



COMMUNITY IMPACT ASSESSMENT

STIP Project I-4400 / I-4700

Widening of I-26 from US 25 to I-40

Henderson and Buncombe Counties

Submitted by: HNTB North Carolina, P.C.

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EXECUTIVE SUMMARY

Project Description

North Carolina Department of Transportation (NCDOT) State Transportation Improvement Program (STIP) Project I-4400/I-4700 proposes improvements to a 22.2-mile segment of the Interstate 26 corridor in Henderson and Buncombe Counties. The proposed improvement project would extend from US 25 south of Hendersonville in Henderson County to I-40 near Asheville in Buncombe County. With its current traffic demand, I-26 is approaching its ultimate capacity. The purpose of the proposed improvements to I-26 is to reduce congestion, with a goal of achieving an overall level of service (LOS) D in the design year (2040), and improve the pavement structure.

Community Context & Direction

Buncombe and Henderson Counties are located in western North Carolina in the Blue Ridge Mountains. Western North Carolina contains very few major urban centers. Asheville is the seat of Buncombe County's government, and is western North Carolina's largest city and most prominent commercial area with a population of 83,393 in 2010. Population data from the US Census Bureau indicate that both Buncombe and Henderson Counties have experienced moderate growth from 2000 to 2010 (15.5 and 19.7 percent, respectively) similar to the State (18.5 percent). Much of the growth in these counties can be attributed to their proximity to the North Carolina mountains, a desirable location for retirees, and the service, business, and cultural options in and around Asheville.

The majority of residential and commercial growth in both counties has occurred, and continues to occur, in the southern portion of Buncombe County and in the northern portion of Henderson County, particularly in the Arden (Buncombe County), Fletcher (Henderson County), and Balfour (Henderson County) areas. This growth can be attributed to the reasonable pricing for land and housing, topography suitable for development, and attractive property tax rates. In addition, the Henderson County planner indicated that Fletcher is growing due to its accessibility to both Asheville and Hendersonville. Furthermore, it was noted that the eastern and southeastern areas of Henderson County have also experienced some residential growth recently, which is predominantly due to this area's relatively gentle terrain which is more easily converted from forest and farmland to residential development. The eastern portion of Henderson County also has the most interconnected road networks.

The region has experienced a unique economic transition over the past several decades as its traditional focus on the service and tourism industry has been accompanied by a focus on niche businesses in the region as well as a growing influx of retirees drawn to the region's high quality of life and natural and cultural amenities. The region is a popular tourist destination, as it is home to many points of interest including the 8,000-acre Biltmore Estate that attracts approximately one million visitors a year (www.biltmore.com), Pisgah National Forest, Blue Ridge Parkway, the North Carolina Arboretum, and Great Smoky Mountains National Park. The region's close ties to agriculture have also supported its prosperity. Henderson County is the State's largest apple producer and is the home of the annual North Carolina Apple Festival.

Notable Features

- The overall Demographic Study Area population grew by approximately 21.8 percent between 2000 and 2010, which is slightly higher than Buncombe and Henderson Counties (15.5 and 19.7 percent, respectively) as well as the State’s population growth during the same time period (18.5 percent).
- A residential subdivision, Willow Brook, is located immediately adjacent to the east side of I-26 at Dana Road. In addition, an unnamed mobile home park and an outdoor power equipment dealer (4X4 Country) are located adjacent to the west side of I-26 at Dana Road.
- Two retirement communities (Carolina Village and Lake Pointe Landing) are located just north of the I-26 and US 64 interchange in Hendersonville. There appears to be community cohesion among the residents of both Carolina Village and Lake Pointe Landing, as both community websites indicate that the communities often host activities and gatherings on their respective property for their residents. Given that they are retirement communities, Carolina Village and Lake Pointe Landing are expected to contain Title VI populations.
- A NCDOT truck weigh station is located on both sides of I-26 just northwest of Brookside Drive.
- Census data indicates a notable presence of minority and low income populations meeting the criteria for Environmental Justice within the Demographic Study Area (DSA) and minority and low income communities were noted within the Direct Community Impact Area (DCIA) by local planners. Henderson County planners indicated that some minority communities may be located east of I-26 in proximity to the corridor, particularly in the Brickton residential community within the DCIA. Brickton is located just north of Butler Bridge Road, and it was noted that Brickton was previously split during the original construction of I-26. Furthermore, the Buncombe County planner indicated that the Hidden Creek Village residential neighborhood located on the north side of the Asheville Regional Airport consists of predominantly low income residents.
- Broadmoor Golf Links is located on the west side of I-26, north of Cane Creek. Broadmoor is a public golf course and, therefore, is a potential 4(f) resource.
- A state-owned rest area is located on both sides of I-26 at the Buncombe/Henderson County line (Milepost 10).
- The Western North Carolina Agricultural Center, owned and operated by the North Carolina Department of Agriculture and Consumer Services, is the home of the North Carolina Mountain State Fair, numerous horse and livestock events, large scale conferences, and trade shows. The grounds and buildings for the center are located along the western side of the I-26 corridor at Fanning Bridge Road.
- Boiling Springs Baptist Church is located on the south side of Fanning Bridge Road and adjacent to the eastern side of I-26.
- The Blue Ridge Parkway traverses through the northern portion of the DCIA in Buncombe County and crosses I-26 north of NC 146 / Long Shoals Road.
- According to the *Buncombe County Greenways & Trails Master Plan* (Buncombe County, August 2012), a portion of the statewide Mountains to Sea Trail, located along the Blue Ridge Parkway, is the only existing trail within the DCIA. The *Buncombe County Greenways & Trails Master Plan* identifies several proposed greenway corridors that traverse the DCIA. These proposed greenway corridors include Bent Creek Greenway, Hominy Creek Greenway, and Lake Julian Greenway, which are all designated as “Priority Corridors” by the Plan.
- A portion of the Biltmore Estate property is located adjacent to the east side of I-26 and occupies the eastern part of the DCIA from the Blue Ridge Parkway to NC 191/Brevard Road. Biltmore Estate is listed on the National Register of Historic Places and attracts approximately one million visitors a year. In addition, the Buncombe County planner indicated that large agricultural operations are located on the Biltmore Estate Property and some of these crops are located within the DCIA.
- Census data indicates a Spanish-speaking population that meets or exceeds the US Department of Justice Limited English Proficiency (LEP) Safe Harbor threshold within the Demographic Study Area.

- Census data also indicates another Indo-European language-speaking population that exceeds 50 persons within the Demographic Study Area that may require language assistance.
- FPPA eligible soils are present along the full corridor length of I-26 within the DCIA.
- Although there are no public schools located within the DCIA, Henderson County school buses make six total daily trips along the studied portion of I-26 and Buncombe County buses make 20-30 daily trips.

Potential Community Impacts

- Some community facilities and neighborhoods located adjacent to the I-26 corridor may potentially be impacted. In particular, the Biltmore Estate property may potentially experience impacts, as it runs adjacent to the I-26 corridor for approximately three miles. In addition, the Western Carolina Agricultural Center, a rest area, Boiling Springs Baptist Church, Broadmoor Golf Links, Rugby Grange, a weigh station, and Carolina Village Retirement Community are all located in proximity to the project corridor and may potentially experience impacts depending on which alternative is selected.
- Residents, businesses, and other community facilities located in proximity to the project corridor may experience an increase in traffic noise due to the increased capacity along the I-26 corridor as a result of the project. However, a traffic noise study will be completed as part of this project which will determine potential noise impacts and appropriate mitigation measures.
- According to the 2001 Environmental Assessment for STIP Project I-4400, the predominantly African American Brickton community was apparently split when the original I-26 corridor was constructed in the late 1960's/1970's. It notes that Brickton remains a functional community and has grown around the interstate over the years. The Henderson County planner is not aware of any residents west of I-26 that identify with Brickton today, and indicated that the community is currently only located east of the corridor. In addition, the Buncombe County planner indicated that the Hidden Creek Village was recently impacted by stormwater runoff due to construction of retail development near Asheville Regional Airport. Depending on the footprint of the project, Brickton and Hidden Creek Village may potentially experience recurring impacts as a result of STIP Project I-4400/I-4700.
- While minority and low income populations are present in the DCIA, no notably adverse community impacts are anticipated with this project; thus, impacts to minority and low income populations do not appear to be disproportionately high and adverse.
- Given that several agricultural operations and FPPA eligible soils are located adjacent to the I-26 corridor, some may potentially experience encroachment impacts due to right-of-way acquisition.
- According to the Buncombe County Schools Director of Transportation, lane closures and/or detour routes during construction would have an overall moderate impact on school transportation services during the school year.
- Given that I-26 is an essential east-west route in the region, there may be short term impacts to emergency response times due to delays on I-26 during construction. However, the project may improve response times in the long term due to decreased congestion on I-26.

Recommendations & Next Steps

- Because LEP populations within the DSA exceed the Department of Justice's Safe Harbor thresholds, written translations of vital documents should be provided for Spanish-speaking populations, in addition to other measures assuring meaningful language access, as determined by NCDOT Public Involvement to satisfy the requirements of Executive Order 13166.
- Because notable other Indo-European language-speaking populations requiring language assistance are located within the DCIA, the Bridge Project Planning Engineer should consult with NCDOT Public Involvement to determine appropriate measures assuring meaningful public involvement to satisfy the requirements of Executive Order 12898.
- Local emergency management staff should be contacted during the development of the project to ensure no disruption to EMS operations.

- Since the total site assessment score for some build alternatives exceeds the 60-point threshold established by NRCS, notable project impacts to FPPA eligible soils may be anticipated. Therefore, the NRCS Farmland Conversion Impact Rating form was completed.
- The Project Planning Engineer should coordinate with Buncombe and Henderson County Schools in order to minimize impacts to school transportation services during construction.
- The Biltmore Estate should be contacted during the development of the project in order to further assess potential impacts to the property as a result of the project.
- The Project Planning Engineer should coordinate with NCDOT Public Involvement to ensure that the project's public involvement provides guidelines to outreach to all special groups, including potentially impacted minority, low-income, and LEP populations in the DCIA, particularly in the Hidden Creek Village and Brickton neighborhoods, as well as along Crest Road, Dana Road, and Tracy Grove Road in Henderson County. Public Involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.
- The Project Planning Engineer should coordinate with NCDOT Public Involvement to organize a small group meeting with the Brickton community to discuss previous impacts to the community as a result of the original construction of I-26 and to identify the current neighborhood boundaries.

PROJECT DESCRIPTION

STIP Project I-4400 / I-4700 is the proposed widening and improvement of a 22.2-mile segment of the I-26 corridor in Henderson and Buncombe Counties. The proposed project would extend from US 25 south of Hendersonville in Henderson County to I-40 near Asheville in Buncombe County. The purpose of the proposed improvements to I-26 is to reduce congestion, with a goal of achieving an overall LOS D in the design year (2040), and improve the pavement structure.

Existing Conditions

I-26 is a NCDOT designated Strategic Highway Corridor. In a regional sense, the roadway is important to western North Carolina and the southeastern United States for the movement of both people and goods. Locally, it serves as the main south-north facility for residents and businesses as well as providing direct access to the region's airport, Asheville Regional Airport. At the western end of the project, I-26 provides a connection to I-40, which is the major east-west corridor for the region as well as North Carolina. As a freight corridor, I-26 originates at the nation's fourth busiest container port of Charleston, South Carolina and connects the southeastern United States with the northeast via the connection with I-81 near Kingsport, Tennessee. A project vicinity map is shown on **Figure 1 in Appendix A.**

Within the project study area, I-26 runs south-north through Henderson and Buncombe Counties as a four-lane, median-divided, full control-of-access facility between US 25 (Exit 54) in Henderson County and I-26/I-40/I-240 (Exit 31) in Buncombe County. This section of I-26 also carries the US 74 designation. The project area includes eleven existing grade-separated crossings and eight existing interchanges. In Henderson County, I-26 has interchanges with US 25, Upward Road (SR 1722), US 64, US 25 (Asheville Highway), and NC 280 (Airport Road). In Buncombe County, I-26 has interchanges with NC 280 (Airport Road), NC 146 (Long Shoals Road), NC 191 (Brevard Road), I-40 and I-240. The Blue Ridge Parkway has a grade-separated crossing, but no direct access. The speed limit of I-26 varies from 65 miles per hour (mph) in southern Henderson County to 60 mph in northern Henderson County up to I-40 in Buncombe County.

With limited alternative south-north routes, automobile and truck-freight through traffic utilizing I-26 are forced to share the facility with local traffic, creating several areas of congestion during peak travel periods on I-26. The I-26 corridor in the study area experiences a seasonal increase in traffic volume during the summer and fall months as tourists visit the region for recreational activities and fall foliage viewing. Congestion along the corridor is high, with sections of I-26 in the project study area currently operating at LOS F. As projected traffic volumes increase, more sections of I-26 within the project study are projected to degrade to LOS F.

The purpose of the proposed project is to reduce congestion, with a goal of achieving an overall LOS D in the design year (2040), and to improve the pavement structure.

Proposed Modifications

There are three build alternatives under consideration: 1) 6-Lane Widening, 2) 8-Lane Widening, and 3) Hybrid 6/8-Lane Widening. The 6-Lane alternative would widen I-26 within the study area from two to three lanes in each direction. Similarly, the 8-Lane alternative would widen I-26 to four lanes in each direction. The Hybrid 6/8-Lane alternative would widen I-26 from the eastern terminus of the project study area (US 25 [Exit 54]) to the I-26/US 25/Asheville Highway interchange where it would then transition to an 8-lane facility to the western terminus at the I-26/I-40/I-240 interchange (Exit 31) (**Figure 1**). All the alternatives would be situated to best fit within the existing right of way limits for I-26. Best fit alignments would be evaluated and selected to improve the existing highway alignment, minimize impacts, and accommodate maintenance of traffic during construction. The additional traffic lanes would increase capacity and reduce congestion.

The 2013-2023 Draft NCDOT STIP indicates that right-of-way acquisition is funded for the I-4400 section and scheduled to begin in Fiscal Year 2018, with construction partially funded and scheduled to begin in Fiscal Year 2020. The I-4400 section extends from US 25 near Flat Rock in Henderson County to NC 280 at the Henderson/Buncombe County line. The 2013-2023 Draft STIP indicates that right-of-way acquisition and construction for the I-4700 section of the project are partially funded and scheduled to begin in Fiscal Years 2018 and 2020, respectively. This section extends from NC 280 at the Henderson/Buncombe County line to I-40 near Asheville in Buncombe County.

METHODOLOGY

This report outlines the existing conditions and trends of the area around the proposed project. It inventories community resources, issues, and concerns that the project may affect or impact. The report includes data gathered from the US Census merged with data from local plans, policies, maps, and regulations. It further includes observations from field visits and interviews with local planners in an effort to document resources as well as community visions, values, and goals. Wherever possible this report will map community attributes and areas geographically to assist in project decision-making.

COMMUNITY STUDY AREAS

Direct Community Impact Area

The DCIA is the area surrounding a transportation project that is likely to be directly affected in any way during, throughout, and after project completion. This study area encompasses all of the areas examined for potential community impacts as a result of STIP Project I-4400/I-4700. The area outlined in purple on **Figures 2A, 2B, and 2C** in **Appendix A** has been identified as the DCIA. The DCIA chosen for this project was primarily delineated using parcel boundaries; parcels which are adjacent to the proposed corridor, or which may experience access-related effects as a result of the project were included. In some cases, the boundary was extended in sections to include entire neighborhoods. Some natural and/or man-made boundaries are also used to a certain extent, and include water bodies (e.g., French Broad River and Mud Creek) and roads.

Demographic Study Area

The Demographic Study Area (shown on **Figure 3** in **Appendix A**) is used to provide demographic characteristics for the community surrounding the project. The Demographic Study Area is comprised of 2010 Census Block Groups encompassing the Direct Community Impact Area. The Demographic Study Area for this project includes:

Buncombe County

- Census Tract 12, Block Group 5;
- Census Tract 21.01, Block Group 1;
- Census Tract 22.03, Block Group 2;

- Census Tract 22.04, Block Group 1; and
- Census Tract 23.02, Block Groups 1 and 4.

Henderson County

- Census Tract 9302, Block Group 3;
- Census Tract 9303, Block Groups 2 and 3;
- Census Tract 9305.01, Block Groups 1 and 2;
- Census Tract 9306, Block Groups 1 and 2;
- Census Tract 9310, Block Groups 1, 2, 3, 4, and 5; and
- Census Tract 9314, Block Groups 2 and 3.

COMMUNITY CONTEXT, DIRECTION AND NOTABLE FEATURES INVENTORY

STIP Project I-4400/I-4700 is located in western North Carolina and begins in southeastern Henderson County, just south of Hendersonville, and continues west to southern Buncombe County, just south of Asheville. **Figure 1** shows the general project vicinity. The project passes through the Town of Fletcher and the City of Hendersonville in Henderson County, as well as the southern portion of the City of Asheville in Buncombe County. Buncombe and Henderson Counties are located in western North Carolina in the Blue Ridge Mountains. Western North Carolina contains very few major urban centers. Asheville is the seat of Buncombe County’s government, and is western North Carolina’s largest city and most prominent economic engine with a population of 83,393 in 2010. Henderson County continues to be recognized as a summer community, and this reputation has expanded such that the county has become a retirement haven. The county’s close ties to agriculture have also supported its prosperity. Henderson County continues to be the State’s largest apple producer and is the home of the annual North Carolina Apple Festival.

Located in northern Henderson County just south of the Buncombe County line, the Town of Fletcher encompasses 5.7 square miles in land. Many of the County’s manufacturing companies are located within its municipal boundaries. Because of its accessibility to both Asheville and Hendersonville, much of Henderson County’s recent growth in housing is attributed to Fletcher (*2020 Comprehensive Plan*, Henderson County, September 2009).

The region has experienced a unique economic transition over the past several decades as its traditional focus on the service and tourism industry has been accompanied by a focus on niche businesses in the region as well a growing influx of retirees drawn to the region’s high quality of life and natural and cultural amenities. The region is a popular tourist destination, as it is home to many points of interest including the 8,000-acre Biltmore Estate that attracts approximately one million visitors a year (www.biltmore.com), Pisgah National Forest, Blue Ridge Parkway, the North Carolina Arboretum, and Great Smoky Mountains National Park.

Site visits, interviews with local officials, Buncombe and Henderson County GIS data, NCDOT GIS data, and NC OneMap GIS data were used to inventory community facilities within the DCIA. These features are shown geographically on **Figures 2A, 2B, and 2C** in **Appendix A**.

The principal north-south routes in the region are I-26, US 25 and US 176, and NC 191. The major east-west highways are I-40, US 64, and NC 280. Land use throughout the DCIA is mixed, consisting of large sections of residential areas, commercial and industrial stretches, and agricultural tracts. Residential areas generally consist of single family homes on individual tracts or within subdivisions. Commercial development is largely concentrated near the I-26 interchanges with US 64, NC 280 (Airport Road), NC 146 (Long Shoals Road), and NC 191 (Brevard Road). Notable agricultural uses in Buncombe County include hay production (24th in the state); vegetables, fruits, nuts, and berries (25th in the state); and livestock including milk cows (11th in the state) and beef cows (17th in the state). Notable agricultural uses in Henderson County include nursery, greenhouse, floriculture, and Christmas trees (2nd in the state); vegetables, fruits, nuts, and berries (3rd in the state); and livestock including milk cows (8th

in the state) (www.ncagr.gov/stats/codata/). Following is a description of the notable features within the DCIA from south to north.

The following notable features are located within the DCIA between US 25 (eastern terminus) and US 64 (**Figure 2A**):

- There is a commercial node at the I-26 and Upward Road interchange with hotels, gas stations, fast food restaurants, and some industrial facilities.
- Bloomfield's (dishes and home furnishings) and McAbee's Fruit Stand are located adjacent to I-26 and the Upward Road northbound on-ramp.
- Land that is actively cultivated for agricultural crops is located on both sides of I-26 from just north of Upward Road to just south of Dana Road. Furthermore, a Henderson County Voluntary Agricultural District (VAD) property is located adjacent to the east side of I-26 just south of Tracy Grove Road. Although the type of crop is unknown at the time, the Henderson County planner indicated that the majority of crops in the area include apples, berries, and corn.
- According to data from NCDOT, there are designated Henderson County specific bicycle routes present along Crest Road (Route 1- Perimeter Route) and Tracy Grove Road (Route 3- East/West Route) as well as an unsigned connector on Brookside Camp Road and Howard Gap Road along the proposed project corridor.
- Blue Ridge Community College (Flat Rock Campus) is located on the west side of I-26 between Upward Road and Tracy Grove Road.
- An outdoor power equipment dealer, 4X4 Country, is located adjacent to I-26 just south of Dana Road.
- An unnamed mobile home park is located on the southwest quadrant of I-26 and Dana Road. Based on March 2014 site visit observations, this mobile home park may contain a low-income population. Furthermore, a residential subdivision, Willow Brook, is located adjacent to the east side of I-26 at Dana Road.
- Byers Precision Fabricators is located on the northeast quadrant of I-26 and Dana Road.
- Camp Pinewood, located adjacent to the west side of I-26 and just south of US 64, is a private summer camp for kids in grades one through ten. The camp includes cabins for the camper as well as many activities ranging from arts and crafts, to water skiing, tubing, swimming, tennis, golf, horseback riding, go-karts, and archery (www.camppinewood.net). Camp Pinewood is accessed via Orrs Camp Road off of US 64.
- There is a commercial node at the I-26 and US 64 interchange that includes hotels, gas stations, fast food restaurants, and shopping centers. In addition, multifamily uses (apartments and townhomes) are located on the northwest quadrant of the interchange, as well as two large retirement communities (Lake Pointe Landing and Carolina Village).
- The I-26 corridor crosses three streams between the southern DCIA boundary and US 64, which include Beck Creek, Dunn Creek, and Devils Fork. Beck Creek, which is located south of US 25 along the southern DCIA boundary, has the North Carolina Division of Water Resources (NCDWR) supplemental classification of Trout Waters. In addition, Devils Fork is listed on NCDWR's 2012 list of 303(d) impaired water bodies for Ecological/Biological Integrity Benthos.

The following community features are located within the DCIA between US 64 and US 25/Asheville Highway (**Figure 2B**):

- Margaret Pardee Memorial Hospital is located off of US 64 in Hendersonville approximately two miles southwest of I-26.
- Clear Creek Automotive is located east of I-26 just north of Clear Creek Road's crossing over I-26.
- Henderson County VAD properties are located adjacent to both sides of I-26 just north of Clear Creek Road. Additionally, based on Google Maps satellite imagery and site visit observations (March 2014), agricultural operations are located just southwest of I-26 from the VAD property to Byers Creek.

- Three single family residential subdivisions are located adjacent to the northeast side of I-26: Kingswood Hills, Carolina Hills, and Whispering Hills.
- A currently unnamed entertainment family fun park is located on the southwest quadrant of I-26 and Brookside Camp Road. According to local real estate websites, the property is currently for sale and contains batting cages, mini golf, and a driving range. Wolverine Paintball currently leases a portion of the property, and the paintball course is currently the only operating entertainment facility on the property. Just across I-26, Guys & Dolls Salon is located on the northwest side of Brookside Camp Road adjacent to I-26.
- Just northwest of Brookside Drive, an NCDOT truck weigh station is located on I-26 on both sides of the facility.
- Park Ridge Hospital is located adjacent to the northeast side of I-26 just north of Byers Creek.
- Just north of Park Ridge Hospital, a large parcel on the northeast side of I-26 contains several medical offices, Fletcher Valley Natural Foods, and Fletcher Park Inn Retirement Community. Since Fletcher Park Inn is a retirement community, it is expected to contain a Title VI population.
- A few commercial uses are located just southwest of the Naples Road overpass at I-26, which include Mountain Inn and Suites and Hendersonville/Fletcher Storage. In addition, several commercial and industrial uses are scattered along the northeast side of I-26 just northwest of the Naples Road overpass.
- A commercial node is located at the I-26 and US 25/Asheville Highway interchange with fast food restaurants, gas stations, an auto dealership, a stone supply company, and a few mobile homes adjacent to the I-26 westbound off-ramp.
- The I-26 corridor crosses three streams between US 64 and US 25/Asheville Highway, which include Clear Creek, Featherstone Creek, and Byers Creek. In addition, Mud Creek runs along a portion of the southwestern DCIA boundary and is listed on NCDWR's 2012 list of 303(d) impaired water bodies for Ecological/Biological Integrity Benthos and Fishcom.

The following community features are located within the DCIA between US 25/Asheville Highway and NC 280/Airport Road (**Figure 2B**):

- Just north of the I-26 and US 25/Asheville Highway interchange, Camping World of Asheville (recreational vehicle sales and service) is located just west of I-26 and south of Butler Bridge Road.
- Based on Google Maps satellite imagery and March 2014 site visit observations, a mobile home park, Clayton Homes sales lot, and a U-Haul rental facility are located adjacent to the northeast side of I-26 between US 25/Asheville Highway and Butler Bridge Road.
- A commercial strip center is located on the northwest quadrant of US 25/Hendersonville Road and Butler Bridge Road, and some commercial and industrial uses are located along Butler Bridge Road just southwest of I-26.
- Just north of the I-26 and US 25/Asheville Highway interchange, a residential community (Brickton) is located east of I-26 and along the west side of US 25 from Butler Bridge Road to Talley Drive. Brickton consist of single family homes and mobile homes. It was noted by a Henderson County planner that Brickton is a predominantly minority neighborhood (**Appendix B**), and therefore, contains a potential Environmental Justice population.
- Land that is currently cultivated for agricultural crops is located adjacent to both sides of I-26 from just north of Butler Bridge Road to Cane Creek.
- A large industrial facility, ArvinMeritor, is located off of US 25/Hendersonville Road just south of Cane Creek and east of I-26.
- Just north of Cane Creek, Broadmoor Golf Links is located on the west side of I-26. Given that Broadmoor is a public golf course, it is a potential 4(f) resource.
- A state-owned rest area is located on both sides of I-26 at the Buncombe/Henderson County line (Milepost 10).

- The Western North Carolina Agricultural Center and Fairgrounds, owned and operated by the North Carolina Department of Agriculture and Consumer Services, is the home of the North Carolina Mountain State Fair, numerous horse and livestock events, large scale conferences, and trade shows. The grounds and buildings for the center are along the western side of the I-26 corridor, and just south of Fanning Bridge Road.
- Boiling Springs Baptist Church and cemetery is located on the south side of Fanning Bridge Road, adjacent to the eastern side of I-26.
- Several single-family residential subdivisions, including Wildwood and Fletcher Hills, are located along Fanning Bridge Road just east of I-26. Given their proximity to I-26, residents in the Wildwood neighborhood (southeast quadrant of I-26 and Fanning Bridge Road) expressed concern at the January 2013 Citizens Informational Workshop regarding physical impacts to the neighborhood as a result of the project.
- Asheville Regional Airport is located on the west side of I-26 on NC 280/Airport Road between Fanning Bridge Road and I-26. The airport contains a single 8,000-foot runway with a full parallel taxiway, with future plans to construct a new runway and taxiway, and 163 acres reserved for terminal use. Currently, the airport is updating its master plan to add retail and commercial land uses to its growing property. Direct access to the airport from I-26 is provided at Exit 40, NC 280 (Airport Road). Ancillary access to the airport is possible by utilizing Fanning Bridge Road; however there is no direct access to I-26.
- North of Fanning Bridge Road, a storage facility and several industrial uses are located adjacent to the east side of I-26 along Underwood Road, and an industrial warehouse (Electrolux) is located adjacent to the west side of I-26.
- A commercial node is located at the NC 280/Airport Road and I-26 interchange with several hotels, gas stations, and restaurants, as well as a car dealership, and a retail shopping center anchored by box stores (i.e., Target, Lowe's, and Best Buy).
- A large, newly-constructed apartment community is located on Rockwood Road, just north of the commercial node identified above.
- The I-26 corridor crosses two streams between US 25/Asheville Highway and NC 280/Airport Road: Cane Creek and Kimsey Creek. In addition, the French Broad River runs along a portion of the western DCIA boundary and is listed on NCDWR's 2012 list of 303(d) impaired water bodies for Turbidity, Fecal Coliform, Ecological/Biological Integrity Benthos and Fishcom.

The following community features are located within the DCIA between NC 280/Airport Road and the Blue Ridge Parkway (**Figures 2B** and **2C**):

- North of Asheville Regional Airport, a small residential subdivision (Hidden Creek Village) is located adjacent to the west side of I-26. Based on Google Maps satellite imagery and March 2014 site visit observations, Hidden Creek Village is a mix of low-income single-family homes and mobile homes.
- Just north of Glenn Bridge Road (SR 3495), a single-family residential subdivision (Rockwood Hills) and a multifamily residential development (Lake Julian Trails) are located adjacent to the east side of I-26.
- Asheville Plant, a Duke Energy coal-fired power plant, is located on the east side of I-26 just south of NC 146/Long Shoals Road on Lake Julian.
- Based on Buncombe County GIS data, VAD properties are located adjacent to both sides of I-26 between Powell Creek and NC 146/Long Shoals Road.
- A commercial node is located at the I-26 and NC 146/Long Shoals Road interchange and includes a large retail shopping center (Biltmore Park Town Square), hotels, gas stations, and fast food restaurants.
- The Blue Ridge Parkway crosses over I-26 north of NC 146/Long Shoals Road, but does not have direct access with I-26. At this crossing point, the Mountains to Sea Trail traverses the Parkway bridge. Outstanding scenery and recreational opportunities make the Blue Ridge Parkway one of the most visited sections of the National Park System. The Parkway consists of 469 miles connecting the Great Smoky

Mountains National Park in North Carolina to the Shenandoah National Park in Virginia. All along its route, the Parkway incorporates numerous campgrounds, picnic areas, campsites, exhibits, and hiking trails.

- The I-26 corridor crosses two streams between NC 280/Airport Road and the Blue Ridge Parkway: Powell Creek and Ducker Creek. In addition, the French Broad River parallels I-26 from north of Glenn Bridge Road to just south of the Blue Ridge Parkway and runs along a portion of the western DCIA boundary. The French Broad River is listed on NCDWR's 2012 list of 303(d) impaired water bodies (for Turbidity, Fecal Coliform, Ecological/Biological Integrity Benthos and Fishcom) and is also NC Wildlife Resource Commission (NCWRC) Designated Public Mountain Trout Waters north of Glenn Bridge Road.

The following community features are located within the DCIA between the Blue Ridge Parkway and I-40 / the northern DCIA boundary (**Figure 2C**):

- A portion of the Biltmore Estate property is located adjacent to the east side of I-26 and occupies the eastern part of the DCIA from the Blue Ridge Parkway to NC 191/Brevard Road. Biltmore Estate is listed on the National Register of Historic Places and therefore qualifies as a Section 4(f) resource. In addition, the Buncombe County planner indicated that large agricultural operations are located on the Biltmore Estate Property and some of these crops are located within the DCIA. Agricultural operations on the Biltmore property include a field-to-table program supplying Biltmore's six restaurants with estate-raised produce, beef and lamb, as well as over 94 acres of vineyards (www.biltmore.com).
- A large commercial node is located at the I-26 and NC 191/Brevard Road interchange, which is predominantly located along the west side of I-26 and includes Biltmore Square Mall, hotels, medical offices, fast food restaurants, and gas stations.
- A car dealership and some single family homes are located on the northwest side of NC 191/Brevard Road adjacent to the east side of I-26.
- Just south of Pond Road's crossing of I-26, Dogwood Business Center is located on the east side of I-26 and consists predominantly of industrial uses. In addition, several businesses are located along Pond Road on both sides of I-26 and include Southern Concrete Materials, Tri State Scrap Metal, Hensons' Inc. Mulch & More, and Great Eastern Sun.
- Two hazardous substance disposal sites are located on the east side of I-26 within the DCIA. Pond Road Landfill #2 is located along Pond Road at I-26 and Highway 29 Dump Site is located just north of Pond Road.
- A large industrial/business park is located east of I-26 near the NC 191/Brevard Road and Pond Road intersection. Although most of the businesses are located outside of the DCIA, a few of the businesses are located adjacent to I-26 and within the DCIA.
- A small single family residential subdivision (Oakview) is located on the southeast quadrant of the I-26/I-40 interchange immediately adjacent to the corridors. Based on March 2014 site visit observations, a noticeable Hispanic population resides in the community. This area is zoned as both High and Medium Density Single Family (City of Asheville Zoning Map, City of Asheville, March 2011). Single family homes are also scattered on the southwest quadrant of the interchange within the DCIA, and this area is zoned as Medium Density Single Family.
- The I-26 corridor crosses three water bodies between the Blue Ridge Parkway and I-40, which include French Broad River, Dellwood Lake, Long Valley Branch, and Hominy Creek. French Broad River (Turbidity, Fecal Coliform, Ecological/Biological Integrity Benthos and Fishcom) and Hominy Creek (Ecological/Biological Integrity Benthos) are listed on NCDWR's 2012 list of 303(d) impaired water bodies. Additionally, French Broad River is NCWRC Designated Public Mountain Trout Waters throughout this portion of the DCIA.

Other Nearby Features / Influences

There are several key community facilities just outside the DCIA. The Pisgah National Forest is located west of the DCIA, and is comprised of over 500,000 acres of primarily hardwood forest with whitewater rivers, waterfalls, and hundreds of miles of trails. The following features are also located near the DCIA:

- Lakewood RV Resort is located east of the DCIA approximately 1,000-feet north of Upward Road in Henderson County, and is an adult-only RV park for guests aged 55 and older (www.lakewoodrvresort.com).
- Two schools are located outside of the DCIA in proximity to the I-26 and Upward Road interchange. Upward Road Elementary School is located east of the interchange and East Henderson High School is located west of the interchange.
- Hendersonville Airport is located just west of the DCIA between US 176 and I-26, southeast of Hendersonville's municipal limits (**Figure 2A**). Hendersonville Airport is privately owned with a 3,075-foot paved runway and offers rental aircraft (www.hendersonvilleairport.com).
- Fletcher Academy, an independent college preparatory high school, is located on Howard Gap Road at Naples Road (SR 1534) just northeast of I-26.
- Lake Julian Park is located just east of the DCIA on the south side of Long Shoals Road and on the banks of 300 acre Lake Julian in Arden. The park is a family recreational facility offering picnicking, boating, fishing, a playground, outdoor games and special events (www.buncombecounty.org). Based on the National Park Service's online database (waso-lwcf.ncrc.nps.gov/public/index.cfm), portions of Lake Julian Park were constructed with funds from the Land and Water Conservation Fund (LWCF), which therefore qualifies the park as a Section 6(f) Property.

Pedestrian / Bicycle Activity and Facilities

Given that I-26 is an interstate facility, there are no pedestrian or bicycle facilities along the corridor, nor was pedestrian / bicycle activity observed along I-26 during the site visits. Based on Google Maps satellite imagery, sidewalks are located along US 64, Long Shoals Road (NC 146), and a small portion of Brevard Road (NC 191) within the DCIA.

According to data from NCDOT, designated bike routes are present on the following facilities that cross the I-26 corridor: Brevard Road (NC 191), Blue Ridge Parkway (the Mountains to Sea Trail also utilizes this crossing), Long Shoals Road (NC 146), Glen Bridge Road, Fanning Bridge Road, Butler Bridge Road, Brookside Camp Road, Tracy Grove Road, and Crest Road. The *Final Draft 2013 Blue Ridge Bike Plan* (Land of Sky Regional Council, July 2013) indicates that existing bike lanes in Buncombe County are located inside the City of Asheville. The Plan notes that many cyclists take advantage of the Blue Ridge Parkway, although the Parkway lacks safe shoulders and the section through Asheville has a fair amount of traffic. Bicycle and pedestrian activity was not observed along the Y-lines during the March 2014 site visit.

Transit, Freight & Airport

Transit

Asheville Redefines Transit (ART) provides bus service throughout the City of Asheville and other local areas with 16 bus routes running Monday through Saturday (www.ashevilenc.gov/Departments/Transit.aspx, accessed February 2014). ART contracts with Mountain Mobility of Buncombe County to provide paratransit service along its routes. Two ART routes provide service within the DCIA. Route West 2 (W2) services Brevard Road and the Biltmore Square Mall in the northern portion of the DCIA, and route South 3 (S3) services Asheville Regional Airport in the central portion of the DCIA via Airport Road and US 25 (Hendersonville Road).

Mountain Mobility, Buncombe County's community transportation system, is a rural community transportation program, as it does not operate a fixed route service. As a demand-responsive transportation provider, Mountain Mobility works with ART to coordinate a feeder service to ART's fixed-route services that serves Asheville and Black Mountain, as well as paratransit service to the Swannanoa and Weaverville communities.

Apple Country Public Transit provides limited fixed route transit and paratransit services throughout the City of Hendersonville, Town of Fletcher and Laurel Park. Apple Country Transit currently offers three fixed routes (www.hendersoncountync.org/planning/actransit/index.html, accessed April 2014), which provide transit services through portions of the DCIA between the Asheville Regional Airport (Airport Road) and Upward Road in Henderson County. Riders are able to transfer between Apple Country Transit Blue Route and ART Route S3 at Asheville Regional Airport. ART Route S3 provides transit service between the Airport and downtown Asheville via NC 280/Airport Road, US 25/Hendersonville Road, and McDowell Street, which has a transit stop at Mission St. Joseph Hospital in Asheville. Apple Country Transit Route 3 provides service to Park Ridge Hospital (by request only) via US 25 and Naples Road. Henderson County contracts with Western Carolina Community Action (WCCA) to provide paratransit services. Greyhound Lines, Inc. also provides passenger bus and package express service to the areas of Asheville and Hendersonville.

Rail Service

The Norfolk Southern Corporation controls three major rail corridors that pass through the region to Tennessee, South Carolina, and eastern North Carolina with several short lines of connecting track. Two tracks of Norfolk Southern's 21,300-mile network intersect in Asheville. Passenger rail service is available through Amtrak in Greenville, South Carolina. NCDOT has adopted a phased plan, with no specified time frame, to extend passenger rail service from Salisbury, North Carolina along the Norfolk Southern track to Old Fort and on to Black Mountain and Asheville.

Motor Freight Service

According to information contained in the FBRMPO 2035 LRTP, trucks are the primary freight mode represented in the region. The LRTP notes that the FBRMPO planning area exhibits a unique challenge in regards to freight due to geographical constraints that limit the number of routes available for the transport of truck freight traffic. The LRTP also cites a Traffic Survey report conducted by NCDOT in 2009 that reported Buncombe, Haywood, and Henderson County Interstate Freight Traffic Volume in the region. According to the report estimated daily truck traffic accounted for up to 17.5 percent of the volume of the I-26 corridor in the project study area within Henderson County and 13.5 percent of the volume of the I-26 corridor in the project study area within Buncombe County. The presence of these trucks in the traffic mix greatly increases congestion and travel times along the I-26 corridor within the study area.

Airport

The Asheville Regional Airport is located nine miles south of Asheville at the I-26 and NC 280/Airport Road interchange within the DCIA. Asheville Regional Airport is a class C-3 airport that contains a single 8,000-foot runway with a full parallel taxiway, with future plans to construct a new runway and taxiway, and 163 acres reserved for terminal use. According to the Asheville Regional Airport Annual Report for FY 2011-2012, this airport served over 709,000 commercial passengers as well as a large number of general aviation passengers (<http://flyavl.com/pages/about-the-airport.php>). In 2012, the airport attained the status of the Greater Asheville Regional Airport Authority; allowing it to operate more as a self-sustaining business. Currently, the airport is updating its master plan to add retail and commercial land uses to its growing property. The airport is performing a massive fill-project to large sections of land adjacent to the southwest corner of the airfield, and is expecting that by 2014 this land will be available for development. Direct access to the airport from I-26 is provided at Exit 40, NC 280 (Airport Road). Ancillary access to the airport is possible by utilizing Fanning Bridge Road; however there is no direct access to I-26.

Community Cohesion

As previously noted, there are several residential neighborhoods located within the DCIA, which include Willow Brook, Carolina Village and Lake Pointe Landing Retirement Communities, Kingwood Hills, Carolina Hills, Whispering Hills, Hidden Creek Village, Brickton, Rockwood Hills, and Lake Julian Trails.

Carolina Village consists of approximately 265 apartments and 81 detached cottages near the I-26 and US 64 interchange in Hendersonville. There appears to be community cohesion among the residents of Carolina Village, as the community often hosts activities and gatherings on the property for their residents (www.carolinavillage.com). Lake Pointe Landing is an independent and assisted services retirement community located on the northwest quadrant of I-26 and US 64. There appears to also be community cohesion among the residents of Lake Pointe Landing, as the community's website notes that residents enjoy a full calendar of recreational and wellness activities as well as live entertainment and themed parties (www.lakepointelanding.com).

According to a Henderson County planner, the Brickton neighborhood located on US 25/Asheville Highway east of I-26 is a very cohesive and active community (**Appendix B**). The community is more than 50 years old and was developed prior to the original construction of I-26. According to the 2001 EA for STIP Project I-4400, this predominantly African American community was split when the original I-26 corridor was constructed in the late 1960's/1970's. It notes that Brickton remains a functional community and has grown around the interstate over the years. A Henderson County planner also noted that Brickton currently contains many relatives and close friends of the community's original families.

Based on Google Maps Satellite imagery, Willow Brook, Kingwood Hills, Carolina Hills, Whispering Hills, Hidden Creek Village, Brickton, and Rockwood Hills appear to be well-established neighborhoods, and Lake Julian Trails appears to be a newer multifamily development with portions still under construction.

Local Area Plans / Goals

There are several local area plans establishing development goals for the project area, which are summarized in this section.

Transportation Plans

Six NCDOT STIP projects are located in proximity to the DCIA. STIP Project I-2513 (I-26 Connector) would tie into the western terminus of STIP Project I-4700 in Asheville at the I-26/I-40/I-240 interchange. The I-26 Connector is a proposed widening and new location multilane interstate highway project to connect I-26 from the I-26/I-40/I-240 interchange southwest of Asheville to US 19-23-70 north of Asheville. This new interstate will connect I-26 with I-81 south of Kingsport, Tennessee. Although the project is currently unfunded, the project website indicates that right-of-way acquisition and construction are scheduled to begin in 2018 and 2020, respectively (www.ncdot.gov/projects/search/details.html?id=1495).

STIP Project B-5178 is the replacement of Bridge Nos. 235 and 238 on I-26 over Pond Road (SR 3431) and Hominy Creek. This project is located in Buncombe County just south of the I-26 interchange with I-40/I-240 in the DCIA and is currently under construction. According to NCDOT's website for STIP Project B-5178, the project is scheduled to be complete in 2016 (www.ncdot.gov/projects/search/details.html?id=519).

STIP Project I-5501 proposes to retrofit the existing I-26/NC 280 interchange in Buncombe County within the DCIA to a diverging diamond interchange configuration. The project website indicates that the project is funded with right-of-way acquisition currently in progress and construction scheduled to begin in September 2013 (www.ncdot.gov/projects/search/details.html?id=1721).

STIP Project I-5504 is the proposed modification to the I-26/NC 191 (Brevard Road) interchange in Buncombe County within the DCIA, which includes improvements to the traffic operations and access control along NC 191. NCDOT's *Draft 2013-2023 STIP* indicates that this project is currently programmed for planning and environmental study only, and right of way acquisition and construction are currently unscheduled.

Just outside the eastern DCIA boundary and parallel to I-26, STIP Project R-5207 is the proposed upgrade to approximately seven miles of Howard Gap Road (SR 1006) in Henderson County from Jackson Road (SR 1539) in Fletcher to US 64 near Hendersonville. The project will widen the existing two lanes to 12-foot lanes, add bike lanes, improve the road geometry (curves and vertical changes), replace four bridges, and add turn lanes at several

key intersections. According to NCDOT's project website, STIP Project R-5207 is currently under construction and scheduled to be complete in 2015.

STIP Project B-5409 is the proposed replacement of Bridge No. 58 on Mid Allen Road (SR 1893) over Devils Fork Creek near Hendersonville. This project is located just east of the I-26 corridor along the eastern DCIA boundary. Based on the project website, right-of-way acquisition and construction are scheduled to begin in 2017 and 2018, respectively (www.ncdot.gov/projects/search/details.html#id=624).

French Broad River MPO 2035 Long Range Transportation Plan

The French Broad River Metropolitan Planning Organization (FBRMPO), serving the urbanized areas of Buncombe, Haywood, and Henderson Counties, is the federally required transportation planning agency charged with conducting a comprehensive, continuing, and cooperative transportation planning process for the region. The 2035 LRTP was adopted by the FBRMPO in September 2010 and addresses all surface transportation modes, including highways, railways, public transportation, bicycle and pedestrian infrastructure, as well as connections to aviation. The time horizon for this LRTP is 2010 to 2035.

The LRTP anticipates the I-26 corridor south of I-40 in Buncombe and Henderson Counties to have serious capacity deficiencies in the year 2030. The FBRMPO is evaluating alternatives to single-occupancy vehicle travel, including \$12 million identified in the LRTP to establish regional express bus-type service in combination with the I-26 corridor. The LRTP's transportation project recommendations are prioritized into three tiers – Tier I (2011 to 2015), Tier II (2016 to 2025), and Tier III (2026 to 2035). These projects within or in proximity to the DCIA include (projects within each Tier are not listed in priority order):

Tier I (2011 to 2015)

- STIP Project R-4430 – see description above;
- STIP Project R-5207 – see description above;
- I-26 Asheville to Hendersonville – Comprehensive, multi-modal corridor study for I-26 (area covered by I-4400/I-4700), planning funding only;
- STIP Project I-2513 – Non-loop portion (see description above).

Tier II (2016 to 2025)

- STIP Project I-2513 – Local equity formula funds to supplement loop funding;
- STIP Project I-4400 – From NC 280 to US 25, widen to six lanes or other appropriate treatment as determined by corridor study;
- STIP Project A-10AA – Future I-26 (US 19/23), upgrade to Interstate standards north of I-240 in Asheville to US 25;
- STIP Project R-2813A (Buncombe County) – Long Shoals Road, widening from NC 191 (Brevard Rd) to west of Clayton Road (SR 3501);
- Express Bus to Hendersonville (Buncombe and Henderson Counties) – Purchase commuter bus for express service between Hendersonville and Asheville.

Tier III (2026 to 2035)

- STIP Project I-4700 – I-26 from I-40 to NC 280, widen to six lanes or other appropriate treatment as determined by corridor study;
- STIP Projects A-10AB and A-10BC (Buncombe and Madison Counties) – Future I-26, upgrade to interstate standards from US 25 to SR 2148 (Stockton Branch Road);
- STIP Project U-3403 (Buncombe County) – NC 191, widening and improvements from NC 280 to the Blue Ridge Parkway;
- FS 1214-B Proposed Balfour Parkway (Henderson County) – Construct a new four-lane expressway (6.7 miles) from NC 191 (Brevard Road) north of Stony Mountain Road (SR 1383) to US 64, north of Nix Road (SR 1513) in Hendersonville. This project proposes a new interchange along I-26 in Henderson County north of US 64.

Pedestrian, Bicycle, and Greenway Plans

The *Final Draft 2013 Blue Ridge Bike Plan* recommends bicycle corridors across the region, several of which are located within, or in proximity to, the DCIA. Two recommended “Priority Regional Corridors” traverse the DCIA and include US 25/225 in Henderson County from Fletcher to Flat Rock, and NC 191/Brevard Road from Asheville in Buncombe County to Mills River in Hendersonville. Recommended “Priority County Corridors” within, or in proximity to, the DCIA include Sand Hill Road in Buncombe County from US 19/23 to Haywood Road, US 64 from downtown Hendersonville to Howard Gap Road in Henderson County, and Fanning Bridge Road in Henderson County from NC 280 to US 25.

According to the *Buncombe County Greenways & Trails Master Plan* (Buncombe County, August 2012), the regional portion of the statewide Mountains to Sea Trail, located along the Blue Ridge Parkway, is the only existing trail within the DCIA. The *Buncombe County Greenways & Trails Master Plan* identifies several proposed greenway corridors that traverse the DCIA. These proposed greenway corridors include Bent Creek Greenway, Hominy Creek Greenway, and Lake Julian Greenway, which are all designated as “Priority Corridors” by the Plan. The eight “Priority Corridors” identified by the Plan represent the highest priority for Buncombe County to pursue detailed planning, design, land acquisition and construction over the next ten to 20 years. Maps of the three proposed greenway corridors within the DCIA are included in **Appendix C**.

Hendersonville’s *Pedestrian Plan* (City of Hendersonville, February 2007) recommends constructing new sidewalks on US 64 within the DCIA between Dana Road (SR 1525) and Howard Gap Road (SR 1006). The Plan also recommends safe crossing improvements at intersections along this 1.7-mile segment of US 64, which include new signal design and construction to accommodate crosswalks and pedestrian signal operations. This sidewalk project on US 64 is one of fifteen “short-term pedestrian projects” identified by the plan, which are the highest priority projects that should be implemented as funding opportunities arise.

Land Use Plans

According to Buncombe County’s *2013 Draft Comprehensive Land Use Plan*, the number of residential and commercial new construction permits issued per year has decreased since 2009. Though development has slowed due to the economic downturn, the Plan indicated that development continues to be concentrated in lower-lying areas in closer proximity to transportation corridors. The *2013 Draft Comprehensive Land Use Plan* also notes that the availability of affordable housing is a struggle in Buncombe County, though substantial efforts have been undertaken to address this need. The County has seen increased infill development, especially within the incorporated and more densely developed unincorporated areas. In addition, Buncombe County notes its desire to adopt zoning for the county that coincides with the land use areas depicted on the Proposed Land Use Map (**Appendix D**) included in Buncombe County’s *Comprehensive Land Use Plan Update* (June 2006). The County desires to establish land use regulations which allow for a flexible range of development options while still accounting for the needs of Buncombe County, though at the same time expand existing land use policies and regulations to adjust for changes in land use patterns and demands. Within the specific DCIA area of Buncombe County, future land use is generally constrained due to the Biltmore Estate property, French Broad River, Blue Ridge Parkway, Duke Energy’s Asheville Plant, and Asheville Regional Airport. However, within the northern section of the DCIA in the vicinity of I-26, I-40, and NC 191, the Plan and local planners indicate a desire to maintain and attract a mix of residential, commercial, and light industrial land uses. Within the southern section of Buncombe County, the Plan and local planners note the anticipated continuing growth of the Arden area (just east of the DCIA and south of Lake Julian) both in terms of residential land uses as well as commercial land uses in support of the area’s increasing population.

Buncombe County’s *Comprehensive Land Use Plan Update* (June 2006) identifies the “I-26 Widening” project as a 2011-2020 proposed transportation improvement project.

Henderson County’s *2020 Comprehensive Plan* (Henderson County, Amended September 2009) is an expression of the County’s goals and objectives for growth management, and serves as a guide for the County’s government and appointed bodies in the development and management of growth and related public services and infrastructure. According to this plan, general land use in proximity to I-26 through Henderson County is predominantly

residential and undeveloped, with some scattered commercial, industrial, and community-cultural uses. The *2020 Comprehensive Plan* identifies most of the properties on either side of the I-26 corridor as part of the Urban Services Area, which is proposed for high density residential, commercial, and industrial development.

Henderson County's Farmland Preservation Program was established through the Henderson County Voluntary Farmland Preservation Program Ordinance adopted in 1991. The purpose of the Program is to encourage the voluntary preservation and protection of farmland from non-farm development, recognizing the importance of agriculture to the economic and cultural life of the county (*2020 Comprehensive Plan*, Henderson County, September 2009). The Farmland Preservation Program allows landowners with farms meeting certain criteria to join legally designated agricultural districts. The Program does not regulate development within Agricultural Districts in any way. However, the Program does serve to provide notice to the community that active farming takes place in certain areas of the county by requiring notations on subdivisions and planned unit development plats regarding the proximity of such a district. As previously noted and shown on **Figures 2A** and **2B**, several Henderson County Agricultural Districts are located within the DCIA.

The *2030 Hendersonville Comprehensive Plan* (City of Hendersonville, April 2009) articulates the City's vision for future growth and development with vision statements, goals, strategies and implementation actions. With respect to transportation and circulation, a goal identified by the plan includes: "Provide a safe and efficient roadway system that meets adequate vehicular level of service requirements in order to support business activity and residential quality of life." According to the Plan's Future Land Use Map (**Appendix E**), the City proposes to expand its Extraterritorial Jurisdiction (ETJ) east of the I-26 corridor between Upward Road and just north of Clear Creek Road. In addition, the Future Land Use Map identifies the Upward Road and I-26 interchange area as a future activity node with much of the area designated as Regional Activity Center. Proposed future land use north of Upward Road and just south of US 64 is predominantly Business Center adjacent to the I-26 corridor, with some Medium Intensity Neighborhood and Natural Resource/Agricultural designations scattered along the northeast side of I-26. Just northeast and southwest of the I-26 interchange, the Future Land Use Map indicates future activity nodes on US 64 with proposed Regional Activity Center future land use designations. North of US 64, future land use categories adjacent to I-26 include High Intensity Neighborhood on the southwest side (Carolina Village and Lake Pointe Landing), with Business Center designations on both sides of the corridor to north of Clear Creek Road. According to the *2030 Hendersonville Comprehensive Plan*, the primary recommended land uses for the aforementioned future land use categories are as follows:

- Regional Activity Center – Community/regional retail sales and services, restaurants
- Business Center – Offices, research facilities, educational centers
- Medium Intensity Neighborhood – Single family attached and detached residential, open space
- Natural Resource/Agricultural – Open space, recreational amenities, low-impact stormwater management facilities, flood storage, agricultural
- High Intensity Neighborhood – Single family attached and multifamily residential, planned residential developments, open space

The *2030 Hendersonville Comprehensive Plan* also includes development guidelines for each future land use category.

Henderson County's *Dana Community Plan* (Henderson County, March 2011) is a small area plan that identifies future goals for the Dana Community, which is predominantly located east of I-26 from Green River (south of STIP Project I-4400's eastern terminus) to just south of US 64. The community extends just west of I-26 at Upward Road and at Tracy Grove Road. A map of the Dana Community Planning Area is located in **Appendix G**. Based on the Dana Community Plan's demographic trends and projections, the Dana Community is likely to experience a "97.3 percent increase in population" during the 25-year period from 2000 to 2025.

The predominant existing land uses within the Dana Community Planning Area are residential, vacant land, and agriculture, and approximately 94 percent of the Planning Area is zoned residential. The *Dana Community Plan*

notes that protected mountain ridges and steeply sloping lands are primarily located in the eastern portion of the Planning Area near the Polk County line. According to the plan, residential lots in the Dana Community average approximately 2.8 acres in size, indicating a low-density development pattern. Recommended land uses in proximity to the I-26 corridor other than residential include industrial, regional commercial, and office/institutional along both sides of the corridor between US 25 and north of Upward Road.

The *Dana Community Plan* identifies STIP Project I-4400/I-4700 as a recommended highway project to widening I-26 to six lanes from US 25 to I-40 with associated interchange improvements as warranted. It recommends that this project should be coordinated with the widening of Upward Road (SR 1783) from US 176 to Howard Gap Road (STIP Project R-4430). The plan notes that the Planning Area's I-26 interchange and interconnected local road network accommodate and encourage continued residential, commercial, and industrial growth. The Community Plan's support of the proposed improvements to I-26, Howard Gap Road, and Sugarloaf Road, combined with the improvements to Upward Road which are underway, will continue to support development in the Planning Area. Furthermore, the plan states that the availability of public water and sewer within the Planning Area will also make the area more appealing to development.

The *Asheville City Development Plan 2025* (City of Asheville, 2002) notes that although the City's transportation system has played a major role in determining the land use pattern, other factors have also influenced development. The sprawling pattern that has served as the dominant template for Asheville's development during the past 50 years has been partially codified by zoning and other land use regulations. As Asheville develops goals and strategies for guiding the City's future development, the Plan indicates that development in the City over the next 20 years should incorporate mixed uses that provide citizens with the opportunity to live and work in the same area. It is also noted that future development must be located in those areas where infrastructure exists or can be easily provided; residents and visitors must be offered viable transportation options for moving around the City; existing road systems must be used more efficiently due to the constraints on building new roads and widening existing ones; and nodes located at intersections of interstate highways and major arterials provide easily accessible locations for large commercial, office, and employment developments.

Known Plans for Development

According to the Buncombe County planner (**Appendix B**), there are no known plans for development within the Buncombe County portion of the DCIA. However, it was noted that site plans were recently approved by the County for a retail center on NC 280/Airport Road (outside of the DCIA) just over 0.5 miles northeast of the I-26 interchange. According to the site plans, this future retail center would be anchored by an approximately 50,000-square foot sporting goods store and also include a restaurant and three smaller retail shops. The site plans for this future retail development are included in **Appendix B**.

The Henderson County planner is not aware of any plans for development within the DCIA. However, the planner indicated that a Sierra Nevada Brewing Company facility is currently under construction in Mills River on NC 280 / Boylston Highway, which is approximately four miles west of I-26.

Water and Sewer Infrastructure

Residents of the Buncombe County portion of the DCIA receive water from the City of Asheville or by private or shared wells. Residents of the Buncombe County portion of the DCIA receive sewage treatment and disposal from the non-profit, publicly-owned Metropolitan Sewerage District (MSD) of Buncombe County, or by private septic system. The MSD owns, operates, and maintains a 40-million gallon-per-day (gpd) wastewater treatment plant to treat raw sewage and industrial wastewaters collected in an extensive network (approximately 900 miles) of collector sewers currently owned, operated, and maintained by the MSD. The MSD also owns, operates, and maintains approximately 60 miles of interceptor sewers that connect such sewers to the treatment plant. Buncombe County notes in its *Draft Comprehensive Land Use Plan 2013 Update* the desire to expand the MSD and adopted sewer service extension policies that support the direction and pattern of development recommended in the Comprehensive Land Use Plan.

Residents of the Henderson County portion of the DCIA receive water from City of Hendersonville Water and Sewer, City of Asheville, or by private or shared wells. Hendersonville Water and Sewer is responsible for providing water service to more than 62,000 residents and businesses of Hendersonville and Henderson County and sewer service to more than 19,000 residents and businesses. The department is also responsible for the operation and maintenance of over 580 miles of water mains, 57 water pumping stations, 24 water storage tanks (ranging in size from 100,000-gallons to 5,000,000-gallons), over 185 miles of sewer mains, and 37 sewer pumping stations.

The Cane Creek Water & Sewer District (CCWSD) operates and maintains a public sewer collection system that was established by the Henderson County Board of Commissioners in 1981 for the purpose of providing public sewer to Fletcher, Hoopers Creek, and surrounding areas. The CCWSD currently operates and maintains 62.6 miles of sewer collection lines with 11 pump stations serving 3,013 residential customers, 254 commercial customers, and 6 industrial customers in the Fletcher and Mills River areas.

Area / Community Controversy

A Citizens Informational Workshop was held on January 31, 2013, at the Western NC Agricultural Center – Virginia C. Boone Building in Fletcher, NC. The purpose of the workshop was to update the public on the status of the project and to provide citizens and stakeholders an opportunity to ask questions and provide feedback regarding STIP Project I-4400/I-4700 (I-26 widening). The workshop was an informal format with no formal presentation. The consensus of the comments was in favor of the project, with the expectation that the improvements and widening of I-26 would facilitate improved traffic flow in the area. However, several citizens were concerned about noise resulting from construction as well as the potential for greater noise from increased traffic after project completion.

According to a July 2013 interview, the French Broad River MPO director indicated that the City of Asheville cannot annex any land, and therefore is concerned about the potential loss of any tax base at the I-26 and NC 191/Brevard Road interchange as a result of STIP Project I-4400/I-4700. In addition, the MPO director noted that some residents have requested that a transit alternative be studied as part of this project due to their concerns of potential sprawl as a result of widening the I-26 corridor. All interview records are located in **Appendix B**.

Water Supply / Watershed

STIP Project I-4700 and the majority of STIP Project I-4400 are in the French Broad River Basin. The southern tip of the DCIA (south of Crest Road) is in the Broad River Basin. The DCIA is not in a water supply watershed; however, it is located partially within six NCDENR Ecosystem Enhancement Program designated targeted local watersheds. A targeted local watershed is one that exhibits both the need and opportunity for wetland, stream and riparian buffer restoration, and receives priority for planning and restoration project funds.

The NCDWR 303(d) list is a product of the Clean Water Act that requires States to identify those waters that do not meet water quality standards or which have impaired uses.

According to NC OneMap GIS data, STIP Project I-4400/I-4700 crosses twelve streams and one river – Dunn Creek, Devils Fork, Clear Creek, Featherstone Creek, Byers Creek, Cane Creek, Kimsey Creek, Powell Creek, Ducker Creek, French Broad River, Dellwood Lake, Long Valley Branch and Hominy Creek. These streams are classified by the NCDWR as Class C. Accordingly, they are designated for secondary recreation, fishing, wildlife, fish consumption, aquatic life propagation, survival and maintenance of biological integrity, and agriculture. Secondary recreation includes wading, boating, and other uses involving human body contact with water where such activities take place in an infrequent, unorganized, or incidental manner. Of the twelve water bodies crossed by the project corridor, three of these are listed on NCDWR's 2012 list of 303(d) impaired water bodies: Devils Fork (Ecological/Biological Integrity Benthos), French Broad River (Turbidity), and Hominy Creek (Ecological/Biological Integrity Benthos). Furthermore, French Broad River is NCWRC Designated Public Mountain Trout Waters in the Buncombe County portion of the DCIA.

One High Quality Outstanding Resource Water Zone is located within the DCIA. This zone is east of the I-26 corridor and runs along the Blue Ridge Parkway to east of the DCIA boundary. There are no Wild and Scenic Rivers within the DCIA.

Community Demographics

Population Trends and Composition

Demographic data is shown in tabular form in **Appendix F**. According to the US Census Bureau, the population in Buncombe County and Henderson County grew by 15.5 percent and 19.7 percent between 2000 and 2010, respectively, compared to 18.5 percent in North Carolina. Furthermore, the Buncombe County portion of the Demographic Study Area (DSA) grew by 18.3 percent between 2000 and 2010, and the Henderson County portion grew by approximately 23.6 percent during the same time period, which are both slightly higher than their respective county. The overall DSA population grew by approximately 21.8 percent between 2000 and 2010, which is slightly higher than Buncombe and Henderson Counties (15.5 and 19.7 percent, respectively) as well as the State's population growth during the same time period (18.5 percent).

The Henderson County planner noted that much of the County's growth between 2000 and 2010 occurred in Fletcher, eastern Henderson County, and southern Henderson County. These areas were among the less developed areas of the County. Furthermore, it was noted that Fletcher is growing because of its accessibility and proximity to both Asheville and Hendersonville. The eastern area of the county has relatively gentle terrain which is easily converted from forest and farmland to residential development. In addition, the eastern portion of Henderson County also has the most interconnected road networks.

According to population projections provided by the North Carolina Office of State Budget and Management (www.osbm.state.nc.us), the population in Buncombe and Henderson Counties grew at an annual rate of 1.6 percent and 1.7 percent, respectively, between 2003 and 2013, which was similar to the State (1.6 percent) during the same time period. Although the annual population growth rate in Buncombe and Henderson Counties is expected to decrease over the next 20 years, Buncombe County (1.1 percent) is anticipated to continue to grow between 2013 and 2033 at an annual rate similar to the State (1.0 percent), while Henderson County may experience a lesser annual growth rate (0.3 percent).

Race & Ethnicity

In 2010, 14.2 percent of the DSA was non-white, while the non-white percentages of the population in Buncombe and Henderson Counties were 12.6 percent and 11.1 percent, respectively. No minority populations within any Block Group equal or exceed 50 percent of the total population of that Block Group. The largest minority group in the DSA was "some other race", making up 5.6 percent of the total population. The comparable population in Buncombe and Henderson Counties was 2.6 percent and 4.6 percent, respectively. Four block groups within the DSA had a non-white population percentage of more than 10 percentage points higher than their respective County: Census Tract 12, Block Group 5 (27.5 percent) in Buncombe County; and Census Tract 9310, Block Groups 1 and 2 (21.2 percent and 22.4 percent, respectively), and Census Tract 9314, Block Group 2 (26.9 percent) in Henderson County.

As of the 2010 Census, the proportion of residents in the DSA who described themselves as Hispanic or Latino was 11.6 percent. This figure is higher than those recorded in both Buncombe and Henderson Counties (6.0 percent and 9.8 percent, respectively). Four block groups within the DSA had a Hispanic or Latino population percentage of more than 10 percentage points higher than their respective County, which include Census Tract 12, Block Group 5 (22.6 percent) and Census Tract 22.03, Block Group 2 (16.8 percent) in Buncombe County, and Census Tract 9303, Block Group 3 (20.7 percent) and Census Tract 9310, Block Group 2 (35.6 percent) in Henderson County.

Limited English Proficiency

Based on the US Census Bureau American Community Survey 5-year Estimates (2006-2010) (**Appendix F**), a Spanish-speaking population is located within the Demographic Study Area that meets or exceeds the US Department of Justice LEP Safe Harbor threshold of more than five percent of the Demographic Study Area adult

population, or more than 1,000 adults that speak English less than “very well”.

Census data also indicates an Indo-European language-speaking population that exceeds 50 persons within the Demographic Study Area that may require language assistance.

Economics/Low-Income

The North Carolina Department of Commerce annually ranks the State’s 100 counties base on economic well-being and assigns each a tier designations (Tier 1: Most distressed to Tier 3: Least distressed) to determine which counties’ eligible businesses qualify for larger tax credits (www.nccommerce.com, accessed March 2014). According to this source, Buncombe and Henderson Counties have been ranked in the category of the 20 least distressed counties in the State (Tier 3) consecutively from 2007 to 2013.

As shown in **Appendix F**, the US Census American Community Survey 5-year Estimates (2006-2010) reveal that the Demographic Study Area performed slightly better than Buncombe and Henderson Counties with respect to poverty status. In 2010, 10.8 percent of the Demographic Study Area population earned incomes below the poverty level, as compared to 14.7 percent and 12.7 percent in Buncombe and Henderson Counties, respectively. In addition, 3.5 percent of the Demographic Study Area population was considered “very poor” (under 50 percent of poverty level), which is lower than the comparable population in Buncombe County (6.0 percent) and Henderson County (4.7 percent). Although the overall Buncombe County portion of the Demographic Study Area living below the poverty level in 2010 (8.3 percent) was less than the County (14.7 percent), two block groups in the Buncombe County portion have notable low-income populations that meet the criteria for Environmental Justice. Similarly, the overall Henderson County portion of the Demographic Study Area living below poverty level in 2010 (12.0 percent) was slightly less than the County (12.7 percent), but two block groups in the Henderson County portion also have notable low-income populations meeting the criteria for Environmental Justice. The Buncombe County planner indicated that the Hidden Creek Village residential neighborhood located on the north side of the Asheville Regional Airport consists of predominantly low income residents. Furthermore, it was noted that this neighborhood was impacted several years ago by the construction of retail development near the airport. Several mobile homes are scattered throughout the Brickton neighborhood, and a cluster of mobile homes are located at Butler Bridge Road/US 25 adjacent to the I-26 right of way. Although the Henderson County planner is not aware of any low-income populations located within the DCIA, these mobile home may be potential indicators of low-income populations.

According to the North Carolina Department of Commerce, and as of the 4th quarter of 2012, the largest employers in Buncombe County were Memorial Mission Hospital, Buncombe County Board of Education, Ingles Markets, Inc., Veterans Administration, and Buncombe County, all with more than 1,000 employees. During the same time period, the largest employers in Henderson County were Henderson County Board of Public Education, Margaret Pardee Memorial Hospital, and Park Ridge Health, all with more than 1,000 employees. According to Buncombe County’s *2013 Draft Comprehensive Land Use Plan*, the County has seen a decrease in employment within the construction industry since 2006 (Buncombe County, 2013). The County’s main industries continue to be Education & Health Services; Trade, Transportation & Utilities; and Leisure & Hospitality.

Commuting

Most jobs in the region are located in either Asheville or Hendersonville, and the I-26 corridor in the area provides the main link for commuting patterns. The Henderson County planner noted that major employment centers within the County are located along US 64, US 25, US 176, and in Fletcher and Hendersonville. The Buncombe County planner stated that many residents opt to use US 25 and US 25A to commute between Asheville and Hendersonville in order to avoid traveling on I-26 and to avoid congestion at the I-26/I-40/I-240 interchange. The Henderson County planner indicated that many residents travel from Henderson County to Buncombe County for work along I-26. In addition, the planner noted that I-26 is also used as a commuter route through Henderson County for purposes of reaching work in Polk and Haywood Counties.

Commuting data available from the US Census Bureau for Buncombe County shows that approximately 110,365 of workers 16 years and older commute to work. Of those workers, it is estimated that 98,673 (89 percent) utilized

roadway facilities by driving alone or carpooling by car, truck, or van. US Census data indicates that approximately 44,124 of workers 16 years and older in Henderson County commute to work. Of those workers, it is estimated that 40,993 (93 percent) utilized roadway facilities by driving alone or carpooling by car, truck, or van.

According to Table 8 in **Appendix F**, workers in the Demographic Study Area have slightly shorter commute times than those in Buncombe and Henderson Counties. Approximately 81 percent of the residents in the DSA travel less than 30 minutes to work, compared to 78 percent and 76 percent in Buncombe and Henderson Counties, respectively. For commute times over an hour, the DSA has the smallest percentage of residents commuting that far. In general, the population within the Henderson County portion of the DSA has longer commute times than the population within the Buncombe County portion of the DSA. Approximately 21 percent of the workers in the Henderson County portion of the DSA commute over 30 minutes, while only 13 percent of the workers in the Buncombe County portion commute more than 30 minutes.

Buncombe County's *Comprehensive Land Use Plan Update* (June 2006) indicates that with increased housing costs and the rise in the tourism, hospitality and service sectors, more people are commuting into Buncombe County from neighboring counties for work, and inter-county commuting is estimated to increase in the near future. The Plan states that that 4,374 Henderson County workers commuted to Buncombe County in 1990, which increased to 6,775 commuters in 2000.

Housing

Land use throughout the DCIA is mixed, consisting of large sections of residential areas, commercial and industrial stretches, and agricultural tracts. Residential areas generally consist of single family homes on individual tracts or within subdivisions with some multifamily developments and mobile home parks interspersed.

According to the US Census American Community Survey 5-year Estimates (2006-2010), the median home value in the DSA in 2010 was \$191,410, which was slightly higher than the comparable values in both Buncombe and Henderson Counties (\$188,300 and \$184,200, respectively). The median home value in the DSA was approximately 1.7 percent higher than Buncombe County as a whole and was approximately 3.9 percent higher than Henderson County.

POTENTIAL COMMUNITY IMPACTS

As previously noted, STIP Project I-4400/I-4700 proposes to widen the existing I-26 four-lane, divided highway for a distance of approximately 22.2 miles using "Best Fit" widening. Build Alternatives currently under study include "Best Fit" 6-Lane Widening (Build Alternative 1), "Best Fit" 8-Lane Widening (Build Alternative 2), and "Best Fit" Hybrid 6/8-Lane Widening (Build Alternative 3).

Physical / Residential Relocations

The nature and extent of physical impacts resulting from the project will depend upon the final design of the selected alternative. It is anticipated that the project would be constructed within the existing right-of-way and median as much as possible. However, depending on the footprint of the project, some widening outside of the existing right-of-way may be necessary in locations where the width of the existing right-of-way is insufficient to accommodate widening the roadway. In general terms, the full-length 8-lane widening alternative would require the most right-of-way, followed by the 6-lane to 8-lane transition hybrid widening alternative, and the full-length 6-lane widening alternative requiring the least right-of-way. Therefore, some community facilities and neighborhoods located adjacent to the I-26 corridor may potentially be impacted due to right-of-way acquisition. Based on preliminary designs and findings of the relocation report prepared by NCDOT, the six-lane alternative would result in no residential relocations, the eight-lane alternative would incur five residential relocations, and the hybrid alternative would incur nine residential relocations. The final EIS for the project will incorporate the findings of the relocation report and any design modifications.

Residents, businesses, and other community facilities located in proximity to the project corridor may experience an increase in traffic noise due to the increased capacity along the I-26 corridor as a result of the project.

However, a traffic noise study will be completed as part of this project which will determine potential noise impacts and appropriate mitigation measures.

Community / Neighborhood Cohesion and Stability

Permanent negative impacts to community cohesion and stability are not anticipated as a result of STIP Project I-4400/I-4700. Since the project proposes to widen an existing interstate facility mostly within existing right-of-way using “best fit” widening, it would not bisect any existing communities or create any new barriers, and minimal residential relocations are anticipated as a result of the project. It is anticipated that the project would be constructed in phases with partial lane closures and would not require total closure of I-26. However, temporary closure of some interchange ramps may be necessary during construction, and there is potential for neighborhoods adjacent to I-26 to experience increased exposure to local traffic due to people using local streets to avoid detour routes. This may result in temporary noise and air quality impacts as well as increased travel times. It is expected, however, that regional travelers using I-26 are likely to stay on signed detour routes because they are unfamiliar with the local street network.

Economic and Business Resource / Relocations

It is expected that widening the I-26 corridor will improve mobility between Hendersonville and Asheville, allowing easier access to commercial and industrial nodes and corridors. Direct effects to businesses along the proposed project are expected to be minimal since it is anticipated that STIP Project I-4400/I-4700 would be constructed primarily within the existing right-of-way and median as much as possible. However, as previously noted, some outside widening may be required. Therefore, depending on the selected alternative, some businesses located adjacent to the corridor may potentially experience right-of-way encroachment impacts. Based on preliminary designs and findings of the relocation report prepared by NCDOT, the six-lane alternative would result in one business relocation, the eight-lane alternative would result in one relocation, and the hybrid alternative would have no business relocations. The one relocation associated with the six-lane alternative, a Marriott hotel located on Rockwood Road just off the Airport Road interchange with I-26, began construction after the start of the design phase of the I-4400/I-4700 project. It is anticipated that a design modification, in the form of a retaining wall, to the six-lane alternative would result in no impact to the Marriott hotel. The final EIS for the project will incorporate the findings of the relocation report and any design modifications. Most economic and business impacts will likely be in the form of indirect and cumulative impacts, specifically, new/infill development and growth along those roads which are accessed by the existing interchange on I-26. However, as indicated in the *Draft Final Indirect Screening Report* (HNTB, November 2013), the majority of this new/infill development and growth is expected to occur with or without the future widening of I-26.

Local Land Use, Character, and Development Plans

STIP Project I-4400/I-4700 is consistent with the goals and plans for the area as expressed in local land use, transportation, and character and development plans. As previously noted, this project is included in local land use and transportation plans and is consistent with local planning goals for improved mobility along the I-26 corridor and infill development near interstate interchanges with major arterials. Since all three alternatives intend to widen I-26 within existing right-of-way, to the extent practicable, and none propose new locations, all three alternatives are consistent with the development goals of local plans.

The proposed improvements of this controlled access facility do not include additional interchanges, but may require improvements to some interchanges not being improved under separate STIP projects. Consequently, while the proposed improvements would change the local transportation infrastructure, it is unlikely to create direct changes in land use that would be incompatible with existing plans and ordinances.

Mobility and Access

Mobility and access impacts that may be experienced by commuters, local traffic, and regional traffic within the DCIA would be limited in duration by the project construction. STIP Project I-4400/I-4700 would improve long-term regional mobility between Hendersonville and Asheville. It is anticipated that the project would be constructed in phases with partial lane closures and would not require total closure of I-26. However, temporary

closure of some interchange ramps may be necessary during construction, and there is potential for increased travel time due to detour routes.

Although there are several residential neighborhoods within the DCIA, none of these have access points along I-26. Access to neighborhoods within the DCIA would not be interrupted during or after construction.

Impacts to vehicular access, parking, local businesses, or institutions are not anticipated. No businesses or institutions have access points along I-26, and access is not anticipated to be interrupted during or after construction.

As previously indicated, ART and Apple Country Public Transit both provide transit service within the DCIA. Other than temporary increased travel time due to construction delays, notable impacts to transit service are not anticipated as a result of the project.

Recreational Facilities

Although there are several recreational facilities and lands within the DCIA, none of these have access points along I-26. Access to recreational facilities within the DCIA would not be interrupted during or after construction.

Community Safety and Emergency Response

Given that I-26 is an essential east-west route in the region, there may be short term impacts to emergency response times due to delays on I-26 during construction. However, the project may improve response times in the long term due to decreased congestion on I-26.

The Henderson County Emergency Services Director stated that I-26 is the primary transportation route for Henderson County Emergency Medical Services' (EMS) daily trips to Mission Hospital in Asheville (**Appendix B**). Although increased travel time would be required, it was noted that with advanced notice of lane closure on I-26 during construction, EMS vehicles can be re-routed along US 25 without significant impacts. US 25 would be Henderson County EMS' main detour route during construction of STIP Project I-4400/I-4700 if lane closure is required, and would delay response times to Margaret Pardee Memorial Hospital and Park Ridge Hospital. The County Emergency Services Director noted that NCDOT should make inclement weather clearing of US 25 a priority during construction of the project. Additionally, it was suggested that NCDOT coordinate with Mission Hospital, Pardee Hospital, and Park Ridge Hospital to further evaluate access impacts to these medical facilities. The Buncombe County Emergency Services Director anticipates minimal impacts on the County's emergency response services during construction of STIP Project I-4400/I-4700 (**Appendix B**).

School Bus Routes

Although there are no public schools located within the DCIA, Henderson County school buses make six total daily trips along the studied portion of I-26 and Buncombe County buses make 20-30 daily trips (**Appendix B**). The Henderson County Schools transportation official anticipates minimal impacts to school transportation services during construction of STIP Project I-4400/I-4700, while the Buncombe County School transportation official anticipates moderate impacts. It was noted that the use of detour routes during construction would increase travel times for Buncombe County school buses and cause buses to arrive late to their destinations.

Environmental Justice

Census data indicates a notable presence of minority and low income populations meeting the criteria for Environmental Justice within the Demographic Study Area (DSA) and minority and low income communities were noted within the Direct Community Impact Area (DCIA) by local planners. Based on this project's demographic assessment, there are notable minority and low-income populations in the DSA at the block group level.

The Buncombe County planner is not aware of any minority concentrations or populations within the DCIA. However, it was noted that the Hidden Creek Village residential neighborhood located on the north side of the Asheville Regional Airport and adjacent to I-26 consists of predominantly low-income residents. Furthermore, it

was noted that this neighborhood was impacted by stormwater runoff due to the construction of retail development near the airport several years ago. Depending on the footprint of the project, portions of Hidden Creek Village may potentially be impacted by STIP Project I-4400/I-4700 due to right-of-way acquisition and increased traffic noise.

As previously stated, Henderson County planners indicated that the majority of the county's minority populations are located east of I-26 and potential minority populations may be located along Crest Road, Dana Road, and Tracy Grove Road. Furthermore, the Brickton community was identified by a Henderson County planner as a predominantly minority neighborhood located near I-26 and US 25/Asheville Highway within the DCIA. A portion of Brickton is located adjacent to the I-26 corridor and may potentially be impacted as a result of STIP Project I-4400/I-4700 due to right-of-way acquisition and increased traffic noise.

Recurring Community / Neighborhood Impacts

According to the 2001 EA for STIP Project I-4400, the predominantly African American Brickton community was apparently split when the original I-26 corridor was constructed in the late 1960's/1970's. It notes that Brickton remains a functional community and has grown around the interstate over the years. The Henderson County planner is not aware of any residents west of I-26 that identify with Brickton today, and indicated that the community is only located east of the corridor. In addition and as previously mentioned, the Buncombe County planner indicated that the Hidden Creek Village was recently impacted by construction of retail development near Asheville Regional Airport. Although this retail development is located on the opposite side of I-26 (east side) as Hidden Creek Village, the Buncombe County planner noted that Hidden Creek Village is taking on stormwater from the development. Based on current designs, all three alternatives intend to widen I-26 within existing right-of-way to the extent practicable. Therefore, no alternative of STIP I-4400/I-4700 is anticipated to adversely impact the Brickton and Hidden Creek Village communities.

Farmland

According to the Census of Agriculture (U.S. Department of Agriculture, 2012), the number of farms in Henderson County decreased from 557 to 468 between 2007 and 2012, but the median farm size increased from 68 acres to 76 acres. In Buncombe County, the number of farms decreased from 1,077 to 1,060, and median farm size remained constant at 67 acres.

Henderson and Buncombe Counties each have a VAD program. Each program has numerous participating farms. Four VAD properties are within the DCIA; three in Henderson County and one in Buncombe County. Beginning in Henderson County, the first is just north of Crest Road and adjacent to the west of I-26-the 6-lane, 8-lane, and hybrid corridor options would impact this VAD property. The second is just south of Tracy Grove Road and is on both sides of I-26-the 6-lane, 8-lane, and hybrid corridor options would impact this VAD property. The third is north of Clear Creek Road and is on both sides of I-26-the 6-lane, 8-lane, and hybrid corridor options would impact this VAD property. In Buncombe County, the fourth is just north of Powell Creek and just south of NC 146 and is on both sides of I-26 – the 6-lane, 8-lane, and hybrid corridor options would impact this VAD property.

In accordance with the Farmland Protection Policy Act (FPPA) of 1981 (7 CFR Part 658) and State Executive Order Number 96, an assessment was conducted for the potential impacts of land acquisition and construction activities on prime, unique, and local or statewide important farmland soils, as defined by the Natural Resource Conservation Service (NRCS). All proposed build alternatives would involve the conversion of prime and statewide important farmland soils. In accordance with the FHWA Guidelines for Implementing the Final Rule of the Farmland Protection Policy Act for Highway Projects, a Farmland Conversion Impact Rating for Corridor Type Projects form was prepared for each county and submitted to the NRCS on October 13, 2014. Completed forms were received from NRCS on October 24, 2014 and are included in **Appendix H**. Based on the results of the impact rating form for Henderson County: the six-lane alternative would directly convert 4.83 acres of farmland with a total assessment score of 125 out of a possible 260 points; the eight-lane alternative would directly convert 22.64 acres of farmland with a total assessment score of 129 out of a possible 260 points; and the hybrid alternative would directly convert 9.10 acres of farmland with a total assessment score of 125 out of a possible 260 points.

Based on the results of the impact rating form for Buncombe County: the six-lane alternative would directly convert 0.50 acre of farmland with a total assessment score of 144 out of a possible 260 points; the eight-lane alternative would directly convert 1.77 acres of farmland with a total assessment score of 145 out of a possible 260 points; and the hybrid alternative would directly convert 1.77 acres of farmland with a total assessment score of 145 out of a possible 260 points.

Natural Features, Open Space, and Parkland

Based on NC OneMap GIS data, National Wetlands Inventory (NWI) wetlands are located immediately adjacent to the I-26 corridor in the vicinity of the French Broad River and Mud Creek. However, based on current designs, no impacts to these resources are anticipated.

The columns supporting the bridge deck of the Blue Ridge Parkway over I-26 are spaced in such a way that they will not accommodate any widening of the I-26 facility. As a result, the bridge has been proposed for replacement by NCDOT, FHWA, and the National Park Service (who will utilize Eastern Federal Lands to design and construct the bridge). It is anticipated that the bridge will be replaced simultaneously with the improvements to I-26. Due to the nature of the replacement of the bridge, temporary closure of the Blue Ridge Parkway will be required. However, if feasible, construction on the bridge will be conducted during the winter months when the Parkway is closed and disruption to usage is minimized. The design and methods utilized for the bridge replacement, as well as more detailed impacts on the Blue Ridge Parkway, will be discussed in more detail in subsequent technical reports for STIP Project I-4400/I-4700.

FINDINGS & NEXT STEPS

- Some community facilities and neighborhoods located adjacent to the I-26 corridor may potentially be impacted. In particular, the Biltmore Estate property may potentially experience impacts, as it runs adjacent to the I-26 corridor for approximately three miles. In addition, the Western Carolina Agricultural Center, a rest area, Boiling Springs Baptist Church, Broadmoor Golf Links, Rugby Grange, a weigh station, and Carolina Village Retirement Community are all located in proximity to the project corridor and may potentially experience impacts depending on which alternative is selected.
- Residents, businesses, and other community facilities located in proximity to the project corridor may experience an increase in traffic noise due to the increased capacity along the I-26 corridor as a result of the project. However, a traffic noise study will be completed as part of this project which will determine potential noise impacts and appropriate mitigation measures.
- While minority and low income populations are present in the DCIA no notably adverse community impacts are anticipated with this project; thus, impacts to minority and low income populations do not appear to be disproportionately high and adverse.
- Because LEP populations within the DSA exceed the Department of Justice's Safe Harbor thresholds, written translations of vital documents should be provided for Spanish-speaking populations, in addition to other measures assuring meaningful language access, as determined by NCDOT Public Involvement to satisfy the requirements of Executive Order 13166.
- Because notable other Indo-European language-speaking populations requiring language assistance are located within the DCIA, the Bridge Project Planning Engineer should consult with NCDOT Public Involvement to determine appropriate measures assuring meaningful public involvement to satisfy the requirements of Executive Order 12898.
- Given that several agricultural operations and FPPA eligible soils are located adjacent to the I-26 corridor, some may potentially experience encroachment impacts due to right-of-way acquisition.
- Given that I-26 is an essential east-west route in the region, there may be short term impacts for all three alternatives to emergency response times due to delays on I-26 during construction. However, the project may slightly improve response times in the long term due to decreased congestion on I-26. Local emergency management staff should be contacted during the development of the Environmental Impact Statement (EIS) in order to further assess potential impacts.

- The Biltmore Estate should be contacted during the development of the project in order to further assess potential impacts to the property as a result of the project.
- The Project Planning Engineer should coordinate with NCDOT Public Involvement to ensure that the project's public involvement provides guidelines to outreach to all special groups, including potentially impacted minority, low-income, and LEP populations in the DCIA, particularly in the Hidden Creek Village and Brickton neighborhoods, as well as along Crest Road, Dana Road, and Tracy Grove Road in Henderson County. Public Involvement and outreach activities must ensure full and fair participation of all potentially affected communities in the transportation decision-making process.
- The Project Planning Engineer should coordinate with NCDOT Public Involvement to organize a small group meeting with the Brickton community to discuss previous impacts to the community as a result of the original construction of I-26 and to identify the current neighborhood boundaries.

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APPENDICES

A: Figures

B: Interview Records

C: *Buncombe County Greenways & Trails Master Plan Maps*

D: Buncombe County Proposed Land Use Map (*Comprehensive Land Use Plan Update*, June 2006)

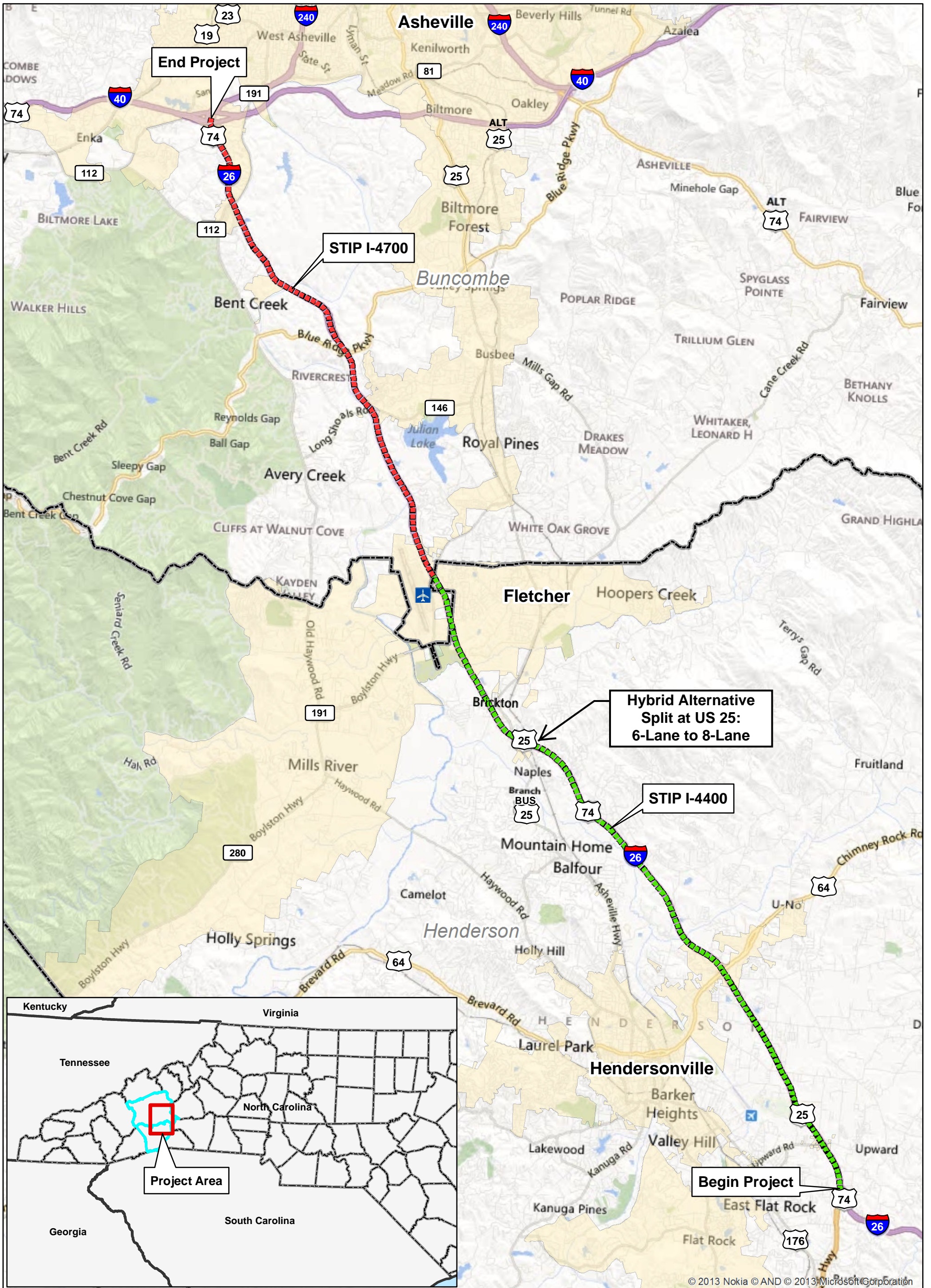
E: Henderson County Future Land Use Map (*2020 Comprehensive Plan (Amended September 2009)*)

F: Demographic Data in Tabular Form

G: Dana Community Planning Area Map (*Dana Community Plan*, Henderson County, March 2011)

H: NRCS Farmland Conversion Forms

Appendix A: Figures

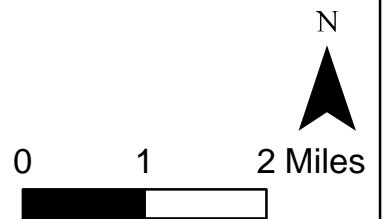


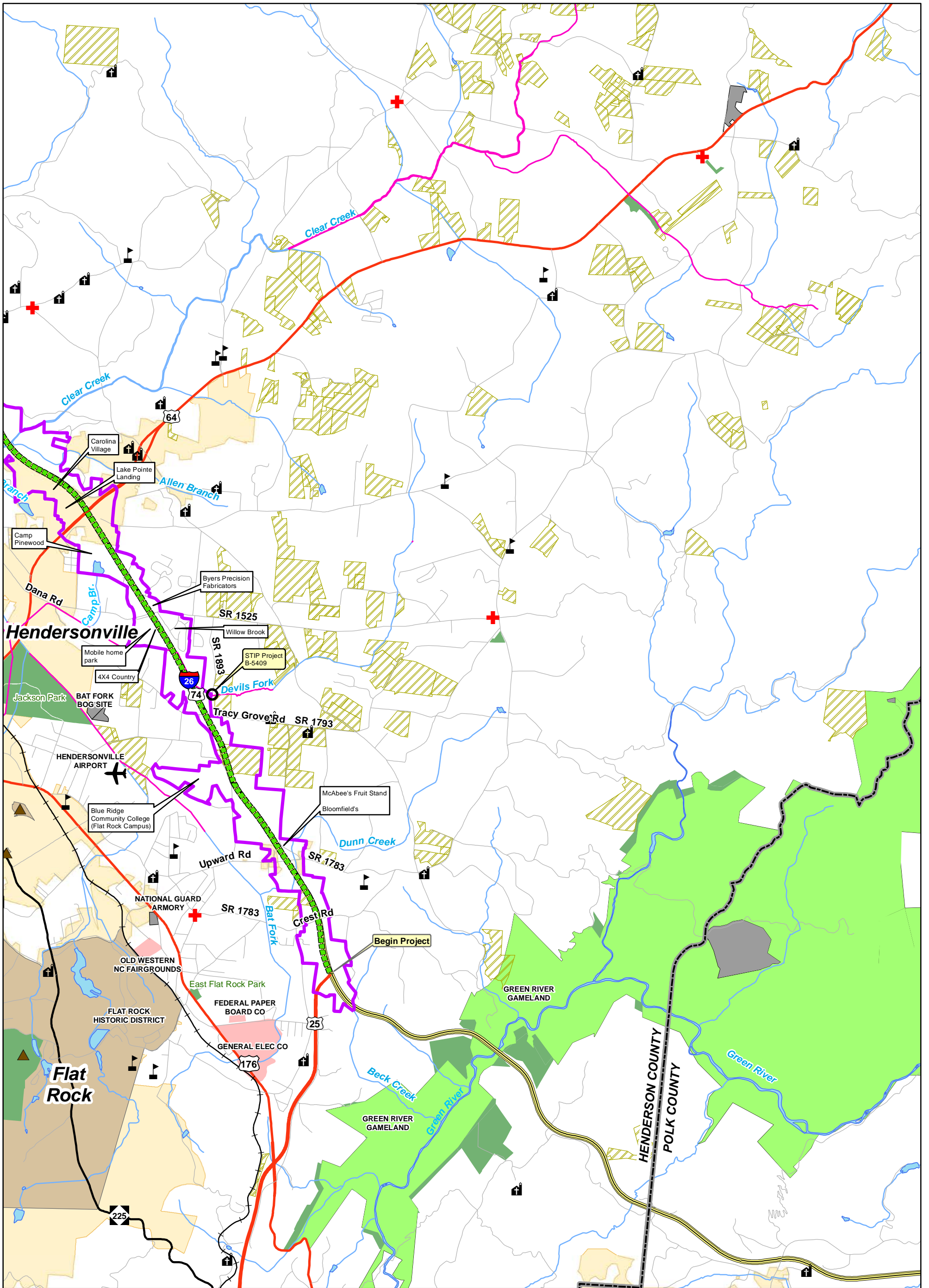
© 2013 Nokia © AND © 2013 Microsoft Corporation

Figure 1
Project Vicinity
STIP Project I-4400/I-4700

Legend

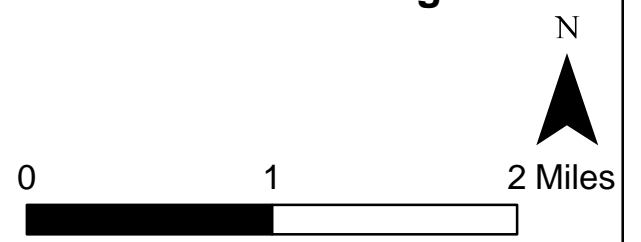
- - - - - STIP Project I-4400
- - - - - STIP Project I-4700

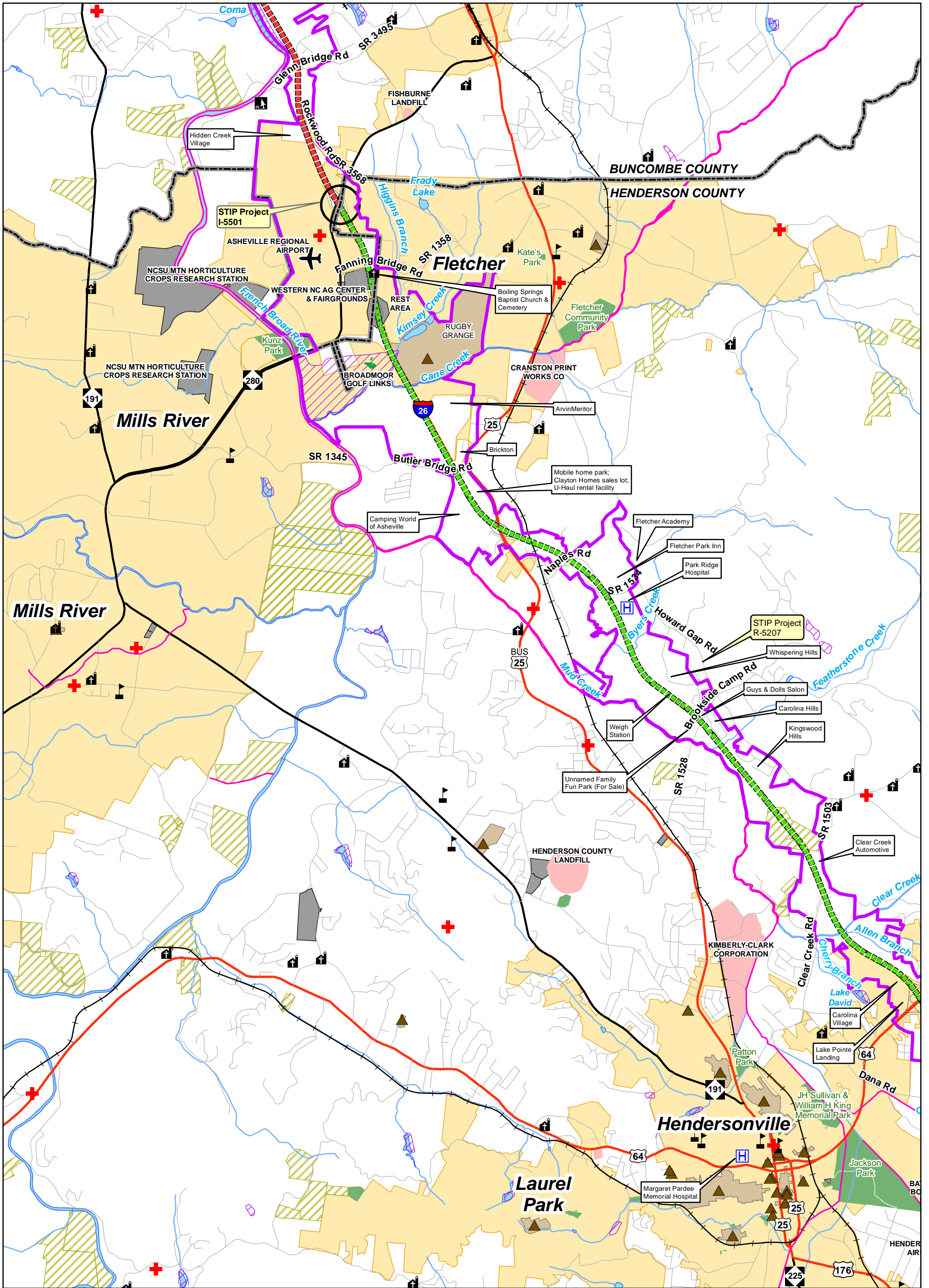




- Legend**
- | | | |
|------------------------------|------------------------------|-------------------------------------|
| Direct Community Impact Area | Railroads | Airport |
| STIP Project I-4400 | Streams & Creeks | Henderson Co. Voluntary Ag District |
| Other STIP Projects | Water Bodies | Henderson Co. Parks |
| Interstate | 303(d) Water Body | State-Owned Complexes |
| US Highway | National Register Structure | Green River Game Lands |
| NC Highway | National Register Boundaries | Hazardous Substance Site |
| Secondary Road | Fire Stations | Municipal Boundaries |
| | Public Schools | Church |

**Figure 2A - Notable Features
STIP Project I-4400/I-4700
August 2014**

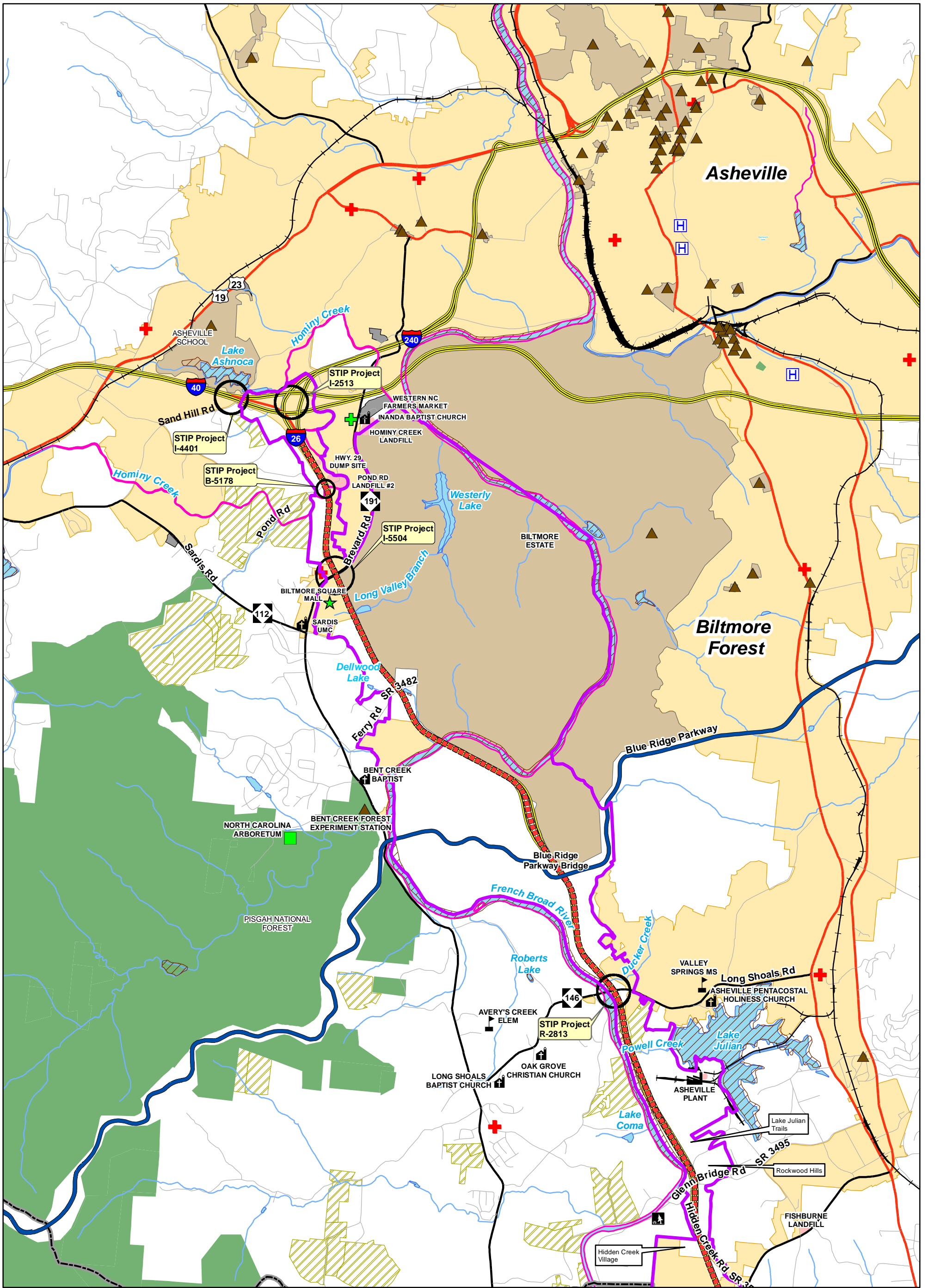




Legend	
	Direct Community Impact Area
	STIP Project I-4400
	STIP Project I-4700
	Other TIP Projects
	US Highway
	NC Highway
	Secondary Road
	Ramp
	Railroads
	Streams & Creeks
	303(d) Water Body
	Water Bodies
	Designated Trout Waters
	National Register Structure
	National Register Boundaries
	State-Owned Complexes
	Biltmore Square Mall
	Broadmoor Golf Links
	Corcoran Page Park
	Asheville Plant
	North Carolina Arboretum
	Post Office
	Fire Stations
	Hospital
	Public Schools
	Church
	Airport
	VAD Property
	Hazardous Substance Site
	Henderson Co. Parks
	Municipal Boundaries

Figure 2B - Notable Features
STIP Project I-4400/I-4700
August 2014

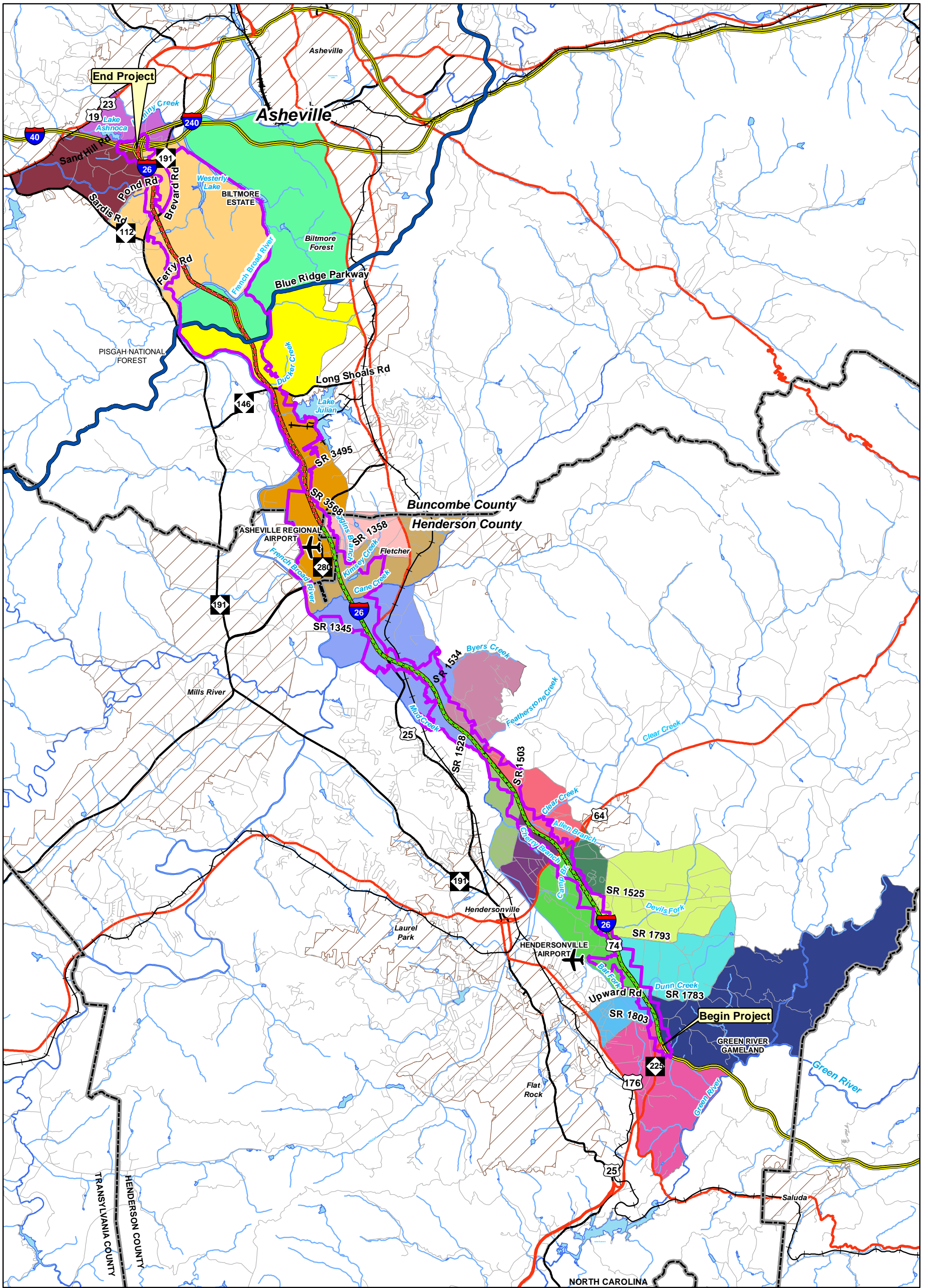




**Figure 2C - Notable Features
STIP Project I-4400/I-4700
August 2014**

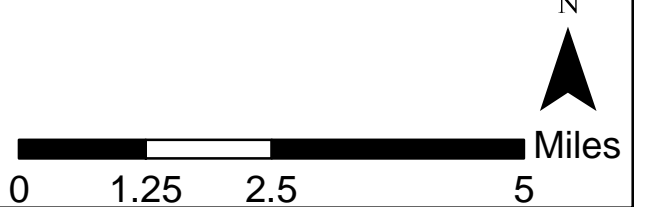
Direct Community Impact Area	Railroads	Biltmore Square Mall	Fire Stations
STIP Project I-4700	Streams & Creeks	Corcoran Page Park	Hospital
Other STIP Projects	Water Bodies	Asheville Plant	Airport
Interstate	Designated Trout Waters	Asheville Plant	Hazardous Substance Site
US Route	National Register Structure	North Carolina Arboretum	Pisgah National Forest
State Route	National Register Boundaries	Post Office	State-Owned Complexes
Secondary Road	303(d) Water Body	Churches	VAD Property
Blue Ridge Parkway			Municipal Boundaries

0 1 2 Miles



Direct Community Impact Area	Streams & Creeks	CT 22.04, BG 1	CT 9306, BG 2
STIP Project I-4400	Water Bodies	CT 23.02, BG 1	CT 9310, BG 1
STIP Project I-4700	Airport	CT 23.02, BG 4	CT 9310, BG 2
Interstate	Municipal Boundaries	CT 9302, BG 3	CT 9310, BG 3
US Route	Demographic Study Area	CT 9303, BG 2	CT 9310, BG 4
State Route	CT 12, BG 5	CT 9303, BG 3	CT 9310, BG 5
Secondary Road	CT 21.01, BG 1	CT 9305.01, BG 1	CT 9314, BG 2
Blue Ridge Parkway	CT 22.03, BG 2	CT 9305.01, BG 2	CT 9314, BG 3
Railroads	CT 9306, BG 1		

Demographic Study Area Figure 3
STIP Project I-4400/I-4700
August 2014



Appendix B: Interview Records

**STIP Project I-4400/I-4700
I-26 from US 25 to I-40
Buncombe County and Henderson County**

**Community Characteristics Report (CCR) &
Indirect and Cumulative Effects Screening Report (sICE)**

INTERVIEWEE: Josh O'Conner, Buncombe County Planner III
DATE/TIME: 7/25/13 3:00 pm
PLACE: Conference Call

1) How familiar are you with the project study area? (Figure 1-1)

Familiar with portion in Buncombe Co.

2) We have collected several County plans and ordinances available on-line:

Buncombe County:

- Buncombe County Comprehensive Land Use Plan Update (2013)
- Buncombe County Sustainability Plan (May 2012)
- Zoning Ordinance (amended January 17, 2012)
- Subdivision Ordinance (amended October 5, 2010)
- Stormwater Ordinance (Adopted June 24, 2008)

Are there any relevant plans/ordinances we are missing, or are any of the plans/ordinances listed above currently being updated?

Buncombe Co. Greenway Plan (Connect Buncombe)
available online
Just released draft of Regional Bike Plan (will forward to us)

3) Currently, we are using NC One Map and NCDOT GIS data for the assessment. Is there any newer mapping or local GIS data available? (We are particularly interested in land use, zoning, protected areas, community facilities, etc.)

Zoning available on County's website
Also have

Gene Hume → contact info on GIS website

4) Does the County have a Voluntary Agricultural District (VAD) program? If so, are there any VADs or EVADs located in the study area?

yes. Contact GIS dept. for shapefile

5) What kinds of farms / agricultural operations are located in the project area? What types of crops are grown?

Biltmore Estate is largest farming operation in this study area. Have a "little bit of everything".
Farm to table concept.

6) Are there any FEMA buyout properties in the study area? If so, where are these properties located? Who owns the properties (e.g. city, county, state, etc.)? Do you have mapping or GIS data that shows their location?

Not to his knowledge.
Emergency Services Dept. : 828-250-6605
Angela Ledford
Can confirm

7) Are there any proposed local transportation projects in (or near) the study area?

No local projects.

Previous discussions w/ Biltmore re: entrance on NC 191 becoming more public, but not sure status of this.

8) Are there any adopted plans for either pedestrian, greenway, bicycle, or transit facilities in the area? Please provide a description of how the plan applies to the project area, the title of the plan, its year of adoption, and the current status of its implementation.

yes. County Greenway Plan.

9) Have we missed any important community facilities or other notable features including community landmarks, historic structures/districts, threatened and endangered species, parks, etc. in the study area that we have missed on the draft figures (Figures 1-2A, B, C)?

Biltmore Park Town Square @ I-26/Long Shoals Rd.

10) Do you anticipate impacts to any particular communities or facilities? Impacts may be related to stability, cohesion, aesthetics, noise, access, safety, etc.

11) Are road names referenced by the names locals use?

Yes.

12) What are the current traffic patterns? Any problem areas in terms of congestion?

Retail @ I-26/191
struggling. Rapid
turnover area

Most commuter traffic uses US 25 + 25A. Most of locals avoid using I-26 to avoid I-26/240 interchange area.

13) Do you expect traffic patterns to change following construction of the project? If so, how?

Depends on how bad congestion on 25 + 25A gets. May see some commuter move over from 25 to I-26, but doesn't expect any significant changes. Main problem is I-26/240 interchange area

14) Where are the major employment centers? Are there any planned employer relocations (into or out of the area)?

New Belgium site @ just east of I-26/240 interchange north of I-40. Think they are planning on using exit off I-26 for major truck route. Site is under construction + scheduled to open in 2014.

15) What are the commuting patterns? Do most residents work within the County or commute outside of the County?

16) US Census data indicate that Buncombe County's population grew by 15.5% between 2000 and 2010 (less than the State at 18.5%). Could you describe the nature of this growth between 2000 and 2010, and where the growth is occurring more specifically? Are there reasons for growth in a particular area? Is the growth concentrated in any portion of the project study area?

Residential } Seeing infill development now that's scattered.
Seeing growth along Leister Hwy + NC 63 + east of I-26 in Arden area. ~~Development~~ Development is not constrained by transportation in these areas.

17) Where is growth (residential and non-residential) occurring in your jurisdiction as well as regionally? Are any major developments under construction near to project (within 1 – 2 miles)?

Airport Rd → only recent commercial development
Destination type comm. permitted recently (ex: Dick's, etc.)

18) Are there any known plans for development in the vicinity of the project?

Portion of Asheville's ETJ that County is about to take over, which will relax development controls. No plans @ this time though.

19) Is any redevelopment taking place? If so, where?

No.

20) How would you characterize the residential market? Commercial market? Industrial market?

A few industrial expansions in 191 area. Industrial dev. is slow + some is converting to retail in southern portion of County.

Res. → Come back up + leveled off. Most is first home market instead of 2nd home. Sustainable.

21) How would you describe the local commitment to development (pro-growth vs. anti-growth)? Is the political climate stable or unstable?

22) What are the general development goals for this area? How does the County envision the I-26 corridor?

Moved away from trying to identify goals from a County standpoint.

23) Are there any development moratoria? What about development incentives?

No. Just got zoning in 2009

24) What are the major constraints to development in the area?

- Biltmore Estate
- French Broad River
- Lack of reasonable transportation + Corridor access north of Long Shoals Rd.

25) Are you aware of any minority communities/populations within or near the study area? Do you anticipate impacts to these communities/populations?

Hidden Creek Village; Wells Drive, Nathan Drive, Hidden Creek Dr.
North end of Airport → low income mobile Home areas that have been impacted by recent retail development near airport (prior to 2007)

26) Are you aware of any other special populations / communities (e.g. low-income, Limited English Proficiency) existing in the study area?

Not aware of any.

27) What areas are served by water and sewer services? Who are the sewer and water service providers?

Entire I-26 corridor has access to water & sewer service in some form. Some small, isolated areas may lack water service.

28) What is the existing capacity of the water and sewer systems? How much of the capacity is being used currently? When would you anticipate reaching full capacity for both the water and sewer systems?

Unsure of any expansions until legal issues are resolved. If control ends up going to MSD, then probably see pretty significant expansions.

29) Are there any planned upgrades to capacity (plant or conveyance capacity) for water and/or sewer services? If so, are the upgrades funded?

30) Are there any planned water or sewer line extensions? If so, where would the new lines be? Is there funding for these extensions?

31) Are there any riparian buffer regulations or other land use controls (other than zoning)?

No. Just floodplain issues.

32) Are there any local stormwater runoff management programs? Phase II stormwater regulations?

Stormwater ordinance follows state standard template.

33) Is any land protected from development? **No.**

Biltmore

34) Based on North Carolina Division of Employment Security data, it is anticipated that the 4-County Western Area Workforce Development Board (Buncombe County, Henderson County, Madison County, and Transylvania County) will experience an annual employment growth rate of approximately 0.9% per year between 2008 and 2018. Is this estimate satisfactory in your opinion? Would you expect the annual employment growth in the project area to be less, the same, or more than the Western Area WDB as a whole?

Slightly higher (but not noticeably) in study area b/c there's more room for growth. Most will be in central business districts.

35) Based on data published by the North Carolina Office of Budget and Management, it is anticipated that Buncombe County will experience an annual population growth rate of approximately 1.1% through 2033. Is this estimate accurate in your opinion? Would you expect the annual population growth in the Buncombe County portion of the study area to be lower than, the same as, or higher than the County as a whole?

Expect study area to see same growth rate as County.

36) Do you anticipate this project (STIP Project I-4400/I-4700) will affect land use or development patterns in the area? If yes, what kinds of effects are expected and where do you anticipate they would occur?

No. Not seeing enough thru traffic flow to think that the County would see any changes other than congestion relief as a result of the project.

37) Are you aware of any community concerns or controversy relative to this project?

Asheville area tends to be more vocal + advocate against transportation projects. County residents ~~don't~~ ~~typically~~ aren't typically against trans. proj.s + growth. Less controversy since project is mostly w/ in existing ROW near residential areas. Residents main concern is the

38) Are there any additional comments you would like to make?

I-26/I-40/280
interchange.

**STIP Project I-4400/I-4700
I-26 from US 25 to I-40
Buncombe County and Henderson County**

**Community Characteristics Report (CCR) &
Indirect and Cumulative Effects Screening Report (sICE)**

INTERVIEWEE: Paul Black, French Broad River MPO / Land of Sky Director
DATE/TIME: 7/12/13 10:00 am - 11:00 am
PLACE: Conference call

1) How familiar are you with the project study area? (Figure 1-1)

Very ~~not~~ familiar.

2) We have collected several French Broad River MPO (FBR MPO) plans available on-line:

FBR MPO:

- FBR MPO 2035 LRTP
- FBR MPO 2011-2020 Metropolitan TIP
- FBR MPO 2012 Long-Range Transportation Demand Management Plan (March 2013)

Are there any relevant plans we are missing, or are any of the plans listed above currently being updated?

Congestion Management Plan (part of LRTP)
Regional Bike Plan in development (SSD)
(US 64 Proj. in Hendersonville)

Bunc. Co. Greenway Master Plan.
(just south of Brevard Rd. interchange)

3) Currently, we are using NC One Map and NCDOT GIS data for the assessment. Is there any newer mapping or local GIS data available? (We are particularly interested in land use, zoning, protected areas, community facilities, etc.)

- Parcel based land use (2010 foundation yr.) for both Counties

* Zoning map (PDF)

- City Street (local streets) layer for Counties

- Sidewalk layer in development
K... Composite map (one)

* Paul to send

4) Are there any proposed local transportation projects in (or near) the study area?

Balfour Parkway → feasibility study ^{FS-12/14?} by NCDOT
Upward Rd under construction now

5) Are there any adopted plans for either pedestrian, greenway, bicycle, or transit facilities in the area? Please provide a description of how the plan applies to the project area, the title of the plan, its year of adoption, and the current status of its implementation.

Pending Blue Ridge Bike Plan (7 counties)
↳ Final Draft due 7/22/13
Buncombe Co. Greenway Master Plan

6) Have we missed any important community facilities or other notable features including community landmarks, historic structures/districts, threatened and endangered species, parks, etc. in the study area that we have missed on the draft figures (Figures 1-2A, B, C)?

Power Plant (on figures?)
Coal Ash ponds near corridor (Duke Energy)

7) Do you anticipate impacts to any particular communities or facilities? Impacts may be related to stability, cohesion, aesthetics, noise, access, safety, etc.

Concern re: additional traffic @ interchanges on ~~inter~~ intersecting roads.

8) Are road names referenced by the names locals use?

yes.

9) What are the current traffic patterns? Any problem areas in terms of congestion?

Long Shoals, 280 ^{+grade} → Into/out of Asheville
Sight distance ISSUES.
Trucks/freight are impedance.

10) Do you expect traffic patterns to change following construction of the project? If so, how?

No. Other than induced demand.

Bulk of traffic is local Commuters, except major thru movement @ I-26/I-40
Seasonal tourists

11) Where are the major employment centers? Are there any planned employer relocations (into or out of the area)?

Hospitals

↳ GE?

12) What are the commuting patterns? Do most residents work within the project area or commute outside of the area?

From US 25 near Flat Rock to US 25 in Weaverville.
Jeff Bowen bridge → heaviest spot in town
E/W → 74/23 split in Haywood to Swannanoa

13) US Census data indicate that the population in Buncombe County and Henderson County grew by 15.5% and 19.7% between 2000 and 2010, respectively, compared to 18.5% in North Carolina. Could you describe the nature of this growth between 2000 and 2010, and where the growth is occurring more specifically? Are there reasons for growth in a particular area? Is the growth concentrated in any portion of the project study area?

Grew rapidly for awhile then slowed
Moderate growth. Mostly in 2nd homes in Haywood.
Fastest growing area → Fletcher/Arden area (Industrial + residential growth) Now + continuing. Due to affordability + flatter land.
Mills River

14) Where is growth (residential and non-residential) occurring in your jurisdiction as well as regionally? Are any major developments under construction near to project (within 1 - 2 miles)?

Mills River → getting Sierra Nevada Brewery → may spur some growth.
Hend. / Bunc. → lax zoning + affordable.

15) Are there any known plans for development in the vicinity of the project?

No, but will follow up.

16) Is any redevelopment taking place? If so, where?

No. ~~Area~~ Area is mostly suburban already

Fletcher may be trying to redevelop some of its downtown.

17) How would you characterize the residential market? Commercial market? Industrial market?

Residential Starting to pick up but not back to pre-recession levels. Suburban areas slower than city of Asheville.

Not alot of flat land for industrial

18) How would you describe the local commitment to development (pro-growth vs. anti-growth)? Is the political climate stable or unstable?

~~Suburbs~~

~~It~~ Depends on type of growth, but not anti-growth

19) What are the general development goals for this area? How does the MPO envision this area and the I-26 corridor?

↳ Will send future land use map

Land uses along corridor are not conducive to transit, but over to east. would like to see an express bus on corridor + some kind of parallel transit option.

20) Are there any development moratoria? What about development incentives?

Not aware of any.

21) What are the major constraints to development in the area?

Mostly environmental.
Topography, ash ponds

22) Are you aware of any minority communities/populations within or near the study area? Do you anticipate impacts to these communities/populations?

Not aware of any.
Suburban areas are very spread out.
Concentrations closer to City of Asheville

23) Are you aware of any other special populations / communities (e.g. low-income, Limited English Proficiency) existing in the study area?

Hispanics in Henderson associated w/ farm labor, but not near corridor.

24) Is any land protected from development?

State park just east of US25 split.

25) Based on North Carolina Division of Employment Security data, it is anticipated that the 4-County Western Area Workforce Development Board (Buncombe County, Henderson County, Madison County, and Transylvania County) will experience an annual employment growth rate of approximately 0.9% per year between 2008 and 2018. Is this estimate satisfactory in your opinion? Would you expect the annual employment growth in the project area to be less, the same, or more than the Western Area WDB as a whole?

Reasonable #. Not losing jobs.

26) Based on data published by the North Carolina Office of Budget and Management, it is anticipated that the population in both Buncombe and Henderson Counties is expected to grow at an annual rate of 1.1% and 0.3%, respectively, between 2013 and 2033. Is this estimate accurate in your opinion? Would you expect the annual population growth in the study area to be lower than, the same as, or higher than the Counties as a whole?

near study area for Henderson Co.
Maybe higher ~~for Henderson~~ due to
growth in Fletcher + Mills River area. (Henderson
Co.)

Mills River now has water service

Buncombe Co. # is reasonable.

27) Do you anticipate this project (STIP Project I-4400/I-4700) will affect land use or development patterns in the area? If yes, what kinds of effects are expected and where do you anticipate they would occur?

No.

28) Are you aware of any community concerns or controversy relative to this project?

Yes. Transit ~~was~~ alternative concerns due to concerns of sprawl.
But this is a freight corridor

City of Asheville concerned w/ impacts + loss of tax base b/c city can't annex.

29) Are there any additional comments you would like to make?

Look @ transit options / express bus
Looking to model express bus, light rail
(results in ~ 3 yrs)

Would like to see project moved forward

Port of Charleston traffic coming thru headed to TN.

Paige Hunter

From: Jonathan Williamson
Sent: Tuesday, August 13, 2013 2:53 PM
To: Paige Hunter
Subject: FW: Quick question-any pending or approved major development in I-4400/4700 corridor
Attachments: C-4.0 Site Plan.pdf

Jonathan Williamson, AICP
Transportation Planner
HNTB North Carolina, P.C.

From: Paul Black [<mailto:paul@landofsky.org>]
Sent: Tuesday, August 13, 2013 2:45 PM
To: Jonathan Williamson
Subject: FW: Quick question-any pending or approved major development in I-4400/4700 corridor

Jonathan,

We heard back from everyone except the City of Asheville. Only Buncombe County had any major developments in the hopper.

I should see folks from the City this afternoon. I don't expect there to be anything in the corridor in their jurisdiction, but I'll follow up if there is something major. Otherwise, this should be it.

-Paul Black

From: Joshua OConner [Joshua.OConner@buncombecounty.org]
Sent: Friday, August 09, 2013 9:25 AM
To: Paul Black
Subject: RE: Quick question-any pending or approved major development in I-4400/4700 corridor

Hi Paul,

Here's the only plan set that I have approved at the moment. This is for a big box complex at the intersection of Loop Road and Airport Road.

We have also approved two recent residential developments in the area.

65 units, 67 Baldwin Road.
112, 1130 Glenn Bridge Road.

Thanks!



Josh

Josh O'Conner, AICP, CNU-A, CFM, CZO
Planner III/Zoning Administrator

Buncombe County, Planning and Development
(828)250-4843
josh.oconner@buncombecounty.org
[Customer Service Comment Card](#)

From: Paul Black [<mailto:paul@landofsky.org>]
Sent: Thursday, August 08, 2013 1:58 PM
To: Joshua OConner; Barb Mee; Matt Cable (mcable@hendersoncountync.org)
Subject: Quick question-any pending or approved major development in I-4400/4700 corridor

Hi folks,

I already checked with Fletcher, but I am looking for any major developments in the I-26 corridor between I-40 and the US 25 split in Flat Rock. Something big enough to impact traffic or travel patterns, e.g. a really big subdivision, new connections, big box retailer or major employers.

I suppose when defining “in the corridor” it varies by the scale of the development—a grocery store up close to an interchange would probably count, but a half-mile away...maybe. A big box at a half mile would probably still count.

Thanks,

Paul

LEGEND		
EXISTING	PROPOSED	DESCRIPTION
---	---	PROPERTY LINE
---	---	18" CONCRETE CURB & GUTTER
⊙	⊙	NUMBER OF PARKING SPACES PER ROW
---	---	RETAINING WALL
▨	▨	CONCRETE PAVEMENT / SIDEWALK
▩	▩	HEAVY DUTY ASPHALT

NOTE: ALL PAVEMENT IS TO BE LIGHT DUTY ASPHALT UNLESS SHADED AS SHOWN IN THE LEGEND FOR HEAVY DUTY ASPHALT OR CONCRETE.

SITE DATA

SITE IS LOCATED IN THE BUNCOMBE COUNTY JURISDICTION

OVERALL LOT SIZE: +/- 9.32 ACRES (406,191 SF)

FAR: 78,542 SF / 406,191 SF = 0.193 (19.3%)

PIN NUMBERS: 9643-97-2033-00000, 9643-97-4188-00000, 9643-97-6048-00000, AND 9643-97-7151-00000

ZONING: EMP (EMPLOYMENT DISTRICT)

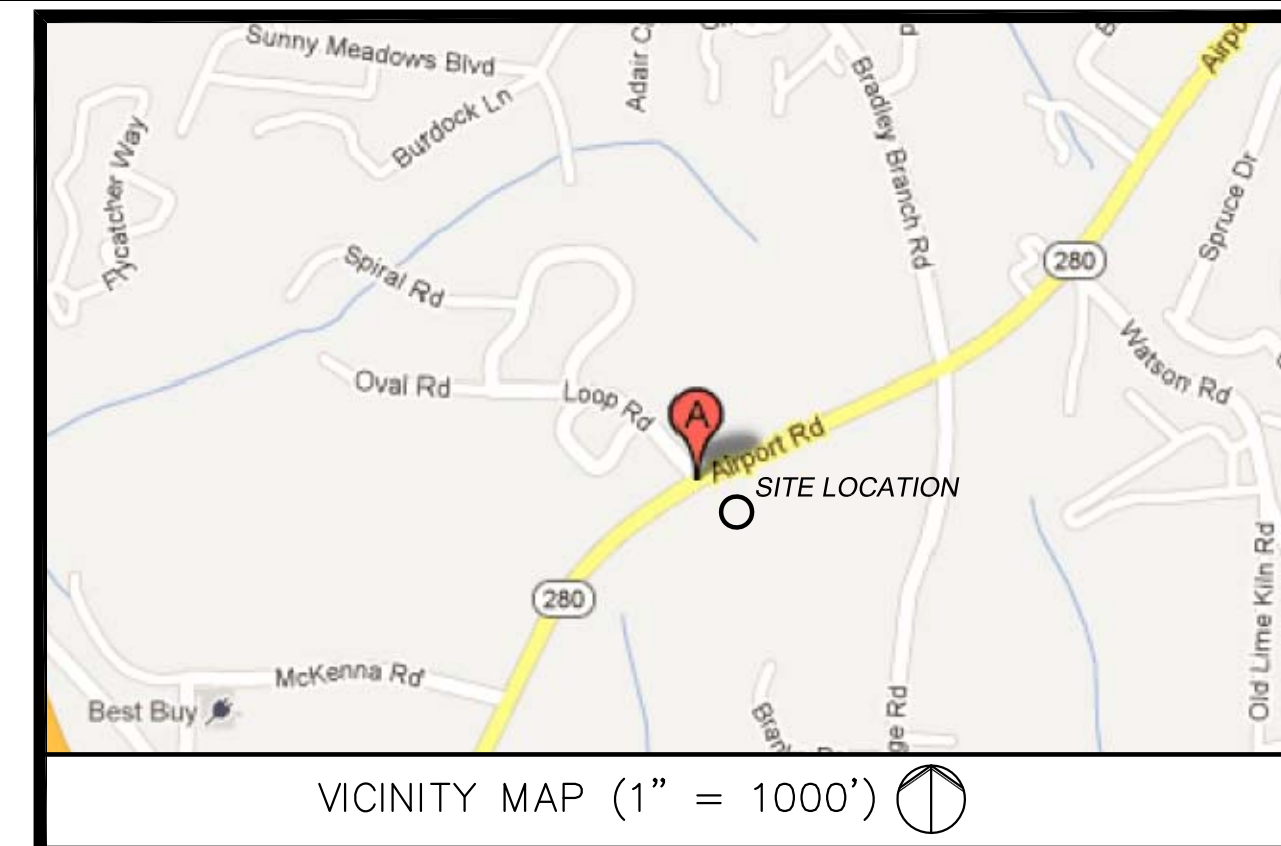
BUILDING SETBACKS / BUFFERS:

FRONT - 20'
SIDE - 10'
REAR - 20'

PARKING REQUIREMENTS:

1 SPACES / 300 SF OF GROSS FLOOR SPACE
72,050 SF X (1 SPACES / 300 SF) = 264 SPACES
TOTAL REQUIRED PER CODE = 264 SPACES
TOTAL PROVIDED = 452 SPACES

STORE	SF	MIN REQUIRED		PROVIDED		HANDI-CAP (VAN ACCESSIBLE)	
		RATIO	SPACES	RATIO	SPACES	REQUIRED	PROVIDED
SPORTING GOODS	50,000	1 / 300 GFS	167	1.33 / 300	222	7 (1)	8 (1)
RESTAURANT	6,242	1 / 300 GFS	21	4.81 / 300	100	4 (1)	5 (1)
RETAIL	8,000	1 / 300 GFS	27	1.50 / 300	40	2 (1)	2 (1)
RETAIL	8,800	1 / 300 GFS	30	1.91 / 300	56	3 (1)	3 (1)
RETAIL	5,500	1 / 300 GFS	19	1.96 / 300	34	2 (1)	2 (1)
TOTAL DEVELOPMENT	78,542	1 / 300 GFS	264	1.73 / 300	452	18 (5)	20 (5)



REVISIONS	
ISSUED	COMMENT

SITE NOTES

A. ALL DIMENSIONS SHOWN ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED.

B. UNLESS OTHERWISE SHOWN, CALLED OUT OR SPECIFIED HEREON ALL CURB AND GUTTER ADJACENT TO ASPHALT PAVING SHALL BE INSTALLED PER SITE DETAILS.

C. CONTRACTOR SHALL BEGIN CONSTRUCTION OF ANY LIGHT POLE BASES FOR RELOCATED LIGHT FIXTURES AND RELOCATION OF ELECTRICAL SYSTEM AS SOON AS DEMOLITION BEGINS. CONTRACTOR SHALL BE AWARE THAT INTERRUPTION OF POWER TO ANY LIGHT POLES OR SIGNS SHALL NOT EXCEED 24 HOURS.

D. IF DEMOLITION OR CONSTRUCTION ON SITE WILL INTERFERE WITH THE ADJACENT PROPERTY OWNER'S TRAFFIC FLOW, THE CONTRACTOR SHALL COORDINATE WITH THE ADJACENT PROPERTY OWNER, TO MINIMIZE THE IMPACT ON TRAFFIC FLOW. TEMPORARY RE-ROUTING OF TRAFFIC IS TO BE ACCOMPLISHED BY USING DOT APPROVED TRAFFIC BARRICADES, BARRELS, AND/OR CONES. TEMPORARY SIGNAGE AND FLAGMEN MAY BE ALSO NECESSARY.

E. CONTRACTOR TO PROTECT EXISTING LANDSCAPE/IRRIGATION MATERIAL.

F. ALL SLOPES AND AREAS DISTURBED BY CONSTRUCTION SHALL BE GRADED SMOOTH AND FOUR INCHES OF TOPSOIL APPLIED. IF ADEQUATE TOPSOIL IS NOT AVAILABLE ON SITE, THE CONTRACTOR SHALL PROVIDE TOPSOIL, APPROVED BY THE OWNER, AS NEEDED. THE AREA SHALL THEN BE SEED/SODDED, FERTILIZED, MULCHED, WATERED AND MAINTAINED UNTIL HARDY GRASS GROWTH IS ESTABLISHED IN ALL AREAS. ANY AREAS DISTURBED FOR ANY REASON PRIOR TO FINAL ACCEPTANCE OF THE PROJECT SHALL BE CORRECTED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.

G. THE PROPOSED FACILITY WILL NOT INCREASE THE IMPERVIOUS PAVEMENT OVER WHAT IS EXISTING.

H. CONTRACTOR IS TO VERIFY LOCATION OF EXISTING IRRIGATION SYSTEM, VALVE BOXES, CONTROL BOXES, BACKFLOW PREVENTION DEVICES AND OTHER ITEMS WHICH ARE PART OF THE SYSTEM. IF DAMAGED THEY MUST BE REPAIRED AT CONTRACTOR'S COST.

I. THE LOCATION OF THE CONSTRUCTION FENCE ON THE DRAWINGS IS FOR GRAPHICAL REPRESENTATION ONLY. THE CONTRACTOR IS TO ENSURE THAT THE CONSTRUCTION FENCE ENCOMPASSES THE ENTIRE WORK AREA.

J. ALL DIMENSIONS, UNLESS OTHERWISE NOTED, ARE TO FACE OF CURB, FACE OF BUILDING (BLOCK), OR CENTERLINE OF PARKING BAY. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATIONS OF ALL ENTRY/EXIT PORCHES AND PRECISE BUILDING DIMENSIONS.

K. UNLESS OTHERWISE NOTED, PAVEMENT SHALL BE STANDARD DUTY ASPHALT.

L. ALL HANDICAP SPACES ARE TO RECEIVE A HANDICAP SYMBOL PAINTED ON THE ASPHALT.

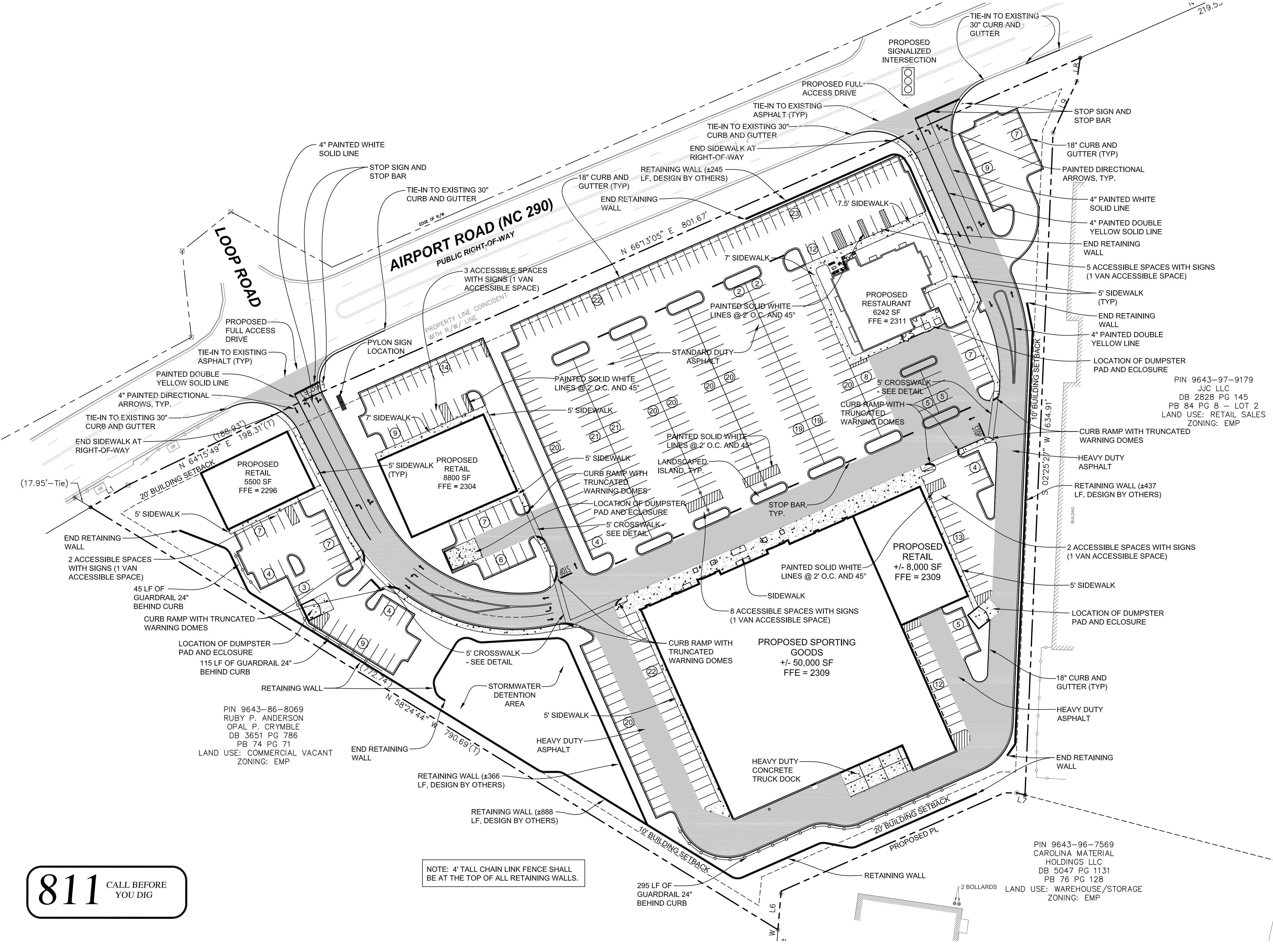
M. UNLESS OTHERWISE NOTED, ALL ON-SITE CURB SHALL BE INTEGRAL CURB AS SHOWN ON THE DETAIL SHEET.

N. STOP SIGNS SHALL MEET THE CRITERIA OF THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION AND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

O. THE EARTHWORK FOR ALL BUILDING FOUNDATIONS AND SLABS SHALL BE IN ACCORDANCE WITH ARCHITECTURAL BUILDING PLANS AND SPECIFICATIONS.

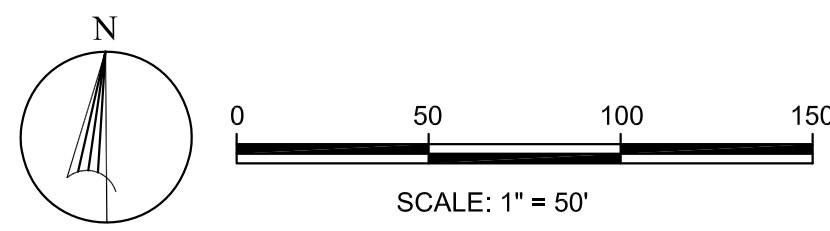
P. THE GENERAL CONTRACTOR IS TO COORDINATE WITH THE APPROPRIATE UTILITY COMPANIES PRIOR TO CONSTRUCTION, ADJUSTMENT, OR RELOCATION OF EXISTING UTILITIES AS DESIGNATED ON THE PLANS.

Q. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING DAMAGE TO ANY EXISTING ITEM DURING CONSTRUCTION SUCH AS, BUT NOT LIMITED TO, DRAINAGE, UTILITIES, PAVEMENT, STRIPING, CURB, ETC. REPAIRS SHALL BE EQUAL TO OR BETTER THAN EXISTING CONDITIONS. THE CONTRACTOR IS RESPONSIBLE TO DOCUMENT ALL EXISTING DAMAGE AND NOTIFY CONSTRUCTION MANAGER PRIOR TO CONSTRUCTION START.



811 CALL BEFORE YOU DIG

NOTE: 4' TALL CHAIN LINK FENCE SHALL BE AT THE TOP OF ALL RETAINING WALLS.



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SITE PLAN

THE LANDING

BUNCOMBE COUNTY, NORTH CAROLINA

Date: 2-6-13
Drawn: JSC
Checked: GDH

C-4.0

**STIP Project I-4400/I-4700
I-26 from US 25 to I-40
Buncombe County and Henderson County**

**Community Characteristics Report (CCR) &
Indirect and Cumulative Effects Screening Report (sICE)**

INTERVIEWEE: Matt Cable, Transportation Planner

DATE/TIME: 8/13/13 /

PLACE:

1) How familiar are you with the project study area? (Figure 1-1)

Very

2) We have collected several County plans and ordinances available on-line:

Henderson County:

- Henderson County 2020 Comprehensive Plan (amended September 16, 2009)
- Henderson County Land Development Code (amended February 20, 2013)

Are there any relevant plans/ordinances we are missing, or are any of the plans/ordinances listed above currently being updated?

Yes

- Dana Community Plan
- Green River, Tuxedo, Zirconia Community Plan

3) Currently, we are using NC One Map and NCDOT GIS data for the assessment. Is there any newer mapping or local GIS data available? (We are particularly interested in land use, zoning, protected areas, community facilities, etc.)

Yes, All pertinent local layers are available through our website. Visit <http://www.hendersoncountync.org/gis/gisdownload.html>

4) Does the County have a Voluntary Agricultural District (VAD) program? If so, are there any VADs or EVADs located in the study area?

Yes, there is a VAD program. Yes, there are VADs in the study area.

5) What kinds of farms / agricultural operations are located in the project area? What types of crops are grown?

Unknown. Ground verification would be required. A large majority of our farms are involved in apples, berries, corn, etc.

6) Are there any FEMA buyout properties in the study area? If so, where are these properties located? Who owns the properties (e.g. city, county, state, etc.)? Do you have mapping or GIS data that shows their location?

Not to my knowledge.

7) Are there any proposed local transportation projects in (or near) the study area?

Please contact the City of Hendersonville and Town of Fletcher who maintain their own road networks. The County does not manage any transportation projects outside of public transit. Public transit routes do not utilize the I-26 corridor but do travel across it on US Highways 64 and 25.

8) Are there any adopted plans for either pedestrian, greenway, bicycle, or transit facilities in the area? Please provide a description of how the plan applies to the project area, the title of the plan, its year of adoption, and the current status of its implementation.

Please contact the City of Hendersonville and Town of Fletcher who maintain their own pedestrian, greenway, and bicycle plans/infrastructure. The County is constructing a new transit center not within the project area in the year 2015. The County does not have a pedestrian, greenway, or bicycle plan. The Land of Sky Regional Council of Governments is working on the Blue Ridge Bike Plan which is a regional bicycle plan project.

9) Have we missed any important community facilities or other notable features including community landmarks, historic structures/districts, threatened and endangered species, parks, etc. in the study area that we have missed on the draft figures (Figures 1-2A, B, C)?

Please refer to the City of Hendersonville, Town of Fletcher, and pertinent County Community Plans to identify this information.

10) Do you anticipate impacts to any particular communities or facilities? Impacts may be related to stability, cohesion, aesthetics, noise, access, safety, etc.

No particular impacts.

11) Are road names referenced by the names locals use?

Yes.

12) What are the current traffic patterns? Any problem areas in terms of congestion?

Constrained because of limited lanes. Constrained at US Highway 64 intersection. Short and high ramp with limited visibility at US Highway 25 entering north bound I-26.

13) Do you expect traffic patterns to change following construction of the project? If so, how?

Overall increase in access and use of interstate to move between Henderson County interchanges.

14) Where are the major employment centers? Are there any planned employer relocations (into or out of the area)?

Major employment centers are along US Highway 64, US Highway 25, US Highway 176, and in Fletcher and Hendersonville. No relocations into or out of the area are known.

15) What are the commuting patterns? Do most residents work within the County or commute outside of the County?

Many residents travel from Henderson County to Buncombe County for work along I-26. To a lesser extent, Buncombe County residents travel to Henderson County for work. Some also utilize the I-26 corridor through Henderson County for purposes of reaching work in Polk and Haywood Counties (from any of the four counties).

16) US Census data indicate that Henderson County's population grew by 19.7% between 2000 and 2010 (more than the State at 18.5%). Could you describe the nature of this growth between 2000 and 2010, and where the growth is occurring more specifically? Are there reasons for growth in a particular area? Is the growth concentrated in any portion of the project study area?

Much of the growth (in terms of rate) occurred in Fletcher, eastern Henderson and southern Henderson County. These areas were among the less developed areas of the County. Fletcher is growing because of its accessibility and proximity to both Asheville and Hendersonville. The eastern area of the county is among the most gentle in terrain and most easily converted from forest and farmland to residential development. The eastern portion of the county also has the most interconnected road networks.

17) Where is growth (residential and non-residential) occurring in your jurisdiction as well as regionally? Are any major developments under construction near to project (within 1 – 2 miles)?

Henderson County is the fastest growing county in the region. Other than the construction of the Sierra Nevada Brewery on Boylston Highway (NC 280), I am not aware of any major developments under construction near to the project. You may wish to contact the City of Hendersonville and Town of Fletcher to identify any known development within their jurisdiction.

18) Are there any known plans for development in the vicinity of the project?

Not known, refer to City of Hendersonville and Town of Fletcher.

19) Is any redevelopment taking place? If so, where?

Not known, refer to City of Hendersonville and Town of Fletcher.

20) How would you characterize the residential market? Commercial market? Industrial market?

Please clarify.

21) How would you describe the local commitment to development (pro-growth vs. anti-growth)? Is the political climate stable or unstable?

Pro-growth and politically stable.

22) What are the general development goals for this area? How does the County envision this area and the I-26 corridor?

The Henderson County 2020 Comprehensive Plan identifies most of the properties on either side of the I-26 corridor as part of the Urban Services Area which is proposed for high density residential, commercial and industrial development.

23) Are there any development moratoria? What about development incentives?

There are no development moratoria in Henderson County. Henderson County does offer density increases where public water and sewer are available. You may wish to contact the City of Hendersonville and Town of Fletcher to verify moratoria and development incentives in their jurisdictions.

24) What are the major constraints to development in the area?

Topographical constraints are key to confining development in the area.

25) Are you aware of any minority communities/populations within or near the study area? Do you anticipate impacts to these communities/populations?

I am not aware of minority communities/populations within the study area. The majority of our minority population are focused east of Interstate 26. It is possible that communities along Crest Road, Dana Rd, and Tracy Grove Road have communities of minorities which may be impacted.

26) Are you aware of any other special populations / communities (e.g. low-income, Limited English Proficiency) existing in the study area?

I am not aware of special communities/populations within the study area. Much of our LEP population are east of Interstate 26. It is possible that communities along Crest Road, Dana Rd, and Tracy Grove Road have communities of special populations (including LEP) which may be impacted.

27) What areas are served by water and sewer services? Who are the sewer and water service providers?

The City of Hendersonville provides water and sewer service in the area. The City of Asheville also provides water and sewer service. You may wish to contact the City of Hendersonville and City of Asheville to verify the extent of their service area. Water and sewer is available along Upward Rd, US Highway 64 and US Highway 25 in the vicinity of I-26.

28) What is the existing capacity of the water and sewer systems? How much of the capacity is being used currently? When would you anticipate reaching full capacity for both the water and sewer systems?

You may wish to contact the City of Hendersonville and City of Asheville to verify this information.

29) Are there any planned upgrades to capacity (plant or conveyance capacity) for water and/or sewer services? If so, are the upgrades funded?

You may wish to contact the City of Hendersonville and City of Asheville to verify this information.

30) Are there any planned water or sewer line extensions? If so, where would the new lines be? Is there funding for these extensions?

You may wish to contact the City of Hendersonville and City of Asheville to verify this information.

31) Are there any riparian buffer regulations or other land use controls (other than zoning)?

All land use regulations for Henderson County are contained within the Land Development Code. Henderson County combined multiple land use regulations into this document. Please clarify which types of land use controls are pertinent and we will provide additional information regarding those land use controls. You may wish to contact the City of Hendersonville and Town of Fletcher regarding their land use controls.

32) Are there any local stormwater runoff management programs? Phase II stormwater regulations?

The Henderson County Land Development Code contains adopted WSWS regulations and stormwater regulations. I believe the City of Hendersonville enforces Phase II regulations. You may wish to contact the City of Hendersonville and Town of Fletcher regarding their stormwater management programs.

33) Is any land protected from development?

The Green River Gamelands are protected by Fish and Wildlife. What other "protected lands" are of interest.

34) Based on North Carolina Division of Employment Security data, it is anticipated that the 4-County Western Area Workforce Development Board (Buncombe County, Henderson County, Madison County, and Transylvania County) will experience an annual employment growth rate of approximately 0.9% per year between 2008 and 2018. Is this estimate satisfactory in your opinion? Would you expect the annual employment growth in the project area to be less, the same, or more than the Western Area WDB as a whole?

Given the existing economic situation, and the dramatic loss in jobs between 2007 and 2010. I would anticipate no to minimal employment growth over the period for Henderson County. I cannot guess as to the impacts in the other Counties in the region.

35) Based on data published by the North Carolina Office of Budget and Management, it is anticipated that Henderson County will experience an annual population growth rate of approximately 0.3% through 2033. Is this estimate accurate in your opinion? Would you expect the annual population growth in the Henderson County portion of the study area to be lower than, the same as, or higher than the County as a whole?

I would estimate this growth rate to be accurate. Growth within the study area will likely be similar to that experienced across the County. The proximity to I-26 will generate more growth than elsewhere, but likely not within the constrained study area.

36) Do you anticipate this project (STIP Project I-4400/I-4700) will affect land use or development patterns in the area? If yes, what kinds of effects are expected and where do you anticipate they would occur?

The project will increase nonresidential and residential development in the areas immediately surrounding I-26 and along the major 4-lane corridors which extent from these interchanges.

37) Are you aware of any community concerns or controversy relative to this project?

I am not ware of concerns beyond the need for additional capacity to improve safety.

38) Are there any additional comments you would like to make?

None.

RECORD OF TELEPHONE CALL



Job # 41470
Call From Paige Hunter
Call To Autumn Radcliff
By Paige Hunter

Date 8/27/13
Of HNTB
Of Henderson County Planning Department

Subject Discussed

The 2001 Environmental Assessment (EA) for STIP Project I-4400 indicates that a predominantly African American community, Brickton, is located near the I-26 and US 25/Asheville Highway interchange. The EA states that this community was apparently split when the original I-26 corridor was constructed in the late 1960's/1970's, and that Brickton remains a functional community that has grown around the interstate over the years.

Paige Hunter called Ms. Radcliff to inquire about the Brickton community and to find out if the Brickton community still exists today. Ms. Radcliff indicated that Brickton is located east of I-26 along the west side of US 25/Asheville Highway between Butler Bridge Road and Talley Drive. Brickton is still a predominantly African American community. Ms. Radcliff is not aware of any residents on the west side of I-26 that identify with Brickton, and noted that the community is all located on the east side of the corridor between I-26 and US 25.

The following roads make up the Brickton community: Heritage Park Drive, Hope Opal Lane, S. Thomas Street, Darity Road, Jim Mills Drive, Lantern Walk Lane, Collins Rd, Andy Darity Drive, and Talley Drive.

It was noted that a church (Greater New Zion Baptist Church) is located at US 25 and Talley Drive. Ms. Radcliff stated that some Brickton residents attend this church.

Ms. Radcliff stated that Brickton is a very tight-knit and active community that contains relatives and close friends of Brickton's original families.

Action to be Taken

Ms. Radcliff will e-mail Paige the names and contact information of the active Brickton residents / community leaders.

Although Brickton does not have a Homeowners' Association, there are several active residents / community leaders that serve as contacts for the community.

**NC Department of Transportation Community Studies Group, Human Environment Section
Local EMS Input Form for
STIP Project I-4400/I-4700 COMMUNITY IMPACT ASSESSMENT**

Using the project vicinity map below, please respond to the following questions by typing your answers in the space provided. Then save (Using the *Save As...* command) this file with a new file name for your records and e-mail the *new* file back to the original sender or to phunter@hntb.com. If you would prefer to complete a hard copy of this form, please send all sheets to the following address or fax number below:

Paige Hunter

HNTB North Carolina, PC
121 W. Trade Street, Suite 2050
Charlotte, NC 28202
Phone: (704) 208-5385
Fax: (704) 372-7097

Figure 1: Project Vicinity

See attached map.

Please rate the overall impact of this project on Emergency Response Services:

- No Impact
- xx Low Impact
- Moderate Impact
- High Impact

Check all that apply & provide a detailed explanation of your response in the field provided.

<input type="checkbox"/>	If there are concerns please specify. Be as specific as possible. (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service)
<input type="checkbox"/>	Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? No
<input type="checkbox"/>	Are there any future time periods or events that you know of where roadway/lane/interchange closure would be of particular concern? No
<input type="checkbox"/>	Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? No
<input type="checkbox"/>	Are there any other concerns you have regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible. No

Form Completed by (Include Title): M. Jerry VeHaun, Emergency Services Director

Date: February 12, 2014

**NC Department of Transportation Community Studies Group, Human Environment Section
Local Schools Input Form for
STIP Project I-4400/I-4700 COMMUNITY IMPACT ASSESSMENT**

Using the project vicinity map below, please respond to the following questions by typing your answers in the space provided. Then save (Using the *Save As...* command) this file with a new file name for your records and e-mail the *new* file back to the original sender or to phunter@hntb.com. If you would prefer to complete a hard copy of this form, please send all sheets to the following address or fax number below:

Paige Hunter
HNTB North Carolina, PC
121 W. Trade Street, Suite 2050
Charlotte, NC 28202
Phone: (704) 208-5385
Fax: (704) 372-7097

Figure 1: Project Vicinity Map

See attached map.

Please rate the overall impact of this project on school transportation services:

- No Impact
- Low Impact
- Moderate Impact
- High Impact

Check all that apply & provide a detailed explanation of your response in the field provided.

X	How many School Buses use the project corridor each day? (total # of daily buses, total # daily of trips) <i>10-15 buses daily / 20-30 trips daily. I-26 is used to get from the North, East & West area to the South part of town.</i>
X	Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes? <i>If the buses are detoured, it can cause the bus to be caught in traffic or it will lengthen the routes making the buses late and causing the students to have to ride longer routes.</i>
X	Are there any future time periods or events that you know of where roadway/lane/interchange closure would be of particular concern? <i>Try to do the project during summer. Avoid during school year.</i>
X	Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)? <i>Buncombe County and Asheville City Board of Education. Residents and the public.</i>

Are there any other concerns you have regarding the potential impact of this project on school transportation services, or any additional comments? Please be as specific as possible.

- X *If I-26 is closed or limited to one lane and the public start using Brevard Rd and Sardis Rd and the buses are re-routed to Brevard Rd and Sardis Rd , this can cause back ups. Remember that we can not use the parkway.*

Form Completed by (Include Title): Joseph Hough, Director of Transportation for Buncombe County Schools.

Date: January 27, 2014

NC Department of Transportation Community Studies Group, Human Environment Section
Local Schools Input Form for
STIP Project I-4400/I-4700 COMMUNITY IMPACT ASSESSMENT

Using the project vicinity map below, please respond to the following questions by typing your answers in the space provided. Then save (Using the *Save As...* command) this file with a new file name for your records and e-mail the *new* file back to the original sender or to phunter@hntb.com. If you would prefer to complete a hard copy of this form, please send all sheets to the following address or fax number below:

Paige Hunter

HNTB North Carolina, PC
121 W. Trade Street, Suite 2050
Charlotte, NC 28202
Phone: (704) 208-5385
Fax: (704) 372-7097

Figure 1: Project Vicinity Map

See attached map.

Please rate the overall impact of this project on school transportation services:

- No Impact
- Low Impact
- Moderate Impact
- High Impact

Check all that apply & provide a detailed explanation of your response in the field provided.

- How many School Buses use the project corridor each day? (total # of daily buses, total # daily of trips)
6
- Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?
N?A
- Are there any future time periods or events that you know of where roadway/lane/interchange closure would be of particular concern?
N?A
- Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?
- Are there any other concerns you have regarding the potential impact of this project on school transportation services, or any additional comments? Please be as specific as possible.
N?A

Form Completed by (Include Title): Fred Klumpp Director, Transportation

Date: 3/4/14

**NC Department of Transportation Community Studies Group, Human Environment Section
Local EMS Input Form for
STIP Project I-4400/I-4700 COMMUNITY IMPACT ASSESSMENT**

Using the project vicinity map below, please respond to the following questions by typing your answers in the space provided. Then save (Using the *Save As...* command) this file with a new file name for your records and e-mail the *new* file back to the original sender or to phunter@hntb.com. If you would prefer to complete a hard copy of this form, please send all sheets to the following address or fax number below:

Paige Hunter

HNTB North Carolina, PC
121 W. Trade Street, Suite 2050
Charlotte, NC 28202
Phone: (704) 208-5385
Fax: (704) 372-7097

Figure 1: Project Vicinity

See attached map.

Please rate the overall impact of this project on Emergency Response Services:

- No Impact
- Low Impact
- Moderate Impact
- High Impact

Check all that apply & provide a detailed explanation of your response in the field provided.

<input type="checkbox"/>	<p>If there are concerns please specify. Be as specific as possible. (e.g. location in a high call volume area, closure could affect response to schools, weight restrictions, expected new development in the area, coordination with partner agency required to facilitate service)</p> <p>Henderson County EMS makes daily trips to Mission Hospital in Asheville and I-26 is the primary transportation route to and from Mission. With good communication and proper notice of days when the road will be reduced to one lane we should be able to re-route our ambulances to NC Hwy 25 which will require longer transport times. Please ensure that I-26 and NC Hwy 25 are not under construction at the same time.</p>
<input type="checkbox"/>	<p>Based on your knowledge of the project area, do you have any concerns with the condition/capacity of potential detour routes, or the location of resources along these routes?</p> <p>NC Hwy 25 will be our primary detour route and has recently been upgraded in Henderson County. Detours onto Hwy 25 will delay our response to Pardee and Park Ridge Hospital. Inclement weather clearing will need to be a top priority for NCDOT for NC Hwy 25 during the construction project.</p>
<input type="checkbox"/>	<p>Are there any future time periods or events that you know of where roadway/lane/interchange closure would be of particular concern?</p> <p>Labor Day weekend with the NC Apple Festival in Hendersonville creates heavy traffic in the area.</p>

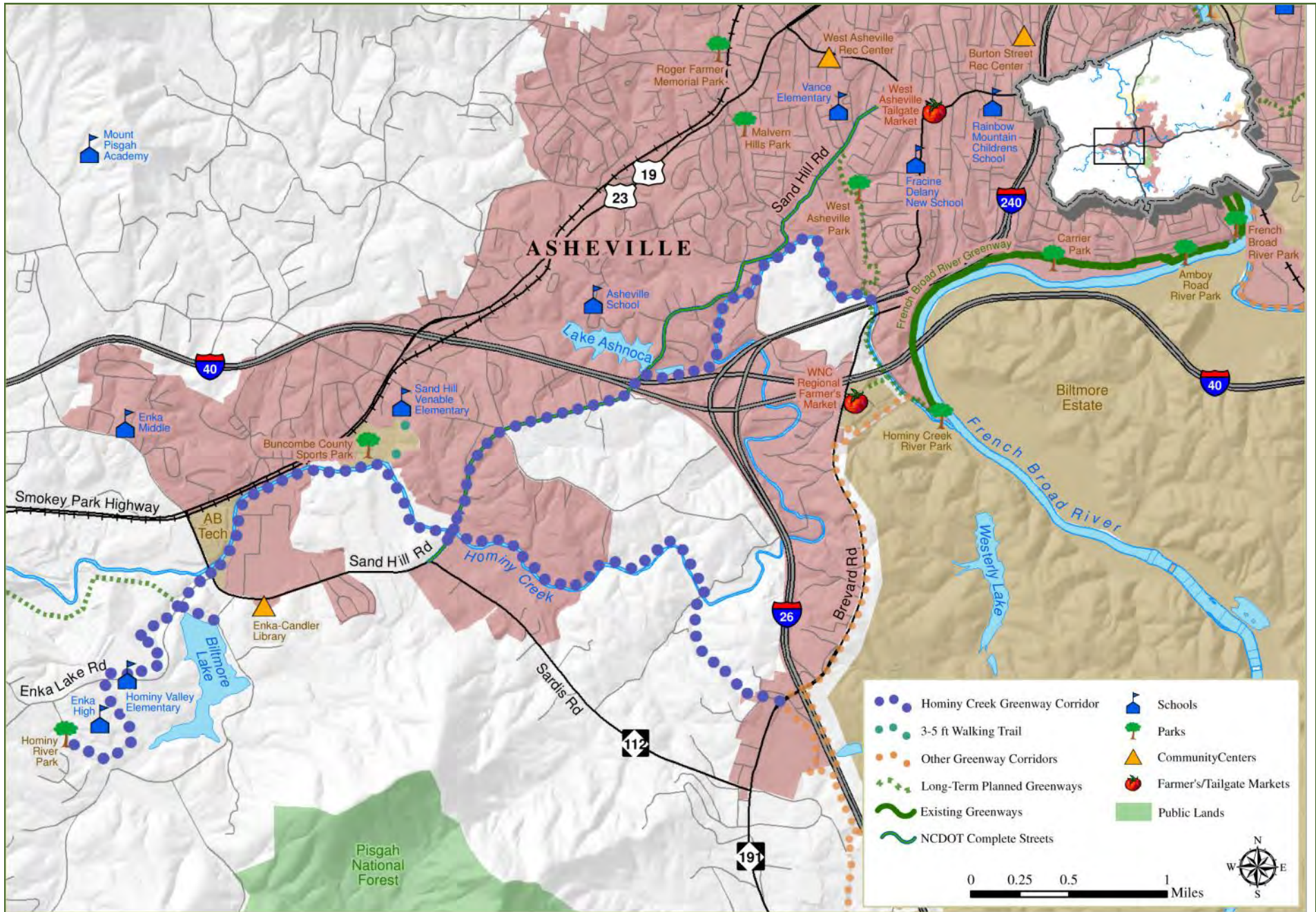
<input type="checkbox"/>	<p>Is there anyone else you feel should be contacted regarding this project (i.e. local officials or stakeholders)?</p> <p>Mission Hospital in Asheville will be affected by this project and may have to increase their air ambulance capacity to compensate for traffic delays. Pardee and Park Ridge Hospitals will also be impacted and should be contacted for their respective comments.</p>
<input type="checkbox"/>	<p>Are there any other concerns you have regarding the potential impact of this project on EMS services, or any additional comments? Please be as specific as possible.</p> <p>Notification a few days ahead of time when traffic will be reduced to one lane would be most helpful to us.</p>

Form Completed by (Include Title): Rocky D. Hyder, Emergency Services Director, Henderson County NC.

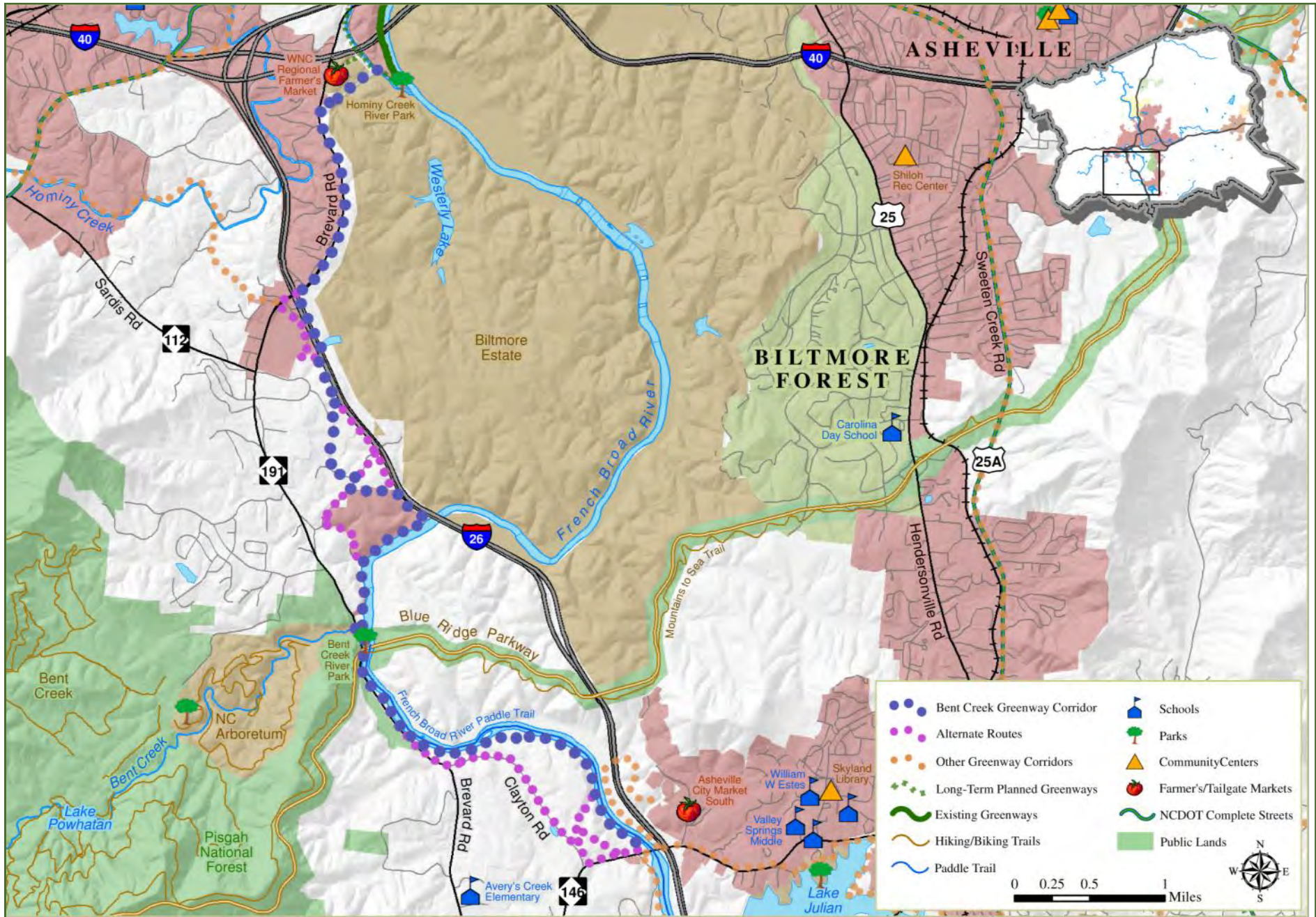
Date: 1-27-2014

Appendix C: *Buncombe County Greenways & Trails Master Plan Maps*

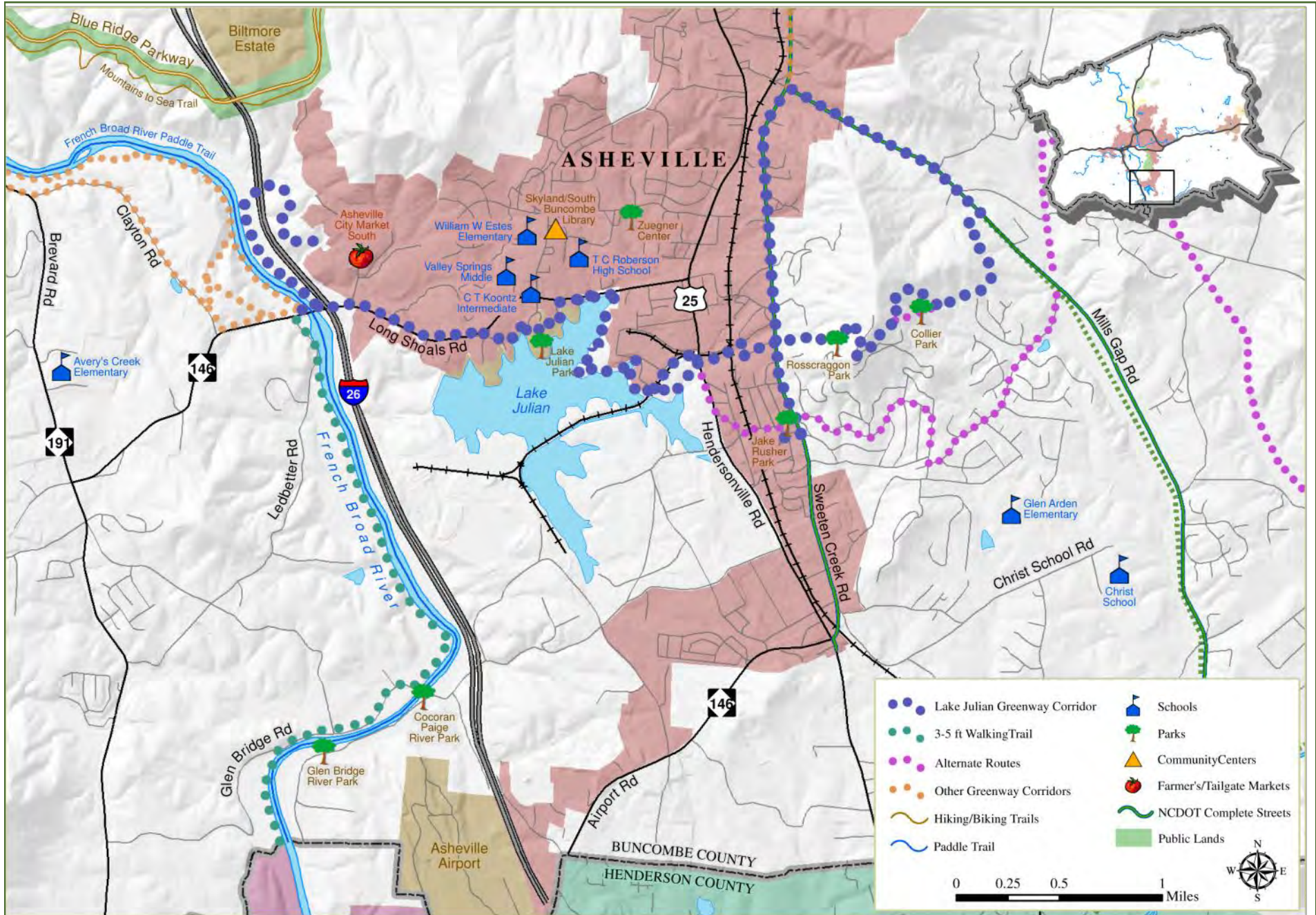
Hominy Creek Greenway Corridor



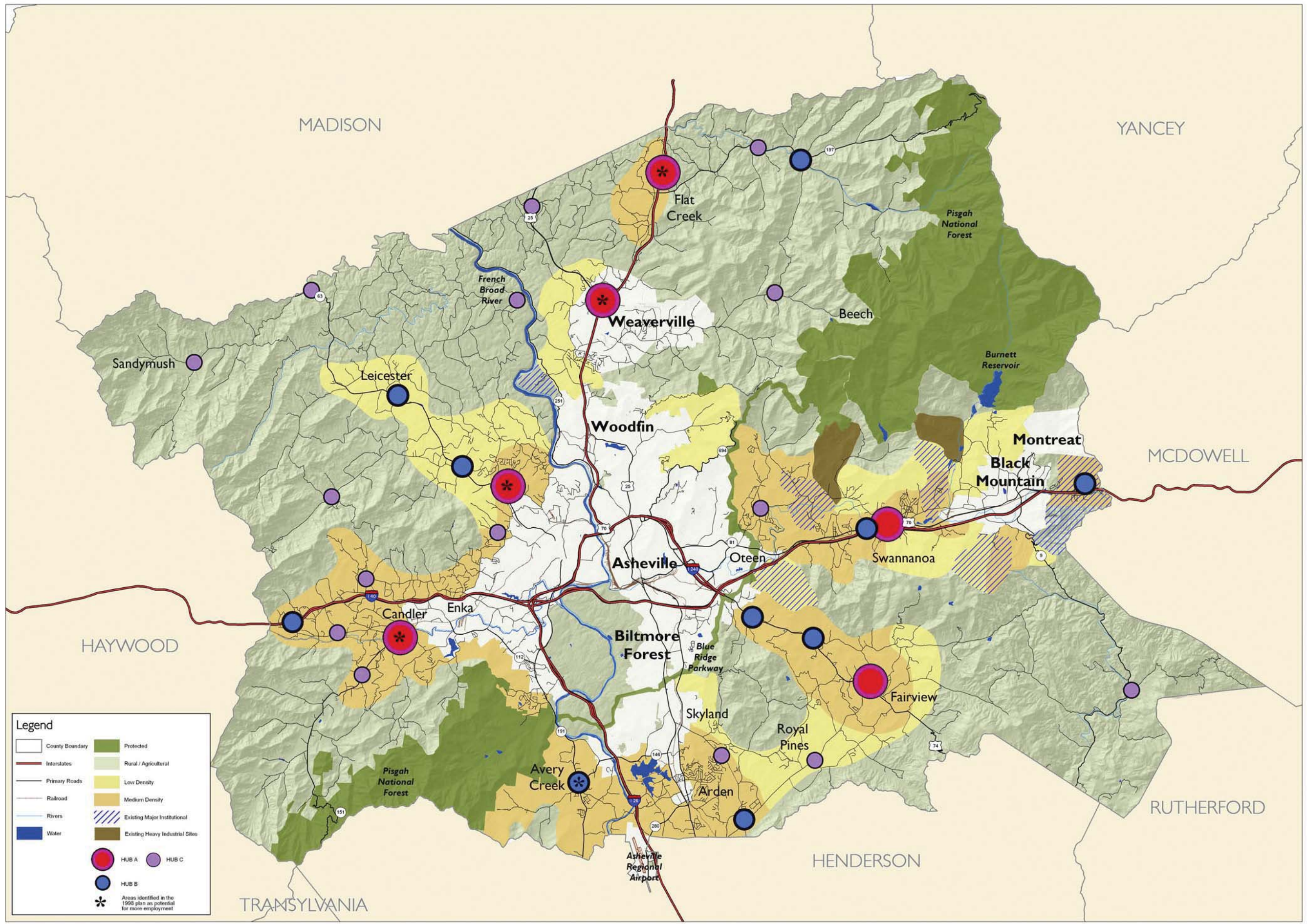
Bent Creek Greenway Corridor



Lake Julian Greenway Corridor



**Appendix D: Buncombe County Proposed Land Use Map (2013 Draft
Comprehensive Land Use Plan, June 2006)**

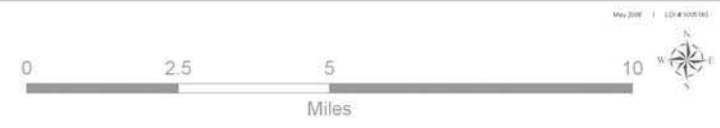


Legend

- County Boundary
- Interstates
- Primary Roads
- Railroad
- Rivers
- Water
- Protected
- Rural / Agricultural
- Low Density
- Medium Density
- Existing Major Institutional
- Existing Heavy Industrial Sites
- HUB A
- HUB C
- HUB B
- Areas identified in the 1998 plan as potential for more employment







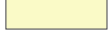

LandDesign.
 200 North Wolfe Rd
 Charlotte, NC 28202
 Phone: 704.232.0222
 Fax: 704.232.0224

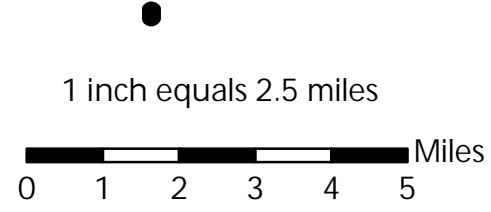
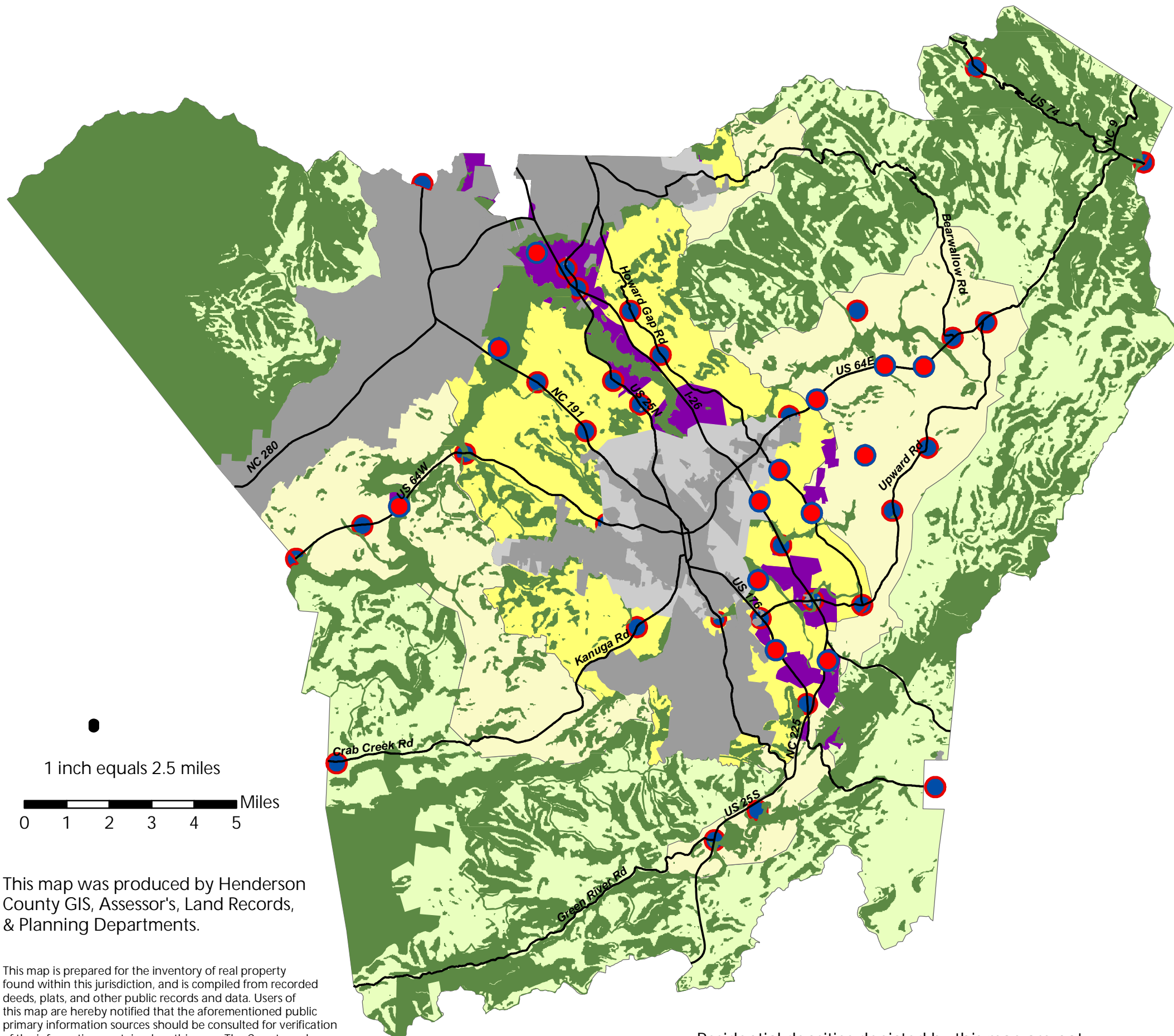
Proposed Land Use Map
 Comprehensive Land Use Plan Update
 Buncombe County, North Carolina



**Appendix E: Henderson County Future Land Use Map (2020 Comprehensive Plan
(Henderson County, Amended September 2009)**

Henderson County Comprehensive Plan Future Land Use*

-  Major Roads
-  Proposed New Community Service Centers
-  Community Service Center
-  Industrial
-  Conservation
-  Rural/Agricultural Areas
-  Rural/Urban Transition Areas
-  Urban Services Area



This map was produced by Henderson County GIS, Assessor's, Land Records, & Planning Departments.

This map is prepared for the inventory of real property found within this jurisdiction, and is compiled from recorded deeds, plats, and other public records and data. Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map. The County and mapping company assume no legal responsibility for the information contained on this map.

Residential densities depicted by this map are not absolute. Density will vary within these areas as determined by Community Plans.

* This Future Land Use Map is not intended to provide precise, site-level details as to future land use. Rather, it is intended to serve as a general guide for important infrastructural, zoning, and other decisions. This map is subject to change and will be regularly updated.

** Community Service Centers: Intended to contain a mixture of Commercial, Community Facility, and Dense Residential uses; intended to depict general location only, actual size, shape, and range and intensity of uses therein shall be determined by Community Plans and other detailed studies; other Community Service Centers may be identified in the future.

Appendix F: Demographic Data in Tabular Form

Table 1: Population Change, 2000-2010

	Population	2000	2010	Difference	% Change
Buncombe County Block Groups	Census Tract 12, Block Group 5	608	862	254	41.8%
	Census Tract 21.01, Block Group 1	1,473	1,375	-98	-6.7%
	Census Tract 22.03, Block Group 2	1,139	1,721	582	51.1%
	Census Tract 22.04, Block Group 1	3,342	3,497	155	4.6%
	Census Tract 23.02, Block Group 1	2,390	2,262	745	31.2%
	Census Tract 23.02, Block Group 4		873		
Henderson County Block Groups	Census Tract 9302, Block Group 3	1,458	1,797	339	23.3%
	Census Tract 9303, Block Group 2	1,905	2,131	226	11.9%
	Census Tract 9303, Block Group 3	959	1,273	314	32.7%
	Census Tract 9305.01, Block Group 1	3,163	2,330	871	27.5%
	Census Tract 9305.01, Block Group 2		1,704		
	Census Tract 9306, Block Group 1	3,544	2,530	1,415	39.9%
	Census Tract 9306, Block Group 2		2,429		
	Census Tract 9310, Block Group 1	3,609	1,186	627	17.4%
	Census Tract 9310, Block Group 2		818		
	Census Tract 9310, Block Group 4		1,537		
	Census Tract 9310, Block Group 5		695		
	Census Tract 9310, Block Group 3	1,163	1,296	133	11.4%
	Census Tract 9314, Block Group 2	N/A	1,351	N/A	N/A
	Census Tract 9314, Block Group 3	1,601	1,787	186	11.6%
Buncombe County	206,330	238,318	31,988	15.5%	
Henderson County	89,173	106,740	17,567	19.7%	
North Carolina	8,049,313	9,535,483	1,486,170	18.5%	
DSA Aggregate*	26,354	32,103	5,749	21.8%	

Source: US Census Bureau, Census 2010 and Census 2000, Summary File 1 100% data, Table P1 and P001 "Total Population"

*Note: DSA Aggregates exclude CT 9314, BG 2 due to significant changes in this block group's boundaries between 2000 and 2010. Therefore, the DSA Aggregates are only approximate values used to give a general indication of population trends.

Table 2: Population Projections, 2013-2033

Census Geography	2013	2023	2033	% Change from 2013-2033	% Annual Change from 2013-2033
Buncombe County	248,578	279,008	309,439	24.48%	1.10%
Henderson County	108,630	112,223	114,628	5.52%	0.27%
North Carolina	9,873,948	10,953,951	12,036,225	21.90%	1.00%

Source: North Carolina Office of State Budget and Management
(www.osbm.state.nc.us, Accessed 7/09/13)

Table 3: Race, 2010

	Race	Total Population	White		Black or African American		American Indian and Alaska Native		Asian	
			#	%	#	%	#	%	#	%
	Buncombe County	238,318	208,192	87.4%	15,211	6.4%	948	0.4%	2,417	1.0%
	Henderson County	106,740	94,914	88.9%	3,224	3.0%	449	0.4%	1,022	1.0%
Buncombe County Block Groups	Census Tract 12, Block Group 5	862	625	72.5%	100	11.6%	5	0.6%	5	0.6%
	Census Tract 21.01, Block Group 1	1375	1344	97.7%	13	0.9%	3	0.2%	4	0.3%
	Census Tract 22.03, Block Group 2	1721	1354	78.7%	204	11.9%	0	0.0%	15	0.9%
	Census Tract 22.04, Block Group 1	3497	3166	90.5%	61	1.7%	4	0.1%	199	5.7%
	Census Tract 23.02, Block Group 1	2262	2024	89.5%	83	3.7%	15	0.7%	36	1.6%
	Census Tract 23.02, Block Group 4	873	744	85.2%	31	3.6%	5	0.6%	19	2.2%
Henderson County Block Groups	Census Tract 9302, Block Group 3	1,797	1,611	89.6%	14	0.8%	7	0.4%	4	0.2%
	Census Tract 9303, Block Group 2	2,131	1,849	86.8%	61	2.9%	5	0.2%	16	0.8%
	Census Tract 9303, Block Group 3	1,273	1,091	85.7%	8	0.6%	5	0.4%	1	0.1%
	Census Tract 9305.01, Block Group 1	2,330	1,855	79.6%	234	10.0%	8	0.3%	40	1.7%
	Census Tract 9305.01, Block Group 2	1,704	1,510	88.6%	27	1.6%	9	0.5%	34	2.0%
	Census Tract 9306, Block Group 1	2,530	2,294	90.7%	92	3.6%	7	0.3%	52	2.1%
	Census Tract 9306, Block Group 2	2,429	2,132	87.8%	102	4.2%	11	0.5%	99	4.1%
	Census Tract 9310, Block Group 1	1,186	935	78.8%	69	5.8%	2	0.2%	30	2.5%
	Census Tract 9310, Block Group 2	818	635	77.6%	16	2.0%	3	0.4%	10	1.2%
	Census Tract 9310, Block Group 3	1,296	1,083	83.6%	25	1.9%	13	1.0%	18	1.4%
	Census Tract 9310, Block Group 4	1,537	1,350	87.8%	80	5.2%	0	0.0%	0	0.0%
	Census Tract 9310, Block Group 5	695	618	88.9%	34	4.9%	9	1.3%	8	1.2%
	Census Tract 9314, Block Group 2	1,351	988	73.1%	47	3.5%	10	0.7%	11	0.8%
	Census Tract 9314, Block Group 3	1,787	1,510	84.5%	60	3.4%	5	0.3%	19	1.1%
	DSA		33,454	28,718	85.8%	1,361	4.1%	126	0.4%	620

Source: US Census Bureau, Census 2010, Redistricting Data Summary File (PL 94-171), Table P1 "Race"

	Race	Total Population	Native Hawaiian/Pacific		Some other race		Two or more races		Total Non-White	
			#	%	#	%	#	%	#	%
	Buncombe County	238,318	289	0.1%	6,266	2.6%	4,995	2.1%	30,126	12.6%
	Henderson County	106,740	178	0.2%	4,934	4.6%	2,019	1.9%	11,826	11.1%
Buncombe County Block Groups	Census Tract 12, Block Group 5	862	0	0.0%	98	11.4%	29	3.4%	237	27.5%
	Census Tract 21.01, Block Group 1	1375	0	0.0%	2	0.1%	9	0.7%	31	2.3%
	Census Tract 22.03, Block Group 2	1721	2	0.1%	113	6.6%	33	1.9%	367	21.3%
	Census Tract 22.04, Block Group 1	3497	1	0.0%	8	0.2%	58	1.7%	331	9.5%
	Census Tract 23.02, Block Group 1	2262	1	0.0%	66	2.9%	37	1.6%	238	10.5%
	Census Tract 23.02, Block Group 4	873	1	0.1%	53	6.1%	20	2.3%	129	14.8%
Henderson County Block Groups	Census Tract 9302, Block Group 3	1,797	1	0.1%	135	7.5%	25	1.4%	186	10.4%
	Census Tract 9303, Block Group 2	2,131	0	0.0%	162	7.6%	38	1.8%	282	13.2%
	Census Tract 9303, Block Group 3	1,273	1	0.1%	118	9.3%	49	3.8%	182	14.3%
	Census Tract 9305.01, Block Group 1	2,330	0	0.0%	116	5.0%	77	3.3%	475	20.4%
	Census Tract 9305.01, Block Group 2	1,704	11	0.6%	63	3.7%	50	2.9%	194	11.4%
	Census Tract 9306, Block Group 1	2,530	0	0.0%	35	1.4%	50	2.0%	236	9.3%
	Census Tract 9306, Block Group 2	2,429	7	0.3%	45	1.9%	33	1.4%	297	12.2%
	Census Tract 9310, Block Group 1	1,186	10	0.8%	101	8.5%	39	3.3%	251	21.2%
	Census Tract 9310, Block Group 2	818	0	0.0%	129	15.8%	25	3.1%	183	22.4%
	Census Tract 9310, Block Group 3	1,296	1	0.1%	135	10.4%	21	1.6%	213	16.4%
	Census Tract 9310, Block Group 4	1,537	4	0.3%	89	5.8%	14	0.9%	187	12.2%
	Census Tract 9310, Block Group 5	695	0	0.0%	15	2.2%	11	1.6%	77	11.1%
	Census Tract 9314, Block Group 2	1,351	9	0.7%	251	18.6%	35	2.6%	363	26.9%
	Census Tract 9314, Block Group 3	1,787	3	0.2%	136	7.6%	54	3.0%	277	15.5%
	DSA		33,454	52	0.2%	1,870	5.6%	707	2.1%	4,736

Source: US Census Bureau, Census 2010, Redistricting Data Summary File (PL 94-171), Table P1 "Race"

Table 4: Hispanic or Latino by Origin, 2010

	Hispanic or Latino Origin	Total Population	Hispanic		Not Hispanic	
			#	%	#	%
	Buncombe County	238,318	14,254	6.0%	224,064	94.0%
	Henderson County	106,740	10,424	9.8%	96,316	90.2%
Buncombe County Block Groups	Census Tract 12, Block Group 5	862	195	22.6%	667	77.4%
	Census Tract 21.01, Block Group 1	1375	13	0.9%	1362	99.1%
	Census Tract 22.03, Block Group 2	1721	289	16.8%	1432	83.2%
	Census Tract 22.04, Block Group 1	3497	89	2.5%	3408	97.5%
	Census Tract 23.02, Block Group 1	2262	128	5.7%	2134	94.3%
	Census Tract 23.02, Block Group 4	873	73	8.4%	800	91.6%
Henderson County Block Groups	Census Tract 9302, Block Group 3	1,797	254	14.1%	1,543	85.9%
	Census Tract 9303, Block Group 2	2,131	285	13.4%	1,846	86.6%
	Census Tract 9303, Block Group 3	1,273	264	20.7%	1,009	79.3%
	Census Tract 9305.01, Block Group 1	2,330	268	11.5%	2,062	88.5%
	Census Tract 9305.01, Block Group 2	1,704	144	8.5%	1,560	91.5%
	Census Tract 9306, Block Group 1	2,530	103	4.1%	2,427	95.9%
	Census Tract 9306, Block Group 2	2,429	99	4.1%	2,330	95.9%
	Census Tract 9310, Block Group 1	1,186	178	15.0%	1,008	85.0%
	Census Tract 9310, Block Group 2	818	291	35.6%	527	64.4%
	Census Tract 9310, Block Group 3	1,296	237	18.3%	1,059	81.7%
	Census Tract 9310, Block Group 4	1,537	127	8.3%	1,410	91.7%
	Census Tract 9310, Block Group 5	695	45	6.5%	650	93.5%
	Census Tract 9314, Block Group 2	1,351	453	33.5%	898	66.5%
	Census Tract 9314, Block Group 3	1,787	337	18.9%	1,450	81.1%
		DSA	33,454	3872	11.6%	29,582

Source: US Census Bureau, Census 2010, Summary File 1 100% Data, Table P4 "Hispanic or Latino Origin"

Table 5: Limited English Proficiency, 2010

	LEP	Total Adult Population	Primary Language Group of Persons Who Speak English Less than Very Well							
			Spanish		Other Indo-Euro		Asian / Pacific		Other	
			#	%	#	%	#	%	#	%
Buncombe County Block Groups	Census Tract 12, Block Group 5	542	0	0%	0	0%	0	0%	0	0%
	Census Tract 21.01, Block Group 1	1,207	0	0%	6	0.50%	0	0%	0	0%
	Census Tract 22.03, Block Group 2	914	37	4.0%	0	0%	0	0%	0	0%
	Census Tract 22.04, Block Group 1	2,512	20	0.80%	43	1.71%	0	0%	0	0%
	Census Tract 23.02, Block Group 1	1,784	13	0.73%	172	9.64%	0	0%	0	0%
Census Tract 23.02, Block Group 4	477	0	0%	12	2.52%	0	0%	0	0%	
Henderson County Block Groups	Census Tract 9302, Block Group 3	1,275	51	4.0%	0	0%	0	0%	0	0%
	Census Tract 9303, Block Group 2	1,929	126	6.53%	12	0.62%	0	0%	0	0%
	Census Tract 9303, Block Group 3	1,040	266	25.58%	0	0%	0	0%	14	1.35%
	Census Tract 9305.01, Block Group 1	1,388	0	0%	0	0%	10	0.72%	0	0%
	Census Tract 9305.01, Block Group 2	1,667	81	4.86%	7	0.42%	22	1.32%	0	0%
	Census Tract 9306, Block Group 1	2,053	20	0.97%	0	0%	0	0%	0	0%
	Census Tract 9306, Block Group 2	1,521	91	5.98%	1	0%	16	1.05%	0	0%
	Census Tract 9310, Block Group 1	760	35	4.61%	2	0%	0	0%	0	0%
	Census Tract 9310, Block Group 2	566	145	25.62%	3	0%	0	0%	0	0%
	Census Tract 9310, Block Group 3	1,669	70	4.19%	4	0%	0	0%	0	0%
	Census Tract 9310, Block Group 4	872	0	0%	5	0%	0	0%	0	0%
	Census Tract 9310, Block Group 5	599	0	0%	6	0%	0	0%	0	0%
	Census Tract 9314, Block Group 2	1,042	405	38.87%	7	0%	0	0%	0	0%
	Census Tract 9314, Block Group 3	1,127	0	0%	8	0%	0	0%	0	0%
	DSA Aggregate	24,944	1,360	5.45%	252	1.01%	48	0.19%	14	0.06%

Source: US Census Bureau, American Community Survey 5-year Estimates (2006-2010), Table B16004, "Age by Language Spoken at Home for the Population 5+ Yrs"

Table 6: Poverty, 2010

	Poverty	Total Population	Below Poverty Level		Very Poor: Under 50% of Poverty Level		Near Poor: Between 100% and 150% of	
			#	%	#	%	#	%
Buncombe County		22,7047	33,356	14.69%	13570	5.98%	23,680	10.43%
Henderson County		101,898	12,979	12.74%	4821	4.73%	10,106	9.92%
Buncombe County Block Groups	Census Tract 12, Block Group 5	736	181	24.59%	15	2.04%	59	8.02%
	Census Tract 21.01, Block Group 1	1547	38	2.46%	13	0.84%	46	2.97%
	Census Tract 22.03, Block Group 2	1041	32	3.07%	19	1.83%	139	13.35%
	Census Tract 22.04, Block Group 1	3542	187	5.28%	131	3.70%	62	1.75%
	Census Tract 23.02, Block Group 1	2,086	132	6.33%	86	4.12%	133	6.38%
Census Tract 23.02, Block Group 4	885	244	27.57%	214	24.18%	92	10.40%	
Henderson County Block Groups	Census Tract 9302, Block Group 3	1773	79	4.46%	0	0.00%	541	30.51%
	Census Tract 9303, Block Group 2	2454	359	14.63%	95	3.87%	238	9.70%
	Census Tract 9303, Block Group 3	1609	376	23.37%	60	3.73%	398	24.74%
	Census Tract 9305.01, Block Group 1	1695	238	14.04%	90	5.31%	275	16.22%
	Census Tract 9305.01, Block Group 2	2113	89	4.21%	12	0.57%	58	2.74%
	Census Tract 9306, Block Group 1	2609	265	10.16%	17	0.65%	111	4.25%
	Census Tract 9306, Block Group 2	2039	219	10.74%	86	4.22%	212	10.40%
	Census Tract 9310, Block Group 1	1065	130	12.21%	14	1.31%	82	7.70%
	Census Tract 9310, Block Group 2	627	42	6.70%	23	3.67%	179	28.55%
	Census Tract 9310, Block Group 3	1030	40	3.88%	10	0.97%	45	4.37%
	Census Tract 9310, Block Group 4	930	144	15.48%	84	9.03%	193	20.75%
	Census Tract 9310, Block Group 5	812	32	3.94%	12	1.48%	149	18.35%
	Census Tract 9314, Block Group 2	1391	322	23.15%	83	5.97%	137	9.85%
	Census Tract 9314, Block Group 3	1450	252	17.38%	38	2.62%	304	20.97%
DSA Aggregate	31,434	3,401	10.82%	1,102	3.51%	3,453	10.98%	

Source: US Census Bureau, American Community Survey 5-year Estimates (2006-2010), Table C17002 "Ratio of Income to Poverty Level in the Past 12 Months"

Table 7: Median Home Value, 2010

	Housing Characteristics	Median Home
	Buncombe County	188,300
	Henderson County	184,200
Buncombe County Block Groups	Census Tract 12, Block Group 5	28,200
	Census Tract 21.01, Block Group 1	802,100
	Census Tract 22.03, Block Group 2	160,200
	Census Tract 22.04, Block Group 1	459,600
	Census Tract 23.02, Block Group 1	147,800
	Census Tract 23.02, Block Group 4	121,200
Henderson County Block Groups	Census Tract 9302, Block Group 3	124,000
	Census Tract 9303, Block Group 2	161,900
	Census Tract 9303, Block Group 3	123,300
	Census Tract 9305.01, Block Group 1	158,300
	Census Tract 9305.01, Block Group 2	208,000
	Census Tract 9306, Block Group 1	171,500
	Census Tract 9306, Block Group 2	179,900
	Census Tract 9310, Block Group 1	161,100
	Census Tract 9310, Block Group 2	162,500
	Census Tract 9310, Block Group 3	140,600
	Census Tract 9310, Block Group 4	190,300
	Census Tract 9310, Block Group 5	140,600
	Census Tract 9314, Block Group 2	43,400
	Census Tract 9314, Block Group 3	143,700
	DSA Average	191,410

Source: US Census Bureau, American Community Survey 5-year Estimates (2006-2010), Table B25077 "Median Value (Dollars)"

Table 8: Travel Time to Work, 2010









Commuters		Less Than 10	10 to 19 Minutes	20 to 29 Minutes	30 to 44 Minutes	45 to 59 Minutes	60 or More	Total	
Buncombe County	Number	15,575	37,227	28,186	16,019	3,439	3,520	103,966	
	Percent	15.0%	35.8%	27.1%	15.4%	3.3%	3.4%	100.0%	
Henderson County	Number	5,912	14,538	11,762	6,765	1,779	1,382	42,138	
	Percent	14.0%	34.5%	27.9%	16.1%	4.2%	3.3%	100.0%	
Buncombe County Block Groups	Census Tract 12, Block Group 5	Number	59	164	88	54	0	0	365
		Percent	16.2%	44.9%	24.1%	14.8%	0.0%	0.0%	100.0%
	Census Tract 21.01, Block Group 1	Number	111	228	68	23	3	18	451
		Percent	24.6%	50.6%	15.1%	5.1%	0.7%	4.0%	100.0%
	Census Tract 22.03, Block Group 2	Number	36	228	148	81	30	0	523
		Percent	6.9%	43.6%	28.3%	15.5%	5.7%	0.0%	100.0%
	Census Tract 22.04, Block Group 1	Number	248	524	547	201	0	16	1,536
		Percent	16.1%	34.1%	35.6%	13.1%	0.0%	1.0%	100.0%
	Census Tract 23.02, Block Group 1	Number	105	415	547	76	0	39	1,182
		Percent	8.9%	35.1%	46.3%	6.4%	0.0%	3.3%	100.0%
Census Tract 23.02, Block Group 4	Number	83	107	131	31	0	0	352	
	Percent	23.6%	30.4%	37.2%	8.8%	0.0%	0.0%	100.0%	
Henderson County Block Groups	Census Tract 9302, Block Group 3	Number	47	398	229	167	39	0	880
		Percent	5.3%	45.2%	26.0%	19.0%	4.4%	0.0%	100.0%
	Census Tract 9303, Block Group 2	Number	42	540	345	137	71	27	1,162
		Percent	3.6%	46.5%	29.7%	11.8%	6.1%	2.3%	100.0%
	Census Tract 9303, Block Group 3	Number	153	431	130	44	0	0	758
		Percent	20.2%	56.9%	17.2%	5.8%	0.0%	0.0%	100.0%
	Census Tract 9305.01, Block Group 1	Number	172	331	198	36	78	0	815
		Percent	21.1%	40.6%	24.3%	4.4%	9.6%	0.0%	100.0%
	Census Tract 9305.01, Block Group 2	Number	78	187	204	103	17	33	622
		Percent	12.5%	30.1%	32.8%	16.6%	2.7%	5.3%	100.0%
	Census Tract 9306, Block Group 1	Number	178	369	455	274	118	0	1,394
		Percent	12.8%	26.5%	32.6%	19.7%	8.5%	0.0%	100.0%
	Census Tract 9306, Block Group 2	Number	181	432	210	123	6	51	1,003
		Percent	18.0%	43.1%	20.9%	12.3%	0.6%	5.1%	100.0%
	Census Tract 9310, Block Group 1	Number	71	133	49	69	40	0	362
		Percent	19.6%	36.7%	13.5%	19.1%	11.0%	0.0%	100.0%
	Census Tract 9310, Block Group 2	Number	15	183	63	15	13	15	304
		Percent	4.9%	60.2%	20.7%	4.9%	4.3%	4.9%	100.0%
	Census Tract 9310, Block Group 3	Number	203	96	136	155	0	19	609
		Percent	33.3%	15.8%	22.3%	25.5%	0.0%	3.1%	100.0%
Census Tract 9310, Block Group 4	Number	57	19	34	43	0	0	153	
	Percent	37.3%	12.4%	22.2%	28.1%	0.0%	0.0%	100.0%	
Census Tract 9310, Block Group 5	Number	33	107	70	35	0	61	306	
	Percent	10.8%	35.0%	22.9%	11.4%	0.0%	19.9%	100.0%	
Census Tract 9314, Block Group 2	Number	136	202	53	146	0	0	537	
	Percent	25.3%	37.6%	9.9%	27.2%	0.0%	0.0%	100.0%	
Census Tract 9314, Block Group 3	Number	47	266	259	23	58	0	653	
	Percent	7.2%	40.7%	39.7%	3.5%	8.9%	0.0%	100.0%	
DSA Aggregate	Number	2,055	5,360	3,964	1,836	473	279	13,967	
	Percent	14.71%	38.38%	28.38%	13.15%	3.39%	2.00%	100%	

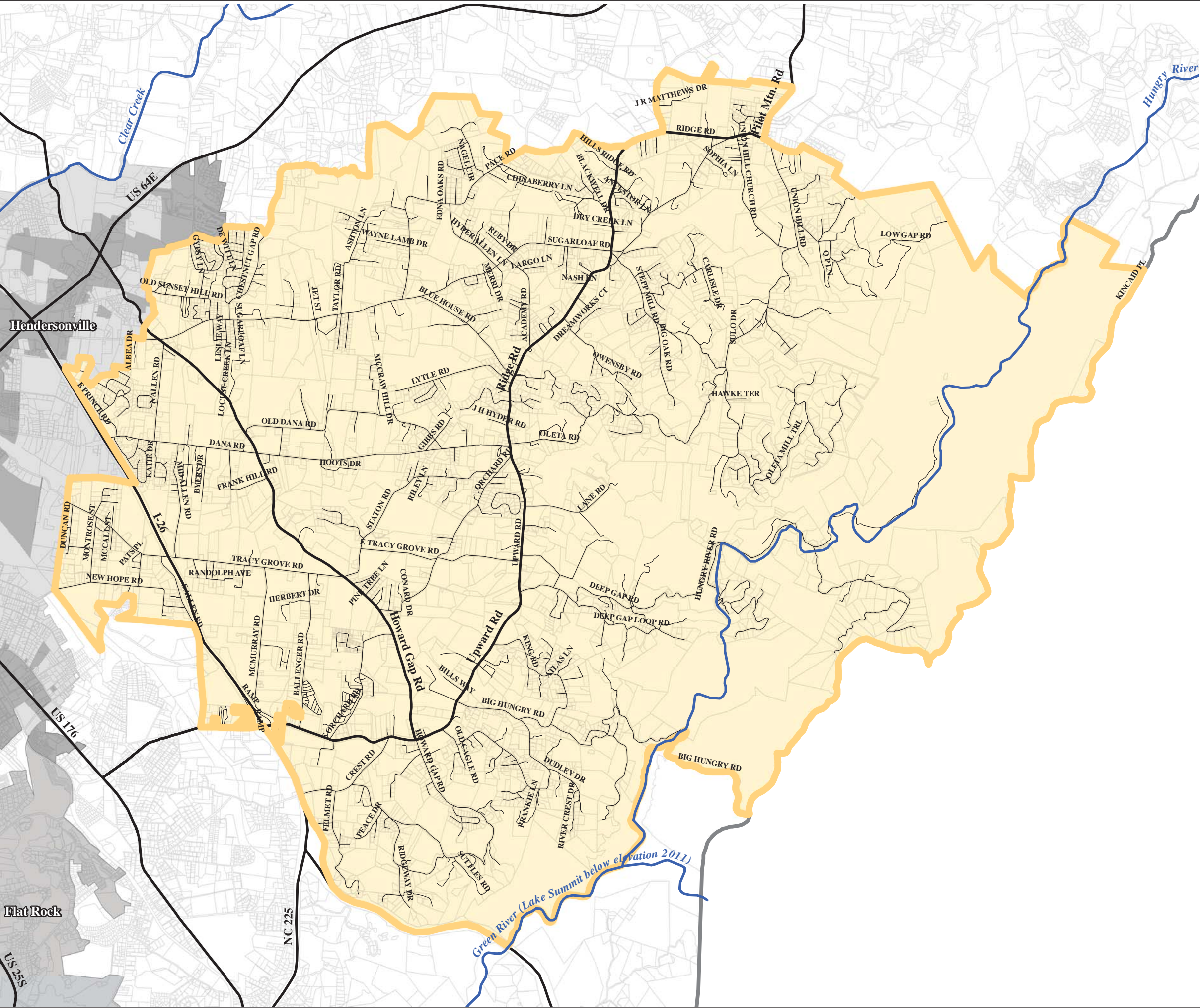
Source: US Census Bureau, American Community Survey 5-year Estimates (2006-2010), Table B08303 "Travel Time to Work"

Appendix G: Dana Community Planning Area Map (*Dana Community Plan*, Henderson County, March 2011)

Dana Community Planning Area

Planning Area Boundary

-  Major Roads
-  Streets
-  Major Streams
-  Community Plan Boundary
-  City of Hendersonville
-  Village of Flat Rock
-  Municipal ETJ
-  Parcels



1 inch = 0.72 miles



This map is prepared from the inventory of real property found within this jurisdiction, and is compiled from recorded deeds, plats, and other public records and data. Users of this map, are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map. The County and mapping company assume no legal responsibility for the information contained on this map.

Appendix H: NRCS Farmland Conversion Forms, Henderson & Buncombe Counties

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request	4. Sheet 1 of _____
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1. Name of Project	5. Federal Agency Involved
--------------------	----------------------------

2. Type of Project	6. County and State
--------------------	---------------------

PART II (To be completed by NRCS)	1. Date Request Received by NRCS	2. Person Completing Form
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3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size
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5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %
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8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS
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PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
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	Corridor A	Corridor B	Corridor C	Corridor D
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A. Total Acres To Be Converted Directly				
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B. Total Acres To Be Converted Indirectly, Or To Receive Services				
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C. Total Acres In Corridor				
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PART IV (To be completed by NRCS) Land Evaluation Information				
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A. Total Acres Prime And Unique Farmland				
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B. Total Acres Statewide And Local Important Farmland				
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C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
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D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
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PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
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1. Area in Nonurban Use	15			
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2. Perimeter in Nonurban Use	10			
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3. Percent Of Corridor Being Farmed	20			
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4. Protection Provided By State And Local Government	20			
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5. Size of Present Farm Unit Compared To Average	10			
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6. Creation Of Nonfarmable Farmland	25			
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7. Availability Of Farm Support Services	5			
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8. On-Farm Investments	20			
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9. Effects Of Conversion On Farm Support Services	25			
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10. Compatibility With Existing Agricultural Use	10			
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TOTAL CORRIDOR ASSESSMENT POINTS	160			
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PART VII (To be completed by Federal Agency)				
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Relative Value Of Farmland (From Part V)	100			
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Total Corridor Assessment (From Part VI above or a local site assessment)	160			
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TOTAL POINTS (Total of above 2 lines)	260			
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1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part:	DATE
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NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points
90 to 20 percent - 14 to 1 point(s)
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points
90 to 20 percent - 9 to 1 point(s)
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points
90 to 20 percent - 19 to 1 point(s)
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)
As large or larger - 10 points
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points
Some required services are available - 4 to 1 point(s)
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points
Moderate amount of on-farm investment - 19 to 1 point(s)
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)	3. Date of Land Evaluation Request	4. Sheet 1 of _____
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1. Name of Project	5. Federal Agency Involved
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2. Type of Project	6. County and State
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PART II (To be completed by NRCS)	1. Date Request Received by NRCS	2. Person Completing Form
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3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated Average Farm Size
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5. Major Crop(s)	6. Farmable Land in Government Jurisdiction Acres: _____ %	7. Amount of Farmland As Defined in FPPA Acres: _____ %
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8. Name Of Land Evaluation System Used	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS
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PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
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	Corridor A	Corridor B	Corridor C	Corridor D
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A. Total Acres To Be Converted Directly				
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B. Total Acres To Be Converted Indirectly, Or To Receive Services				
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C. Total Acres In Corridor				
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PART IV (To be completed by NRCS) Land Evaluation Information				
--	--	--	--	--

A. Total Acres Prime And Unique Farmland				
--	--	--	--	--

B. Total Acres Statewide And Local Important Farmland				
---	--	--	--	--

C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
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D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
--	--	--	--	--

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)				
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points			
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1. Area in Nonurban Use	15			
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2. Perimeter in Nonurban Use	10			
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3. Percent Of Corridor Being Farmed	20			
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4. Protection Provided By State And Local Government	20			
--	----	--	--	--

5. Size of Present Farm Unit Compared To Average	10			
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6. Creation Of Nonfarmable Farmland	25			
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7. Availability Of Farm Support Services	5			
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8. On-Farm Investments	20			
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9. Effects Of Conversion On Farm Support Services	25			
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10. Compatibility With Existing Agricultural Use	10			
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TOTAL CORRIDOR ASSESSMENT POINTS	160			
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PART VII (To be completed by Federal Agency)				
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Relative Value Of Farmland (From Part V)	100			
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Total Corridor Assessment (From Part VI above or a local site assessment)	160			
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TOTAL POINTS (Total of above 2 lines)	260			
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1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part:	DATE
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NOTE: Complete a form for each segment with more than one Alternate Corridor

CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

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