



TAP ROOT FARMS PROJECT PRESENTATION  
HENDERSON COUNTY BOARD OF COMMISSIONERS  
JUNE 3RD, 2019

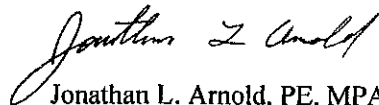






The Division of Aviation encourages the Asheville Regional Airport staff to continue to engage with the local communities, counties, and planning organizations in an effort to ensure appropriate land use decisions and zoning ordinances are implemented to protect all stakeholders involved.

Sincerely,



Jonathan L. Arnold, PE, MPA  
Deputy Director  
NCDOT – Division of Aviation

Enclosures



STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

ROY COOPER  
GOVERNOR

JAMES H. TROGDON, III  
SECRETARY

February 19, 2019

Michael Riesman  
Deputy Executive Director  
Asheville Regional Airport  
61 Terminal Dr. Suite 1  
Fletcher, NC 28732

Mr. Riesman,

Thank you for informing the NCDOT – Division of Aviation about the potential for a residential development under the approach surface to Runway 35 at the Asheville Regional Airport. The Division shares your concerns about the land use compatibility of the Tap Root subdivision in the proposed location identified by the enclosed Tap Root Subdivision Master Plan. The encroachment of incompatible land use poses a major threat to the long-term viability of our airports in North Carolina.

While the proposed location of the Tap Root subdivision appears to be outside of the Runway Protection Zone, it is located approximately 4,500 feet from the Runway 35 threshold and directly under the extended runway centerline. This location places the Tap Root subdivision directly beneath the approach surface for Runway 35 and within the area of "Limited Development" per the 2015 North Carolina Airport System Plan Update.

Enclosed is an Airport Influence Areas map excerpt from the 2015 North Carolina Airport System Plan Update for the Concord Regional Jetport to provide you with a graphical depiction of what the limited development area looks around an airport of similar size. I provided this specific example because this study did not generate these drawings for the commercial service airports, only the GA airports. Your airport would have comparable areas based on your similar runway characteristics to Concord.

Residential development within the limited development area is generally discouraged due to the potential for quality of life reduction caused by the noise impacts of aircraft using the airport and, in this case, flying directly overhead. A residential development in this location can also undermine the Asheville Regional Airport's growth opportunities and increase the risk of potential litigation.

Mailing Address:  
NC DEPARTMENT OF TRANSPORTATION  
DIVISION OF AVIATION  
1560 MAIL SERVICE CENTER  
RALEIGH, NC 27699-1560

Telephone: 919-814-0550  
Fax: 919-840-9267

Location:  
1050 MERIDIAN DRIVE  
MORRISVILLE, NC 27560

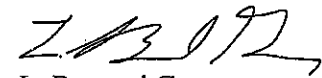
Website: [www.ncdot.gov/aviation](http://www.ncdot.gov/aviation)

**Grant Assurance 21 - Compatible Land Use.** This obligation states the airport sponsor "will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use, within its jurisdiction, that will reduce its compatibility, with respect to the airport, of the noise compatibility program measures upon which Federal funds have been expended."

Lastly, please consider that in 1998, the FAA adopted a policy of approving only preventive noise mitigation measures in areas of potential new non-compatible development. The FAA no longer approves (or funds) remedial noise mitigation measures for non-compatible development that occurs in the vicinity of airports. More information regarding this can be found within the associated Federal Register Notice (FR-1998-04-03).

We hope this meets your current needs. If you have any questions or need additional information concerning this matter, please do not hesitate to contact me.

Sincerely,



L. Bernard Green  
Airport/Community Planner  
Federal Aviation Administration  
Memphis Airports District Office



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Memphis Airports District Office  
2600 Thousand Oaks Blvd, Ste. 2250  
Memphis, TN 38118  
Phone: 901-322-8180

May 30, 2019

Mr. Michael Reisman, AAE  
Asheville Regional Airport  
61 Terminal Drive, Suite 1  
Fletcher, NC 28732

Dear Mr. Reisman:

RE: Asheville Regional Airport  
Tap Root Dairy Residential Project

This is in response to your letter dated May 24, 2019 regarding the proposed rezoning of land located less than one mile beyond the southern airport property boundary. It is our understanding that your concerns are on the subject proposed being located under the existing Runway 35 Approach. You are equally concerned that the proposed development has recently received a favorable determination via FAA Form 7460-1, Airspace Approval for a proposed development. In review of this issue, we concur with your concerns and support you, as airport sponsor, in promoting compatible land uses within the vicinity of the airport.

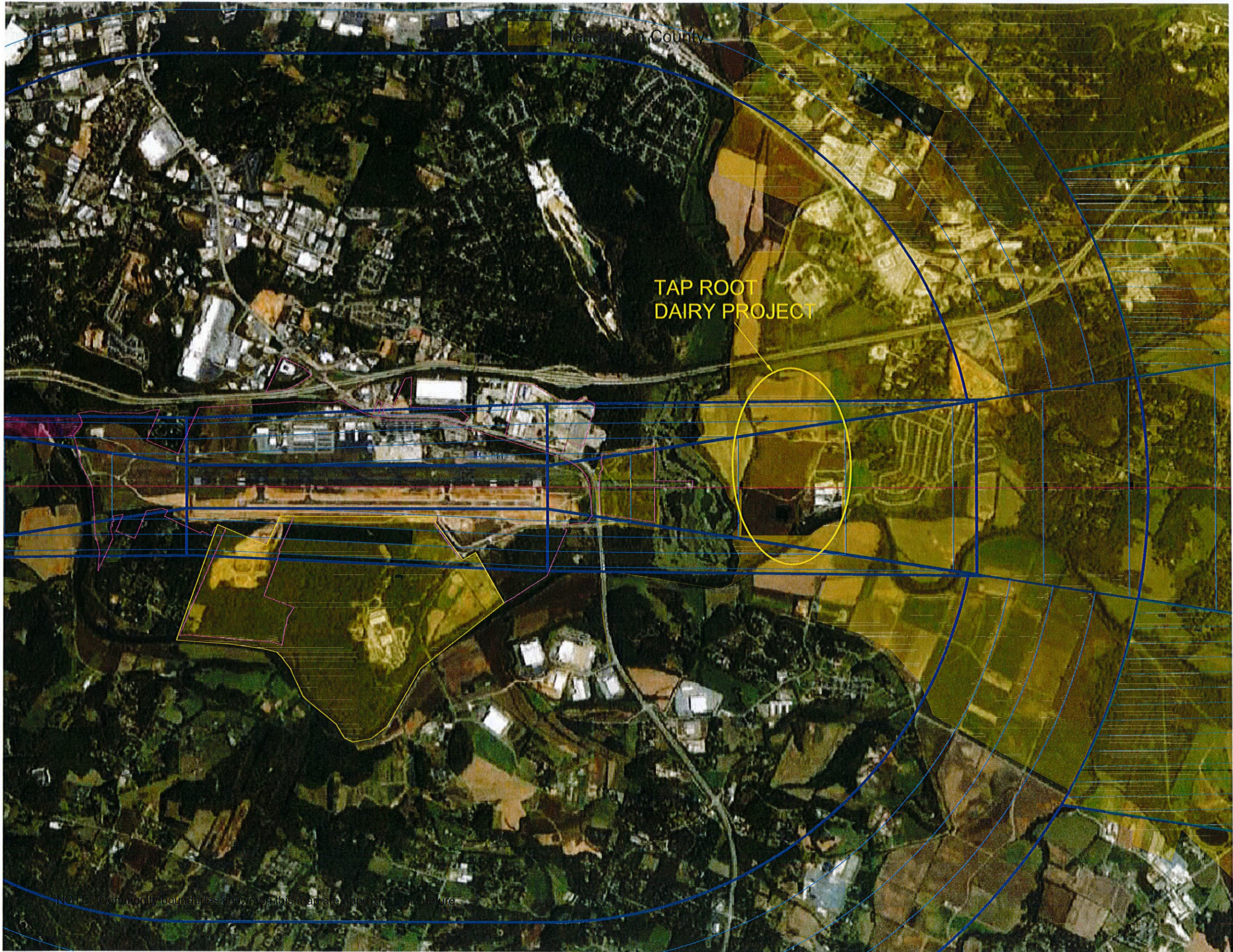
Attached for your reference is current FAA guidance on land uses entitled "Land Use Compatibility and Airports." This guidance was created in part to assist local units of government, airport managers and airport planners, local land use planners, developers, and elected and appointed public officials who have an airport within their jurisdiction (or are affected by the impacts of airport/aircraft operations within their jurisdictions). Among other things, the guidance identifies four key issues for evaluating the types of land uses to be considered for compatibility around airports. These include:

- The impact of aircraft noise and noise compatibility planning;
- The potential for airspace conflicts from tall structures in the vicinity of an airport;
- The possibility of electronic interference with aviation navigation aids; and
- The potential for interaction between aircraft and wildlife attractants.

Please note that as a result of the aeronautical study conducted on the proposal, the FAA states "this determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground. This determination does not consider compatible land use at or near airports.

In addition, please note that as a recipient of funds from the Airport Improvement Program (AIP), the airport sponsor is federally obligated to uphold grant assurances, one of which is





# Asheville Regional Airport

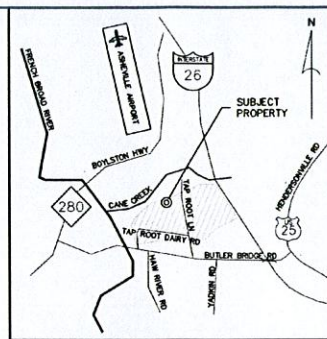
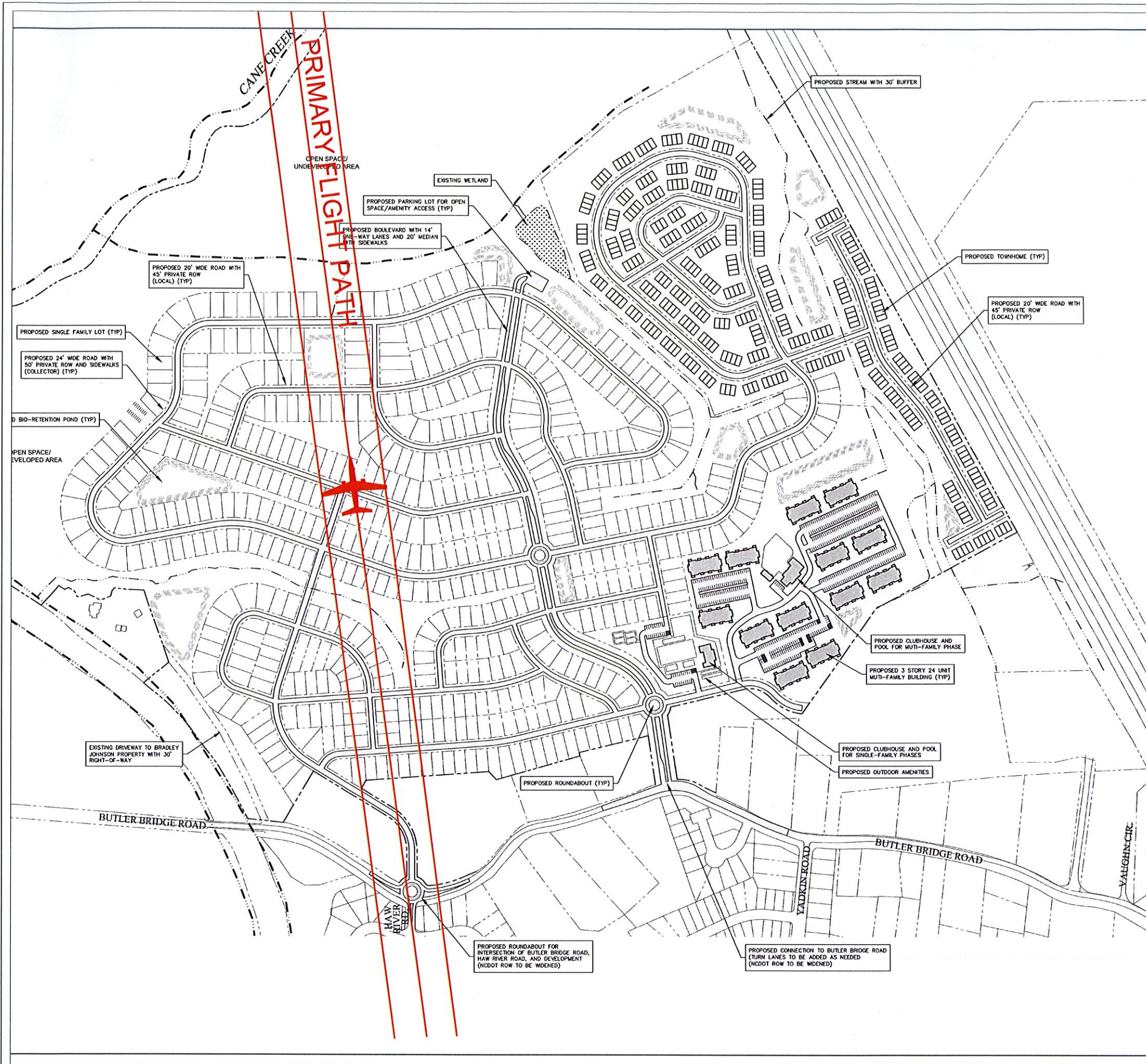
FAR Part 77 Airspace Overlay  
Henderson County Boundary



10/8/2013

NOTE: Community boundaries shown on this map are approximate in nature.





VICINITY MAP  
(NOT TO SCALE)

**DEVELOPMENT DATA**

OWNER/DEVELOPER: TAP ROOT FARMS LLC  
P.O. BOX 1157  
ARDEN, NC 28704  
CONTACT: KEN JACKSON  
(828) 684-8800

CIVIL ENGINEER: CIVIL DESIGN CONCEPTS, P.A.  
168 PATTON AVENUE  
ASHEVILLE, NC 28801  
WARREN SUGG, P.E.  
(828) 252-5388

SURVEYOR: ED HOLMES AND ASSOCIATES  
300 RIDGEFIELD CT. # 301  
ASHEVILLE, NC 28806  
ED HOLMES, P.L.S.  
(828) 225-6562

**PROJECT DATA**

PIN: 9652-03-1362; 9642-82-3681;  
9642-84-4544

ADDRESS: TAP ROOT LANE/BUTLER BRIDGE RD  
DEED BOOK/PAGE: 1337/65; 1349/333; 985/70  
SITE ACREAGE: 286 ACRES  
ZONING: EXISTING: RC - REGIONAL COMMERCIAL  
PROPOSED: CZ - CONDITIONAL ZONING

COUNTY/TOWNSHIP: HENDERSON/HOOPERS CREEK

SETBACKS: 15' (LOCAL/COLLECTOR)  
FRONT: 20' (THOROUGHFARE +)  
SIDES: 10'  
REAR: 10'

WATERSHED: FRENCH BROAD RIVER BASIN  
FIRE DISTRICT: FLETCHER FIRE

WATER: PUBLIC  
SEWER: PUBLIC

PROPOSED ROAD LENGTH: LOCAL - 19,100 LF  
COLLECTOR - 11,500 LF  
THOROUGHFARE - 2,500 LF

**UNITS**

PHASE I: 312 MULTI-FAMILY  
PHASE II: 70 SINGLE FAMILY (50' FRONTAGE)  
PHASE III: 259 TOWNHOMES  
PHASE IV: 102 TOWNHOMES  
PHASE V: 64 SINGLE FAMILY (50' FRONTAGE)  
PHASE VI: 34 SINGLE FAMILY (60' FRONTAGE)  
PHASE VII: 99 SINGLE FAMILY (50' FRONTAGE)  
PHASE VIII: 47 SINGLE FAMILY (50' FRONTAGE)  
18 SINGLE FAMILY (60' FRONTAGE)  
PHASE IX: 120 SINGLE FAMILY (50' FRONTAGE)  
27 SINGLE FAMILY (60' FRONTAGE)  
PHASE X: 29 SINGLE FAMILY (50' FRONTAGE)  
37 SINGLE FAMILY (60' FRONTAGE)

TOTAL UNITS: 545 SINGLE FAMILY  
312 MULTI-FAMILY  
361 TOWNHOMES  
1,218 TOTAL PROJECT UNITS

PROPOSED DENSITY: 4.2 UNITS/ACRE

FOR REVIEW ONLY

# Asheville Regional Airport

## Flight Tracks - Tap Root Dairy Project



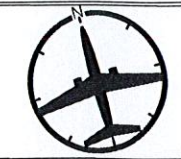
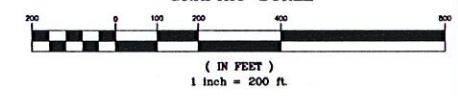
Know what's below.  
Call before you dig.



NORTH

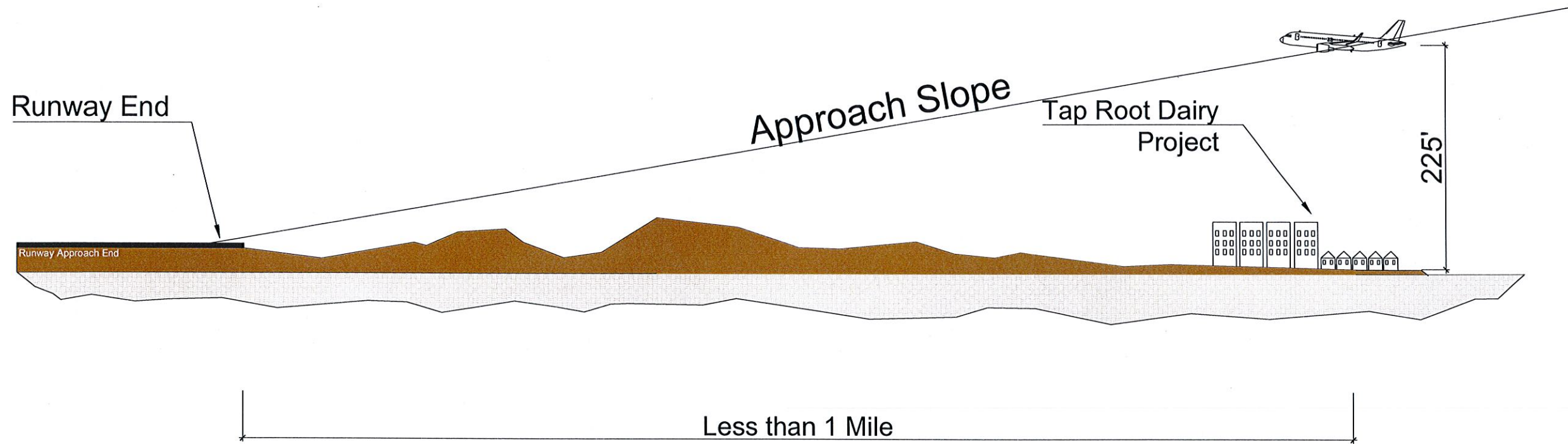
MASTER SITE PLAN

GRAPHIC SCALE



2/15/2019





**Asheville Regional Airport**  
Tap Root Dairy Project Airspace Drawing