
Phase I Preliminary Assessment Study

I-275 Business Park Access Improvements (from Fifth Avenue to Baxter Avenue)

Knox County, Tennessee

TDOT PIN: 110262.00

The City of Knoxville proposes to make several improvements included in the I-275 Business Park Access Improvement study. These improvements are in the vicinity of I-275, just north of I-40.

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EXECUTIVE SUMMARY

The City of Knoxville proposes to make several improvements included in the I-275 Business Park Access Improvement study. These improvements are in the vicinity of I-275, just north of I-40. The purpose of the proposed improvements for the I-275 Business Park Corridor is to provide a transportation facility that enhances mobility within Knoxville's downtown area, supports economic development, improves safety, provides alternate modes of travel, and relieves potential traffic congestion.

A Phase I Preliminary Assessment Study of the proposed I-275 Business Park Access Improvement project was conducted in September 2016 to determine the potential for contamination of properties and business operations located within and adjacent to the project area. In addition, Environmental Data Resources, Inc. performed an environmental database search on August 8, 2016. The resulting EDR identified one potential hazardous materials and/or petroleum contamination site [i.e. Philip Metals, Inc. (or PSC Metal Recycling, Inc.)] within the proposed project corridor for properties listed in the federal and state databases. Numerous other sites were listed near but outside the proposed project area.

The Philip Metals, Inc. site is a former registered Solid Waste Material Facility located at an adjacent property to the Blackstock Avenue proposed extension. This is the PSC Metals Recycling Plant located on Richards Street. The updated EDR Radius Map Report (EDR 2016) lists this site as a Delisted Solid Hazardous Waste Site, however there is potential for hazardous material, solid waste, soil, and groundwater contamination on this facility's property. Therefore, due to the potential acquisition of right-of-way from the Philips Metals, Inc. property, it is recommended that this site be further analyzed through a Level 2 Contamination Assessment during the design phase of this project to verify or refute potential contamination concerns.

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List of Acronyms

ADT	Average Daily Traffic
AST	Aboveground Storage Tanks
CE	Categorical Exclusion
DUST	Division of Underground Storage Tanks
FEMA	Federal Emergency Management Agency
LUST	Leaking Underground Storage Tanks
MPC	Metropolitan Planning Commission
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
PCS Metals	Philip Metals, Inc.
RCRA	Resource Conservation and Recovery Act
TDEC	Tennessee Department of Environment and Conservation
TDOT	Tennessee Department of Transportation
TVA	Tennessee Valley Authority
USEPA	United States Environmental Protection Agency
UST	Underground Storage Tanks
VPD	Vehicles Per Day

Appendices

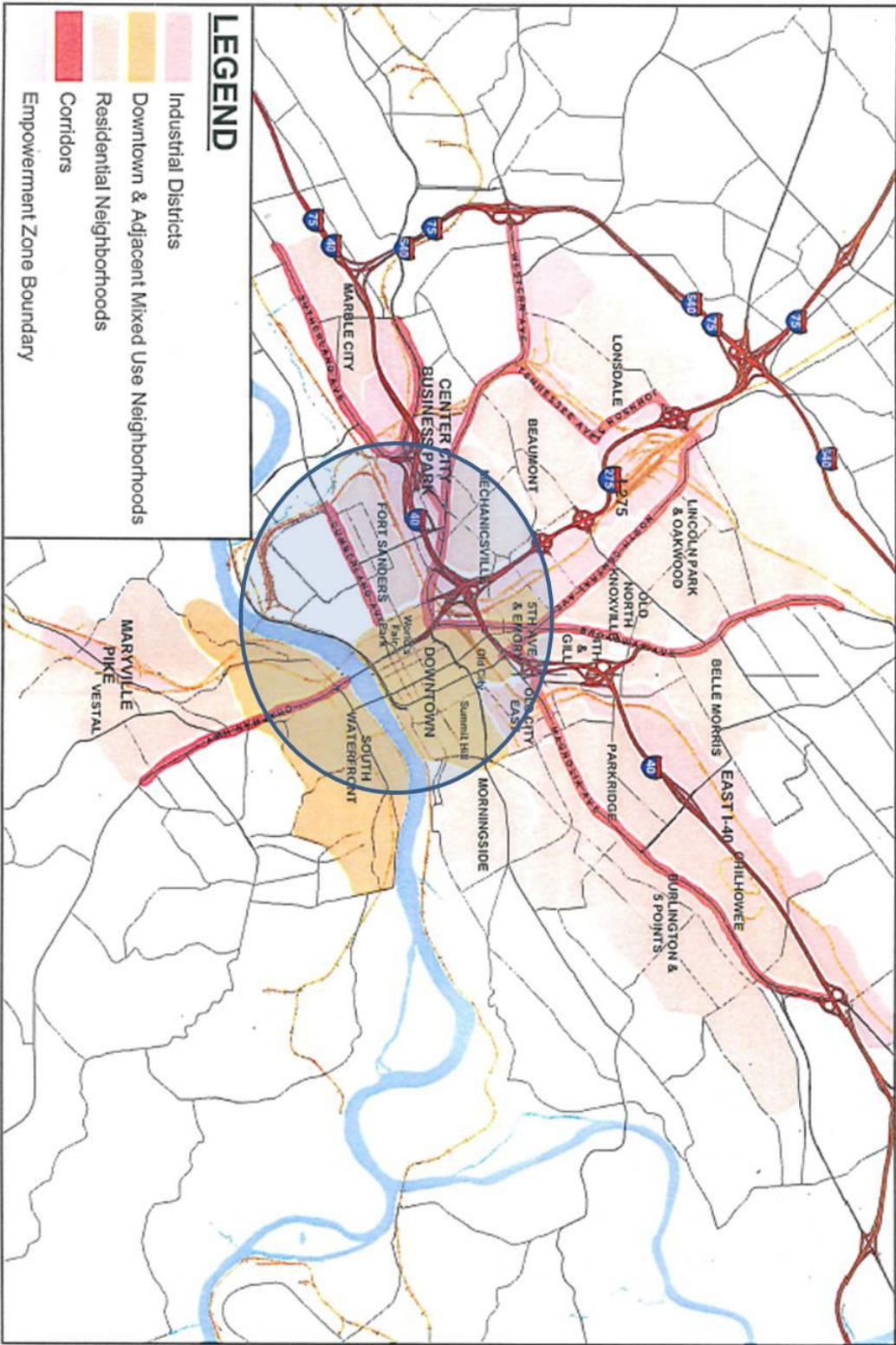
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1.0 Introduction

The City of Knoxville proposes to make several improvements included in the I-275 Business Park Access Improvement study. These improvements are in the vicinity of I-275, just north of I-40 (**Figure 1**). The location of the proposed project study area is shown on **Figure 2**. **Figure 3** depicts the site topography and is derived from the 7.5 minute United States Geological Survey (USGS) quadrangle for Knoxville, Tennessee (1978). The I-275 Business Park Access Improvement study limits are from 5th Street to Baxter Avenue. Within the project study area limits, the city identified several corridors that are suggested for access and mobility improvements for the I-275 business park area. These are discussed in Section 2 below.

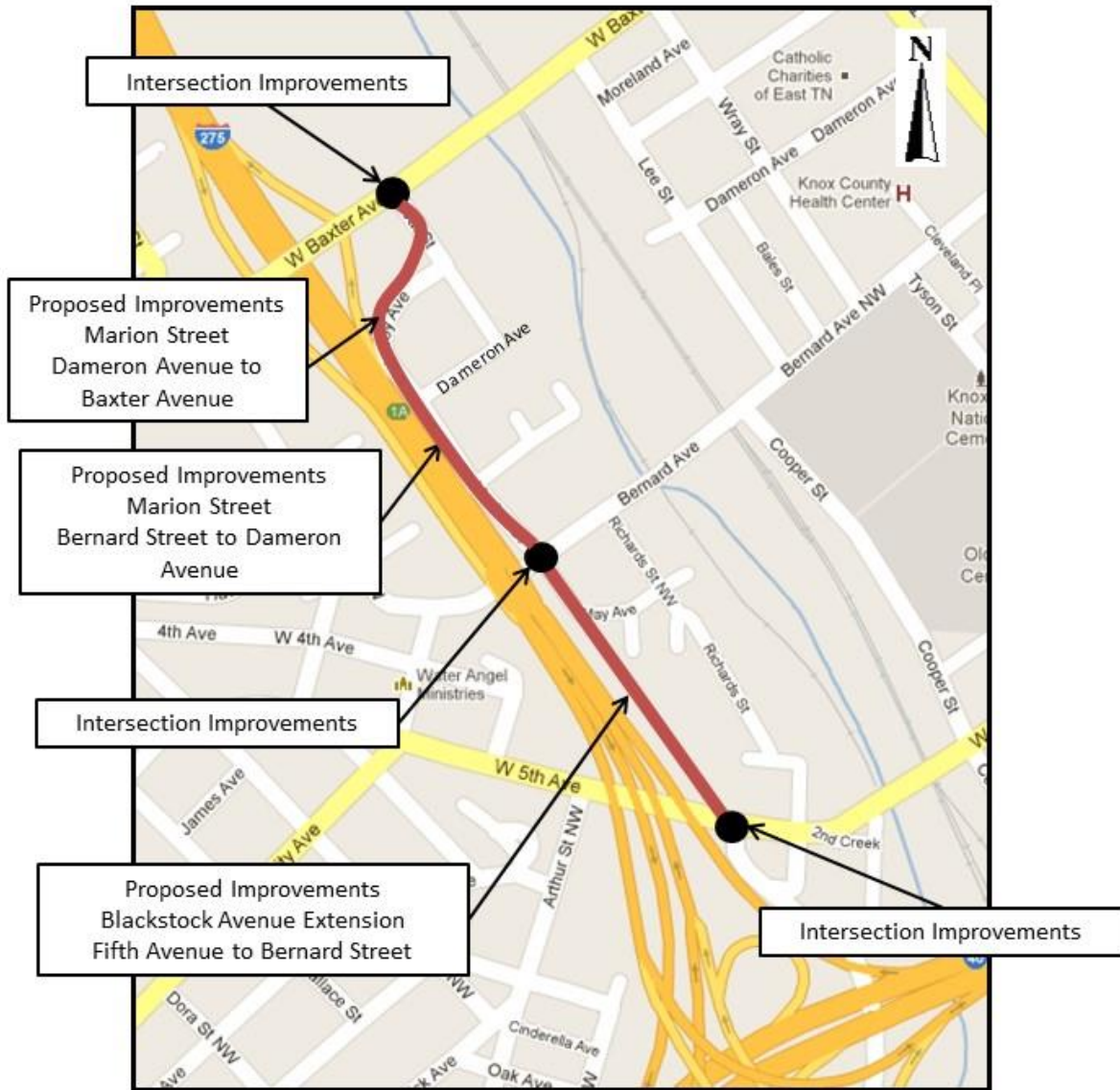
Pursuant to the TDOT Environmental Procedures Manual, dated April 2007, and the Federal Highway Administration's Technical Advisory T 6640.8A, dated October 30, 1987, a Phase I Preliminary Assessment Study was conducted along the proposed I-275 Business Park Access Improvement study area. The purpose of this Phase I Preliminary Assessment Study is to present the preliminary findings of a literature search, a file search, and a field review of the potential for finding hazardous materials or petroleum contamination on parcels adjacent to the proposed project area that may impact the construction of the proposed project. This Phase I Preliminary Assessment Study identifies and evaluates known and potential hazardous materials and petroleum involvement, discusses possible impacts to the proposed alignment, and presents recommendations concerning these involvements.



PROJECT VICINITY MAP

FIGURE 1

PROJECT LOCATION MAP



Access Improvement to the I-275 Business Park
Inner City Connector from Fifth Avenue to Baxter Avenue
Knoxville, Knox County, Tennessee

FIGURE 2

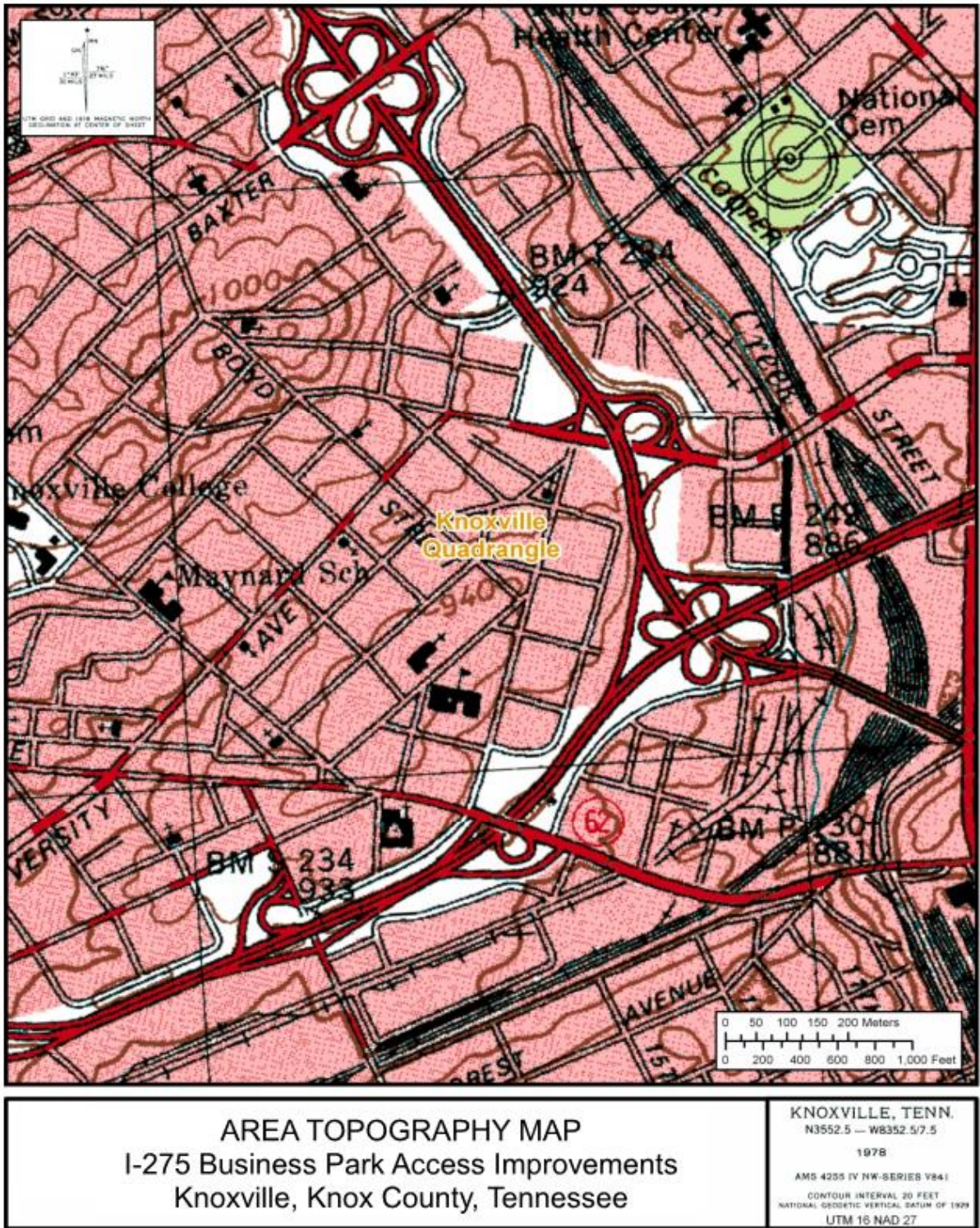


FIGURE 3

2.0 Project Description

The I-275 Business Park Access Improvement study limits are from 5th Street to Baxter Avenue. The study area is shown in **Figure 2**. Within the study limits, the city identified several corridors that are suggested for access and mobility improvements for the I-275 business park area. These include:

- Blackstock Avenue Extension from Fifth Avenue to Bernard Avenue
- Marion Street from Bernard Avenue to Baxter Avenue

I-275 Business Park Access Improvements: The purpose of the proposed improvements for the I-275 Business Park Corridor is to provide a transportation facility that enhances mobility within Knoxville's downtown area, supports economic development, improves safety, provides alternate modes of travel, and relieves potential traffic congestion. The goals and objectives of an improved I-275 Business Park Corridor would include:

- New access roads that are continuous to provide a better transportation network to facilitate better traffic operations and provide improved access to the regional highway network.
- Promote economic development opportunities.
- Modify key intersections to increase operational safety and capacity.
- Provide accommodations for the efficient movement of people and freight through the downtown area.
- Promote the I-275 area as a gateway to downtown Knoxville.
- Redevelopment of underutilized properties including abandoned rail lines to promote more greenway development for both recreational and transportation purposes linking the trails to neighborhoods and frontage roads.

In 2007 the Knoxville-Knox County Metropolitan Planning Commission (MPC) prepared the I-275/North Central Street Corridor Study for the City of Knoxville and The Development Corporation of Knox County (Knoxville-Knox County 2007). The purpose of the study was to encourage and foster economic development, and to reverse the environmental degradation in the I-275 corridor. This plan identified the extension of Blackstock from Fifth Avenue to Bernard Avenue and improvements to Marion Street from Bernard Avenue to Baxter Avenue as a needed improvement to increase connectivity and improve operational safety within the corridor.

In 2008, the City of Knoxville commissioned a planning study to review the I-275 corridor from 17th Street to Baxter Avenue and recommend improvement options. This planning study resulted in the recommendation that is the "build" alternative" proposed herein.

The stretch of roadway between Bernard Avenue and Baxter Avenue includes three separate roads that were combined when the interstate system was constructed. This roadway system consists of the remaining segments of Marion Street, Val Street, and Leroy Street. Originally these

roadways were laid out in a typical city block, with 90 degree intersections between Val Street and Leroy Street, and between Leroy Street and Marion Street. The geometry of these former "intersections" has never been improved, so the current roadway between Baxter Avenue and Bernard Avenue consists of two consecutive 90 degree turns. The existing businesses and projected future developments within this corridor require truck traffic to travel this route. The tight, 90 degree turns are difficult for trucks to maneuver and impede the flow of traffic. Realignment of Marion Street from Dameron Avenue to Baxter Avenue is proposed to remove the 90 degree horizontal curves and will provide a 30 mph design speed. Vertical curves along the length of Marion Street will also be modified to provide better sight distance.

Blackstock Avenue and Marion Street are classified as minor collectors in the City's roadway classification system. Blackstock Avenue carries a 2011 Average Daily Traffic (ADT) of 10,860 vehicles per day (vpd) between 17th Street and Dale Avenue and 820 vpd between Dale Avenue and Fifth Avenue. Marion Street, between Bernard Avenue and Baxter Avenue (includes Val Street and Leroy Street) carries a 2011 ADT of approximately 900 vpd. By providing the connection (Blackstock Avenue extension) between Fifth Avenue and Bernard Avenue, ADTs are projected to increase to 3,670 vpd along Marion Street by the year 2036. The projected 2036 ADT along the proposed extension of Blackstock Avenue is 5,410 vpd. Improvements to the existing roadways between Fifth Avenue and Baxter Avenue will be necessary to accommodate the projected increases in traffic. These improvements include intersection improvements such as the addition of turn lanes, horizontal and vertical geometry improvements, and pavement marking improvements. The proposed improvements to the I-275 Business Park Corridor will provide a transportation facility that enhances mobility within Knoxville's downtown area, supports economic development, improves safety, provides alternate modes of travel, and relieves potential traffic congestion. The goals and objectives of an improved I-275 Business Park Corridor include:

- Provide system linkage for the local road network to facilitate better traffic operations and improved access to the regional highway network;
- Promote economic development opportunities;
- Modify key intersections to increase operational safety and capacity;
- Provide accommodations for the efficient movement of people and freight through the downtown area;
- Provide bicyclist and pedestrian facilities to provide connectivity to the existing and future local network.

2.1 Build Alternative

The Build Alternative is based on recommendations identified in the Knoxville Regional Transportation Planning Organization (TPO) for fiscal years 2011-2014, the I-275/North Central Street Corridor Study (City of Knoxville 2007), and the 2014 Central City Sector Plan (Knoxville Knox County MCP 2014). The Build Alternative consists of Section III of the overall project, from Blackstock Avenue at Fifth Avenue to Baxter Avenue. The improvements in Section III include extending Blackstock Avenue from Fifth Avenue to Bernard Avenue as a two lane typical section with curb and gutter, and a 10-foot greenway on the east side. Improvements will also be made to Marion Street from Bernard Avenue to Baxter Avenue, including the addition of curb and

gutter, a 10-foot greenway on the east side, the realignment of Marion Street from Dameron Avenue to Baxter Avenue, and improvements to the vertical geometry. Minor intersection improvements are proposed for Fifth Avenue at Blackstock Avenue, Blackstock Avenue at Bernard Avenue and Marion Street, and Marion Street at Baxter Avenue. These intersection improvements include median work to add turn lanes, resurfacing and restriping, and curb and sidewalk repair. Some additional right-of-way, approximately 0.42 acres, must be acquired including at least one commercial business but no dwelling units.

The Build Alternative is the selected alternative for development as it meets the stated Purpose and Need for the project.

2.2 No-Build Alternative

The No-Build Alternative would only provide routine maintenance activities that are a part of an ongoing plan for the continuing operation of the existing system in the project area. The No-Build Alternative would have no direct impacts to the environment, but it would not meet the purpose and need of the proposed project. Therefore, the No-Build Alternative was not selected.

3.0 Methodology

The City of Knoxville prepared a Categorical Exclusion (CE) document as part of the National Environmental Policy Act (NEPA) documentation to address any environmental concerns prior to the I-275 Business Park Access Improvements. As part of this environmental process, CDM Smith provided the initial environmental screening effort identifying potential hazardous waste/hazardous material and ecological issues that pose possible impacts to the proposed project site.

The following documents the items included for the initial environmental screening. Briefly, the components are:

- **Record Review:** CDM Smith reviewed the results of a federal environmental database search provided by EDR® Environmental Data Resources, Inc., to determine the location of known hazardous waste sites, including permitted generators of hazardous waste, within a 1-mile radius of the connector project site. Available historic aerial photographs included in the EDR database search were reviewed.
- **Site Reconnaissance:** CDM Smith was conducted an onsite reconnaissance to visually examine the project site. An experienced professional environmental scientist conducted the onsite environmental screening. Visual observations conducted onsite include the determination of the presence of distressed vegetation, physical irregularities, dumping, aboveground storage tanks (AST), underground storage tanks (UST), potential habitat for protected species known to occur in the general area, and potential wetlands and other sensitive ecological resources. Any other items that in the opinion of the investigator were deemed appropriate in the conduct of this screening were also be noted.
- **Preparation of a Report:** CDM Smith prepared an initial environmental screening report detailing the findings resulting from the above onsite screening. The report identified issues in the professional opinion of the CDM Smith investigator that may potentially impact the proposed project site. A map detailing the location(s) of any items of environmental concern found during the initial screening and photos were included in the report.

3.1 Databases Reviewed

CDM Smith personnel obtained an environmental database search from EDR covering the proposed project site and adjacent areas. This database included a review of federal and state environmental databases. A follow-up EDR radius report was generated on August 8, 2016 for any changes or updates to subject area and is presented in its entirety in **Appendix B**. Online information pertaining to federal- and state-listed protected species known to occur in this area of Knox County, TN., where the project site lies, was obtained from the Tennessee Department of Environment and Conservation (TDEC) (TDEC 2012).

3.2 Onsite Visit

CDM Smith personnel visited the project site on January 25, 2012 to verify information gathered and to visually examine the site. As a result of the site visit, photographs taken at the site during

the site visit are presented (**Appendix A**) and the Preliminary Environmental Evaluation Checklist provided by TDOT was completed.

4.0 Properties

4.1 Properties Adjacent to I-275 Business Park Access Improvements

Blackstock Extension from Fifth Avenue to Bernard Avenue

The proposed Blackstock Avenue extension would run from Fifth Avenue to Bernard Avenue. There is an old storage yard from the I-275 improvements that is fenced off containing construction debris within the subject property. Also, PSC Metal Recycling has a facility that has been permanently closed in the general vicinity of the proposed Blackstock Avenue extension. This area has several dump sites directly adjacent to and possibly within the subject property. Further studies would be required to assess the severity of potential environmental impact of the PSC properties.

Marion Street from Bernard Avenue to Baxter Avenue

There are several commercial buildings adjacent throughout the Marion Street and Baxter Avenue improvements. These include the Shafer Building, Lifegas, Knoxville Blue Print, ECATS, RSG roofing supply on Marion Street. I-275 is on the west side of Marion Street. The on-ramp from I-275 North is adjacent to the Marion Street and Baxter Avenue Intersection. In 2012, a large construction site was located north of the Baxter Avenue improvements, but has since been completed (i.e. Holston Gases Inc.).

4.2 Historical Aerial Photography

Available historical aerial photographs of portions of the project area were included in the EDR database search report. The aerial photographs reviewed are dated 1953, 1960, 1973, 1984, 1987, and 1992.

5.0 Site Ratings

A hazardous materials rating system was used to rate the identified sites. The ratings include NO, LOW, MEDIUM, and HIGH, and are generally defined as follows:

NO: A review of all available information finds there is nothing to indicate contamination would be a problem. It is possible that contaminants were handled on the property; however, all information (i.e. TDEC reports, monitoring wells, water and soil samples, etc.) indicate that contamination problems should not be expected. An example of an operation that may receive this rating is a wholesale or retail outlet that handles hazardous materials in sealed containers that are never opened while at the facility, such as cans of spray paint at a “drug store”.

LOW: The former or current operation has a hazardous waste generator identification number, or deals with hazardous materials; however, based on all available information, there is no reason to believe there would be any involvement with contamination in relation to this project. This is the lowest possible rating a gasoline station operating within current regulations can receive. This rating could also apply to a retail store that blends paint. Some Low sites, such as gas stations in compliance, should be reevaluated during the design phase.

MEDIUM: After a review of all available information, indications are found (i.e. reports, Notice of Violations, consent orders, etc.) that identify known soil and/or water contamination and that the problem does not need remediation, is being remediated (i.e. air stripping of the groundwater, etc.), or that continued monitoring is required. The complete details of remediation requirements are important to determine what the TDOT must do if the property were to be acquired. A recommendation should be made on each property falling into this category to its acceptability for use within the proposed project, what actions might be required if the property is acquired, and the possible alternatives if there is a need to avoid the property.

HIGH: After a review of all available information, there is a potential for contamination problems. Further assessment will be required after alignment selection to determine the actual presence and/or levels of contamination and the need for remedial action. A recommendation must be included for what further assessment is required. Conducting the actual Contamination Assessment is not expected to begin until alignment is defined; however, circumstances may require additional screening assessments (i.e. collecting soil or water samples for laboratory analysis necessary to determine the presence and/or levels of contaminants) to begin earlier. Properties previously used as gasoline stations and which have not been evaluated or assessed would probably receive this rating.

6.0 PROJECT IMPACTS

6.1 Storage Tanks

There were no facilities with USTs observed within or on an adjacent property during the site. There were no ASTs observed within the subject area, but several ASTs were observed adjacent to the study area during the site visit. These were at the intersection of Blackstock Avenue and Van Street used by Environmental Waste Solutions. There are no reports of violations found in state or federal databases. The EDR report listed 3 registered closed USTs, no ASTs, and 2 registered closed historical leaking USTs (LUST) on file with TDEC for the areas adjacent to the study area at the intersections of Dale Avenue/17th Street and Dale Avenue/Tulip St., and at A.G. Heins Company on Blackstock Avenue. TDEC UST and AST records reviewed in the EDR report indicate that there are 37 more registered UST facilities located within a ¼ mile radius of the study area, 40 LUST sites, 8 historical LUST, and 15 LUST TRUST sites within a 0.5 mile radius of the subject area.

6.2 Hazardous Waste Sites

There are no current Hazardous Waste Sites and there is one former Hazardous Waste Site within the proposed roadway improvements. The EDR report lists 3 Resource Conservation and Recovery Act (RCRA) hazardous waste generators registered under the Resource Conservation and Recovery Information System adjacent to the study area. The EDR report lists no hazardous waste or hazardous materials releases or spills reported to the United States Environmental Protection Agency (USEPA) or TDEC for any areas within the project site.

There is a registered Solid Waste Material Facility located at an adjacent property to the Blackstock Avenue proposed extension (**Figures 4 and 5**). This is the PSC Metals Recycling Plant located on Richards Street. The updated (August 8, 2016) radius report lists this site as a Delisted Solid Hazardous Waste Site, a Solid Waste Recycling Center, and a Tennessee Historical UST. There is potential for hazardous material, solid waste, soil and groundwater contamination on this facility's property.

The EDR database search of the Comprehensive Environmental Response, Compensation, and Liability Information System indicated that there is no Comprehensive Environmental Response, Compensation, and Liability Act National Priority List or State Listed Superfund sites located within the project area.

6.3 Discharges into Water Sources

The EDR database search listed no National Pollutant Discharge Elimination System (NPDES) permits for the subject site. There are storm water inlet drains throughout the proposed roadway improvements. A NPDES General Permit for Construction Storm Water is required by the State of Tennessee for any construction site or project that disturbs more than one acre of ground. There are Notice of Intent (NOI) requirements associated with this permit and a fee schedule which is determined by the extent of the project. Best management practices will need to be implemented prior to and during construction to prevent erosion and sediment from entering the storm water system.

Figure 4. Proposed Alignment

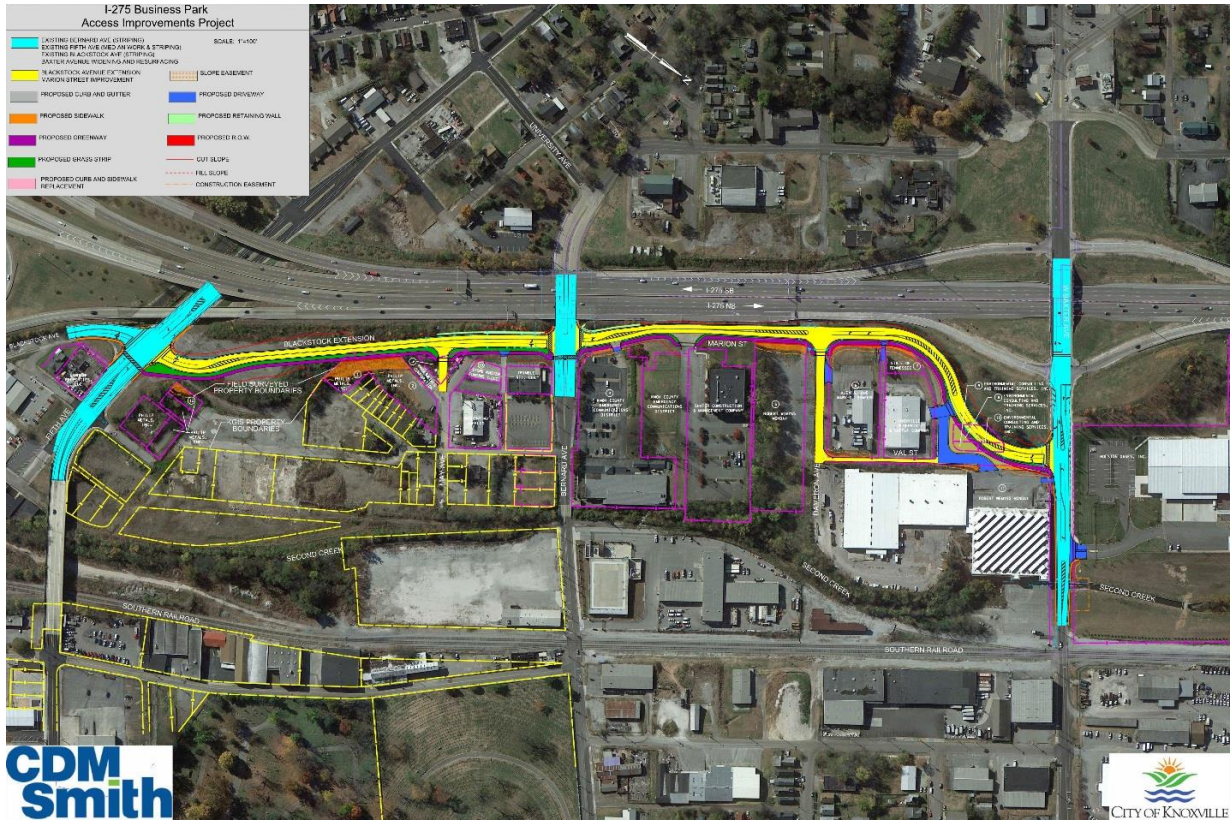
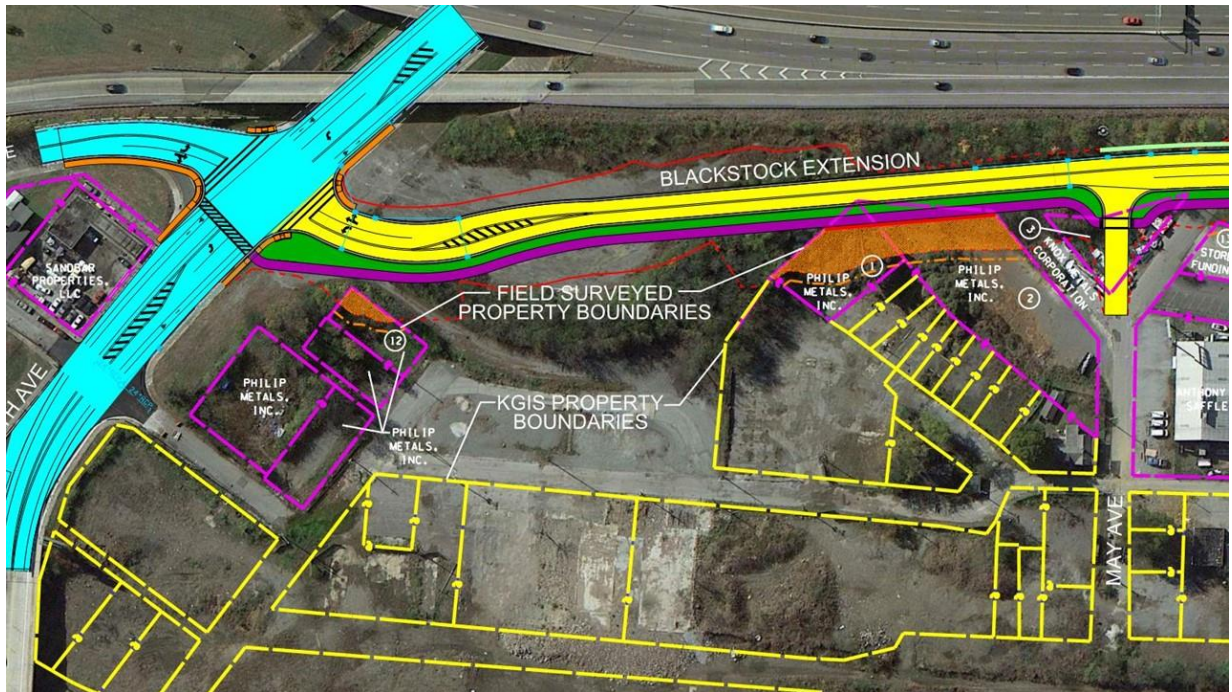


Figure 5. Focus on Philip Metals, Inc. property (also known as PSC Metals)



6.4 Air Emissions

The EDR report listed no sources of air emissions on the subject site or within a 1-mile radius of the subject site. No air emissions were observed onsite or on adjacent properties during the site visit.

6.5 Rating Site

One site within the I-275 Business Park Access Improvement project area was identified and evaluated for potential hazardous materials and petroleum involvement. This site is identified in the EDR and was identified in the field. This site is shown on **Figure 5** and listed in **Table 1** below.

1. Philip Metals, Inc. (also known as PSC Metals, Inc.), 822 Richards Street

The PSC Metals, Inc. Recycling Plant property is a registered Solid Waste Material Facility located at an adjacent property to the Blackstock Avenue proposed extension. This former plant is located on Richards Street. The updated (August 8, 2016) EDR radius report lists this site as a Delisted Solid Hazardous Waste Site, a Solid Waste Recycling Center, and a Tennessee Historical Underground Storage Tank. There is potential for hazardous material, solid waste, soil and groundwater contamination on this facility's property. Further studies such as a Phase II environmental assessment would be required to identify the potential environmental impact to this area. There are several dump areas directly adjacent to and possibly within the subject property from this facility. Dumping has also occurred within the subject property north of the Fifth Street and Blackstock Avenue intersection, within the Blackstock Avenue proposed extension. This occurred during the construction phase of I-275 several years ago and consists mostly of construction material and debris.

The EDR indicates that the site had two USTs installed in May of 1981. The tank capacities were one 2,000-gallon diesel UST and one 500-gallon gasoline UST. The EDR report also indicates that these two USTs are "Permanently Out of Use". A search, on September 28, 2016, of all current databases at the TDEC Division of Underground Storage (DUST) tanks yielded no additional information on these tanks (<http://www.tennessee.gov/environment/section/ust-underground-storage-tanks>) (TDEC 2016).

It is anticipated that the proposed realignment would require additional right-of-way from the Philip Metals, Inc. (or PSC Metals, Inc.) property. The total estimated acquisition, based on right-of-way plans dated June 27, 2016, is approximately 8,373 sq. ft. (or less than 0.2 acres) (CDM Smith 2016). Based on the current information available regarding the proposed project, the distance of the site for the proposed realignment, review of the DUST files, and the EDR, this site was given a risk rating of HIGH. Site photographs are shown in **Appendix A**.

Table 1
Potential Contamination Site

Site No.	Site Name, Location, and identification numbers	Tax Map No., Parcel ID, and Deed Book No. and Page No.	Database	Storage Tank(s) Currently in Service	Potential Contaminant Parameters	Proposed Alignment		
						Right-of-way Required for Expansion	Distance From Proposed Right-of-way	Risk Evaluation Rating
1	PSC Metals; 822 Richards Street, Knoxville, TN 37921; ID #47585	94F F/ 94E A; 23,8, 5/ 10; 2316/1119 & 2252/329 & 2191/1152	HIST UST	Facility ID# 2-470403; Permanently out of use	One 2,000 gallon diesel tank and one 500 gallon gasoline tank	Yes, would acquire the western edge of lots 1, 2, 12; 681 sq. ft. + 1,855 sq. ft. + .134 acres	Within	HIGH

7.0 FINDINGS AND RECOMMENDATIONS

7.1 Natural Resources

The study area falls within the Second Creek watershed which drains to the Tennessee River. No discharges to water sources or air emissions discharges were observed on the subject property or adjacent properties during the site visit. There are no surface waters within or crossing the subject area, but Second Creek runs from north to south 50 to 200 feet east of the subject property. The EDR radius report shows no public water supply well or private residential water wells within the subject area or within a 0.5 mile radius of the subject property. Desktop and field observations found no possible wetlands within and/or adjacent to the study area. According to the EDR report and Federal Emergency Management Agency (FEMA) National Flood Insurance Program maps, no part of the study area lies within the 100-year floodplain (FEMA 2016) only one rare species observed within the 1-mile radius of the subject property. This was the gray bat (*Myotis grisescens*) observed in a Tennessee Valley Authority (TVA) parking garage approximately 0.5 mile away in 2008. No other listed species is expected in the project area. A NPDES General Permit for Construction Storm Water permit will be required for the proposed project. In the process of applying for these permits, notice of intent requirements may be required and fees may be assessed. Fugitive dust emissions must also be controlled during the construction of the road improvement project.

7.2 Site Rating

There were no facilities with USTs observed within the subject property or on adjacent properties during the site visit. There were no ASTs observed within the subject property, and several ASTs observed adjacent to study area during the site visit on the intersection of Blackstock Avenue and Van Street used by Environmental Waste Solutions. There are no reports of violations were found in state or federal databases.

No hazardous waste/materials storage was observed onsite during the site visit except possibly within the Blackstock Avenue Extension area adjacent to PSC Metals Recycling Plant located on Richards Street. There were several piles of dumped material on the edges of the property line that may be within the project limits. This permanently closed facility is a delisted registered Solid Waste Material Facility/Solid Waste Recycling Center. There is a potential for hazardous material, solid waste, and groundwater contamination on this property. Further studies such as Phase II environmental assessments would be required to identify the potential environmental impact to this area.

The PSC Metals, Inc. site within the project limits was identified as having the potential for contamination. This site was rated HIGH. Due to the potential acquisition of right-of-way from the Philip Metal, Inc. property, it is recommended that this site be further analyzed through a Level 2 Contamination Assessment during the design phase of this project to verify or refute potential contamination concerns.

Site recommended for a Level 2 Contamination Assessment:

- Site No. 1 – Philip Metal, Inc. (or PSC Metal Recycling, Inc.) - HIGH

The Level 2 Contamination Assessment should include additional field screening and the collection of soil and groundwater samples for laboratory analysis, where applicable. If the results of the testing indicate no evidence of soil or groundwater contamination, the rating of a particular site could be revised downward. Typically, the rating of field-tested sites with no evidence of contamination would be revised. Because of the nature of the businesses conducted or formerly conducted, this sites could remain rated as having a MEDIUM, even if field-testing did not reveal the presence of contamination.

8.0 REFERENCES

CDM Smith 2016. Right-of-way plans. Revised, June 27.

City of Knoxville. 2007. I-275/North Central Street Corridor Study. Prepared by the Knoxville-Knox County Metropolitan Planning Commission (MCP) for The City of Knoxville and The Development Corporation of Knox County.

EDR. 2016. The EDR Radius Map™ Report. August 8.

Federal Emergency Management Agency (FEMA) 2016. Flood Insurance Rate Map, Knox County, Tennessee, panels 281 and 283 out of 430.

Knoxville-Knox County MCP. 2014. 2014 Central City Sector Plan.

Tennessee Department of Environment and Conservation (TDEC). 2012. Email from Silas Mathes. March 2.

TDEC. 2016. TDEC Division of underground tanks (DUST) database. Accessed September 28, 2016 (<http://www.tennessee.gov/environment/section/ust-underground-storage-tanks>).

APPENDIX A Site Photographs



Photograph 1: View to the north of 5th Ave. for potential Blackstock Ave. extension. Area was used for equipment storage during I-275 improvements. Piles of construction material such as barrier walls, trash, and debris still remain.



Photograph 2: View to the north of 5th Ave. for potential Blackstock Ave. extension. Area was used for equipment storage during I-275 improvements. Piles of construction material such as barrier walls, trash, and debris still remain.



Photograph 3: This is an example of the construction material that is present on site of the Blackstock extension north of 5th Avenue.



Photograph 4: View to the south of the lay-down yard north of the 5th Avenue/Blackstock intersection.



Photograph 5: View to the north of lay-down yard for potential Blackstock Ave. extension. Typical grasses, brush, and trees are present.



Photograph 6: View to the northwest area projected to be used for the Blackstock extension. Area is adjacent to PSC Metals recycling center that has been delisted as a Solid Hazardous Waste Site/Recycling Center.



Photograph 7: View to the southwest of Blackstock Ave. extension.



Photograph 8: View to the east at the intersection of May Road and Blackstock as part of the Blackstock Ave. extension. Businesses include such as Neon Signs and Knoxville Medical Clinic.



Photograph 9: View to the southwest of area projected to be used for the Blackstock extension. Area is adjacent to PSC Metals.



Photograph 10: View to the south of the Blackstock Avenue and Bernard Avenue intersection.



Photograph 11: View to the northeast of the proposed Marion Street improvements. Trees, grass, and typical brush are present. Adjacent properties include Lifegas, Knoxville Blueprint, ECATS Environmental, RSG Roofing Supply Group.



Photograph 12: View to the south of the proposed Marion Street improvements. Trees, grass, and typical brush are present. Adjacent properties include Lifegas, Knoxville Blueprint, ECATS Environmental, RSG Roofing Supply Group. Storm water area drains are also present in the proposed project area.



Photograph 13: View to the west of the proposed Marion Street (Val Street) and Baxter Avenue intersection improvements. RSG Roofing Supply Group is adjacent.



Photograph 14: Current view (i.e. October 11, 2016) of Holston Gases Inc. to the north of the proposed Marion Street (Val Street) and Baxter Avenue intersection improvements.



Photograph 15: View to the east of the proposed Marion Street (Val Street) and Baxter Avenue intersection improvements. Construction is occurring on adjacent properties north of Baxter Avenue and RSG is located east of intersection.



Photograph 16: View to the southeast of the condition of Second Creek entering the subject area through a box culvert underneath Baxter Avenue.

APPENDIX B
The EDR - Map Radius Report
August 8, 2016