

FINDING OF NO SIGNIFICANT IMPACT
TENNESSEE VALLEY AUTHORITY
SAVANNAH MARINA DEED MODIFICATION AND SECTION 26A APPROVAL
HARDIN COUNTY, TENNESSEE

The City of Savannah (the City) has applied for a deed modification and a shoreline construction permit under Section 26a of the Tennessee Valley Authority (TVA) Act of 1933, as amended, for an inland excavation and dredge to make room for a proposed full-service marina and harbor development on Kentucky Reservoir in Savannah, Hardin County, Tennessee. The proposed marina facilities would be sited on approximately 63.46 acres. The proposed marina site consists of property owned by the City and the portion below the 370-foot contour (2.96 acres) is under a TVA flowage easement which restricts certain shoreline activities. TVA previously acquired flowage easement rights over TVA Tract Nos. GIR-8118F and GIR-8119F in 1943.

The proposed 63.46-acre marina site is made up of 48.1 land-based acres and 15.36 water-based acres. The proposed excavation (approximately 480,724 cubic yards) would result in 12.95 acres of additional property below the 370-foot contour, over which TVA would acquire new flowage rights. A deed modification over 2.96 acres is also needed to allow for certain shoreline activities that are restricted in the existing flowage easement.

Spoil material resulting from the proposed excavation would be stored at the top of the bank and disposed of nearby on two City-owned spoil sites totaling 14.2 acres. There is potential for Spoil Site 1 (8.92 acres) to hold a total of 630,400 cubic yards of spoil material and Spoil Site 2 (5.28 acres) to hold a total of 276,575 cubic yards of spoil material. There is potential for the City to use another adjacent area that is within a TVA transmission line right-of-way (ROW) to transport spoil from the marina site to the spoil sites and to spread spoil if needed, upon TVA approval. The combined 63.46-acre marina site and 14.2-acre spoil sites (77.66 acres) will herein be referred to as the "Project Area".

The Project Area includes portions of two streams (Town Branch and Mud Branch), which are tributaries to the Tennessee River. The proposed marina site also includes areas of higher ground, with elevations in excess of 430-feet above mean sea level (msl). There is a broad, low-lying area adjacent to the two streams with elevations between 360- and 380-feet msl, this area being the portion of the site that would be the majority of the marina project footprint.

The City's purpose and need for this project is to develop a commercial marina and associated facilities along Kentucky Reservoir to provide recreation, boat storage, and fueling services that are currently unavailable in the area.

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 reservation across, along, or in the Tennessee River watershed. On TVA reservoirs this jurisdiction typically applies to the limits of the 500-year floodplain or to the upper limits of TVA's flowage easement rights, whichever is higher. Because the proposed facilities include activities that would be located within the 500-year floodplain, 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 must also consider whether to modify the current deed over TVA Tract Nos. GIR-8118F and GIR-8119F to allow for the proposed inland excavation and dredge.

TVA's decision is whether to approve or deny the City's request to do an inland excavation and dredge and construct and operate a commercial marina on TVA Tract Nos. GIR-8118F and GIR-8119F. Specifically, TVA's decision is whether to take the following actions:

- Issue a deed modification over 2.96 acres of TVA Tract Nos. GIR-8118F and GIR-8119F to allow an inland excavation and dredge.
- Issue Section 26a approval for the proposed excavation and dredge, and construction of commercial marina facilities below the 400-foot contour elevation (500-year flood elevation) to the City.
- Acquire flowage rights, the same as the existing adjacent flowage rights, up to the 370-foot contour over the 12.95 acres created through the inland excavation and dredge for construction of the proposed marina.
- Issue a prior entry license, upon TVA executive approval of the proposed actions, allowing the work to take place. At the time of prior entry, TVA may choose to not grant approval of all facilities, but only what is necessary to conduct the dredge and complete the work needed to prepare the survey.

TVA considered two alternatives for the proposed project: Alternative A - the No Action Alternative and Alternative B - the Proposed Action Alternative.

Alternative A – No Action Alternative – TVA Does Not Grant the Requested Approvals to the City for its Proposed Marina Project

Under the No Action Alternative, TVA would not grant the City a deed modification or issue the Section 26a permit required for the proposed inland harbor or construction

of a marina. The shoreland would remain under the current flowage easement. This alternative does not meet the City's purpose and need; however, it provides a benchmark for comparing the environmental impacts of the implementation of the proposed Action Alternative.

Alternative B – Proposed Action Alternative – TVA Grants the Requested Approvals to the City for its Proposed Marina Project

Under this alternative, TVA would issue a deed modification for 2.96 acres of property owned by the City, a Section 26a permit for the proposed inland excavation and dredge and construction of the proposed marina and associated facilities, and TVA would acquire flowage rights over 12.95 acres created by the inland excavation and dredge below the 370-foot contour.

Phase I and II of the proposed marina project would be constructed pending completion of this EA and required Section 26a permit and deed modification actions. Phase III actions would be initiated following completion of Phases I and II construction and after the marina is operational, with additional review and approval by TVA. The anticipated list of facilities constructed as part of each phase is detailed below.

Phase I

Construction of Phase I is anticipated to include excavation of 480,724 cubic yards of soil from the marina site to be deposited at Spoil Sites 1 and 2 and the relocation of portions of two streams located in the Project Area. This phase of construction is projected to take approximately nine months to complete.

Spoil from the excavation would be stored at the top of the bank and disposed of at two spoil sites located adjacent to the Project Area. Vegetation would be removed from the entire Project Area and spoil sites prior to excavation work in a manner that does not create erosion.

Phase II

Construction of Phase II is anticipated to take 1.5-2 years to complete and would include installation of the following marina facilities:

- Dock area of 36,414 square feet with 132 boat slips anchored using spud poles
- A 9,070-square foot floating building located within the dock area
- Two electrical substations

- Two utility bridges to allow for utilities on the floating portion of the marina
- Sixteen electrical pedestals
- Sixty-six double hose bibs
- Two fueling stations
- Two sanitary pump-out systems
- An 87,640 square foot asphalt pavement parking lot
- A roadway with entrance to the parking lot
- A concrete boat ramp totaling 13,500 square feet
- Concrete sidewalk totaling 1,684 square feet
- Two light poles
- Shoreline stabilization activities, construction of a debris deflector and placement of riprap along the riverbank of the entire marina basin

Phase III

The order and pacing of the subsequent activities will be dependent on market conditions and needs prioritized for each phase by the City. The support amenities anticipated as part of Phase III include:

- A river boat dock (plan to adjust location from current rendering to address navigation concerns)
- A lighthouse
- Covered boat storage
- A land-based restaurant
- Event space

Alternatives Considered but Eliminated from Further Discussion

The City submitted for review an alternative that would be similar in scope to the Action Alternative; however, it would have involved excavation of TVA-owned reservoir property allocated for public recreation use. TVA will not consider dredge requests to remove material within 25 feet of the shoreline at full pool for the purpose of creating new shoreline. Also, TVA will not consider requests to create new shoreline or for inland harbors on TVA owned property (TVA 2025b). Therefore, this alternative was removed from consideration.

The Preferred Alternative

Alternative B - the Proposed Action Alternative - is the applicant's preferred alternative for the proposed project. Under Alternative B TVA would grant a deed modification for 2.96 acres of property owned by the City, issue Section 26a approval for the proposed inland excavation and dredge and construction of the proposed marina and associated facilities, and TVA would acquire flowage rights over 12.95 acres created by the inland excavation and dredge.

The proposed project is the subject of an Environmental Assessment (EA) prepared by TVA, which is incorporated herein by reference. In the EA, TVA evaluated potential impacts of the proposed alternatives.

TVA has determined that the proposed action, subsequent to TVA's selection of the Action Alternative, would have no impacts on air quality or global climate change, surface waters, solid or hazardous waste, or aquatic life. There would be no impact to archaeological or historic properties with implementation of mitigation measures.

Implementing the Action Alternative could create potential minor impacts to the human environment, including managed and natural areas, navigation, geology and groundwater, wildlife, federally or state-listed species or designated critical habitat, vegetation, utilities, land use and prime farmland, visual resources, transportation, public health and safety, wetlands, and floodplains. Minor beneficial impacts to recreation and the local economy would be expected.

EO 11990 (Protection of Wetlands) requires federal agencies to minimize wetland destruction, loss, or degradation and avoid new construction in wetlands wherever there is a practicable alternative, while carrying out agency responsibilities on federally owned property. Efforts were made during project planning and siting to avoid wetlands to the extent practicable. However, because of project and topographic constraints, no practicable alternative was available that would allow complete avoidance of wetlands.

As a federal agency, TVA adheres to the requirements of EO 11988 (Floodplain Management). The EO requires that agencies avoid the 100-year floodplain unless there is no practicable alternative. Electrical substations, electrical pedestals, above-ground fuel tanks, and a lighthouse would be located within the Tennessee River 100-year floodplain and are not considered repetitive actions in the 100-year floodplain. The locations of these facilities are near proposed parking areas and roadways for access, and the parking areas and roads are designed to meet Americans with Disabilities Act (ADA) requirements. Therefore, there is no practicable alternative to locating these facilities within the 100-year floodplain. Required mitigation measures would minimize adverse impacts and thus the facilities would be consistent with EO 11988.

Under the No Action Alternative, there would be no impacts, including beneficial impacts, to any of the resource areas analyzed.

TVA's public involvement included issuance of a public notice notifying the public of the opportunity for review and comment during the 30-day public review of the draft EA. TVA's agency involvement included notification of the availability of the draft EA to local, state, and federal agencies and federally recognized tribes as part of the review. Comments were accepted during the 30-day public review period via U.S. mail, e-mail, and TVA's NEPA website. Comments received have been addressed, as appropriate, in the final EA.

Mitigation and Special Permit Conditions

To minimize or reduce the environmental effects associated with the Action Alternative, TVA would require adherence to all routine environmental protection measures listed in the EA. Required non-routine mitigation measures are listed below and are described in more detail in Section 2.3.1.2 of the EA.

- In consultation with TVA, the Chickasaw Nation, and the State Historic Preservation Officer (SHPO) the City would fund the development, fabrication, and installation of a permanent interpretive sign at a publicly accessible location in the Project Area within one year of the beginning of marina operations to acknowledge historical tribal resources in the area.
- To ensure that the Action Alternative would be consistent with the requirement of EO 11988, Floodplain Management, the following conditions would be included in the TVA Section 26a permit and deed modification documents:
 - Spoil material would be deposited at either Spoil Site 1 or Spoil Site 2.
 - Electrical installations that could be flood-damageable (e.g., electrical panels, transformers and the like) would be elevated on concrete pads to be above the 100-year flood elevation 398.
 - The fuel storage tank vents and filling ports would have extensions located above the 100-year flood elevation 398.
 - The fuel storage tank would be securely anchored to prevent it from floating free during major floods.
 - The lighthouse (Phase III) would be constructed with flow-through vents or other openings in the building in accordance with Hardin County floodplain regulations.
 - Should the upland restaurant and event space (Phase III) be located on ground below elevation 400.1 (the 500-year flood elevation) and within TVA flowage easement, TVA would require the finished floor elevation to be at least at elevation 402.1, with any crawlspace elevation no lower than elevation 400.1.
 - Should the upland restaurant and event space be located on ground below elevation 400.1 (the 500-year flood elevation) and outside TVA flowage easement, the buildings would be constructed in accordance with Hardin County floodplain regulations.

Conclusion and Findings

Based on the findings listed above and the analyses in the EA, we conclude that the proposed action of granting a deed modification and Section 26a permit approval to the City for construction of the proposed commercial marina development and inland harbor would not be a major federal action significantly affecting the environment. Accordingly,

an environmental impact statement is not required. This finding of no significant impact is contingent upon adherence to mitigation measures described above.



February 3, 2026

Dawn Booker, Senior Manager
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Date Signed