not stop until they get all they can before moving on. They state clearly with seemingly pride that they destroy the status quo, and while this may be desirable in a business struggling when losing sales, in our country community the status quo is why we want to live here...peace. (https://tnvues.com/) (https://www.linkedin.com/company/hexa-usa-llc/about/) We don't oppose growth, but we do oppose exploitation. Claiborne County shouldn't be left holding the bag for yet another developer's broken commitments. Our heritage, our land, and our way of life are worth more than flashy brochures and gated communities. I offer however, that if you are truly intent on giving away the profit held when controlling physical access of Norris Lake, rather than give it to an out of state developer for their own profit, how about giving it to the communities that initially gave their farms through submersion of their dreams when first establishing TVA? In stark contrast to serving a NJ developer, make the land and associated profits available for hunting, sailing, boating for the public within the communities established and which are often underserved. Give back the profitable intent of use associated with the TVA land to those that sacrificed then...now. So I ask you plainly: don't give Tennessee Vues the opportunity to repeat the mistakes of Rock Harbor. Protect what is irreplaceable. Stand with the families who have carried this land forward for generations – families that sacrificed dreams when watching farms submerged and who now are threatened with submersion again. Progress should honor the past, not erase it.	Good evening, In regards to the proposed new 1200 slip marina and 300 home development on Norris Lake. This development is a dangerous gamble that once approved can't be undone. In the architect development map it shows absolutely now means of egress for fire or EMT to the marina,no parking for the 1200 newly rented slips. Also another 1200 boaters on Norris? This lake isn't able to hold the current amount of boat traffic now ,Thursday through Sunday is an absolute cluster of new 1st time boaters or very inexperienced boaters...sometimes completely drunk! Please use your best judgment and think of the fact once approved it is practically unstoppable.
I am a resident of Claiborne county tn the city of tazewell - We do not need another marina or resort there is no way this will benefit our town or community it's going to bring in more tourists yes but more people mean more traffic , more problems ! Once you take away the trees and the land you can't get it back our mountains and lakes are known for its beauty and our wildlife and peace are abundantly here . It would being more traffic on our lakes which we don't need and the wildlife will be misplaced . Please do not let this business build here and take away from our mountains and lakes and wildlife leave it like it is we have enough marinas and resorts - We do not want to be a gatlenburg , look at what all that mess has caused over the years bears roam around there because the city , county let builders take away the trees and the land to make money ! Eventually the years and builds catch up and the people bring trouble like Myrtle beach South Carolina as well .	To Whom It May Concern, I respectfully ask that you deny the request for the Tennessee Vues 1200-slip marina development. Although this proposal has received support from the Mayor of Claiborne County, many residents of

Claiborne County and New Tazewell strongly oppose it. The project would place significant strain on our already limited public resources and inevitably increase property taxes to accommodate seasonal needs.

Several existing developments within our county remain far below capacity, with numerous vacant lots that have not produced the tax revenue originally promised. As a result, this new development would further stretch our local budget instead of contributing to it. Most of these properties function as seasonal homes or short-term rentals, which add little value to the community while placing additional burdens on full-time residents.

Rising property values associated with these developments are displacing long-term residents—families who have lived here for generations, who support local businesses, farm the land, and cherish the peace and beauty of Norris Lake. Meanwhile, the jobs created by these developments are typically seasonal, low-wage positions that do not provide sustainable opportunities for local families. The target buyers are out-of-state seasonal residents who can afford inflated prices, while local families cannot. These buyers often purchase their watercraft out of state, meaning their tax dollars do not support Tennessee or the management of Norris Lake.

There are already three marinas on this side of the 33 bridge operating below full capacity, indicating that an additional marina is unnecessary. Instead, the marina appears primarily intended to attract out-of-state buyers seeking inexpensive “resident” boat slips without contributing meaningfully to our community—an approach already seen in developments such as Rock Harbor and Lone Mountain.

The area Tennessee Vues seeks to develop is known as the quiet, less congested side of Norris Lake. Residents and visitors value this tranquility and do not want it to become like the busier, overcrowded side of the lake. Increased vessel traffic would pose safety risks in a part of the lake that is not suited for heavy use. Many out-of-state visitors operate watercraft without a Tennessee boating license or adequate knowledge of local boating regulations. Boating incidents and fatalities—nearly half of which involve out-of-state operators—have increased significantly in recent years. Since 2023, at least three fatal vessel collisions have occurred on this side of the 33 bridge, including one involving a 12-year-old child. Introducing 1200 additional vessels would only heighten these dangers, especially in an area already narrow and increasingly difficult to navigate late in the season when water levels drop.

The development would also burden our road infrastructure. Claiborne County already struggles to maintain current roadways, and the proposed location is accessed by narrow, winding two-lane roads—Lone Mountain and Blue Top—that were never designed for heavy seasonal traffic. Out-of-state drivers may find these roads inadequate, leading to increased complaints, demands for improvements, and a higher likelihood of accidents—all of which would further strain local resources.

For these reasons, I strongly urge you to deny the Tennessee Vues marina proposal. This development threatens to overwhelm our limited infrastructure, inflate housing costs, raise taxes, and compromise the safety and character of the quiet side of Norris Lake. Our community deserves thoughtful, sustainable planning that protects the residents who have lived here for generations—not development that prioritizes seasonal, out-of-state interests at the expense of those who call this place home.

Thank you for your consideration.

Opposition to Proposed 1,200-Boat Marina and High-End Housing Development at Norris Lake (Lone Mountain)

To: Members of the Planning Commission, TVA, and County Board

I am writing as a lifelong resident and landowner in the Lone Mountain community, as well as an experienced boater on Norris Lake. Over the years, I have observed ongoing changes around the lake that have gradually diminished our ability to enjoy its natural beauty and tranquility—qualities that define this area as our home.

Concerns About the Proposed Development

The plan to build a 1,200-boat docking area alongside a densely packed development of ultra-high-priced homes would have a profound and lasting impact on this particular stretch of Norris Lake. Currently, the lake already experiences significant congestion, especially in its narrow coves and channels, due to the presence of larger boats and increased traffic. The addition of such a large marina would only intensify these issues, leading to even greater crowding, a higher risk of boating accidents, and the loss of the calm conditions that local families and anglers depend on.

Potential Negative Impacts

Beyond safety concerns, the scale and exclusivity of the proposed construction would place additional strain on local infrastructure, amplify noise and light pollution, and accelerate the erosion of the lake's

shoreline. Importantly, this development would also alter the character of our community, shifting it from a diverse and accessible lake culture to one dominated by high-density, high-cost living that could exclude long-time residents and everyday lake users. We have already begun to see our access and enjoyment of the lake diminish due to recent patterns of growth and the trend toward larger boats; this project would only exacerbate those challenges.

Request for Responsible Development

I respectfully urge you to deny or substantially reduce the scope of this proposal. Any development plan for this area should include clear limitations on marina capacity, implement wake and speed controls in sensitive zones, require robust shoreline protection, and ensure genuine community input that prioritizes safety, environmental health, and equitable access. If development is to proceed in any form, it must be properly sized and designed to preserve both the character and the carrying capacity of this section of Norris Lake.

Personal Perspective and Community Involvement

Through my role with the Claiborne Economic Partnership, which includes involvement with the Economic and Community Development Commission, I have gained valuable insights into the broader impacts of such projects. This perspective has deepened my understanding of the need for thoughtful, community-focused planning.

Conclusion

Thank you for considering the experiences and perspectives of those who call Lone Mountain home. I am eager to share my observations in person and to participate in any community impact review that may take place.

As we consider the future of Norris Lake, it is imperative that decisions about large-scale development are made with careful attention to their long-term effects on both the environment and the people who have longstanding connections to this place. Thoughtful planning that respects the natural balance, supports sustainable recreation, and protects the unique character of Lone Mountain will benefit not only current residents but also future generations. I urge you to uphold these values as you deliberate, ensuring that progress supports community well-being and preserves the irreplaceable qualities that make Norris Lake a cherished destination for all.

Dear TVA Officials,

I am writing to express my strong opposition to the proposed permit to build a large commercial marina and associated facilities on Norris Reservoir (Clinch River Mile 134.7 / Claiborne County), as outlined in your recent draft environmental assessment. Claiborne Progress+1

I have lived in this area for nine years, and during that time I worked at a marina on Norris Lake. That experience gave me a close, practical understanding of how even routine marina operations affect the reservoir. I have personally seen things like dirty mop water, styrofoam, straws, fuel residues, and general maintenance runoff routinely end up in the lake — not out of malice, but because busy facilities inevitably generate waste that is difficult to manage perfectly. Scaling that impact up to a project of the size being proposed raises serious concerns for me.

Like many who call this region home, I value Norris Lake for its quiet stretches, forested green-space, and natural character. The proposed project — 1,216+ public boat slips, fuel docks, wave breaks, boat ramps, access roads, and other facilities across more than 60 acres of TVA-controlled and private-backed land — threatens to fundamentally change the experience of the lake that residents, longtime cabin owners, and visitors cherish. Claiborne Progress+1

There is already documented community concern about this proposal. Local residents and long-term cabin owners have voiced that this project would significantly alter the peaceful nature of Norris. Conservation-minded groups, including the Norris Lake Project, have worked for years to protect its forested shoreline and clean, clear water. While some supporters cite potential job creation, these claims remain anecdotal and unsupported by independent economic analysis; no verified projections exist for long-term employment, wages, or local benefit. Meanwhile, the environmental and social risks — increased boating pressure, shoreline disturbance, nutrient and bacterial pollution, and loss of green space — are real and well-supported.

I urge TVA to take into account the full environmental consequences. My primary concerns include: Water quality and ecological health.

Norris Lake is renowned for its clarity — with visibility reportedly 15–20 feet under favorable conditions, due in part to its limestone geology, depth, and heavily forested shorelines. These qualities are fragile and easily disrupted by major shoreline development. Norris Lake Homes

+2 accesslakes.com+2 Documented ecological stress. According to TVA's own reservoir-health assessments, dissolved oxygen levels in Norris Reservoir have been rated "poor" at multiple monitoring sites, especially in deep waters during parts of summer and autumn, due to stratification and long retention times. tva.com+1 Additional development — including more boating traffic, fuel docks, wastewater from recreational use, and shoreline disruption — risks further oxygen depletion, sediment disturbance, and harm to aquatic life. Precedents of degradation tied to shoreline and marina development. A 2006 environmental assessment of the Norris watershed documented that increased shoreline development — including homes, condos, golf courses, and marina expansion — was associated with higher nutrient loading, runoff, and increased risk of eutrophication. These conditions degrade water quality and can lead to harmful algal blooms or greater bacterial contamination. samab.org+1 Loss of the quiet, forested character that makes Norris unique. The lake's extensive forested shoreline, along with minimal agricultural or urban runoff, is a major reason Norris stands out among Tennessee reservoirs. knoxlakes.com+2 Norris Lake Homes +2 Replacing these natural buffer zones with commercial infrastructure, roads, and dense boating traffic would weaken both ecological integrity and the peaceful atmosphere that defines the lake. Insufficient monitoring and growing local concern. Residents have noted that TVA's existing water-quality monitoring occurs too infrequently (on two- to five-year rotations). The formation of the grassroots Norris Lake Protection Alliance (Keep Norris Blue) reflects community concern that ongoing contamination risks — including 2022 mercury advisories for fish in parts of the reservoir — require more consistent oversight. Historic Union County+1 A major new marina would add significant, concentrated stressors. For these reasons, I strongly urge TVA to reject the permit for this development — or at minimum require a full, independent, peer-reviewed Environmental Impact Statement (EIS), rather than proceeding under a limited 26a permit framework. If TVA moves forward without deeper analysis and meaningful public engagement, Norris risks losing what makes it extraordinary: clear, clean water; forested shoreline; quiet inlets; and healthy habitat for fish and wildlife. As someone who has lived here, worked directly on the lake, and seen the impacts of marina operations firsthand, I ask TVA to do what is necessary to protect Norris for current residents and future generations. Thank you for considering my views.
My husband & I own a home on Shanghai Lane in LaFollette. This proposed development and 1000+ slip marina would add a tremendous amount of boat traffic to an already congested lake, not to mention the additional road traffic on the narrow roads surrounding the lake. We do not support the additional crowding this would create.
As a lifelong citizen of Claiborne County, I would like to voice my opposition to the proposed project of Tennessee Vues Marina on Norris Reservoir. Norris Lake already has the highest number of accidents statistically in the state. I feel one reason is due to overcrowding, and this would certainly add to that. Please consider the citizens that live here, and not just vacation here periodically. This is our home and we treasure and value it.
Thank you for your consideration to this matter,
Please don't sell out the citizens of Claiborne county for money and broken promises. We don't need a huge marina added to the already crowded lake, we have enough. Please think about the families that gave up land so that the TVA could establish the lake in the first place and now TVA gonna sale it off to the highest bidder doesn't sound to fair for them families. They say that the families were compensated but I know they didn't receive much for their land in respect to how much these people are gonna make off of the land that was taken from families for pennies on the dollar. So please do what is morally right. Thank you for your time,
We are against the building of 1200 boat docks on Norris Lake as part of the Tennessee Vue plan. They estimate 300 homes to be built so they should only need 300 slips. This area of the lake has an abundance of boat docks and slips already. In the 3 prime seasons it can get extremely busy in this area with many close calls already happening due to the quantity of pontoons and speed boats on the

north end of the lake. Another reason would be the devastating impact on traffic on Lone Mountain Road which is already heavy and dangerous due to the curves and driveway openings on both sides of the road. There is no easy way to get to the Tennessee Vue complex in the first place and another 1200 vehicles potentially on the road on a weekend will cause danger to all who drive on the road for their jobs and to get to their homes.

I ask that that plan for 1200 be amended to allow 300 or less slips.

Date: 12/21/2025

Attention: Tennessee Valley Authority

RE: Public Comment- Tennessee Vues by Norris Lake

Thank you for soliciting public comment on the proposed lake side development Tennessee Vues by Norris Lake in Tazewell, TN.

My wife and I are in the process of building a home in Sharps Chapel, TN at Sunset Bay on Norris Lake. We're not opposed to development on the lake as long as it is done in an environmental sound manner and meets the needs of the community.

Sunset Bay property owner's comply with strict development guidelines that minimize the impact to local resources and help preserve the natural environment in and around Norris Lake. While we haven't taken the time to conduct a side by side comparison to gauge how well Tennessee Vues by Norris Lake complies to the same environmental standards as Sunset Bay, there is one amenity being proposed that is cause for concern.

Specifically, there is a significant mismatch between these two communities when comparing the ratio of marina slips to homesites. Tennessee Vues by Norris Lake proposes a 1,216 slip marina for 300 homesites. Sunset Bay's marina, as I understand it, has been capped at 200 slips for 700+ homesites. This doesn't appear to be an equitable ratio for either community seeing how one is proposed to be greatly oversized compared to the other that is woefully undersized.

The TVA's continued denial to allow the expansion of Sunset Bay's marina while entertaining an over sized marina at Tennessee Vues by Norris Lake is out of sync with community needs. In either case marina sizing should be based on the needs of the community and other criteria that minimizes the ecological and community impacts in and around the lake.

Currently, Sunset Bay has 30 property owners on a waiting list for boat slips that the TVA has not allowed to be permitted. We would like to see additional slips permitted for Sunset Bay that more closely align with the community's needs. Therefore we ask the TVA to review its policy on sizing marinas when granting permits to new and existing communities that allows fair and equitable access to Norris Lake.

I am writing with respect to the Tennessee Vue Development area in Claiborne county. In general I don't oppose the development but do have several major concerns about the development. An upscale development is great for the Tazewell community but below are several concerns about the development. Owing some property in a nearby subdivision I have these following concerns. Will this subdivision permit Short term rentals of houses. A major concern is that often people built with the intent of making money from Short Term rentals. Properties in this area require septic and through the years most lots currently are permitted for a 2 to 3 bedroom house not a house sleeping 10 to 24 renters. Many people build a 2 to 3 bedroom house then behind closed doors add additional baths without approval so they can sleep many more people. This is a hazard to the septic and drainage system in the area of the lots as well as possible lake sewage or drainage runoff so for me this is one major concern knowing how this will be monitored to keep people and the lake safe from these issues. Once the issue comes it takes forever to restore it back to normal

My second concern and probably the bigger concern is a 1500 slip commercial boat dock. As far as I know there are no docks on Norris that are that large, especially way out in the middle of nowhere. This will totally disrupt the quiet lake community that everyone in that area enjoys. People build there to get away from the hustle and bustle of the city. Secondly there are several other commercial docks already in the area, most have 300 or so dock spaces each. I understand the need for a dock but considering there are a projected 300 houses for the development I think a dock that provides for the development is fine. Many local subdivisions even have their own dock in the local area. I know mine does and is maintained by annual dues, but if the sustainability of the TN Vue community needs an additional 1200 spaces to make it economically viable then they need a better plan. I think if they were to add a commercial dock it should be limited to less than 400-450 spaces, 300 for local residents and an

additional 100 to 150 for other rentals. This adds additional spaces and shouldn't harm existing commercial docks in the area.

The other parts of the development I am fine with, as I stated my concerns are for the concerns for drainage pollution in the ground and lake as well as the over commercialization of the oversized dock and it ruining the peaceful area with too much lake or boating congestion caused by an excessively large dock.

My family has had a seasonal home on Norris Lake since 1956, and I am firmly opposed to any new marinas, additional boat slips, or expansion of any existing marinas on the lake. TVA has allowed and contributed to the destruction of a once beautiful lake and recreational area. Any additional boat slips, new marinas, or expansion of existing marinas on the Norris Reservoir would increase the destruction of the entire area.

I believe that TVA needs to be more focused on trying to rectify the problems that they have allowed to occur over the past 4 or more decades on the lake. These issues would include the damage to shoreline due to excessive erosion, over-building with the destruction of land and the environment, clear cutting to the water's edge, massive amounts of personal docks that are unsightly and hazardous, and the dumping of construction materials and such into the lake. I would suggest that you evaluate and correct some of these existing problems on Norris Lake before you contribute to more destruction of the lake and surrounding areas.

It is one of my lifetime wishes that TVA becomes proactive in protecting Norris Lake instead of destroying it in the name of progress and the almighty dollar. At 69 years old, I feel certain that I will leave the Norris Lake area with only my wonderful memories from the days when the Norris Reservoir was a sanctuary, not the endangerment and eyesore that it has become.

To Tennessee Valley Authority : Norris Watershed & Land Management Division

Regarding : Opposition to proposed 1200 slip Marina and Home- Development On Norris Lake
Claiborne County

The undersigned are petitioning to formally OPPOSE the proposed 1,200 slip boat marina and associated home development on Norris Lake in Claiborne County . The project presents significant risks to the environmental quality, public safety, shoreline stability, waterway capacity and local infrastructure

Norris Lake Serenity, LLC Recreation Easement and Section 26a Approval

[illegible]

RE: Opposition to Proposed 1,200 Slip Marina and 300 home Development on Norris Lake, Claiborne County

To Whom It May Concern:

I am writing to formally oppose the proposed 1,200 boat marina and associated 300-home development on Norris Lake in Claiborne County. This project presents significant risks to environmental quality, public safety, shoreline stability, waterway capacity, and local infrastructure. The cumulative impact of this development is incompatible with the long-term health and stability of Norris Lake and the surrounding communities.

NORRIS LAKE'S CLEANLINESS AND IMPORTANCE

Norris Lake is widely recognized as the cleanest and clearest lake in Tennessee. This exceptional water quality is a community asset and a major reason residents and visitors value the area for recreation, fishing; and long-term property investment. Introducing a 1,200 slip mega-marina and high-density development will increase localized fuel discharge, oil residue, gray-water contamination and sediment disturbance. Once water clarity is lost, restoration is extremely difficult.

ENVIRONMENTAL IMPACT

Research and federal guidance show that large marinas can create semi-enclosed areas with reduced water circulation, leading to increased contamination, sediment accumulation, and decreased dissolved oxygen--'-Conditions harmful to aquatic ecosystems. Concentrated boat traffic also increases turbidity, resuspends sediments, and damages aquatic vegetation essential for water clarity and fish nursery habitat.

SHORELINE DEGRADATION AND BOAT WAKE HARM

Boat wakes from concentrated marina activity contribute significantly to shoreline erosion. Even in lakes where wind plays a major factor, studies consistently show that boat-generated wakes amplify erosion rates, especially in coves and narrow areas. Repeated wake impact can undermine both natural riparian buffers and engineered shoreline protections, forcing residents to invest continually in costly repairs.

We have personally spent a considerable amount of money on dock repairs due to the increased number of wake board boaters.

SAFETY HAZARDS

Adding hundreds or potentially over a thousand additional boat trips per week during peak season greatly increases the risk of collisions, wake-related injuries, and navigational hazards. Sections of Norris Lake near the proposed development were not designed for this level of maritime traffic and present dangers for swimmers, paddlers and anglers who rely on quieter water.

TRAFFIC AND INFRASTRUCTURE BURDEN

A 300-home development will substantially increase vehicle traffic on rural Claiborne County roads, many of which are narrow, winding, and already strained. Emergency response access, utility demand, and maintenance burdens will rise-costs that typically fall on local taxpayers, not developers.

WATER QUALITY, SEPTIC RISK & NUTRIENT LOADING

Large residential developments near water bodies introduce nutrient loading from septic systems, fertilizers, pesticides, and stormwater runoff. Even moderate increases in nitrogen and phosphorus can trigger algae blooms which has previously been observed on increasing frequency and degrade water clarity. Norris Lake's exceptional condition makes it highly vulnerable to such impacts.

LOSS OF RURAL CHARACTER

We purchased lake property in 1991 and completed a home in 1997. This purchase was a personal dream for both my husband and myself. My family has for generations enjoyed the lake for fishing and quiet recreational activities. The same for my husband's family. Over the years, boat traffic on the lake has dramatically increased. We enjoy our lake home to escape the noise and traffic issue of city life. The proposed marina and housing additions will dramatically and negatively affect the reason that so many chose Norris.

Re: Opposition to Proposed 1,200-Slip Marina and 300-Home Development on Norris Lake, Claiborne County

To Whom It May Concern:

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cumulative impact of this development is incompatible with the long-term health and sustainability of Norris Lake and the surrounding communities.

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I have personally spent more than \$10,000 protecting and stabilizing the shoreline at our property, which we have owned for over 20 years due to the already increase in boat traffic. Many neighboring homeowners have made similar and larger investments, demonstrating the existing and ever increases stress on shoreline stability. A mega 1200 -slip marina in the area it is being planned will most definitely have a negative impact on Norris Lake and shift additional erosion-related costs onto private landowners.

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Large Residential developments near water bodies introduce nutrient loading from septic systems, fertilizers, pesticides, and stormwater runoff. Even moderate increases in nitrogen and phosphorus can trigger algae blooms which has previously been observed on increasing frequency and degrade water clarity. Norris Lake's exceptional condition makes it highly vulnerable to such impacts.

LOSS OF RURAL CHARACTER & PUBLIC ACCESS

This development and the additional public traffic, delivery trucks and other daily services for a large mega marina will significantly alter the scenic and rural nature of the Norris Lake shoreline further. Public access and natural shoreline views will be replaced with dense infrastructure, docks, traffic, and commercial services.

CONCLUSION & REQUEST

For these reasons, I urge the TVA to deny approval for the proposed 1,200-slip marina unless and until comprehensive, independent, peer-reviewed environmental studies-encompassing hydrologic modeling, wake impact analysis, nutrient loading, water quality projections, and emergency-access review-demonstrate no significant adverse effects.

The continuation of NEPA/ TVA stewardship of protecting the integrity of Norris Lake must remain a priority for current and future generations.

Imagaint any new Developmin,bn Norris Lake. We need to keep our lakes and lands as natural as

possible. I remember in the 980's when we only saw small to medium ski boats and fishing boats on Norris Lake. Now w Cabin Cruisers and surf boats that are tearing up the shoreline. Please protect Norris Lake don't destroy it.
I am writing out of concern for Norris Lake. With the news of a potential 300 Homes and 1,216 Boat Slips coming to Norris Lake Waterway, I am very worried about its impact. There is already so much erosion from the type of boats and the volume of boats on the waterway. It is very unsafe to travel with all the traffic. With a smaller vessel (I mean anything less than 21ft), it is very possible to be run over or capsized. When you can take a boat ride or go swim, it must be planned because it is just plain dangerous. The waters are so rough from the boat traffic waves it is not enjoyable to be on the water as it is now much less with this proposed addition of homes and boats. Unless you night fish, there is little hope to fish. A boat on the waterway fishing and not under power is just asking to be capsized. Property Owners with Shoreline are having to spend fortunes on rock and measures to slow the erosion that is already occurring. Private Docks on the waterway are being damaged. You can not sit on your Dock for enjoyment or to fish during daylight hours. There needs to be some management or enforcement of where the Wake Boats and Monster Cruisers can run and when. TVA please look into this matter and do something. Please do not approve this proposal for more development on Norris Lake.
Please do not let this development destroy the forest and shorelines. There are enough developments in Claiborne County. We need to preserve what is left. Norris lake will become as dirty as Cherokee lake if all this development doesn't stop. Do marinas on Norris lake have waste disposal for all the boats with bathrooms? Will this development have its own sewer system? I do not see how this land will perk. The mountains here are full of rock, how are they going to do this without dynamite. Tva is supposed to protect the lake ,this development will further destroy the lake.If they wanted to put in a nature preserve that would be great but this development is not what is best for Norris Lake. Please vote to protect Norris Lake and do not let this development use any TVA shorelines.
I don't believe the community would benefit from another marina that would increase traffic and decrease the natural beauty of or beloved East Tennessee. Furthermore preposed marina would naturally increase waterway pollution no matter how many precautions are taken due to the nature of accidental littering and other introduced pollutants from boats and building materials and ongoing maintenance to the marina. I hope that all my comments are clear to understand. Thank you for your consideration and continued work to protect our home.
I am very concerned about the effect this marina will have on the environment. How will the elevated water level for the marina space affect the environment around the area as not to mention the additional boating traffic this will undoubtedly create. I always thought TVA and similar organizations were eco focused and fear this will start a downward trend of local lake front environment as we know it. I strongly encourage TVA to not issue a permit for this marina. Thank you.
I believe the project will generate not only more revenue for the county but more revenue for the lake as well. Allowing more boat access, fuel economy, and other watercraft purchases. As long as the project follows the determinations set my the TVA I see no problem with it.
To Whom It May Concern, The community of Lone Mountain has long been home to my family and many others around me. I remember the final days of our Post Office and General Store, and the deep disappointment felt by the community when they were closed. I have memories from my childhood of going to the General Store as a baby with my parents, being weighed, and feeling that sense of connection and identity that these local institutions provided. Over the years, much of this identity has been lost. Many businesses that once defined our community have disappeared, and the traditions that made Lone Mountain unique are fading. Projects like Tennessee Vues, with large corporate developers and extensive commercial infrastructure, risk turning this community into a tourist attraction, rather than a home for the people who have lived here for generations. As someone who wishes to raise their children in Lone Mountain, I want my home to maintain the character and identity it still has left. My hope is for the community to thrive as it once did, locally owned, locally run, and centered around the people who care deeply about this place. The introduction

of massive corporate development threatens that future and risks driving prices up, and driving the very residents who have sustained Lone Mountain for decades OUT.

I respectfully urge TVA and all decision-makers to consider the voices of those who live here and value our community's identity. It is my prayer that Lone Mountain can remain a home for its people, not merely a sight for profit-driven development.

Thank you for your time and consideration. May the hearts of those reviewing this understand the deep love and care the residents of Lone Mountain have for our community.

God Bless.

Upload file 1:

Down on the Creek

Lone Mountain update

By JOHN KIVETT

"Down on the Creek," (a history of Lone Mountain, Tenn.) which ran in *The Claiborne Progress* each week from June 1 through August 24, covered the coming and going of the town of Lone Mountain.

Through essays and photographs we hoped to shed some light on the people, churches, businesses, railroad, schools, etc. that at one time or another shaped the town and community known as Lone Mountain.

My search for area pictures by mail or phone extended from New York to California, and from Minnesota to Texas. Although some photographs were located much closer, let's say Ball Creek, for instance, the picture of the Lone Mountain

School was provided by Annette Jennings Noah of Knoxville. Madge Leabow Synder of Athens, Tenn., sent us what must have been the only photo on earth of the Lone Mountain Depot. Southern Railway had no knowledge of the depot.

The pre-electric gas pump still stands, under brush, in front of what was Payne Brothers Store and we managed to find what was left of Tip Payne's A Model Ford, still located in the Payne barn.

In the photo of Archie Jennings and the Lone Mountain basketball team, the player holding the ball was the late John Bush. We were unable at the time of publication to identify him.

Only two businesses remain in Lone Mountain in 1994. They are Davis Auto Parts, which was

started by a native of Lone Mountain, Joe Davis, in 1971, and the Lone Mountain General Store and post office building that was begun in the 1940s by Frank and Athene Lane. It is now owned and operated by Joe Davis' son, Gary Joe and his wife Inez, who have completed extensive remodeling on the building.

On March 24, 2066, which will be my 125th birthday, I plan to do a further update on the condition of the Lone Mountain area in that year. If for some reason this writer is unable to show up on that day, which I believe comes on a Thursday, it's my sincere wish that some scribbler of words will handle the job for me.

My thanks to all the good people, (now and of the past) of the Lone Mountain region. It's been fun.



Old gas pump.



Lone Mountain General Store.



Joe Davis' Auto Parts.

Upload file 2:



I feel like the proposed addition of Norris vues would over crowd another portion of Norris lake. The increased traffic around the area both on land and water has already cause several serious accidents. Adding additional infrastructure narrowing the lake channel will increase the already present dangers that are heightened with the already increasing lake traffic. The roadways going to the proposed locations are also already dangerous and unable to withstand increased traffic

the size and scope of this development is to large for the area it is being considered and would have significant impact on the environment and permissible use of the water features. The marina development, starting with Phase I, would encroach significantly into the navigable waterways, at least

50% by the enclosed graphics, more if a waterbreak is added to prevent damage to the docks. this would severely impact 2 way simultaneous traffic in the remaining navigable area of the waterway. the only marina that would have minimal impact is the western side of the Phase III marina addition, only one remotely out of the navigable waterway. The addition of up to 1200 marina slips, in an area with an existing marina with many available slips (Norris Landing Marina) would severely negatively impact traffic and environment via noise, traffic and increased potential spills. the marina size should be limited to no more than enough slips for the marina housing development and perhaps a few more for guests in order to minimize the impact on the environment and waterway traffic. thank you for your consideration.

We as a community, in Claiborne County Tennessee, do not wish for this to happen. We have lost what we love about Norris Lake. For many generations, we have been able to enjoy this end of the lake, quiet with our families. All other areas of Norris Lake have sold out to make more money and to bring people from out of town. They have plenty of other space on this lake to do these things without adding another in our community. This is the only opportunity we have to go on the water without people with huge fast boats from out of state, destroying the property that we love. There is no one who lives here in this area that wants this to happen. This will destroy our beloved Norris Lake and absolutely break the hearts of this community. It is unnecessary and unneeded.

Claiborne County and Norris lake is not big enough or resourceful enough to house something of this size. There have been numerous deadly accidents on Norris in 2025 alone. Adding 1200+ more boats many whom I am sure will be intoxicated on our waterways will only make this number rise more and more each year. Can you imagine what kind of further erosion all the extra wake boats the 1200 boat slips will create? Not to mention the pollution and ecosystem death that will come along with the spilled fuel and oil these boats will give off. This development does nothing for our county other than make land and homes unaffordable for the Claiborne County natives. Tennessee Vue is not to help the locals or nor is it for the locals. Tennessee Vue is being created for transplants who want to come to our home, raise prices, cause chaos, congest our roads and pollute our waterways.

I am a lifelong resident of Tazewell, TN. Even though money will win this, and decisions have already been made to go forward with this nonsense. Let's shed some light on how there are already 4 bars on Norris lake, and countless marinas. Dont forget about how many boating fatalities there are every year on Norris Lake alone. Yet someone decided it was appropriate to add another marina & 300 homes onto an already very crowded lake. How about let's consider this, the number of bars and liquor stores in Claiborne county, and the number of places dedicated to our youth. The same 3 parks to play on have been there my entire life, and then there is nothing else for kids to do around here. Our children are our future and it looks like the ones who decide on what is next in Claiborne county is only concerned about the mighty dollar. Let's make another place for the rich man to stay, and not think twice about the children who almost half will end up on drugs because thats all there is to do in this town when you don't live in the upper scale of society. You drink and/or do drugs.

And let's talk about the citizens that live on Lone Mountain Rd, how their roads(which is already rough) is going to be affected. The traffic, the DRUNKS coming in off the lake, there is no thought about how this affects the people who call this home. Town is already busy as it is, and theyve added about the red lights our little town can hold. I think its irresponsible on our part to invest in something like this when its only going to add more pollution to our lake, tell me where is all the septic from the marina going to go? The trash from the construction? How about all the wildlife that is going to be destroyed because of this construction? The lake of game wardens to properly patrol the lake with the rising numbers of boats and bars on the lake. Bad combination if you ask me. But what do I know? I'm only a tax paying, law abiding citizen that the "good Ole boy club" has forgotten about. So go ahead, pollute our lake, add more places to drink on the lake and try to tell yourselves that when someone dies on the lake or on the way home that it wasn't related to alcohol, or the sheer volume of boats on Norris lake. Forget about the little man, and make a place for the rich to thrive. Can't wait to see our taxes, rent, and general cost of living go up. All while nobody thinks about the children, good job Claiborne County you really are doing the most with this idea..

This will greatly impact the environment on Norris Lake. There have already been too many boating accidents resulting in death in this lake, even just within the year. I feel like adding more boats with a commercial marina will only worsen the current issue we have concerning boating traffic and safety. Congestion on the lake during summer months is already terrible and creating more opportunities for

boats to be on the water without implementing more safety measures will greatly increase the problems at hand. Furthermore, destroying more wooded areas along the lake is harming our environment. Not only is this hurting our ecosystem and wildlife, the hunting and fishing communities in the area will be impacted as well. Although there may not be a way to reverse the development in lone mountain area, that doesn't mean we should further harm our environment with development on the lake. I believe the incoming residents should have to use the existing marinas and water access points to prevent further damage to our beloved county.
This will be a blockage in a very narrow and busy part of the lake ,lots of fishermen including my self fish that particular part of the lake due to lack of obstruction of things like this. I do not personally want to have to watch out for the bridge ,boat docks and other boaters all at the same time in that confined space
The volume of individuals on the lake is currently not monitored or supervised safely. Adding this many individuals And their environmental impacts will continue to destroy a major draw for vacationing in the area while contributing minimally as citizens. Where is the funding coming from? Will there be American owned companies ?
I am not in favor of allowing Tennessee Vues to construct a Marina with 1,216 boat slips. I understand their need to add a Marina with boat slips, but I think adding 1,216 boat slips in the proposed area of the lake is excessive. This proposed Marina is on the main part of the Clinch River as compared to other Marinas that are located in coves. There are already two Marinas on this portion of the lake (Lone Mountain and Norris Landing). Adding a Marina of this size will result is excessive boat traffic. It will also further tax TVA's ability to enforce boating and harbor regulations, which they are already having difficulty with at nearby marinas. I propose that TVA not allow this proposal as submitted and restrict the size of the Marina to less than 500 boat slips. Thank you for allowing me to provide my comments.
Norris Lake is no longer the peaceful fishing lake that I knew as a child. I grew up fishing on this lake and even owned a small floating cottage on the lake at one time. It has become so commercialized that residents of Claiborne and Campbell counties can no longer safely enjoy the water. There are so many boats on the water that fishing is not even an option. Erosion if the lake banks from wake boats has become a terrible problem. Leave our lake alone! Please do not commercialize it anymore than it already is.
I do not think TVA should allow this to bring more traffic into the city of Tazewell/New Tazewell it isn't big enough as is. Also I do not think we need more boat traffic up this side of Norris/clinch River. It is more narrow and more boat traffic will become more dangerous.
There's way too much boat traffic already. This has lead to an erosion of the shoreline and damage to property from waves. Most importantly, there has been a dramatic increase in boating accidents with many having fatalities. We do not need another marina especially in Claiborne county.
Please please tell me this is a typo. 1216 new additional public boat slips on Norris Lake? Norris Lake is already pretty much unusable during typical boating season now due to EXTREME overcrowding already, typically the result of people who live in OTHER states and come to the lake and abuse every resource available. The shoreline damage that Norris has sustained over the last several years due to unabated wake boats and bigger and bigger boats that folks try to use to counteract this will NEVER be corrected. The Point One sign directly across the harbor from Norris Dam is the best easiest example for anyone from TVA to look at if they are interested in what I am saying. It has been moved at least 4 times in the last few years because the trees it was attached to and the underlying shoreline have chunked off into the lake. Just one small example...the red clay evidence of extreme and irreversible erosion is evident along the entire shoreline of Norris Lake. Go see for yourself if you care to do so. I will donate my time to accompany you if it would help get my point across. Please don't allow this GROSS abuse of Norris Lake to proceed...
Do not builds this, WAY to big, 1200 slips????? Overcrowding the lake. This will certainly take away the

beauty of the lake, and on top of that, boat safety, congestion in the area, and overall a huge impact on wildlife in the area. I am HIGHLY against this.
The upper end of Norris Lake has always been a nice retreat for those recreational boaters and fishermen, since Jimmys place opened it has only gotten more and more crowded, I understand the economic impact this will bring to Claiborne County, and it is truly sad that we are willing to sacrifice the serenity of Norris over revenue, this is a true fulfillment of the scripture when it talks about the love of money being the root of all evil. We have been overran with wakeboard boats already in the last few years and it is destroying our shorelines and taking away the natural habitat our fish once had. Adding over 1200 more boat slips to this area of the lake is absolutely absurd, our shorelines are not far enough apart for all of this, even with more presence from Twra officers, they still have not stopped the wake boats from running in this area, and it's absolutely terrible to try and go for a boat ride or go out on a fishing trip with the family anytime during the summer hours of daylight, my plea is this, stop this nonsense and help keep our natural habitats intact. It was once against the law to modify the land near the lake and wasn't allowed to have atvs on tva property, only now that there will be a benefit to tva have we overlooked the laws set for the citizens and will do whatever it takes to get that almighty dollar, honestly even to consider this in this area is a joke, my respect for tva and twra is diminishing. Thanks for robbing our peaceful paradise and serenity of the good part of Norris.
I highly disagree with and am highly against the marina and 1,216 boat slips and any other thing that has to do with the Tennessee vues. I've lived 5-10 minutes from accessible boat ramps to this part of the lake my entire life. I as well as all others that live here know that there is absolutely not enough room for this kind of thing to come to this part of the lake. It gets dangerous as it is right now. Our shore lines are already beat to death. I honestly don't see how anyone would think this is a good thing for this area.
NO ,THIS SHOULD NOT BE BUILT. THEY ARE ALREADY 3 MARINAS WITHIN 5 MILES OF EACH OTHER , NOT TO MENTION BUILDING 300 HOMES AT ALL THE WILDLIFE THIS WILL KILL OUT, FINAL ANSWER IS NO THIS DOES NOT NEED TO HAPPEN. WE DONT NEED IT !!!
I think it would be great bringing more opportunities to the lake communities. It's a great time to see Tazewell to Maynardville start bringing more things to do in the communities. With the stretch of Maynardville hwy nearing completion in fall 2026 opening up a 4 lane hwy from Knox into Maynardville. This allows for new development such as Marinas, decent restaurants, sports bars and shopping. Time to grow and not stay stagnant.
I'm a fisherman that was born and raised in this area. I've been fishing and boating in this area of the lake for over 30 years. In my opinion, a Marina this size would be disastrous to this area of the lake. Not only the immense boat traffic this would bring, but the type of large boats that people that will be living in this luxury development will want to place at the Marina. This area of the lake isnt wide or large enough for the type of boats and boat traffic this would bring. This part of the lake is already crowded in the summer, especially on weekends, with boats all over the lake in this region. The state is already experiencing a large increase in boating accidents and fatalities, this would only add to it. There has been one accident with fatality in this very area already this year. I believe there would also be severe erosion to the lake bank, especially on the Grainger county side. Also I believe a large increase in lake trash and pollution would result from this. I don't believe this would be good for TVA, the lake, the surrounding land and environment, not definitely for the current residential lake users. I appreciate you taking the concern of the people in this region regarding this matter.
I completely understand the housing development part. It's been going on for years with Lone mountain shores, Norris Shores, Sunset Bay, etc. There's no stopping the development of what people what to do with the land that they have purchased and I completely understand that.

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However, the lake will not sustain this if fulfilled. The lake is already overcrowded during summer months with what we have already. You already can't get your boat put in the water from all of those at the boat ramp and you definitely can't drive across the channel without nearly getting run over on a busy day. There's been several accidents already per year on Norris and it's due to the sheer inexperience that all of these "new" boaters have. Those who have moved into our area with their 30 foot wake boats and whatever else and just do as they please wherever they please. This lake is not meant for this. It cannot sustain this much less a 1000+ boat addition. There will be fatalities weekly and the lake will be nothing more than a boneyard with trash and erosion issues as far as the eye can see. No wildlife, no fishing, no enjoying a peaceful evening or day on the lake because it's a traffic jam up the river or in and out of Bubbas. It's going to be a nightmare in basic terms. Also in addition who's funding the 4 lane highway down lone mountain to get to this place? Because it's absolutely laughable if you think for one second that the existing road will sustain the additional traffic that is going to come with this housing much less the addition attractions. It's not gatlinburg nor pigeon forge. If that's the goal let me know and I'll sell you my lot, doze down the house, and use it for a lay down yard and I'll move elsewhere.

If done correctly it could provide lots of help for local small buisness owners if they dont let large companies overtake all the work to be done on this project. Also could put a strain on infrastructure in the area such as roads but if done correctly the community, county, and surrounding areas could all benefit from this.

Support small local businesses and service providers in the area and it will be well recieved in the community.

TVA needs to protect our lake. Too many developments, boats, and boaters not properly disposing of their waste, too many people throwing their trash is going to destroy our lake. Norris Lake needs to be protected or it will be like the others. We the home owners of Norris, love our lake and we don't want to see it destroyed by over crowding. The trees for wildlife will be destroyed, our beautiful eagles and squirrels will have no homes. Our deer, bears, cougars, and coyotes will no longer have a safe place to reproduce. We'll no longer be called the cleanest lake in the area. And it's sad, it's all being done for the money. Greed should not be held higher than the love we have for our lake. I vote no for any new developments. #SaveOurNorris

Bad idea BAD IDEA keep that stuff at the dam we don't want the land tore up anymore then sits been we don't need a fancy marina we do just fine with what we have go elsewhere

I hope this comment finds you well and tugs at your heartstrings. I have lived in New Tazewell my whole life. The beauty of this place is being destroyed by tourism just like what happened to Knoxville and Pigeon Forge, over run and over populated. We are small and simple and would like for our families to grow up that way as well. Keeping this humble tradition of life we live is what makes people want to come and visit. Norris lake will be destroyed by all the extra boats that will be moving in. The wakes from the boats on the lake will ruin the lake banks, unknowable people will drive boats and cause wrecks. The lake will be nasty and so crowded that it won't be enjoyable for us anymore. The nature and beauty of Claiborne county is why people come, and that's the very this these millionaires are carelessly destroying just to make more money. The price of living here will skyrocket and we just simply can't afford that. We will end up just another washed up and over toured town. Our people, nature, and wildlife deserve better. To whom ever reads this, please pray for our county, we are devastated and scared for the future.

his end of Norris Lake has been peaceful for years, and it's not designed to handle heavy boat traffic. The area they're trying to build in is simply too small. That holler isn't big enough, the channel isn't wide enough, and there's no safe way for that many boats to move through such a tight space.

If they want that level of traffic, it belongs on the Norris Dam side, not down here where the banks are too close together for large wake boats to even be operated safely.

With this much congestion, accidents and fatalities will increase — it's just reality. But at this point, it feels like money is doing all the talking. Because if anyone truly cared about people's safety, they'd see that this area is not built for that kind of volume.
There is already too much traffic on the lake already, there are plenty of docks, ramps, and marinas around; I don't feel another is needed.
This project can't be built fast enough. It will bring more jobs, and more money for all the businesses in Tazewell especially the smaller family owned businesses. This is a win win for everyone.
There is too much pollution that this will add on the lake now and these marinas only help a FEW financially. Building the homes destroys the landscapes, hurting the environment, and is Not at all beneficial to the community. No Thank You.
I live down the road from this and my husband and I DO NOT approve this. Lone Mountain Road has already become a speedway for the construction vehicles. We are a quiet community. This project is going to cause more pollution for the water especially. Norris lake is a beautiful lake and it does not need a marina that can hold a thousand boats. There is no need for this as it will ruin our lake. 3. \nHundred homes do not need a marina that can house a thousand boats. The people that already live on Norris lake cannot even get a boat ramp any longer. But this new project can get a thousand? The people that have already lived here for a number of years should be able to get a boat ramp before a marina does that we don't even need.
The waterways are owned by the taxpayers and these developers will try to block them and restrict use, the public is losing from these things, the average income for Claiborne County at 45 to 48k a year and unemployment at 4%. This will not benefit any of the local residents.
My wife and I both oppose this development. I grew up in LaFollette and have enjoyed boating and fishing on Norris Lake since the 1960s. A marina in this part of lake will result in an ecological disaster. This development is all about greed. I understand that that county officials have heartily endorsed and support this development for the tax revenue that could result. If TVA does not stop this or significantly scale back the size of this proposed marina, it will adversely affect the environment and make that part of Norris unsafe.-
I absolutely think this would be a big mistake for tva to do there is already so much traffic through that area and it's way to small for something like this. If tva wants to do this they need to do it in a different area that area isn't the best for something like this. I understand it would bring in more money but shoot it's not always about the money. They need to think about the safety of everyone else and something like this isn't thinking about safety at all.
This project is not needed. Too many boats on lake now! This will add to lake pollution and lake accidents.
The proposed marina for the adjacent private development will only benefit the developer and eventual private landowners and provide no public benefit for the public that uses or otherwise values Norris Lake. It will negatively impact the entire section of the reservoir it will occupy including no wake zones, the visual aesthetic of the "wild " nature of that section of the lake, and potentially water quality. It's my opinion that the lake is nowhere near wide enough to adequately support a private marina of that huge size. The developers are trying to maximize profit at the expense to the general public, IMO. I do not support the approval of this request.
My comment on The proposed 1200 boat marina is a solid NO.

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I am surprised TVA would even consider such a proposal. The proposed location is on the river and not a lot of room there to put a HUGE marina. 1200 boats on that corner by Jimmy's is insane. Surf boats need deep water in order not to disturb the bottom of the lake.
Can you imagine 1200 boats on that corner. Accidents waiting to happen. Please do not approve this Marina.

To many marinas as it is. I believe it's a very bad idea.. I go fishing there and the boat traffic is bad enough.. have almost been sank by wakes

The lake pollution is bad enough now. We don't need all the problems that this marina and high cost housing would incur. These marinas only help a few people financially and destroy our beautiful landscape. The housing that is proposed is too costly for average citizens of our area. This brings in people with underlying ideas from the northeast and causing higher and higher taxes destroying our communities and our country way of life. Please do not give permission for this to happen. Take a look at Rock Harbor and Sunset Bay, after these developments gets a pile of money out of these places they hit the dusty trail and you don't hear from them again and they leave those owners of the homes fighting with the county for help. So No!

PUBLIC COMMENT ON THE DRAFT ENVIRONMENTAL ASSESSMENT
Norris Lake Serenity, LLC (Tennessee Vues at Norris Lake)
Recreation Easement and Section 26a Approval Claiborne County, Tennessee

To: Tennessee Valley Authority NEPA Compliance Office

I am submitting this public comment regarding the Draft Environmental Assessment for the proposed 1,216 slip marina, floating store and restaurant, fueling facilities, anchoring systems, and associated infrastructure proposed by Norris Lake Serenity, LLC. My comments reflect concerns shared by many community members regarding the environmental, social, and economic impacts of this large scale project.

Summary: The Draft EA Minimizes Impacts and Does Not Fully Meet NEPA Requirements

The EA repeatedly concludes that impacts will be minor, but the scale of the proposed marina is exceptionally large for Norris Lake and would introduce long lasting changes in shoreline use, boat density, water quality, noise, traffic, safety, and community character. The Draft EA does not fully address cumulative impacts, reasonably foreseeable long term consequences, a meaningful range of alternatives, disproportionate impacts on long term residents, or precedent effects for future shoreline development. For these reasons, the EA does not support a Finding of No Significant Impact. A full Environmental Impact Statement is warranted.

Scale of the Project and Why It Matters

According to the EA, the proposal includes 1,216 boat slips, a floating 10,000 square foot marina store, a restaurant, multiple fuel docks, and a 20,000 gallon fuel storage system, with additional phases expanding the footprint over several years. This would be one of the largest marinas on Norris Lake. The EA categorizes nearly every impact as minor, which does not match the magnitude of the proposed development.

Short Term Environmental Impacts

Construction disturbance includes 4.78 acres of tree removal, excavation, and the placement of approximately 2.6 million pounds of concrete anchors on the reservoir bottom. These actions involve immediate and permanent habitat loss. Noise impacts are discussed only in relation to construction machinery and a single twin engine boat, which does not reflect realistic noise levels from a marina of this size.

Long Term Environmental Impacts

Water quality risks are understated. A marina of this size inevitably increases hydrocarbon pollution, bilge discharge, copper and zinc from anti fouling paints, greywater release, and shoreline erosion from

boat wakes. The EA provides no pollutant load modeling, spill modeling, or cumulative boat density analysis.

Shading from the extensive dock system is not quantified, and the EA does not calculate the square footage of water surface lost to sunlight, which affects fish habitat and aquatic vegetation. Wake and erosion impacts are not evaluated, even though wake energy is one of the primary drivers of shoreline loss on Norris Lake. Lighting from the marina, restaurant, and parking lots will alter the nighttime environment for wildlife and residents, but cumulative light impacts are not assessed.

Shoreline Impacts and Missing Required Quantification

The EA notes that the Project Area includes approximately 6,230 feet of shoreline frontage, but it does not quantify how much of that shoreline will be altered, hardened, graded, or converted from natural vegetation to development. This missing statistic is a significant gap because shoreline conversion is one of the most important indicators of ecological impact on reservoir systems.

Without disclosure of the total linear feet of altered shoreline, the public cannot evaluate the true scale of habitat loss, erosion potential, or changes to the natural character of Norris Lake.

Socioeconomic and Community Impacts

Short term economic gains include temporary construction jobs and some long term employment. Property tax revenue may increase. However, the EA does not fully evaluate long term costs, including rising property taxes for existing residents, loss of quiet recreation, increased seasonal congestion, and higher traffic and safety risks. The greatest economic benefits accrue to developers and future high income residents, not the broader community.

Lack of Alternatives

NEPA requires evaluation of a reasonable range of alternatives. The EA examines only the No Action alternative and the Applicant's proposal. Reduced scale alternatives, phased alternatives, low impact alternatives, and alternative locations are not analyzed. Stating that no other alternatives were identified does not meet NEPA requirements.

Cumulative and Precedent Impacts

The EA mentions cumulative impacts but does not meaningfully analyze how a 1,216 slip marina will increase total vessel pressure on Norris Lake, affect long term water quality, or influence future shoreline development proposals. Large scale shoreline development has precedent setting implications, and NEPA requires analysis of such effects.

Public Participation

The EA states that only three comments were received during earlier scoping. For a project of this size, this indicates limited community awareness. NEPA requires meaningful opportunities for public involvement, particularly in rural and underserved communities.

Request for TVA Action

Given the size of the project, the environmental risks, the socioeconomic impacts, and the deficiencies in the Draft EA, I respectfully request the following:

TVA should not issue a Finding of No Significant Impact.

TVA should prepare a full Environmental Impact Statement.

TVA should conduct expanded public engagement.

4. TVA should require analysis of reduced-scale and lower-impact alternatives. Conclusion

This project represents a major change to the character and ecology of Norris Lake. The Draft EA understates impacts that will permanently affect the environment, wildlife, and quality of life for Claiborne County residents. I urge TVA to prepare a full Environmental Impact Statement and reconsider the scale and scope of the proposed development.

Thank you for the opportunity to submit this comment.

PUBLIC COMMENT ON THE DRAFT ENVIRONMENTAL ASSESSMENT

Norris Lake Serenity, LLC (Tennessee Vues at Norris Lake) Recreation Easement and Section 26a Approval
Claiborne County, Tennessee

To: Tennessee Valley Authority NEPA Compliance Office

I am submitting this public comment regarding the Draft Environmental Assessment for the proposed 1,216 slip marina, floating store and restaurant, fueling facilities, anchoring systems, and associated infrastructure proposed by Norris Lake Serenity, LLC. My comments reflect concerns shared by many community members regarding the environmental, social, and economic impacts of this large scale project.

Summary: The Draft EA Minimizes Impacts and Does Not Fully Meet NEPA Requirements

The EA repeatedly concludes that impacts will be minor, but the scale of the proposed marina is exceptionally large for Norris Lake and would introduce long lasting changes in shoreline use, boat density, water quality, noise, traffic, safety, and community character. The Draft EA does not fully address cumulative impacts, reasonably foreseeable long term consequences, a meaningful range of alternatives, disproportionate impacts on long term residents, or precedent effects for future shoreline development. For these reasons, the EA does not support a Finding of No Significant Impact. A full Environmental Impact Statement is warranted.

Scale of the Project and Why It Matters

According to the EA, the proposal includes 1,216 boat slips, a floating 10,000 square foot marina store, a restaurant, multiple fuel docks, and a 20,000 gallon fuel storage system, with additional phases expanding the footprint over several years. This would be one of the largest marinas on Norris Lake. The EA categorizes nearly every impact as minor, which does not match the magnitude of the proposed development.

Short Term Environmental Impacts

Construction disturbance includes 4.78 acres of tree removal, excavation, and the placement of approximately 2.6 million pounds of concrete anchors on the reservoir bottom. These actions involve immediate and permanent habitat loss. Noise impacts are discussed only in relation to construction machinery and a single twin engine boat, which does not reflect realistic noise levels from a marina of this size.

Long Term Environmental Impacts

Water quality risks are understated. A marina of this size inevitably increases hydrocarbon pollution, bilge discharge, copper and zinc from anti fouling paints, greywater release, and shoreline erosion from boat wakes. The EA provides no pollutant load modeling, spill modeling, or cumulative boat density analysis.

Shading from the extensive dock system is not quantified, and the EA does not calculate the square footage of water surface lost to sunlight, which affects fish habitat and aquatic vegetation. Wake and erosion impacts are not evaluated, even though wake energy is one of the primary drivers of shoreline loss on Norris Lake. Lighting from the marina, restaurant, and parking lots will alter the nighttime environment for wildlife and residents, but cumulative light impacts are not assessed.

Shoreline Impacts and Missing Required Quantification

The EA notes that the Project Area includes approximately 6,230 feet of shoreline frontage, but it does not quantify how much of that shoreline will be altered, hardened, graded, or converted from natural vegetation to development. This missing statistic is a significant gap because shoreline conversion is one of the most important indicators of ecological impact on reservoir systems.

Without disclosure of the total linear feet of altered shoreline, the public cannot evaluate the true scale of habitat loss, erosion potential, or changes to the natural character of Norris Lake.

Socioeconomic and Community Impacts

Short term economic gains include temporary construction jobs and some long term employment. Property tax revenue may increase. However, the EA does not fully evaluate long term costs, including rising property taxes for existing residents, loss of quiet recreation, increased seasonal congestion, and higher traffic and safety risks. The greatest economic benefits accrue to developers and future high income residents, not the broader community.

Lack of Alternatives

NEPA requires evaluation of a reasonable range of alternatives. The EA examines only the No Action alternative and the Applicant's proposal. Reduced scale alternatives, phased alternatives, low impact alternatives, and alternative locations are not analyzed. Stating that no other alternatives were identified does not meet NEPA requirements.

Cumulative and Precedent Impacts The EA mentions cumulative impacts but does not meaningfully analyze how a 1,216 slip marina will increase total vessel pressure on Norris Lake, affect long term water quality, or influence future shoreline development proposals. Large scale shoreline development has precedent setting implications, and NEPA requires analysis of such effects. Public Participation The EA states that only three comments were received during earlier scoping. For a project of this size, this indicates limited community awareness. NEPA requires meaningful opportunities for public involvement, particularly in rural and underserved communities. Request for TVA Action Given the size of the project, the environmental risks, the socioeconomic impacts, and the deficiencies in the Draft EA, I respectfully request the following: TVA should not issue a Finding of No Significant Impact. TVA should prepare a full Environmental Impact Statement. TVA should conduct expanded public engagement. 4. TVA should require analysis of reduced scale and lower impact alternatives. Conclusion This project represents a major change to the character and ecology of Norris Lake. The Draft EA understates impacts that will permanently affect the environment, wildlife, and quality of life for Claiborne County residents. I urge TVA to prepare a full Environmental Impact Statement and reconsider the scale and scope of the proposed development. Thank you for the opportunity to submit this comment.
We have a boat that our family enjoys every weekend in the summer. We have five children. I will NOT feel safe letting them in the water with that many boats on that end of the lake. It will also bring in big, wake boats like those in Campbell County. We do not want them!! Please preserve this beautiful part of Norris Lake and not turn it into a place no locals will go. It's pitiful that locals have to feel we will have to give up OUR home lake because of money!
I am concerned that the Tennessee Vues project has an excessive number of docks planned. Why would a 300 home community needs 4x as many docks? 1200? In that tight space? This makes very little sense. I am very concerned about how far out this will encroach and possible effects of spreading No Wake zones excessively far to account for this sheer number of unneeded dockage. Please bring this down to online with what's reasonable for a residential community with minimal effect to the lake area.
I feel the negative impact on the aquatic species in the lake as well as the excessive amount of soil erosion from the introduction of more pleasure boats in the area outweighs the positive effects of the community , we cannot put money and county politics ahead of our fisheries health and our lakes pristine beauty that would be destroyed from excessive traffic and shoreline erosion . We need more restrictions on the big pleasure boats that create such massive waves that erode the shoreline and the safety issues are a great concern , Tennessee already has unacceptable amounts of injury's every year on our lakes prestige, we don't need the extra load of 1200 boat slips offering more boaters access on our lakes without the resources from Twra to be able to keep the area safe.
That area of the lake is just way to narrow and directly on the main channel that in my opinion it will not only be an eyesore but also create a very dangerous area due to the small river channel and raise the risk of boating accidents and possible casualties. So I'm very much against the marina.
To narrow of an area and will cause a dangerous stretch of water with high risk of accidents
I think it's an absolutely horrible idea !! If you wanted 300 home and 300 slips - well maybe but I think

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the ecological impact of 1200 boats in one consolidated area is a disaster in the makings , water quality has dropped significantly in the past 20 years already let alone the impact on fishing
Norris Lake has enough boats running around we don't need anymore. Especially on that part of the lake. We have a lot of Fisherman's that love this Little slice of heaven. If more boats come to this area that means no more fishing. People don't have respect to the older generation these days. A lot of older folks enjoys this part of Norris Lake. They are too many boating accidents already.
Norris Lake needs more marinas to accommodate the growing population. The land increases foraging and open spacing for Wildlife. There is lots of forest in the county for other wildlife. The county needs the extra income for infrastructure maintenance. I vote yes.
To Whom It May Concern, I am deeply concerned about the growing boat traffic on Norris lake, coupled with the increased number of boat accidents. The lake is becoming dangerous to navigate on weekends. Also, because wake boats are popular, shore lines are deteriorating. A large commercial marina would deteriorate the lake even further. I believe it would be negligent of TVA to approve the commercial marina at Norris lake. Please vote no, and Sincerely,
A large boat marina of this size on our lake would have significant negative environmental impacts. Increased boat traffic would introduce fuel, oil, and chemical pollutants, harming water quality and threatening fish, amphibians, and aquatic plants. Construction of docks and the constant movement of boats would damage shoreline habitats and submerged vegetation, which are vital for wildlife and maintaining a healthy ecosystem. In addition, noise, human activity, and boat collisions would disturb local wildlife, while boats moving between lakes could introduce invasive species, further threatening biodiversity. Sediment disturbance from propellers could trigger harmful algal blooms, reducing oxygen levels and endangering aquatic life. Combined, these impacts could permanently alter the lake's natural balance, making a large marina environmentally unsustainable. That end of the lake is way too narrow and shallow for a marina of this size. The narrow width of the lake in this area simply cannot handle this amount of boat traffic, noise, pollution, and disruption to the marine life.
Please no. The lake is already overcrowded and dangerous.
We do not need another development and marina on Norris lake. The shore is already eroding.
This unimaginable addition of slips and traffic tonNorris lake will destroy its original allure. Not to mention the increased erosion on the shorelines that's already happening in our neighborhood due to the TVA allowing a campground you put at the end of our street that has broken all the rules at the TVA put in place in order for that campground to even be there. There was not supposed to be any permanent structures now people put decks, it wasn't supposed to be a Dock and the owner put in a slip.. the increased boat traffic has caused irreparable damage to our shoreline and everybody on our street, some of the laws as much as 10 to 12 feet. You will destroy this lake. I never been just like Lake of the Ozarks or Cumberland. And all for what additional tax grab? Stop with the agreed and enforce the laws already that you have put in place. All the rest of us had to get permits and do things by the rules, but then you allow a campground to go in. That does whatever it wants to. What makes us believe this huge community will be managed differently. What a shame.. I am totally against this new community
I live off of Demory Road across the street from the lake. We also have a family cabin on the lake in Jacksboro . This lake is becoming overused and dangerous. Adding 1200+ slips is irresponsible.

Adding the vehicular traffic to 2 lane Demory Rd is irresponsible as well as the added traffic in town. Adding all of these people to the current infrastructure will create an imbalance in services. The only plus is added real estate taxes. So is there a substantial development fee being paid to LaFollette for this increased load on all of the town's services including schools, hospitals, roads, utilities? Or just another ill planned ill funded vision?

Regarding proposed marina, one thousand times "No".... please!

Adding the potential for that much more boat traffic will likely have deadly consequences.

Please also consider Norris Lake shoreline. There's been a drastic change in bank erosion with all the bigger, faster, boat traffic.

There's just too many boats and folks crammed into the lake right now.

Please please please say no to the proposed marina.

My husband and I have lived in Union County for three years. We moved here mainly because of Norris Lake. The clean water, peacefulness and abundant natural beauty including wildlife are what make this lake so special. There is quite a lot of development on the lake already with many subdivisions with unsold lots. I understand that land owners have the right to sell their land to developers, but a project of this size is not consistent with the residential and commercial use of the lake. It would negatively change the quality of life for EVERYONE who uses or enjoys the lake. Additionally, I think it would negatively affect the quality of life for those living near the lake with increased traffic and noise on all roads especially our narrow, two-lane back roads. Perhaps a much smaller development and marina consistent with others on the lake would be more suitable. I do believe the shoreline with its beautiful, dense forests and abundant wildlife need to be protected for us and future generations. After all, isn't that the therapy all humans need, to be healed by nature, to soak up the peace and tranquility there and to give thanks for all that East Tennessee has to offer that is not man made? Please preserve our beautiful Norris Lake and keep any new development on a smaller more suitable scale so that new residents and visitors will enjoy what us locals have enjoyed for years. Thank you for your consideration.

Thank you for taking comments on this matter. I am very concerned about adding such an enormous project / marina / subdivision. This would negatively impact the safety, boat traffic, environment, water quality, wildlife, and shoreline of Norris Lake. We are already pushing the limits in all of these areas due to the explosion of home building in Norris Lake over the past several years. Please don't approve this project that would ruin our national treasure of one of the most serene lakes in the USA.

Knowing the area where this development is proposed is concerning for the number of slips being requested for the development being so many. 300 homesites and 3-400 slips sounds more in line and appropriate to maintain smaller footprint. The development is planned between 2 rather close marinas already established with food and restaurants and seems in a rather tighter area of the river channel that with the proposed amount of slips bringing too many boats and would cause an extremely congested area and concern of safety. Another thought is the area is also an extremely heavy area for hazards when the lake rises each spring with a lot more heavy debris field due to being on the upper channel of the Clinch river side. I do understand growth but hope TVA takes this into consideration when making a determination of approving how many slips are to be allowed to keep Norris Lake as close to where it's at currently to help maintain its openness with nature, as the growth over the last 25 years and the already increased amount of boating has appeared to increase year after year and the proposed size and amount of slips will result in damages to not just the shoreline but other land and homeowners that are and have been here.

Against the large marina proposed in Claiborne county. Norris Lake is already overcrowded with boats,

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especially wakeboard boats. Not only does increasing the boat traffic create a danger but Studies prove wake boats cause not only shoreline damage, dock damage but also lake floor damage harming the fisheries. Bottom line the lake is already overcrowded and the area proposed is narrow waters, 1216 additional boats would create very dangerous boating.
I cannot support a massive project like this, and the additional destruction of Shoreline that comes with it. I have been living Lakefront on Norris between spring dock and flat Hollow since 2008. The amount of boats on the lake has exploded in the past five years. There are way too many homeowners who rent out their houses. The owners, I talked to simply say that they could not afford a house on the lake without the supplemental rental income. That brings a lot of safety issues into play as I see so many renters who have no idea how to safely boat or respect the private property of others, mostly the damage of their docks. More patrol officers are needed. There are many of us, looking to possibly move to a different lake due to the overcrowding of this one.
The lake is busy enough during peak season as it is. We have had numerous drownings on the lake during the 2025 year. Adding extra boats to the lake will only cause more issues. It's a bad idea all the way around.
I have been boating on Norris Lake for over 15 years. I boat on many other lakes as well. I prefer Norris due to the pristine waters and mountain setting. I am not sure how this project reached this point and how many approvals it has been through, but it is honestly the most ridiculous thing I have ever heard. The first question that should be asked in projects like this is, is it good for the community? Then next is how will this project better serve those who use the lake, the roads, and local businesses. Is there infrastructure to support it. The final question is, is there evidence that previous similar projects were successful and answered a resounding yes to the above questions. The answer is clearly, NO! I have seen this play out at a lake near me, Herrington Lake in Ky. It is much smaller, but, basically it is overcrowded, polluted, abandoned homes everywhere, and it was once a nice place. I am certain there is a short term gain to be had, but, these type of decisions affect families in 25, 50, 100 years.
That end of the Clinch River is very narrow. Adding a marina with 1,200 slips will make it very dangerous for boating. The best option would be a boat launch access for residents to put in / pull out without the clogged traffic of 1,200 boat slips.
Norris lake is already over crowded. We're seeing more and more deaths with the broth. People can not enjoy the lake anymore. Surf boats have taken over and beat everyone else up on the lake. They are also causing shoreline erosion!
I think this would be a great addition to Claiborne county side of the lake, it would also help lower the demand in all the creeks and smaller parts of the lake.
I am not in favor of the new development and release of 26a permit in Clairborne county. I think this sets a bad precedent and will bring along additional requests for new development. Our communities in eastern TN do not have the infrastructure for the amount of building and people coming

in. While most of those people are likely to be seasonal and non permanent residents, the high season will be too crowded and overtax our communities roads and utilities. I understand some development can be a positive force, but not large recreational only communities. Please have a look at the lake of the Ozarks for a model where overdevelopment has occurred. Unless you have a 40 ft cabin cruiser, you do not go on the main channel in high season. It's dangerous and has become a place for only the wealthier that are not even MO residents. That is not the way to keep Eastern TN culture alive. Thank you for reading.

We are residing in Hickory Point in Maynardville. Our HOA maintains three sets of boat slips on Norris Lake. Some of the slips are deeded with property, some are assigned annually and a few are kept for daily use. It seems like a good system and a viable solution for this development. There are plenty of commercial marinas on the lake to handle the overflow. I am not in favor of adding over 1000 slips for a single development that is built on such a small tract of land. Supporting local business is also important. 10% slips along with well maintained ramp and storage area would also be a viable solution.

TVA should consider overcrowding on Norris and how this will affect boater safety, shoreline erosion, and environmental impact from adding this many boats to the lake. It would be interesting to know the number of new personal dock applications that TVA has approved over the last few years. Coupling that with these new slips and the new personal dock applications that will be approved in the next couple years, just how many new boats will TVA be putting on Norris?

Norris Lake is already dangerous overcrowded! I have been fishing and camping on the lake for most of my 70 years. In the past 2 years, we sold both of our boats because it is simply too dangerous to go out on the lake anymore. Fishing from the bank is almost impossible now, too. Not many places left to do so and when you do find a spot, all the boat and jet ski traffic makes it impossible to fish. Shoreline erosion caused by all the HUGE boats is another problem. The lake's ecosystem is already suffering with the introduction of zebra mussels and other non-native, invasive species. I don't understand why you would even consider another large development and marina???? Money????? You are allowing these developers and businessman to destroy an asset that belongs to the people of East Tennessee. Have you NO SHAME? No respect for the people who were forced to give up their land, their family heritage for this lake that you are now allowing to be destroyed?

Please do not allow this! That area of the lake is narrow and is the last calm spot on this huge lake We already have wake boats operating there where it is too narrow per the law and I'm sure a new marina would attract more wake boats.

As a current resident of the lake, I do not support the development of this marina. Norris Lake is recognized as one of the cleanest lakes in the state, and while it was originally constructed for power generation and flood control, its recreational use provides significant economic benefits to the surrounding communities.

My concerns center on both the safety and environmental impacts—immediate and long-term—associated with this proposal. The waterways in this area are already narrow, and safety is an ongoing issue. Allowing an additional 1,600 people to occupy and navigate this section of the lake will inevitably increase the likelihood of boating incidents, particularly given that many visitors lack formal water safety or boating education. This leads to inexperienced individuals operating watercraft in already congested areas, often without an understanding of fluctuating lake levels or seasonally shallow zones.

The environmental implications are equally concerning. Increased traffic and visitation will contribute to greater litter and pollution, threatening the wildlife and natural beauty that define Norris Lake. Existing issues, such as unmanaged floating styrofoam, have yet to be adequately addressed by TVA, raising doubts about the capacity to manage even higher levels of waste. An influx of thousands of additional

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visitors—many of whom may not practice environmentally responsible behaviors—will only worsen these problems. For these reasons, I cannot support the request for this marina.
To whom it may concern, The proposed new marina on the upper clinch side of Norris Lake will be a detriment to the last peaceful serene part of Norris lake. During the summer months the only area in which I am comfortable taking my family out on our boat is the upper clinch side of the lake because the other areas (from Cedar Grove Marina downstream to the dam) are overcrowded with reckless boaters with no concern for the safety of others. I fully understand that the lake is here for the enjoyment of all, but the increased boat traffic on the narrow river like sections of the upper clinch side of the lake that this new marina marina will bring will undoubtedly be a safety hazard for all boaters.
It's getting awful crowded already. Why not one of the other lakes that really needs a marine. We have 24+ (?) on the lake already.
I'm concerned about additional erosion of lakefront property that 1200+ boats would create. Traffic from major interstate routes to and from the location could create bottlenecks on smaller, 2 lane routes. Utility infrastructure would be stressed.
The proposed marina is a terrible and more than likely a tragic idea. Norris lake on the upper clinch river is way to narrow for that big of a marina. That end of the lake will become very dangerous and crowded. My family, friends and me oppose the marina. If allowed there will be more accidents and I hate to say but there will be more deaths. Norris lake has become way to busy on weekends and especially holidays.
I am a resident of Middlesboro KY. However, I have grown up on Norris Lake. My grandparents had a houseboat at Claiborne Co Boat Dock, which is now Cedar Grove Boat Dock. We have a camper at Beach Island and have been there for 10 years. I have watched the shoreline erode at least 10 ft. I feel a marina in that area will be devastating to our shorelines and that area of Norris is not big enough to support the boat traffic it will bring. The safety concerns weigh heavy on my heart, as boaters are increasingly ignoring boating rules, drinking, and have no respect for other boaters. What once was a quiet refuge and a sanctuary for wildlife is now becoming a tourist attraction. The locals are now hesitant to go boating due to increased unsafe boaters. My opinion is the marina would not be needed.
I have a place on the lake , the lake is already crowded and people do not follow lake rules . Pull tubes in areas not 100 ft wide. If this development does happen. We need more officers. No wake means no wake also !!!!
The lake has become increasingly crowded and dangerous over the past few years. Serious shoreline erosion is already ongoing as a result of increased traffic of larger boats, namely wake boats. The lake will not support any more traffic, which will cause further aquatic habitat degradation and increased loss of human life. I refrain from fishing on Norris in the summer months anymore, due to all the insanity that has resulted from over population along the shorelines. Please don't allow this development!
The Clinch river side of Norris lake is already too busy. Adding another 1200 slips will cause more accidents. We already have too many fatal accidents on Norris lake. Please

do not allow such a large development on our beautiful lake.
Norris lake is already over crowded now. Being a local you can't just go and enjoy it without worrying about getting ran over by a boater that isn't paying attention anymore. 15-20 years ago it was a wonderful lake that locals could enjoy. If you are from out of state and want to operate a boat in Tennessee you should have to get the Tennessee boaters license no matter what year you were born.
As a resident of Tazewell, I am vehemently opposed to a marina of any size going into this proposed area. The residential development alone was a mistake and it's my belief it's doomed for failure. The current infrastructure cannot support it let alone a big marina going in! This section of Norris Lake is NOT geographically large enough to support this proposed marina. My husband and I have a boat at Norris Landing Marina and spend many many days on the lake in the area of this proposed marina so I would consider myself very knowledgeable of this section of the lake. Simply put, it's a huge mistake for TVA to approve this proposed marina.
This would be a horrible move for the beauty, serenity, and Shoreline of Norris Lake. There's already plenty of marinas on the lake and more than enough boat slips. To add a massive development of this size would impact the shoreline, the cleanliness and the enjoyment of others for the lake.
No one really wants this. The lake is already crowded. Allowing this new development and proposed marina will only crowd out the local people who actually care for the lake. Not the visitors who think it is Lake Norris. The rise of accidents on the lake is concerning and adding more people to the lake will only make it worse. The prices of land and opportunities for people around here are getting worse because we are allowing big shot developers to come in and build homes that local people can't afford. I beg you not to let this happen to the cleanest lake.in Tennessee
My family and I recreate on Norris lake almost all year long. We own a 20-ft boat that we trailer to the lake every time we come. We like exploring all areas of the lake. Over the last few years. Norris lake has become so incredibly busy. Our friend, Connor Catlett, was killed a couple years ago out in front of Jimmy's. Remember the 12-year-old who was ran over by the drunk guy in the fishing boat from Kentucky, yeah that was our friend and my son's teammate. It has changed us all forever. My comment is that adding this much traffic to that area of the lake would be very ill advised, dangerous and irresponsible. I understand development is inevitable, but you get to a point to where enough is enough. Please consider the traffic, both vehicle and boat that this adds to the area. Thank you for allowing me to comment.
My family has owned lake-front property in Sharp's Chapel for 60 years. Growth has been steady through the years, but we've seen massive growth over the past five. Shore erosion, boat traffic, and boating accidents have all increased greatly. The lake has become terribly dangerous. We cannot add another 1200 boats. It will further ruin the shoreline and the quality of life for those who live on and already use this beautiful lake. It has already become too dangerous to swim near our dock during certain hours of the day because of the number of boats passing by at one time. TWRA isn't adequately enforcing the laws for the wakeboard boaters who already use the lake. I can't imagine 1200 more. Please do not allow this development.
As a TN resident and avid boater, I welcome this development in the area. The allotment of a new marina on the lake is irrelevant to the development of TN Vues. If a marina is not allowed, all these homeowners will still bring their boats, they will still occupy the lake, they will still occupy public launch ramps, and they will still add to the lake traffic just the same. Allowing the marina to develop, will add much needed slips to the lake. As a houseboat owner myself, there are no options to relocate, no options for transient slips, and no way to sell an existing houseboat unless the current slip goes with it. There is a need for a surplus in large boat slips and storage as it is completely exhausted on Norris

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Lake. The development of the marina, if done properly, will bring in new jobs, new services, and a much needed destination on the Clinch side of the lake. My opinion is to allow the development as it will only provide positive outcomes and any negative opinions will be delegitimized because the same people will still bring their boats to the lake and increase the traffic just the same. Thank you for your time and consideration to this matter.
I am opposed to adding the homes/boat slips to Norris Lake near Jimmy's Place and Norris Landing Marina. What they've already done to the landscape and habitats of animals disgusting. The amount of fur we've already breathed in from what they've done is detrimental to our health. Our roads, sewer, water etc cannot handle what they are proposing. Not everyone cares about higher land values. We want peace and health. Erosion is already happening on our lake at an alarming rate. This will destroy this quieter and narrower side of Norris. It will make boating so unsafe for those already on the lake and it will destroy the ecosystem we have.
Norris in the past 10 years has become increasingly overcrowded. Trash has increased. Erosion has increased. There's no need for Norris to be the Disney World of lakes..it's ok to maintain and protect the shoreline and the area. It is imperative that tva protects those who have roots in the area. The continual development is running out the original families around the lake. This is terrible idea
I don't believe the current road infrastructure will handle the additional traffic. The 3 prong intersection of Owen Payne Lane & Lone Mountain Road is already dangerous as it is. Add in any railroad traffic & things just amplify. The point where Owen Payne makes a 90 degree turn away from the railroad would have to be corrected and widened as well. The trees along the field side of that road block visibility to a large degree.
I think it is great we're getting such an economic boon to out region.
My family has been enjoying this lake for 50 years. Every year it gets worse with the amount of traffic on this lake. Its now to the point it's dangerous. This huge marina will only put the small ones that's been here for years out of business. There is only so much that this lake or any lake can handle. Please consider the wildlife and fish life. This will cause more pollution to the water. Please reconsider letting this happen.
Il have been fishing Norris Lake since childhood and i am 80 years old. Each year Norris lake is getting more crowded that it is hard to really enjoy. Something needs to be done to limit the number of boats per day on Norris lake. I hope TVA will take in consideration that such a large development will add to the crowded conditions on our beautiful Norris lake. Thanks
I have frequented Norris Lake for 33 years. This past summer was by far the most crowded and least fun. My children are not growing up on the same beautiful lake that I did. The lake is already over crowded. If you are not out early the channel is like the ocean with huge waves from all the boats. I understand the economic incentive for Claiborne county but the proposal is just too large. The environmental impact is much larger. Please stop this development and protect our lake from this pollution.
I strongly oppose the proposed 1,200 slip marina complex as it will severely exceed lake's ability to absorb the environmental and social impacts without long-term degradation. *Hundreds more wake boats with filled ballast tanks accelerating erosion due to the size and energy of the waves they create. *The high volume of boats (900 rental slips)coming from different locations significantly increases the risk of introducing Aquatic Invasive Species (AIS), such as zebra mussels or invasive weeds, which can devastate a native ecosystem.

*A large increase in boat traffic and docking activities concentrates pollutants in the marina basin and surrounding waters.

*1,200 additional boat slips in a small area routinely fueling, engine drips, and maintenance lead to the regular discharge of petroleum hydrocarbons (oil, gasoline, grease) directly into the water, which are toxic to aquatic life.

*Sewage discharge (even small amounts from "gray water" or pump-out failures), fish waste from cleaning stations, and stormwater runoff carrying fertilizers from surrounding impervious surfaces (parking lots) introduce high levels of nitrogen and phosphorus. This nutrient surge can trigger algal blooms and eutrophication, leading to dangerously low dissolved oxygen levels (hypoxia) that can cause fish kills.

Seasonal tourists already add to overfishing of the lakes, pollution of the waterways, and abundance of litter and garbage in nature. Efforts to attract more tourism or an influx of new residents would amplify these issues. Respect for the natural resources of the region is a facet of local creed that runs, in many cases, generations deep and, unfortunately, is most often not present among those who are unfamiliar with the area. This is not as simple as a construction project or overcrowding of our waterways, however. It is an effort to further diminish our already dwindling nature scenery.

Norris Lake is already experiencing significant overcrowding, and adding a large-scale development would only intensify the pressure on an ecosystem and recreational resource that's already stretched thin. Increased boat traffic, shoreline erosion, and strain on water quality aren't just inconveniences—they directly threaten the long-term health and sustainability of the lake. TVA has always emphasized responsible, balanced use of our waterways, and approving additional high-density development in this area would undermine that mission. Protecting the integrity of Norris Lake today ensures that future generations can enjoy the same clean, safe, and accessible environment we value now.

The lake absolutely cannot handle that many boats. It will cause more accidents than we can handle. Our roads are not prepared for that level of traffic. The citizens of Claiborne county already can't afford to live here or buy houses and this will drive up prices. The only people that will be able to use this will be out of state people. It is not fair to the people that live in Claiborne county. It will absolutely ruin the lake, county, and our personal piece of heaven. We are proud to say we are a small town. I have not heard one person have something positive to say about this project. The lake is perfect the way it is. It will hurt the local marinas. The lake can not handle that amount of boat traffic period. Helping our local marinas should be more important than this.

The number of proposed slips seems excessive. Why 1200 slips for only 300 homes? Our subdivision has more home but fewer slips. Why the discrepancy??

Hi all,

Hope all is well, I do not think this is a good idea. I am sorry but I do not approve of this development.

Claiborne County already has 2 public marinas - Cedar Grove and Straight Creek. Claiborne County has limited land access to Lake Norris, and 2 marinas in that limited access area is sufficient. There is already a 3d marina close to that area - Beach Island. The assessment does not specify a location, but it seems one place might be changing Brogans Launch Ramp into this new marina, which is not necessary in this area. If Claiborne County's plan is to use their access to the Powell River, then that might be more acceptable. Building a 4th marina in the area near the 33 bridge would bring additional boat traffic to an already congested area and also increase road traffic and safety on RTE 33.

We already have 23 marinas on the lake, that more than support the current lake visitors. But if they'll build covered slips large enough to accommodate 50' cruisers... AND, supply diesel fuel, then I'm ALL for it! Otherwise, don't bother building another marina and adding 300 more homes that we DON'T need!

I currently have a home and a private dock within a mile, downstream of the proposed Norris Lake Serenity proposed marina. I reviewed TVA's EIS and do not agree with the Finding of No Significant Impact. I have the following comments:

1. An overall comment is with a 400 boat-slip (Norris Landing Marina) just over a mile downstream, and another 187 boat slip (Lone Mountain Marina) within a mile of the proposed 1216 boat slip Norris Lake Serenity proposal, has there been a review of the cumulative effective of 3 major marinas within the short distance of two miles? I don't believe this part of Norris Reservoir needs this many boat slips/marinas and will a significant negative effect to the area. How will my property and others be protected from the increased boat traffic?
 2. How far will the proposed Marina extend into the waterway during winter pool in this narrow part of the Clinch River channel and what additional boating hazards will be created? Can TVA slow down boat traffic and protect the downstream private boat docks? There was a boating accident in July 2024 with a fatality within a mile of the proposed marina. TVA's Natural Resource Area is used by the public for swimming, boating, camping and other activities. I believe this will cause increased public hazards and safety risks.
 3. I am concern about the increased summer, noise-level from the increased boat traffic which is already bad in the summer from boaters and their loud engines.
 4. Regarding TVA's transportation study. I did not read anything about increase vehicular traffic on Owen Payne and Venable Lanes. There has already been numerous traffic hazards caused by construction traffic and increased traffic to Lake Norris Landing Marina. There has been damage cause to the road because of Serenity's construction. There are at least 20 pieces of heavy equipment on TN Vues property. From observing Serenity's past construction practices, there will far more than 8 trucks along the marina during development. I almost was run over by two of their big trucks. Venable Lane is a one-way road, going over a railroad track (with no lights), on two blind curves. This is how the majority of traffic enters Owen Payne Lane, onto another narrow road with a 90 degree turn. Before 1000 vehicles with boats are added, these problems need to be resolved.
There has been no SWPP or erosion control put into place during Serenity construction along Owen Payne Lane. Silt has been running into Stream 001 for over two years that directly drains into Norris Reservoir. The EIS has a photograph of the impacted stream with silt. It did not include an analysis of the impacted blue-line stream that crosses Owen Payne Lane several items before entering the reservoir. Can TVA require something is done to stop this from continuing to happen?
 5. The EIS states only 4.78 acres of organic material will be impacted. Serenity Vues has clear cut trees from 100s of acres in their development. This includes mountain top removal some of which material was pushed down along Owen Payne Lane. They also continue to burn the material onsite. These fires have caused irritating fumes and fugitive dust at my home.
 5. There is a pair of nesting bald eagles at TVA's Natural Area (Arnwine Cemetery) which I have reported to TVA has not been considered. Also, this is a significant migratory path of birds (e.g. swans, egrets, herons, eagles, hawks, hummingbirds, goldfinches, etc.,). I believe appropriate lighting should be considered along the shoreline.
- Thank for your attention to my concerns.

That area of the lake is not wide enough to support that size marina. Winter pool will force the infrastructure in to.
Channel waters effectively shutting down the upper waters. Erosion and environmental impacts will be substantial.

Norris lake is getting crowded. The number of boating accidents are increasing. The shore line is showing excessive erosion. Traffic on the roads is busy and roads are not being kept up. Truth is how much can

the towns, roads, & shores take!
Very much in favor of seeing this amazing project succeed.
There is already too many occupancies on the "water front" and there is already a problem with the current " public waters/docks". Campgrounds, littering, no respect for local fishing spots, reckless boat operators. This will only benefit the rich and the transplants from out of state that have built up around Claiborne County accessible areas for boating. Traffic on roads have become more hazardous in the past 4 years. The current locations have "local only days" that seem to be a joke because Ohio, Kentucky, Michigan, Indiana, Pennsylvania, New York, New Jersey and New Hampshire along with many other states all flock and ruin things for locals including PALMERS JUNCTION where many people in Claiborne County have been baptized over the years and have lost their privilege to visit their memories over the years of their lives. Why build if it doesn't benefit the community, outsourcing contractors is what I foresee and having a guy who has money tell poor people that "oh its going to be money for the little guy" Please do not build this MONSTROSITY!
Please vote NO on this new proposed marina and community on Norris Lake. The lake is already too busy, populated and getting more dangerous as it stands. We do not need any more marinas or large developments around the lake. Vote NO!
Hello - I am a resident in the Lone Mountain Shores subdivision. I have witnessed the rapid growth on this side of the lake for the last 15 years. I've always been a proponent of developing and sharing the lake with all. However, I believe we are reaching an inflection point. The water and the areas infrastructure can only handle so much. The size and scale of the Tn Vues project is shocking. I've driven that stretch of the lake hundreds of times. I can't imagine a hundred slips in that area...1200 is ridiculous. It's very narrow and already busy. Adding a marina will only make things worse. Furthermore, the infrastructure (roads primarily) isn't sufficient to support a development of that size. Lone Mtn Road would need to be widened and blind spots removed. Towing a boat on that road is already a challenge. Adding more traffic will make things worse. I'm hopeful the TVA will dramatically scale back the proposed number of slips in order to maintain the beauty and safety of this area of the lake.
While I am a proponent and support the Tennessee Vues development, I take exception to the size and scope of their proposed marina. In the 2019-2021 timeframe I purchased a lot and built a lakefront home in the current Lake Norris Landing development. My lot actually abuts the downstream end of the Tennessee Vues development. It should be obvious to all concerned that I have a vested interest in TVA getting any lakefront development associated with Tennessee Vues, especially their proposed marina, "right the first time". Saying this I will limit my comments to those associated with what I consider to be a gross negative impact to the environment of the Tennessee Vues marina. In no particular order, below are my thoughts: - It is my understanding that Tennessee Vues petitioned TVA to arbitrarily move, on paper only, the natural main channel of the Clinch River. This gave Tennessee Vues the ability to extend their proposed marina further out into the lake. In my opinion this was a bald face political concession made by TVA allowing Tennessee Vues to literally bottleneck the lake and its boat traffic in front of their proposed marina. - I do not think any real consideration was given to how TVA, allowing the new marina to extend over the natural main channel, will impact the natural flow of water in the area. This is especially true during

peak summer months when the dam is generating electricity.

– Another consideration is what the impact will be when all boat traffic, existing and future, will be pushed much closer to the opposite side of the lake and its much shallower waters. Add to this that I believe that allowing boat traffic in the bottlenecked area to pass in front of the marina at normal, high rates of speed now seen in this area will actually cause the shallower lake bottom to churn up causing downstream silting of the current pristine lake water,

The two existing marinas in the area, Lake Norris Landing and Lone Mountain marinas, are located less than a mile respectively downstream and upstream of the proposed Tennessee Vues marina. I believe between the two existing marinas they currently have approximately 550 boat slips. Allowing Tennessee Vues to build a marina with over 1200 slips within a mile on either side of the existing marinas seems excessive. Was a water craft use impact study conducted on how adding potentially 1200 boats to a relatively narrow section of Norris Lake done? My guess is the answer is “no”. If a municipal area was proposing a similar size addition of vehicular traffic in their jurisdiction I am certain a more in-depth impact study would have, as a matter of course, been conducted. My hope is that TVA will take a step back and look more critically at the impact a marina of this size will have on such a narrow section of the lake.

– It is my belief that proposed size of the Tennessee Vues marina will immediately have a negative impact on recreational boat traffic and the ability of game fishing to take place in the immediate areas upstream and downstream of the marina. Even the current level of recreational boat traffic in peak season downstream of the proposed marina (where my property and dock located) causes us to often see high levels of shoreline erosion and its associated silting of lake water. I can only imagine how much worse the shore line erosion and silting will be with the added boat traffic from the new marina.

– It is also my belief that the significantly higher boat traffic on the lake associated with such a large marina will, in short order, permanently alter the existing shoreline and its vegetation. What steps will TVA and Tennessee Vues take to insure that we do not let a poorly conceived and heavy handed build of a new marina as currently proposed give us? If no changes are made from the marina's current design I am certain the lake will not survive in its present state of harmony with the areas surrounding it.

Own a farm at the corner of Bear Creek and Lone Mtn Road. Believe high quality developments like this make our community better and am excited to have TN Vues as a neighbor

I live on that end of the lake , the impact it will have on that narrow part of the lake will be bad , you think they are accidents on lake now wait till the 1200 slip goes in . There's no room for that many more boats on that end . We don't need it , they are ruining Norris lake with all this growth , the pollution will go up in the water and the bank erosion will be worse from all the wake boats , it's a terrible idea .

This would be the worse thing for the community,,the roads can not and will not be safe for that many people...the lake in that area can not handle that much boats or boat traffic safely...and all the trashing of the lake water would destroy the wildlife and the lake.

I would like this to be reconsidered this development, we live nearby on the lake for over 15yrs and this will create serious erosion as I'm sure your aware and may have taken into consideration. But with lack of control over the types and sizes of today's watercraft and the damages they already cause will be increased tremendously. Just wanted to express our opinion to help protect our shorelines.

I would like to render my opinion on the proposed 1200+ boat slip and projected Marina. There are many reasons I would be OPPOSED to this project 1: the pure massive size of this project is not suited for an already crowded Norris lake. 2:it would further increase the boat traffic on a already congested waterway especially during the summer months. As well as increase the risk for accidents to our

residents and our children as evidence by the fatal boat crash this year (Condolences to the family). 3: There is no doubt there would be irreversible damage to the shoreline for miles around this proposed Marina with the overwhelming amount of boat traffic it would generate and from the sheer size of the boats that will be encouraged to abuse our waterways Just look at the island entering Lakeview. I would venture to say it has lost 25ft in the last 5yrs. The destruction of our natural habitat, serenity and beauty of our surrounding areas that we so covet would be forever lost. Not to mention the culture that would be tarnished by the influx of non native residents who have absolutely no desire to assimilate with Norris Lake culture and the small town values we uphold.. And for what . Money. more beer stores. ..some say progress I wouldn't label any of what would arrive as progress . Just look at some of our local lakes FtLoudon. Tellico and Cherokee. Overcrowded and dirty. Not trying to be nostalgic but I remember a time when I could walk the banks as a kid fishing and enjoying Gods country. I now have children and there are only a few places I would let them venture off by themselves and none out of site!! . I'm sorry but this would have only a negative impact on our region our county our lake our children our wildlife our beautiful landscape and our peacefulness. I have roots here I pay taxes here I am trying to raise a family here. That's why I choose to stay here! . I would NOT be in favor of the proposed project.
I am entirely against any proposed mass developments on Norris Lake. My family has lived here our entire lives and have seen the impact to the wildlife, water cleanliness, and boating safety on the Lake. Just travel up the Powell River and witness the impact to our beautiful Norris Lake. Please do not excavate anymore property on Norris Lake just for selfish financial gains. The locals and I love our Lake and hate to see a mass of vacationers and rookie boaters continue to destroy the ecosystem surrounding Norris Lake. These vacationers from other states have no vested interest in the conservation surrounding the Lake. They just want to exploit our beautiful land and capitalize on financial opportunities by renting out Lake Fun for profit, not to mention the mass herds of parties and alcohol abuse that generally creates huge liabilities to all that is involved.
I wish to request non approval of the marina easement for Tennessee Vues marina. The surrounding infrastructure cannot support a project of this size. There are also 3 marinas within a few minutes boat ride or drive in either direction. Norris lake is currently over crowded in this are and becoming increasingly dangerous for local boaters and fisherman. We as citizens of Claiborne County and locals to the immediate area, vote NO on the permit.
the lake is to small in this area for more boats. it is over crowed now in the summer time. as you know there has been several accidents lately in this area. i hope tva does not appove this. i have a houseboat in this area and deal with the heavy traffic every day We have a slip on Norris Lake. The lake has gotten busier and busier each year with so many boaters not paying any attention and no respect for others! Adding another marina with this number of slips is going to increase the risk of more accidents and possibly more deaths. We ask that you consider the risk of all those enjoying this beautiful lake! The increase of the wake boats and what they are doing to the lake is terrible. Increasing more slips is just going to increase chances of more wake boats! We were on the lake last year and two wake boats went by at same time, one of each side, the waves were like being in the ocean, We thought we were in trouble! Is a marina of this size necessary with 22 other marinas on the lake?
I live in Knoxville and I have family that lives in the sharps chapel side of Norris Lake, on the lake. I have been boating on Norris for 6 seasons now. The proposed area is personally my favorite part of the lake where I visit quite often. I do not think this area of the lake can handle 1200 slips. The lake is way too narrow in this area to safely accommodate this many boats. I am all for adding Marinas in this side of the lake but would like it to still be safe for my family when we go boating. I believe by adding 1200 slips to this area there would be significant safety concerns with as many blind turns as there are on this side of the lake. There is just not enough open water for this many more boats down there and

Norris Lake Serenity, LLC Recreation Easement and Section 26a Approval

this would make the lake very unsafe. Similar to how it is on the north side of the lake where we avoid at all costs. In my opinion this is the best lake in America, I know that more marinas, restaurants, lodges etc will pop up but 1200 slips is far too many to keep it safe on this side of the lake. After you go under the railroad bridge this would be a death trap. No thank you.
We do not need the extra boat traffic on Norris. Erosion and damage to personal property is to the extreme now. I have had a boat lift broken three times in four years due to boat traffic. The lake is not safe nor enjoyable anymore due to the traffic and I have lived here 60 years. We don't need this
Regarding the developer Hexa USA plan for a luxury 300-home community called Tennessee Vues, including a 1,216 slip marina: This would be a massive influx to our side of the lake and community, and would destroy any peace we have here, turning it into the disaster of the Buckeye side of the lake. The community infrastructure won't support it, the current level of patrolling won't support it, and it would entirely change the character of the area, turning this end of the lake into the crowded mess that the Buckeye side has become. We are absolutely against this proposal.
It's gonna be a negative impact, lake during summer is already over run with wakeboard boats that are destroying the shoreline. Can't enjoy the water anymore during a weekend. These people that come from out of town have 0 respect for the locals. I grew up on this lake and it's getting so trashy..cant even enjoy fishing anymore during summer. Bringing in 1200 more will be the worst thing
I Vote NO To The Whole Project!
Please re-post the FONSI to this site so stakeholders can review and make comments. Also, extend the review period for the same number of days the FONSI was removed.
people who have lived here and fished or just boat ride norris lake DO NOT WANT to turn our lake into a dang wake board boat lake , or a 2500000000 jet ski's lake, it gets worse every year with boats as big as houses and every dock/marina sells beer or liquor, and people wonder why there's so many boat related wrecks or drowning's on this lake, this is absolutely not lake michigan, its very narrow on the upper end where this new marina would go , in my opinion it would just be absolute chaos anywhere around this thing for fishermen or people just wanting to ride around the lake at a reasonable speed without being possibly turned over by a dangerous wave off of a massive boat, or harassed by 200 jet ski's, me personally i don't want to see it happen
Good afternoon - as a relatively new resident, I can confidently state there is absolutely no good reason to allow this new development. My wife and I moved to Norris Lake / Twin Cove / Caryville for piece and serenity, following a 25 year Law Enforcement career. Please consider this e-mail as a solid vote of NO for the new development. Thank you.
The areas way of life and quality of life will be greatly diminished. Bringing in large homes that no one from this area wants or can afford. Using up infrastructure that is already at its breaking point. We do not need this. The lake is already hard to enjoy bring in over a thousand new slips will just add to the frustration.
We live full time in our home at [REDACTED] in New Tazewell, TN. We have two docks and. Launch ramp in a small area off the main channel just down from Norris Landing/ Jimmy Place. We drive in and out of Lobe Mountain Shoes Road and Lone Mountain Road at least 5 times a week. The road is narrow and couldn't handle that amount of traffic. As far as the lake area, we just can't understand how on earth our beautiful lake could possibly hold that many slips in this area. The lake is much too narrow for that kind of recreation.

We bought this property in 2010 and built our home. We take pride in living on Norris Lake and feel this is just a bad idea to have that size of marina on this end of the lake, it would be entirely too crowded and dangerous.

Feel free to call us and talk about this.

Upload File #1:



Upload File #2:



Upload File #3:



I have lived in Lone Mountain for 29 yrs, my husband even longer. Since Woodlake Golf Course, Lone Mtn Shores, Norris Landing Marina, several campsites have been built, and Lone Mtn and Straight Creek Boat Docks have expanded, there is entirely too much traffic on the roads as well as the water ways. It cannot be good for the environment to have so much activity in the water. It can't be good for the land with so much being put on the mountain sides. The main water line is frequently busting due to the excessive usage from all of the people. Also, since so many have moved into our county, the electricity seems to be going out more frequently. The amount of traffic we see in a single day now used to take almost a week to see. The main water supply also comes from the area they are wanting to build this! No one in our community wants to see this happen other than the business itself. Enough is enough with the people coming into our county let alone Lone Mtn!

This is written in regard to the above mentioned development, planned to be on Norris Lake, in Claiborne County, TN. I am writing to strongly object to it. The people of this area have lived, as they do now, for hundreds of years without a great deal of change. They are deeply rooted in tradition and family. It is not the desire of this community, to give up the lifestyle they are accustomed to, for any form of "advancement" or "development" of this magnitude. It would disrupt the simple lifestyle that have come to love. Lake access, would become crowded. Roadways would become populated by a greater number of vehicles. It would become, like every other heavily populated area, just another smelting pot of ideas, businesses, challenges, etc.. And I firmly believe, tradition, and the people who developed them, should hold precedence over anyone who wants to come in and interject a new development that would totally disrupt the lives of the people and families that have populated this area for so many years.

I'm a resident of Lone Mountain. My wife's family has lived here her whole life and I have lived here since I was a teenager. I feel the exploitation that is happening in my backyard. I want no part of this and do not support this in anyway. These people do not care about our culture and way of life. This is about profits and greed. Please consider what we have to say and step in and help us.

The lake is already way over crowded with multiple boating accidents and deaths each year. Adding this dock will not only making it harder for us locals to enjoy the lake but also we will be unable to do so safely. There are plenty of public access points to enjoy this lake. This many docks will not only raise potential accidents but more pollution as well.

Nobody in this community wants this to be built. This takes away buyable land from lifelong residents, increases traffic and outsiders into our community, and has potentially harmful ecological consequences that could affect our beloved hometown. Claiborne county says NO to this Mariana being built!

I own property nearby this development and this project is a very positive boom for Claiborne County and the surrounding area.

My concern is with the additional erosion of the shoreline caused by increased boat traffic. We have already seen massive erosion over the years with increased boat traffic, specifically wake boats. If these additional slips are allowed, I ask that TVA consider the erosion impacts that this will bring.

I am the property owner for [REDACTED]. TVA/Army 26a permit [REDACTED] / TDEC ARAP # [REDACTED].

1. TVA/TDEC identified the shoreline for the above listed property as having “one of the worst shoreline erosion examples” seen anywhere on Norris Lake. The potential cause was noted as natural erosion accelerated by increasing boat traffic over a period of years. For these reasons, in addition to the 26a permit, it was recommended by TVA to include TDEC, who subsequently issued the above listed ARAP permit for “shoreline severely eroded in the above area requiring stabilization/armoring prior to installation of private floating dock (TVA 26a # [REDACTED]) (TDEC ARAP # [REDACTED]). Installation of gabion wall not to exceed 150 LF with height not to exceed 1022 elevation- approximately 12' with keyway inset (see attached drawing). Baskets filled with 8-12" rip rap and surrounding area to have rip rap piled against basket for protection. Installation of concrete gangway ramp and floating dock to follow per 26a permit.” Since this is a self funded project, not supplemented by the state, it is currently on hold pending funding, and only minimal excavation/rip wrap has been installed within a large cavernous area to stop further shoreline destruction.

Since this shoreline is within close proximity of the proposed marina, my question is, if approved, how will TVA mitigate further Shoreline damage given the additional rapid increase in boat traffic with a 1200 slip marina. This is especially concerning given that the TVA listed one of the reasons for the shoreline erosion was because of “increasing boat traffic over years”. If this marina is approved, will TVA provide funding to assist with shoreline restoration and armoring to prevent further destruction given the significant increase in boat traffic, in addition to the above listed permits?

2. Given the number of serious boating accidents, including recent fatalities in this area, will additional funding be provided to TWRA to provide additional officers dedicated to this area since there is only one TWRA officer on duty for Claiborne County (who is also responsible for non-waterway related TWRA incidents within the county), as stated by TWRA officers.

3. Has TVA investigated the potential environmental impacts to the lake and surrounding wetlands given the additional boat traffic on the waterways surrounding the proposed marina up to and including fuel/oil spills from an additional fuel dock in the area and if so, what is the mitigation plan in the event of a spill?

4. Given the relatively narrow nature of the waterway surrounding the proposed marina, what plans does TVA have to manage heavy boat traffic given the said marina will extend into the waterway making this passageway even more narrow than it currently is forcing more boat traffic into shallow waters on the opposite shoreline.

While not opposed to growth of additional services and housing in the New Tazewell area, I cannot support another large marina in this area without a strategic plan to address those concerns/questions listed above.

If you have any questions or need further assistance, please feel free to reach out to me anytime.

We feel it will be a huge mistake for the TVA to approve a 1200 Boat slip marina in our area much less anywhere on the lake. With the boat traffic already in that area and shore erosion it's only gonna make things 100 times worse. It is the NE end of the lake and smaller than other areas on the Lake. Norris Lake is becoming over crowded with fatalities every year as it is, why make it worse? Between wave

runners, skiers, boats, house boats, wake boats, swimmers, etc why in the world would you approve 1200 more slips in that area. I've lived on that part of the lake for over 20 years and it's only gotten worse. Please do not approve this permit.

Norris is reaching a saturation point, both in terms of boat traffic and water pollution. This is a huge marina in a very narrow section of the lake. I oppose this project.

This new marina will turn this side of the lake into danger! From Lone Mtn Road being used to get there, and to the many added boats (we don't have the width of lake as the other side does) and there are already more than should be wrecks on this side. I watch the claiborne county commission meeting to vote on this and I believe only 1-2 women voted against. This should not have been approved for the safety alone for adding this many boaters to this side of lake. I could touch on the other issue of destroying the land but shouldn't this have been one of the biggest issues to vote against from the getgo?

For the way to further destroy a beautiful lake. To those of us that have property there you basically ruining it without ever caring about how it affects us. Shame on you it clearly shows that money is all that matters

Looking at File 2, the image, That peninsula becomes MUCH larger at winter pool — far more than TVA accounted for

When Norris drops 10–12 feet (which is normal):

The peninsula in the image expands laterally by 20–60+ feet depending on slope. Submerged humps and shallow shelves become exposed land.

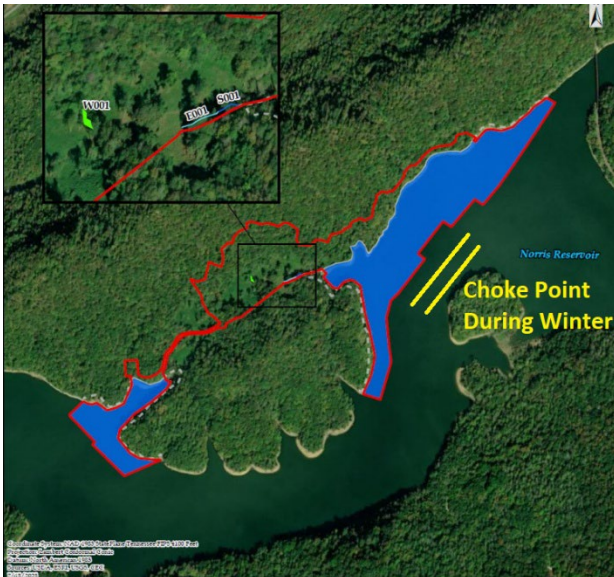
The river channel shifts toward the deeper side, meaning boats are forced into a narrow, single-lane corridor.

Your yellow “Choke Point” lines are conservative — the actual choke point extends farther upstream and downstream once the lake drops.

Upload File #1:

Copy of above comment

Upload File #2:



It would destroy the swimming area we have there's no reason to do it please don't do it.

Thats a hard no, don't need that at all! I say pass, pas, ~ Pass
We have property right in behind Jimmy's Place and having those 400 boat slips is bad enough but to add 1200 more boats out in the main channel seems ludicrous. I would hope they don't have enough money to buy your integrity. That will cause permanent damage that cannot be undone. Please do not allow this to happen.
That lake used to be a great spot to take the family but as is the over abundance of boats in the marina Is crazy, it doesn't need anymore. Every time my kids swim there they get sick, and I believe it will get way worse with another 1200 spots. Stop being greedy and consider the impact on that beautiful lake.
This is destroying the wildlife and I am 100% against this proposal.
Hello TVA, I am a resident of Norris Shores. I am happy to support this new development. I love the idea of more people getting to share this wonderful resource.
1000% against this
These additional slips would quadruple the number of slips in the already infrastructure constrained Lone Mountain area. Could not find an impact infrastructure assessment in any of the documents - the Lone Mountain, Owen Payne and Venable Lane roads are twisty, 2-lane at best, with Venable Lane being single lane across the railroad tracks. Also not sure increasing to four lanes is feasible, but should be assessed ahead of project approval.
Currently the resources of the TWRA and agencies that police and monitor the lake are not adequate for the current usage of the lake. Adding a large marina and additional usage cannot be supported unless the state is willing to significantly increase the budget of the TWRA and other agencies that manage the lake. There have been more accidents and issues each year on the lake and current rules and regulations are not being enforced. Also, the increase use of wake boats, which studies show are detrimental to the shoreline, is not regulated and enforced, more wake boats are going to damage the lake. Also, there needs to be better handling of abandoned boats and garbage that is accumulating on the lake. Adding a large marina when these issues are already a problem and not being managed because the resources are not available are going to amplify the problems. Growth needs to be managed. I would also be concerned about the infrastructure of these communities; fire, police, and roads to handle the increased traffic to handle the increased influx of people to that area.
Hello, I would like to share my views and concerns for the building of the new marina, floating dock, store, condos, homes, etc that is planned for construction just minutes away from my home. Let me start by telling you this is where I grew up. A small little community. We farmed, grew gardens, and tobacco, and were always in the hay fields for the livestock to have plenty of hay for the winters. Recently, three years ago we built our new home here on the farm to come back home and be closer to my parents and take care of the farm as they grow older. Also so that my two boys can have plenty of room to roam and play also. We absolutely love our home and being here in this area. And then we receive the news that this is happening just minutes down the road from us. We do not want this here. We know what this will bring here and we don't want it here. I know as TVA you have to realize exactly how many people 1216 slip marina will bring into our small area and on our roads. Also, while in town, guess where GPS takes you when you put in to come to lone mountain? My little dirt road. The same little dirt road my babies will be walking across to visit and help their grandparents and work on the farm. This road is not built for that many people and yet this is just the marina not including the condos and cabins they plan to build also. I know our small little government would love to collect on all of the tax money this would bring in but it's destroying the locals. I haven't heard not one person that wants this here, so why should we allow it? We as locals have already stopped going Norris lake

and using our boat. For the simple fact that all of the people that have moved in here and are coming to visit have ruined it. There are so many people on our lake that have no clue what they are doing. They drinking and driving yet they don't even know how to drive the boats. They are killing are babies and our friends. There have been too many fatalities of the ones who have no idea what they are doing. We loved to water ski and I would love to have my children learn also. There's no way I would let them though because of the number of boats that don't have a clue to looks for a downed skier. We loved to fish and troll. We can't do that anymore either because no one understands to stay away from these boats.

Please don't take our beautiful, little, calm area and turn it into chaos just for greed.

The ones constructing and funding all of this get to go home once the construction is finished. Their quiet peaceful homes. This is our home.we also want to stay.

Thank you for reading and I hope the best decision is made.

Oppose more construction that ruins the beautiful countryside. More traffic on these narrow roads, doubtful infrastructure can handle the water, electric and sewer? Adding to already crowded classrooms. Already hard to make appointments for Drs and dentists. This end of Norris Lake is fairly peaceful, more boats and jet skis definitely not a plus.

I have become aware of a large development near Jimmies restaurant at Norris Landing marina . This is a large development that I think will severely strain the infrastructure of the area. There will be considerable congestion on a road that's already overused. This doesn't cover the additional water and electricity needed for such a large development. Another marina will significantly add too congestion and the pollution at that end of Norris Lake. This area is rural those who have moved here have done so for the privacy and lack of congestion. As a homeowner in the area on Lone Mountain I am not in favor of destroying this pristine area. I am against this large development.

Individual homes on larger lots would not be a problem. However 300 plus homes jammed into that area will definitely , negatively impact quality of life in this area.

Thank you for your willingness to illicit the thoughts and feelings of established residents.

While growth in Claiborne County is wished upon, a total overtaking of our peaceful mountainous lake is not. It's concerning how much of that portion of the lake will become so overpopulated it's a constant danger. We have deaths every year. How do we prevent so many more on a marina scale this big? There is not enough room. Boating accidents and deaths will increase. How is it possible to build a marina this size in the smallest coves where you are already careful to pass through, but now have to worry about hundreds of irresponsible/uneducated boaters in a small capacity? A peaceful lake will be no more. We're already on the verge. It's a disgrace the families who have grown up in Claiborne County cannot even dream of owning property again in this area. Instead, residents from other states who have never made any community impact, had roots, family, or anything relative to this area is who this lake will be destroyed for. To have once dreamed to have a house on Norris Lake, it's disheartening to see this will never be reasonably attainable. Even if it was, why would I ever want to contribute to this large of a negative community impact?

As a volunteer, I collect and haul 1,000s of pounds of trash away from the Norris Reservoir waterway each year. This is a real human impact that will be compounded by an additional 1,200 watercraft and their users. How can we mitigate the surface debris impact this increase poses?

The residents of Norris Lake are already experiencing a boat abandonment issue. How will we manage this issue as we increase the boat concentration by an additional 1200 units?

The wave action created by 1,200 additional watercraft may have a detrimental impact on shoreline stability. Please study the potential erosion issue to determine if this development and its use causes irrevocable damage.

What is the plan for sewage management for this concentration of users?

Melton Hill and Norris are the water sources for human consumption for all those served by the Powell Valley system. Water quality is important to these communities. Will the proposed boat/human traffic increase benefit the quality of water the Norris Reservoir residents consume?

Thank you for considering my thoughts.

My Family and I, along with many other families in this town them are opposed to this development of land. Our small town is family friendly and goes back generations. Not all small towns want this, especially us.

I have lived in this area my entire life. The marinas that we already have are enough to last our lifetimes. We don't need a new larger marina. The prices are already out of local residents affordable reach. Why should we give up what we have just to make those investment companies even more wealthy. Lots of local residents use TVA lands for recreation. Every time someone builds a new lakefront subdivision the locals loose access to public recreational areas. Please don't take even more public lands from us.

To whom it may concern,

I am very concerned and against the proposed additional 1200 boats slips with the Tennessee Vues at Norris Lake development.

There are already three marinas nearby, Norris Landing (which is very close to the proposed development) with approximately 495 slips, Lone Mountain Marina with approximately 247 slips, Cedar Groove Marina with over 400 slips, and Woodlake private dock of 30 slips, and this is not counting any private single boats slips.

This area is at the northeast tip of lake, near the entrance of Clinch River. Adding an additional 1200 slips in this narrow area of the lake with the other 1,172 boat slips would cause a very congested area, this is why am against this proposal.

Thank you for your consideration,

We strongly oppose the development of Tennessee Vues and the proposed large marina on Norris Lake.

We have driven up to the site of this new development and they have bulldozed so many trees and have ruined. our beautiful Tennessee landscape. The large proposed marina would have a huge environmental impact on a lake that is already very crowded.
Please do not allow this development to go forward.

For me, concerns are not just about adding 1200 marina slips but the direct and indirect impacts of allowing such a large number of marina slips into a small community with rural roads. Perhaps it is not TVA's intent to steer away from its mission, but to allow 1200 slips to be built for a community designed for well off patrons that the community board would not allow most people in this rural area use due to their background or lack of wealth, most certainly appears TVA has steered away from its mission posted on its own website. My statement may generate the belief that I fall into what would be a discrimination side, but I assure you I would not. I grew up in this region and am witnessing how slowly the outside is pushing those with roots are being pushed out. I am concerned with the following regarding this matter:

Increased boat traffic into smaller channels that aren't designed for increased traffic.

2. Increased boat safety issues. There is limited patrol available for the entire lake and the increase of a potential 1200 watercraft increases encounters of dangerous boat navigation whether due to poor water safety skills or alcoholic intake.

3. Increased water pollution from high concentration of boats in one area. There are already several marinas off of the Lone Mountain Road.

4. Negative impact to power utilities. Our electricity blips 1-3 times a day throughout the ENTIRE YEAR on the regular to what I have to assume is overload. Many people are convinced for good reason that the increase of 1200 marina slips and the 300 homes for the area will impact existing home utilities.

5. Concerns on increased waste water/sewer -- assume the site will have to have sewer for bathrooms. There are already contentions regarding sewer for the community being built -- current infrastructure cannot support it all.

6. It is not just about the marina itself either. The addition of the marina will likely increase traffic. This increase in the summer months at minimum already creates dangerous situations, plus, the road was not built for heavy traffic. Many people not from this area are poor drivers on the narrow and curvy roads, increased that factor when pulling boats, that I personally have encountered many dangerous situations. Again there are already several marinas off of Lone Mountain Road - yet we are not the largest part of the lake.

I am also seeing an increased movement of wild animals as they are pushed out of areas due to building and noise just in my own neighborhood as I have monitored over the last 2 years -- I can see that getting worse.

8. Increased costs of utilities including electricity and water/sewage in other communities to pay for the infrastructure the new community building the 1200 slips will require versus offload that cost to the owner/developer.

At the end of the day, this isn't a 100-slip marina -- this is 1200 slips for a restricted community that there will be minimal long term, permanent job benefits for those in the area in comparison to the direct and indirect negative impacts above.

I personally don't think that we need another marina on this end of the lake got one on both sides of it Norris lake has to much boat traffic already

Dear TVA, We have enjoyed vacationing on Norris Lake for over 25 years. It is not as beautiful and serene as it once was, and certainly not as safe. My comments are in regard to the application for the new 1200 plus slip Marina in Claiborne County. Within the announcement of the project you state: "TVA seeks to manage reservoir lands in a way that maintains the quality of life" - permitting such a project, was you well know, will in no way allow any quality of life. The TVA is considering allowing one of the largest marina installations in an area that is one of the narrowest, most constricted parts of Norris Lake. Such a installation would be bad idea of any part of the NL. It is Terrible idea for the this area and the project should be scrapped, canceled, discontinued, and remove from continued or future consideration. Why? Because, it fails to "Maintain the quality of Life", the criteria stated your own words. Consider:

Safety: the Lake, and this area is suffering from increased boater traffic and congestion Fatalities and boating injuries are at all time highs and increasing. Increasing instances of under age operators of Jet skis (we have observed this ourselves) Environmental Impact: This area suffers from high boat traffic, erosion is occurring at a rapid rate, areas have large trees falling from the shoreline at an increasing rate. Trash and other floating debris (dock parts, boat parts, coolers, refrigerators, chairs, furniture, cans and bottles are a constant danger and eyesore to the area. Adding 1200 slips will be devastating. Policing: We have maybe one patrol boat for the are, which is not adequate, how many more are planned for this development? The TVA cannot handle the simplest of safety measures (example: there has been an unmarked underwater obstruction (railroad bride pillar) just to the NE of the proposed marina that caused the death of a 72 year old fisherman about 4 years ago. As of this date, this fatal hazard has still not been marked. I could go on, however, realistic consider would cancel this project just because of the reasons above.

Why does the TVA want to continue this terrible plan that is slated to cause decay, death and

destruction? Please do the right thing, cancel the Marina application, you know that is the right thing to do.

I would like to submit a formal objection to the “TN Vues at Norris Lake” development marina. My company provided to the developers, all the preliminary planning and all the drafting that has been used in their submittal for their 26a permit. I base this objection on the fact that we contracted with them to provide such supporting documentation and to see it through the approval process. Midway through our contracted services, and once [REDACTED] had provided all the necessary paperwork required by your agency to review and grant approval, Norris Lake Serenity, LLC discontinued payment for services previously provided and covered by our contract (see attached). Please understand we have not been the least bit derelict in our services, nor breached any provision of our contract and I feel that if this developer is starting out doing business in this manner from the start, the public may ultimately become the real casualty from their business tactics.

Thank you for the opportunity to provide public comments regarding the Draft Environmental Assessment (DEA) for Serenity, LLC’s (Tennessee Vues at Norris Lake) Recreation Easement and Section 26a Approval. Please consider this correspondence as a complete replacement for any previous online comments submitted under my name in November 2025. My comments are offered with a deep commitment to environmentally sound development and the preservation of Norris Reservoir’s natural beauty and recreational value.

It is imperative that the Tennessee Valley Authority (TVA) conducts a robust and genuinely inclusive public outreach process. The current comment period, spanning the Thanksgiving and Christmas holidays, significantly impedes the ability of many interested parties, especially those residing outside the immediate local area, to meaningfully participate. A local news announcement falls far short of adequate engagement for a project of this magnitude. I strongly urge TVA to extend the comment period and actively solicit input from all affected communities and stakeholders, including but not limited to Lake Norris Landing (LNL) Marina, LNL HOA, Lone Shores Mountain HOA, Lone Mountain Marina, and Woodlake HOA. Comprehensive engagement is crucial for ensuring that all potential impacts are thoroughly considered and mitigated.

My primary concerns, elaborated below, highlight critical deficiencies within the DEA and underscore the necessity for further rigorous analysis before any approval is granted:

****Cumulative Impact Analysis (CIA) Deficiency:****

The DEA appears to lack a comprehensive Cumulative Impact Analysis, which is a significant oversight given the existing and approved developments in this specific reach of Norris Lake. With Norris Landing Marina (over 400 boat slips) just over a mile downstream and Lone Mountain Marina (187 boat slips) within a mile upstream, the addition of 1,216 boat slips by the proposed Serenity development presents an unprecedented concentration of marina infrastructure. This does not even account for approved private docks for Lone Shores Mountain and Lake Norris Landing HOAs. TVA must provide compelling evidence and a detailed analysis demonstrating how this segment of Norris Reservoir can ecologically and recreationally accommodate such a substantial increase in boat traffic and associated infrastructure without severe negative consequences.

* ****Environmental Impact:**** What are the projected cumulative effects on water quality (increased fuel spills, waste discharge), aquatic habitats, shoreline erosion, and noise pollution from this unprecedented density of marine activity?

* ****Recreational and Social Impact:**** How will the exponential increase in boat traffic impact the safety of existing boaters, swimmers, and other recreational users? What measures will protect local property owners from increased congestion, noise, and potential diminution of their quality of life and property values?

* ****Economic Justification:**** An economic cost-benefit analysis must extend beyond developer profits to encompass the broader economic impacts on existing businesses, residents, and the public use of TVA’s natural resources. Is the proposed 1,216 boat slips proportionate or necessary for the

proposed 300 houses? This seems excessively large and warrants further justification. I strongly recommend that, at most, only Phase 1 of this development be considered for approval, contingent upon a robust and verified Cumulative Impact Analysis.

****Boating Safety and Waterway Management:****

This specific section of the Clinch River is inherently narrow. The DEA must provide a thorough analysis of how far the proposed marina will extend into the waterway, particularly during winter pool conditions, and detail the additional boating hazards this will create.

* ****Navigation Obstruction:**** Will the main navigation channel be significantly obstructed? What impact will larger vessels, such as houseboats and pontoon boats, have on channel access and safety as they maneuver within and around the proposed marina?

* ****Increased Risk:**** The recent boating accident resulting in a fatality in July 2023 within a mile of the proposed site underscores the existing risks. Introducing a massive new marina will demonstrably escalate these dangers, especially given the public's existing use of TVA's Natural Resource Area for swimming, camping, and other activities.

* ****Mitigation Measures:**** TVA must outline concrete and enforceable measures to mitigate these hazards and prevent shoreline erosion. This should include mandatory "no wake zones," strict speed limits, and clear navigation markers.

* ****Wake Boat Restrictions:**** Recent scientific studies have documented the significant negative impacts of wakeboard/surfboard boats on river bottoms, leading to disruption of flora and fauna, increased turbidity, and shoreline erosion. Given the narrowness and ecological sensitivity of this river reach, these types of vessels should be explicitly prohibited.

****Noise Pollution Analysis:****

The DEA must comprehensively address the anticipated increase in noise levels during peak summer months, stemming from increased boat traffic, amplified music, and engine noise. This analysis should cover impacts on local wildlife, residential areas, and the overall peaceful enjoyment of the reservoir by the public. Specific noise modeling and mitigation strategies are essential.

****Vehicular Traffic and Infrastructure Impacts:****

The transportation study within the DEA appears to grossly underestimate the significant negative impacts of increased vehicular traffic on Owen Payne and Venable Lanes. These roads are fundamentally inadequate for the proposed scale of development.

* ****Existing Deficiencies:**** Venable Lane is a narrow, one-way road, featuring two blind curves and a railroad track crossing without lights. This precarious route leads to Owen Payne Lane, another narrow road with a sharp 90-degree turn. This infrastructure is already strained.

****Current Impacts:**** There have already been numerous traffic hazards and road damage caused by current construction activities and increased traffic to the existing Lake Norris Landing Marina and TN Vues. Furthermore, the claim of "no more than 8 trucks" along the shoreline during development is highly suspect, as personal observations indicate at least 20 pieces of heavy equipment already on site.

* ****Future Projections:**** Allowing potentially 1,000 additional vehicles with boats to access this area via these inadequate roads would create an intolerable level of congestion, safety hazards, and further infrastructure degradation.

TVA must require a comprehensive traffic study that includes detailed plans for road improvements, safety enhancements (e.g., lighting, signage, traffic flow management), and appropriate mitigation measures **before** any approval for increased vehicular traffic is granted.

****Stormwater Pollution Prevention and Erosion Control:****

The DEA fails to provide an adequate Stormwater Pollution Prevention Plan (SWPPP) or an effective erosion control strategy for the construction phases along Owen Payne Lane. Evidence of current, ongoing environmental degradation is stark: silt has been consistently running into Stream 001 for over two years. This "stream," which the EA misleadingly depicts, is a critical drainage pathway that feeds directly into a blue-line stream crossing Owen Payne Lane multiple times before entering Norris Reservoir.

TVA must require and enforce a demonstrably effective SWPPP and erosion control plan. This plan

needs clear monitoring protocols, actionable mitigation strategies for *existing* siltation issues, and stringent enforcement mechanisms to prevent further degradation of this vital aquatic environment. No further development should proceed without a proven track record of effective erosion control measures already in place and remediating past damage.

6. I find the EA's reported impact on organic material to be severely underestimated. While the document specifies only 4.78 acres, direct observations of the Serenity Vues development reveal clear-cutting operations extending over hundreds of acres. This extensive land alteration includes substantial mountain top removal, with material visibly pushed into sensitive areas, including along Owen Payne Lane. The ongoing practice of burning debris on-site is a persistent issue, generating noxious fumes and significant fugitive dust that directly impacts air quality and resident health. Based on Serenity Vues' historical approach, I am gravely concerned that any remaining 'impacted organic material' will not be responsibly managed but rather relocated to adjacent properties for continued burning, thus perpetuating environmental degradation and community nuisance.

7. The proposed marina's location falls within a critical migratory corridor for a diverse range of avian species, including swans, egrets, herons, eagles, hawks, hummingbirds, and goldfinches. The introduction of artificial lighting along the shoreline poses a substantial threat to these sensitive populations, potentially disrupting their natural navigation, feeding, and breeding cycles. We urge a thorough re-evaluation and the mandatory implementation of wildlife-friendly lighting solutions to mitigate adverse impacts on this vital ecosystem.

8. Explicit documentation and studies from TVA should be provided confirming that the proposed actions will not detrimentally affect the crucial winter, fall and spring fishing seasons, particularly given their significance as primary spawning periods for upstream fish populations. The ecological and recreational value of these fish habitats demands rigorous scientific validation of no adverse impact. Claiborne County's public water intake is located less than a mile from the proposed marina, I would like to review any TVA-commissioned studies that specifically address the potential impact on water quality. Increased boat traffic invariably introduces risks of fuel spills, waste discharge, and pollutants from antifouling paints, all of which could severely compromise a vital public water source. It is important to understand what specific measures and contingency plans are in place to safeguard this critical infrastructure and ensure the continued purity of the county's drinking water.

9. The geographical characteristics of this area—specifically, its steep slopes, prevalent high winds, and abundant fuel sources—inherently classify it as a high-risk fire zone. This vulnerability is compounded by the severe lack of fire hydrants and the reliance on a volunteer fire department, which may have limited resources and response times. For residents situated on the peninsula with severely restricted escape routes, the implications of a significant fire event are catastrophic. Please provide immediate access to TVA's comprehensive safety and evacuation plans, alongside any relevant studies, detailing precisely how the public will be protected in such a high-hazard environment.

10. The proposed development anticipates a significant volume of vehicles and boat trailers; however, TVA has yet to provide any details regarding the designated location and *adequacy* of on-site public parking facilities. A lack of sufficient, clearly defined parking could lead to significant traffic congestion, safety hazards, and spillover parking into undesignated or residential areas.

11. Finally, a transparent and detailed explanation of TVA's criteria for determining whether an Environmental Review (EA) or a more comprehensive Environmental Impact Statement (EIS) should be provided.

12. I look forward to receiving comprehensive responses to these critical concerns and seeing evidence of a more robust and transparent environmental review process. I urge TVA to fulfill its mandate as a steward of our natural resources and public safety by conducting a more thorough and objective review of these critical concerns. A substantive response addressing each of these points is

expected.

PUBLIC COMMENT RESPONSE TO:
Norris Lake Serenity, LLC (Tennessee Vues at Norris Lake) Recreation Easement and Section 26a Approval Draft Environmental Assessment

RESPONSE FROM A CONSERVATIONIST POINT OF VIEW

██████████ – Original owner of property now known as Eagle Landing Subdivision, Mile 133 Clinch River, Claiborne County, Tennessee



As you may be able to see from Title searches having been done in the Lone Mountain, Tennessee area my ██████████ family have been residents and property owners since the late 1800's. If you were to research my ██████████ family settled on the headwaters of the Clinch River in the late 1700's, and along with such notables as the first Governor of Tennessee, John Sevier, tamed a restless frontier using the Clinch River from the headwaters, known as Fort Blackmore all the way to Fort Southwest Point, located near present-day Kingston, Tennessee.

I will not go over any accolades I may have earned or been awarded, but the one I would like for you to understand is that I was the Agricultural Soil Conservation Agency's District Conservation Farmer in 1982 and was brought up to respect this regions use of its natural resources.

You, as an entity have completely disrespected all those non replaceable resources. I worked for seven years for the University of Tennessee as a Senior Environmental Research Assistant during the study of a remediation plan for the Oak Ridge K-25 Site and know very well the processes need for an Environmental Assessment. For example, you have not taken into account that Claiborne County's Public Water Intake lies but a few hundred feet from the Norris Lake Serenity, LLC proposed development.

As you are well aware the level of Norris drops tremendously and the width of the navigable channel is dramatically impacted. What is going to be the distance once that happens between the Grainger County shoreline and the proposed boat slips that Norris Lake Serenity, LLC had proposed. Can you give me that distance in a revised report.

I am not against progress in my county but look at the previous development that now hosts trailer parks. I drew up the restrictions for Eagle Landing that RVs can only occupy a 5-acre tract for six months out of the year and must be responsible for any gray water disposal. The 25 tracts on Eagle Landings 145 acres were no smaller than 5 acres with very limited tree removal restrictions.

Finally, in talking to previous landowners who purchased land, formed a Property Owners Association, in what was known as The Ridges, were completely taken off guard by the developers who purchased all the land within that subdivision, therefore obtaining a commanding vote in the association, voiding

any restriction that had been previously implemented.

I want to refer to a comment submitted by a very knowledgeable person, [REDACTED], who voiced concerns that I am totally in agreement with. I would just be reiterating many of the other responses I am sure, but his is my particular response against permitting a) Recreation Easement and Section 26a Approval to Norris Lake Serenity, LLC (Tennessee Vues at Norris Lake).

In conclusion:

Here is a summary of my original email complaint to the Tennessee Department of Environment and Conservation in May 2024, as well as a link to the original emails below the summary.

Brief Report of Document Takeaways

Complaint Submission:

[REDACTED], a resident of Claiborne County, Tennessee, reported potential illegal or indiscriminate land clearing at "The Ridges at Norris Lake" development.

He raised concerns about inadequate erosion and sediment control measures and requested an investigation.

TDEC Response:

[REDACTED], an Environmental Scientist from the Tennessee Department of Environment and Conservation (TDEC), confirmed the site has three active Construction General Permits ([REDACTED], [REDACTED], [REDACTED]).

She acknowledged the lack of proper Erosion and Sediment Control Measures and planned a site inspection with colleagues.

Developer's Response:

[REDACTED], representing the developer, confirmed plans to meet with TDEC on-site and coordinate with the project team to address concerns.

Inspection Outcome:

[REDACTED] met with the developer and contractors.

She instructed them to install a sediment basin within 7 days, stabilize inactive construction areas within 14 days, and vegetate exposed slopes within 7 days of inactivity.

She committed to monitoring the site for compliance.

Referral to TDEC:

The Tennessee Department of Agriculture referred [REDACTED] complaint to TDEC, as they oversee Construction General Permits and Stormwater Pollution Prevention Plans (SWPPP).

Photos Provided:

[REDACTED] attached photos illustrating the site conditions, showing a lack of erosion and sediment control measures.

Key Actions:

TDEC is actively investigating the site and has issued directives to the developer for compliance.

[REDACTED] has been informed of the ongoing inspection and monitoring process.

The developer has expressed willingness to cooperate with TDEC.

Relevant Links:

[TDEC Stormwater Construction Permit Information](#)

Create a brief summary to submit to concerned parties

Summary of Investigation: The Ridges at Norris Lake Development

Subject: Land Clearing Concerns at The Ridges at Norris Lake

Submitted by: [REDACTED]

Date of Complaint: May 7, 2024

Key Points:

A complaint was submitted regarding potential illegal or indiscriminate land clearing at "The Ridges at Norris Lake" development in Claiborne County, Tennessee. Concerns included inadequate erosion and sediment control measures and potential non-compliance with regulations.

The Tennessee Department of Agriculture referred the matter to the Tennessee Department of Environment and Conservation (TDEC), which oversees Construction General Permits (CGP) and Stormwater Pollution Prevention Plans (SWPPP).

Actions Taken:

TDEC confirmed the site has three active CGPs ([REDACTED], [REDACTED], [REDACTED]).

TDEC conducted a site inspection on May 15, 2024, and identified deficiencies in erosion and sediment control measures.

The developer was instructed to:

Install a sediment basin within 7 days.

Stabilize inactive construction areas within 14 days.

Vegetate exposed slopes within 7 days of inactivity.

TDEC will continue monitoring the site to ensure compliance.

Next Steps:

TDEC will follow up with the developer and contractors to ensure corrective actions are implemented.

Updates on inspection findings will be shared with concerned parties.

For further information, please refer to TDEC's [Stormwater Construction Permit Program](#).

Contact:

[REDACTED]

Environmental Scientist, TDEC Division of Water Resources

Phone: [REDACTED]

Email: [REDACTED]

Link to original emails: [REDACTED]

Some personal images of my activities as a Pioneer Tree Farmer along the shores of the Clinch River.

[REDACTED]

[REDACTED]

Thank you for the opportunity to express my opinions in these comments.

I am attaching a letter in the form of a Word Document expressing our concerns and our hope that you will REJECT this proposed development.

Dear TVA Officials:

I am writing on behalf of the Board of Directors and many of the residents of Narrow Ridge Earth Literacy Center in Washburn, TN. We are a non-profit organization and land trust that has, for over 30 years, been caring for and stewarding 500 acres of land adjacent to one of the inlets on Norris Lake/Reservoir. Because we have been living alongside the lake and doing this caretaking work for decades we are acutely aware of the toll that development can take on the lake and the general environment and communities around the lake and we are writing to express strong opposition to the proposed large commercial marina and luxury housing development that is being proposed as per the report in the Claiborn Progress and the TVA website. This is the development at Clinch River Mile 134.7 / Claiborne County

While we understand that many people want to live “on the lake” the needs of the lake as a living body of water and as a key piece of many already established communities should also be taken into account. Norris Lake is mostly a quiet lake with a forested shoreline. This is one of the reasons the water of Norris Lake is as clear as it is. The quiet and peaceful character of the lake provides many people from the surrounding region with a peaceful natural place to enjoy solitude, fishing, and family outings. Its shoreline is mostly bordered by trees and a few homes but the character of this lake has always been one of quiet retreat. We are very concerned that a 330+unit housing development with a marina with more than 1200 boat slips will have a severely negative impact on the lake, the atmosphere on the lake and the skies above the lake. The number of slips is itself a problem as increasing the number of boats on the water will add to the oil and gas pollution on the lake and impact water quality. There is also the problem of noise pollution as well as light pollution. The proposed development, with its fuel docks, wave breaks, boat ramps, access roads, and other infrastructure over more than 60 acres of TVA-controlled and private-backed land — threatens to undermine the natural beauty of the area.

There is already documented community concern about this project. Local residents and long-term cabin owners near Norris Lake have expressed that the development would fundamentally alter the quiet, natural character of the lake, and conservation-minded groups such as the Norris Lake Project have long worked to preserve its forested shorelines and clean water. While proponents have suggested the project could create jobs, these claims are based on promises made by the developers. They seem to be mostly anecdotal and unsupported by independent economic analysis. What often happens is that a few jobs are generated but they are often low-wage service sector jobs and the services offered by the development corporation often drive local businesses under. As far as we can tell there have been no verified projections for how this project would benefit local people in terms of long-term high quality employment or the impact it might have on local businesses. While the development might increase economic activity in the area it is very likely that it will mostly benefit and be controlled by the corporation backing the development. In contrast, the environmental and social risks — including increased boating traffic, shoreline development, potential nutrient and bacterial pollution, light pollution, and loss of green space — are real and well-documented.

We are in conversation with some of our neighbors and these are concerns that we all have and would like for TVA to also consider carefully.

Water quality and ecological health. While Norris Lake is often celebrated for its clarity — with visibility reportedly 15–20 feet under good conditions, attributed to limestone geology, depth, and heavily forested shorelines — these very features are fragile and easily disturbed by major shoreline development and would likely be negatively impacted by the large increase in boats on the lake in this area.

Light Pollution: This area of East Tennessee is one of the few remaining areas that have skies that are sufficiently dark to regularly see the Milky Way with the naked eye. Increased shore line development, including marina's which tend to think that areas around water need to be “well lighted” add a heavy burden to light pollution. Light pollution has negative effects on human health but also insects, birds, and wildlife who depend on dark nights for their very survival.

Documented ecological stress. According to TVA's own reservoir-health assessments, dissolved oxygen levels in Norris Reservoir have been rated “poor” at multiple monitoring sites, particularly in deep waters during parts of summer and autumn, because temperature stratification and long water retention hinder oxygen mixing. tva.com+1 This raises legitimate concern about how additional development — with increased boating traffic, fuel docks, wastewater from boats, and shoreline

disruption — might exacerbate oxygen depletion, sediment disturbance, and harm to aquatic life. TVA has, as part of its mission, a requirement to see to the preservation of the health of the lake itself! Precedents of degradation and impacts on wildlife tied to shoreline & marina development. In 2006 TVA's environmental assessment of Norris's watershed noted that accelerated shoreline development — including housing, condos, golf courses with shoreline access, and expanding marina facilities — was linked with increased nutrient loading, run-off, and higher risk of eutrophication, which degrades water quality and can allow harmful algal blooms or increased bacterial contamination. samab.org+1 In addition, disruptions to wildlife habitat follow all projects like this. This impact is well-documented!! The birds that make Norris Lake their home deserve to have their habitat protected.

Loss of the quiet, green-space character. The current abundance of forested, undeveloped shoreline and minimal agricultural or urban runoff is likely a core reason why Norris stands out among Tennessee reservoirs. knoxlakes.com+2Norris Lake Homes]+2 The proposed project threatens to replace natural shoreline and forest buffer zones with commercial infrastructure, roads, and concentrated boating — undermining not just ecological integrity, but the very character of what makes Norris special.

Insufficient monitoring and local concern. A recurring concern among many people who live around the lake and love it is that TVA has not been consistently monitoring the health of the lake. Since this seems to be the current state of affairs, it would behoove TVA to address these concerns before allowing any major new developments. The grassroots organization the Norris Lake Protection Alliance (Keep Norris Blue) — was formed precisely because they believe ongoing contamination risks (mercury advisories for fish in 2022 in parts of the lake, for example) warrant more sustained oversight. [Historic Union County](http://HistoricUnionCounty.org)+1 For many of us, the proposed marina threatens to add new and concentrated stressors without a history of vigorous monitoring for the developments that are currently on the lake.

For these reasons, we urge TVA to reject the permit for this development. Each permit for a development like this opens the gate for the next one—and eventually the entire shoreline will be affected. This is what you can see happening all over the country in areas where there are not careful limits placed on development in natural areas. If TVA is inclined to let the process move forward a more complete environment impact statement should be undertaken—with weight given to the issues of light and noise pollution as well as overall impact on the peace and tranquility of the lake. These are not “intangibles” as they can be measured—but the overall point is that there is something special about Norris Lake that needs to be vigorously protected. The limited “permit approval” under the existing 26a process in in no way sufficient for a project that could have as much negative impact as this one. Even is a new marina were to be approved it should not be this large!

Please hit the PAUSE button and allow for a more carefully assessment and community-wide input. There is so much at stake and once these things are lost they are difficult to regain. What makes Norris Lake unique is its clean water, forested shoreline, quiet inlets, and natural habitat for fish and wildlife. Please think about the future and say NO to this permit. Our children deserve our respect, love and care and this is one way we can demonstrate that—by taking a stand for the preservation of more natural outdoor spaces.

Thank you for the opportunity to review the Draft Environmental Assessment (EA) for the proposed Tennessee Vues Marina. For context, I also reviewed both the 1998 TVA Shoreline Management Initiative (EIS) and the resulting July 1999 Record of Decision (ROD). The TVA Board recognized in 1998 that the shoreline (then estimated at 13% developed) was a finite resource that had to be carefully and consistently managed. TVA wanted "to balance residential shoreline development, recreational use, and resource conservation in a way that maintains the quality of life and other important values."

Under this Blended Alternative, TVA would adopt a shoreline policy that allows environmentally responsible development of shoreline where residential access rights exist and preserves public benefits along shorelines where residential access rights do not exist.

Concerned about shrinking public shoreline, TVA also committed to adopting a strategy of maintaining and gaining public shoreline.

The final comment in the TVA Board approved decision document states that "TVA will monitor shoreline development trends in order to identify any actions that may be necessary in the future".

The EIS process is one tool to help track shoreline developments and identify additional actions to accomplish the stated goals. While this draft EA is a first step, the size and scope of the proposed Vues development requires a more rigorous Environmental Impact Statement (EIS) to evaluate the full breath of potential impacts from this high density 12

While the Draft EA walks through the standard categories of potential impacts and possible common mitigation measures, the over-riding problem and inescapable conclusion is that it is trying to put a 1216 slip development in a limited narrow section of the lake. The proposal states that the development is 62.67 acres. However, the developers only own 6.88 acres and are relying on a 30-year easement\use from TVA for the remaining 55.79 acres. This would mean that a developer\private party would be provided with 55.79 acres of lake access (42.9 acres actual water surface) to construct and operate a water based recreational business.

Near shore properties have to include actual water rights in the deed to get direct water access. The shoreline is divided into classifications The "Marina Community Slip" is being used to allow direct water access to (in this case 1216 slips) to individuals who do NOT have water access rights. This loop- hole in the regulations is undermining the commitment made by TVA in the 1999 ROD for the TVA Shoreline Management Initiative. It needs to be critically reviewed and revised to be consistent with TVA's stated strategy of "maintaining and gaining public shoreline". The shoreline is a finite resource which is being exploited by developers to provide direct water access to a select few at the expense of reduced access to the general public. According to the current Shorelinks II Zone map, there are currently 20 active marina's on Norris. Many of these have been granted 30 easements for extensive private slips that float on TVA\public resources. This practice of Irreversible and Irretrievable Commitments should also be thoroughly evaluated.

Section 3.11.2 Parks and recreation in the EA States that "Recreational Boating Volume is not tracked or managed by TVA". While TWRA is responsible for overall boater safety, it does not appear that density\saturation of watercraft is being monitored. This is a huge metric that must be monitored and considered in decisions of future large developments such as this one.

This proposed development location is a small\narrow section of the river\lake. There are two existing marina's located near the location which already provide lake access.
Lone Mountain Boat Dock 1.2 miles away (187 slips) offers canoeing and kayaking Norris landing marina 1 mile NW (392 slips)

The proposed 1216 slip development would completely saturate the lake in this area and impact the "experience "for other users. In addition to watercraft volume, the type of watercraft also needs to be evaluated.

Norris lake is currently being overrun by unrestricted use of wake board boats. These boats are designed to generate large wakes of several feet in height for the purposes of wake boarding and surfing. Unfortunately, these waves cause shoreline erosion resulting in sediment and nutrients entering the water degrading water quality including eutrophication. The waves generated by Wake Board boats are also a hazard to other smaller watercraft. Current Wake Board use on the lake has already negatively impacted other lake users including fishing, smaller boats, canoes, etc. Many people are choosing to limit their use of the public resource due to safety concerns regarding the wakeboard boats. Regulating\restricting this activity must consider not only numbers but identify the limited areas of the lake large enough to minimize these impacts to acceptable levels. It is not enough to simply restrict speed because the waves are generated even at slow speeds.

TVA\TWRA needs to initiate an EIS similar to 1998 TVA Shoreline Management Initiative to monitor this situation.

Thank you for considering these issues moving forward.

As concerned Lone Mountain Shores property owners, we raise many questions re: the proposed 1216 boat slips for TN Vues development.

- 1) This appears to be an unreasonable amount of 1216 boat slips for a subdivision of 300 homes.
- 2) The excess rental boat slips will endanger the already overcrowded traffic on the lake; resulting in increased potential of accidents.
- 3) Persons who rent do not have the same respect and values of property as permanent residents.

We request that the proposal for TN Vues marina be capped at 300 boat slips. Respectfully submitted

I am submitting this comment in opposition to the proposed recreation easement and Section 26a approval for the Tennessee Vues at Norris Lake marina.

The proposed marina is exceptionally large for its location in the narrow upper end of Norris Lake, an area already experiencing shoreline erosion and degradation. Increased boat traffic associated with a development of this size would not be limited to the marina footprint itself, but would extend throughout surrounding coves and shorelines as vessels travel to and from the site. Increased wakes, congestion, and repeated traffic in this constrained section of the reservoir could significantly worsen erosion, destabilize shorelines, and damage aquatic and near-shore habitat.

The Draft Environmental Assessment also fails to demonstrate a clear public need for an additional large marina in this area. The surrounding region already contains numerous established marinas, including Lone Mountain Boat Dock, Norris Landing Marina, Straight Creek Marina, Cedar Grove Marina, and Beach Island Resort and Marina, all within reasonable proximity. No study or analysis has been provided to show unmet demand, capacity shortages, or community need for another facility of this size. Given the predominantly low-income nature of the surrounding area, it is unclear how this project would meaningfully benefit local residents, as the proposal appears driven by private profit and business expansion, not by a demonstrated community demand or public benefit.

This concern is reinforced by the nearby Rock Harbor development, which was promoted as a large, amenity-driven lakeside community with a marina and significant economic promise. In practice, the high cost of land and development placed ownership largely out of reach for local residents, with most properties ultimately selling to wealthier, often out-of-state buyers. Early phases of that development struggled, and the anticipated local community benefit was limited. The Draft Environmental Assessment does not explain how Tennessee Vues would differ from this existing and relevant local example, nor does it address the risk that a similar outcome could occur here — leaving long-term commercial infrastructure on public TVA land without delivering meaningful benefit to the surrounding community.

Additionally, this project would commit TVA public land and reservoir space to long-term private commercial use, potentially limiting future public access and setting a precedent for further large-scale development in sensitive areas of the lake.

The Norris Lake region is also historically known to have been inhabited and used by Native American tribes, and shoreline and river-adjacent areas are commonly associated with archaeological resources and burial sites. Ground-disturbing activities related to this project raise serious concerns about potential impacts to unrecorded cultural or burial sites, and the Draft Environmental Assessment does not appear to adequately address survey coverage, tribal consultation, or protections should such resources be discovered.

For these reasons — including shoreline erosion risks, cumulative boating impacts, lack of demonstrated public need, public land use concerns, precedent from nearby developments, and cultural resource considerations — I respectfully urge TVA to reject or decline this proposal.

Thank you for considering my comments.

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Thank you for considering my comments.

To Whom it May Concern,

Thank you for your time in considering my comments.

I am deeply familiar with Norris and all its diverse tributaries. Specifically, the Clinch River. Where we have spent considerable time trying to avoid the chaos and rather dangerous conditions on other parts of the lake during the summer months. Try skiing a young child on any weekend in July around any of the “large” marinas on the lake!

In sections 3.11.2 of the environmental assessment, it states “As a result and because recreational boats can travel a considerable distance from their original access point, it is unclear if or how much of an increase there may be in surrounding area because of the proposed marina”. The ability of a boater

to go upriver from the proposed location is very limited, maybe a couple miles before it gets too shallow, so that'll make it difficult for boaters to safely disperse.
I can assure you that adding 250 let alone 1216(!) slips in the rather narrow channel of the Clinch will at best diminish the recreational benefit of this part of the lake and at worst potentially cause deadly accidents due to congestion (which is already a problem on some parts of the lake). Major marinas on MUCH larger parts of the lake are considerably smaller at around 400-600. How does it make sense to allow a marina that large on such a small part of the lake?
With Lone Mt (187 slips) and Norris Landing Marina (392) very close by I cannot see how adding 1216 more slips is needed to increase recreational opportunities or adequately service the proposed housing development. Please drastically reduce the number of slips allowed!

I am sending this letter of concern , as a permanent resident, with lake front property, located 2 or so coves away from the community plans. Over the last 5 years, I have seen major increases in boat traffic on this end of the lake. With this increase, we have also seen erosion of the banks, large uptick in trash in the water, as well as noise increase. I tried to obtain a dock permit but was declined. The given reason was that our part of the lake was zoned a "visual resource" how can this be, if less than a mile away, 1200+ docks are to be approved. That is not ethical! Please DO NOT allow the docks to be approved.

Knowing the area where this development is proposed is concerning for the number of slips being requested for the development being so many. 300 homesites and 3-400 slips sounds more in line and appropriate to maintain smaller footprint. The development is planned between 2 rather close marinas already established with food and restaurants and seems in a rather tighter area of the river channel that with the proposed amount of slips bringing too many boats and would cause an extremely congested area and concern of safety. Another thought is the area is also an extremely heavy area for hazards when the lake rises each spring with a lot more heavy debris field due to being on the upper channel of the Clinch river side. I do understand growth but hope TVA takes this into consideration when making a determination of approving how many slips are to be allowed to keep Norris lake as close to where it's at currently to help maintain its openness with nature, as the growth over the last 25 years and the already increased amount of boating has appeared to increase year after year and the proposed size and amount of slips will result in damages to not just the shoreline but other land and homeowners that are and have been here

That end of the Clinch River is very narrow. Adding a marina with 1,200 slips will make it very dangerous for boating. The best option would be a boat launch access for residents to put in / pull out without the clogged traffic of 1,200 boat slips

Norris lake is already over crowded. We're seeing more and more deaths with the broth. People can not enjoy the lake anymore. Surf boats have taken over and beat everyone else up on the lake. They are also causing shoreline erosion

To Whom It May Concern at the Tennessee Valley Authority:

I am submitting this comment in response to TVA's Draft Environmental Assessment (EA) for the proposed 1,216-slip marina at Clinch River Mile 135 under the project name *Serenity at Norris Lake, LLC (Tennessee Vues)*.

After reviewing the full Draft EA, I believe the document contains major omissions, incorrect assumptions, and insufficient analysis—particularly regarding navigation safety, winter water elevations, shoreline constraints, and the physical limitations of the Clinch River channel in this section of the reservoir.

For these reasons, I respectfully request that TVA:
Deny approval of Phase II and Phase III,
Require a supplemental EA addressing the missing analyses,
Substantially revise Phase I to ensure navigation safety at winter pool.

Below is a detailed summary of the flaws identified in the Draft EA.

NAVIGATION SAFETY — The EA Does

Not Address Winter Pool Depths or Channel Width

The Clinch River in this section is not a wide-open lake; it is a narrow, river-like corridor with significant shallow-water exposure during winter drawdown. The EA fails to acknowledge:

- The narrowness of the Clinch River channel between River Miles 135–136
- How winter pool reduces navigable width to a fraction of summer conditions
- How docks, slips, and wave breaks would constrict the channel
- How boat traffic becomes hazardous when shoreline and shoals emerge

TVA regulations under Section 26a require that new marina facilities must not obstruct navigation at any water elevation. Yet the EA never analyzes navigation at winter elevation (1,020 ft), nor the actual usable channel width under these conditions.

This is a critical omission, as winter fishing, waterfowl hunting, and local boater access rely heavily on this navigation corridor.

WATER-BASED RECREATION AND FISHERY IMPACTS ARE UNDERSTATED

This section of the Clinch River is heavily used in winter by:

- Striped bass fishermen
- Smallmouth fishermen
- Crappie anglers
- Local guides
- Tournament circuits

The marina's footprint would dramatically increase:

- Wake reflection
- Boat congestion
- Narrow-pass hazards
- Disruption of staging areas for game fish
- Loss of undisturbed shoreline vegetation

The EA dismisses these impacts with generalized statements such as “*minor adverse impacts expected*” without any supporting data, fisheries modeling, or seasonal traffic counts.

This contradicts real-world local experience and creates an inaccurate picture of recreational consequences.

THE EA FAILS TO ANALYZE THE TRUE SCALE OF THE PROJECT IN A RIVER CORRIDOR

The proposed 1,216 slips would make this the single largest marina expansion on Norris Reservoir — located in one of the least suitable sections due to geographic constraints.

The EA does not include:

- A channel-width analysis
- A wake propagation model
- A winter-pool navigability study
- A vessel-density impact analysis
- A cumulative traffic model comparing current vs. post-development conditions

Without these datasets, TVA cannot accurately determine whether the site is suitable for ANY multi-phase marina development of this scale.

PHASED EXPANSION BASED ON “DEMAND” IS NOT AN ENVIRONMENTAL CRITERION

The EA states:

“Phase II and III construction would be based on demand.”

(EA p.14)

Demand is a business factor, not an environmental one.

Approving 800+ additional slips because Phase I fills up—without independent navigation and environmental review for each phase—would create potentially irreversible safety and ecological problems.

TVA should require a separate NEPA analysis for each future phase, not automatic approval contingent on slip rentals.

MARINA FOOTPRINT AND WAVE WALL MAY FORCE ALL BOATS INTO A NARROW PASSAGE

The proposed wave break extends deeper into the reservoir than the slips themselves, creating a pinch-point that forces all traffic into a narrow passage between the wave wall and the opposite shoreline.

Under high-traffic days, this creates:

- Head-on encounters
- Limited maneuvering room
- Diminished emergency-response access
- Increased risk of collisions

At winter pool, this problem becomes significantly worse, yet the EA never mentions it.

SHORELINE EROSION AND ECOLOGICAL IMPACTS ARE UNDERESTIMATED

The EA acknowledges:

“Boat wakes and changes in currents may cause shoaling and shoreline erosion.”

(EA p.57)

However, it does not model:

- Expected wake energy at full capacity
- Shoreline loss under high-traffic conditions
- Impact on spawning habitats
- Effects on turbidity and aquatic vegetation

Local experience shows that even moderately sized marinas accelerate erosion—let alone one exceeding 1,200 slips.

REQUESTS TO TVA

Based on these weaknesses, I respectfully request that TVA:

1. A full Environmental Impact Statement is warranted due to:
 - Navigation safety concerns
 - Large project scale
 - Multi-year phased development
 - Significant cumulative environmental impacts
 - Incomplete data in the current EA
2. Deny automatic approval of Phase II and Phase III. Future expansion should require:
 - Updated traffic studies
 - Winter pool navigation assessment
 - Independent ecological review
3. Require a site-specific navigational safety analysis. Including:
 - Channel-width measurements (summer and winter pool)
 - Hydrodynamic wake modeling
 - Emergency access evaluation
 - Seasonal traffic projections
4. Conduct a fisheries impact study. Focusing on:

- Winter fishing corridors
 - Spawning cycles
 - Habitat disruption
5. Consider alternative, less impactful siting or reduced slip count

A marina of this scale may simply be incompatible with the geography and hydrology of the Clinch River channel.

CONCLUSION

The Draft Environmental Assessment contains significant omissions that prevent TVA from making a safe, informed, and environmentally responsible permitting decision.

Until TVA completes a comprehensive navigation and environmental analysis — particularly at winter pool — the project, as proposed, presents unacceptable risks to:

- Navigation
- Public safety
- Fisheries
- Shoreline integrity
- Long-term ecological health of Norris Reservoir

I respectfully request that the permit be denied or substantially modified to address these issues. Thank you for your consideration.

Dear Tennessee Valley Authority:

The Tennessee Department of Environment and Conservation (TDEC) appreciates the opportunity to provide comments on the Tennessee Valley Authority (TVA)'s draft Environmental Assessment (EA) for the Norris Lake Serenity, LLC recreation easement and Section 26a approval. The draft EA states that Norris Lake Serenity, LLC has applied for a Shoreline Construction Permit under Section 26a of the TVA Act and a 30-year easement under 40 U.S.C. §1314 for development of a commercial marina and associated infrastructure on approximately 62.67 acres of land located along the Norris Reservoir in Claiborne County. The development would include 1,216 public boat slips, a floating marina store, fuel docks, a wave break, utilities, land-based porticos, a boat ramp, and access roads.

TDEC is the environmental and natural resource regulatory agency in Tennessee with delegated responsibility from the U.S. Environmental Protection Agency (EPA) to regulate sources of air pollution; solid and hazardous waste; underground storage tanks; and water resources. TDEC has reviewed the draft EA and offers the following comments regarding Alternative B, the Proposed Action Alternative:

Division of Air Pollution Control

Idling: Truck traffic associated with construction projects generate emissions of PM, CO, NO₂, SO₂, VOC, and CO₂, and TDEC recommends the operation of trucks with up-to-date emission control technologies and proper maintenance to minimize vehicle and equipment emissions. The Department also recommends the adoption of best practices to minimize vehicle idling to minimize the impact of mobile source emissions on ambient air quality.

Open Burning: If disposal of trees or vegetation is necessary during construction, the TDEC recommends the evaluation of alternatives to open burning. Tennessee's open burning regulations can be found at: <https://publications.tnsosfiles.com/rules/1200/1200-03/1200-03-04.pdf>.

Fugitive Dust: If fugitive dust will be generated from construction activities, the TDEC recommends the use of wet suppression or other measures to minimize the generation of fugitive dust.

Correction to Rule Citation: On page 22 of the draft EA, the correct rule citation should be Tennessee Air Pollution Control Regulations 1200-03-08 (not 1000-3-8).

TDEC appreciates the opportunity to provide comment on the draft EA. Please note that these comments are not indicative of approval or disapproval of the proposed projects or activities contained within. Please contact me should you have any questions regarding these comments.